



BHPA

Annual General Meeting

BHPA Office Leicester

1st March 2025

BRITISH HANG GLIDING AND PARAGLIDING ASSOCIATION

AGM

FEBRUARY 2025

CHAIRMAN'S REPORT

I take this opportunity to remind everyone that the phasing of this Report is always complicated by the fact that we are reporting almost exactly a year in arrears. This AGM covers the budget year April 2023 - March 2024. Despite the trials posed the weather, reasonable challenge, and the ever-present commitment to maintain insurance for the membership, it has been a year of significant accomplishments for our association.

Membership:

I can report that our membership has remained steady, with our total membership standing at 6831 members.

Exec. Members:

This year we again have an uncontested election for Exec. and so can congratulate Marc Asquith, Martin Baxter, Bill Bell, Paul Dancey, Angus Langford upon their re-election. The main subcommittees of the Executive, notably FSC and F&GP, have continued to support the outputs of the Association. The past 12 months have been educational and challenging for me, learning the ropes as Chair of your Association as well as taking on the post of Vice-Chair of the Royal Aero Club. Both organisations hide a labyrinth of challenges, complex decisions, and often-unseen dedication. The BHPA juggles various roles: certifying pilots, ensuring safety, providing insurance, negotiating with regulators, and building pathways for young enthusiasts to progress to competitive levels. What I have learned since taking over as Chair in June 2023, getting there ('there' being any sort of progress) is a test of resilience, strategy, patience and vision. Reasonable challenge from the membership is welcomed as is an appreciation of the volunteer aspect of Exec in serving the members.

Competitions and achievements:

The past 12 months have seen some amazing achievements by our members. The work on diversity and equity in the sport is testament to significant personal effort by Rhian Ebrey, John Westall and others. The sporting prowess of all our disciplines on the international stage is noteworthy; they have achieved amazing results in 2024. Paramotoring Comps Chair Barney Townsend and the Panel, running the first World Endurance Championship in the UK is a particular highlight – supported at prizegiving by FAI President David Monks - as are the notable achievements of the Junior PG Team. Andy Shaw, CFI Green Dragons is congratulated on the 50th Anniversary of the school and club founded by his father. Both at Royal Aero Club Award level and BHPA Awards of Merit, I am so pleased the efforts of those individuals who achieve sporting greatness or support others in their endeavours are being so well recognised. To those whom I badgered for nominations/citations, my enduring thanks.

FAI:

I attended the recent General Conference of the FAI in Riyadh, funded by the RAeC, to better understand the UK's NACs role in that organisation. I was fortunate to attend with RAeC FAI Delegate, Rob Hughes, CEO BMAA. Rob's expertise at FAI as a previous employee and his network of contacts meant that the room felt like a meeting of friends and, of course, aviation enthusiasts. This year's event saw an impressive turnout of representatives from FAI member

organisations, international commissions, and partner organisations. Discussions ranged from air sport regulations and the development of digital competitive Airsports to the routine business of any AGM (dry but worthwhile). The conference also included the election of new FAI leadership and the approval of updated strategic initiatives. Current FAI President David Monks (Ex Chair RAeC) stood down, receiving a standing ovation for his efforts and was elected President of Honour; US representative Greg Principato was elected as new FAI President.

Staff:

More on office staffing from the Admin/Company Sec report. The decision to advertise for a new technical officer is based upon Ian Currer's forthcoming retirement date; so, the decision to remain with two tech officers remains extant.

Environmental Stewardship:

As stewards of the natural environment in which we fly, we recognise our responsibility to minimise our impact on the land and promote sustainable practices. This year, Martin Baxter has continued working with 'Outdoors for All,' a government led initiative designed to maximise and strengthen policies for recreations and environmental protection. Local clubs are supported in partnering with environmental organisations and landowners to develop guidelines for responsible flying and to advocate for the preservation of our flying sites. The membership must continue to strive toward good practices, supporting the clubs' efforts to ensure that future generations of pilots will have the same opportunities to experience the joy of free flight in the UK's countryside.

Looking Ahead:

As we look ahead to the coming year, one of my biggest concerns is continuity planning – both Exec and FSC rely on the immense knowledge and key members of Exec. One on my to-do list for the next year is to ensure we have a narrative to support business continuity for the organisation should any of the key board members (of any role) have to step down. The BGA changed their Exec rules in recent years to ensure that maximum time on Exec was limited to six years. This was done to ensure the organisation remained dynamic and innovative; the BGA also hold their AGMs online, something we are also trialling for the first time this year. But note you will be able to observe and respond in real time, but all voting is either in person or via the usual proxy form.

In closing, I would like to express my sincere gratitude to our technical and office staff who have provided the day-to-day administration, coaching courses, instructor updates and accident investigations. And to the club's network, particularly those club chairs I have had opportunity/need to engage with, I extend my thanks for your helpfulness and willingness to support positive outcomes irrespective of the issue.

JENNY BUCK
BHPA Chairman
9 February 2025



Notice of Annual General Meeting

Notice is hereby given that the Thirty Third Annual General Meeting of the British Hang Gliding & Paragliding Association Limited will be held at 8 Merus Court, Meridian Business Park, Leicester, LE19 1RJ on Saturday 1st March 2025 at 11.00 am for the following purposes:

1. To receive the Accounts and the Report of the Executive Council for the year ended 31 March 2024.

2. To elect by ballot six members to the Executive Council from the following six candidates:

M Asquith
M Baxter
B Bell
J Buck
P Dancey
A Langford

- 3 - 5 To consider the proposals made by D Harvey (M/Ship No. 27149) - see back page.

6. To appoint auditors and to authorise the Executive Council to fix their remuneration.

BY ORDER OF THE EXECUTIVE COUNCIL

M. Asquith, Company Secretary.
8 Merus Court, Meridian Business Park, Leicester, LE19 1RJ

Notes:

1. Only Full, Concessionary and Honorary Members are entitled to vote. A voting member is entitled to appoint a proxy, who **MUST** be a member who is otherwise entitled to vote, to attend, speak and vote instead of him. Proxy forms must be lodged with the Leicester office not less than 48 hours before the time fixed for the meeting.

Candidates for Election

Marc Asquith

As many of you will know, in February 2023 I stood down as BHPA Chairman after 2 terms of office in which I served for a total of 16 years. However, I remained a member of Exec. and retained my role as Admin Director, continued my involvement with the Insurance brief and took over as Company Secretary. I have been on BHPA Exec., and BHGA Council before that, almost continuously since 1989. I am a flying nut, having had Air Experience flights on Chipmunks as an Air Cadet in the mid-1970s, flying solo on gliders in 1975 and achieving my PPL on a Cessna 150 in 1976. I learned to fly hang gliders in 1977 with the Swansea University HGC. I flew microlights and worked as an instructor in 1983/84. Learned to fly paragliders in the late 1980s. I obtained my PPG and PHG ratings in the mid 1990s, mostly flying my Doodlebug / Discovery combination in and around Snowdonia. I became the BHPA delegate to Royal Aero Club during my first term as Chairman and became Chairman of the Royal Aero Club for a 3-year stint in the late 1990s. I relinquished my role as BHPA delegate and became an Honorary Vice President of the RAeC when I stood down as RAeC Chairman. As BHPA Chairman I attended the inaugural meeting of the European Hang Gliding and Paragliding Union in 1998 and have been the UK delegate during both my terms as BHPA Chairman. I am currently the Chairman of the EHPU's Management Committee. I am the EHPU delegate to Europe Airports where our main concern is the mandatory introduction of Electronic Conspicuity and U-Space to accommodate drones. To complement that work, I also attend the UK CAA's Electronic Conspicuity Technical Working Group representing the UK interests of our sports. Over the years, I have served the BHPA as PR Officer, Safety Officer, Insurance Officer, Admin Director, Treasurer and Chairman. Professionally I am a Barrister specialising in Aviation Law. If re-elected I would anticipate continuing with my roles as Company Secretary, in Insurance and Admin and leading our interactions with the CAA in respect of Electronic Conspicuity and drones.

Martin Baxter

I'm 61 years old and retired. In a previous life I was an Army helicopter pilot with a background in Flight Safety. I'm a paraglider pilot and club coach. I have been a club chairman for 15 years and was their sites officer before that. Eleven years as BHPA Sites Officer; I manage the Sites Database, deal with CANP and support local clubs when sites are threatened by windfarms, powerlines or wildlife restrictions. I have been lobbying for better access to the countryside. As a Trustee of the BHPA Sites Trust Fund, I co-ordinate all applications for grants and loans towards site purchase. I believe that the BHPA should strive to provide value for money.

Bill Bell

I have been a member of Exec for over a decade now, in most of that time I have served as Competitions Director, I set up The BHPA Foundation as a charitable body and, I hope, have been able to contribute to the work of the BHPA in small ways. My approach to this role has been to support rather than mandate and to make sure that the BHPA, its members and the many volunteers it takes to make it all happen are able to do what they do without risk or restrictions. There is still work to do and I'm still willing! Oh- and, like the rest of the membership, I'd like to get more flying in.

