

25th February 2023
Holywell Park
Conference Centre
Loughborough

Annual General Meeting



BHPA

British Hang Gliding
and Paragliding
Association

BRITISH HANG GLIDING AND PARAGLIDING ASSOCIATION

AGM

FEBRUARY 2023

CHAIRMAN'S REPORT

As I have often previously opened my report, once again, and this time for the final time, I remind everyone that the phasing of this Report is always complicated by the fact that we are reporting almost exactly a year in arrears. This AGM covers the financial year April 2021 - March 2022.

Pandemic

From a flying point of view, the Pandemic thankfully passed away into history, our membership numbers recovered, and financial stability returned, albeit briefly.

As noted last year, such was the optimism that, we were looking for a replacement part time member of staff. In fact, we had some preliminary indications that we might also lose one of our full timers, April Lane, and so we recruited 2 part timers, Sarah and Lorna, to allow some time for training. When April did not leave quite when expected, that left us over complement in the office. However, in the recent past, April has now departed, and we are below complement. Luckily, Clair, who left us about a year ago – has discovered that the grass was actually pretty green inside the BHPA fold and so will return to our employment on 1 April 2023, at which point we will return to the normal complement of office staff.

It's worth mentioning that our normal complement is the very minimum we can cope with. It's not so much about the paper work that needs doing, although that is part of it, but simply being able to man the office during normal office hours. We need to be able to answer the phone, which in the summer rings incessantly, we need to be able to cover break times and holidays etc. With one full timer and 4 part timers, we can just about cover this.

Insurance

As Martin Heywood will report elsewhere, we were worried about whether current underwriters would even offer renewal terms this year, but they did, even if it again saw yet another substantial rise in premiums. I seem to spend my life praying for a couple of years free of serious accidents. Two claims, one of which was reserved at a substantial value, have seen limitation pass without proceedings being issued and so are now dead. It is very satisfying to see claims that have been robustly defended fall by the wayside. I do hope that the schools concerned will spread the word as to the efficiency of our lawyers in resisting claims.

EHPU

Before moving on to the most notable event of the year in terms of the EHPU and the BHPA, I should mention that as EHPU delegate to Europe Airports (EAS) and EHPU General Secretary, both I and, Senior Technical Officer, Mark Shaw, attended the EAS Technical Conference in Vienna over the weekend of 28 – 30 October 2022. There were two highlights from our point of view over the weekend. Firstly, the European Aviation Safety Agency, EASA, has proposed to enshrine the thermaling rights of way rules in SERA – making them statutory in Europe. Better still they were considering making them different to those otherwise widely accepted across the entire world. It appeared that some in the European HG and PG Community held different views on this to the European Gliding Community and had said the same to EASA. EAS therefore set up a meeting on the

Friday evening to seek to resolve this apparent difference between EHPU and EGU – no doubt expecting blood on the carpet.

As it happened, both the EGU and Mark and I agreed that the proposal from EASA was unworkable and amusingly, having taken some time to join the meeting in person in finding the venue and then the correct room, performed the usual greetings and introductions, we resolved the issue with the EGU Delegates within 5 minutes. The look of disbelief on the face of the EAS President was a sight to behold.

More significantly, the following day the EAS Technical Conference received a presentation from EASA Officers, Vladimir Foltin and Alain Leroy. Most interesting of their comments in respect of Electronic Conspicuity and U-Space was their acknowledgement that, in Alpine regions, HG and PG make up significantly more than 50% of the GA traffic. Finally, they have got the message and are making changes in their proposals to accommodate our flying!

It's clear that EAS has finally woken up to the need for HG and PG to be properly represented at EASA. I would commend a reading of the various reports on the EHPU website – you may need to ask Mark Shaw for the password.

By the time we meet in Loughborough, the UK Presidency of EHPU will have concluded (roughly 2 weeks previously). The AGM, which is hosted by the Country holding the Presidency at the end of its term, was held at the Lakeside Hotel and Spa at the foot of Windermere close to Newby Bridge. We sought and organised volunteers to meet and greet delegates at Manchester Airport (Mark Hobson and Mark Schaefer). Similarly, we had volunteers meeting the delegates at Oxenholme and giving them lifts to the Hotel (John Blythe and not quite such a volunteer – Ian Curren).

Having been ushered through the system by this team – all the delegates commented on how efficient the system was and how the usual stresses of travelling to an unknown airport were completely removed.

From my point of view – I was terrified on Friday morning about how the system would work – and to that end I had set up a WhatsApp group of the volunteers and a few staff. Early on Friday morning the group sprung into life – messages being sent to Oxenholme about which delegate was on which train and when he would arrive – I had no need to manage any of this, it had acquired a life of its own and worked amazingly well.

We must tender our thanks to the two Marks at the Airport and John and Ian in Oxenholme. The process worked seamlessly without intervention! Thank you. You all created a great impression of the BHPA on all the European delegates.

This event roughly coincided with the 50th Anniversary of the sport of Hang Gliding in the UK and the 30th Anniversary of the formation of the BHPA. The EHPU AGM ends with a dinner on the Saturday night for delegates, this year we opened this up to current and former BHPA members generally to celebrate our anniversaries. We were particularly delighted to see a number of former BHPA, BHGA and BAPC Chairmen attend, together with some of the great and good (and old!) of the sports of hang gliding and paragliding together with FAI President, Dave Monks and EAS President, Andrea Anesini.

I managed to get the formal business of the AGM concluded by about 3.30pm and so the evening started on time at 18.00 with a performance from Kathryn Tickell and Amy Thatcher of traditional northern folk music. This one hour set concluded with an impromptu ceilidh marshalled by Amy.

Dinner concluded with the traditional whisky tasting session provided by Angus Pinkerton and an acapella rendition of Volare, the EHPU anthem.

Many retired to bed having been evicted from the Conference suite but a significant minority headed to the hotel bar. Rumour has it that most headed to bed before 2.30am – but apparently a select bunch of delegates pushed on through to 3.30am!

Given that the trains south had been replaced by the usual unreliable 'bus replacement service', we laid on 2 coaches to take the delegates back to the airport, one at 9.30 and one at 12.30. Ian Curren again performed excellent service by running an early morning trip departing around 7.00am.

At just after 12.30, Mark Shaw and I were the last ones in the hotel car park, able to congratulate ourselves on having run a successful EHPU Event.

Exec. Members

This year we again have an uncontested election for Exec. and so can congratulate Jenny Buck, Paul Dancey, Brett Janaway, Tom Prideux Brune and new comer, Steve Young upon their (re)election.

We must thank out going members of Exec. Julie Drake and Gareth Bird for their service.

I personally welcome Brett back onto Exec. He has been a member on and off for many years and has an extensive knowledge of the workings of the BHPA.

Likewise Steve Young, whom I have known for around 40 years, who will bring his extensive management skills to our table. I hope that the time it takes for new Board members to acquire the relevant knowledge to be able to make a useful contribution will not proved too daunting for him.

Conclusion

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.

And finally, at the very least for the time being, this will be my last Chairman's Report to the AGM. The Constitution provides that Exec. elect from amongst their members, the Chairman of the Association. This is the first item of business at the post AGM Exec. meeting and every year for the last 12 years, I have invited members to stand for the post of Chairman. Bearing in mind that I agreed to act as Chairman for a second term for just one year back in 2012, I must say that I have been disappointed not to have been replaced sooner. It has taken a real effort of will for Exec. to understand that I really meant it when I said I was standing down, and even then the pandemic delayed that process.

I am led to believe that Miss J Buck will stand in my place, even though for a few months she has been posted to Rome as part of her military duties. It may well be that I fade away rather leave with a clean break, but I hope that by the mid-summer Exec meeting, Jenny will have her feet firmly under the table! Good luck Jenny.

