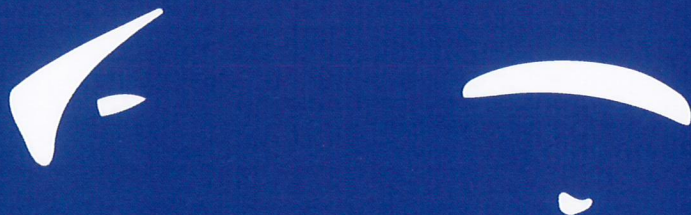


12th February 2022
The Nottingham
Belfry Hotel

Annual General Meeting



BHPA

British Hang Gliding
and Paragliding
Association

BRITISH HANG GLIDING AND PARAGLIDING ASSOCIATION

AGM

FEBRUARY 2022

CHAIRMAN'S REPORT

As I often open my report, once again I 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 financial year April 2020 - March 2021.

Pandemic

The Pandemic brought a number of serious concerns as to the viability of the BHPA. The announcement of the first lockdown saw membership numbers fall off a cliff, the drop was close to 500 members in one month. Had that continued over a few months we would have been in serious trouble, but we were lucky and the summer saw numbers stabilise and even climb a little. Then the second lockdown happened and we saw a second dramatic fall. I have to say that I am grateful the small group of Exec. members who make up our Financial and General Purposes Committee. F&GP was formed back in the pre-technology days when the height of virtual meeting was a telephone conference call! Nowadays it tends to be asked only to make recommendations to Exec. for staff salaries and subscriptions. Current membership is myself, the two Angus's and Martin Heywood (plus Paul Dancey when we discuss salaries). I found the rapid decision making and wise advice of this group a joy to work with. They really were impressive and we all owe them a debt of gratitude.

As the Treasurer will report elsewhere, the rapid furloughing of almost all the staff for an extended period has left the Association in a strong financial position and we are pretty much back up to full strength. The office are even looking to recruit for a part time position!

Insurance

As Martin will report elsewhere, we were worried about whether current underwriters would even offer renewal terms this year, but they did, even if it again saw a substantial rise in premiums. I seem to spend my life praying for a couple of years free of serious accidents.

EHPU

The UK finally took over the Presidency of EHPU in June of 2021. It has been agreed that we will host the next EHPU AGM in February 2023. The venue is a Hotel at the foot of Windermere close to Newby Bridge. This roughly coincides with the 50th Anniversary of the sport of Hang Gliding in the UK and the 30th Anniversary of the formation of the BHPA. The EHPU AGM ends with a dinner on the Saturday night for delegates, this year we hope to open this up to members generally to celebrate our anniversaries. More on this in Skywings as the year progresses.

Exec. Members

This year we again have an uncontested election for Exec. and so can congratulate Martin Heywood, Martin Baxter, Bill Bell, and Angus Langford on their re-election.

Staff

As you will see from the Admin report, we have seen some staff changes this year. We now welcome Lorna Gregory as the most recent recruit to the office staff. If you call the office and she picks up, please be gentle with her, she is still very much in training.

Conclusion

Finally, without the commitment of all our volunteers we could not function. Each club has its group of volunteers who work as Chairman, Secretary, Sites Officer, Chief Coach etc etc. The structure of the BHPA has sub-committees all populated by volunteers beavering away at their own area of interest. The main point I want to make is that without you all we would be sunk and on behalf of the rest of the membership, I thank you all for your hard work.

MARC ASQUITH

BHPA Chairman

8 February 2022



Notice of Annual General Meeting

Notice is hereby given that the Thirtieth Annual General Meeting of the British Hang Gliding & Paragliding Association Limited will be held at The Belfry Hotel, Mellor's Way, Off Woodhouse Way, Nottingham, NG8 6PY on Saturday 12th February 2022 at 10.00 am for the following purposes:

1. To receive the Accounts and the Report of the Executive Council for the year ended 31 March 2021.

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

M Asquith
M Baxter
B Bell
M Heywood
A Langford

3. To appoint Fortus Audit LLP as auditors and to authorise the Executive Council to fix their remuneration.

BY ORDER OF THE EXECUTIVE COUNCIL

M. Heywood, 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

Over 2 terms, I have now served just over 14 years as Chairman of the BHPA. I have been on 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 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 still have a pristine Airwave Black Magic! I obtained my PPG and PHG ratings in the mid 1990s, mostly flying my Doodlebug / Discovery combination in and around Snowdonia. I have been the BHPA delegate to Royal Aero Club since my first term as Chairman and became Chairman of the Royal Aero Club for a 3-year stint in the late 1990s. I am now an Honorary Vice President of the RAeC. As 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 President of the EHPU and a member of the EHPU's Management Committee. 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. I am married to Adriana, and we have 3 children, Maria aged 16 and the twins, Daniel and Andrea aged 6. If re-elected I am willing to continue to serve as Chairman until my planned retirement as Chairman in 2023, a date delayed by one year as a result of the Covid-19 pandemic.

Martin Baxter

In 2010 I dared to criticise the BHPA Executive. The wily Chairman challenged me to do better, and I was co-opted into the role of Sites Officer. I was formally elected the following year. In a previous life I was an Army helicopter pilot with a background in Flight Safety. I have been Chairman of the Dales Hang gliding and Paragliding Club for a number of years, serving as club sites Officer before that. Having dragged the BHPA Sites Database into the 21st Century I now manage its content. It isn't published as some sort of UK Sites Guide (that's club business) but is used to deconflict between clubs/schools and to identify a single point of contact for each site. I am also a Trustee of the BHPA Sites Trust Fund, co-ordinating all applications for grants and loans towards site purchase. Over recent years I have been attempting to improve the Civil Aircraft Notification Procedure (CANP). Military bureaucracy has thus far got the better of me but I'm willing to continue to bang my head against that particular brick wall. I believe that the BHPA should strive to provide value for money.

Bill Bell

We all just want to get on with our flying unimpeded, me included. I get a lot out of my flying, and I am lucky enough to be able to devote some time to the BHPA in return.

For the last decade I have been responsible for competition flying in all disciplines and I'm now passing the baton to the extremely capable Jenny Buck, who will I'm sure lead us to new heights. As we approach the handover, we have a British World XC PG Champion Russ Ogden and World Championship PG team, and all we back-room minions bask in the reflected glory! It does show how significant UK pilots are in all disciplines on the world stage.

Like everyone else on Exec, I try to play my part in steering the BHPA for the long-term benefit of the members, since my last election I have finally piloted the BHPA Foundation through the process of becoming a registered charity in the teeth of opposition from the Charity Commission themselves and I hope this will over time come to be a significant benefit to all free flyers. There are lots of things to do to help make the BHPA function and flourish, some things fascinating and some merely necessary. There is quite a bit of work involved, but I do enjoy my time on Exec – working with smart people keeps you on your toes! I hope you will again allow me to continue the work on your behalf in progressing current projects and even starting some new ones.

Martin Heywood

I'm still a "newbie" to free flight having only seriously taken it up in 1999 but have served on Exec for the past eighteen of these as Insurance Officer, Chairman and Vice Chairman. Regarding corporate matters I would regard myself as a problem-sorter and have found this has balanced well with others on Exec who it's said have advantages over me in the ideas department - but that's a good thing! I'm now retired from active flying due to a knee problem, but happy to continue offering my services.

Angus Langford

I am a recently retired chartered accountant and have held a number of finance director roles in the past. I've been interested in flying all my life and took up paragliding 20 years ago. I've taken early retirement to spend more time flying both in the UK and abroad. I have been treasurer of the BHPA for the past 13 years, during which time I've worked to keep costs and subscriptions as low as they can be consistent with maintaining the operational integrity and financial stability of the association.



