

Club Bulletin 228

March 2025



Published monthly. Aimed mainly at club contacts/secretaries. Covers administrative topics and news from the Executive Council. General interest items are repeated in Skywings magazine for all members.

BHPA

1: Courses

Club Coach Courses

22/23 March 2025

Long Mynd Soaring Club

Contact: Phil Bibby
e-mail: phil2000bibby@googlemail.com
Mob: 07977 122 563

11/12th October 2025

For more information contact:
Stephanie Blankley, 0116 289 4316
stephanie-blankley@bhpa.co.uk

15/16th November 2025

Thames Valley HG Club

Contact: Nigel Bray
e-mail: tvhgc.coachcourse@aeroplaying.uk
Mob: 07795 047 872
Telegram: <https://t.me/nrbray>

6/7th December 2025

Wessex HG & PG Club

Contact: Neil Russell
e-mail: coach@wessexhgpg.org.uk

17/18th January 2026

For more information contact:
Stephanie Blankley, 0116 289 4316
stephanie-blankley@bhpa.co.uk

Instructor Course

14th April 2025

Residential 5-day course

For more information contact:
Stephanie Blankley, 0116 289 4316
stephanie-blankley@bhpa.co.uk

Senior Coach Course

15th April 2025

Residential 3-day course

For more information contact:
Stephanie Blankley, 0116 289 4316
stephanie-blankley@bhpa.co.uk

Details of all BHPA Course can be found at:
<https://www.bhpa.co.uk/safety/courses/>

For more information contact:
Stephanie Blankley, 0116 289 4316
stephanie-blankley@bhpa.co.uk

2: New Membership Fees

New fees effective from 1st April 2025

Flying Member	£174
Flying Member 2 year	£299
Flying Member Family Group	£159
Flying Member U21	£154
Flying Member Over 67	£154
Disabled Flying Member	£154
Non-Flying Member	£62
Trial Membership	£109
Instructor Supplements	£110
Trainee Inst. Supplements	£30
Joining/Rejoining Fee	£35
Direct Debit Discount	£-7
Skywings Subscription	£59
Day Ticket – Adult	£30
Day Ticket – Under 21	£5
FAI Licence	£20
IPPI Card	£20

Please note new Membership Books will be issued at the end of March.

All old books with the Prefix Z should be returned as soon as possible. Under no circumstances should these be used.

*For more information contact:
Michelle Lanman, 0116 289 4316
michelle-lanman@bhpa.co.uk*

3: Foundation Booklet for HG & PG Hill CPs

FSC announces the launch of the Foundation booklets for red streamer Hang Glider and Paraglider CPs in the Hill environment.

In 2016, a multi-level "Pilot Development Structure" (PDS) was developed by the FSC and a panel of experienced BHPA coaches. The BHPA extends its gratitude to all club coaches who contributed to its original development. The "PDS Foundation Layer" booklet condensed the basic level of the PDS and for a number of years was distributed by the BHPA Office to every pilot registering a new Paragliding Hill CP rating. The PDS web platform was eventually taken offline due to the need for constant administration and management. Despite this, many BHPA hill clubs and Development schools continued to use the Foundation Layer booklet, leading to requests for its refresh and reinstatement.

The FSC has now published an updated Foundation syllabus for PG Hill CPs, available in a convenient booklet format. With input from experienced coaches, a hang gliding version has also been developed.

After joining a club, many new CPs initially fly just to safely accumulate airtime, without any specific goals. However, it is widely recognized that pilots progress more efficiently when given structured tasks. These new booklets provide suggested exercises and knowledge areas to guide pilots through their first ten hours of flying as a CP (while flying with the recommended red streamer). Although not an additional rating, many of the exercises can be logged as progress toward a Pilot rating.

The Foundation syllabus aims to:

- Provide a structured way to progress, acquire knowledge, and build skills through attainable goals.
- Encourage interaction between new pilots, their club, and its Coaches.
- Reduce flying-related incidents and promote safe flying.