MARC ASQUITH
BHPA Chairman
19 February 2023

British Hang Gliding
and Paragliding
Association Ltd

8 Merus Court
Meridian Business Park
Leicester LE19 1RJ

Tel 0116 289 4316
www.bhpa.co.uk



Notice of Annual General Meeting

Notice is hereby given that the Thirty First Annual General Meeting of the British Hang Gliding & Paragliding Association Limited will be held at Loughborough University's Holywell Park Conference Centre, LE11 3GR on Saturday 25th February 2023 at 10.00 am for the following purposes:

1. To receive the Accounts and the Report of the Executive Council for the year ended 31 March 2022.
2. To elect by ballot six members to the Executive Council from the following six candidates:

M Asquith
J Buck
P Dancey
B Janaway
T Prideux-Brune
S Young
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 15 years as Chairman of the BHPA. I have been on BHPA Exec. and BHGA Council before that, almost continuously since 1989. I am a flying nut, having had Air Experience flights on Chipmunks as an Air Cadet in the mid-1970s, flying solo on gliders in 1975 and achieving my PPL in 1976. I learned to fly hang gliders in 1977 with the Swansea University HGC. I flew microlights and worked as an instructor in 1983/84. Learned to fly paragliders in the late 1980s, I still have a pristine Airwave Black Magic! I obtained my PPG and PHG ratings in the mid 1990s, mostly flying my Doodlebug / Discovery combination in and around Snowdonia. I have been the BHPA delegate to Royal Aero Club since my first term as Chairman and became Chairman of the Royal Aero Club for a 3-year stint in the late 1990s. I am now an Honorary Vice President of the RAeC. As Chairman I attended the inaugural meeting of the European Hang Gliding and Paragliding Union in 1998 and have been the UK delegate during both my terms as BHPA Chairman. I am currently the President of the EHPU and a member of the EHPU's Management Committee. Over the years, I have served the BHPA as PR Officer, Safety Officer, Insurance Officer, Admin Director, Treasurer and Chairman. Professionally I am a Barrister specialising in Aviation Law. I am married to Adriana, and we have 3 children, Maria aged 17 and the twins, Daniel and Andrea aged 7. Even if re-elected I will stand down as Chairman at the Exec. meeting immediately following the AGM. I will, however, continue with my roles in insurance and admin and inevitably, advising and supporting whoever takes over as Chairman.

Jenny Buck

Having now been on Exec for two years – as RAeC rep and UK Competitions Director, I have a grasp on Exec processes and have enjoyed working collaboratively with the Comps Panels. As background, I joined the BHGA at the age of 15 back in 1989 and have been a member ever since. 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, 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, teamwork, effective decision making and risk management. I am seeking to remain on 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.

Paul Dancey

I joined the BHPA Executive Council in 1998 with a view to looking after Skywings. My remit has grown over the years, and these days I am responsible for the day to day management of Skywings and the BHPA web site. As part of the Skywings team, one of my tasks is to create the page-turning online version of Skywings magazine each month. As well as maintaining the BHPA website, I was also responsible for creating the website's membership application and renewal facility which I recently expanded to include introductory day memberships. I took up hang gliding in 1989 and joined the SE Wales Hang Gliding & Paragliding Club. Over the years I served on the club's committee in a variety of roles, including magazine editor, secretary, and chairman, before standing down 2016. During my time on the club committee, I was heavily involved in negotiations to purchase the Bloreng and remain keenly interested in site access issues. In the 1990's I spent 5 happy years working for the Welsh Hang Gliding Centre. I am also a past member and chairman of the Welsh Sports Association Executive Committee.

Brett Janaway

I have been a BHPA member since the mid 90's and have been an active pilot throughout that time. I have previously spent three terms on Exec in past years, but after several years away, I now wish to re-join and help shape the future of competitions within the sport. I fly paragliders, hang gliders & paramotors, and hold instructor and tandem licences for paragliding, with hill & tow qualifications. My professional life is predominantly as a competition organiser for paragliding events. I am seeking a further term on Exec to continue to give input for the future of competitions. I already hold the title of CIVL rep for the UK and being on Exec would combine and strengthen this role.

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. 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. My existing tenure on the BHPA exec committee has been a great learning experience and provided some great insights of how we can continue to improve on how we support & serve the needs of our members. I absolutely love flying, genuinely wish for a positive experience for anyone in our sport, and I hope I can continue to build upon my existing experience within the BHPA and focus on contributing towards positive actions and results to the benefit of our members.

Steve Young

I am an active hang glider pilot, enjoying flying in the UK and around the Alps. I am a senior coach (hill) and an Aerotow coach and first aider. I have just retired so I now have time and the enthusiasm to help with BHPA tasks as required. I am Chairman of the Malvern Aerotow club, the Mercian HGC, and a trustee of the Long Mynd site. I spent my career designing engines and powertrains for Land Rover, New Mini and Aston Martin and feel some of my experience and organisational skills could be used by the BHPA as required. I am a keen cross country pilot and want to help in any way to preserve our freedoms to fly cross country in the UK and help to protect all of our sites around the country.



Form of Proxy for Annual General Meeting

I, _____ BHPA Membership No. _____
(FULL NAME IN BLOCK CAPITALS PLEASE)

of _____

being a Full Member of the British Hang Gliding & Paragliding Association Ltd hereby appoint (See Note 1) _____ the Chairman of the Meeting as my proxy to vote for me on my behalf at the Annual General Meeting of the Company to be held at 10:00 am on Saturday 25th February 2023 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 2022 be approved.

FOR	AGAINST

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

M. Asquith
J. Buck
P. Dancey
B. Janaway
T. Prideaux-Brune
S. Young

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 _____ 2023.

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 2022
FOR
BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED

BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED

CONTENTS OF THE FINANCIAL STATEMENTS
For The Year Ended 31 March 2022

	Page
Company Information	1
Report of the Directors	2
Report of the Independent Auditors	4
Income Statement	7
Balance Sheet	8
Notes to the Financial Statements	9
Detailed Income and Expenditure Account	13

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**COMPANY INFORMATION
For The Year Ended 31 March 2022**

DIRECTORS:	Mr M N Asquith (Chairman) Mr M Baxter Mr W M Bell Mr J E Cunliffe Mr P N Dancey Dr M F Heywood (Vice Chairman) Mr A J R Langford (Treasurer) Mr A I Pinkerton Ms J L Drake Mr T Prideaux-Brune Mrs J A Buck Mr G Bird
SECRETARY:	Dr M F Heywood (Vice Chairman)
REGISTERED OFFICE:	8 Merus Court Meridian Business Park Leicester Leicestershire LE19 1RJ
REGISTERED NUMBER:	02618166 (England and Wales)
INDEPENDENT AUDITORS:	Fortus Audit LLP Chartered Accountants & Statutory Auditor 31 High View Close Hamilton Office Park Leicester Leicestershire LE4 9LJ
BANKERS:	Royal Bank of Scotland First Floor 5 Market Street Leicester LE1 6DN

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**REPORT OF THE DIRECTORS
For The Year Ended 31 March 2022**

The directors present their report with the financial statements of the company for the year ended 31 March 2022.

PRINCIPAL ACTIVITY

The principal activity of the company in the year under review was that of encouragement, promotion and support of the sport of hang gliding and paragliding in the United Kingdom.

REVIEW OF BUSINESS

In the view of the committee the association's affairs are correctly shown in the attached accounts. Membership numbers recovered strongly during the year from the covid induced fall in the previous year. Membership at the end of March 2022 stood at 7,387, a 7% increase on March 2021. This increase in membership is reflected in the revenue figures with income from joining fees and day tickets more than doubling from £40k in 2021 to £85k in 2022 and revenue from membership fees increasing by 12% to £958k (2021: £852k). The association received £16k in furlough grants (2021: £74k). Overall turnover increased by 12% to £1,124k (2021: £998k). With the resumption of flying activities and training FSC had a busy year and consequently our costs have returned to pre-covid levels except for our third party liability insurance cover where the cost rose £53k in the year to £453k.

The association aims to run its affairs to generate, on average, a small surplus each year to maintain the real value of its reserves. The reserves enable the association to adjust to adverse changes in the operating environment and maintain services through dips in membership and difficult economic conditions. The reserves are also there to allow us to fight existential challenges to free flight should they occur and to support clubs with site purchases when the opportunity is presented. The association has set aside £50k in earmarked funds to provide loans to clubs for equipment and site purchases of which £8k has been loaned to member clubs.

DIRECTORS

The directors shown below have held office during the whole of the period from 1 April 2021 to the date of this report.

