

13th March 2021
Merus Court
Leicester

Annual General Meeting



BHPA

British Hang Gliding
and Paragliding
Association

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BRITISH HANG GLIDING AND PARAGLIDING ASSOCIATION

AGM

MARCH 2021

CHAIRMAN'S REPORT

Last February, I wrote *"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."* Little did I know what was about to hit us !

That said, the phasing of this Report is always complicated by the fact that we are reporting almost exactly a year in arrears. This AGM covers the financial year April 2019 - March 2020, which, of course, was all pre-pandemic. However, I cannot let this pass without some significant references to the Pandemic.

AGM Venue

Having experimented last year with attaching the AGM to the Trainer's Conference in the hope that this would boost attendance, we were saddened that it made almost no difference.

The plan this year was therefore to return to our practice of holding our AGM alongside the British Gliding Association's own AGM at Nottingham. However, a number of factors have made that plan non-viable. Firstly, the BGA are not holding their usual Convention due to the pandemic. Secondly, even booking a conference room at the Belfrey left us exposed to cancellation charges if a lockdown came in at short notice. Finally, as time passed it became apparent that the AGM would have to be an almost totally virtual meeting, and so could be run from the BHPA Office. We will have a small number of Exec. members physically present so that we have a physical quorum, but other than that we expect everyone to attend virtually. Luckily, there is nothing contentious on the Agenda.

Membership levels

I had hoped, based on the previous long term trend to hit 8000 members at some stage but during 2019 numbers began to fall. We think this was due to poor training weather in 2019. However, when the first lockdown hit in late March 2020, the April renewals fell off a cliff, with perhaps 500 members not renewing. Once the first lockdown was eased, some of those members did renew, but from November 2020 onwards, we have seen a steady and continuous decline in numbers, we are now slightly below the April 2020 numbers and still declining.

Insurance / Accidents

The pandemic has proved a blessing in disguise in some respects. The much reduced levels of training, tandem flying and flying generally has left us with a year that has been pretty much claims

and claimable accident free. Nevertheless, our claims history does not look good and this year we again faced a significant rise in premium, although not as much as it could have.

EHPU

The EN Working group (WG6), led by our own Angus Pinkerton, continues to produce and refine the EN standards for our equipment. 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.

The Swiss took over the Presidency of EHPU in February 2020 just before the pandemic struck. There should have been a General Conference just a few weeks ago at which the Presidency would have passed to the UK, however, this was postponed until June, when it will be held, either in person or virtually. How long the subsequent UK Presidency lasts depends on when the delegates want the next Conference, February 2022, June 2022 or February 2023. We will discover in June.

I remain the EHPU Representative at Europe Airports (EAS). EHPU contributes €9000 a year to EAS as does the Royal Aero Club. Thus far, as the old Annex II aircraft, now Annex I we had had no return on that money.

At the last, virtual, EAS Convention, I made it utterly clear that over the two issues of Electronic Conspicuity and U-Space it was time for EAS to pay back for all that money. I am pleased to say that they have taken our views on board and are keeping us involved. I have recently been appointed to an EASA Expert Working Group on U-Space. This is the first time that I am aware of, when a hang gliding / paragliding representative has been able to talk directly to EASA.

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.

Exec. Members

This year we have an uncontested election for Exec. With the retirement of John Welch and Adrian Thomas, we have 5 candidates for 5 vacancies, so we will end up with two new Exec. Members. I welcome Gareth Bird and Jenny Buck for throwing their hats into the ring. We, of course proffer our thanks to John and Adrian for their contribution over many years.

Staff

This last year (2020) has been one of the most difficult for our staff that I can remember. In that respect our staff fall into two categories. The first category were and are, those on furlough. As soon as the first lockdown was announced we put in place arrangements for some staff to work from home, but rest were placed on furlough. Two of the Technical Staff, Dave and Ian, have been on furlough for approaching a year. I understand their sense of frustration at having to sit at home kicking their heels. Three of the office staff, Carla, April and Clair, were furloughed in the first lockdown. Sadly, as I have written in Skywings, upon return to work, Carla found that her child care arrangements were costing more than we were paying her and has subsequently left us. As set out in the Admin Report, Clair and April are now back with us. The Second category of our staff are those who were not furloughed. During the first lockdown they purely worked from home,

frequently surrounded by their children. Mark, Michelle and Steph fall into this category. They have worked their cotton socks off to keep the BHPA afloat. Finally, it is worth recalling Joe's situation. Although his work practice has changed little as a result of Covid, his supply of material has significantly reduced and he is having to work harder each month to produce a monthly magazine. We are grateful to all of our staff for their hard work and dedication.

Of course, our resources limit what we can do and during the first lockdown we began a redundancy process for some of the staff which would have come into effect when the first furlough scheme came to an end. This process was halted by the repeated extensions to the furlough scheme. Who knows where we will end up in terms of membership numbers when the furlough scheme finally comes to an end.

I want to conclude this part by saying 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

6 March 2021



Notice of Annual General Meeting

Notice is hereby given that the Twenty Ninth Annual General Meeting of the British Hang Gliding & Paragliding Association Limited will be held at the BHPA offices, 8 Merus Court, Meridian Business Park, Leicester LE19 1RJ on Saturday 13th March 2021 at 11.00 am for the following purposes:

1. To receive the Accounts and the Report of the Executive Council for the year ended 31 March 2020.
2. To elect by ballot five members to the Executive Council from the following five candidates:

M Asquith
G Bird
J Buck
E Cunliffe
A Pinkerton

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

BY ORDER OF THE EXECUTIVE COUNCIL

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

Notes:

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

Candidates for Election

Marc Asquith

Over 2 terms, I have now served just over 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 will shortly take over as President. 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 15 and the twins, Daniel and Andrea aged 5. If re-elected I am willing to continue to serve as Chairman until my planned retirement as Chairman in 2022 (Unless Covid-19 sabotages that plan as well !).

Gareth Bird

I am a 4th generation pilot who grew up around aviation and have been flying for over 20 years on a variety of military and civilian, fixed and rotary wing aircraft. I began PG and miniwing flying a couple of years ago and have flown many sites here and in Europe. The UK has some of the most congested and complex airspace in the world. As an airline pilot and a CAA approved instructor and examiner for the commercial drone industry, I understand how airspace is designed and the requirements for integrating with other air traffic. If elected, I will focus on three main areas:

- Firstly, using my experience as a professional aviator, I will work to ensure that the PG and HG community is fairly represented during the upcoming CAA airspace reforms.
- Secondly, that mandated Electronic Conspicuity is both achievable and appropriate.
- Thirdly, having recently learnt to PG, I would like to see free flight promoted more widely and access made even more simple for those wanting to join our wonderful and unique community.

Jenny Buck

I joined the BHGA at the age of 15 back in 1989. Ever since then I have been a member of the BHGA and the BHPA. I hold an Advanced Pilot, Hill Rating, for hang gliding, Pilot Rating, Hill and Tow, for Paragliding and I am a lapsed sailplane pilot. Having previously been an active competition pilot, for the last 6 years I have served as Meet Director for the British Open Hang Gliding Series, UK Nationals and GB HG Team Manager.

Professionally I serve in the Military Medical Services, previously as an Army Major, transferring in 2018 to the Royal Navy as a Commander. During that time, I served as Treasurer of the Army Hang Gliding & Paragliding Association and upon transfer as Chair of the RNHPA for 2 years.