The booklets will be issued by the BHPA Office with every new Hill CP rating (Paragliding and Hang Gliding). For more information, and to access the booklets, visit the BHPA website https://www.bhpa.co.uk/safety/new_pilots/

Any feedback, or offers of assistance at writing Foundation Booklets for other disciplines and environments, can be sent to: office@bhpa.co.uk

4: Airspace Change Proposals

Please engage in Airspace Change Proposals

There is a constant flow of temporary and permanent Airspace Change Proposals (ACPs) across the country from a variety of ACP sponsors. Each sponsor is required to consult or engage on their ACP. A standard way of reaching impacted GA stakeholders is via what is called the NATMAC group (NATMAC is a CAA airspace user committee), which includes the BHPA. When notified of an ACP or even plans for an ACP, the BHPA responds to the proposer and (where possible) checks to see which clubs may be affected. The BHPA then forwards the ACP proposer's information to those clubs so that they may check how the ACP affects them and liaise with the proposer directly. The BHPA strongly encourages clubs to proactively monitor ACP developments in 'their' area of interest and to highlight concerns.

The BHPA is a member of the General Aviation Alliance (GAA). The GAA is well placed via the diversity of its recreational aviation membership base to assist with or coordinate responses to ACPs that have the potential for wide impact. For example, the airport ACPs that form a large part of airspace modernisation and future airspace plans often have interdependencies and invariably will impact most types of recreational aviation. At the other end of the scale, a small temporary danger area for limited drone operations may not impact anyone or only have an impact on a local operation. This type of limited impact ACP isn't something GAA would normally get involved in.

All ACPs should appear on the CAA's ACP portal. The CAA portal is fine for searching for detail about a particular ACP but has limited value in terms of understanding geographical impact, for example where a club is trying to understand what ACP activity is in 'their' area. The GAA has produced an ACP tool that uses collated ACP data to reasonably accurately map ACP activity. You can view the GAA airspace tool here - [Airspace Change Proposals | General Aviation Alliance](#). Please use it. It is worth checking it roughly every month, the date of the last change is shown on the title box of the map. A BHPA member, Tom Hardie, a soaring pilot who currently flies a Sub 70 powered hang glider is the ACP tool developer.

Points to consider if your club wishes to raise an objection to an ACP:

- 1) A club response is best dealt with through coordination by a single point of contact, i.e. a club Airspace Officer. If your club has yet to appoint an Airspace Officer, we recommend that you do so and please notify contact details to the BHPA office.
- 2) The numbers, the extent of our activities will probably not be fully appreciated. The limitations on EC equipage for our aircraft may be unknown or misunderstood. The data on the BHPA's Electronic Conspicuity Position Paper may be useful here – extract the relevant data in support of your response and provide a link to the Paper. The Paper can be found here: https://www.bhpa.co.uk/documents/members/index.php?doc=BHPA_EC_Position.pdf
- 3) Safety. Whilst the proposal is designed to enhance safety within Controlled Air Space (CAS), it may not have considered the safety of those operating aircraft outside it. They should consider any choke points (horizontal and vertical). Whilst our incursions into CAS are very rare, more CAS increases the likelihood of an inadvertent incursion. This needs to be treated with careful consideration as it could illustrate that we make mistakes, which in turn may be seen to imply incompetence.
- 4) The counter to the above is that we limit our flying activity. This would be an infringement of our civil liberties; something that goes against the general trend of encouraging people to make use of the great outdoors, both for physical and mental well-being.
- 5) Administration. If you cite examples of where the proposer hasn't considered something (e.g. safety outside controlled airspace) or has failed to follow the correct process (consultation) then this can be presented to the CAA as grounds to reject the proposal.
- 6) It is essential that responses are fact driven rather than emotive, with data to support what is said. Be mindful that even a single instance of misinformation could impact the credibility of the entire response in the eyes of some officials.

Please copy the BHPA's Airspace Liaison Officer, Andy McDonald into club responses (andy-mcdonald@bhpa.co.uk). Please also copy BHPA Office into Club responses for the purpose of record keeping. (office@bhpa.co.uk)

For more information contact:
Mark Shaw, 0116 289 4316
mark-shaw@bhpa.co.uk

5: BHPA Student Training Record – PG Hill – Edition 8 March 2024

REMINDER:

All PG (Hill) students should now be using the new Edition 8 Student Training Record book.