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

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**REPORT OF THE DIRECTORS
For The Year Ended 31 March 2022**

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: 13.12.2022.

**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 2022 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 2022 and of its surplus for the year then ended;
- have been properly prepared in accordance with United Kingdom Generally Accepted Accounting Practice; and
- have been prepared in accordance with the requirements of the Companies Act 2006.

Basis for opinion

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

Conclusions relating to going concern

In auditing the financial statements, we have concluded that the directors' use of the going concern basis of accounting in the preparation of the financial statements is appropriate.

Based on the work we have performed, we have not identified any material uncertainties relating to events or conditions that, individually or collectively, may cast significant doubt on the company's ability to continue as a going concern for a period of at least twelve months from when the financial statements are authorised for issue.

Our responsibilities and the responsibilities of the directors with respect to going concern are described in the relevant sections of this report.

Other information

The directors are responsible for the other information. The other information comprises the information in the Report of the Directors, but does not include the financial statements and our Report of the Auditors thereon.

Our opinion on the financial statements does not cover the other information and, except to the extent otherwise explicitly stated in our report, we do not express any form of assurance conclusion thereon.

In connection with our audit of the financial statements, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the audit or otherwise appears to be materially misstated. If we identify such material inconsistencies or apparent material misstatements, we are required to determine whether this gives rise to a material misstatement in the financial statements themselves. If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.

Opinions on other matters prescribed by the Companies Act 2006

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

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

**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.

The extent to which our procedures are capable of detecting irregularities, including fraud is detailed below:

We obtained an understanding of the legal and regulatory frameworks that are applicable to the company and determined that the most significant frameworks which are directly relevant to specific assertions in the financial statements are those that relate to the reporting framework (UK GAAP and the Companies Act 2006) and the relevant tax compliance regulations in the UK.

We understood how the company is complying with those frameworks by making enquiries of management and those responsible for legal and compliance procedures. We corroborated our enquiries through review of board minutes and discussions with those charged with governance.

We assess the susceptibility of the company's financial statements to material misstatement, including how fraud might occur, by discussion with management from various parts of the business to understand where they considered there was a susceptibility to fraud. We considered the procedures and controls that the company has established to prevent and detect fraud, and how these are monitored by management, and also any enhanced risk factors such as performance targets.

Based on our understanding, we designed our audit procedures to identify any non-compliance with laws and regulations identified in the paragraphs above.

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

We also performed audit work over the risk of management override of controls, including testing of journal entries and other adjustments for appropriateness, evaluating the business rationale of significant transactions outside the normal course of business and reviewing accounting estimate for bias.

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

Use of our report

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



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

15.12.2022

Date:

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**INCOME STATEMENT
For The Year Ended 31 March 2022**

	Notes	2022 £	2021 £
INCOME		1,083,728	917,193
Administrative expenses		1,036,879	925,641
		46,849	(8,448)
Other operating income		39,968	81,341
OPERATING SURPLUS	4	86,817	72,893
Interest receivable and similar income		1,473	1,609
SURPLUS BEFORE TAXATION		88,290	74,502
Tax on surplus		280	306
SURPLUS FOR THE FINANCIAL YEAR		88,010	74,196

The notes form part of these financial statements

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


**BALANCE SHEET
31 March 2022**

	Notes	2022 £	2021 £
FIXED ASSETS			
Tangible assets	5	323,642	327,581
Investments	6	1	1
		<u>323,643</u>	<u>327,582</u>
CURRENT ASSETS			
Stocks		7,345	8,267
Debtors	7	458,169	372,351
Cash at bank and in hand		847,469	708,171
		<u>1,312,983</u>	<u>1,088,789</u>
CREDITORS			
Amounts falling due within one year	8	933,056	800,811
NET CURRENT ASSETS		<u>379,927</u>	<u>287,978</u>
TOTAL ASSETS LESS CURRENT LIABILITIES		<u>703,570</u>	<u>615,560</u>
RESERVES			
Other reserves		42,000	40,000
Income and expenditure account		661,570	575,560
		<u>703,570</u>	<u>615,560</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 13.12.2022 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 2022**

1. STATUTORY INFORMATION

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

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

2. ACCOUNTING POLICIES

Basis of preparing the financial statements

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

Income and expenditure

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

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

Tangible fixed assets

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

Land & buildings leasehold	- Straight line over 7 years
Flying equipment	- 20% on cost
Fixtures and fittings	- 25% on reducing balance
Computer equipment	- 33% on cost

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

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

Government grants

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

Stocks

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

Taxation

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

Current or deferred taxation assets and liabilities are not discounted.

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

Pension costs and other post-retirement benefits

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

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**NOTES TO THE FINANCIAL STATEMENTS - continued
For The Year Ended 31 March 2022**

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 8 (2021 - 9).

4. OPERATING SURPLUS

The operating surplus is stated after charging:

	2022	2021
	£	£
Depreciation - owned assets	9,981	13,019

5. TANGIBLE FIXED ASSETS

	Land & buildings leasehold £	Flying equipment £	Fixtures and fittings £	Computer equipment £	Totals £
COST					
At 1 April 2021	356,958	49,210	30,820	68,272	505,260
Additions	-	2,524	2,519	1,374	6,417
Disposals	-	(1,732)	-	-	(1,732)
At 31 March 2022	356,958	50,002	33,339	69,646	509,945
DEPRECIATION					
At 1 April 2021	39,267	45,351	27,944	65,117	177,679
Charge for year	3,568	2,052	1,338	3,023	9,981
Eliminated on disposal	-	(1,357)	-	-	(1,357)
At 31 March 2022	42,835	46,046	29,282	68,140	186,303
NET BOOK VALUE					
At 31 March 2022	314,123	3,956	4,057	1,506	323,642
At 31 March 2021	317,691	3,859	2,876	3,155	327,581

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**NOTES TO THE FINANCIAL STATEMENTS - continued
For The Year Ended 31 March 2022**

5. TANGIBLE FIXED ASSETS - continued

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.

6. FIXED ASSET INVESTMENTS

	Interest in joint venture £
COST	
At 1 April 2021	
and 31 March 2022	1
NET BOOK VALUE	
At 31 March 2022	1
At 31 March 2021	1

7. DEBTORS

	2022 £	2021 £
Amounts falling due within one year:		
Trade debtors	2,213	1,050
Other debtors	21,760	19,481
VAT	4,006	3,932
Prepayments and accrued income	424,190	339,888
	<u>452,169</u>	<u>364,351</u>
Amounts falling due after more than one year:		
Other debtors	6,000	8,000
	<u>6,000</u>	<u>8,000</u>
Aggregate amounts	<u>458,169</u>	<u>372,351</u>

8. CREDITORS: AMOUNTS FALLING DUE WITHIN ONE YEAR

	2022 £	2021 £
Subscriptions in advance	461,056	409,277
Trade creditors	446,184	362,953
Corporation tax	280	306
Social security and other taxes	7,613	9,390
Other creditors	4,529	4,025
Accruals and deferred income	13,394	14,860
	<u>933,056</u>	<u>800,811</u>

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**NOTES TO THE FINANCIAL STATEMENTS - continued
For The Year Ended 31 March 2022**

9. LEASING AGREEMENTS

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

	2022	2021
	£	£
Within one year	2,600	2,600
Between one and five years	650	3,250
	<u>3,250</u>	<u>5,850</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, for up to a year after a member ceases their membership. The number of members at 31 March 2022 was 7,387 (2021 - 6,913).

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 2022 £42,000 was unprovided (2021 - £40,000).