As an Officer in the Royal Navy Medical Services, I have benefitted from the experiences and responsibility gained during daily duty and operational tours. This has given me an appreciation of the need for coherence, team work, effective decision making and risk management.

I am seeking election to the Exec in order to represent the membership with broad experience, leadership, pragmatism and humour; I am willing to be flexible in role as the nature of my employment demands it. My journey through our sport has been long with a huge variety. Our flying community is one I feel a strong bond with; this is a community that I would be proud to represent.

Ed Cunliffe

Paramotor pilot, Paraglider pilot, lapsed microlight pilot, occasional competition pilot, accuracy pilot, club coach, and proud to be chairman of the Yorkshire Owls Paramotor Club. Originally co-opted to BHPA Council in early 2006, and formally voted in at the 2006 AGM. It is essential that the paramotoring community has representation on the BHPA Committee and I hope you can vote me back on board in 2021. I commit to represent UK paramotoring to the best of my abilities.

Angus Pinkerton

I am both a hang glider and paraglider pilot, first flying hang gliders in 1979, and starting paragliding in 2005. I have been Chairman of the Flying and Safety Committee since the formation of the BHPA and I believe that during my time we have significantly developed our training systems. There is still more to be done to complete the implementation of our structured approach to developing Pilot skills after gaining CP (Novice). As well as the FSC, I also chair the CEN Working Group (WG6) that is responsible for developing European Paragliding Standards, for wings, harnesses and parachutes.



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 11:00 am on Saturday 13th March 2021 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 2020 be approved.

FOR	AGAINST

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

M. Asquith
G. Bird
J. Buck
E. Cunliffe
A. Pinkerton

FOR

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

FOR	AGAINST

Signature _____ Dated this _____ day of _____ 2021.

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 2020
FOR
BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

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For The Year Ended 31 March 2020**

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**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

COMPANY INFORMATION
For The Year Ended 31 March 2020

DIRECTORS:

Mr M N Asquith (Chairman)
Mr M Baxter
Mr W M Bell
Mr J E Cunliffe
Mr P N Dancey
Dr M F Heywood (Vice Chairman)
Mr A J R Langford (Treasurer)
Mr A I Pinkerton
Professor A L R Thomas
Mr J Welch
Ms J L Drake
Mr T Prideaux-Brune

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 :

Fortus Audit LLP
Chartered Accountants and Statutory Auditor
Hamilton Office Park
31 High View Close
Leicester
Leicestershire
LE4 9LJ

BANKERS:

Royal Bank of Scotland
First Floor
5 Market Street
Leicester
LE1 6DN

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**REPORT OF THE DIRECTORS
For The Year Ended 31 March 2020**

The directors present their report with the financial statements of the company for the year ended 31 March 2020.

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 association was hit by a large increase in the cost of third party liability insurance for its members' flying activities and increased its membership fees to cover this cost. During the year the increase in income was insufficient to cover the increase in costs resulting in a small loss of £9,219 (2019 - £14,402 surplus) which has been added to reserves. The committee expects the association to return to surplus in 2021.

The association aims to run its affairs to generate, on average, a small surplus each year to maintain the real value of its reserves. The reserves enable the association to adjust to adverse changes in the operating environment and maintain services through dips in membership and difficult economic conditions. The reserves are also there to allow us to fight existential challenges to free flight should they occur and to support clubs with site purchases when the opportunity is presented. The association has set aside earmarked funds to provide loans to clubs for equipment and site purchases of which £12,000 has been loaned to member clubs.

DIRECTORS

The directors shown below have held office during the whole of the period from 1 April 2019 to the date of this report.

Mr M N Asquith (Chairman)
Mr M Baxter
Mr W M Bell
Mr J E Cunliffe
Mr P N Dancey
Dr M F Heywood (Vice Chairman)
Mr A J R Langford (Treasurer)
Mr A I Pinkerton
Professor A L R Thomas
Mr J Welch

Other changes in directors holding office are as follows:

Mr M Meadows - resigned 7 March 2020
Mr J R Shaw - resigned 7 March 2020
Ms J L Drake - appointed 7 March 2020
Mr T Prideaux-Brune - appointed 7 March 2020

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**REPORT OF THE DIRECTORS
For The Year Ended 31 March 2020**

STATEMENT OF DIRECTORS' RESPONSIBILITIES

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

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

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

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

STATEMENT AS TO DISCLOSURE OF INFORMATION TO AUDITORS

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

AUDITORS

The auditors, Fortus Audit LLP, will be proposed for re-appointment at the forthcoming Annual General Meeting.

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

ON BEHALF OF THE BOARD:


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

Date: 16.12.2020
.....

**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 2020 which comprise the Income Statement, Balance Sheet and Notes to the Financial Statements, including a summary of significant accounting policies. The financial reporting framework that has been applied in their preparation is applicable law and United Kingdom Accounting Standards, including Financial Reporting Standard 102 'The Financial Reporting Standard applicable in the UK and Republic of Ireland' (United Kingdom Generally Accepted Accounting Practice).

In our opinion the financial statements:

- give a true and fair view of the state of the company's affairs as at 31 March 2020 and of its deficit for the year then ended;
- have been properly prepared in accordance with United Kingdom Generally Accepted Accounting Practice; and
- have been prepared in accordance with the requirements of the Companies Act 2006.

Basis for opinion

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

Conclusions relating to going concern

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 three, the directors are responsible for the preparation of the financial statements and for being satisfied that they give a true and fair view, and for such internal control as the directors determine necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

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


Auditors' responsibilities for the audit of the financial statements

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

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

Use of our report

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


Richard Buckby FCA (Senior Statutory Auditor)
for and on behalf of Fortus Audit LLP
Chartered Accountants and Statutory Auditor
Hamilton Office Park
31 High View Close
Leicester
Leicestershire
LE4 9LJ

Date: 5/1/2021

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**INCOME STATEMENT
For The Year Ended 31 March 2020**

	Notes	2020 £	2019 £
INCOME		951,433	848,151
Administrative expenses		976,724	861,972
		(25,291)	(13,821)
Other operating income		15,080	27,638
OPERATING (DEFICIT)/SURPLUS	4	(10,211)	13,817
Interest receivable and similar income		1,225	722
(DEFICIT)/SURPLUS BEFORE TAXATION		(8,986)	14,539
Tax on (deficit)/surplus		233	137
(DEFICIT)/SURPLUS FOR THE FINANCIAL YEAR		(9,219)	14,402

The notes form part of these financial statements

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

**BALANCE SHEET
31 March 2020**

	Notes	2020 £	2019 £
FIXED ASSETS			
Tangible assets	5	338,018	346,527
Investments	6	1	1
		<u>338,019</u>	<u>346,528</u>
CURRENT ASSETS			
Stocks		7,821	8,990
Debtors	7	372,597	319,626
Cash at bank and in hand		577,976	543,916
		<u>958,394</u>	<u>872,532</u>
CREDITORS			
Amounts falling due within one year	8	755,049	668,477
		<u>755,049</u>	<u>668,477</u>
NET CURRENT ASSETS		<u>203,345</u>	<u>204,055</u>
TOTAL ASSETS LESS CURRENT LIABILITIES		<u>541,364</u>	<u>550,583</u>
RESERVES			
Other reserves		38,000	36,000
Income and expenditure account		503,364	514,583
		<u>541,364</u>	<u>550,583</u>

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

The financial statements were approved by the Board of Directors and authorised for issue on 16/12/2020 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 2020**

1. STATUTORY INFORMATION

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

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

2. ACCOUNTING POLICIES

Basis of preparing the financial statements

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

Income and expenditure

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

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

Tangible fixed assets

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

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

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

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

Stocks

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

Taxation

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

Current or deferred taxation assets and liabilities are not discounted.

