



# 1993 Annual General Meeting of the BHPA

Minutes of the meeting held on Sunday 24 October 1993 at the Telford Exhibition Centre, Telford, commencing at 11am.

These minutes are not to be taken as a true record without referring to the minutes of the following meeting for any corrections.

**Present:**

BHPA President,  
Chairman and  
Members of the  
Executive Council

70 Voting members  
of the Association

**In attendance:**

Sally Barker, Sports  
Council

Toom Beardsley  
Jennie Burdett  
Mark Dale  
Bob Harrison

**Apologies:** John Clarke, Chris Exley and Sarah Fenwick.

The Chairman welcomed all those present. He said there was a formal agenda for the meeting in order to comply with the Companies Act but there would also be short reports from various Executive Members on their own specialist areas followed by questions from the floor.

BHPA President, Ann Welch, then addressed the meeting and said how important it was that air sports should co-operate with each other and share expertise. She finished by saying that BHPA members were very fortunate to have such a hard working Executive Council.

## ITEM 1: CHAIRMAN'S REPORT

Tom Hardie gave his Chairman's Report in which he said that having just completed the first full year of the Association it has gone amazingly well considering what could have happened. Indeed the vast majority of the membership have continued to enjoy their flying and seen little or no change. As a former BHGA Chairman and BAPC Executive member he knew that, barring one or two already resolved procedural matters, the general run of the letters/comments/complaints/etc is very much the same as pre-Amalgamation so it is fair to say that at the very worst things have not got any worse - and he knows that they are considerably better.

He commented that the dedication of those undertaking the voluntary work that keeps our Sport as available as it is never ceased to amaze him - and this goes on at both club and national level. It doesn't matter how little or how much time is given it all helps. It is a sobering thought that if we had to pay just for the quality and quantity of work done at national level the Association's turnover (and therefore subscriptions!) would have to double! He continued that one never changing feature is that your elected representatives are not telepathic, they need to be told what/where/who/why/how/etc is of concern so that a response to the situation can be formulated - the more complex the situation (and some are far more complex than they seem at first!) the more details are required. An example of this is that there have been a number of comments made about the style and content of the AGM Skywings insert, if anyone had any that they wished to make then please would they let him know so that they can be considered in the review that will take place.

He concluded that communication is obviously a two way thing and that it was only right that he should warn the membership of two things that will affect the subscription rates in the near future. Despite a considerable amount of work by Marc Asquith we were only able to obtain one quote for the renewal of the Third Party Public Liability Insurance policy and that at a considerable increase in premium. Secondly it is looking very likely that the Chancellor's Budget next month will introduce VAT on publications (e.g. Skywings). These costs over which we have absolutely no control will have to be reflected in the

subscription rates. He stressed that this would not be used to hide any underlying increase.

## ITEM 2: TREASURER'S REPORT

Dick Long referred to the pie charts which had been published in Skywings and said that these were for six months only and therefore should be doubled to get a more accurate annual picture. He reported that economies following amalgamation had resulted in a reasonable surplus but added that the aim was to build up a healthy reserve to cover short term deficits which had to be recouped from increased membership subscriptions, such as the increased insurance premiums. He felt that reserves of £60,000 to £70,000 would be adequate. With regard to VAT, Dick said that in addition to the expected VAT on magazines in November if membership subscriptions became exempt from VAT, which was what CCPR was negotiating, then BHPA would not be able to reclaim as much VAT and could be worse off.

## ITEM 3: RESOLUTIONS

**3.1 That the Accounts and Report of the Executive Council for the year ended 31 March 1993 be approved.**

The Accounts were presented to the meeting and the Treasurer answered questions from the floor. The resolution was approved.

**3.2 That the following members be appointed to the Executive Council: M Asquith, J Bowyer, J Clarke, S Fenwick, T Hardie, R Long, A Wakelin, M Woodhams.**

Tom Hardie explained that M Asquith, J Clarke, T Hardie, R Long and A Wakelin were standing for re-election and J Bowyer, S Fenwick and M Woodhams were standing for the first time. There were in fact eight candidates for the eight available places on the Executive. The resolution was approved.

**3.3 That Ernst & Young be reappointed as auditors and the Executive Council be authorised to fix their remuneration.**

The resolution was approved.

Tom Hardie stated that the formal part of the meeting had been completed and that there were a number of reports to be presented. He requested that questions on the reports be kept until after all the reports had all been presented.

## ITEM 4: REPORTS

### 4.1 Flying & Safety Committee

Angus Pinkerton, Chairman FSC, presented his written report.