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 Chairman 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 10:00 am on Saturday 12th February 2022 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 he thinks fit.

Resolution 1 That the Accounts and the Report of the Executive Council for the year ended 31st March 2021 be approved.

FOR	AGAINST

Resolution 2. That five members be elected by ballot and appointed to the Executive Council from the following five candidates (indicate with an X up to five candidates only):

M. Asquith
M. Baxter
B. Bell
M. Heywood
A. Langford

FOR

Resolution 3 That Fortus Audit LLP be appointed as auditors and the Executive Council be authorised to fix their remuneration.

FOR	AGAINST

Signature _____ Dated this _____ day of _____ 2022.

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

REPORT OF THE DIRECTORS AND
AUDITED FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 MARCH 2021
FOR
BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

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For The Year Ended 31 March 2021**

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**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

COMPANY INFORMATION
For The Year Ended 31 March 2021

DIRECTORS:	Mr M N Asquith (Chairman) 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 Ms J L Drake Mr T Prideaux-Brune Mrs J A Buck Mr G Bird
SECRETARY:	Dr M F Heywood (Vice Chairman)
REGISTERED OFFICE:	8 Merus Court Meridian Business Park Leicester Leicestershire LE19 1RJ
REGISTERED NUMBER:	02618166 (England and Wales)
INDEPENDENT AUDITORS:	Fortus Audit LLP Chartered Accountants & Statutory Auditor 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 2021**

The directors present their report with the financial statements of the company for the year ended 31 March 2021.

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

In the view of the committee, the association's affairs are correctly shown in the attached accounts. Membership numbers suffered a steep fall last year as we went into the first covid-19 lockdown and leisure flying was effectively banned. Flying schools and instructors faced a very bleak period and to assist them the association gave subscription holidays to schools and instructors. As a consequence of the drop in membership and the assistance given to schools and instructors the association's income from normal activities fell from the previous year by £41k. In the light of the anticipated fall in income the association took steps to reduce costs and despite a £46k rise in the third party insurance premium overall costs were reduced by £55k. With flying banned and school inspections made impossible the association took advantage of the furlough scheme to claim £74k in furlough grants and these make up the bulk of the surplus for the year.

The association aims to run its affairs to generate, on average, a small surplus each year to maintain the real value of its reserves. The reserves enable the association to adjust to adverse changes in the operating environment and maintain services through dips in membership and difficult economic conditions. The reserves are also there to allow us to fight existential challenges to free flight should they occur and to support clubs with site purchases when the opportunity is presented. The association has set aside £50k in earmarked funds to provide loans to clubs for equipment and site purchases of which £10k has been loaned to member clubs.

DIRECTORS

The directors shown below have held office during the whole of the period from 1 April 2020 to the date of this report.

Mr M N Asquith (Chairman)
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
Ms J L Drake
Mr T Prideaux-Brune

Other changes in directors holding office are as follows:

Professor A L R Thomas - resigned 13 March 2021
Mr J Welch - resigned 16 September 2020
Mrs J A Buck - appointed 13 March 2021
Mr G Bird - appointed 13 March 2021

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.

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**REPORT OF THE DIRECTORS
For The Year Ended 31 March 2021**

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, Fortus Audit LLP, 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:

.....
Mr M N Asquith (Chairman) - Director

Date:

**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 2021 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 2021 and of its surplus 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.

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.

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

Responsibilities of directors

As explained more fully in the Statement of Directors' Responsibilities set out on page two, 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.

Irregularities, including fraud, are instances of non-compliance with laws and regulations. We design procedures in line with our responsibilities, outlined above, to detect material misstatements in respect of irregularities, including fraud. 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.

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 estimates 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.

Richard Buckby FCA (Senior Statutory Auditor)
for and on behalf of Fortus Audit LLP
Chartered Accountants & Statutory Auditor
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 2021**

	Notes	2021 £	2020 £
INCOME		917,193	951,433
Administrative expenses		925,641	976,724
		(8,448)	(25,291)
Other operating income		81,341	15,080
OPERATING SURPLUS/(DEFICIT)	4	72,893	(10,211)
Interest receivable and similar income		1,609	1,225
SURPLUS/(DEFICIT) BEFORE TAXATION		74,502	(8,986)
Tax on surplus/(deficit)		306	233
SURPLUS/(DEFICIT) FOR THE FINANCIAL YEAR		74,196	(9,219)

The notes form part of these financial statements

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

**BALANCE SHEET
31 March 2021**

	Notes	2021 £	£	2020 £	£
FIXED ASSETS					
Tangible assets	5		327,581		338,018
Investments	6		1		1
			<u>327,582</u>		<u>338,019</u>
CURRENT ASSETS					
Stocks		8,267		7,821	
Debtors	7	372,351		372,597	
Cash at bank and in hand		<u>708,171</u>		<u>577,976</u>	
		1,088,789		958,394	
CREDITORS					
Amounts falling due within one year	8	<u>800,811</u>		<u>755,049</u>	
NET CURRENT ASSETS			<u>287,978</u>		<u>203,345</u>
TOTAL ASSETS LESS CURRENT LIABILITIES			<u>615,560</u>		<u>541,364</u>
RESERVES					
Other reserves			40,000		38,000
Income and expenditure account			<u>575,560</u>		<u>503,364</u>
			<u>615,560</u>		<u>541,364</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:

.....
Mr M N Asquith (Chairman) - 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 2021**

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	- Straight line over 7 years
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.

Government grants

Government grants relating to the Coronavirus Job Retention Scheme are recognised in income in the period in which it becomes receivable under the performance model.

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 2021**

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 - COVID 19

The directors have considered the impact of COVID-19 in relation to their assessment of going concern and in their opinion have taken all reasonable steps to mitigate these factors. 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 (2020 - 9).

4. OPERATING SURPLUS/(DEFICIT)

The operating surplus (2020 - operating deficit) is stated after charging:

	2021 £	2020 £
Depreciation - owned assets	<u>13,019</u>	<u>16,287</u>

5. TANGIBLE FIXED ASSETS

	Land & buildings leasehold £	Flying equipment £	Fixtures and fittings £	Computer equipment £	Totals £
COST					
At 1 April 2020	356,958	48,376	30,820	66,524	502,678
Additions	<u>-</u>	<u>834</u>	<u>-</u>	<u>1,748</u>	<u>2,582</u>
At 31 March 2021	<u>356,958</u>	<u>49,210</u>	<u>30,820</u>	<u>68,272</u>	<u>505,260</u>
DEPRECIATION					
At 1 April 2020	35,697	43,775	27,001	58,187	164,660
Charge for year	<u>3,570</u>	<u>1,576</u>	<u>943</u>	<u>6,930</u>	<u>13,019</u>
At 31 March 2021	<u>39,267</u>	<u>45,351</u>	<u>27,944</u>	<u>65,117</u>	<u>177,679</u>
NET BOOK VALUE					
At 31 March 2021	<u>317,691</u>	<u>3,859</u>	<u>2,876</u>	<u>3,155</u>	<u>327,581</u>
At 31 March 2020	<u>321,261</u>	<u>4,601</u>	<u>3,819</u>	<u>8,337</u>	<u>338,018</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 2021**

6. FIXED ASSET INVESTMENTS

	Interest in joint venture £
COST	
At 1 April 2020 and 31 March 2021	1
NET BOOK VALUE	
At 31 March 2021	1
At 31 March 2020	1