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

Pension costs and other post-retirement benefits

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

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**NOTES TO THE FINANCIAL STATEMENTS - continued
For The Year Ended 31 March 2020**

2. ACCOUNTING POLICIES - continued

Leases

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

GOING CONCERN - COVID 19

The directors have considered the impact of COVID-19 in relation to their assessment of going concern and in their opinion have taken all reasonable steps to mitigate these factors. As at the point of authorising the accounts, and for the foreseeable future, the directors consider the going concern assumption to still be appropriate. The directors acknowledge that given the currently rapidly changing business and social environment, there are likely to be significant unknown factors which may present themselves.

3. EMPLOYEES AND DIRECTORS

The average number of employees during the year was 9 (2019 - 10).

4. OPERATING (DEFICIT)/SURPLUS

The operating deficit (2019 - operating surplus) is stated after charging:

	2020 £	2019 £
Depreciation - owned assets	<u>16,287</u>	<u>15,165</u>

5. TANGIBLE FIXED ASSETS

	Land & buildings leasehold £	Flying equipment £	Fixtures and fittings £	Computer equipment £	Totals £
COST					
At 1 April 2019	356,958	46,513	30,820	60,609	494,900
Additions	<u>-</u>	<u>1,863</u>	<u>-</u>	<u>5,915</u>	<u>7,778</u>
At 31 March 2020	<u>356,958</u>	<u>48,376</u>	<u>30,820</u>	<u>66,524</u>	<u>502,678</u>
DEPRECIATION					
At 1 April 2019	32,127	42,366	25,714	48,166	148,373
Charge for year	<u>3,570</u>	<u>1,409</u>	<u>1,287</u>	<u>10,021</u>	<u>16,287</u>
At 31 March 2020	<u>35,697</u>	<u>43,775</u>	<u>27,001</u>	<u>58,187</u>	<u>164,660</u>
NET BOOK VALUE					
At 31 March 2020	<u>321,261</u>	<u>4,601</u>	<u>3,819</u>	<u>8,337</u>	<u>338,018</u>
At 31 March 2019	<u>324,831</u>	<u>4,147</u>	<u>5,106</u>	<u>12,443</u>	<u>346,527</u>

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

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

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**NOTES TO THE FINANCIAL STATEMENTS - continued
For The Year Ended 31 March 2020**

6. FIXED ASSET INVESTMENTS

	Interest in joint venture £
COST	
At 1 April 2019	
and 31 March 2020	1
NET BOOK VALUE	
At 31 March 2020	1
At 31 March 2019	1

7. DEBTORS

	2020 £	2019 £
Amounts falling due within one year:		
Trade debtors	689	561
Other debtors	36,402	22,187
VAT	3,750	2,732
Prepayments and accrued income	312,079	272,814
Accrued income	9,677	9,332
	<u>362,597</u>	<u>307,626</u>
Amounts falling due after more than one year:		
Other debtors	<u>10,000</u>	<u>12,000</u>
Aggregate amounts	<u>372,597</u>	<u>319,626</u>

8. CREDITORS: AMOUNTS FALLING DUE WITHIN ONE YEAR

	2020 £	2019 £
Subscriptions in advance	386,171	361,135
Trade creditors	349,584	288,121
Tax	233	137
Social security and other taxes	7,353	6,584
Other creditors	4,088	1,609
Pension liability	-	739
Accruals and deferred income	7,620	10,152
	<u>755,049</u>	<u>668,477</u>

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**NOTES TO THE FINANCIAL STATEMENTS - continued
For The Year Ended 31 March 2020**

9. LEASING AGREEMENTS

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

	2020	2019
	£	£
Within one year	2,600	2,600
Between one and five years	5,850	8,450
	<u>8,450</u>	<u>11,050</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 2020 was 7,249 (2019 - 7,590).

11. LOAN FUND

A loan fund was established to provide finance assistance in the form of interest free loans to non-commercial member clubs. At 31st March 2020 £38,000 was unprovided (2019 - £36,000).

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**DETAILED INCOME AND EXPENDITURE ACCOUNT
For The Year Ended 31 March 2020**

	2020		2019	
	£	£	£	£
INCOME				
Introductory membership	39,577		7,834	
Individual membership	837,019		735,702	
Club membership	20,410		22,929	
IICF and claims premiums	23,572		65,641	
Shop sales	8,637		11,818	
500 Club income	3,950		3,973	
Other income	9,677		254	
500 Club takings	8,591		-	
	<u> </u>	951,433	<u> </u>	848,151
Membership, competition and shop expenses				
500 Club payouts	7,940		-	
Public liability insurance	361,620		256,203	
Membership cards and badges	6,602		5,851	
Competition funding expenses	37,000		37,000	
Airport subscriptions	12,465		12,425	
Handbooks and manuals	4,209		4,571	
Promotion and publicity	3,463		2,447	
Shop expenses	4,226		5,467	
Profit/loss on sale of tangible fixed assets	-		(949)	
	<u> </u>	437,525	<u> </u>	323,015
		513,908		525,136
Flying, safety, coaching and training expenses				
Wages and salaries	133,952		130,080	
Staff mileage and travel	25,880		27,540	
Examination and club inspection costs	5,200		8,939	
F S C panel costs	11,490		9,447	
F S C committee costs	3,018		1,285	
Flyability	2,000		-	
	<u> </u>	181,540	<u> </u>	177,291
Carried forward		332,368		347,845

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 2020**

	2020		2019
	£	£	£
Brought forward		332,368	347,845
Administrative expenses			
Wages and salaries	106,306		102,029
Executive & voluntary officer expenses	11,370		16,513
Office rent and rates	14,400		13,245
Power, light and heat	2,383		2,280
Insurance	9,312		10,215
Office equipment maintenance	12,516		14,272
Legal and professional fees	147		859
Audit fees	5,400		4,133
Bank charges	10,205		9,010
Printing and stationery	28,273		29,368
Telephone	8,718		9,420
Other office supplies	7,746		9,959
Depreciation of tangible fixed assets	16,286		15,165
	<u>233,062</u>		<u>236,468</u>
		99,306	111,377
Skywings magazine			
Advertising revenue	(51,661)		(47,646)
Publishing costs	176,258		172,844
	<u>124,597</u>		<u>125,198</u>
		(25,291)	(13,821)
Other operating income			
Registration fees	13,486		15,152
Training courses and exam inc	1,594		12,486
	<u>(15,080)</u>		<u>(27,638)</u>
		(10,211)	13,817
Finance income			
Bank interest received		1,225	722
NET (DEFICIT)/SURPLUS		<u>(8,986)</u>	<u>14,539</u>

This page does not form part of the statutory financial statements

BHPA Financial Report (for the year ended 31st March 2020)

Normally this annual report covers the financial year that ended in March the preceding year but these are not normal times and the BHPA like all of us and every other sporting organisation has been through a period of extreme upheaval. So it is appropriate to bring everyone up to date with the association's finances in the current year rather than focusing solely on last year's results which come from the pre covid era. At the beginning of lockdown last March the financial situation for the BHPA looked extremely bleak and indeed we were forecasting substantial losses as we expected lockdown to prevent flying and training for perhaps 6 months. The messages coming through from BHPA schools were dire and Exec decided to waive the school fees for three months and also to waive instructors' fee for 12 months. When the furlough scheme was announced we immediately furloughed the majority of the staff and looked at all options to save money. Fortunately the flying ban was lifted in time to save some of the summer season and consequently membership numbers did not fall away as we had feared. With membership remaining stable and with the savings we have made from operations and the cash we have had from the furlough scheme it now seems likely that we will make a substantial surplus this year although as I write tier 4 restrictions are being extended across greater areas of the country and flying activities are again in jeopardy. Exec has decided to return £30k of the surplus to members through a reduction in next year's subscription, though in reality, because of increasing insurance costs, this will only have the effect of making the subscription price increase lower than it would otherwise have had to be.