If you have students who are part way through their training, please staple the old and new books together and use the new one for all training in 2025.

Please also note that the Registration of a Rating is £20

Ground handling for pre-CPs (Hill and Tow paragliding environments).

Good ground-handling skills are a fundamental part of paragliding. To allow suitably experienced students to maintain and improve their ground handling skills when there are unavoidable breaks in training, there is a mechanism allowing pre-CP students to undertake ground handling without the supervision of a BHPA Instructor. They may undertake this activity by themselves, or may be monitored by an appropriately qualified Club Coach.

For a paragliding student to undertake ground handling outside a school, they must have completed EP level, and the appropriate ground handling exercise in their Student Training Record Book (STRB) must be signed off as complete (ex 27 in the Hill STRB, Ex. 35 in the Tow STRB). Their CFI can then sign the STRB noting that the student has completed these requirements, has been briefed on actions if being dragged, and has the right attitude to carry out ground handling outside the school. The student signs a declaration confirming their understanding that they are not authorised to fly outside the school, and that they agree to abide by the conditions set out on the slip (these conditions can be seen on the example below).

The “Ground handling checklist” slip is then cut out of the STRB and presented to the student.

The PG Hill STRB contains a “Ground handling outside the School” declaration for pre-CP students to undertake ground handling. On the slip’s reverse side are spaces for the CFI to fill out the name of the student, etc. The current Tow STRB contains an older style slip (without the spaces for the CFI to record the holder’s details).

An example (from the Hill STRB Edition 8) is presented below, so Coaches can familiarise themselves with the slip. For further information see Section 4, Chapter 1, Item 1, point “c” of the BHPA Technical Manual.

Coaches are encouraged to interact with student pilots, through appropriate discussions and by demonstrating good examples. Practical ground handling coaching must only take place with pre-CP students who are current BHPA members and who can show their Ground Handling slip. The conditions specified on the slip must be met.

For more information contact:
Michelle Lanman, 0116 289 4316
michelle-lanman@bhpa.co.uk

Ground handling outside the school for CP students

Good ground-handling skills are a fundamental part of paragliding. In order to allow suitably experienced students to maintain and improve their ground handling skills when there are unavoidable breaks in training, the following declarations must be completed and followed.

DECLARATION BY CFI

The student has completed the Elementary Stage, and CP Exercise 27 has been satisfactorily completed and signed off.

Drag back actions (theoretical) have been briefed and understood.

To the best of my knowledge, this student has the right attitude and has reached the standard of airmanship required to carry out Ground Handling practice outside the school.

CFI's signature: _____

Date: _____

DECLARATION BY STUDENT

I understand that I may now practice Ground Handling skills outside the School under the following conditions:

- A helmet must be worn at all times and all equipment worn properly.
- Ground handling (GH) must take place on flat ground or in an area where normal flight is impossible.
- The ground handling must be done so as not to endanger other people or livestock, in an area suitably clear of hazards and obstructions, especially downwind.
- Landowner permission (where appropriate) should be sought.
- Ground Handling must only be carried out in winds of less than 15mph (anemometer should be used).

I understand that I am not authorised to fly outside the school.

I accept the risk of GH practice without the instructor present and I agree to abide by the conditions set out.

Student's signature: _____

Date: _____

Ground handling checklist to be retained by student.

Student may now practice Ground Handling skills outside the School under the following conditions:

- A helmet must be worn at all times and all equipment worn properly.
- Ground handling (GH) must take place on flat ground or in an area where normal flight is impossible.
- The ground handling must be done so as not to endanger other people or livestock, in an area suitably clear of hazards and obstructions, especially downwind.
- Landowner permission (where appropriate) should be sought.
- Ground Handling must only be carried out in winds of less than 15 mph (anemometer should be used).

Student is not authorised to fly outside the school.

Student accepts the risk of ground handling practice without the instructor present and agrees to abide by the conditions set out.

When this checklist slip is issued to the student, the CFI must have filled in the details on the reverse of this slip.



[reverse side of slip]

BHPA membership number: _____

Student name: _____

School name: _____

CFI signature: _____