7. DEBTORS

	2021 £	2020 £
Amounts falling due within one year:		
Trade debtors	1,050	689
Other debtors	19,481	36,402
VAT	3,932	3,750
Prepayments and accrued income	339,888	312,079
Accrued income	-	9,677
	<u>364,351</u>	<u>362,597</u>
Amounts falling due after more than one year:		
Other debtors	<u>8,000</u>	<u>10,000</u>
Aggregate amounts	<u>372,351</u>	<u>372,597</u>

8. CREDITORS: AMOUNTS FALLING DUE WITHIN ONE YEAR

	2021 £	2020 £
Subscriptions in advance	409,277	386,171
Trade creditors	362,953	349,584
Corporation tax	306	233
Social security and other taxes	9,390	7,353
Other creditors	4,025	4,088
Accruals and deferred income	14,860	7,620
	<u>800,811</u>	<u>755,049</u>

9. LEASING AGREEMENTS

Minimum lease payments under non-cancellable operating leases fall due as follows:

	2021 £	2020 £
Within one year	2,600	2,600
Between one and five years	<u>3,250</u>	<u>5,850</u>
	<u>5,850</u>	<u>8,450</u>

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 £1.00, for up to a year after a member ceases their membership. The number of members at 31 March 2021 was 6,913 (2020 - 7,249).

BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED

NOTES TO THE FINANCIAL STATEMENTS - continued
For The Year Ended 31 March 2021

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 2021 £40,000 was unprovided (2020 - £38,000).

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**DETAILED INCOME AND EXPENDITURE ACCOUNT
For The Year Ended 31 March 2021**

	2021		2020	
	£	£	£	£
INCOME				
Introductory membership	23,733		39,577	
Individual membership	852,354		837,019	
Club membership	10,225		20,410	
IICF and claims premiums	16,676		23,572	
Shop sales	6,462		8,637	
Other income	-		9,677	
500 Club takings	7,743		12,541	
	<u> </u>	917,193	<u> </u>	951,433
Membership, competition and shop expenses				
500 Club payouts	3,879		7,940	
Public liability insurance	397,982		361,620	
Membership cards and badges	5,670		6,602	
Competition funding expenses	5,500		37,000	
Airport subscriptions	13,470		12,465	
Handbooks and manuals	2,970		4,209	
Promotion and publicity	1,921		3,463	
Shop expenses	2,639		4,226	
	<u> </u>	434,031	<u> </u>	437,525
		483,162		513,908
Flying, safety, coaching and training expenses				
Wages and salaries	132,710		133,952	
Staff mileage and travel	1,228		25,880	
Examination and club inspection costs	1,637		5,200	
F S C panel costs	10		11,490	
F S C committee costs	186		3,018	
Flyability	-		2,000	
Sundry expenses	1		-	
	<u> </u>	135,772	<u> </u>	181,540
		347,390		332,368
Administrative expenses				
Wages and salaries	108,359		106,306	
Executive & voluntary officer expenses	246		11,370	
Office rent and rates	10,870		14,400	
Power, light and heat	2,340		2,383	
Insurance	9,454		9,312	
Office equipment maintenance	12,439		12,516	
Legal and professional fees	5,282		147	
Audit fees	6,000		5,400	
Bank charges	9,933		10,205	
Printing and stationery	29,824		28,273	
Telephone	8,007		8,718	
Other office supplies	6,603		7,746	
Depreciation of tangible fixed assets	13,019		16,286	
	<u> </u>	222,376	<u> </u>	233,062
Carried forward		125,014		99,306

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 2021

	2021		2020	
	£	£	£	£
Brought forward		125,014		99,306
Skywings magazine				
Advertising revenue	(28,078)		(51,661)	
Publishing costs	161,540		176,258	
		<u>133,462</u>		<u>124,597</u>
		(8,448)		(25,291)
Other operating income				
Registration fees	8,594		13,486	
Training courses and exam inc	(1,120)		1,594	
Government grants	73,867		-	
		<u>(81,341)</u>		<u>(15,080)</u>
		72,893		(10,211)
Finance income				
Bank interest received		<u>1,609</u>		<u>1,225</u>
NET SURPLUS/(DEFICIT)		<u><u>74,502</u></u>		<u><u>(8,986)</u></u>

This page does not form part of the statutory financial statements

BHPA Financial Report (for the year ended 31st March 2021)

I am reporting on the financial year which ended on 31st March 2021. It was a very eventful year starting as it did 5 days into the first lockdown. We experienced three full national lockdowns and numerous local restrictions which impacted our ability to get out and fly. The lockdowns had an immediate impact on our flying schools and instructors who were unable to carry on their business and with flying closed down membership numbers declined. The surprise in many ways was that membership did not fall further and this was probably a result of the work of the BHPA in lobbying the regulators and fending off ill-conceived restrictions and thereby keeping the sport active.

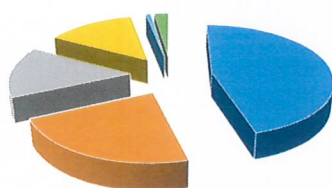
The drop in new members coming into the sport depressed our income from joining and introductory fees and meant that losses of members retiring from the sport were not replaced. The number of members dropped 5% to 6913 and income from membership and normal activities by £41k. When the first lockdown was imposed Exec took steps to reduce the association's costs and despite a £46k increase in the third party insurance premium the associations' overall costs were reduced by £55k. With flying banned and school inspections made impossible the association took advantage of the furlough scheme to further reduce our costs. Despite the declining revenues the actions we have taken on costs resulted in the Association reporting a surplus of £74k for the year and this has been added to reserves. Exec have chosen to use part of this surplus to cushion the increase in insurance costs which will hit us on the 1st January next year.

The BHPA holds reserves for three important reasons. Firstly, they allow us more flexibility in budgeting; making a loss in a single year is possible provided we make up for it in the next, so subscriptions can be lower than they would otherwise need to be. Secondly, they provide us with a fighting fund should we have to face an existential threat to our sports, and thirdly they provide funds available to support site purchases. We have adopted a policy of maintaining the value of reserves in real (inflation-adjusted) terms over the medium term so that surpluses in one year make up for losses in others.

As we look forward to 2022 and 2023 Exec is again faced with difficult decisions over the level of subscriptions. Inflation as measured by the consumer prices index (CPI) is widely expected to hit 7% by April and our annual third party insurance premium will increase by £107k to £534k. On Exec we all share a desire to keep subscriptions to a minimum and we will use £40k of the surplus from 2021 to cushion the April 2022 fee increase but notwithstanding this the average fee increase will need to be 7% this year.

Even after the price increase our bulk purchasing and the assurance the underwriters get from the work of the FSC means that the BHPA insurance remains by far the best value third party liability cover available for the sport in the UK.

Costs per member



- Membership public liability insurance £50
- Office and Support Costs £32
- Technical & Flight Safety Committee £25
- Skywings £17
- Competition Funding £5
- Other Membership Costs £4
-

Income	Year to March	
	2021	2020
	£'000s	£'000s
Member Subscriptions	893	900
Other income	25	60
Furlough Grants	74	
Expenses		
Insurance	407	362
FSC	139	181
Skywings support	133	125
Competitions Funding	5	37
Other Membership Costs	24	31
Office and support	211	233
Total Costs	918	969
(Deficit) / Surplus	74	(9)

Insurance Report – AGM 2022

Once again there has been a spot of turbulence in our insurance position and we have seen another significant hike in our insurance premium, and this has in part led to a rise in membership subscriptions taking effect this year.