I now need to go back to March 2020's accounts. In summary we had the benefit of the significant subscription increase put through in 2019 but this was more than offset by the increases in our insurance premium. The members' third party liability insurance premium is the biggest cost item in our accounts and we are continuing to see large increases in the cost as the underwriters reprice the risk in the light of our accident history. The cost in the accounts rose by £106k from 2019 to 2020 reaching £362k. All other costs together increased by only £2k over the year. The overall result for the year was a loss of £9k compared to a £15k surplus in 2019.

Overall reserves at the end of March 2020 stood at £541k, of which £325k 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.

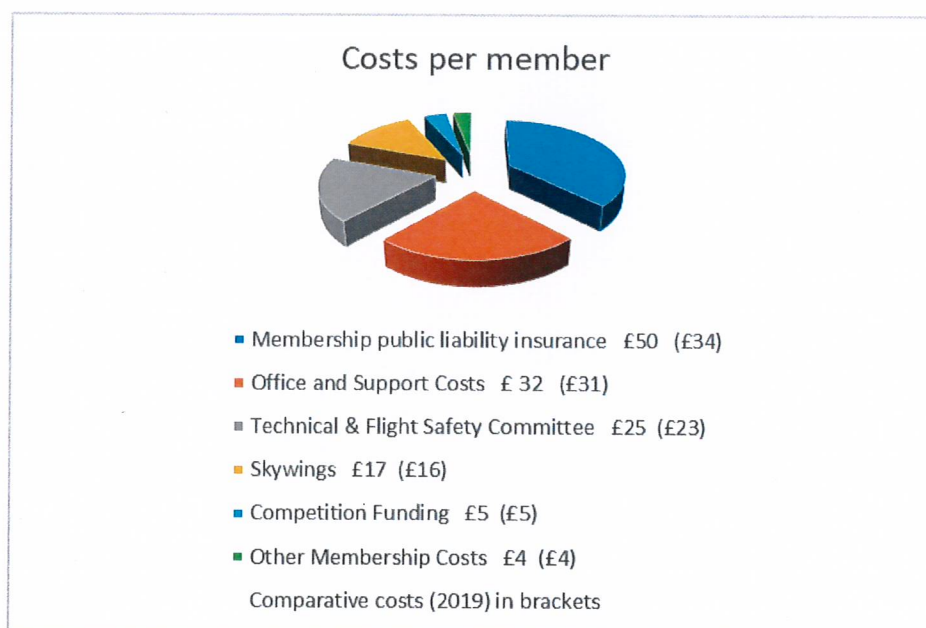
The BHPA holds reserves for three important reasons. Firstly they allow us more flexibility in budgeting; making a loss in a single year is possible provided we make up for it in the next, so subscriptions can be lower than they would otherwise need to be. Secondly they provide us with a fighting fund 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.

As we look forward to 2021 and 2022 Exec has had to make difficult decisions over the level of subscriptions. There is continuing uncertainty over the future course of the pandemic and how it will affect flying and training but as activity returns and we resume normal operations our costs will increase. We are facing a further 10% increase in the insurance premium this year and probably at least the same again next year, so above inflation subscription increases are inevitable. On Exec we all share a desire to keep subscriptions to a minimum and we will use £30k of the expected surplus from 2020/21 to cushion the April 2021 fee increase nevertheless overall fee increase will be around 8% this year.

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

In summary, the BHPA finances remain in good shape and I am particularly grateful to Michelle who manages the office and runs our accounts for all the extra effort and hard work she has put in during what has been a difficult year.

	Year to March	
	2020	2019
	£'000s	£'000s
Income		
Member Subscriptions	900	810
Other income	60	66
Expenses		
Insurance	362	256
FSC	181	177
Skywings support	125	125
Competitions Funding	37	37
Other Membership Costs	31	30
Office and support	233	236
Total Costs	969	861
(Deficit) / Surplus	(9)	15
Number of Members	7249	7590



BHPA AGM – Insurance Report

We have had a bit more of a turbulent year for lots of reasons. Concerning insurance though, two things have happened. The first is that we have a worsening claims history. This is not to say that we have become more litigious as a nation in recent years or that claim numbers have dramatically risen, but the value of claims is on the rise, especially in the serious injury cases. This has meant that our industry is perceived as being a little more risky to the insurance world. In addition, potential insurers have had their fair share of knocks in other sectors and there is a general shrinkage of investors ploughing funds into their market and both these factors have put our ability to secure coverage under some pressure.

In autumn last year our brokers warned us that we could expect to see difficulties renewing our coverage for 2021 as our two year arrangement with Aspen was coming to an end and other underwriters were looking for huge increases in premium to consider taking us on. We were however able to maintain the services of Aspen again this year, but there was a rise in premium as you will see set out in the accounts presented by the Association's Treasurer. Now, at over £400k for £5m coverage things might seem as though they are in a bad place, but it should not be forgotten that back in 2003 we were paying just over £300k for £2m coverage. Taking account of inflation, this would now be well over half a million and for less than half the cover. The coverage provided with BHPA membership for free flight and allied disciplines is still great value and will stand comparison on cost and terms against anything else out there.

Once again I am pleased to report that the indemnity levels remain at £5m across the board and there are no sub-discipline caps. Landowner benefits also remain in place for the benefit of site access. That said there have been occasional calls from landowners to secure £10m coverage before site usage has been permitted. We've been there before; but due to the negotiation skills of local clubs and with our help where needed this has not resulted in any serious site access issues.

Finally, if anyone asks you – no, your insurance hasn't been affected by Brexit...

Martin Heywood

Insurance Director

March 2021

BHPA AGM - Sites Report

2021

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 883 sites, of which 85 are closed pending either a change of ownership or to serve as a warning that they are not safe to fly. During lockdown I re-visited the only site which is recorded as 'disputed'. We did make a little progress in identifying exactly which bit is disputed, but the parties involved were not able to resolve their differences.

Sites Trust Fund

This fund is ring fenced from other BHPA resources and is controlled by 4 trustees: Martin Heywood, Angus Pinkerton and Martin Baxter. Although Adrian Thomas is stepping down from BHPA Exec, he has agreed to stay on as a trustee.

Over the past year members have donated £1,200, and the fund currently stands at £54,700. We offered to support 2 site purchase initiatives. The IOW Club/Butterfly Paragliding expressed an interest in Atherton; and the North Wales Club in Llangollen. Sadly, neither came to fruition. There have not been any formal requests for funding.