Jenny Buck

I have now been a member of Exec for four years and served as Chair for the last 2 years. Prior to election as Chair, I held the post of UK Competitions Director. In addition to holding the post of Chair, I am also the BHPA Royal Aero Club (RAeC) Representative and have been elected as a Vice Chair of RAeC. I have a grasp of Exec. processes and have enjoyed working collaboratively with all the Exec. members, Staff and BHPA Committees and Panels. As background, I joined the BHGA at the age of 15 back in 1989 and have been a member ever since. I hold an Advanced Pilot, Hill Rating, for hang gliding, Pilot Rating, Hill and Tow, for Paragliding and I am a lapsed sailplane pilot. Having previously been an active competition pilot, I have served as Meet Director for the British Open Hang Gliding Series, UK Nationals and GB HG Team Manager. Professionally I serve in the Military Medical Services, previously as an Army Major, transferring in 2018 to the Royal Navy as a Commander, and now hold the naval rank of Captain. During that time, I served as Treasurer of the Army Hang Gliding & Paragliding Association and upon transfer, as Chair of the RNHPA for 2 years. As an Officer in the Royal Navy Medical Services, I have benefitted from the experiences and responsibility gained during daily duty and operational tours. This has given me an appreciation of the need for coherence, teamwork, effective decision making and risk management. I wish to remain on Exec in order to represent the membership with broad experience, leadership, pragmatism, and humour; I am willing to be flexible in role as the nature of my employment demands it.

Paul Dancey

I first joined the BHPA Executive Council in 1998 to take on the role of Skywings Director and am currently responsible for the day to day management of Skywings and the BHPA web site. Each month I transform the printed version of Skywings into the page turning version that can be found on our website and was responsible for the recent redesign of our website to make it "mobile friendly". I took up hang gliding in 1989 and joined the SE Wales club. Five years later I was elected to the club committee and took over as magazine editor. Before retiring from the club committee in 2016, I served in a variety of roles including membership secretary, club secretary, and finally club chairman. I was also an active member of the team behind the purchase of the Bloreng. In the 1990's, I spent 5 happy years working for the Welsh Hang Gliding Centre and am a past chairman of the Welsh Sports Association.

Angus Langford

I'm a Chartered Accountant and recently retired finance director and have been paragliding for over 20 years. I'm a keen pilot, mostly flying southern UK sites, though I take every opportunity to travel abroad when time and family permit. Over the past 15 years as treasurer, I've worked to keep costs and subscriptions as low as possible while ensuring the operational integrity and financial stability of the association. The BHPA has successfully navigated a challenging operational environment, and I'm pleased to report that the association's finances remain robust under careful stewardship.



Form of Proxy for Annual General Meeting

I, _____ BHPA Membership No. _____
(FULL NAME IN BLOCK CAPITALS PLEASE)

of _____

being a Full Member of the British Hang Gliding & Paragliding Association Ltd hereby appoint (See Note 1) _____ the Chair of the Meeting as my proxy to vote for me on my behalf at the Annual General Meeting of the Company to be held at 11:00 am on Saturday 1st March 2025 and at any adjournment thereafter.

Please indicate with a cross (X) in the relevant space provided whether you wish your votes to be cast for or against the resolutions set out in the Notice convening the Annual General Meeting. In the absence of specific directions your proxy will vote or abstain as they think fit.

Resolution 1

That the Accounts and the Report of the Executive Council for the year ended 31st March 2024 be approved.

FOR	AGAINST

Resolution 2

That six members be elected by ballot and appointed to the Executive Council from the following six candidates

(Indicate with a X up to six candidates only):

CANDIDATES	FOR
M Asquith	
M Baxter	
B Bell	
J Buck	
P Dancey	
A Langford	

Resolution 3 - 5

3. That the agendas of Exec and FSC meetings be made available to BHPA members before the relevant meeting.

4. That the minutes of Exec and FSC meetings be made available to BHPA members within 7 days of the relevant meeting.

5. That decisions at Exec and FSC meetings be taken by majority vote of members of each committee.

FOR	AGAINST

Resolution 6

That auditors be appointed and the Executive Council be authorised to fix their remuneration.

FOR	AGAINST

Signature _____ Dated this _____ day of _____ 2025.

Notes: 1. If it is desired to appoint any person other than the Chair of the meeting, their name and address should be inserted in the relevant place, reference to the Chair should be deleted and the alteration initialled. A proxy must be a Full Member who is entitled to vote in their own right.

Member Proposal

Publishing Agenda and Minutes of Exec meetings and FSC meetings

3. Proposal: that the agendas of Exec and FSC meetings be made available to BHPA members before the relevant meeting.

Reasons

To improve engagement with BHPA members and make it easier for members to get in touch if they wish to contribute to discussion on a topic the BHPA is about to consider.

4. Proposal: that the minutes of Exec and FSC meetings be made available to BHPA members within 7 days of the relevant meeting.

Reasons

To enable BHPA members to know what is going on. At present, Exec minutes are published many months later, after approval at the following meeting. Many organisations (such as parish councils) publish their draft minutes straight after meetings. Alternatively, the minutes could be approved within 7 days, when participants are better able to recall what was said at the meeting. FSC minutes are currently not published, due to concerns about confidentiality when discussing disciplinary matters. But FSC does much more than discuss disciplinary matters, and confidential items could be redacted.

Voting at meetings

5. Proposal: that decisions at Exec and FSC meetings be taken by majority vote of members of each committee, in accordance with the BHPA's Articles of Association. The minutes should record the number of votes in favour, against, and abstentions.

Reasons

The Articles of Association state:

"Questions arising at a meeting shall be decided by a majority of votes." (Para 53.)

and

"38. The Executive Council may delegate any or their powers to any committee consisting of one or more directors. They may also delegate to any managing director or any director holding any other executive office such of their powers as they consider desirable to be exercised by him. Any such delegation may be made subject to any conditions the Executive Council may impose, and either collaterally with or to the exclusion or their own powers and may be revoked or altered. Subject to any such conditions, the proceedings of a committee with two or more members shall be governed by the articles regulating the proceedings of the Executive Council so far as they are capable of applying."

At present, unless there has been a recent change, decisions are made according to the chair's interpretation of the consensus, or simply by the chair following informal discussion.

The terms of reference of the FSC are set out in the Technical Manual, and they do not impose a two-tier structure with all power held by the chair and other members as advisors. Neither do they state that FSC members should not vote.

Accordingly, decisions at both Exec and FSC should be taken by majority vote of the members of each committee.

The current situation gives rise to a concentration of power in the chair and/or the more vocal members of the committee. There may be a case for adopting a "Consensus decision making" procedure, where voting is more nuanced than just "yes" or "no" – but then such a procedure should be formally written down and adopted, with the requisite changes made to the Articles of Association. The current situation calls into question whether recent BHPA decisions are legally valid.

Dave Harvey (M/Ship no. 27149)

REGISTERED NUMBER: 02618166 (England and Wales)

**REPORT OF THE DIRECTORS AND
AUDITED FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 MARCH 2024
FOR
BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

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For The Year Ended 31 March 2024**

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**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**COMPANY INFORMATION
For The Year Ended 31 March 2024**

DIRECTORS:	Mr M N Asquith Mr M Baxter Mr W M Bell Mr J E Cunliffe Mr P N Dancey Dr M F Heywood (Vice Chairman) Mr A J R Langford (Treasurer) Mr A I Pinkerton Mrs J A Buck (Chair) Mr B Janaway Mr S F Young Mr S J Blackburn
SECRETARY:	Mr M N Asquith
REGISTERED OFFICE:	8 Merus Court Meridian Business Park Leicester Leicestershire LE19 1RJ
REGISTERED NUMBER:	02618166 (England and Wales)
INDEPENDENT AUDITORS:	TC Group 31 High View Close Hamilton Office Park Leicester Leicestershire LE4 9LJ
BANKERS:	Royal Bank of Scotland First Floor 5 Market Street Leicester LE1 6DN

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**REPORT OF THE DIRECTORS
For The Year Ended 31 March 2024**

The directors present their report with the financial statements of the company for the year ended 31 March 2024.

PRINCIPAL ACTIVITY

The principal activity of the company in the year under review was that of encouragement, promotion and support of the sport of hang gliding and paragliding in the United Kingdom.

REVIEW OF BUSINESS

The Executive Committee considers that the Association's financial affairs are accurately reflected in the attached accounts. The average membership during the year was 7,121, representing a 2% decline from the previous year's 7,295 members. This reduction was mirrored in membership fee income. While membership fees were increased by 10% in line with inflation for renewals effective from April 1, 2023, overall revenue increased by only 6% compared to the prior year.

Revenue from joining fees and day tickets grew by £10,000 (12%), highlighting the sustained interest in the sports we represent. However, inflationary pressures and a further rise in third-party insurance costs posed ongoing challenges. In response, the Executive Committee implemented cost-saving measures across the organization, including staff-related expenses. Notably, a voluntary redundancy was accepted by a member of the technical team toward the end of the financial year, with associated costs reflected in this year's financial results.

The Association reported a loss of £51,000 for the year, an improvement from the £68,000 loss in 2023. The Executive Committee is confident that the measures undertaken will return the Association to a surplus in the financial year ending March 2025.

The Association operates with the objective of generating modest annual surpluses to preserve the real value of its reserves. In planning the budget and determining subscription rates, the Executive Committee decided not to pull the association back to breakeven by a large subscription adjustment in one year. This decision was informed by surpluses achieved in 2021 and 2022, totalling £162,000, which ensured that over a five-year period, the reserves would continue to grow in line with the Association's reserve strategy.