However, it is still the case that the premium has only gone back to where it was in the early 2000's running at just under £350,000 (once inflation is taken into account – just over £500,000 now). That was in the days before insurance premium tax of course and now we have pipped the £500,000 mark after that tax is added. Those of you who have taken an interest in this part of the BHPA accounts will note that there was a period of nearly ten years leading up to 2019 where our premium was around a third less at a time when the indemnity was moving from £2m cover to £5m, along with the disappearance of the tandem and school caps. Golden days indeed.

You may also recall that the 1990s saw a couple of large claims from tandem passengers which led to the introduction of an indemnity cap which went as low as £25,000 at one time. We considered ourselves lucky that there was a single underwriter on the market who would touch us – there was even a worry that we would have to split our activities into low and high risk so that if the worst came to the worst, at least we could get some cover for some activities.

Now, we are sitting on one recent large claim and one more historic which have both stemmed not from activities that we would have considered high risk at the time but from member to member collisions. No schooling or tandem activity was involved. As a result, our claims history has taken a bit of a battering and given the reluctance of underwriters generally in the current cold insurance market we are not really surprised about the rise.

I'm going to rehearse a reminder that we gave out a couple of years ago and that is we all share the air and have an over-riding duty to avoid collisions, regardless of who is flying in the "right" or wrong. This is even if it means you must land! As insurance director, I'd be much happier seeing a fight between two pilots in the landing field rather than at 150 feet above a ridge. However, if the worst does happen to you or someone in the air nearby, you must preserve your camcorder videos. Where there has been an injury or death, your camcorder's images become "evidence" meaning that willful disposal is a criminal offence. It doesn't matter whether the main case is an insurance claim in the civil court process, or it is a criminal prosecution, you could be in hot water if it disappears or looks as though it has been edited or erased.

Warnings aside, please do enjoy the inevitable good weather and flying that we are going to have this year and.... look around you!

Martin Heywood

Insurance Director

February 2022

BHPA AGM 2022 - Sites Report

Database. This is NOT a National Sites Guide. Publication of site information is a matter for clubs and schools. The database exists to identify a single point of contact for each site so that enquiries and notifications can quickly be directed to the right person. The database contains 887 sites, of which 87 are closed pending either a change of ownership or to serve as a warning that they are not safe to fly.

Sites Trust Fund

This fund is ring fenced from other BHPA resources and is controlled by 4 trustees: Martin Heywood, Angus Pinkerton, Martin Baxter and Adrian Thomas. Over the past year members have donated £1,800, and the fund currently stands at £56,500. Clubs and schools are invited to apply for grants, normally of up to £25K. This year has seen one enquiry from a CFI who was struggling to find a field suitable for paramotoring, with no formal requests for funding.

Civilian Aircraft Notification Procedure

The CAA has recognised how misleading and potentially dangerous it is to list our CANP/NOTAMs as 'Parachuting (WP)'. From 1 Mar 22 NATS has directed that our NOTAMs will be published under the title of 'Gliding (WG)'. (Powered variants who wish to use CANP are advised to use the Q Code 'WE – Exercises will take place'.)

The military still hasn't decided whether to adopt the BHPA's suggestion NOT to mark our sites on their charts, although recent AIRPROX have focussed attention on the issue. If sites are not marked on military charts, then that adds to the importance of CANP – that BHPA members submit them, and that RAF crews check the subsequent NOTAMs.

As I suspected last year, my suggestion that our CANP/NOTAMs be allowed to exceed 2,000' AGL was rejected. We all need to understand that the ceiling, as well as the sides, of a CANP/NOTAM are porous, both to us and other aircraft.

Scottish Wind Turbines

The Lanarkshire and Lothian Soaring Club has recently encountered some difficulty in objecting to proposed wind farms near Tinto. Following consultation with the Scottish Hang gliding and Paragliding Federation (SHPF) I have written to the Scottish Government asking them to notify me of any wind farm developments in Scotland so that I can alert the local club (and the SHPF), who can then register as stakeholders. This will only work for sites registered in the BHPA database: clubs are advised to register all sites that are important to them.

Guidance for Landowners

Last year the BHPA was approached by the National Farmers Union with a view to agreeing a code of conduct. Initially they presented us with their agreement with the British Balloon Association by way of a draft. This contained some rather scary conditions including the mandatory reporting of each out-landing to the landowner, and a set fee in every case. Needless to say, we have made a few amendments and sent it back to the NFU. They haven't yet responded, but the situation, and guidance, will be fully explained to members in the March edition of Skywings.

Open Access Land

You will have seen my article on Open Access Land in the January edition of Skywings. By complete co-incidence, 2 years after the publication of 'Landscapes Review', the Government has published a response and launched a consultation. I have responded on behalf of the BHPA and drafted an update for the March edition of Skywings.

Martin Baxter
Sites Officer
BHPA

4 Feb 22



In line with my forecast at last year's AGM, the amount of advertising booked during 2020/21 and the corresponding income fell by almost 50% compared to 2019/20.

Despite our best efforts to mitigate this almost halving of advertising income by cutting issue size and keeping a close eye on expenditure, the net cost of publication and distribution for 2020/21 rose by £9,052. But because we came in under budget in 2019/20, the actual budget overspend for 2020/21 was limited to £4,920.

The Skywings management figures for 2020/21 are shown below, together with pre-pandemic figures for 2019/20 by way of comparison.

	2019/20	2020/21	Variation
Expenditure	£192,654	£170,309	-£22,345
Advertising income (gross)	£68,882	£37,437	-£31,445
Advertising space booked (pages)	204	109	-95
Magazine subscription sales income	£572	£620	+48
Net cost	£123,200	£132,252	+£9,052
Average postage per magazine sent	£0.61	£0.54	-£0.07
Average net cost per magazine printed	£1.34	£1.57	+£0.23
Average net cost per magazine sent	£1.42	£1.62	+£0.20
Copies ordered	90,895	83,092	-7,803
Copies printed	92,085	84,255	-10,565
Carriers	86,940	81,520	-5,420
Pages printed	552	496	-56

These figures clearly show the substantial savings made on expenditure, but sadly these were not sufficient to fully offset the massive drop in advertising income. The increase in the average cost per issue was due to the increase in net cost and the reduced number of copies printed, marginally offset by the 7p reduction in average postage per magazine sent. The latter due to 2020/21 being the first full year of reduced postage costs under the new One Post contract.

Unfortunately, despite Covid restrictions easing during 2021 to allow a resumption of activity over much of the flying season, advertising revenue failed to show any signs of bouncing back to pre pandemic levels. On the other hand, membership numbers and therefore the number of magazines ordered has risen substantially. I am currently forecasting that around 2,468 additional magazines will have been ordered by the end of 2021/22, compared to 2020/21. As a direct result we are likely to see the net cost at the end of the current year increase by around £1,400 compared to 2020/21. But the upside of increased membership numbers is that the average cost of each magazine printed is likely to fall by around 3p compared to 2020/21.

Looking ahead to 2022/23, if the pandemic situation continues to improve and with Spring approaching, the hope is that we will start to see some sort of real bounce back in advertising income. Colin has however sounded a note of caution, and reports that some traders are experiencing supply chain issues and citing Brexit as the main factor in what's become a very difficult trading situation with products brought in from the EU. It's therefore difficult to predict when the hoped-for bounce back in advertising revenue is likely to happen.

Finally, I would like to acknowledge the work of Colin and Joe to ensure that Skywings continues to be full of high-quality content despite the limitations we are currently working under, and that of course has only been made possible by the many members who have continued to support the magazine by submitting contributions for publication. My thanks to all of you.

Paul Dancey, Publications & Website Director, February 2022



Websites Report 2022

The BHPA website continues to be maintained on a regular basis.

Last year our website was migrated to a newer more powerful server. Unfortunately the migration didn't go as smoothly as was anticipated and we experienced several short periods of downtime whilst the issues that occurred were addressed.

