

7th March 2020
Lilleshall Hall
National Sports
Centre

Annual General Meeting



BHPA

British Hang Gliding
and Paragliding
Association

BRITISH HANG GLIDING AND PARAGLIDING ASSOCIATION

AGM

FEBRUARY 2020

CHAIRMAN'S REPORT

This year's Chairman's Report is being written by a slightly de-mob happy Chairman. You will recall that the January 2020 issue of Skywings carried an Attitude Column in which I announced that I would be standing down as Chairman immediately following the AGM in 2022. Knowing that a clock has started to tick has given me a sense that there is a goal in sight and others a kick up the bum to start looking to recruit a replacement. (For the avoidance of doubt, it is only my intention to stand down as Chairman. So long as I continue to be re-elected I will remain on the board continuing in other capacities.)

As I always say, the phasing of this Report is complicated by the fact that we are reporting almost exactly a year in arrears. This AGM covers the financial year April 2018 - March 2019.

AGM Venue

This year we have moved. For many years we have held our AGM alongside the British Gliding Association's own AGM at Nottingham. There were 2 or 3 reasons for joining in with that event. Firstly they have a small trade fair with stands from Pooleys, Naviter and other traders who trade in both the sailplane and free flying market. We had hoped that some of our traders would attend and broaden the appeal of the trade show, but sadly that never happened. Secondly, having started to share an office with the BGA, I had always hoped for closer back office working and sharing AGM facilities seemed like a first step along a road. Finally, the BGA are much more effective than us at interacting with and inviting senior people of influence to their AGM. By not attending I feared we would miss out. As it happens, as I write this, I have just returned home from being a Guest of the BGA at their AGM and Conference where I had the chance to meet the new head of the CAA's GA Unit, Rachel Gardner-Poole. Mark Shaw is working on a private meeting with her, but an initial social interaction is a useful introduction

Membership levels

During the period membership numbers continued to rise.

By the end of November 2018, we were at 7510. Over the winter we dropped back down to 7452.

Insurance / Accidents

This continues to be a difficult time for the Insurance Team, lead by Martin Heywood. We now have three serious accidents on the books, one HG, one PG and one PPG.. The HG Claim settled for several million pounds. The PG and PPG accidents looks like they will both settle for substantial sums. We have therefore accepted a further rise in premiums without too much of a fight, and depending on how these claims work out, we may well see further premium rises.

As I wrote last year, I am always concerned that we might find ourselves in a spiral descent where membership fees become too expensive for many, our membership numbers fall and so the cost of insurance has to be spread across fewer people and thus increases for each member – perpetuating the spiral down.

EHPU

The funding of the Secretariat services provided by AFNOR to WG6 seems now to have become a non-issue with EHPU funding it, pretty much without argument. This costs EHPU approximately €8000.

At our last AGM, the new statutes again gave me a seat on the Management Committee. Working closely with other nations, I was able to arrange for the sitting General Secretary to resign and to be replaced by our own Mark Shaw. That brings to an end the ludicrous situation where we binned the GS's minutes, Hans Peter, a Swede, drafted his own and I converted them in to good English. I have stood down as Treasurer and the Swiss President has taken up his one year tenure of EHPU President. I am hoping that the work of the Management Committee will continue in the way it has done for the previous year.

At the next Management Committee, I hope, once again to be the designated EHPU Representative at Europe Airports. EHPU contributes €9000 a year to EAS as does the Royall Aero Club. Thus far, as the old Annex II aircraft, now Annex I we had had no return on that money.

However, as long as the UK is subject to, or tracks, EASA, then strong representation at EAS is essential. In my view it is time for EAS to come up with the goods for our sports. The joint issues of Electronic Conspicuity and U-Space are likely to have a greater detrimental influence on us than any issue that has risen for many years. They both have the capacity to shut us out of our airspace. I hope to be telling EAS that much at their forthcoming AGM.

To have a British hang glider and paraglider pilot representing all of Europe's HG and PG pilots puts us in a very strong position.

Brexit

At the BGA AGM I learned that the Government has firmly committed to leaving EASA. If that turns out to be the final position, our workload is likely to increase substantially. Firstly, we would need to ensure that the UK Regulatory status quo remains in place, at least for the short term. Secondly, we would need to discover the effects on our ability to operate in the EU and beyond. Depending on the level of separation between the CAA and EASA we might find ourselves withdrawing from EAS and possibly from EHPU, although given the benefits that EHPU brings on the safety side, I think that would be unlikely.

Exec. Members

This year we again have a contested election for Exec. With the retirement of Richard Shaw and Mark Meadows and the retirements by rotation, we have 6 candidates for 5 vacancies, so we will end up with at least two new Exec. Members. I must thank Julie Drake, Tom Prideaux-Brune and Simon Walker for throwing their hats into the ring.

We, of course proffer our thanks to Mark and Richard for their contribution over the last few years.

Staff

I just want to say that we all recognise that both the Tech and Admin Staff all work hours above and beyond the call of duty and each one gives of their best, for which we all should be grateful.

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

1 March 2020



Notice of Annual General Meeting

Notice is hereby given that the Twenty Eighth Annual General Meeting of the British Hang Gliding & Paragliding Association Limited will be held at Lilleshall Hall National Sports Centre, Newport, TF10 9AT on Saturday 7th March 2020 at 2.30 pm for the following purposes:

1. To receive the Accounts and the Report of the Executive Council for the year ended 31 March 2019.

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

M. Asquith
M. Baxter
P. Dancey
J. Drake
T. Prideaux - Brune
S. Walker

-
3. To appoint Haines Watts Leicester 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 13 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, Air Experience flights on Chipmunks as an Air Cadet in the mid-1970s, solo on gliders in 1975, PPL 1976, learned to HG in 1977 with the Swansea University HGC. 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 a member of the EHPU's Management Committee and its Treasurer. 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 with 3 children, Maria aged 14 and the twins, Daniel and Andrea aged 4. If re-elected I am willing to continue to serve as Chairman until my planned retirement as Chairman in 2022.

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.

Paul Dancey

I joined the BHPA Executive Council in 1998 and was initially asked to look after Skywings. My remit has grown over the years, and I am now responsible for the day to day management of Skywings and the BHPA web site. One of the tasks I undertake each month is to create the page-turning electronic version of Skywings magazine for the website. I took up hang gliding in 1989 and joined the SE Wales Hang Gliding & Paragliding Club. I was later elected to the club committee, and served as magazine editor, secretary and chairman, before retiring from the committee in 2016. During that time, I was a leading member of the team behind the purchase of the Bloreng and remain keenly interested in site and access issues. In the 1990's I spent 5 happy years working for the Welsh Hang Gliding Centre, and am a past chairman of the Welsh Sports Association

Julie Drake

Pilot: Paragliding, Power Pilot: Paramotoring, Pilot: Sub 70kg Flexwing Trike (Powered Hang Glider) and plan to progress to Pilot Microlight NPPL(M). I successfully ran my own business until I took early retirement and I like to think that I am an effective problem solver and a team player with people skills. I am keen to be part of an inclusive environment where all are welcome, whatever craft we fly and whatever our gender or physical ability. Training and safety are very important, as is having fun. I love to fly and to encourage and inspire others. September 2019 I set up a Facebook group specifically for Sub 70kg Flexwing Trike, now with almost 500 members. With time on my hands this is a great opportunity to put something back into the sport.