The reserves serve as a buffer to manage adverse changes in the operating environment, maintain services during periods of membership decline, and navigate economic challenges. They also provide the capacity to address existential threats to free flight and support clubs with site acquisitions when opportunities arise. To this end, the Association has earmarked £50,000 to provide loans to clubs for equipment purchases and site acquisitions, of which £17,750 has been loaned to member clubs.

DIRECTORS

The directors shown below have held office during the whole of the period from 1 April 2023 to the date of this report.

Mr M N Asquith
Mr M Baxter
Mr W M Bell
Mr J E Cunliffe
Mr P N Dancey
Dr M F Heywood (Vice Chairman)
Mr A J R Langford (Treasurer)
Mr A I Pinkerton
Mrs J A Buck (Chair)
Mr B Janaway
Mr S F Young

Other changes in directors holding office are as follows:

Mr T Prideaux-Brune - resigned 24 February 2024
Mr S J Blackburn - appointed 24 February 2024

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**REPORT OF THE DIRECTORS
For The Year Ended 31 March 2024**

STATEMENT OF DIRECTORS' RESPONSIBILITIES

The directors are responsible for preparing the Report of the Directors and the financial statements in accordance with applicable law and regulations.

Company law requires the directors to prepare financial statements for each financial year. Under that law the directors have elected to prepare the financial statements in accordance with United Kingdom Generally Accepted Accounting Practice (United Kingdom Accounting Standards and applicable law), including Financial Reporting Standard 102 'The Financial Reporting Standard applicable in the UK and Republic of Ireland'. Under company law the directors must not approve the financial statements unless they are satisfied that they give a true and fair view of the state of affairs of the company and of the surplus or deficit of the company for that period. In preparing these financial statements, the directors are required to:

- select suitable accounting policies and then apply them consistently;
- make judgements and accounting estimates that are reasonable and prudent;
- prepare the financial statements on the going concern basis unless it is inappropriate to presume that the company will continue in business.

The directors are responsible for keeping adequate accounting records that are sufficient to show and explain the company's transactions and disclose with reasonable accuracy at any time the financial position of the company and enable them to ensure that the financial statements comply with the Companies Act 2006. They are also responsible for safeguarding the assets of the company and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

STATEMENT AS TO DISCLOSURE OF INFORMATION TO AUDITORS

So far as the directors are aware, there is no relevant audit information (as defined by Section 418 of the Companies Act 2006) of which the company's auditors are unaware, and each director has taken all the steps that he or she ought to have taken as a director in order to make himself or herself aware of any relevant audit information and to establish that the company's auditors are aware of that information.

AUDITORS

The auditors, TC Group, will be proposed for re-appointment at the forthcoming Annual General Meeting.

This report has been prepared in accordance with the provisions of Part 15 of the Companies Act 2006 relating to small companies.

ON BEHALF OF THE BOARD:


.....
Mrs J A Buck - Director

Date: 19.12.24.
.....

**REPORT OF THE INDEPENDENT AUDITORS TO THE MEMBERS OF
BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

Opinion

We have audited the financial statements of British Hang Gliding & Paragliding Association Limited (the 'company') for the year ended 31 March 2024 which comprise the Income Statement, Balance Sheet and Notes to the Financial Statements, including a summary of significant accounting policies. The financial reporting framework that has been applied in their preparation is applicable law and United Kingdom Accounting Standards, including Financial Reporting Standard 102 'The Financial Reporting Standard applicable in the UK and Republic of Ireland' (United Kingdom Generally Accepted Accounting Practice).

In our opinion the financial statements:

- give a true and fair view of the state of the company's affairs as at 31 March 2024 and of its deficit for the year then ended;
- have been properly prepared in accordance with United Kingdom Generally Accepted Accounting Practice; and
- have been prepared in accordance with the requirements of the Companies Act 2006.

Basis for opinion

We conducted our audit in accordance with International Standards on Auditing (UK) (ISAs (UK)) and applicable law. Our responsibilities under those standards are further described in the Auditors' responsibilities for the audit of the financial statements section of our report. We are independent of the company in accordance with the ethical requirements that are relevant to our audit of the financial statements in the UK, including the FRC's Ethical Standard, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Conclusions relating to going concern

In auditing the financial statements, we have concluded that the directors' use of the going concern basis of accounting in the preparation of the financial statements is appropriate.

Based on the work we have performed, we have not identified any material uncertainties relating to events or conditions that, individually or collectively, may cast significant doubt on the company's ability to continue as a going concern for a period of at least twelve months from when the financial statements are authorised for issue.

Our responsibilities and the responsibilities of the directors with respect to going concern are described in the relevant sections of this report.

Other information

The directors are responsible for the other information. The other information comprises the information in the Report of the Directors, but does not include the financial statements and our Report of the Auditors thereon.

Our opinion on the financial statements does not cover the other information and, except to the extent otherwise explicitly stated in our report, we do not express any form of assurance conclusion thereon.

In connection with our audit of the financial statements, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the audit or otherwise appears to be materially misstated. If we identify such material inconsistencies or apparent material misstatements, we are required to determine whether this gives rise to a material misstatement in the financial statements themselves. If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.

Opinions on other matters prescribed by the Companies Act 2006

In our opinion, based on the work undertaken in the course of the audit:

- the information given in the Report of the Directors for the financial year for which the financial statements are prepared is consistent with the financial statements; and
- the Report of the Directors has been prepared in accordance with applicable legal requirements.

**REPORT OF THE INDEPENDENT AUDITORS TO THE MEMBERS OF
BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

Matters on which we are required to report by exception

In the light of the knowledge and understanding of the company and its environment obtained in the course of the audit, we have not identified material misstatements in the Report of the Directors.

We have nothing to report in respect of the following matters where the Companies Act 2006 requires us to report to you if, in our opinion:

- adequate accounting records have not been kept, or returns adequate for our audit have not been received from branches not visited by us; or
- the financial statements are not in agreement with the accounting records and returns; or
- certain disclosures of directors' remuneration specified by law are not made; or
- we have not received all the information and explanations we require for our audit; or
- the directors were not entitled to prepare the financial statements in accordance with the small companies regime and take advantage of the small companies' exemption from the requirement to prepare a Strategic Report or in preparing the Report of the Directors.

Responsibilities of directors

As explained more fully in the Statement of Directors' Responsibilities set out on page three, the directors are responsible for the preparation of the financial statements and for being satisfied that they give a true and fair view, and for such internal control as the directors determine necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, the directors are responsible for assessing the company's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the directors either intend to liquidate the company or to cease operations, or have no realistic alternative but to do so.

Auditors' responsibilities for the audit of the financial statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue a Report of the Auditors that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs (UK) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

The extent to which our procedures are capable of detecting irregularities, including fraud is detailed below:

We obtained an understanding of the legal and regulatory frameworks that are applicable to the company and determined that the most significant frameworks which are directly relevant to specific assertions in the financial statements are those that relate to the reporting framework (UK GAAP and the Companies Act 2006) and the relevant tax compliance regulations in the UK.

We understood how the company is complying with those frameworks by making enquiries of management and those responsible for legal and compliance procedures. We corroborated our enquiries through review of board minutes and discussions with those charged with governance.

We assess the susceptibility of the company's financial statements to material misstatement, including how fraud might occur, by discussion with management from various parts of the business to understand where they considered there was a susceptibility to fraud. We considered the procedures and controls that the company has established to prevent and detect fraud, and how these are monitored by management, and also any enhanced risk factors such as performance targets.

Based on our understanding, we designed our audit procedures to identify any non-compliance with laws and regulations identified in the paragraphs above.

**REPORT OF THE INDEPENDENT AUDITORS TO THE MEMBERS OF
BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

We also performed audit work over the risk of management override of controls, including testing of journal entries and other adjustments for appropriateness, evaluating the business rationale of significant transactions outside the normal course of business and reviewing accounting estimate for bias.

A further description of our responsibilities for the audit of the financial statements is located on the Financial Reporting Council's website at www.frc.org.uk/auditorsresponsibilities. This description forms part of our Report of the Auditors.

Use of our report

This report is made solely to the company's members, as a body, in accordance with Chapter 3 of Part 16 of the Companies Act 2006. Our audit work has been undertaken so that we might state to the company's members those matters we are required to state to them in a Report of the Auditors and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the company and the company's members as a body, for our audit work, for this report, or for the opinions we have formed.

Dilun Mistry FCA (Senior Statutory Auditor)
for and on behalf of TC Group
31 High View Close
Hamilton Office Park
Leicester
Leicestershire
LE4 9LJ

Date:

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**INCOME STATEMENT
For The Year Ended 31 March 2024**

	Notes	2024 £	2023 £
INCOME		1,216,588	1,155,478
Administrative expenses		<u>1,305,714</u>	<u>1,251,829</u>
		(89,126)	(96,351)
Other operating income		<u>23,015</u>	<u>22,604</u>
OPERATING DEFICIT	4	(66,111)	(73,747)
Interest receivable and similar income		<u>14,159</u>	<u>5,637</u>
DEFICIT BEFORE TAXATION		(51,952)	(68,110)
Tax on deficit		<u>2,690</u>	<u>1,071</u>
DEFICIT FOR THE FINANCIAL YEAR		<u>(54,642)</u>	<u>(69,181)</u>

The notes form part of these financial statements

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED (REGISTERED NUMBER: 02618166)**

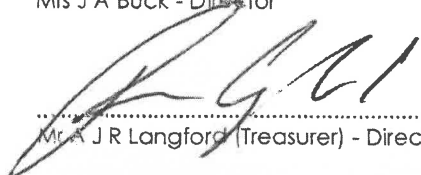
**BALANCE SHEET
31 March 2024**

	Notes	2024		2023	
		£	£	£	£
FIXED ASSETS					
Tangible assets	5		318,602		322,914
Investments	6		<u>1</u>		<u>1</u>
			318,603		322,915
CURRENT ASSETS					
Stocks		9,988		14,043	
Debtors	7	474,221		492,871	
Cash at bank and in hand		<u>766,123</u>		<u>802,758</u>	
		1,250,332		1,309,672	
CREDITORS					
Amounts falling due within one year	8	<u>989,188</u>		<u>998,198</u>	
NET CURRENT ASSETS			<u>261,144</u>		<u>311,474</u>
TOTAL ASSETS LESS CURRENT LIABILITIES			<u>579,747</u>		<u>634,389</u>
RESERVES					
Other reserves			32,250		44,000
Income and expenditure account			<u>547,497</u>		<u>590,389</u>
			<u>579,747</u>		<u>634,389</u>

The financial statements have been prepared in accordance with the provisions applicable to companies subject to the small companies regime.