Fortunately this matter was fully resolved within a couple of days, and there have been no further hardware issues since then. BHPA email accounts are hosted on a different server, the web-server migration issues therefore did not impact on email services.

As a result of the web-server migration, the available storage capacity has increased dramatically and the limit on data transfer has also been removed.

The server operating system and other associated software have also been updated. As with all software updates we did encounter a number of compatibility issues with routines used on the website, but hopefully these have now all been resolved.

Over the past year I've completed work on the submission routine for the links directory, and the creation of a safety information repository on the website. The aim of the latter is to allow easy access to Safety Matters articles long after their publication date in Skywings. This should be of particular benefit to new members who might otherwise be unaware of previous safety issues raised in Skywings.

In collaboration with Steve U, RSS feeds for the news page and the competitions and event calendar have been created and RSS buttons added to the relevant pages. Steve has also developed an app to automatically aggregate updates to these pages, together with new official posts on our Facebook page, and make the aggregated information available to members via Telegram.

I should perhaps emphasise that Telegram is just being used as a means to push official information from the website and our Facebook page to those members who don't necessarily visit either on a regularly basis, and it's not intended to be a third independent channel for posting official communications.

Following on from the success of our online membership application and renewal facility hosted on the website, I have just started work on developing a similar facility for applying for BHPA introductory one day membership online, which I hope to complete by early April. Once this is up and running schools will be able to offer their students the option of being able to complete this task online in real time, which will hopefully help ease the administration burden of signing students up for the required third party insurance cover.

**Paul Dancey,
Publications & Website Director
February 2022**

Reasons to be Cheerful

With a Russel Ogden as UK World Champion and Russ being joined by Theo Warden, Juan Sebastian Ospina Restrepo, Martin Long, Idris Birch and Team Manager Jocky Sanderson to make up our first ever victorious PG World Championship team who could blame us rude mechanicals for sunning ourselves in the reflected brilliance of these stars of the southern sky?

And after two years of having our plans disrupted by a virus maybe, just maybe, we can see normality returning to our flying plans and, despite the hiatus, there is a real sense of enthusiasm and activity in all the disciplines.

In the PG world away from the glories of XC comps we see the rise of hike and fly competitions becoming both realistic and popular here in the UK when we once thought of this as reserved for the alpine hardmen.

Hang Gliding competition has been through a major shift of leadership as Darren Brown takes over from the retiring Tim King, Tim's departure along with Phil Chett, Jenny Buck and Greg Emms meant a real loss of expertise and experience to the panel but it is good to see there is still a well of good people willing to step up and actually do things to organise comps.

The Accuracy world has been active and with their 50th anniversary plans for 2022 they seem more active and dynamic than ever, and Paramotoring has a new Dan Burton trophy to encourage XC flying and plans for a World Paramotor Endurance Championship in the UK in 2023.

I see all this change and development as truly positive, and I've long felt that it is important to allow in fresh blood and new ideas so I'm following my words with action and after a decade as Comps Director I'm standing down to allow someone else to usher in the next phase.

I'm doing this not because I've lost any of my enthusiasm for the role but because I believe it is the right thing to do. I'm not leaving entirely and will be around to help out my successor and continue to enjoy the privilege of helping out with something I consider really worthwhile.

I'm delighted to have no less a figure than Commander Jenny Buck stepping up to helm the ship a safe route past the whirlpools and storms ahead.

Outside of the BHPA Jenny somehow combines being the mother of a young son, Thomas, with a job as a senior Naval Commander. Jenny is HG and PG rated and has a remarkable energy and talent for organising and persuading. Jenny is the sweetest, gentlest person but with a sharp mind and a real natural authority, so I'm pleased (and relieved if I'm honest) to be able to hand on the role of Comps Director confident it is not only in safe hands but also someone who is able to innovate and improve what we have. Jenny has considerable experience as Team Manager and as Meet Director so she is splendidly qualified to take on the Comps Director role and her personal abilities will make her a true asset to competition.

Jenny is, as are all those involved in organising free-flight competitions, a volunteer and I really appreciate and want to salute all those who have given up, and continue to give up, their time and energy to make it all happen.

Bill Bell

Paragliding Competitions

Charles Norwood, Panel Chairman

2021 for British Competitions was a mixed year, our winter open and British Championship events were cancelled due to covid travel restrictions. Later in the season we held our newly introduced Sports Class Championship at Gemona in Italy. This innovative and popular event now called the British Sports Trophy enables the less experienced pilot to compete on a level playing field with top international competitors. Andy Smart was declared the winner of a limited sized event due to the pandemic.

The UK Cross Country League continues from strength to strength under the leadership of John Silvester and his team. It's our most popular competition with 280 pilots registering flights in 2021 covering more than 85,000 kms across the UK. Idris Birch took the overall XCL title and Xclent were declared the Club champions. For 2022 the Panel are supporting a new Sports Class Cross Country league to encourage and reward pilots on lower-level wings.

Worldwide competition paragliding continues to evolve, and the growth includes the increasingly popular hike and fly category (H&F) and the Panel's Gareth Aston is actively involved with the development of the sport in the UK and is working on ranking and scoring systems.

Looking forward to 2022 and beyond the Panel is seeking more involvement from the Club level of the sport. Matt Tandy is promoting the British Clubs Challenge which had 20 teams taking in part in 2021.

Other Panel developments include an updated web site and a new PR manager Beth Sillince. Beth will report on competition news to Skywings and other media outlets. (picture)

Of course, the big story of 2021 was winning the FAI World Paragliding Championship Team and individual gold medals. The British team of Russell Ogden, Theo Warden, Martin Long, Sebastian Ospina, Idris Birch, and team manager Jocky Sanderson all deserve a huge credit for the hard work it took to achieve this result.

This didn't happen by chance. It is the culmination of a 5-year plan from the BPRA, the race training school founded by the Panel's Malin Lobb and Barney Woodhead with the support of former chairman Guy Anderson. The building blocks that were put in place to achieve these results included the individual pilot development, the team manager and teamwork of the players to patiently improve skills, support and encourage each other to achieve results. The coaching and mentoring of young pilots by Russel Ogden and Guy Anderson, the team management by Jocky Sanderson and the skills progression from Malin and Barney were all significant in this triumph. Currently the UK is the holder of team and individual gold medals for the World FAI Championships and individual gold medal for the FAI European Championships.

These results have been achieved with limited funding. Instead, it was the commitment training and self-belief of the British Team that delivered. The challenge we face is to develop the next crop of young competition pilots especially female pilots so that we can build on this success and develop a wider awareness of our sport to give it the recognition it deserves.

Hang-gliding Competitions

Darren Brown, Panel Chairman

2021 British Nationals

The 2021 British National Hang-gliding Championship was scheduled to be held in Laragne, France, from 15 to 21 August 2021.

The previous year had been cancelled due to Covid 19 and it was hoped to hold a successful competition on this occasion.

There was a great deal of interest in the competition, and it was anticipated there would be over 80 entrants.

Unfortunately, as the competition approached, the Covid situation worsened, and a decision was taken to cancel the competition based on UK Government advice at that time.

2021 British Open Series

The usual format for this competition was a series of three, five day long competitions. However, in 2021 a decision was made to change this to two, seven day long competitions in order to maximise the opportunity for a flyable weather and minimise the annual leave commitment for pilots.