Tom Prideaux – Brune

I've been an active and passionate member of the worldwide paramotor & paragliding community for over 10 years and in that time I've enjoyed some great experiences, made new friends and seen some fantastic progressions for our sport. The continued growth of the sport is an absolute pleasure to see, but also poses many new challenges of how to best manage the support of new pilots, experienced pilots and the greater flying community at large. There is also the considerable challenge of being respectful to the non-flying community and how we can best interact around them with minimal disturbance or complaint. Working as director of Parajet has given the great opportunity to interact, get to know, and understand the concerns, needs, likes and frustrations of pilots from all over the world, as well as interacting and dealing with many enquiries, concerns and complaints from the non-flying community. I also have great relations with all the major manufacturers within the industry and actively contribute and drive for improvements in quality, safety and pilot support. I believe that this collective knowledge has given me a very good understanding of how we can work hard to improve things for all members of the flying community whilst working closely with the respective external communities to ensure good relations and the ongoing free spirited nature of the sport. I absolutely love flying, genuinely wish for a positive experience for anyone in our sport, and I would be extremely pleased to contribute this positive energy within the BHPA.

Simon Walker

I first took up paragliding in the peak district in 1988, before an early career as a professional yachtsman and round the world race organiser took me away from the hills. I rediscovered paragliding, and paramotoring in particular, about 5 years ago through my work helping create the Icarus Trophy and have never looked back. I'm now the managing director at Parajet and though this role I'm keen to promote ever closer BHPA links with industry with the common purpose of bringing more people into flying, developing standards and to further promote improvements in paramotor safety.



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 2.30pm on Saturday 7th March 2020 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 2019 be approved.

FOR	AGAINST

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

M. Asquith
M. Baxter
P. Dancey
J. Drake
T. Prideaux - Brune
S. Walker

FOR

Resolution 3 That Haines Watts Leicester LLP be appointed as auditors and the Executive Council be authorised to fix their remuneration.

FOR	AGAINST

Signature _____ Dated this _____ day of _____ 2020.

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.

REGISTERED NUMBER: 02618166 (England and Wales)

**REPORT OF THE DIRECTORS AND
AUDITED FINANCIAL STATEMENTS FOR THE YEAR ENDED 31 MARCH 2019
FOR
BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

Haines Watts Leicester LLP
Hamilton Office Park
31 High View Close
Leicester
LE4 9LJ

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

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FOR THE YEAR ENDED 31 MARCH 2019**

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**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**COMPANY INFORMATION
FOR THE YEAR ENDED 31 MARCH 2019**

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 M Meadows
Mr A I Pinkerton
Mr J R Shaw
Professor A L R Thomas
Mr J Welch

SECRETARY:

Dr M F Heywood (Vice Chairman)

REGISTERED OFFICE:

8 Merus Court
Meridian Business Park
Leicester
LE19 1RJ

REGISTERED NUMBER:

02618166 (England and Wales)

INDEPENDENT AUDITORS:

Haines Watts Leicester LLP
Hamilton Office Park
31 High View Close
Leicester
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 2019

The directors present their report with the financial statements of the company for the year ended 31 March 2019.

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. The surplus for the year after taxation amounted to £14,402 (2018 - £16,891) which has been added to reserves.

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 also set aside earmarked funds to provide loans to clubs for equipment and site purchases.

DIRECTORS

The directors shown below have held office during the whole of the period from 1 April 2018 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 M Meadows
Mr A I Pinkerton
Mr J R Shaw
Professor A L R Thomas
Mr J Welch

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;

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 2019**

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, Haines Watts Leicester 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 2019 which comprise the Statement of income and retained earnings, 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 2019 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

We have nothing to report in respect of the following matters in relation to which the ISAs (UK) require us to report to you where:

- the directors' use of the going concern basis of accounting in the preparation of the financial statements is not appropriate; or
- the directors have not disclosed in the financial statements any identified material uncertainties that may cast significant doubt about the company's ability to continue to adopt the going concern basis of accounting for a period of at least twelve months from the date when the financial statements are authorised for issue.

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 there is a material misstatement in the financial statements or a material misstatement of the other information. If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.

Opinions on other matters prescribed by the Companies Act 2006

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

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

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

Matters on which we are required to report by exception

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

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

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

Responsibilities of directors

As explained more fully in the Statement of directors' responsibilities set out on page 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.

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 Haines Watts Leicester LLP
Hamilton Office Park
31 High View Close
Leicester
LE4 9LJ

Date:

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**STATEMENT OF INCOME AND RETAINED EARNINGS
FOR THE YEAR ENDED 31 MARCH 2019**

	Notes	2019 £	2018 £
INCOME		891,824	862,581
Administrative expenses		909,618	873,813
		(17,794)	(11,232)
Other operating income		31,611	27,433
OPERATING SURPLUS	4	13,817	16,201
Interest receivable and similar income		722	852
SURPLUS BEFORE TAXATION		14,539	17,053
Tax on surplus		137	162
SURPLUS FOR THE FINANCIAL YEAR		14,402	16,891
Retained earnings at beginning of year		486,181	469,290
RETAINED EARNINGS AT END OF YEAR		500,583	486,181

The notes form part of these financial statements

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

**BALANCE SHEET
31 MARCH 2019**

		2019	2018
	Notes	£	£
FIXED ASSETS			
Tangible assets	5	346,527	345,044
Investments	6	1	1
		<u>346,528</u>	<u>345,045</u>
CURRENT ASSETS			
Stocks		8,990	12,038
Debtors	7	319,626	227,016
Cash at bank and in hand		543,916	529,924
		<u>872,532</u>	<u>768,978</u>
CREDITORS			
Amounts falling due within one year	8	668,477	577,842
		<u>668,477</u>	<u>577,842</u>
NET CURRENT ASSETS		<u>204,055</u>	<u>191,136</u>
TOTAL ASSETS LESS CURRENT LIABILITIES		<u>550,583</u>	<u>536,181</u>
RESERVES			
Other reserves		36,000	50,000
Income and expenditure account		514,583	486,181
		<u>550,583</u>	<u>536,181</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 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 2019**

1. STATUTORY INFORMATION

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

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

2. ACCOUNTING POLICIES

BASIS OF PREPARING THE FINANCIAL STATEMENTS

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

INCOME AND EXPENDITURE

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

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

TANGIBLE FIXED ASSETS

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

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

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

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

STOCKS

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

TAXATION

Taxation for the year comprises current and deferred tax. Tax is recognised in the Statement of Income and Retained Earnings, 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 2019**

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.