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**DETAILED INCOME AND EXPENDITURE ACCOUNT
For The Year Ended 31 March 2022**

	2022		2021	
	£	£	£	£
INCOME				
Introductory membership	52,217		23,733	
Individual membership	958,437		852,354	
Club membership	23,874		10,225	
IICF and claims premiums	33,406		16,676	
Shop sales	7,725		6,462	
500 Club takings	8,069		7,743	
	<u>1,083,728</u>		<u>917,193</u>	
Membership, competition and shop expenses				
500 Club payouts	4,034		3,879	
Public liability insurance	453,408		397,982	
Membership cards and badges	8,212		5,670	
Competition funding expenses	9,000		5,500	
Airport subscriptions	12,520		13,470	
Handbooks and manuals	7,909		2,970	
Promotion and publicity	2,739		1,921	
Shop expenses	4,697		2,639	
	<u>502,519</u>		<u>434,031</u>	
	581,209		483,162	
Flying, safety, coaching and training expenses				
Wages and salaries	137,576		132,710	
Staff mileage and travel	22,146		1,229	
Examination and club inspection costs	6,899		1,637	
F S C panel costs	3,827		10	
Repairs and renewals	209		-	
F S C committee costs	2,151		186	
	<u>172,808</u>		<u>135,772</u>	
	408,401		347,390	
Administrative expenses				
Wages and salaries	109,485		108,359	
Executive & voluntary officer expenses	9,992		246	
Office rent and rates	10,043		10,870	
Power, light and heat	2,664		2,340	
Insurance	12,662		9,454	
Office equipment maintenance	11,194		12,439	
Legal and professional fees	-		5,282	
Audit fees	2,890		6,000	
Bank charges	12,099		9,933	
Printing and stationery	26,142		29,824	
Telephone	8,436		8,007	
Other office supplies	7,917		6,603	
Depreciation of tangible fixed assets	9,981		13,019	

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 2022**

	2022		2021	
	£	£	£	£
Brought forward		408,401		347,390
Profit/loss on sale of tangible fixed assets	(725)		-	
	<u>222,780</u>		<u>222,376</u>	
		185,621		125,014
Skywings magazine				
Advertising revenue	(26,100)		(28,078)	
Publishing costs	164,872		161,540	
	<u>138,772</u>		<u>133,462</u>	
		46,849		(8,448)
Other operating income				
Registration fees	15,041		8,594	
Training courses and exams	9,090		(1,120)	
Government grants	15,837		73,867	
	<u>(39,968)</u>		<u>(81,341)</u>	
		86,817		72,893
Finance income				
Bank interest received		1,473		1,609
NET SURPLUS		<u><u>88,290</u></u>		<u><u>74,502</u></u>

This page does not form part of the statutory financial statements

BHPA Treasurer's Report

I am reporting on the financial year which ended on 31st March 2022. The ending of the covid lockdowns saw a surge in participation in outdoor activities and our sports attracted a lot of interest. There was a doubling in the number of day tickets and joining fees and overall membership numbers grew by 7% in the year. As a result of this increase in volume, and of the fee increase in March 2021, overall revenues increased by 12% compared with the previous year. With the resumption of flying activities and training FSC had a busy year, and consequently our costs have returned to pre-covid levels – except for our insurance costs which increased by 14% to £466k. The net effect of the increased revenues and costs was a surplus for the year of £88k, which has been added to reserves.

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.

In this current financial year (which ends in March 2023) costs have risen steeply and I expect that the Association will incur a loss of around £50k. This is not unexpected, as Exec took the view last year that some of the surplus the Association had made could be used to cushion the impact of rapidly increasing costs on subscriptions. However, as we look forward to 2023 and 2024, Exec is again faced with difficult decisions over the level of subscriptions. At the time of writing, inflation as measured by the consumer prices index (CPI) is at 11.1%, and we are expecting a further £40k increase on our third-party insurance premium. On Exec we all share the desire to keep subscriptions to a minimum, but it is likely that subscriptions will need to increase by around 10% from March 2023.

	Year to March	
	2022	2021
	£'000s	£'000s
Income		
Member Subscriptions	1044	893
Other income	56	25
Furlough Grants	16	74
Expenses		
Insurance	466	407
FSC	173	139
Skywings support	139	133
Competitions funding	9	5
Other membership costs	31	24
Office and support	210	211
Total Costs	1028	918
(Deficit) / Surplus	88	74



Angus Langford, BHPA Treasurer

Insurance Report – AGM 2023

Once again there has been a spot of turbulence in our part of the insurance market and we have seen another rise in our premium, and this will contribute to an upward effect on membership subscriptions later this year.

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

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

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

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

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

Martin Heywood

Insurance Director

February 2023

BHPA AGM 2023 - Sites Report

Database

This is NOT a National Sites Guide. Publication of site information is a matter for clubs and schools. The database exists to identify a single point of contact for each site so that enquiries and notifications can quickly be directed to the right person. The database contains 888 sites, of which 88 are currently closed pending either a change of ownership or to serve as a warning that they are not safe to fly.

Clubs and schools should note that we cannot alert them to consultations about **airspace changes** or proposed **windfarms** for sites not registered in the BHPA database. This year has seen a significant number of temporary airspace proposals for **drone trials**, and these are likely to increase in future.

Following problems in Scotland and Northern Ireland, where clubs have not been consulted about **windfarm developments**, we sought clarification from the CAA on whether a hill site constituted an 'unlicensed aerodrome' (the implication being that airfield managers must be consulted about proposed developments). The CAA promised to consider what constitutes 'significant activity' but I don't expect an answer anytime soon. Until that time the BHPA considers all sites to be **unlicensed aerodromes**.

Natural England/National Trust/SSSIs. After 40 years of flying there, the NT has refused to renew the licence for the Kernow club to fly from the Godrey to St. Agnes SSSI. The decision is based upon a requirement by NE for the landowner (NT) to produce a risk assessment and ensure that mitigation measures are in place. Having respected the 'ban' throughout the summer, without any sign of progress, the club has 'disowned' the site. Pilots continue to fly there at their own discretion.

Sites Trust Fund. This fund is ring fenced from other BHPA resources and is controlled by 4 trustees. Over the past year another £1,300 has been donated and the fund currently stands at £57,800. Clubs and schools are invited to apply for grants, normally of up to £25K. There have not been any formal requests for funding this year.

Civilian Aircraft Notification Procedure. The military still hasn't decided whether to adopt the BHPA's suggestion NOT to mark our sites on their charts, although recent AIRPROX have focussed attention on the issue. If sites are not marked on military charts, then that adds to the importance of CANP – that BHPA members submit them, and that RAF crews check the subsequent NOTAMs. I have written an article for Air Clues, the RAF's Flight Safety magazine, due to be published in May. It draws attention to the fact that our NOTAMs indicate that 5 or more pilots were planning to fly there; and that wake turbulence can be as dangerous to us as an actual collision.

Model Aircraft. I'm grateful to Brian Parkins of the Sky Surfing Club who alerted us to the fact that 'Article 16' allows BMFA members to fly larger model aircraft (>7.5kg) above 400' where a BMFA permit has been issued. There is considerable confusion amongst BMFA, BHPA and UKAB members, although it's fairly obvious to us that depth perception is likely to be problematic above that height. The CEO of the BMFA has agreed to re-draft our joint operating agreement to clarify the matter, and has confirmed that no permits have been issued for soaring sites.

Open Access Land

Following the decision not to allow wild camping on Dartmoor, several members drew my attention to the Labour Party's initiative to improve access to the countryside, should they come to power at the next general election. Last year I wrote to the SoS for DEFRA explaining our position. I have now copied this letter to the other main political parties so that we have all bases covered. I've also made contact with the British Caving Association and British Canoeing with the offer of mutual support. Against my better judgement I also joined the Right to Roam campaign. I sensed that their militant/hippy tendencies were a little extreme when they suggested a 'sky trespass'; but since we all trespass when we take off without landowners' permission, or land at the end of an XC, I feel that we have some common ground.



Whilst the magazine continues to be delivered on time and with no real reduction in editorial content, 2021/22 proved to be another tough year for Skywings' finances. The hoped for post pandemic bounce back in advertising income failed to materialize; income actually fell, but only slightly.

Meanwhile membership continued to grow during 2021/22, resulting in an additional 2,468 copies being ordered. But despite the difficulties we faced, by reducing issue size and keeping a close eye on costs in general, overall expenditure in 2021/22 only increased by £501.

Membership growth impacts Skywings' finances in two very different ways. Whilst the net cost increased in 2021/22, the average cost per magazine, both printed and posted, dropped by 1p. But with advertising revenue falling by £2,637, compared to 2020/21, the net cost of publishing and distributing Skywings only increased by £2,992 (2.2%), despite the additional 2,459 copies posted.