The financial statements were approved by the Board of Directors and authorised for issue on and were signed on its behalf by:


.....
Mrs J A Buck - Director


.....
Mr A J R Langford (Treasurer) - Director

The notes form part of these financial statements

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**NOTES TO THE FINANCIAL STATEMENTS
For The Year Ended 31 March 2024**

1. STATUTORY INFORMATION

British Hang Gliding & Paragliding Association Limited is a private company, limited by guarantee, registered in England and Wales. The company's registered number and registered office address can be found on the Company Information page.

The presentation currency of the financial statements is the Pound Sterling (£).

2. ACCOUNTING POLICIES

Basis of preparing the financial statements

These financial statements have been prepared in accordance with Financial Reporting Standard 102 "The Financial Reporting Standard applicable in the UK and Republic of Ireland" including the provisions of Section 1A "Small Entities" and the Companies Act 2006. The financial statements have been prepared under the historical cost convention.

Income and expenditure

Income and expenses are included in the financial statements as they become receivable or due. Income represents revenue recognised by the company in respect of goods and services supplied during the year net of VAT and trade discounts.

Membership income from its members is recognised over the period to which it relates.

Tangible fixed assets

Depreciation is provided at the following annual rates in order to write off the cost less estimated residual value of each asset over its estimated useful life.

Land & buildings leasehold	- 1% on cost
Flying equipment	- 20% on cost
Fixtures and fittings	- 25% on reducing balance
Computer equipment	- 33% on cost

Tangible fixed assets are stated at purchase price, or, if donated, their estimated market value upon receipt, less depreciation and amounts written off.

The gain or loss on disposal of an asset is determined as the difference between the sale proceeds and the carrying value of the asset, and is charged to surplus or deficit.

Stocks

Stock are stated at the lower of cost and estimated selling price.

Taxation

Taxation for the year comprises current and deferred tax. Tax is recognised in the Income Statement, except to the extent that it relates to items recognised in other comprehensive income or directly in equity.

Current or deferred taxation assets and liabilities are not discounted.

Current tax is recognised at the amount of tax payable using the tax rates and laws that have been enacted or substantively enacted by the balance sheet date.

Pension costs and other post-retirement benefits

The company operates a defined contribution pension scheme. Contributions payable to the company's pension scheme are charged to profit and loss in the period to which they relate.

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**NOTES TO THE FINANCIAL STATEMENTS - continued
For The Year Ended 31 March 2024**

2. ACCOUNTING POLICIES - continued

Leases

Rentals payable under operating leases, including any lease incentives received, are charged to income on a straight line basis over the term of the relevant lease.

GOING CONCERN

As at the point of authorising the accounts, and for the foreseeable future, the directors consider the going concern assumption to still be appropriate. The directors acknowledge that given the currently rapidly changing business and social environment, there are likely to be significant unknown factors which may present themselves.

3. EMPLOYEES AND DIRECTORS

The average number of employees during the year was 9 (2023 - 9).

4. OPERATING DEFICIT

The operating deficit is stated after charging:

	2024	2023
	£	£
Depreciation - owned assets	<u>9,359</u>	<u>9,131</u>

5. TANGIBLE FIXED ASSETS

	Land & buildings leasehold £	Flying equipment £	Fixtures and fittings £	Computer equipment £	Totals £
COST					
At 1 April 2023	356,958	52,684	36,254	71,014	516,910
Additions	-	-	6,100	626	6,726
Disposals	<u>-</u>	<u>(4,308)</u>	<u>-</u>	<u>(31,395)</u>	<u>(35,703)</u>
At 31 March 2024	<u>356,958</u>	<u>48,376</u>	<u>42,354</u>	<u>40,245</u>	<u>487,933</u>
DEPRECIATION					
At 1 April 2023	46,405	46,936	31,014	69,641	193,996
Charge for year	3,569	1,797	2,869	1,124	9,359
Eliminated on disposal	<u>-</u>	<u>(2,629)</u>	<u>-</u>	<u>(31,395)</u>	<u>(34,024)</u>
At 31 March 2024	<u>49,974</u>	<u>46,104</u>	<u>33,883</u>	<u>39,370</u>	<u>169,331</u>
NET BOOK VALUE					
At 31 March 2024	<u>306,984</u>	<u>2,272</u>	<u>8,471</u>	<u>875</u>	<u>318,602</u>
At 31 March 2023	<u>310,553</u>	<u>5,748</u>	<u>5,240</u>	<u>1,373</u>	<u>322,914</u>

On 24 June 2010 the company bought a 999 year lease for the First Floor of 8 Merus Court, Meridian Business Park, Leicester for a total cost of £356,958. The freehold, being of nominal value by virtue of the length of the lease to the BHPA, and an identical lease of the same value to the British Gliding Association, is held by 8 Merus Court Limited (a company set up for this purpose) as a value of £1.

8 Merus Court Limited is controlled by means of a £1 ordinary share held by each of the British Gliding Association Limited and the British Hang Gliding & Paragliding Association Limited.

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**NOTES TO THE FINANCIAL STATEMENTS - continued
For The Year Ended 31 March 2024**

6.	FIXED ASSET INVESTMENTS		Interest in joint venture £
	COST		
	At 1 April 2023 and 31 March 2024		1
	NET BOOK VALUE		
	At 31 March 2024		1
	At 31 March 2023		1
7.	DEBTORS		
		2024	2023
		£	£
	Amounts falling due within one year:		
	Trade debtors	11,148	10,761
	Other debtors	22,734	29,327
	VAT	7,293	5,991
	Prepayments and accrued income	<u>422,296</u>	<u>442,792</u>
		<u>463,471</u>	<u>488,871</u>
	Amounts falling due after more than one year:		
	Other debtors	<u>10,750</u>	<u>4,000</u>
	Aggregate amounts	<u>474,221</u>	<u>492,871</u>
8.	CREDITORS: AMOUNTS FALLING DUE WITHIN ONE YEAR		
		2024	2023
		£	£
	Subscriptions in advance	503,979	490,587
	Trade creditors	448,135	467,545
	Corporation tax	2,690	1,071
	Social security and other taxes	6,913	8,088
	Other creditors	4,484	5,950
	Accruals and deferred income	<u>22,987</u>	<u>24,957</u>
		<u>989,188</u>	<u>998,198</u>
9.	LEASING AGREEMENTS		
	Minimum lease payments under non-cancellable operating leases fall due as follows:		
		2024	2023
		£	£
	Within one year	<u>-</u>	<u>650</u>

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**NOTES TO THE FINANCIAL STATEMENTS - continued
For The Year Ended 31 March 2024**

10. LIMITED BY GUARANTEE

The company is limited by guarantee, not having a share capital and consequently the liability of members is limited, subject to an undertaking by each member to contribute to the net assets or of liabilities the company, in the event of a deficit. On winding up such amounts may be required not exceeding £1, for up to a year after a member ceases their membership. The number of members at 31 March 2024 was 7,012 (2023 - 7,257).

11. LOAN FUND

A loan fund was established to provide finance assistance in the form of interest free loans to non-commercial member clubs. At 31st March 2024 £32,250 was unprovided (2023 - £44,000).