3. EMPLOYEES AND DIRECTORS

The average number of employees during the year was 10 (2018 - 9).

4. OPERATING SURPLUS

The operating surplus is stated after charging:

	2019	2018
	£	£
Depreciation - owned assets	<u>15,165</u>	<u>12,001</u>

5. TANGIBLE FIXED ASSETS

	Land & buildings leasehold £	Flying equipment £	Fixtures and fittings £	Computer equipment £	Totals £
Cost					
At 1 April 2018	356,958	45,955	30,210	47,493	480,616
Additions	-	5,183	610	13,116	18,909
Disposals	-	(4,625)	-	-	(4,625)
At 31 March 2019	<u>356,958</u>	<u>46,513</u>	<u>30,820</u>	<u>60,609</u>	<u>494,900</u>
Depreciation					
At 1 April 2018	28,557	43,180	24,026	39,809	135,572
Charge for year	3,570	1,550	1,688	8,357	15,165
Eliminated on disposal	-	(2,364)	-	-	(2,364)
At 31 March 2019	<u>32,127</u>	<u>42,366</u>	<u>25,714</u>	<u>48,166</u>	<u>148,373</u>
Net book value					
At 31 March 2019	<u>324,831</u>	<u>4,147</u>	<u>5,106</u>	<u>12,443</u>	<u>346,527</u>
At 31 March 2018	<u>328,401</u>	<u>2,775</u>	<u>6,184</u>	<u>7,684</u>	<u>345,044</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 £356,98. 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 2019**

6. FIXED ASSET INVESTMENTS

	Interest in joint venture £
Cost	
At 1 April 2018 and 31 March 2019	1
Net book value	
At 31 March 2019	1
At 31 March 2018	1

7. DEBTORS

	2019 £	2018 £
Amounts falling due within one year:		
Trade debtors	561	512
Amounts owed by group undertakings	3,483	15,288
Other debtors	18,704	13,880
VAT	2,732	2,060
Prepayments and accrued income	272,814	191,756
Accrued income	9,332	-
	<u>307,626</u>	<u>223,496</u>
Amounts falling due after more than one year:		
Other debtors	<u>12,000</u>	<u>3,520</u>
Aggregate amounts	<u>319,626</u>	<u>227,016</u>

8. CREDITORS: AMOUNTS FALLING DUE WITHIN ONE YEAR

	2019 £	2018 £
Subscriptions in advance	361,135	329,016
Trade creditors	288,121	226,442
Tax	137	162
Social security and other taxes	6,584	6,695
Other creditors	1,609	997
Pension liability	739	-
Accruals and deferred income	10,152	14,530
	<u>668,477</u>	<u>577,842</u>

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**NOTES TO THE FINANCIAL STATEMENTS - continued
FOR THE YEAR ENDED 31 MARCH 2019**

9. LEASING AGREEMENTS

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

	2019	2018
	£	£
Within one year	2,600	6,460
Between one and five years	8,450	-
	<u>11,050</u>	<u>6,460</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 2019 was 7,590 (2018 - 7,266).

11. LOAN FUND

A loan fund was established to provide finance assistance in the form of interest free loans to non-commercial groups of BHPA members. During the year ended 31 March 2019, the company loaned £14,000 to a member club to assist with the purchase of flying equipment. At 31 March 2019 £36,000 of the loan fund was unprovided (2018 - £50,000).

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**DETAILED INCOME AND EXPENDITURE ACCOUNT
FOR THE YEAR ENDED 31 MARCH 2019**

	2019		2018	
	£	£	£	£
INCOME				
Introductory membership	7,834		7,979	
Individual membership	735,702		705,344	
Club membership	22,929		21,474	
IICF and claims premiums	65,641		63,178	
Advertising revenue	47,646		49,745	
Shop sales	11,818		11,902	
Other income	254		2,959	
	<u> </u>	891,824	<u> </u>	862,581
Membership, competition and shop expenses				
Public liability insurance	256,203		204,501	
Membership cards and badges	5,851		4,906	
Publishing costs	172,844		165,887	
Competition funding expenses	37,000		37,000	
Airsport subscriptions	12,425		12,320	
Handbooks and manuals	4,571		6,080	
Promotion and publicity	2,447		5,195	
Shop expenses	5,467		5,987	
Profit/loss on sale of tangible fixed assets	(949)		-	
	<u> </u>	495,859	<u> </u>	441,876
		395,965		420,705
Flying, safety, coaching and training expenses				
Wages and salaries	130,080		122,579	
Staff mileage and travel	27,540		30,296	
Examination and club inspection costs	8,939		9,836	
F S C panel costs	9,447		20,272	
F S C committee costs	1,285		6,741	
	<u> </u>	177,291	<u> </u>	189,724
Carried forward		218,674		230,981

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 2019**

	2019		2018	
	£	£	£	£
Brought forward		218,674		230,981
Administrative expenses				
Wages and salaries	102,029		117,558	
Executive & voluntary officer expenses	16,513		15,816	
Office rent and rates	13,245		12,617	
Power, light and heat	2,280		2,520	
Insurance	10,215		11,590	
Office equipment maintenance	14,272		9,095	
Legal and professional fees	859		1,733	
Accountancy	-		3,600	
Audit fees	4,133		3,600	
Bank charges	9,010		8,204	
Printing and stationery	29,368		24,924	
Telephone	9,420		8,860	
Other office supplies	9,959		10,095	
Depreciation of tangible fixed assets	15,165		12,001	
		<u>236,468</u>		<u>242,213</u>
		(17,794)		(11,232)
Other operating income				
Registration fees	15,152		15,378	
Training courses and exam inc	12,486		8,957	
Airworthiness income	-		(816)	
500 Club income	3,973		3,914	
		<u>(31,611)</u>		<u>(27,433)</u>
		13,817		16,201
Finance income				
Bank interest received		<u>722</u>		<u>852</u>
NET SURPLUS		<u><u>14,539</u></u>		<u><u>17,053</u></u>

This page does not form part of the statutory financial statements

BHPA Financial Report for the year ended March 31st 2019

I'm writing this year's report against the background of the large percentage increase in our membership subscriptions needed to cover the jump in our insurance premiums. Our insurance premiums had been on a downward trend over the past years following the hard work put in by FSC and the technical team to improve training and safety.