Skywings management figures for 2021/22 are shown below, together with figures for 2020/21 by way of comparison.

	2020/21	2021/22	Variation
Expenditure	£170,309	£170,810	+£501
Advertising income (gross)	£37,437	£34,800	-£2,637
Advertising space booked (pages)	109	104	-5
Magazine subscription sales income	£620	£766	+£146
Net cost	£132,252	£135,244	+£2,992
Average postage per magazine sent	£0.54	£0.57	+£0.03
Average net cost per magazine printed	£1.57	£1.56	-£0.01
Average net cost per magazine sent	£1.62	£1.61	-£0.01
Copies ordered	83,092	85,560	+2,468
Copies printed	84,255	86,820	+2,565
Carriers	81,520	83,979	+2,459
Pages printed	496	452	-44

These management figures are based on issue cover dates, rather than calendar months. They therefore reflect the cost of the 12 issues published during 2021/22 (April – March).

Looking at the current year 2022/23, I'm pleased to report that advertising revenue is slowly starting to creep up, and the year end should see an increase of around £3,000. Whilst income will still be well below pre-pandemic levels, the hope is that this is the start of an improving picture.

Unfortunately, along with the rest of the country, Skywings production costs have been significantly impacted by the financial crisis currently gripping the UK following Russia's invasion of Ukraine.

Faced with increased paper, energy and mailing house costs, our printers, Newman Thomson, were forced to increase their charges for the first time in many years. One Post charges were also due to increase in November 2022. Fortunately we were able to negotiate a more favourable contract with them at a rate slightly less than we had previously been paying. But sadly this has now been wiped out by Royal Mail raising their wholesale delivery charges in January this year. Membership, and therefore copies ordered, continued to rise over the first six months of 2022/23, increasing overall expenditure during that period. Subsequently membership appears to have fallen back, but it's too soon to know for certain the overall impact of changing membership numbers this year.

In conclusion, I would like to thank Colin and Joe for their efforts during these difficult times to ensure that Skywings continues to be full of high-quality content. And that of course is only made possible by the many members who have continued to support the magazine by submitting contributions for publication. My thanks to all of you.



Website Report 2023

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

I'm pleased to report that work to create a new online form for one day BHPA introductory membership was completed in July 2022 and became operational in August 2022.

At the request of one of the first schools to use the form, I modified the script to allow schools to include a dedicated URL on their website that will prefill the necessary school information when the form first loads.

This new online application process is broadly based on that used for other classes of BHPA membership, but in this case when payment of the membership fee is confirmed, a BHPA Introductory Membership Certificate is emailed to the student. This certificate includes a reminder that BHPA Introductory Membership is only valid for the day on which it is issued.

The response to the introduction of this online application system was generally positive, and around 54 applications were successfully submitted between 28 August and 2 October 2022.

Unfortunately, we appear to be experiencing a few problems with online payments at the moment.

I'm trying to get to the bottom of this and have started by updating the payment pages to include a reminder to check that the card holder details displayed are correct. I've also added basic local checks on credit and debit card details entered, prior to their submission. I will continue to monitor the situation closely and seek to establish if any other changes are needed to make our online payment system more robust.

Looking further ahead, tougher PCI compliance rules are due to be introduced later this year. PCI compliance is an essential bank requirement for organisations that wish to accept credit/debit card payments. From past experience ensuring compliance with these new rules is likely to be a time consuming task.

A new air sports incident database is also due to be implemented in a few months' time. Whilst the new database will be managed and operated by our German colleagues, I will need to create a new interface on our website to report incidents and display incident summaries. Unfortunately, very little is known about the new database at present or how we will be able to interact with it. But I think it's fair to say that creating a new interface is unlikely to be a quick or easy task.

As a first step I have created a second copy of the current interface on our website. This should allow me to develop and test a new compatible system, whilst keeping the current one running. But given the timescales I'm concerned that our German Colleagues may close down the old database before we have had time to develop a working interface for the new one.

If that proves to be the case, I will try to "freeze" the incident report summaries available on our website, until such time as we are able to update that information via the new interface.

Paul Dancey,
Publications & Website Director
February 2023

19 Feb 23

BHPA Exec and Members

Copy to:

HG/PG/PPG/Accuracy Panels

BHPA AGM COMPETITIONS REPORT 19 Feb 23.

- Excellent work by all panels in maximising competition outputs over summer and planning Pilot Dev opportunities into next year.
- PPG panel to run Cat 1 Worlds in UK in 2024
- Evidence of excellent x-working in disciplines PPG/Accuracy/HG by Andy Shaw and respective panels
- RAeC Award success by Matt Tandy (PG Panel), Dan Jones (PPG Panel)
- Pan panel funding strategy buy in to articulate costings, aspirations and maximising UK Cat 1 opportunities received. Aspiration may outstrip funding capacity, but clear ambition demonstrated.

Priorities

- Matching panel competitions and pilot development aspiration to funding availability.
- Sponsorship WG with coherence by Andy Shaw to maximise efforts to cohere pan BHPA sponsorship opportunities and lessons.
- Confirming funding for FY 23/24

Summary: -

A year of change. Taking over from Bill Bell and his ten years of experience was a tough act to follow; however, the collective support of Execs and the Panels made the transition an easy one. All four Competitions Panels have achieved successes in 2022 (details below) and continue to drive forward all aspects of BHPA competition prowess in HG, PG (inc Hike & Fly), Paramotoring and Accuracy. They do this without much money and rely on a team of volunteers who give up their own time and (often) money to continue to push the envelope.

Part 1 - PG PANEL REPORT – PG Chair Charles Norwood

The 33rd British Championships were successfully held in June at Le Grand Bornand, France with Andy McNicol declared the champion. **The BPRA training comp** was well supported in the preceding week lead by panel member Malin Lobb and Russel Ogden.

The 2nd British Sports Trophy was successfully held in Gemona, Italy with Stan Radzikowski the new British Sports Class Champion.

The XC League, continues to be our best supported competition with a record 130,000 km of distance flown across the UK by 342 pilots. Hugh Miller was the overall winner and Richard Carter the winner of the Sports class.

On the International stage at the **16th FAI Paragliding European Championship** a team of 5 GB pilots was sent to Sopot, Bulgaria. Stan Radzikowski best placed in 11th overall and the team placed 7th

The next competition will be the **Winter Open at Baixo Guando in Brazil** in 9-15 March 2023.

The British Clubs Challenge and the British Paragliding Cup continued to introduce pilots to competitions in the UK. Development of the Hike and Fly competitions is increasingly popular with a national league planned for 2023. (more below).

Other panel news for the period includes a video made of the British Championships and the updating of the panel web site pgcomps.org.uk.

Challenges for 2023 include financial pressures for supporting PG team in Cat 1 events due to inflationary costs, a near total lack of competition insurance cover for pilots and bringing on young talented pilots for the under 26 Junior World Championships in 2024. Encouraging female pilots into competitions remains a challenge.

- Part 2 HG Panel Report – Panel Chair Oliver Moffat

European Championships

The European Hang Gliding Championships were held at Monte Cucco, Italy, from 10th – 23rd July. The British Team consisted of Andrew Hollidge, Carl Wallbank, Dave Matthews Gordon Rigg, Grant Crossingham and Steve Penfold. Carl withdrew before the event due to injury and was replaced by the reserve, Darren Brown. Gordon, unluckily, was injured on task 2, and thereafter took over the duties of Team Manager and driver.

As expected, the competition was dominated once again by the Italian team, with four pilots in the top ten and seven in the top twenty (ignoring guest pilots from outside Europe). Current World Champion Alessandro Ploner defended his European Championship, followed by previous World Champion Christian Ciech, also of Italy, and Primož Gricar of Germany. Team GBs Grant Crossingham was one place back in fourth, two places below his silver medal position in the last Euros. In the team competition the British team was fifth, behind Italy, Germany, the Czech Republic and Austria.

British National Championships and Chabre Open

The combined competition ran from 7th – 13th August at Laragne, France. It followed immediately after the French Championships and Open in Aspres. Several pilots, British, French and others, flew in both competitions. Darren Arkwright, well-known British team member from the '80s and '90s, and designer of Solar Wings hang gliders, acted as Meet Director, and local ex-pat Brian Harris was the scorer.