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**DETAILED INCOME AND EXPENDITURE ACCOUNT
For The Year Ended 31 March 2024**

	2024		2023	
	£	£	£	£
INCOME				
Introductory membership	50,027		54,151	
Individual membership	1,078,325		1,019,988	
Club membership	22,300		26,414	
IICF and claims premiums	44,416		30,109	
Shop sales	12,207		7,636	
Other income	2,461		9,378	
500 Club takings	<u>6,852</u>		<u>7,802</u>	
		1,216,588		1,155,478
 Membership, competition and shop expenses				
500 Club payouts	3,912		3,901	
Public liability insurance	568,321		540,275	
Membership cards and badges	11,802		11,436	
Competition funding expenses	53,000		40,000	
Airport subscriptions	15,400		13,825	
Handbooks and manuals	2,575		3,323	
Promotion and publicity	3,273		2,461	
Shop expenses	<u>6,819</u>		<u>5,947</u>	
		<u>665,102</u>		<u>621,168</u>
		551,486		534,310
 Flying, safety, coaching and training expenses				
Wages and salaries	166,480		164,273	
Staff mileage and travel	15,310		18,773	
Examination and club inspection costs	9,913		9,284	
F S C panel costs	3,254		7,824	
F S C committee costs	<u>3,793</u>		<u>922</u>	
		<u>198,750</u>		<u>201,076</u>
 Carried forward		352,736		333,234

This page does not form part of the statutory financial statements

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**DETAILED INCOME AND EXPENDITURE ACCOUNT
For The Year Ended 31 March 2024**

	2024		2023	
	£	£	£	£
Brought forward		352,736		333,234
Administrative expenses				
Wages and salaries	125,091		126,741	
Repairs and renewals	449		12,240	
Executive & voluntary officer expenses	18,910		22,561	
Office rent and rates	12,255		9,531	
Power, light and heat	4,140		5,557	
Insurance	-		13,935	
Office equipment maintenance	12,613		10,388	
Legal and professional fees	23		10,544	
Audit fees	5,400		5,500	
Bank charges	12,933		13,211	
Printing and stationery	29,135		31,666	
Telephone	9,166		8,578	
Other office supplies	8,880		9,888	
Depreciation of tangible fixed assets	9,359		9,131	
Profit/loss on sale of tangible fixed assets	<u>(1,167)</u>		<u>(1,296)</u>	
		<u>247,187</u>		<u>288,175</u>
		65,918		45,059
Skywings magazine				
Advertising revenue	(26,711)		(27,253)	
Publishing costs	<u>181,755</u>		<u>168,663</u>	
		<u>155,044</u>		<u>141,410</u>
		(89,126)		(96,351)
Other operating income				
Registration fees	15,915		13,610	
Training courses and exams	9,433		9,954	
Airworthiness income	<u>(2,333)</u>		<u>(960)</u>	
		<u>(23,015)</u>		<u>(22,604)</u>
		(66,111)		(73,747)
Finance income				
Bank interest received		14,159		5,637
Restructuring costs				
Restructuring costs		<u>(39,631)</u>		<u>-</u>
NET DEFICIT		<u><u>(51,952)</u></u>		<u><u>(68,110)</u></u>

This page does not form part of the statutory financial statements

Treasurer's Report

I am pleased to report on the financial year that ended on 31st March 2024.

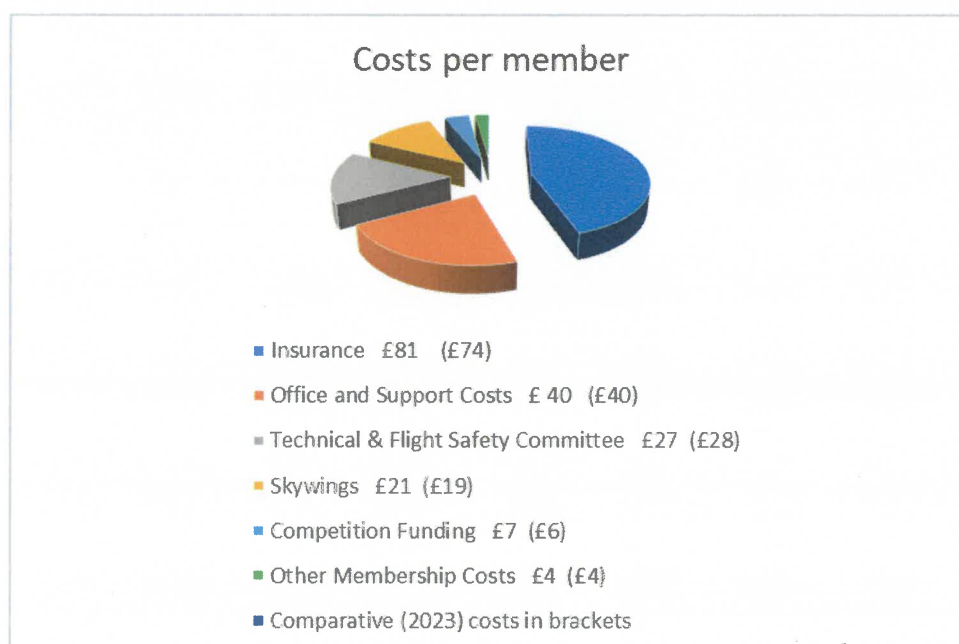
Throughout the year, inflation continued to pose challenges. The annual per-member cost of third-party liability insurance rose by 9%, contributing to a 4% increase in overall costs compared to the previous year. In response, Exec implemented cost-saving measures across the Association. These included reducing administrative staff hours and offering voluntary redundancy, which was taken up by a member of the technical team.

Membership numbers declined over the year by 245 (3%), bringing the total to 7,012 at the end of March. To address inflationary pressures, Exec increased subscription rates by an average of 10% for renewals effective from 1st April 2023, resulting in a net 6% rise in overall revenues for the financial year.

The Association recorded a loss of £51k for the year. This follows a loss of £68k in 2023, after achieving surpluses of £88k in 2022 and £74k in 2021.

Looking ahead to the end of the current financial year ending 31st March 2025, our financial position has improved significantly. The cost reductions implemented by Exec, along with a decrease in insurance costs, have resulted in a return to surplus.

The Association remains committed to its longstanding policy of maintaining the real value of reserves over the medium term. The financial pressures of the past two years highlight the importance of this approach. The surpluses achieved in 2021 and 2022 enabled us to plan for and absorb the losses of 2023 and 2024 without resorting to steep subscription increases or radical staffing cuts.



Insurance Report – AGM 2025

Getting straight to the point, we have had a small but manageable rise in our third-party aviation premium. We benefitted from a temporary reduction of about £30,000 in 2024 which will be carried over into 2025 but not beyond. That said, we have managed to secure a long-term deal which will see our premiums rise in 2026 and 2027 (losing that £30,000 discount) but provide us with the same liability cover. This is the first time we've been offered such a long-term deal since I've been looking after the third-party policy, and needless to say it is warmly welcomed. One of the main reasons for this is that our claims history is looking reasonably good at present containing relatively ordinary knocks and bumps. There are one or two other cases in the pipeline, but these are thought to be low risk and are likely to be defended should they proceed.

It is still the case that the premium is around the same level that it was in the early 2000's running at around £350,000 back then (once inflation is taken into account – just over £500,000 now) but our cover is more extensive. That was in the days before insurance premium tax of course and now we are currently well over the £500,000 mark after that tax is added. I very much hope we are in a settled place now and can budget for the other needs of our free flight population more accurately.

It is still the case that that year-on-year the available visual evidence increases when there has been an incident. Not only do most pilots have mounted video cameras, but quite often when you are flying near the surface, a member of the public will also be filming or photographing you with just a smartphone. Nearly everyone on the street or in the countryside has a smartphone with them, and because you are participating in a visually appealing sport, you and your aircraft will become a pixel or more on someone's device. It is a new era where so much more can be discovered about the mechanics giving rise to an incident. If you do have such footage as pilot in command or from the ground, do remember to save it in full without editing or deleting, because the moment an incident has occurred, your video acquires a new status legally and becomes *evidence* in a future legal case.

Once again 2024 was another year where schools and clubs did a consistent job in applying their minds to risk and reducing the chances of an incident occurring. It is pleasing that so many of them came to me last year with a question about coverage and risk before it ever crystallised. I'm always happy to discuss coverage issues with our members and assist where I can in helping your landowners to understand that they have got third party cover simply by letting you use their fields. Some of them still don't realise how well covered you and they are! Do please enjoy the guaranteed good weather and flying that we are going to have this year!

Martin Heywood

Insurance Director

February 2025

BHPA AGM 2025 - Sites Report

Database

This is NOT a National Sites Guide. Publication of site information is a matter for clubs and schools. The aim is to deconflict between clubs and to identify a single point of contact for each site so that enquiries and notifications can quickly be directed to the right person. In addition, details of our busiest sites are provided to the military so that they can be displayed on military charts. We have agreed, in principle, to provide similar information to the CAA to assist with drone deconfliction, although the detailed requirements have not yet been established. The database contains 904 sites, of which 89 are currently closed pending either a change of ownership or to serve as a warning that they are not safe to fly. A breakdown of sites by type is shown in the table below:

Type	No.
Hill	802
Limited Hill (<150' AGL)	49
Power	25
Tow	21
Aero Tow	4
Low Tow (<60m)	3

Clubs and schools should note that we cannot alert them to consultations about airspace changes or proposed developments for sites that have not been registered in the BHPA database. Similarly we can only notify the CAA and military of sites that we know about.

Civil Aircraft Notification Procedure

I have little to add to Pete Logan's update in the Feb 25 edition of Skywings. Access is easy for those conscientious enough to use it. Big Sky Theorists should note that the UK AIRPROX Board and accident investigators will check CANPs for any AIRPROX occurring near a flying site.

Although the Military Airspace Management Cell closed down over Christmas and New Year, they failed to publicise this. No CANPs were published over this period.

Sites Trust Fund. This fund is ring fenced from other BHPA resources and is controlled by 4 trustees. Over the past year another £1,100 has been donated and the fund currently stands at £60K. Clubs and schools are invited to apply for grants, normally up to £25K. There have not been any formal requests for funding this year.

The Green Agenda

The relaxation of planning restrictions to encourage onshore wind and solar farms has led to an increase in applications, particularly in Scotland (Tinto - LLSC). The requirement to transfer this energy from source to user has also generated a proposal for a 'Cross Border Connection' (an 80km long power line with about 320 pylons up to 61m tall) between Scotland (Wingbeat) and England (CSC).