However two serious accidents forced the underwriters to review our risk profile, and subsequently our premiums have risen substantially. Insurance costs increased by £51k in the year to March 2019 and by another £105k in the current financial year. As Martin Baxter wrote in his Skywings article in July, bulk purchasing and the assurance the underwriters get from the work of the FSC, mean that the BHPA insurance is still by far the best value third-party liability cover available for the sport in the UK.

Membership over the year to March 2019 grew from 7,266 to 7,590. The Association's income matched this increase, growing over the year by 4% to £876k. On the costs front I am pleased to report that FSC, other membership costs and office and support costs were all lower in 2019 than in 2018. The costs, after advertising revenue, of producing Skywings rose to £125k from £116k in 2018, representing a 3% increase in cost per member (each magazine now costs £1.37). Overall BHPA costs per member, including the impact of the increased insurance premiums, remained almost unchanged over the year at £113.44, and the overall surplus for the year was £15k compared to £17k in 2018.

Overall reserves stand at £550k, of which £328k is invested in our freehold office. We pay our subscriptions annually in advance so the BHPA continues to hold reasonable levels of cash, but unfortunately interest rates are very low and our interest earnings remain disappointingly small.

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. We met our goal this year; with inflation running at 1.9% we increased reserves by 2.5%.

Only a quarter of the increase in insurance premiums in 2019 is included in the March 2019 accounts, so that the major challenge of the increased cost of insurance falls in the current year to March 2020. We increased subscriptions for renewals from April 1st 2019, but as we recognise revenue over the whole year of each membership (members' renewals are staggered throughout the year and some members won't pay the higher rate until they renew in March) the Association will only recognise the full effect of the increase in its accounts next year.

Consequently there is a risk of a small loss in the current financial year before the Association returns to surplus next year. Notwithstanding the risk of a small loss in the current year, I am pleased to report that the Association's finances are in good shape.

	Year to March	
Income	2019	2018
	£'000s	£'000s
Member Subscriptions	744	713
Other income	132	127
Expenses		
Insurance	256	205
FSC	177	190
Skywings support	125	116
Competitions Funding	37	37
Other Membership Costs	30	34
Office and support	236	242
Total Costs	861	824
Surplus	15	16
Number of Members	7590	7266
Per Member Costs	2019	2018
	£	£
Insurance	34	28
FSC	23	26
Skywings support	16.47	15.96
Competitions Funding	5	5
Other Membership Costs	4	5
Office and support	31	33
Total	113.44	113.40

Insurance Officer's Report – for the AGM 2020

We sustained a significant rise in premium for the 2020 calendar year, and this has been reflected in rising membership subscriptions. That said, the Executive Council considers that we did reasonably well to obtain a quote from the same insurer as we had during 2019 and a price rise was anticipated but it was within reasonable limits.

Over the last 12 months there has been a hardening in the insurance market that we have not experienced for a long time, possibly going back as far as the financial crash of 2008. In short this means that there has been a reduced willingness of big investors to stake their money in the insurance market and they are putting their assets into lower risk holdings. Insurance doesn't deliver the same returns that it did in recent years.

Our broker has noted that several Lloyd's Syndicates are closing down, insurers are reducing capacity, several have closed regional offices and some even withdrawing from the UK insurance market entirely. One very large insurer has made a loss with payouts exceeding the premiums collected. More seasoned members of the BHPA will remember this situation applied to us back in the 1990s and early 2000s, and our base premium then was higher than it is now. The knock-on effect of this is that we are seeing insurance premiums increase particularly for Property, Liability, Aviation and Professional Liabilities. There is a palpable degree of hesitancy in the aviation sector which will affect us.

Regarding our own position, we have suffered a deterioration in our claims experience which coupled with the situation above has led to the increase in our premium.

Exec has always been aware, even when times have been good that we are one moment's madness away from being uninsurable because of the high sums awarded by the courts in cases of serious injury. Some serious cases in the clinical injury sector for example are being valued between £15M and £20M each these days.

Member to member incidents and dual paragliding remain the sectors that cause us the most worry, but it is worth pointing out that schools have done their bit in keeping us in the market, adopting a sensible approach to training against the syllabus and maintaining their documentation. Clubs and event organisers have also notably improved their management of risk and it is pleasing to see them come to us for advice in potentially tricky situations in advance.

Regards to all – and fly safe.

Martin Heywood

Insurance Director

Vice Chair



BHPA Flying and Safety Committee

Report to the 2019 BHPA AGM (7th March 2020)

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)
Simon Payne (Tow Disciplines Lead)
Dave Thompson (BHPA Senior Technical Officer)
Ian Currer (BHPA Technical Officer)
Mark Shaw (BHPA Technical Officer)

I would like to begin by repeating my important message about the value to all of our flying community of submitting Incident Reports. The BHPA's on-line Incident Reporting system went live on the Internet in May 2012, and with some added historical records, now has 20 years of reports that can be searched on-line. Submitting a report has never been easier. I realise that many members feel that they don't see any immediate outcome from the submission of their reports, but remember that few reports represent brand new types of incident, and the main value of most reports is that it allows us to collate similar types of incidents and track them over time. This allows us to develop our training systems, advise pilots of higher risk activities and informs the development of equipment standards. In addition to the BHPA's own member reports we also now have access to reports from across Europe through the EHPU's supported system.

We have had one retirement from FSC this year, David Thomson, who was leading the Pilot Development Panel. Dave began his service on FSC in 2011, and during the years since, he has provided much measured judgement and expertise to the Committee from his career working in the Nuclear Electricity Generation industry developing engineering safety cases. He also championed the importance of developing our members' flying skills after they have left the structured training offered by our schools. This culminated in the delivery of the BHPA's Pilot Development Structure; access to which can be found on the BHPA Homepage.

In addition to Dave, I would like to offer a special thanks to Bill Morris who is retiring from heading the Parachute Packers team after over 20 years of dedicated service.

Incidents

There were 172 reported incidents in the calendar year 2019. This is down slightly on last year (203). 60% of the incidents (104) involved injury which is slightly lower than in previous years.

There were 40 minor incidents, 57 serious incidents and 7 fatalities. Five of these fatalities were BHPA paragliding pilots, one was a BHPA PPG pilot and one a non-BHPA PPG pilot (five occurring in the UK, one in France and one in Spain). 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, through the EHPU's database, there were 37 fatalities recorded, which is lower than the previous two years. Though the overall number is down, it was a bad year in France. Of the 15 French fatalities, 7 occurred over a two-month period during June and July.