BOS1 was set in the Yorkshire Dales from 26th June to 3rd July. Despite the weather not being ideal for the entire competition there was flying on 5 out of the 7 days and which focused on Dodd Fell and Model Ridge. There was pragmatic task setting which resulted in some notable flights in marginal conditions. This included 2 pilots succeeding in an 80km task to anywhere from Model Ridge and 3 pilots successfully completing a 54km task from Dodd Fell.

BOS2 was set in Wales from 4th September to 10th September and was based at Fforest Farm in order to take advantage of the centralised location for site travel. The poor weather forecast proved wrong and there were three tasks on good flying days. The first task from Pandy saw 15 pilots successfully complete cross country flights, enjoying amazing views over the Black Mountains. 4 pilots achieved flights over 50km. The next two tasks were set at the Malvern's. Creative task setting on one day saw pilots heading in all directions to attempt a 41km flight to anywhere in light and challenging conditions. Three pilots achieved the goal, with 9 others also completing cross country flights.

There were 34 entrants in Class 1 & 5, with 11 entrants to the club class and included some new and returning faces to the BOS competition scene.

During both competitions there was an excellent social scene, with a particularly successful pizza evening to celebrate the end of the series.



*Photo: Briefing at Malvern's,
BOS Round 2*

World Championships

The 2021 World Championships were due to be held in Krushevo, North Macedonia and a strong British team was selected. Unfortunately, the competition was cancelled due to covid.

Competition Panel

There were a number of long standing members on the

competition panel who decided that 2021 was the time to stand down. The chairman Tim King, scorer Phil Chettleborough and panel member Gregg Emms had given great service to British Hang-gliding competitions but regretfully felt it was time for others to take on the mantle. Following promotion of the positions, the panel were in the fortunate position of having 5 volunteers to take over the roles. An election was held, and three new members were selected to the competition panel. The panel now has a full complement of 10 members, plus a new scorer:

Chair: Darren Brown

Vice Chair: Kevin Gay

Treasurer: Stephen Penfold

Secretary: Simon White

Panel Member: John Sacre

Panel Member: Ollie Moffat

Panel Member: Nick Collins

Panel Member: Dave Matthews

Panel Member: Andy Hollidge

Panel Member: Gordon Rigg

Scorer: David Glass

Plans for 2022

Following the success of the week long format for the British Open Series in 2021, and having canvassed pilots who attended the competition, the format of two, one week long competitions is being kept for 2022. There are two rounds planned:

BOS1: Yorkshire Dales from Sunday 12th June to Saturday 18th June

BOS2: Wales - from Sunday 4th September to Saturday 10th September

Approval has been sought and granted from local clubs, HQ organised, and accommodation discounts obtained for pilots attending.



*Photo: Justin Needham
taking off at Malvern's,
BOS Round 2*

The British Nationals are planned to be held in Laragne, France from 7th to 13th August. Following consultation with the French competition panel, this event backs onto the French Nationals which are

being held the preceding week. It is anticipated that by having both competitions back-to-back, more pilots will be attracted in order to attend both competitions.

Approval has been sought and granted from the local authorities, FFVL and the campsite to be used as HQ.

The 2022 European Championships are due to be held from 10th to 23rd July based at Monte Cucco, Italy. There are places for 6 pilots on each team. A British team has been selected, along with 3 reserve pilots.

Accuracy Competitions

Andy Webster, Accuracy Panel acting Chairman.

Paragliding Accuracy

The 2021 FAI Cat2 Paragliding Accuracy Nationals took place at the Norfolk Hang Gliding & Paragliding Club on the weekend of 11/12th September, following postponement of the event in July due to a poor weather forecast. Both days were flyable, and seven rounds were completed by an entry of 17 pilots. Simon Sykes won the individual title and Scout Rebels won the team event. A



big thanks go to the Norfolk Club, and to Chris Haynes for taking on the Meet Director and launch marshal roles.

European, World Cup and other Cat2 competitions did take place overseas in 2021 despite Covid, however, UK pilots only participated in one of the competitions. Simon Sykes Jnr was able to win the 2021 Paragliding Accuracy League based on his nationals results alone.

The main event of 2021 was the FAI Cat1 World Championships held in North Macedonia in October. The event was plagued by uncharacteristic bad weather and only three rounds could be completed out of a possible 12. Under the allocation process, the UK Team was offered two female and three male places, and for the first time in many years we were able to fill both female places. Cherise McMahon, Myrianthe Ewington, William Lawrence, Andy Shaw and Ben Woodcock were selected to represent their country based on the performance selection process spanning two years due to

Covid. William Lawrence was best UK pilot in 28th place, and the UK finished in 14th place. Seungil Ahn of South Korea was crowned World Champion and South Korea won the team event. A big thanks go to Mark Bignell for managing the team, Myrianthe Ewington for getting sponsored clothing and the BHPA for essential funding.

The selection process has already started for the 2022 European Championships that will take place in Romania in September. Amazingly two squad training camps have already taken place in December and January, and thanks go to Squad Manager Mark Bignell and Andy Shaw for organising the events. It is hoped that Covid will have less impact on travel in 2022, and UK pilots will be able to attend more overseas competitions to gain valuable experience.

Classic Accuracy

The 49th Classic Accuracy National Championships took place over the 2021 August Bank Holiday at South Cerney airfield. The weather was not as good as forecast, and only three rounds could be completed by the entry of 24 pilots. There has been some Parachutist involvement in Classic Accuracy in recent years, and this was clearly evident at the nationals with parachutist Richard Bissett winning the individual event and 'Parachuting Upwards' winning the team event. A big thanks go to Arthur Bentley for doing the bulk of the organisation and taking on the Meet Director role.



The 2022 Classic Nationals will be the 50th event, and Andy Shaw is leading a working group to celebrate this historic occasion. A British Accuracy Cup (BAC) series is the main focus of the celebrations, where both classic and paragliding accuracy competitions will take place in parallel over four rounds. The rounds also host a paragliding accuracy world cup event, a paragliding accuracy European cup event, the UK paragliding accuracy nationals and the UK classic accuracy nationals. It is hoped that the events will attract more pilots into accuracy.

There was no European Grand Prix in 2021, as both France and Holland decided not to host their competitions. The Birdwings competition did take place in mid September with Dave Crowhurst taking the win. Based on the nationals and the Birdwings competition, Simon Sykes narrowly edged out Dave Crowhurst to win the 2021 Classic Accuracy League. France has already announced a Grand Prix date for 2022, and so it is hoped there will be a full Grand Prix series this year.

BHPA Accuracy Panel

The Panel currently has seven full time members consisting of Stuart Short (Chairman), Liz Lawrence (Rules), Andy Webster (Media & PR), Arthur Bentley (Classic Accuracy), Dave Crowhurst (Classic Accuracy), Mark Bignell (Paragliding Accuracy) and Andy Shaw (Development Officer). Johnathon Parkinson (Treasurer) and Chris Haynes (Equipment) perform essential roles but are not full time members of the Panel. Stuart Short has had some health issues of recent and has not been able to lead matters as he would have liked, but the Panel has managed to successfully complete all its core activities to date. A monthly Panel zoom call generally takes place on the first Thursday of every month.

Paramotor Competitions

Barney Townsend, Panel Chairman.

The British Open Paramotor Championships 2022 will take place again at Wingland Airfield, Lincolnshire, 6th-10th of July. The competition will be run to the normal 'Endurance' format; there may be some minor changes to the task catalogue, which will be released in due course, but the general principle and structure of the competition remains unchanged from last year. We anticipate hosting the first World Paramotor Endurance Championship in the UK in 2023, and the 2022 championship will serve as a trial for that. It will also be registered for the FAI World League Cup rankings, and as always, we welcome overseas pilots to join the event.