Civilian Aircraft Notification Procedure. You will recall that I have been trying to improve CANP for several years. Having failed to make any progress with the military I presented 3 written proposals to the CAA:

1. That our activity is titled Hang Gliding and Paragliding rather than Parachuting as it currently is. The latter is very misleading (and somewhat alarming) to other aviators; and not exactly reassuring to our members. Apparently, it's all governed by Q Codes which are agreed by the International Civil Aviation Organisation (ICAO). One thing I have learned is that virtually no other country NOTAMs routine Hang gliding and Paragliding (the FFVL (French equivalent of the BHPA is resisting the introduction of something similar to CANP). The CAA may decide to support our proposal, even if ICAO doesn't.
2. I've asked for confirmation that, in line with the CAA policy, the military does not routinely mark our sites on their charts (apart from where a CAA tow licence has been issued). The BHPA believes that to do this would encourage complacency amongst military pilots. Confirmation of this policy would focus attention on CANP, and would allow us to formally ditch the site codes that still linger in so many club sites' guides. The military appear to support our proposal.
3. The Military Low Flying System has a ceiling of 2,000' AGL. Since 2014 our CANPs have been published as NOTAMs for all to see, but the ceiling of remains the same. Most GA flies at an altitude (AMSL) rather than a height (AGL) and the concern is that a GA pilot who thinks he is flying over our activity, is actually likely to be flying right through the middle of it. I have suggested that our NOTAMs are allowed to exceed 2,000' AGL (up to forecast cloud base). Although I haven't seen a decent justification, I get the distinct impression that my suggestion will be rejected. That being the case we all need to understand that the ceiling, as well as the sides, of a CANP/NOTAM are porous, both to us and other aircraft.

The CANP for free fliers App goes from strength to strength with 46 clubs listing a total of 467 sites. Even in its introductory year, with COVID-19 and lockdown restrictions, it was used 624 times in 2020. (For comparison purposes there were a total of 168 CANPs in 2013). I am delighted to nominate the authors, Chris Williams and Pete Logan, for BHPA Awards of Merit for their contribution to Flight Safety.

**AGM Report 2021**

Normally my AGM Skywings report focusses on the magazine finances for the previous financial year, in this case 2019/20. But these are far from normal times, and our members, clubs, schools and traders have been hit hard by the necessary restrictions that have been put in place to try to control the spread of Covid.

As a result advertising income in the *current* financial year, 2020/21, is likely to be around 50% of that achieved in 2019/20. By reducing issue sizes and keeping careful control of expenditure we have been able to reduce our operating costs substantially, but despite our best efforts we are likely to go over budget by £5,000 or 4% at year end.

The only upside, is that with less material for publication we have been able to adopt a more expansive magazine layout this year, and have also found a sustainable alternative to plastic packaging that has a minimal impact on production and distribution costs.

Looking back at 2019/20, the following figures show that everything appeared to be moving in the right direction.

	2018/19	2019/20	Variation
Expenditure	£189,149	£192,654	+£3,505
Advertising income (gross)	£63,528	£68,882	+£5,354
Advertising space booked (pages)	182	204	+22
Magazine subscription sales income	£595	£572	-£23
Net cost	£125,026	£123,200	-£1,826
Average postage per magazine sent	£0.63	£0.61	-£0.02
Average net cost per magazine printed	£1.35	£1.34	-£0.01
Average net cost per magazine sent	£1.45	£1.42	-£0.03
Copies ordered	91,400	90,895	-505
Copies printed	92,660	92,085	-575
Carriers	86,400	86,940	+540
Pages printed	552	552	0

Advertising space booked rose by 22 pages and advertising income rose by £5,354. Allowing for the usual inflationary increase in production costs, this still saw the net cost fall by £1,826, despite posting an additional 540 magazines, compared to 2018/19.

The average net cost of postage per magazine fell by 2p, and the average cost of each magazine posted fell by 3p.

In closing I would like to pay tribute to Colin Fargher and Joe Schofield who have worked tirelessly to continue to produce a substantial, informative and entertaining magazine during these difficult time, and to thank all those who have contributed to this effort.



Websites Report 2021

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

Last year I created an online system for joining the BHPA, which went live on our website around the 30th April.

But despite indicating that it should only be used for joining the BHPA, we found that some members still tried to use it to renew their membership. Unfortunately, as it was never designed for that purpose, the system was unable to collect all the additional information required for membership renewals.

Following discussions to establish exactly what additional information was required to cover the numerous membership permutations, I then began developing a more comprehensive online membership system. This expanded system went live on the first of June 2020, and has proved to be a very popular and useful addition to the website.

By the time of the AGM, or shortly after, I hope to have finally completed a major review and reformat of all website pages to ensure they can be viewed on devices that support a minimum landscape resolution of 740 x 360 pixels without the need to scroll horizontally. This resolution is well supported by most larger smart phones, iPads and tablets.

I've also rewritten the majority of the apps used to display information to try to ensure it's displayed in a common format wherever possible. This has also allowed me to create common apps that can be used by multiple pages.

The change to more common apps, and the removal of old files no longer used has increased the free space on the server, which will prove useful in the months ahead.

I've also completed the first stage of creating a new links directory script to replace the old one installed by my predecessor, which was well past its sell-by date. To date I've cleaned up the database to remove dead links, and created a new script to list websites already in the database by appropriate category. The next stage will be to add a suitable link submission routine to this app.

I've also started work on developing a safety information repository on the website. The aim being to allow easy long term access to Safety Matters articles following their in Skywings.

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 2021**

2020-21 Season Competitions Report

Bill Bell, Competitions Director

Plenty of hard work, not quite so many rewards.

What's to say about his last year that hasn't already been said? Competition has, like so much, been laid waste at the hands of Covid.

This time last year we were beginning to understand what was about to hit us but most of us, as it turned out, were overoptimistic and underestimated the damage.

We all spent last season thinking, hoping, praying it would be all over soon.

And repeat.

We all start this season thinking, hoping, praying it would be all over soon.

Sometime year it will all be over. Absolutely, definitely. Please.

The PG Comps Panel trounced everyone by managing to squeeze in a successful comp in Roldanillo, Columbia right at the beginning of 2020. In hindsight a success snatched from right under the nose of the advancing Covid.

That's not to say everyone else hasn't been trying to run comps and I salute the efforts and hard work by many people organising and reorganising, scheduling and rescheduling competitions only to have to cancel or defer.

PPG Comps in particular have been very quiet this year and we are hoping they will spring back into life when the pandemic subsides.

Even where we can cancel in adequate times there are unavoidable costs in trying to run competitions and the Comps community has foregone its usual BHPA funding to, rightly, help with the associations financial strains resulting from the pandemic but the costs of not-quite-running-or-attending-competitions will have made a dent in such reserves as the panels carry and, eventually, the accounts for 20-21.

The picture has not been entirely bleak, credit to the PG and Accuracy communities in particular who have taken what opportunities there were to train, practice and develop skills.

One unforeseen, to me at least, side effect of social distancing was that the skills of accuracy pilots is such that judging has to be up close and personal. The result being that practice could continue to maintain social distancing outside of a full lockdown but actual competition was more restricted.

Clearly, however things unfold, 2021 will still be significantly affected, we are beginning to believe the light at the end of the tunnel is not an oncoming train and we can at least think in terms of scheduling UK competitions so we intend to be returning to some sort of competition schedule later this year but it seems a recognisable 'Normal' will have to wait for the 2022 season.

PG Competitions Panel

Charles Norwood, Chairman

The BHPA XC competition scene despite current setbacks is still active and healthy and we are preparing for a new season in 2021. British Paragliding Open Competitions CAT2 In 2020 we had planned two separate CAT 2 Open competitions; the first our now established Winter Open based in Roldanillo, Colombia with the organisation and management of the event delegated to the local club Airnomads. The event was a great success and pilots experienced good flying, task setting and entertainment. The event was attended by 130 pilots with four valid tasks. Seb Ospina was top British pilot and second overall in a very competitive international field. As one of the few International Open competitions in 2020 our top pilots were able to score good ranking points to further their competition ambitions. This competition is now well established in the International calendar and provides useful winter training for pilots.