The competition proved to be competitive, safe and fun. Four days were flown, the remaining three being lost to rain, strong wind and overdevelopment. Tasks from 95 to 130km were flown from Montagne de Chabre, close to Laragne, and La Longeagne, at Aspres, always to goal at

Laragne campsite. Again, as expected, Grant Crossingham (now undisputedly the leading British competition hang glider pilot) was crowned British Champion in Class 1, followed by Steve Penfold and Andy Hollidge. Mike Armstrong won Class 5, and Tim Swait won the Sports Class. The Open was won by Balazs Ujhelyi of Hungary.

Total entry was a somewhat disappointing 39 pilots, slightly down on previous years, with only the Sports Class showing any growth in numbers. The implications of this trend will be discussed by the Panel at its forthcoming Planning Meeting.

British Open Series (BOS) 2

BOS 2 was scheduled to run from 4th – 10th September in mid-Wales but was a washout due to weather and no competition tasks were flown.

Competitions Panel

Four members of the Panel decided to stand down at the end of this year, namely Darren Brown (Chair), Dave Matthews, Andy Hollidge and Nick Collins. No candidates to replace them came forwards despite wide publicity and direct emails. However, Irene Carson was invited and agreed to join the Panel: she qualified by virtue of having officiated at the Aerotow competition in the spring, and of course by having attended virtually every hang gliding competition in the UK for several decades, with her husband Donnie. She is also, currently, either Treasurer or Chair of three free flight clubs in Scotland.

The principal meeting of the Panel, the annual Planning Meeting, was scheduled for November 26th and 27th at the Gliding Club at Abney, in Derbyshire. Its main objectives were to:

- Appoint Panel officers (Chair, Treasurer, Secretary) for 2023 (Oliver Moffatt, Steve Penfold, Simon White; Simon subsequently stood down and was replaced by Irene.)
- Consider the Chair's and Treasurer's reports
- Plan for the World Hang Gliding Championships, Krusevo, Macedonia
- Plan for the National Championships and Open:
 - Consider implications of the long-term trend of falling entries
 - Consider possible collaboration with other nations or other competition formats
- Plan for the BOS:
 - As with the Nationals, consider implications of the long-term trend of falling entries
 - Consider options for scoring: recent BOS competitions have successfully operated with remote scoring. Falling entries and the need to economise make this a potentially viable long-term solution.

Work with other competition organisers to avoid clashes and maximise opportunities: in particular, the Great British Aerotow Revival 2023 and the South Cerney winch competition.

Looking forward

Declining numbers remains the overriding challenge for UK hang gliding, and for competitive hang gliding in particular, with only two nominally full-time schools in the country and a rapidly ageing population of pilots. Proposals are in hand to make the domestic BOS competition more "beginner-friendly", but the absence of a flow of new pilots is very concerning for the future of the sport.

Part 2a – BAC HG Report Rich Hunt

Hang gliders participated in the second part of the 50th celebrations at South Cerney in August, alongside paragliding and squares accuracy. Unfortunately, a poor weather forecast, and pilot injury contributed to poor attendance and no hoped for presence from other winch clubs. There are no plans for any CAT2 or even formal hang glider winch competitions planned for 2023 yet.

Part 3 – PPG REPORT PG Panel Chair Barney Townsend

An extremely positive year for the UK Paramotor Competitions community with 2023 shaping up well.

2022 British Open Paramotor championships

The New scoring software updates MASSIVELY sped up workflow and enabled the organisers to have scores out within a day of the tasks. Ric Womersley commented this year that "He's never known the finals scores produced so soon after the final task in any event" and he's flown in a few comps.

The Club class event at the BOPC, has been extremely successful in pilot development, with 2022 British National Champion Daniel Jones having first entered comps in the Club Class in 2020.

CIMA are discussing what a 'standard' scoring software for PPG Comps might look like, but no firm conclusions have been drawn yet – we have presented the capabilities of our own 'Pesto' software.

Sponsorship confirmed amount raised from manufacturers and suppliers in 2022 was £3300.

Compared to the previous PPG comps, where low level slalom tasks etc (with downwind elements) were achieved, the current format is deemed by SMEs to have increased safety benefits and more participant fun.

Bid for World Championships 2024

The panel are still actively hoping to host a first World Paramotor Endurance Championship in 2024; There is confidence in the panels ability to deliver the competition side of it; with a demonstrably strong level of experience and organisation well in hand – there is now a confirmed site at Manston Airfield – with a bid to go to CIMA Plenary NLT April 2023 for an EGM decision asap.

Barney Townsend attended the 2022 CIMA Plenary and has remained elected as Sec.

The BHPA PPG Panel has new members on it now making the team.

Barney Townsend - Chair
Ric Womersley – Training Officer
Andy Phillips - Secretary
Daniel Jones - Treasurer
Andy Shaw – Sponsorship officer

Plans for 2023:- Following concerns that having the three 'Club class', 'Discovery class and 'Open Championship class', we are diluting the primary competition, for 2023 we are consolidating the Club and Discovery classes into one 'Discovery Challenge' group, effectively reducing the scale and scope of the Discovery flying closer to Club pilot level, with the intention of encouraging those pilots who were at the higher end of the Discovery class skill set into entering the full Open Championship class.

The "Discovery Challenge" is marketed as being for all competition-curious pilots, from BHPA Club Pilot level up to first time competitor, who want to develop their piloting skills, try out some new navigation, and have fun learning from a range of seminars and task briefings. They'll fly a limited selection of navigation tasks and turn points that are separate from the primary championship class map, under all the guidance they need from our supervising Chief Flying Instructor Andy Shaw. More experienced pilots are of course also welcome to enter this group if they prefer to fly using GPS for navigation, but we encourage pilots at this level to consider entering the main championship class. And Club Pilots will still be offered the opportunity to sit their Pilot (Power) exam at the event, under a BHPA examiner.

For 2023, in addition to the primary British Open Championship event, the panel will be running a British Paramotor League, for the first time since 2014. Open to all British pilots, the aim of the league system is to develop and train pilots for competition level flying by providing more competitive flying experience throughout the year.

The crown of British National Paramotor Champion 2023 will be awarded to the best scoring British Pilot, from a combined total score of the first league event (2-4 June), and the British Open Paramotor Championships event in July. This is a separate award from that of the British Open Championships, which is scored solely from points at that one event.

A second league event will be held in August this year, which will form the first of the 2024 British National Paramotor League scoring.

2023 League events:

Event 1: 2-4 June 2023, Green Dragons Airsports

Event 2: 28 June – 2 July 2024, Manston Airfield

2024 League events:

Event 1: 18-20 August 2023, Wingland Airfield

Event 2: Early June, venue TBC

Event 3: Early July, Manston Airfield

In addition, the Icarus Human Powered Aircraft championships will be joining the BOPC at our new Manston Airfield venue in 2023. These incredible aircraft and aviators will help make the event bigger and more engaging than ever before – for pilots, spectators, sponsors, and the community. This fantastic site offers all the space and facilities that we need to hold both championships concurrently, and we are looking forward to welcoming another aviation group to our competition community.