For anyone considering entering the championship, we plan to step up the programme of induction / taster events at local clubs during the first half of the year; Squad Training Officer Ric Womersley will be leading on this. Championship Director Barney Townsend will also be holding a webinar sometime in early March on how to create competition-style maps, to help you set up a training map around your local site. We will also be continuing to run the Club Pilot class, so if you're at club level, and would like to take your pilot skills to the next level, please discuss it with your coach. More details and dates to follow on www.ppgcomps.co.uk but feel free to get in touch with us earlier if you're interested.

We have a new Trophy to announce in 2022, with the objective of encouraging more British pilots to take part in distance XC flying, and to participate in the XContest to boost the UK's national ranking in the event (<https://paramotors.xcontest.org/world/en/>). So, we will be awarding this at the annual BOPC prize giving ceremony, to the highest ranking UK pilot in the previous year's XContest. We make this announcement now, early in the new year, so you all have plenty of time to plan some good long flights in the months ahead! In memory of a friend who loved this kind of flying, this trophy will be named in honour of Dan Burton.

We will be sending a team of British Pilots to the twice-postponed World Paramotor Championships 2022, in Brazil, in April. This is a 'Classic' format competition, details of which can be found at <http://wpc2022.com.br/en/>. We will publish updates to how they are getting on through the PPGComps media channels, and we wish the team the very best of luck.

Off the airfield, the Competitions Committee will be actively working on a number of projects to develop our competition scene. We want to build our links with the commercial side of our community and to this end, Promotions and Sponsorship Officer Andy Shaw will be leading a review of our competition sponsorship packages over the next few months. But we are keen to open conversations now, we want to hear from potential sponsors, so that we can develop a package that is attractive to you. Please get in touch with Andy directly to discuss this further.

We will also be revamping the PPGComps website for a fresh, updated graphic design, a more mobile-friendly interface, better social media integration, a more user-friendly back end to enable more regular updates, and a more streamlined experience for pilots to find information, register and pay for competitions, follow competition progress live, and interact with other competition pilots. We will transfer all the key info that currently resides on the PPGComps website as well. There is a (small) budget available for this; we have already received a kind offer from two members of our community to conduct the work, but in the interests of transparency we also hereby open it up to tender - please contact me directly before then end of January if you would also like to bid for this job.

Finally, we have commissioned a series of revisions to “Boris”, our bespoke scoring software, to optimise it for the new endurance style of competition and work more seamlessly with the Flymaster live tracker loggers that we currently use for competitions. This should enable more effective, rapid scoring updates during our competition events. Longer term, our goal is to enable ‘live’ scoring, as pilots are out in the air on task, improving both pilot and spectator experience at our championships.

Admin Director's Report

The first half of 2021 proved to be a challenging time for the office with the third national lockdown beginning on 6th January 2021. Thankfully systems were in place to enable us to slip back into working from home without too much upheaval. As she is locally based April remained in the office, which proved invaluable in terms of keeping paperwork flowing. Steph based herself fully at home and Michelle and Clair split their time between the two.

At the beginning of May, April stepped up from part time to full time hours. This helped greatly with the busier workload during the summer months. Thankfully, things returned somewhat to normal in June, with everyone being able to move back to the office. We have had staff test positive for COVID since then, but thankfully this has been staggered and not impacted too greatly.

With the office still only running on two full time and two part time employees the decision was made, towards the end of the year, to recruit an additional part timer. During the busy summer months an extra pair of hands is vital, not only to keep on top of the workload, but also to ensure we have enough cover for staff holidays.

I'm pleased to report that Lorna Gregory joined the team in October 2021 and has very quickly become a valuable asset to the team. Lorna currently works 30 hours per week, Monday to Friday.

Unfortunately, as always happens, we have filled one vacancy only for another to arise. Clair Tewley has decided that it is time for a new challenge and will leave us at the end of February 2022. Clair joined the BHPA in April 2015 and her cheerful and bubbly personality has brightened many a dull day! We wish Clair all the best in her new venture.

I would also like to take this opportunity to thank Michelle, Steph, Clair, April, and Lorna for all their hard work and flexibility during a challenging year. Let's hope 2022 is a more settled year for everyone.

Marc Asquith
Admin Director
Feb 2022

BHPA Flying and Safety Committee

Report to the 2021 BHPA AGM (held 12th February 2022)

FSC members and responsibilities:

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



If you have an incident, or observe an untoward event, please keep submitting Incident Reports! I know that many members feel that they don't see any immediate outcome from the submission of their reports, but few reports represent brand new types of incident, and the value of most reports is that they allow us to collate similar types of incidents and track them over time. This allows the development of our training systems, prompts advice to pilots of higher risk activities, and informs the development of equipment standards. In addition to the BHPA's own member reports we also now have access to statistics from across Europe through the EHPU's system.

During most of 2021 the COVID-19 pandemic continued to affect BHPA members' activities in the UK and abroad, leading to the cancellation of training courses, trips and competitions. We made the difficult decision to extend the furlough periods for Ian Curren (who returned to full-time BHPA employment in May) and Dave Thompson (who returned in September). They rejoined Mark Shaw who had been 'holding the fort' alone for over a year. We are grateful to all three of them for their flexibility during this difficult time. In recognition of their increased experience, both Ian and Mark have been promoted to Senior Technical Officers.

Because of the restrictions on travel and groups, FSC was unable to meet physically until November, but our Panels continued to work remotely where required.

Incidents

Whereas 2020 started off with dry and challenging conditions, 2021 was a more normal year in terms of UK flying weather, and there were no obvious spikes in the reported Incident data this year.

During the 2021 calendar year there were 172 reported incidents. This is slightly higher than the 159 reported in 2020 and identical to 2019. The fluctuation may be associated with COVID-19 related restrictions to flying, but in reality the numbers are too similar to draw any meaningful conclusions. 51% of the incidents (87) involved injury, again a slightly lower figure than in previous years. There were 47 incidents reporting minor injuries, 37 serious incidents and 3 fatalities. Two of these fatalities were BHPA paraglider pilots and the third one a BHPA PPG pilot. A more detailed analysis of the BHPA data will appear in Skywings and on the BHPA web site in due course.

Looking at the overall position across Europe in 2021 using the EHPU's database, flying associations reported 36 incidents where fatalities occurred.

2021 European Fatality Numbers (PG unless otherwise stated)

Austria	9	(1 rigid HG)
France	11	
Germany	3	(1 speedflyer)
UK	3	(1 PPG)
Switzerland	8	
Sweden	1	
Italy	1	

Examinations, Inspections & Instructor Training

Having held our Trainers' Conference for Instructors and Coaches in March 2020, just before the full COVID Lockdowns, we were anticipating holding the next in 2022. However, we have now decided that it would be better to schedule this for the Autumn of 2023.

Examinations: Despite the restrictions there has been a healthy demand for examinations for BHPA licences. Since March last year there have been 25 Examinations carried out for BHPA Licences. Five of the candidates were unsuccessful. Several Dual, Senior Coach, and Senior Instructor examinations have been applied for and are either in process or scheduled for the coming flying season.

Inspections: Due to the furlough scheme and Covid travel restrictions the school inspections programme had been set back significantly, but during the latter part of 2021 the technical team made a sustained effort to catch up; and have conducted 27 School Inspections in the last 8 months. It is hoped that those schools that have proved challenging to arrange to visit (mostly overseas) will all be seen in 2022.

We have welcomed a new development school (Sky Summits) and a new paragliding school (Love Paragliding). Good progress is being made towards a possible new Aerotow Hang Gliding School (we have not had an active aerotow school since Flylight ceased training operations in 2016).

A further three existing operations (outside the BHPA) have also expressed a desire to become BHPA Registered Schools.