The British Championships was due to be held at Le Grand Bornand, France but was cancelled due to current restrictions. No British Champion was declared for the year. The 2021 Championship round is due to be held there in July with past Panel Chairman Steve Senior as meet director.

UK Domestic Competitions.

The British Paragliding Cup and Club Challenge competitions were curtailed in 2020 but the ever popular Cross Country League did run a limited season with Alex Coltman winning.

World Championships (CAT 1).

The 2021 British team for the World Championships is the strongest we have had since 1998. Russel Ogden is still the world's top ranked pilot and we now have 4 pilots with a real chance of podium positions, and the possibility of a well-placed team. The results of the Racing Academy have given us strength in depth, with many talented pilots waiting in the wings. Having team GB do well internationally increases the sports profile and gives a huge sense of pride and ownership to British pilots. It helps to encourage more people into our sport and increases the chance of external funding. Encouraging Female Pilots into competitions One area we are falling behind is female participation in competitions and our next challenge lead by Kirsty Cameron is to bring more women to top level competition.

British Sports Championships 2021.

We ran a pilot survey in November with the conclusions that the Sports Class pilots would benefit from their own championships. Consequently, we will be running the British Sports Class Championships in Gemona, Italy in August 2021. This has proved to be very popular and is fully booked.

Redbull X-Alps.

We have a British pilot Steve Bramfitt, representing the UK in the Redbull X-Alps, one of the highest profile International competitions which is being held in June 2021. Hike and Fly competition is becoming increasingly popular and Panel member Gareth Aston has taken on the training and development role for the Panel.

Future Plans.

A successful zoom Panel meeting was held in December with 16 Panel members participating. The locations for our 2021 Cat 2 competitions were agreed and the development of a dedicated Sports Class Championship. The British Winter Open in Colombia will also be continued in 2022. Other issues discussed were updating the Panel Constitution, maintaining safety standards, future events and the pilot survey results. New members were voted in. Finally, the selection procedure for future CAT 1 events remained unchanged.

Panel Funds.

The season finished with good reserves available to the panel of approximately £16,000 in the British Team account and approximately £15,000 in the competition account. Whilst the accounts are in a healthy surplus the British Team account has some bills due to be paid out for equipment and the World Championships accommodation. The Championships account is due to fund additional BPRA race training development and the newly formed Hike and Fly training activities. Funds are also needed for the Panel web site redeveloped and training new female competition pilots.

Panel Changes.

The outgoing Chairman, Guy Anderson is now supporting Jockey Sanderson in managing our Team. Kirsty Cameron stepped back from 11 years of dedicated Panel work and new member Stan Radzikowski now manages the Sports Class Championships and is Vice Chair. Ben Empson comes in to manage Sponsorship.

Hang Gliding 2020 and Planning for 2021

Tim King, Chairman

2020

At the 2019 planning meeting we had scheduled a full program of competitions through 2020.

3 rounds of the BOS to be held South Wales , Yorkshire and Mid Wales. Plans for these events had been made, permissions and venues sought and confirmed. However as the spring approached Covid restrictions tightened and one by one the possibility of holding each round reduced to zero and had to be cancelled. The restrictions that affected us included the travel restrictions to and from Wales, organised meetings of more than 6 persons, closure of campsites, hotels pubs restaurants, essential travel. It was a difficult decision to make as the clouds lined up from Merthyr to Cromer, but the only “correct “ decision to make. The European championships due to be held in Monte Cucco were also eventually cancelled after all options of postponement were exhausted.

The limitations to international travel affected the British Nationals due to be held in Laragne France and we were forced to cancel due to the uncertainty of being able to travel , attendance of international pilots and even the possibility of being able to fly at all, if we got there.

With hindsight , we can see that it was the only course of action and the monitoring of the situation and flexibility stopped either the pilots or the organisers losing/ wasting more than a minimum of funds , although some booking deposits were regrettably lost.

Having lost the early and best part of the season to site and travel restrictions the UKNXCL never got going and the trophies are not going to be awarded for 2020, as we consider the result would not be a valid and fair competition.

2021

In usual times we hold a planning meeting to review the ending of one season and consider our options for the next year. Covid restrictions have precluded a face to face meeting , but many phone and text messages have discussed options for 2021. See document Hang Gliding 2021.odt attached for some options considered December 2020 and below for the current situation

World Championships

As of 11th February the FAI world championships for both class 1 and 5 due to be held in Krushevo, Macedonia July 18th to 30th are ? .

? means the Macedonian organisers are planning to hold the event and will give a final decision to hold or cancel on the 1st May.

Travel restrictions, covid regulations and participation of other countries are all unknown. My expectation is that the Macedonian organisers will go ahead with reduced numbers. For some of Europe the travel will be straightforward but for us non-European Brits the travel will be more difficult and the necessity of a Covid

vaccination (and paperwork) unknown. Australia, New Zealand, Japan and North and South America are unlikely to be allowed or able to travel.

Our plan is

1. Select a team who have been advised of the known difficulties
2. To enter the competition if it goes ahead.
3. Attend the competition if it is safe and possible to travel

Some decisions may have to be made at very short notice

British Open Series

The current plan was to have 3 rounds starting with South Wales in May , but already the 1st round seems unlikely to be possible .and subsequent rounds in June in Yorkshire and August Mid Wales problematic

Our Plan

Zoom meeting 18th February to discuss options

1. Cancellation of round 1
2. Possible options of a longer competition in June ,July or August.

British Nationals

The planned Nationals of 2020 in Laragne, France which were cancelled may be run in 2021

Our plan

To run the Nationals in Laragne, France in August, when we have found a solution for the BOS

As the event is scheduled for August we have some time to consider our options and how travel plans may be allowed later in the summer. Options for other international pilots will affect the viability of our competition. Permission to hold the event (which are usually gained by now) have been requested but not approved yet from FFVL.

UKNXCL

We hope to have more success with the league this year but this will depend on being able to go flying soon. It is important that pilots are able to fly and practice flying from sites in the UK at the earliest opportunity to gain currency before other competitions start

Paragliding Accuracy Panel

Stuart Short, Chairman.

Paragliding Accuracy

The 2020 Paragliding Nationals succumbed to Covid, although a fun / training weekend did happen in its place at North Luffenham airfield. Thanks go to Andy Shaw and Nigel Barker for organising the flying and to the host club Rutland



Airports. The 2021 Paragliding Nationals is planned to take place in late July.

In 2020 only one squad training weekend could take place due to Covid, and thanks go to Squad Manager Mark Bignell and Andy Shaw for arranging the weekend. 2021 has started brightly with Squad zoom calls taking place. The focus for the Squad is now on the 2021 World Championships in North Macedonia and the 2022 European Championships in Romania. Pilot recruitment focus is on female and young pilots with Green Dragons hosting Learn to Fly Zoom meetings.

The 2020 European Championships in Romania was a victim of Covid, however, UK pilots attended two Cat2 competitions in Lithuania and The Czech Republic. Katie Sykes beat six other Brits to take the

top Brit place, 11th overall and top lady in Lithuania. Simon Sykes beat five other Brits to take the top Brit place and 8th overall in The Czech Republic.