2019 Fatality Numbers *(PG unless otherwise stated)*

France	15
Germany	8
UK	7 (5PG, 1PPG – 1 non-BHPA PPG)
Switzerland	6
Italy	1

Examinations, Inspections & Instructor Training

The Examination and Inspections Panel worked hard to keep up the pace in examining candidates for Instructor, Senior Instructor, Dual Pilot and Senior Coach Licences, carrying out 27 exams in the last year. There were 18 passes and 3 fails with 6 exams in progress or outstanding. 31 school inspections were undertaken with a full program of inspections scheduled for 2020.

Overall our assessment is that standards in our schools are good, with all schools displaying a professional attitude to training. However, two inspections highlighted significant issues that required to be addressed, and these schools will be re-visited within 12 months. This overall level of professionalism is reflected in the low

student incident numbers, amongst the lowest of any of the European Federations. There were 30 reported incidents involving injury in our schools, which is approximately one for every two schools. Very sadly, one of these incidents involved a fatality, which is being investigated by the FSC.

Since the last AGM the Technical staff have run one combined Instructor & Senior Coach course at Lilleshall. The Club Coach Course season is almost at an end, with the final course being held in two weeks' time for the Long Mynd Club. The five courses held this winter have been well attended and well received, attracting very positive feedback and praise for all of the BHPA Technical Staff who run the courses.

In addition to the usual Instructor and Senior Coach course in April, a two-day Senior Instructor course is also scheduled for June 2020, and a six-day residential Instructor course, this one paramotor specific, is planned for May, to be hosted at Parajet's facility in Dorset.

Airworthiness

Work continues on the EN European Standards through our involvement in Working Group 6, the European group that writes and revises Standards. I know that most pilots don't have much idea what is involved, even when a new Standard is published, but I can assure you that whilst some of the meetings are held in foreign cities it is no kind of a holiday.

We continue work on a complete revision to the paraglider Flight Test standard (EN926-2). It is five years since the current version was published, and there has been much clever work by paraglider designers in that time. We believe that the "B Class" has become broader than intended, and one of the objectives of our review is to find a way to segregate "High-End" B gliders from more docile ones. As well as examining the paraglider classes, we have commenced a review of the current flight tests and are looking at whether electronic devices such as data loggers would provide useful information to test houses in their assessment of a wing's flying characteristics during testing.

The Flight Test standard is one of a suite of paraglider standards that the Working Group is involved with. In the last year there has been considerable work put into the Emergency Parachute standard to address issues raised in its real-world use, and to improve parachute classification. The harness standard EN 1651, which was revised in 2018, is now in use and we can see that harnesses put through the refreshed and additional tests in our revised standard are making their way on to the market.

Towing

The past year has been challenging for the CAA with repatriation of Thomas Cook passengers, Brexit, building relocation etc., where manpower within the departments were used to facilitate these events whilst the business as usual were continued on a priority basis. We do now have a case officer for all Tow Site applications and renewals, with hopefully another member of staff being added early next year. For all new / renewal applications, we have a dedicated contact again (at last), which is something the CAA has not been able to provide for us during the last year.

Current Applications:

Concerning the 4 applications that have been submitted so far, there has been some confusion and miss-communication between the parties involved. To enable a decision on the safety and practicability of the proposed site, new applications must be supported with supplementary information to identify and describe the consultation process and engagement with interested parties. Once notified of the proposal, consultees are granted a period of 60 days to formulate and submit their response to the Proposer. The consultees must include all interested bodies including Air traffic services and the Military.

We have several tow permit renewals which have been submitted for renewal on 31st December. These renewals should not have any delays associated with them, as are all live permits.

Power

Interest in Power training continues to grow. The Association gained a new PPG school, and had enquiries from several independent schools interested in progressing through the BHPA Instructor licencing and school application process. The Technical staff attended Parafest in July 2019 and processed several new members, and enabled new and existing members to acquire Power ratings through examination.

The CAA exemption for sub 70kg wheeled aircraft which was due to expire in March has just been renewed.

Pilot Training & Development

The paragliding training syllabus has been reviewed recently, with the introduction of an alternative "Mountain" route to achieve the Club Pilot rating. This is to reflect the increasing number of students training abroad in a mountain environment.

Work continues on the Pilot Development Structure. The aims have broadened with the initiative to add Club Pilot material, and so we have begun the planned close integration of the PDS into schools; and to make it an online revision portal for the Pilot exam subjects. The work to generate good quality video resources to aid pilots, coaches and instructors is underway.

The technical team is continuing to work on a syllabus for Advanced Glider Control courses (this is a term we prefer to either SIV or Pilotage) and the appropriate Instructor Licences. We are continuing our trial of the Speed Flying training programme for a further season; and will be reviewing the outcome later this year.

Other activities

The trial of hang glider parallel towing is continuing and is proving an effective ab initio training tool. A report is expected this summer. The availability of better and more reliable hands-free communications has allowed the FSC to relax the manning rules for some tow activities removing the need for a signaller when the pilots in direct contact with the operator. This should make towing more attractive for smaller groups and require only one person on the ground; there has also been a relaxation of the entry criteria for hang-glider pilots converting from other environments to Aerotow, to reflect the improvement in tugs and the more widespread availability of dual aerotowing.

Following Bill Morris' decision to retire, the Technical team have been training up to take over the running of the BHPA Parachute Packers course, known as the Emergency Parachute Systems Licence (EPSL) course. Some Packers' examinations have already been completed and another Packers course is planned for the Autumn.

The team has also been working with new FSC member, Dr Matt Wilkes, in a study looking at the way pilots attempt to deploy their emergency parachutes while under pressure. The first part of this study has already been publicised highlighting some interesting results. The practical side of part two, utilising a G-Force trainer belonging to one of the German schools, was completed last weekend. The results of this further study will be published later in the year.

The Pilot and Pilot (Power) exams are being updated and moved to an online system, which we will be trialling in the next few months. This has a number of advantages. It allows instant feedback, informing candidates if they have passed or not, and improves education by highlighting any questions they answered incorrectly. It also allows 'photos, charts, and videos to be incorporated into the questions and allows the questions to be easily changed or randomised, improving security, and without requiring any re-printing or postage costs.

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 2020.



The official magazine of the British Hang Gliding & Paragliding Association



AGM Report 2020

Skywings continued to be delivered on time during 2018/19. The following figures show that it was a difficult year financially, but a number of factors have combined to make the outlook for 2019/20 look much healthier.