The BHPA does not have the resources to engage in detail with every proposal; that burden falls to local clubs. In order to encourage consultation with clubs the BHPA's mantra is that any risk assessment that does not properly consider the safety implications for all forms of aviation is fundamentally flawed.

Natural England/National Trust/SSSIs.

Over the last 2 year I have reported that the National Trust (NT) has limited the Kernow club's access to fly at 2 sites situated in SSSIs, citing a requirement from Natural England (NE) to produce a risk assessment and ensure that mitigation measures are in place. Clubs in Derbyshire and Cumbria have now experienced similar problems.

Following an online meeting we wrote to Natural England in Dec 24 expression our concerns. No response has been received to date. We have also exhausted our legal options. Clubs should attempt to negotiate amicable solutions. Where this fails, they have little option but to 'disown' the site, explaining to all involved that they will no longer be able to assist with publishing and 'policing' a set of mutually agreed rules. The challenge of prosecuting pilots who choose to continue to fly at these sites will then fall entirely to Natural England and/or the landowner.

Open Access Land. We remain a member of 'Outdoors for All'; a coalition of organisations representing outdoor enthusiasts united by a broad strategy of trying to improve access to the outdoors. Our specific aim is to remove the exemption in the CRoW Act 2000 which prevents us from taking off from Open Access Land. Lobbying has not yet resulted in success; the Government appears to be focussed on other priorities.

Martin Baxter
Sites Officer
BHPA

10 Feb 25



Skywings AGM Report 2025

Against a backdrop of a stubbornly high inflation during 2023/24, Skywings magazine continued to be published on time and with no noticeable reduction in editorial content. Management figures for 2023/24 are shown below, along with those for 2022/23 for comparison.

	2022/23	2023/24	Variation
Expenditure	£181,445	£192,292	+\$10,847
Advertising income (gross)	£36,338	£35,614	-\$724
Advertising space booked (pages)	106	99	-7
Magazine subscription sales income	£415	£417	+\$2
Net cost	£144,693	£156,261	+\$11,568
Average postage per magazine sent	£0.60	£0.64	+\$0.04
Average net cost per magazine printed	£1.66	£1.82	+\$0.16
Average net cost per magazine sent	£1.71	£1.88	+\$0.17
Copies ordered	86,216	84,480	-1,736
Copies printed	87,376	85,680	-1,696
Carriers	84,532	82,770	-1,762
Pages printed	432	432	0

Unfortunately publication and distributions cost in 2023/24 increased by £10,849. This was largely due to price increases our suppliers were forced to introduce as a result of the high rate of inflation we all experienced. Our staff were also badly hit by this, and Exec quite rightly agreed to implement a 7% cost of living rise, which also impacted Skywings costs in 2023/24.

Despite our best efforts, advertising income also dropped by £724, as schools and traders continued to feel the pinch. This resulted in the net cost of publishing the magazine increasing by £11,568 (around 7.6%) during 2023/24. Membership numbers also fell during 2023/24, which is why the cost per magazine posted increased by around 9%.

After the difficulties of 2023/4, I'm pleased to report that the rate of inflation has stabilized and returned to more traditional levels in 2024/25. Advertising income has also started to slowly improve, but unfortunately continues to be outstripped by the rise in operating costs.

However, I am currently anticipating that the net cost of publication and distribution for 2024/25 will only have increased by around £2,000 (less than 2%) at year end. Which would be broadly in line with the current rate of inflation.

In conclusion, I would like to thank Colin and Joe for they put into ensuring Skywings continues to be full of high-quality content. But this of course is only made possible by members who continue to support the magazine by submitting contributions for publication. My thanks to you all.

Paul Dancey
Publications & Website Director
February 2025



Website AGM Report 2025

Keeping the old BHPA website running and updated, whilst developing a new mobile friendly website has proved to be complex and time consuming task. But the new website finally went live over the summer of 2024, and appears to have been generally well received.

All web pages and menu systems are now responsive and should be usable down to a screen width of around 320px. The nature of some of the material available on our website does mean that it can sometimes look a little cramped on small devices, but turning the device through 90 degrees will usually allow the page to resize and improve the viewer experience.

The structure of the website has been streamlined with related pages grouped together under four folders, BHPA, Documents, Our Sport and Safety. All of which can be accessed via the top menu on every page. The implementation of a new less cluttered menu system should also aid navigation, and hopefully make it a little easier to find the information required.

Most pages now include a series of "go to" links at the bottom of the page. This should reduce the amount of scrolling required when navigating the website on devices with smaller screens. The font used has also been changed to Open Sans from Google fonts, which should reduce the dependence on the correct font being installed on devices. Open Sans is also a much cleaner and clearer font, and should work better on smaller devices.

I had hoped that once work on the new website was complete, I could return to the task of developing a replacement online shop. The existing shop software is now well past its sell-by date. But the project to replace the Europe wide incident reporting system reared its head again last year, with a suggested implementation date of November 2024.

This has been a troubled project with implementation dates continuously being pushed back, and detailed information about how the new system (FIDA) would be implemented has been hard to come by.

In order to safeguard the 24 years worth of incident report data available on our website, it became clear that priority should be given to developing appropriate software to interface with the new FIDA data stream. And that where possible this should incorporate mitigation against possible external events outside of our control. I've therefore created software that allows data from our old BHPA online IR system to be combined with data from the current Euro IR system, and hopefully the new FIDA system when it goes live, with options to switch off any of those three data feeds if required.

It's entirely possible that further refinements may be required when we have a clearer idea of how and when FIDA will be implemented, but at least we now have a basic system that can hopefully be tweaked where necessary.

Paul Dancey
Publications and Website Director
February 2025

Competitions Report 2024-25

There has been much going on again this year in all disciplines with the Paramotors leading the way with an FAI Cat1 competition (World Championship) in Kent

The Paramotor Endurance Worlds staged at Manston was a major feat of organisation and a fantastic success which was very well received by competitors and locals alike -even if there were a few complaints about early flying which didn't actually happen- until the last day.

It's fair to say French pilots dominated the competition but the UK PF1 (Foot launch) team secured Silver, and we were 4th in the Trike class.

The best efforts of the weather to blow out the comp was defeated by a clever piece of reorganisation of the schedules fooling the Weather Gods by having all the competitors rig under cover of darkness to launch at first light on the last day and steal an excellent task before the weather was out of bed and thus validate the competition.

Well done to Barney Townsend and the team for a fantastic job.

2024 also saw not one but two PPG World Records- Distance round a closed circuit without landing established by Dan Jones and a height gain for a 2-place electric paramotor established by Hugo and Ross Turner.

Dan's distance record and the Paramotor endurance comp in Kent are special – we don't see a lot of world level flying on UK soil so extra kudos when pilots overcome the British weather at this level. Hugo and Ross Turner's electric record is also perhaps a glimpse of the future.

The PPGs have not been the only busy pilots chasing records - awaiting ratification are Magdalena Janaway's 100k women's out and return world record and Mark Janaway's junior 100k O/R speed and distance claims.

Hang gliding has been busy with innovative efforts to improve participation in our domestic comps and valiant efforts in the Pre worlds give us hope for a good outcome at this year's Worlds which we will be fielding a Sport class team for the first time.

Neil Atkinson takes on the HG Panel Chair as Oliver Moffatt steps down (but not out) Olly has been at the same time a steady pair of hands and an innovator, the panel is the better for that.

Another new Chair is Richard Meek taking over from the excellent Charles Norwood, Richard will be busy – there is a lot going on in the PG comps world and our success on international stage where we took a podium place in the inaugural Junior worlds in the Julian Alps reflects the hard work that has gone into developing both pilots and teams by the panel and especially the BPRA.

Once again, and with good cause, I have to praise and thank the many, many volunteers that make it possible to run and participate in Hang Gliding, Paragliding, Paramotor and Accuracy competitions. Every one of them is doing something positive to contribute to the greater good and they can be proud of playing a part in a sport in which skills, talent and dedication trump politics and commercial interest in the quest for excellence.

Admin Report February 2025

Logo

During 2023 we began to investigate whether we needed to update our logo. The existing BHPA logo had been in use since the formation of the Association in 1992. On April 1st, 2024, we unveiled a revised version, updated at no cost to us by Mark Woodhams. Mark had also designed the BHGA logo in 1974 and the previous BHPA logo. He is a highly respected graphic designer, having created logos such as that of the Royal Bank of Scotland, among many others. The update was more of an evolution than a complete redesign, reflecting the changes we've gone through over the past 30 years. The cost of implementing the change was minimal. In anticipation of the change, we ran down existing stocks before reprinting with the new logo. The few items that bear the old BHPA logo will be used up over time before we replace them.

Membership Renewals

Over the past year, a significant shift in the renewal process has been underway, moving away from physical mailings to a more digital approach. The previous system involved sending a full renewal pack, reminder postcards, and lapsed letters, all by second-class post. This has now been replaced with email reminders, which have been in place for just over twelve months. In addition, overseas membership paperwork has been sent digitally since August 2023, saving us around £80 a month in postage. The next steps include transitioning the lapsed letter and full renewal notice to email, with physical mail remaining as a backup for members without email access.

Membership Fees

A new concessionary membership rate for disabled members was introduced on 1st April 2024, aligned with the existing concessionary rates for members under 21 and over 67. To access this discount, members must provide a letter from the DWP confirming their entitlement to disability benefits.