Part 4 – ACCURACY REPORT – Accuracy Panel Myri Ewington

Huge success in completion of the 50th Anniversary celebrations of Accuracy in the UK with Round 3 and Round 4 held in South Cerney. These incorporated both the Paragliding Nationals and a Hang Gliding competition (British Accuracy Cup (BAC) Round 3) and the Classic Nationals and EPAC (BAC Round 4). The ambitious aim of Event Director, Andy Shaw, to mark 50 years in such style was certainly achieved as the BAC:

- provided opportunities for UK pilots to gain more competition experience post COVID
- provided opportunities for new pilots to experience competitions
- allowed UK pilots to gain WPRS points at a lower cost
- increased the number of judges trained with several British Skydiving judges getting FAI experience.
- ran the events to FAI CAT 1 standards with all that was provided to competitors which has been recognised by the FAI.
- included the hang gliders at South Cerney provided additional income as well as a great opportunity to work together and build relationships for future competition and sponsorship opportunities.
- resulted in the United Kingdom moving up several places in the world ranking points. The UK are currently 17th out of 65 countries competing in accuracy worldwide.
- For Paragliding, overall, the BAC (in four events) achieved 23 rounds which included 52 competitors and 14 teams.
- For Classics, overall, the BAC (in four events) achieved 29 rounds which included 22 competitors and 5 teams.
- successfully promoted the 50th Anniversary of Accuracy on Airports Promotion

https://www.youtube.com/watch?v=TS_V0MQMGzk

Paragliding Nationals winners:

- Individual – Ben Woodcock, Green Dragons Airsports
- Team – Green Dragons (Andy Shaw, William Lawrence, Matt Bignell)

Classic National Championship winners:

- Individual - Simon Sykes
- Team - Scout Rebels (Simon Sykes, Katie Sykes, John Lawrence)

The UK team headed out to the European Championships straight after Round 4 of the BAC. With new members of the team there were great team dynamics and excitement at what could be achieved. Despite a tough first round the team fought back hard to finish 13th overall. The team were sponsored by Green Dragons Airsports, Thermal Chasers and P G Fry & Company. Recognition was given by the FAI to the work Andy Shaw did on the safety committee to support both pilots and the event organisers to ensure the competition continued safely. Article [here](#).

The Dutch Grand Prix finished in the Netherlands in October, with the winners being:

- Individual - Richard Bissett
- Team - Green Dragons Airsports (Richard Bisset, Dave Crowhurst, Andy Webster) taking first place.

In the overall EPAC results, Dave Crowhurst took 3rd place & the Green Dragons team took 2nd place, and the Birdwings team took 3rd place. This year's overall results:

- Classics League Champion 2022 was Jamie Robe, Green Dragons Airsports.
- Paragliding League Accuracy Champion 2022 was Andy Shaw, Green Dragons Airsports.

The British Paramotoring team have shown great interest in the Accuracy competitions for 2023 following the collaboration Andy Shaw worked on at the Paramotor Championships. UK classic accuracy judges have continued to judge at EPAC competitions in France and The Netherlands. UK judging representatives have been active on Basecamp forums and in development work, leading on the updating of seminar materials, gender-neutral documentation and Mark Bignell was recognised by the FAI for his development of the software for the scoring systems. The panel will be working hard to ensure that new judges are supported going forward to keep them up to date with changes in rules and invited to future events.

As it stands, currently we have 6 UK Paragliding pilots in the top 200 pilots worldwide.

Cdr Jenny Buck ARRC
BHPA Director Competitions

Admin Director's Report

After the upheaval and the uncertainty of the last two years I'm pleased to report that 2022 was a much more settled year for the office. Although we coped admirably with split home/office working it was good to have the full team re-locate back to the office.

When we bought the office in 2010, we all said that we had bought too much space and that we would have to find someone else to share with. Over the couple of years of the pandemic this space has proved to be a godsend with social distancing built into the layout!

We have had some turnover in staff. As mentioned in last year's report Clair Tewley left us at the end of February 2022 to pursue new challenges. Sarah Leach was recruited as her replacement and joined the team in May 2022 working 25 hours a week. Sarah has settled well into the role and her accounting experience has been of great help to Michelle.

We were further impacted at the end of January 2023 when April Lane left our employ for personal reasons. She was the last of a long Lane / Burdett family line to work for the Association. The first employee of the old British Association of Paragliding Clubs back in 1980 was Jennie Burdett, April's aunt. Some time later, Jennie's sister and April's mum, Elaine Lane, joined the team. Following an office move we needed a part time cleaner, and their mum came in for a few hours every week to push a vacuum cleaner around. Following amalgamation Jennie's young sons, Kris and Bruce started helping out with filing in the summer holidays, Kris went on to look after our IT in later years. More recently we hired Bruce's wife, Carla and finally April joined. April was the last of the line.

The vacancy left by April will be filled by Clair Tewley who has decided to make a welcome return, she re-joins us from 1st April 2023.

With the complexities of our Association, it takes a reasonable amount of time to get new members of staff up to speed. We have undertaken a considerable amount of training with Lorna and Sarah during the winter months, and with Clair's returning knowledge we should be more than adequately prepared to handle the increased summer workload.

I would like to end by passing on my thanks to Michelle, Steph, Lorna, and Sarah for all their hard work during the year.

Marc Asquith
Admin Director
Feb 2023

BHPA Flying and Safety Committee

Report to the 2022 BHPA AGM (25th Feb 2023)

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 Senior Technical Officer)
Mark Shaw (BHPA Senior 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 reporting system.

Incidents & Investigations

There were 188 reported incidents in the 2022 calendar year. This is slightly higher than for 2021, where 172 incidents were reported. 55% of this year's incidents (104) involved injury, a slightly higher figure than in the previous year, however the numbers are too similar to draw any meaningful conclusions. There were 47 incidents reporting minor injuries, 51 serious incidents and 6 fatalities. Four of these fatalities were BHPA paraglider pilots, one was a hang glider pilot under tow and one a non-BHPA paramotor pilot. Sadly, this is double the number of fatalities reported in 2021.

Looking at the overall position across Europe using the EHPU's database, flying associations reported 38 incidents where fatalities occurred, a lower number than the previous year.

2022 Fatality Numbers (PG unless otherwise stated)

Austria	5	
France	8	(6 PG, 2 ski launch speed flying wings)
Germany	12	(breakdown of types not yet available)
UK	6	(4PG, 1HG, 1 non-BHPA PPG)
Switzerland	2	(7 PG and a tandem fatality to pilot and passenger, 2 HG)
Spain	3	
Italy	1	(rigid hang glider)
Sweden	1	(PPG)

Turning to our BHPA statistics in more detail:

- For paragliding (hill and tow) there were 38 minor injury reports, 39 serious injury reports and four fatalities (out of 151 total paragliding reports)
- For paragliding (power) there were 4 minor injury reports, 4 serious injury reports and one fatality (out of 10 total PPG reports).
- For hang gliding (hill and tow) there were 4 minor injury reports, 4 serious injury reports and one fatality (out of 19 total paragliding reports).
- For speed flying there was 1 minor injury report and 3 serious injury reports (out of 4 total speed flying reports).
- There were no incident reports resulting in injury from powered hang gliding.

The above figures include 29 incidents under training.

Apart from the increase in fatal incidents (and in many accidents the difference between an injury and a fatality is likely a matter of luck) there are no evident anomalies. A more detailed analysis of the BHPA data will appear in Skywings and on the BHPA web site in due course.

It is worthwhile pointing out that Coroners¹ are now generally paying BHPA costs associated with producing formal investigation reports for Inquests. We are therefore obliged to withhold publication of those reports - at least until the formal legal enquiries have been concluded. We will of course continue to publish any urgent safety notices that result from investigation of any incidents.

Schools; Inspections, Examinations & Instructor Training.

The BHPA membership database holds the following records of registered schools (numbers correct at year end):

Total schools: 72, of which:

- 5 are Development Schools;
- 10 are Air Experience schools;
- 25 include power as part of their operation;
- 9 include hang gliding as at least part of their operation.

The Technical staff's school inspections have continued according to programme and there are a series of inspections already scheduled for 2023. Their assessment is that standards in BHPA schools are generally good, with schools displaying a professional attitude to training. This overall level of professionalism is reflected in the continuing low student incident numbers.

In 2022 we welcomed a new paramotor school in Devon, a new paragliding school based in Spain and two new paragliding Development Schools – one based in Switzerland, the other in Spain. Progress is still being made towards a new aerotow hang gliding school (we have not had an active aerotow school since Flylight ceased training operations in 2016). Independent paramotor schools continue to express interest in going through the procedure to become BHPA registered schools. We have commenced the process of instructor training and examination for an independent paramotor school that will potentially come into the BHPA in 2023.

Examinations: There has been a continued healthy demand for examinations for BHPA licences. The Technical team has conducted 30 licence exams in 2022. In addition, there are several Dual, Senior Coach, and Instructor licence examinations which are either in process or scheduled for the coming flying season.