	2017/18	2018/19	Variation	2019/20	Variation
	Final	Final	Final	Current Projection	
Expenditure	£182,745	£189,149	+£6,404	£192,732	+£3,583
Advertising income (gross)	£66,326	£63,528	-£2,798	£68,758	+£5,230
Advertising space booked (pages)	185	182	-3	204	+22
Magazine subscription sales income	£890	£595	-£295	£562	-£33
Net cost	£115,529	£125,026	+£9,497	£123,412	-£1,614
Average postage per magazine sent	£0.59	£0.63	+£0.04	£0.61	- £0.02
Average net cost per magazine printed	£1.29	£1.35	+£0.06	£1.34	-£0.01
Average net cost per magazine sent	£1.36	£1.45	+£0.09	£1.42	-£0.03
Copies ordered	88,649	91,400	+2,751	90,895	-505
Copies printed	89,909	92,660	+2,751	92,095	-565
Carriers	84,686	86,400	+1,714	86,942	+542
Pages printed	556	552	-4	552	0

Advertising space booked in 2018/19 fell by 3 pages, and the associated income by around £2,798. The level of discounts required to keep advertisers on board will have partly contributed to the fall in advertising revenue achieved last year.

Meanwhile production costs increased by around £6,404, due to the printing of an additional 2,751 magazines, and the postage of an additional 1,714 magazines, coupled with the usual inflationary increase in production costs. Given the relatively low number of pages printed in the previous year, it was felt unwise to make further deep cuts in 2018/19, and as a result the annual net cost rose by £9,497, and the average cost per magazine printed in 2018/19 similarly rose by £0.06.

But the good news is that the position has improved markedly in 2019/20. As I write this report, I am projecting that the net production cost for the year is likely to fall by around £1,614 compared to 2018/19, and as a result the average cost per magazine printed is expected to fall by around £0.01.

This reduction in net production cost is due to an increase in advertising space booked, the increase in advertising rates implemented last year, and changes made to our postal arrangements. It is worth noting that advertising income is shown as gross, and any increase in advertising income results in a linked increase in commission paid, which is shown under expenditure. From the November 2019 issue of Skywings, copies sent to UK addresses started to carry a barcode. This allows us to benefit from the reduced postal charges applied to bulk mail sorted automatically by barcode (Royal Mail Mailmark). This change has added OnePost to our delivery chain, but fortunately we have still been able to maintain our usual delivery schedule.

The changeover has not been easy or cost-free. The carrier sheet has had to be redesigned and printed, and the barcode and address are now laser printed at a slightly higher cost. Our office staff have also had to clean up our membership database to ensure post codes are both accurate and formatted correctly to avoid addresses being rejected and magazines sent by standard second class post. Because the new postal arrangement only applies to 5 issues in 2019/20, and we have also incurred additional costs during the changeover, the average post per copy sent has only fallen to £0.61 (-£0.02). But, all things being equal, I anticipate that this should fall to around £0.55 in 2020/21. A further saving of around £0.06 per copy posted.

In closing I would like to thank all those who have contributed to Skywings over the past year, and offer my thanks to Joe Schofield and Colin Fargher for their continued hard work and support.

Paul Dancey, Publications & Website Director, February 2020



Websites Report 2020

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

I am currently continuing the process of rewriting pages to achieve greater compatibility across a range of devices. The nature of much of the content displayed on our website necessitates the use of tables, which means it isn't really practical to display this information in portrait form.

I am therefore concentrating on ensuring full compatibility with devices able to support a minimum landscape resolution of 736 x 414 pixels. This resolution is well supported by many of the larger mobile phones, and most if not all iPads and tablets.

To achieve this goal, I sometimes have to shorten file names to ensure these tables fit within the viewing port. But this does mean that links on some third party websites, over which we have no control, may no longer work. My advice is therefore to always link to the page listing the file, rather than the file itself, as the name of the page is extremely unlikely to change in the foreseeable future.

Following feedback, I have also rewritten the schools and club pages to make contact details and website addresses more visible, and therefore easier to find. Due to the growing length of some website addresses, reformatting these pages to ensure they can be viewed on a 736 x 414 pixels screen without horizontal scrolling proved to be quite tricky. This has provided further evidence that it really is the minimum resolution required to satisfactorily display such information.

As members may be aware, the BHPA is also now responsible for maintaining the hang gliding history website. This was originally created and maintained by Terry Aspinall and hosted in the USA. To reduce costs and make maintenance a little easier, towards the end of last year I moved the hang gliding history website to the server we use for the BHPA website. I also moved the domain to a UK registrar and closed the previous hosting account.

Following the move, I have commenced the task of introducing a new design to the hang gliding history website, with improved navigation by means of a bottom menu, and greater compatibility with a range of devices, as per the criteria currently being applied to the BHPA website. The hang gliding history website is very large and the roll-out of the new design will obviously take some time to complete, but a start has been made.

I have also added links to the British Hang Gliding History website within the text of the BHPA home page and in the footer used by most pages on that website. In turn, I have added a link to the BHPA website in the footer of redesigned pages on the hang gliding history website.

I'm also pleased to report that David Worth has kindly agreed to digitize his collection of Kingpost, Scotkite, Volplane and Windsock magazines, which will be uploaded to the hang gliding history website in due course.

Finally, I can confirm that we continue to be PCI compliant. PCI compliance is an essential bank requirement for organisations that wish to accept credit and debit card payments.

Paul Dancey,
Publications & Website Director
February 2020

BHPA AGM - Sites Report 2020

Database. The BHPA Sites Database 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 876 sites, of which 76 are closed pending either a change of ownership or to serve as a warning that they are not safe to fly.

Sites Trust Fund. Members have donated £860 over the past year, and the fund currently stands at £53,500. The Malvern HGC was offered a grant of £26K (plus a separate loan of up to £40K from the BHPA) to secure an alternative landing field at Kettle Sings. Unfortunately, the club could not find enough guarantors to secure a large enough loan and were not able to buy the field. There have not been any other formal requests for funding.

Reggie Spooner Trust. The charge held by the Reggie Spooner Trust against Tinto, The Long Mynd and The Bloreng, has now been transferred to the BHPA Sites Trust. Unfortunately, it appears that Land Registry made a mistake when re-issuing the title deeds for the Bloreng, which we have yet to resolve.

The Bloreng. The Bloreng has been subjected to an adverse possession claim over a small plot of land which is not required for flying. The SE Wales club obtained legal advice suggesting that contesting the claim could cost as much as £60K, with no guarantee of success; whilst the other party would pay £3K towards our legal costs if the claim was not contested. The BHPA Sites Fund trustees agreed with the SE Wales club NOT to contest the claim.

Civilian Aircraft Notification Procedure. You will recall that I have been trying to improve CANP for over 2 years. At one stage I thought that I was making progress when my contact at the RAF Air Safety Centre agreed to re-write the procedure. Unfortunately, he retired before he could complete the work, and his post has now been gapped. So, after 2 years of lobbying, I find myself having made very little progress.

In an attempt to seize the initiative, I have proposed that we simplify the system as follows:

- Assume that, once published, there will be at least 5 pilots present.
- Make all notifications of a standard size; 2nm radius, attracting WARNING status only.
- Drop the use of site codes.
- Allow multiple notifications (the night before).
- Do not cancel notifications once published.