IT Infrastructure

We have had discussions with our IT partner, Employee Zero, about upgrading the current network infrastructure. The last upgrade occurred in 2018, and we've explored several options, such as upgrading servers or shifting to cloud storage (Azure). In the end the most cost effective route is to upgrade our servers, the update will proceed in March 2025.

FAI Sporting Licences

From 1st October 2024, the process of issuing FAI Sporting Licences was updated, moving away from physical credit card-style licences to electronic 'cards' issued directly by the FAI.

Documentation Review

With the introduction of the revised logo, we have been spending the quieter winter months reviewing and updating documentation. Alongside refreshing the logo, we have been assigning reference numbers and tracking issue dates to ensure better organisation and ease of updates in the future.

Overall, there has been a strong focus on digital transformation, cost-saving measures, and improvements in membership services, with significant progress made in renewing membership processes and documentation management.

As always, I would like to end by passing on my thanks to Michelle, Steph, Lorna, Sarah, and Clair for all their hard work during the year.

Marc Asquith
Admin Director
14 February 2025

BHPA Flying and Safety Committee

Report to the 2024 BHPA AGM (held March 2025)



FSC members and responsibilities:

Angus Pinkerton (FSC Chairman & Airworthiness Lead)
Clive Bunce (Power Panel)
Ian Curren (BHPA Senior Technical Officer)
Paul Mahony (SPHG & Power Lead)
Andy McDonald (Airspace Lead)
Ken Raines (Chief Examiner and Examination & Inspections Lead)
Charlie Richardson (HG Aerotow Panel)
Mick Roche (Tow Disciplines Lead)
Jocky Sanderson (Pilot Development and Advanced Training Lead)
Joe Schofield (Publications Lead)
Mark Shaw (BHPA Senior Technical Officer)
Tony Smith (HG Aerotow Panel)
Dr Matt Wilkes (Medical Advisor)

FSC Membership Changes

Charlie Richardson and Tony Smith have been appointed to FSC by the BHPA Exec, bringing with them their many years of hang gliding, towing and aero-towing experience.

We have received several applications for the post of Assistant Technical Officer, and will be arranging interviews for candidates in March.

Incidents & Investigations

The processing of submitted Incident Reports is an under-appreciated service by many of our members. The BHPA's online Incident Reporting system went live on the Internet in May 2012, and with some added historical records, now has approaching 25 years of reports that can be analysed online. Submitting a report has never been easier. I realise that many members feel that they don't see any immediate outcome from the submission of their reports, but I would ask them to remember that few reports represent completely brand new types of incident, and the main value of the reports is that it allows us to collate similar types of incidents and track them over time. This helps us to develop our training systems, advise pilots of higher risk activities and informs the development of equipment standards. In addition to the BHPA's own member reports we also have access to reports from across Europe through the EHPU's reporting system, which will receive a major update in 2025 when the new FIDA system will be implemented.

There were 208 BHPA reported incidents in the 2024 calendar year. This is higher than for 2023, when 181 reports were received. 58% of this year's incidents (122) involved injury, also a higher figure than in the previous year, however the numbers are really too similar to draw any clear conclusions. There were 66 incidents reporting minor injuries, 54 serious injuries and 2 fatalities. One fatality was a Paragliding (Hill) pilot, and the other was a German national who was flying a speed flying wing at an event in the Lake District.

More incidents concerning equipment are being reported by pilots and service centres, but it isn't clear if this represents an increase in equipment issues or more complete reporting. The Incident Reporting system has in the last year been used by members of the public to report incidents (including complaints concerning alleged low flying) and we receive a small number of reports concerning Permit to Fly and SDR microlight aircraft, whose pilots are insured by BHPA.

We don't yet have the 2024 details for other European countries, but will include them in a Skywings article later this year.

Turning to our BHPA statistics in more detail:

- For paragliding (hill and tow) there were 55 minor injury reports, 47 serious injury reports and 1 fatality (out of 171 paragliding incidents)
- For paragliding (power) there were 2 minor injuries reported, 3 serious injury reports and no fatalities (out of 7 PPG reports)
- For flex-wing hang gliding (hill and tow) there were 6 minor injury reports, 3 serious injury reports and no fatalities (out of 14 flex-wing HG reports)
- For rigid-wing hang gliding (hill and tow) there were no minor injury reports and no serious injury reports and no fatalities (from 2 rigid-wing HG reports)
- For parascending (rounds and squares) there was 1 minor injury report, no serious and no fatalities (from 2 parascending reports)
- For speed flying there were no minor injury or serious injury reports and 1 fatality (out of 1 speed flying reports)
- For Tandem paragliding there were 2 minor injury reports for passengers (out of 4 Tandem PG reports)
- For Tandem hang gliding there were no incidents recorded
- For powered hang gliding, there was 1 minor injury reported (from 3 reports)
- For microlights there was one serious injury report (from the 3 microlight reports)

The above figures include 28 incidents under training.

It is worth noting that our best estimate is that there are now ten times as many active paraglider pilots as hang glider pilots in our membership, so the "per participant" rate of injury between the two disciplines continues to be very similar.

Although the continuing low incidence of fatalities is welcome, in many accidents the difference between a minor injury, major injury and a fatality is a matter of good fortune. A more detailed analysis of the BHPA data will appear in Skywings and on the BHPA web site in due course.

Schools: Inspections, Examinations & Instructor Training

The Technical Team are liaising with a number of potential new BHPA schools (these will be subject to successful outcomes from Senior Instructor examinations). Amongst the potential new school enquiries are two PPG schools, and a new PG training school in France.

Last year we reported that an existing microlight training operation was progressing towards becoming a BHPA Registered School, this process is still ongoing. We also had an enquiry about setting up a new tow-based school for hang gliding, unfortunately that project has not progressed, however, there is a current initiative to start a Tow & Aerotow hybrid HG school which we are supporting.

Examinations: There has been a continued healthy demand for examinations for BHPA licences. The Technical team conducted 28 licence exams in 2024, and several more are in the pipeline.

Our two CAA Approved Display Assessment Evaluators (Ian Curren and Mark Shaw), have assessed and approved Flying Display "tickets" for eight BHPA Display Pilots.

Instructor training: There has also been continued demand for these courses this year. One five-day Instructor & Senior Coach course and one Senior Instructor course were delivered.

Emergency Parachute Systems: In 2024 the Technical team ran one EPSL Course. There is considerable demand, and we may be in a position to run two courses in 2025.

Club Coach courses: The Tech Team usually deliver six Club Coach courses each year. The last Coach Course season was exceptionally busy, with two additional courses arranged and delivered. The last course for this winter will be held in March, and then the cycle will commence again in October 2025.

Lectures and support to clubs and events

The Tech staff delivered lectures to the Pennine Club, assisted with technical and membership input at the Paramotor World Endurance Championship at Manston in Kent, and was present at Parafest to provide membership services and invigilate PRS exams. We were also involved in assisting the CAA with an update to the Paramotor Code.

In December, Mark Shaw travelled to South Korea to present seminars for the Korean Paragliding Association's instructors. This seven day trip was fully funded by KPGA.

The Tech staff has provided assistance with the set up of a new paramotor club, the Angus Paramotor Club, operating in NE Scotland.

Airworthiness

Work continues on European Standards through our involvement in Working Group 6 (WG6), the European group that writes and revises air sports equipment standards, chaired by myself and with Mark Shaw as a member. We held two physical meetings, and one online meeting, hosted by the French Standards organisation AFNOR. A number of subgroup meetings were held between the 'full' formal meetings. WG6 continues to work on the revision of EN926-2 (the PG Flight test standard), and EN1651 (the PG Harness Standard).

The BHPA's HG Test Rig continues to be available for testing hang glider designs. We are optimistic that some new models may be tested during 2025.

Towing & Aerotowing

Evaluation trials continue on the use of electric winches, which are attractively quiet and environmentally friendly. A further trial exploring the usefulness of different weak link values for dual tow operations is also in progress. Sadly, two of our hang gliding aerotow clubs, the Southern Hang Gliding Club's Aerotow group and the Scottish Hang Gliding Aerotow Club have ceased operating.

Power

The CAA's exemption for Sub-70kg wheeled aircraft was again renewed in 2024, for a further two years. Interest in power training continues to grow and the Technical staff deal with many enquiries from existing and would-be pilots interested in the Sub-70kg initiative and the Hang Gliding Power rating.

Pilot Training & Development

We now have had a year's experience with our on-line Pilot and Pilot (Power) exams. This has allowed analysis of the results, and the identification of those questions that cause candidates the most trouble. Changes have been made where it is apparent that the wording of the questions had been unintentionally confusing.

The FSC is continuing to monitor a number of trials including the use in paramotor schools of paramotor-specific (non-EN 926-2 certified) wings in a training environment. However, the trial of the potential for a sub-70 paraglider trike as a dual training aircraft has ended, as it became clear that it was not feasible to achieve the power and undercarriage strength required with an aircraft weight of less than 70kg.

The FSC's Speed Flying trial was reviewed in 2023 and we took the decision to formally adopt the activity, the trial having run for over five years. Over the last year, the technical team has been looking at producing an STRB as part of the work to introduce speed flying as a new paragliding environment.