Congratulations also went second place lady Katie Sykes and to Ben Woodcock who was top youth, second place 'buddy' and also claimed the Bronze Paragliding Accuracy Award at the Czech competition.



Classic Accuracy

The 2020 Classic Accuracy National Championships, and the whole Grand Prix series succumbed to Covid. However, a productive fun / training weekend took place at Abingdon on the August Bank Holiday weekend thanks to hosts GLSW&S Scouts.

Classic Accuracy has been attracting parachutists into parascending in recent years, and this year it is hoped to attract more thanks to efforts from Arthur Bentley and Andy Shaw.

2021 hopes to see the Classic Nationals taking place on the August Bank holiday weekend, and all three

Grand Prix events in France, UK and the Netherlands.

PPG Competitons

Bill Bell

The PPG competitions panel did attempt to organise a British Open Paramotor Competition in August but have been largely inactive for this season and news has ground to a halt, Nonetheless we are hoping that activity will resume when lockdown lifts.

Admin Director's Report

On the 7th March 2020 immediately following on from the AGM meeting, as is normal practice, we held an Exec meeting. One of the agenda items discussed at that meeting was the growing threat of Covid 19 and the need for us to put contingency plans in place for the office to continue to operate should the worst happen. Little did we know that things would escalate so quickly that by Tuesday 24th March 2020 as lockdown began those plans had to be actioned, the office closed, and the team equipped to work from home.

With the introduction of the Government Coronavirus Retention Scheme a decision was swiftly made to place Carla, Clair and April (and 2 of the 3 Tech Staff) on furlough beginning 1st April 2020. Michelle and Steph worked full time from home during April and May, and as lockdown eased Michelle returned to the office one day a week beginning Friday 12th June 2020.

The high volume of work was overwhelming. Michelle and Steph found it a mammoth task to handle renewals and new member applications whilst still being available to answer telephone enquiries and respond to emails. To assist with the workload Carla came out of furlough on 1st August 2020 and resumed work back in the office. Michelle and Steph moved from home working back to the office at the beginning of September 2020, and Clair and April were brought out of furlough on 1st October 2020.

Unfortunately, Carla found that her new childcare arrangements rendered working for us financially unviable and resigned leaving us at the end of September. This currently leaves the office staffed by two full time and two part time employees, something we may have to address later this year.

Moves had to be made to alter working arrangements again when further lockdown was announced at the end of 2020. We are now currently operating with Steph based full time at home, April manning the office Monday to Thursday, Clair working from home Monday and Thursday but in the office on a Friday and Michelle splitting her time between the two.

Despite our careful planning both Clair and April were out of action for a while during February when Clair received a positive Covid test and unfortunately had contact with April during a cross over at the office resulting in April self-isolating for the required term. Clair is now back on form and both ladies have returned to work.

It looks as if finally, the end may be in sight with plans in place to ease the country out of lockdown. We will take a cautious approach with the office and react accordingly, bearing in mind that Leicester was the first city in the UK to be put into local lockdown, infection rates are the third highest in the country and more than twice the national average.

I would like to take this opportunity to thank Michelle, Steph, Clair and April for all their hard work and flexibility during a challenging few months. I know they are all looking forward to being back in the office full time and being able to socialise again.

Marc Asquith
Admin Director
March 2021

BHPA Flying and Safety Committee

Report to the 2020 BHPA AGM (13th March 2021)

FSC members and responsibilities:

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



I would like to begin by reiterating to all of our flying community the value of submitting Incident Reports. The BHPA's online 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 online. Submitting a report has never been easier. I realise that many members feel that they don't see any immediate outcome from the submission of their reports, but 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.

During most of 2020 the COVID-19 pandemic affected BHPA members' activities in the UK and abroad, leading to the cancellation of training courses, trips and competitions. Flying was suspended at the end of March 2020 and resumed in mid-May in England. The devolved administrations in the UK imposed additional travel restrictions and there flying resumed over the following month. The BHPA advised on a staged return to flying activities together with employing protection measures in schools and clubs following Government guidelines to minimise transmission of the virus.

In response to the impact of the pandemic on our Schools and Courses, and in expectation of a fall in membership income, the difficult decision was taken to furlough two members of the Technical Staff. Both Dave Thompson and Ian Currer have been on full-time furlough throughout the period.

Because of the restrictions on travel and groups, FSC was unable to meet physically. However, it met online in August to hold an investigatory hearing and in December to hold an FSC meeting with a reduced agenda. We have had one departure from FSC this year, Simon Payne, who was leading the Tow Panel. Simon was replaced by Mick Roche, an experienced paraglider pilot and Senior Coach at Rutland Tow Club.

Incidents

The UK experienced a very dry spring with little rain since March, and the resumption of flying after lockdown took place in thermic conditions that many pilots described as "Alpine" in their strength. Despite the Association's recommendation of a cautious return to the hills and airfields, there was a noticeable spike in incidents in the period after the relaxing of lockdown.

There were 159 reported incidents in the 2020 calendar year. This is slightly lower than for 2019, where 172 incidents were reported, and in light of the restricted opportunities for flight, probably represents a net increase in risk. 60% of the incidents (96) involved injury, again a slightly lower figure than in previous years. There were 51 incidents reporting minor injuries, 42 serious incidents and 3 fatalities. Two of these fatalities were BHPA paraglider pilots and one a non-BHPA PPG pilot. A more detailed analysis of the BHPA data will appear in Skywings and on the BHPA web site in due course.

Looking at the overall position across Europe, through the EHPU's database, flying associations reported 33 incidents where fatalities occurred, a slightly lower number than the previous two years.

2020 Fatality Numbers (PG unless otherwise stated)

Austria	3	
France	10	(8 PG, 2 rigid HG)

Germany	3	
UK	3	(2PG, 1 non-BHPA PPG)
Switzerland	11	(7 PG and a tandem fatality to pilot and passenger, 2 HG)
Italy	3	(1 speedflyer, 2PG)

Examinations, Inspections & Instructor Training

Just before the lockdown hit in March, we held a two-day Trainers' Conference for Instructors and Coaches at the National Centre for Sports in Lilleshall, Shropshire. Amongst the reports on the first day (for schools and instructors) was a session on training incidents, emergency parachute deployments, a new system for making CANP notifications, a briefing on airspace changes and revised pre-requisites for pilots who wish to obtain a dual licence. The second day was open to Coaches as well as Instructors. The sessions included a general review of incidents in 2019, a session on the Association's insurance for its members, a report on Pilot rating written exams and a report on the Pilot Development Structure.

The four Club Coach courses held over the winter season (2019-20) were well attended and well received, attracting positive feedback for the BHPA Technical Staff who run the courses. The fifth Club Coach course that was due to take place in March 2020 was cancelled because of the COVID 19 lockdown. Similarly many examinations and inspections could not take place or were put on hold. The annual Instructor and Senior Coach course was cancelled, and delegates were offered a place on the 2021 course. A paramotor instructor residential course that was planned to be hosted at Parajet's facility in Dorset was cancelled and will be re-organised to take place in 2021 or 2022.

After the first lockdown release, licence examinations were carried out where required to enable operations to continue to run. These included a Senior Tow Coach exam, a Speed Flying Instructor assessment and dual pilot exams. A socially distanced Senior Instructor course was held in October and it is expected that exams for two of the delegates will be undertaken soon. If the exam outcome is successful, it will lead to the creation of a new PPG school.

School inspections recommenced in September. Our assessment is that standards in our schools are generally good, with schools displaying a professional attitude to training. This overall level of professionalism is reflected in the low student incident numbers – amongst the lowest of any of the European Federations. There were 18 reported incidents involving injury in our schools and four non injury incidents.