To that end I have re-written the advice on [CANP](#) (and [NOTAMs](#)) on the BHPA website.

Whilst the military hasn't objected, they haven't been overly enthusiastic either. However, the simplifications are based upon my personal experience of what the Low Flying Booking Cell (LFBC) currently accepts. Of course, there is a danger that if we all start using CANP more fully, they will be overwhelmed with bookings, and we'll have to have a re-think.

I am also very grateful to Chris Williams and Pete Logan for developing a utility, [CANP for free fliers](http://canp.logans.me.uk/) (<http://canp.logans.me.uk/>). It is still in the development stage but please feel use it. If you have any suggestions, we'd be delighted to hear from you.

Martin Baxter
Sites Officer
BHPA

February 2020

BHPA Competitions report 2020

Competitors and Leaders

As I write Russell Ogden is ranked World WPRS number 1, Guy Anderson leads the 2020 World Paragliding XContest and Hanggliding and Paragliding both stand 4th in the World nations rankings.

We have some fine pilots in all disciplines, but you don't need to be a top competition pilot to play a role in organising competitions, indeed in most sports organisers and competitors are two very different groups. However, looking round the table at a recent PG panel meeting Chaired by the very capable Guy Anderson, -who just happened to be recently back from setting a new world distance to goal record of 512Km along with Harry Bloxham in Brazil- I was struck that not only was this an impressive group of committed and capable organisers, but also a formidable group of top pilots actively involved in the organisation of their sport.

We are fortunate to have some fine people organising competitions on our behalf in other disciplines too- Tim King continues as the very impressive Chair of the HG panel which has been trying innovative approaches in the face of a decline in participation – possibly last year driven by some terrible weather conditions, in the Accuracy world Andy Shaw continues to be not just a top performer but also a dynamic and enthusiastic driving force. Paul Smith leads the PPG Panel in its increasing maturity showing the way forward organising some substantial competitions and distinguishing the sport from the less positive antics of the you-tube cowboys of yesteryear.

Having previously, and rightly, praised the many volunteers that make competitions possible in all disciplines it should not be forgotten just how many people contribute, and are needed, to run competitions. As said, it is not a requirement to be a Sky God to help as an organiser -just willing, able and reliable and, who knows, if you volunteer and find yourself amongst such distinguished company some of it might rub off!

Bill Bell

British Hang Gliding Competitions Panel

Tim King

The planning meeting held at DLGC gliding club back in October of 2019 was used to select the teams for the 2020 championships and to organise the British events for the year.

After an unsuccessful year of trying to have a flexible approach to holding the British Open Series we have decided to return to the former routine of 3 five day FAI cat2 comps set in South east Wales (May), Yorkshire (end May) and Mid Wales (August). It was felt that being on site at a comp brings the pilots who persevere to fly a task if at all possible. Meetheads will be Martin Colclough, Dawn Sellars and Jennifer Buck with assistance to help club class entrants led by Mark Woodhams, with Phil Chettleburgh scoring. We are also hoping to make more use of trackers for both safety and for quicker scoring. Parachute packing and skills based lectures are planned for the inevitable down days. Organisation and permissions of these venues is complete, information on the web page, and entries are open.

The Nationals return to Laragne in France at the beginning of August (2 to 8). Organiser Darren Brown has obtained permission for the comp to take place. Jennifer Buck is meethead with Phil Chettleburgh scoring. Also, webpage up, and entries are being taken. Again, we will be using trackers to help with safety and quicker scoring.

The UKNXCL will continue next year with Phil Chettleburgh scrutinising flights and coding covered by Rob Chettleburgh

Women's worlds, Class 5 worlds and Sports class Worlds are all scheduled for Florida in April but due to transport issues (no UK airlines willing to transport gliders to Florida and no insurance cover while in transit) personal insurance cover and the expense of aerotow comp there were no pilots that wanted or could go.

However, the European Championships in July 2020 in Sigillo Monte Cucco we have a team of;

Grant Crossingham
Gordon Rigg
Gary Wirdnam
Andy Hollidge
Darren Brown
Stephen Penfold

Flying Reserve Johnny Carr (Amazingly in his 6th decade of flying international comps)

British Paramotor Competitions Panel

Paul Smith

2019 has seen a small increase in numbers for The British Open, we had two Belgium pilots compete this year and the feedback was that they will be returning with more pilots in 2020.

Mike Page an RAF serviceman who competed in 2019 has asked the panel if the RAF paramotor team can not only compete in the British Open but also to use our event to validate their own Paramotor Championship.

2021 European championship has not yet been announced, but we aim to be part of this championship next year.

2020 Main competition is the world championships in Brazil, we are currently in the process of looking into costs, the pilots have been picked and committed to the British team. As you will be aware costs particularly transport of equipment will be very high for this destination.

The pilots are Paul Martin, Daniel Kettle, Mike Page and Dylan Marsh, all pilots have successfully taken part in the British Open in readiness for selection into the team.

We have been pleased to receive plaudits from the pilots who have taken part in our competitions this year:

As a new pilot, the opportunity to compete against international pilots in a World Championships will be fundamental in me gaining the competition skills and knowledge to reach my potential. I see the 2020 World Champs as an essential stepping stone to me winning the European Championship in 2021. Mike Page

Also, from Paul Martin:

Having a team at the World Champs is a clear signal that the BHPA supports safe flying that requires a pilot to plan carefully and fly effectively. This is very different to the 'you-tube' pilots and I think it is something we should be promoting. We can help by publicising how we plan and fly, which will increase the numbers participating in the British Champs.

On the behalf of all the organisers on the panel, we thank the BHPA for their continuing support and funding while we strive to make for safer flying within competitions.

British Paragliding Competitions Panel

Guy Anderson

Team

Jocky Sanderson did a sterling job as team manager at the 2019 World Championships in Krushevo. The team finished a disappointing 8th but we felt we learned a lot from the event and are much better placed to deliver the podium finish we're aiming for. A small change to team selection criteria was agreed at our last panel meeting for introduction in the 2021 season. The team will in future be made up by the top WPRS ranked pilot followed by those with the best WPRS score for an individual competition. This change should result in a team of pilots that show top form immediately prior to the World Championships in 2021.

We will again use the Europeans (2020 is in Serbia) as a development event with a couple of our more senior team members stepping aside to give younger pilots a chance to represent Team GB.

Events

The Winter Open appears to be going from strength to strength with Roldanillo 2020 attracting over 300 pilots to apply for a place. As a result, the pilot quality was on a par with many World Cups and our UK pilots were given the opportunity to race with some of the World's best. The event was won by Romanian Christian Deacu, with our own Seb Ospina 2nd.