Following demand from Clubs and Coaches, I am pleased to announce the launch of the Foundation booklet for "red streamer" CP hill pilots in both hang gliding and paragliding disciplines, ready for the 2025 flying season. In its previous iteration, as part of the Pilot Development Structure, this was sent out by the Office with new PG Hill CP registrations. The new paragliding booklet has been substantially refreshed and my special thanks are due to the hang gliding coaches who have assisted in compiling a version for hang gliding hill CPs. The PG and HG Foundation booklets put forward practical exercises and suggested knowledge areas to assist "red streamer" pilots during their first ten hours or so of flying in the club environment. It points new pilots towards BHPA flying clubs and encourages them to engage with Coaches. As well as being available on the BHPA website, they will be issued with all new HG and PG Hill CP ratings.

We have issued a clarification on our definition of XC Flying, as it had become clear that the limitation on members with CP (Novice) qualifications to "local flights" was being stretched to breaking point. If you want to fly away from your local area or site, you need the knowledge and experience evidenced through holding the Pilot level.

Publications Panel

The comprehensively overhauled and redesigned BHPA Pilot Handbook was published in 2023. It continues to set a very high standard and sell well. An overhaul of the Elementary Pilot Training Guide is currently underway and will be available to schools in April 2025.

Issue 23 of the BHPA Technical Manual was published in September, containing a number of changes that have resulted from FSC discussions and actions. These include changes to the procedures for Incident Management, adjustments to the process involved in becoming a Tow Coach, Aerotow Coach, Power Coach and Senior Power Coach. There are also some changes to the Emergency Parachute Systems Licence and to the training requirements for Instructors and Air Experience Instructors. The current version (which runs to over 150 pages) can always be found on the BHPA Website in the Documents section.

Airspace

The Airspace Panel continues to receive Airspace Change Proposal (ACP) notifications on a regular basis through email notifications via NATMAC (a CAA airspace user committee). Our protocol to forward proposals for airspace changes to potentially affected clubs has enabled our clubs to liaise directly with airspace change proposers, with additional support being provided where required by the FSC's Airspace Liaison Officer.

We continue to present to the CAA and other airspace users the unique portable nature of our air sports and show them the limitations to equipping our aircraft with existing Electronic Conspicuity (EC) devices. We compiled a Joint Statement on EC with BGA and BMAA, and this was issued to CAA. We hosted a seminar for the Law Commission so that we could present our activities and highlight issues with EC and we issued a response to its Consultation on Aviation Autonomy.

Conclusion and thanks

As always, I would like to express my sincere thanks to our staff, who regularly go above and beyond any reasonable expectation of their work and commitment, and to all the volunteers who work on, and with, the FSC and its panels.

Angus Pinkerton

Chairman, BHPA Flying and Safety Committee

February 2025

Paramotor Report

BHPA AGM

February 2025

I make no apology but I'm repeating myself yet again this year. The challenges remain the same.

Membership

I'm very pleased to report that the numbers of BHPA Paramotor (PG Power) ratings continues to climb, standing at 950 as of the the most recent (31st January 2025) set of statistics, up from 934 this time last year. I'd hoped we might have achieved 1000 by now but the current cost of living 'crisis' and of course the good ol' weather in 2024 have certainly played their part. Not forgetting the 152 (number unchanged from 2024) hang glider power rated pilots of course, so that takes us to roughly one fifth of the membership who are flying power.

We still estimate there to be between 2,500 and 3000 active paramotor pilots in the UK so although we continue to move in the right direction we still have some way to go.

Very well done to all those that have gained their ratings in the past year. Also very well done to the new schools that have been established, while I've never been an instructor myself I know how much hard work goes into opening a new school.

Competitions and Events

The 2024 British Open Paramotor Championships held at the historic Manston Airfield in Kent was a great success with 8 countries represented, check the PPGComps website for scores and more details on upcoming dates for 2025.

Low Flying

As ever, low flying continues to be a priority for the CAA, while breaches are difficult to prove to the satisfaction of the courts the CAA do prosecute and have been successful in a number of cases, beware.

Please remember to fly courteously to those on the ground and always within the rules as published in the Air Navigation Order and The Skyway Code and The Paramotor Code. If anyone has any doubts as to the rules they should always get in touch with a club coach, an instructor or myself for clarification before they fly.

Edward Cunliffe
Paramotor Liaison

BHPA DE&I Report

Background

On the back of Rhian Ebrey's DE&I Campaign, focussing primarily on Females in Paragliding, and the hosting of Kinga Masztalerz for the production of the "Soar – a girls' paragliding road trip", having just been shown at the Kendal Mountain Festival, the subject of Diversity, Equity and Inclusivity in Paragliding has received an injection of interest over the last year.

The BHPA responded accordingly and, at the last BHPA Exec Meeting on 9 Jul, I was appointed as the Association's DE&I Representative. An article was written for Skywings in Sept 24, announcing the establishment of the post and calling for volunteers to assist in setting up a UK wide DE&I Network.

Actions to Date

The call for forces resulted in a single volunteer across our 6855 membership. Whilst my aspirations were high, I was hoping for both geographical diversity as well as representation across the protected characteristics, not just Gender. The one volunteer I do have does cover a couple of protected characteristics, but I have nothing for race nor sexual orientation. We do have registered disabled pilots in the BHPA and those of varying religious beliefs but still no volunteers.

The one action that has been achieved for the BHPA Office was the drafting of the DE&I Statement for the job advert soon to go live for the replacement Technical Officer.

Future Tasks

Given that the building of a DE&I Network across the UK is proving to be a slow task, the intention is to concentrate on the drafting of a DE&I Statement for the BHPA Employees for the Office Staff and Technical Officers. That will be followed by a DE&I Statement for the Membership. Once they have been written and endorsed the next task will be the addressing of behaviour on the hill.

BHPA CIVL REPRESENTATION

Report to the 2025 BHPA AGM (1st March 2025)



Representatives

Brett Janaway (BHPA CIVL Representative)

Gordon Rigg (BHPA ALTERNATIVE Representative)

As always, the work of CIVL continues throughout the year, however as with most committees, the majority of the work comes to light at the annual plenary meeting. The meeting this year will be in Montenegro, from 6-9 March, covering 4 days. This year Brett Janaway, will be present. Gordon Rigg has asked Neil Atkinson, the Hang Glider competitions chair, to attend on his behalf.

The format of the meeting is usually two days of group working sessions, followed by one day to discuss the proposals with all CIVL representatives and finally one day to vote on each proposal. Not all nations attend the working groups, although many do, as does the BHPA.

For 2025 the UK will also be carrying the proxy vote of Ireland as they deem their views to be similar to ours on the major discussions but are unable to attend themselves.

The outcome of the plenary discussions and votes will be published on the FAI website in the days following the plenary.

For any persons interested, all the 2025 proposals can be found here:
<https://cloud.fai.org/s/JLMzxDPgQf8ikET>

Looking at the proposals, there are three of particular interest to the BHPA. They are all focussed on paragliding.

Paragliding Harness Safety

This is an ongoing issue, passed forwards from last years plenary as it had not been actioned at that time.

With the release of the new Generation 4 harnesses, typically represented by the Ozone Submarine, there was heavy criticism of the direction that manufacturers have taken harness design. In particular with regard to safety as the new generation has seen poor back protection and difficult exit from the harness in an emergency. In response, the CIVL Bureau formed a working group to address many of these issues and are working towards releasing a CCC harness definition, which will demand a stricter criteria than the EN standard.

This was all known last year. This year the working document is likely to be approved. The document has removed the back protection issues as these were too complicated to resolve by CIVL. The WG6 group, that update the EN standards, have indicated they will release an updated version later this year (draft), for implementation in 2027, with a focus on back protection.

CIVL have therefore focussed on the other safety issues and should approve the document at this meeting. The new rules are likely to be mandatory for harnesses from 2029, allowing pilots to make good use of their existing equipment prior to then. The new EN standards will apply to newly certified harnesses prior to that date, likely to be in 2026/7 bringing better safety for the sport as a whole.

Sports (EN-C) WPRS

It is the intention of the Bureau to launch a new Sports category of WPRS (World Pilot Ranking System). This will allow pilots that fly EN-C, or below, wings to more easily compare themselves to other sports pilots. This will come into effect in 2025.

Drag Limiters

There is a proposal to add foam tubes to paragliders in order to reduce their performance. Whilst this initially seems like a strange idea, it is actually a very good proposal. The foam tubes will vary in length and will be fixed to the wing on the rear lines, group 1, and in a manner such that they remain at the risers. The length of the foam will be according to the size (area) of the wing such that the theoretical glide of all wings is the same, regardless of the size. The expectation is that pilots will no longer buy a glider one size too big and then carry

10-15kg of ballast, but instead will remain on a glider the correct size for themselves. Whilst this is unlikely to help the pilots on XXS wings as they have handling issues too, the overall affect will be to make competitions safer and fairer. In particular launching and landing. The majority of competition pilots are in favour of the proposal for the upper end of the sport. The rule will **not** be mandatory at all events (yet), but we can expect to see them featuring in a few test CAT2's during 2025 with the intention for the PWC and CAT1 events to adopt them in the future.

Conclusion and thanks

I would like to express my sincere thanks to all the people who volunteer to work on the respective Competitions Panels. It often involves long hours, lots of stress, no pay and little thanks. There are too many to mention, but if you are involved in competitions, you will know some names for sure.

Brett Janaway
CIVL Representative
March 2025



**British Hang Gliding and
Paragliding Association**

8 Merus Court
Meridian Business
Park Leicester.
LE19 1RJ

Tel 0116 289 4316
office@bhpa.co.uk