Our overall assessment is that standards in our schools are generally good, with most schools displaying a strong professional attitude to training. A few instructors had struggled to update their First Aid qualifications due to the pandemic, but all of these are now current. The overall level of professionalism is reflected in the low student incident numbers – which remain amongst the lowest of any of the European Federations.

Training Courses: There has been very strong demand for BHPA-run courses this year. A combined Club Coach and Instructor course was held in May, hosted by Green Dragons and an Instructor and Senior Coach course ran at Lilleshall in September and was at full capacity. We had planned to deliver a Paramotor Instructor residential course, but this has been postponed to 2022 (if time permits) as there are already two Senior Instructor courses scheduled for March, one in the UK and one in Spain, and a further Instructor and Senior Coach course is taking place in April.

The technical team are currently working on a significant revision of the Emergency Parachute Packing and Installation course (which leads to the award of the EPS Licence). We anticipate that the first course following the revised syllabus will be held shortly.

The 2021-22 season of Club Coach courses is well underway, with the Technical team delivering four courses around the UK before Christmas. Three more are scheduled for the remainder of the winter period.

Airworthiness

Work continues on European Standards through our involvement in Working Group 6, the European group that writes and revises air sports equipment standards. All meetings scheduled to take place during the year were conducted online, hosted by the Standards organisation AFNOR, and this has slowed progress. We hope to get back on-track with the first face-to-face meeting scheduled for March.

WG6 are working on a complete review and revision of EN 926-2, the Paraglider Flight Safety Characteristics standard, but prior to the completion of that activity (which is not expected to be until 2023) during 2022 we will publish an amendment to EN 926-2 to allow paragliders submitted for testing in the C Class to be tested with folding lines. The new amendment also adds detail to the method used by test pilots to perform test collapses.

Towing

After a period of little contact from the CAA whilst its staff were working on Brexit planning and the impact of COVID, BHPA Permits and renewals now seem to be progressing through the system. Four Tow Permits requiring renewal in December 2021 have been successfully renewed. The next major renewal of Permits will not occur until December 2023.

The trial of “parallel towing” for both hang gliders and paragliders is continuing (and has been extended to parascending wings) and it is proving a very effective ab initio training tool. There are also experiments underway into the potential use of static electronic winches for use in the Club environment.

Power

The CAA exemption for sub-70kg wheeled aircraft was renewed in April and is now valid until 31st March 2022. (The CAA have indicated that this will be renewed for another two years in the same format, and a that consultation on how the sub-70kg category has operated will be undertaken during this period.)

Interest in power training continues to grow and the Association dealt with many enquiries during lockdown from existing and would-be pilots interested in the Sub-70kg initiative and the Hang Gliding Power rating.

The trial of Dual PG (Power) Training using a PG Trike is continuing into 2022, along with development of the syllabus, covering both ab-initio and conversion to wheeled power.

Pilot Training & Development

Our initial trial of online exams has completed, and the feedback we collected supported both the choice of platform and the level at which the questions were pitched. The FSC is now preparing revised Pilot and Pilot (Power) exams ready for launching in online format, as well as on paper. There will be five sections: Airlaw; Meteorology; Principles of Flight; Human Factors; and Navigation. The new format gives immediate scoring and feedback on which questions have been answered incorrectly. The online exams are currently being trialled with the Derbyshire Soaring Club.

Dr Matt Wilkes' Parachute Deployment study that we discussed last year adds significant evidence to the idea that we should all become more familiar with our emergency parachute systems. As well as the existing theory section within the Pilot Training syllabus on the use of emergency parachutes, the latest revision reinforces this with a requirement that all trainees must complete an exercise to practise the actions required to extract the emergency parachute inner bag from the harness, from a suspended harness or a simulator frame. The revised syllabus includes a number of other changes designed to allow a route to the CP qualification that is more applicable to students whose initial training was in a mountain environment.

The Pilot Development Panel are also working on a set of written and video resources that should assist both Pilots working towards improving their skills and the Coaches and Development Instructors who are assisting them.

As well as the parallel towing and dual power trials already mentioned, the FSC is continuing to monitor the trial of the Speed Flying training programme and the use in paramotor schools of EN certified wings above their certified weight for student training. A number of other trials have been approved and are being monitored, including an assisted hand towing system at a PPG school and a proposal to use a shorter tow line at an aerotow club for the latter stages of aerotow conversions.

Publications Panel

A major overhaul and redesign of the Pilot Handbook is under way, to bring it completely up to date with post-EU/post-EASA legislation, which is now slowly coming into focus after several years of confusion from the CAA. A revamp and reprint of the Elementary Pilot Training Guide was completed in June for distribution to BHPA schools and online. In co-operation with the Tech Team an online library of Safety Articles has been created to retain significant FSC messaging for permanent viewing through the BHPA Web Site. Finally, Skywings has published Robin Wallace and Dr. Matt Wilkes' Recovery Survey Report, revealing many common themes to pilots' rehabilitation paths after injury, and Dr. Tom Yeoman's simple but effective Lifesaving Assistance Guide.

Airspace

The Airspace Panel receives Airspace Change Proposal (ACP) notifications on a regular basis. There continues to be a steady increase in Airspace Change Proposals and Temporary Danger Areas surrounding beyond visual line of sight drone operations. The protocol to forward proposals for airspace changes to potentially affected clubs has meant that our Clubs, as airspace users, have been able to liaise directly with airspace change proposers. The FSC is looking to develop this protocol further by developing a small network of members as inter-club liaisons, acting across several clubs to provide a coordinated and robust response to ACPs that affect large areas, or more than one club. The FSC's Airspace Liaison Officer continues to provide additional support where required.

Under the banner of Electronic Conspicuity, The CAA introduced a rebate scheme in 2020 which will provide a grant of up to 50% of the cost (or £250, whichever is less) for the purchase of approved devices. Following negotiations with the BHPA, the CAA extended the range of devices they would approve to include some suitable for foot-launched and very light aircraft. The CAA accepted that a BHPA Pilot rating was suitable evidence of knowledge and experience in cross country flying to qualify for the rebate but decided to extend the scheme to Club Pilots. The scheme has been quite successful amongst our membership, and around 670 members' details have been sought by the CAA as part of their process to pay the grant.

Conclusion and thanks

As always I would like to express my sincere thanks to all the people who volunteer to work on, and with, the FSC.

Angus Pinkerton

Chairman, BHPA Flying and Safety Committee
February 2022.

Paramotor Report

BHPA AGM

March 2022

My apologies if I seem to be repeating myself year to year, but I am ... however the dreaded 'you know what' seems to be in recession, life is slowly returning to normal, the days are getting longer and spring is nearly here!

Membership

I'm very pleased to report that the numbers of BHPA Paramotor (PG Power) ratings continues to climb, standing at 855 as of the most recent (4th January 2022) set of statistics, up from 811 this time last year. We 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.

Competitions

One of the few events that was able to run in 2021 was the British Open Paramotor Championships held at Wingland Airfield in Lincolnshire from the 8th to the 10th of July. The weather was amazing and the pilots flew many hours of XC navigation flights over the 3 days, as well as multiple precision landing tasks. Twenty three competition pilots flew including three pilots in the Club Class, and seven in the Discovery Class.

Plans are underway for the 2022 competition which should be from 6th to the 10th of July at Wingland Airfield in Lincolnshire again, I hope to see you there. Check the PPGComps website for more details.

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. The latest example (low flying a populated beach at Hayling Island on a number of occasions) went to court and the culprit was fined £1500 with £1500 costs and a £150 victim surcharge. 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. 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

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