### 4.2 Skywings

Mark Woodhams, Chairman Skywings Committee, reported that 1993 had been a very good year for Skywings with both advertising revenue and the number of pages increasing. The

content of the magazine continued as far as possible to be a 50/50 split between hang gliding and paragliding. Mark was hoping to increase sales of Skywings outside the UK and had reciprocal advertising arrangements with other magazines overseas. He added that the possibility of getting Skywings on the newsstands would also be looked at again.

Joe Schofield, Editor Skywings, then reported on various things he would like included in Skywings in future, such as more competitions coverage and news from clubs. He thanked everyone who had submitted articles or photographs for the magazine.

#### 4.3 Insurance

BHPA Insurance Officer, Marc Asquith, reported on his recent problems in obtaining Public Liability insurance cover for BHPA members. Despite the efforts of three brokers, in which numerous underwriters had been approached, and that the year had the lowest claims history, only one quote had been forthcoming. Cover had finally been arranged but the premium had increased by about 50% and the cover had gone down to £1,000,000 any one incident.

#### 4.4 Competitions

Jim Bowyer, Chairman Competitions Panel, had submitted a written report.

#### 4.5 Clubs/Sites

John Clarke, Clubs/Sites Officer, had submitted a written report.

#### 4.6 Central Council for Physical Recreation

Chris Exley, the BHPA's representative on CCPR, had submitted a written report.

### ITEM 5: MEMBERS' QUESTIONS

Marc Asquith was asked if it was possible for BHPA to arrange insurance cover for Overwater Operators based overseas. Marc replied that he did not think there would be enough people wanting this cover to make it worthwhile but if the Operators would approach him as a group then he would speak to the brokers.

Tom Hardie pointed out that this was not just a simple matter of obtaining insurance but part of a larger picture, the BHPA gives an undertaking to insurers (as well as the membership, the CAA, etc) to monitor standards of operations and this would be very difficult if they were abroad. In addition would not the overseas national governing bodies feel that the BHPA was encroaching upon their sovereignty?

Marc was then asked why the insurance premiums for aerotowing were so high when it was in fact safer than winch towing which was covered under the normal policy. Marc explained that, despite putting forward all the logical reasoning, as this was a new development the insurers had no track record to look at. However, once aerotowing was established the premiums would hopefully reduce in subsequent years.

Discussion followed on the need for dual pilots to ensure that the person they were flying was a member. Marc said he was still negotiating with the insurers on this subject but at the moment he recommended that any dual pilot taking someone up should make them a BHPA member, even if only on a First Flight Certificate.

Angus Pinkerton was asked about which hang gliders had CofAs for type and which did not? He said that the easiest method for a pilot to check on the status of his Class I or II hang glider was to look at the Airworthiness keel sticker which stated whether the glider was Registered or held a CofA for type. If there was no sticker the owner should contact the manufacturer/importer (if they were no longer trading then contact Mark Dale) and ask what the aircraft's status is. The various airworthiness schemes place duties upon the manufacturer/importer which help ensure the safety of their aircrafts' flight characteristics and aid the BHPA to monitor the situation.

In answer to a question on using power packs for paragliders and hang gliders, Tom Hardie said they were currently classed as microlights. He added that although work was still going on with the CAA over the establishment of a "self-sustaining" category for self regulation by the Association there was no foreseeable outcome yet. Indeed the length of time that

the aerotowing work had been going on (he had joined the fray in 1989) gave some indication of likely timescales.

There were several questions for Angus Pinkerton regarding the recent FSC decision to remove the requirement to demonstrate stalls and spins for the PG Pilot rating and put it in the PG Advanced Pilot requirements, and the consequential implications on the PG Instructor requirements. Some members felt very strongly that this was a grave mistake and there followed much debate on this topic. There was obvious concern from a large number of those present. Angus agreed with the Chairman's request that the FSC will consider the past, present and future situation with regard to stalls and spins within both the PG Pilot and Instructor Rating Schemes and publish the results in Skywings as soon as possible.

A question was raised about when the membership would be allowed to vote on the BHPA's Constitution. Tom Hardie responded that the former BHGA members had had it available when they cast their votes for or against amalgamation and that the BAPC Exec had been empowered to act on behalf of their electorate. Notwithstanding that it was open to any member to submit a resolution to any General Meeting of the Association about any part of the Constitution that they felt needed changing, it is a function of the document that it is not cast in stone.

The Chairman announced that the Airports Bureau business had been very generously given to the BHPA by Reggie Spooner on 01st October 1993 and that it was now wholly owned by the BHPA with all profits going directly to the Sport. He recommended that all members use Airports which offered an excellent service thanks to Yvonne Jukes' outstanding efforts.

Brian Shaw proposed a vote of thanks to the Executive Council for all their work to date. The Chairman thanked everyone who had attended and closed the meeting at 1.15pm.