The Championship Open will be held this year in Grand Bornand, France. It's being hosted by the local club Les Ailes de GB and will have local legend and former Champion Steve Senior as Meet Director.

UK XC League and World XContest

2019 won't go down as a record year due to the lack of decent conditions for much of the summer. There were some very notable flights with Alex Coltman topping the list with an incredible flight from Mere to Lincoln, just under 300km in a straight line. Many will be aiming for the first 200 mile flight in 2020 and the BPRA will be planning to hold a number of XC camps over the summer months aimed at Richard Carter's rather exclusive 300 club.

Overseas, a number of British pilots set their sights on the epic distance potential of north east Brazil. Winching from Assu, they were rewarded with multiple flights over 400km before Harry Bloxham and yours truly set a new World record for distance to a declared goal at 512km. At time of writing team GB are also heading the World XContest league with me 1st and Seb Opina 2nd.

PWC and WPRS

We've had another strong year at PWC with no fewer than 10 pilots qualifying for this year's Superfinal. Russell Ogden is also ranked World Number 1 for the sixth consecutive month and Martin Long has broken into the top 20 for the first time. We look forward to seeing how they all get on in Brazil in March.

British Accuracy Competitions Panel

Andy Shaw

BHPA Paraglider Nationals

2019 was a very good year for BHPA Accuracy at our Paragliding Nationals hosted by BHPA Club Green Dragons. We drove hard at what we now call club class, where we had BHPA Instructors and coaches on site, training 12 brand new BHPA Accuracy Pilots. Amongst the 12 was 4 under 21's and 3 new ladies. We run 2 targets, one for FAI comp and one for Clubs class, which helped speed and turn around very safe and efficient for the particular comp.

The week before Green Dragons run an Accuracy training camp, where pilots from Kosovo, Columbia along with the UK, carried out 100's of flights.

The FAI ran a judge's seminar and we have over 20 FAI judges now qualified.

Therefore, I am pleased to report we were up 3 fold on both our BHPA Pilots and BHPA officials, total 39 pilots 27 Officials.

BHPA Dover and Folkestone, Rutland clubs have now joined the Accuracy circuit.

We also had the GD, HG Tug offer flights and HG Dual flights for competition officials, this went down extremely well.

Plans for the future.

We are looking to the 50th Year of Accuracy in few years' time. We are looking at potential running a 9 day event, celebrating, welcoming and encouraging our other brothers and sisters in the BHPA HG PG PPG, along with existing EPAC and FAI PGAWC events.

Media

We have started revamping our web site, we now have a you-tube channel.

Sponsorship

We had huge success from NatterBox, Sportlite, Green Dragons, Thermal Chasers, Cross Country mag, UP Paragliders offering prizes, equipment and T Shirts.

BHPA Accuracy Team and Squad

We now have a BHPA Squad growing fast with 27 members, 3 new ladies and 5 Under 21's. The last weekend of every month is Squad training and development, based at any BHPA club coming forward to host the event.

Looking forward

BHPA Club Rutland are hosting BHPA Paragliding Nationals 2020.

Admin Director's Report

Staffing

This year has seen some changes in staffing, with Stephanie Blankley moving from full time to four days a week. This enables her to undertake nanny duties once a week for her grandson, Freddie.

Carla Bradley has completed her phased return to work following her maternity leave and is now full time. With Clair Tewley returning from her maternity leave in April we will be operating with two full time staff and three part timers.

The emphasis this year has been on cross training all staff so that we have the flexibility to deal with sickness and holidays without impacting on workload.

Technology

We are shortly planning to trial the use of digital membership cards. This had been scheduled for 2019 but there have been some delays in the development. We hope this will bring many benefits to members, making renewing easier, allowing us to communicate directly and of course eliminating the need to carry a physical card. We appreciate that not all of our membership uses smart phones so the traditional cards will continue to be issued for the foreseeable future.

We have also been looking at improving our method of accepting direct debits from members. The current method takes three weeks to implement and involves signed paperwork being received from the member and being forwarded to the respective banks. Making the process paperless would improve the turnaround time but will incur considerable cost. Whether the benefits justify this extra expenditure is still under consideration.

Membership

This year has seen four new schools register (including one air experience school) and one new club. In total we have 68 schools, 61 clubs and 9 air experience schools operating.

Unfortunately, we have seen a slight downturn in membership numbers since the end of last summer. We hit a low of 7276 in December 2019, a fall off of 289 members from May 2019. Thankfully things improved slightly in January and we hope numbers will continue to grow as the year progresses.

Finally, I would like to end by thanking all the staff, Michelle, Steph, Clair, Carla and April for their hard work during the year.

Marc Asquith
Admin Director
March 2020

Schools report 2020

It seems that 2019 was generally a good year for most schools but since the autumn, most have reported that bookings and enquiries have been down on this time last year. Of course, the weather has played a part in this but there is speculation that with Brexit, people are generally being more cautious on leisure activity purchases. The exception seems to be that there is interest for post CP development courses and at least 2 of the schools I've spoken to and offer this are quite positive and report strong interest.

France has now introduced a system requiring sports teachers who wish to operate in France to register with a body called Arquedi and this process will take 3 months. It will limit the time that you can teach in France to 16 weeks per year. If you don't follow this process and are caught, there are significant fines and even the possibility of a prison sentence. This is further complicated because the process is "open to citizens of European countries". I'm not really sure where this will leave us and for any schools that rely quite heavily on teaching abroad will need to be sure they've researched and complied with local requirements.

A number of schools have been using Dune de Pyla regularly however this has now become much more tightly regulated and all groups of 4 people or more or any group instructing must register. Again, there are big fines for failing to do this.

In terms of entering instructing, there is lots of interest and the Instructor course in May is full and a number of people have had to be turned away.

That's really all I have to report on the school front.

John Welch

Paramotor Report BHPA AGM March 2020

Membership

I'm very pleased to report that the numbers of BHPA Paramotor (PG Power) ratings continues to climb, standing at 786 as of the most recent (2.1.2020) set of statistics, up from 742 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.

Sub 70

The Sub 70 exemption (General Exemption E 4653) which allows the use of wheels on a 'Self Propelled Hang-Glider' was originally issued on the 8th March 2018 and expires on 31st March 2020, in just a few weeks. Hopefully CAA will see no problem in reissuing the exemption for another two years but it's worth keeping an eye on this if you fly Sub 70 and wish to remain legal and insured.

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 Burnham-on-Sea on a number of occasions) went to court in February 2020 and the culprit was fined £450 with £200 costs and a £32 victim surcharge. Unfortunately, this chap is a repeat offender as he's been prosecuted before (flying into Glastonbury festival). Some people never learn ...

Please remember to fly courteously to those on the ground and always within the rules as published in the Air Navigation Order. 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**



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