Airworthiness

Work continues on European Standards through our involvement in Working Group 6, the European group that writes and revises air sports equipment standards. All meetings scheduled to take place during the year were conducted online, hosted by the Standards organisation AFNOR.

As Convenor of Working Group 6, I continue to lead the group with its work on a complete revision to the paraglider Flight Safety Characteristics Standard EN 926-2. The group is currently reviewing the existing flight tests in preparation for practical evaluations of existing and potential new tests.

The paraglider "B Class" represents a significantly greater proportion of paragliders certified under EN 926-2 than those in the other classes. This class includes a wider range of glider performance and behaviour than originally anticipated, encompassing some paragliders that are suitable for training school use and others that are recommended only for experienced pilots who can recognise the onset of canopy disturbances, and have acquired an active flying style to react to them. WG6 has now defined two subcategories within the B Class in order to segregate "high-end" B Class gliders from more docile ones.

The Flight Safety Characteristics Standard is one of a suite of standards that the Working Group is involved with. The paraglider harness standard EN 1651 (revised in 2018) now incorporates an amendment published this year to include a test to measure the force required to extract an emergency parachute inner bag from a harness with an integrated emergency parachute container.

Towing

After a period of little contact from the CAA whilst its staff were working on Brexit planning and the Thomas Cook passenger repatriations, BHPA permits and renewals now seem to be progressing through the system. The CAA has renewed twelve permits for tow sites in 2020. There are four tow site applications for new entries into the AIP that are going through a revised application process.

The trial of "parallel towing" for both hang gliders and paragliders is continuing and is proving an effective ab initio training tool.

Power

The CAA exemption for sub 70kg wheeled aircraft was renewed in April and is valid until 31st March 2022. Interest in power training continues to grow and the Association dealt with many enquiries during lockdown from existing and would-be pilots interested in the Sub 70kg initiative and the Hang Gliding Power rating.

In October the CAA issued an individual exemption to the CFI of a BHPA school to enable flight with a passenger on a wheeled SPHG. The CFI was subsequently examined and then issued with a BHPA Dual PG (Power) License. The activity is being conducted as a trial monitored by FSC and the first feedback report has been received.

2020 did not see as much powered flying as previous years for obvious reasons and the accident rate was correspondingly lower. There were three zero injury SPHG incidents involving BHPA pilots and one PPG training incident resulting in a minor injury. Unfortunately, there was one SPHG fatality involving a non-BHPA member and the BHPA has been tasked to investigate this.

A member of the Technical staff attended the British Paramotor Championships in August 2020 and enabled several BHPA members to acquire Power ratings through examination.

Pilot Training & Development

In April we published Pilot and Pilot (Power) mock exams online, to trial the platform proposed for our Pilot Rating Scheme exams. By the end of 2020 there had been nearly 900 online mock exam attempts made. The feedback we collected supported both the platform and the level at which the questions were pitched. The FSC is now preparing revised Pilot and Pilot (Power) exams ready for launching in an online format as well as on paper.

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

At the beginning of the year, the Technical team received training from emergency parachute manufacturers to take over the running of the BHPA Parachute Packers course, known as the "Emergency Parachute Systems Licence" ("EPSL") course. Some EPSL examinations have already been completed. Another EPSL course may be planned for late 2021.

The results of the second emergency parachute study by Dr Matt Wilkes and his team from the University of Portsmouth, assisted by a member of the BHPA Technical staff, were published in early January. In total, they filmed and analysed deployments from over 140 amateur pilots. A summary of the studies and their conclusions is available online, and a report has been delivered to the Working Group on harness standards. Matt's other work around hypoxia, cold protection and stress was summarised in Skywings in November 2020. Matt also presented at the Mountain Rescue England and Wales National Conference on canopy sports injuries, and practical rescue techniques for hang gliding and paragliding casualties.

Dr Wilkes' study adds significant weight to the idea that we should all become more familiar with our emergency parachute systems. Club Pilot training currently includes a theory section on the use of emergency parachutes. The FSC is considering reinforcing this theory element with a requirement that all trainees complete an exercise to practise the actions required to extract the emergency parachute inner bag from the harness, from a suspended harness or a simulator frame. In addition, The FSC is looking at recommending routine "familiarisation actions" for all pilots, periodically locating the deployment handle in flight to build familiarisation with the looking and reaching action.

Publications Panel

Further copies of the Pilot Handbook were delivered in August as supplies were running low; plans are afoot for a major overhaul and redesign of this key volume. An update and reprint of the Elementary Pilot Training Guide is also under way. Matt Wilkes' excellent study of pilots' real-life deployment experiences was published in Skywings in February.

Airspace

The Airspace Panel continues to receive Airspace Change Proposal notifications on a regular basis. This year there have been six major Airspace Change Proposals, two of which were rejected after representation. There has been a noticeable increase in Airspace Change Proposals and Temporary Danger Areas surrounding beyond visual line of sight drone operations. The protocol to forward proposals for airspace changes to potentially affected clubs has meant that our clubs as airspace users have been able to liaise directly with airspace change proposers. The FSC's Airspace Liaison Officer has provided additional support where required.

Under the banner of Electronic Conspicuity, The CAA introduced a rebate scheme in 2020 which will provide a grant of up to 50% of the cost (or £250, whichever is less) for the purchase of approved devices. Following negotiations with the BHPA, the CAA extended the range of devices they would approve to include some suitable for foot-launched and very light aircraft. They also accepted that a BHPA Pilot rating was suitable evidence of knowledge and experience to qualify for the rebate. The scheme has been quite successful amongst our membership, and around 250 members details have been sought by the CAA as part of their process to pay the grant. The scheme has just been extended for another six months, with a limit of ~4,000 applications, so if you are interested, head here for more information:

<https://www.caa.co.uk/General-aviation/Aircraft-ownership-and-maintenance/Electronic-Conspicuity-devices/>

Conclusion and thanks

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

Angus Pinkerton

Chairman, BHPA Flying and Safety Committee
March 2021.

Paramotor Report

BHPA AGM

March 2021

Hello

Little to report this year for obvious reasons, but the year is young, the days are getting longer and spring is nearly here!

Membership

I'm very pleased to report that the numbers of BHPA Paramotor (PG Power) ratings continues to climb, standing at 811 as of the most recent (1st March 2021) set of statistics, up from 791 this time last year. We estimate there to be between 2,500 and 3000 active paramotor pilots in the UK so although we continue to move in the right direction we still have some way to go.

Very well done to all those that have gained their ratings in the past year.

Competitions

One of the few events that was able to run in 2020 was the British Open Paramotor Championships held in Cheshire from the 13th to 16th of August. The weather was good and pilots flew up to 9 hours of XC navigation flights each over 3 days, as well as multiple precision landing tasks. 18 pilots flew in the event, including 6 pilots in the new Club Class, 5 of whom successfully passed their pilot rating exam on the final day.

Plans are underway for the 2021 competition which should be from 8th to the 10th of July in Lincolnshire, I hope to see you there. Check the PPGComps website for more details.

Return to Flying – Proceed with CAUTION

With the imminent relaxation of travel restrictions on the horizon everyone's plans will of course turn to flying and to events to attend. But please proceed with caution.

Read up on Spring thermals, consider the weather carefully, check or service all your equipment, get that reserve repacked, and check that your membership is current.

Edward Cunliffe
Paramotor Liaison



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