Instructor training: There has also been continued high demand for courses this year, and a Senior Instructor course was held at the BHPA office in March 2022, and an Instructor and Senior Coach course was held at Lilleshall in April.

Emergency Parachute Systems: In 2022 the Technical team took over EPSL training from Bill Morris, who for many years had run these courses at locations around the UK. The team revised the course and documentation and conducted two fully subscribed EPSL courses in November 2022. These were held at Lilleshall National Centre for Sport, utilising the large well heated sports hall for practical packing exercises. A further two courses are planned for 2023.

Club Coach courses: The seven Club Coach courses scheduled to run during the autumn and winter season of 2021-2022 all took place and were well attended. The 2022-23 season of Club Coach courses is underway. At the time of writing, the Technical team had delivered two courses before Christmas, a further five courses are scheduled in the period from January to May 2023.

Airworthiness

Work continues on European Standards through our involvement in Working Group 6 (WG6), the European group that writes and revises air sports equipment standards. We held two physical meetings, and one online meeting, all hosted by the Standards organisation AFNOR. A number of subgroup meetings were held in-between formal 'full' meetings.

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 has formulated a method for splitting the EN-B class. Within this class there exists a significantly greater proportion of certified paragliders than in the other classes. The B 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 existing B

¹ In Scotland a Sheriff leads a Fatal Accident Enquiry, and again BHPA costs are generally recoverable.

Class to segregate "high-end" B Class gliders from more docile ones. It has formulated a rationale to place paragliders within the "low B" or "high B" category depending on whether a "voluntary action" is made by the pilot (e.g., applying the accelerator or initiating a spiral dive) prior to the test pilot applying the turbulence simulating input.

Research carried out by WG6 indicates that over 90% of the current paragliders classified as EN-B would be placed in the "high" category if they had been tested using this rationale. This may encourage manufacturers to create more "B low" class gliders, in the same way that the creation of the "A" class set a challenge for manufacturers when it was introduced. Discussion continues on how best to name the five "classes" that result from this change.

As well as the full revision project, WG6 has published two amendments through the formal standards amendments process. The first amendment allows the testing of EN-C paragliders using specially configured folding lines, enabling manufacturers to bring "two liner" configurations into the C Class. In anticipation of two-liner EN-Cs on the market, we published an advice article in Skywings (July '22) and made the text available to our European counterparts so they may translate it and inform their members of the piloting techniques required for this category of paraglider.

The other amendment WG6 published was to the Emergency Parachute standard. WG6 agreed editorial modifications to provide further clarity on testing a steerable parachute with locked controls and the speed of opening requirements to suit the real-world experience of larger size emergency parachutes in the testing environment.

WG6 reviewed a DHV investigation on emergency parachute deployment. A WG6 subgroup is looking into how compatibility issues of harnesses and emergency parachutes can be addressed through the standardisation system and it has proposed two new tests for deployment systems supplied with a harness.

During 2022 the formal winding up of the USHGMA was announced, leaving only ourselves and the DHV as independent HG testing organisations. The BHPA currently intends to continue to maintain its HG Test Rig, and to making this available to any manufacturer who wishes to make use of it.

Towing

Most tow clubs were very active during the 2022 season and the prolonged heat wave during the summer facilitated the completion of many 100km declared triangles. Two incidents, one with fatal consequences (under investigation) and the other with serious injury occurred during the year. Although both events do not appear to have been caused by unsafe procedures, the FSC Tow Panel will be reviewing procedures in the Technical Manual to ensure they reflect 'best practice' as the popularity of towing increases. The initiative by the 'Rude Mechanicals Winch Group' to develop a UK electric winch continues at a measured pace but is still some way off. Norfolk tow group have decided to invest in an electric twin drum Nova "Elowin" winch. The winch meets all BHPA requirements (guillotine, line spreader etc.) and Winch Operators from the group will visit Nova for training before the winch becomes operational. Finally, a significant number of tow permits are due for renewal in 2023 and FSC's Tow Panel Head will be pro-active with the CAA to ensure renewals occur in a timely manner.

The second Great British Aerotow Revival event in Lincolnshire is scheduled for May 2023. This HG event will be attended by the Technical team who will be delivering a Club Coach course at the location.

Power

The CAA's exemption for sub 70kg wheeled aircraft was renewed for a further two years on 28th March 2022. Interest in power training continues to grow and the Technical staff deal with many enquiries from existing and would-be pilots interested in the Sub 70kg initiative and the Hang Gliding Power rating. We attended the annual paramotor championships in July to administer Pilot Power exams and represent the BHPA. The Power Panel of the FSC intend to hold a Trainers' Conference specifically for power instructors, currently being planned for May 2023.

Pilot Training & Development

In 2020 we published Pilot and Pilot (Power) mock exams online, to trial the platform proposed for the online variant of our Pilot Rating Scheme exams. For the year 2022 there were nearly 1100 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 preparing revised Pilot and Pilot (Power) exams ready for launching in an online format as well as on paper. The online exams are currently being trialled by the Derbyshire Soaring Club.

The FSC is continuing to monitor a number of trials including the Speed Flying training programme and the use in paramotor schools of paramotor-specific (non-EN 926-2 certified) wings in a training environment. Clubs

offering conversion training to the aerotow environment have requested a trial of the use of slightly shorter tow lines. This is under consideration by the FSC, and a new conversion syllabus is being drafted. In 2021 a BHPA CFI was granted an individual exemption by CAA to fly dual SPHG and the BHPA assisted by examining the CFI and issuing them with a 'unique' dual PPG licence. In powered paraglider flight training, initial flights by the student are normally carried out solo, the student under direct control of their aircraft. This FSC trial allows the dual aircraft to be used to introduce students to powered flight under the control of the CFI pilot on board. The benefits of this method of flight instruction have been explained to the CAA.

The FSC has drafted a medical declaration for dual pilots, a self-certification system based on the DVLA's driving Licence requirements. It is expected to be introduced in 2023 following further review.

The online Pilot Development Structure relied to an extent on linking to media resources from third parties. Unfortunately, many of these links are now broken and the PDS is not currently accessible. The paper 'summary' of the foundation layer for new paragliding hill CPs is still accessible through the BHPA website. It is used by several clubs and forms the basis of Pilot training courses delivered by some of our Development schools. It is the FSC's intention to update and refresh this document in line with feedback from Club Coaches.

Publications Panel

The comprehensive overhaul and redesign of the Pilot Handbook took longer than expected to pull together. Mark Dale's extensive rewrite, with substantial contributions from all three members of the BHPA tech team, has resulted in a bang-up-to-date handbook which is now completely in synch with all known post-EU and post-EASA legislation, as well as, for example, recent developments in glider technology and EC equipment. The new Pilot Handbook should be coming off the press round about now and will be available to schools and dealers by March at the latest.

Airspace

The Airspace Panel receives Airspace Change Proposal (ACP) notifications on a regular basis. There continues to be a steady increase in Airspace Change Proposals and Temporary Danger Areas surrounding beyond visual line of sight drone operations. The protocol to forward proposals for airspace changes to potentially affected clubs has meant that our clubs as airspace users have been able to liaise directly with airspace change proposers, with additional support provided where required by the FSC's Airspace Liaison Officer.

The CAA introduced the Electronic Conspicuity rebate scheme in 2020 which provided 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. At the beginning of 2022 the BHPA provided guidance to the CAA office in charge of processing applications so that its staff were able to identify valid BHPA membership and ratings. This meant that applicants could approach the CAA directly without the BHPA office needing to process membership validation requests from the CAA. Before the BHPA ceased its direct involvement, it was understood that over 10% of the BHPA membership had made use of the scheme.

In April 2022 we submitted a BHPA response to the CAA's Airspace Modernisation Strategy consultation. Remotely Piloted Aircraft Systems (RPAS – better known as drones) play a significant part in how the regulator envisions the future uses of UK airspace. Our concern that BHPA activities are not widely understood prompted us to publish a BHPA Position Paper on Electronic Conspicuity which has been distributed to aviation representatives. In October the BHPA hosted the CAA's General Aviation and RPAS Unit for its "Community in the Spotlight" feature. We were able to present the unique portable nature of our air sports and show them, with the aid of a demonstrator paramotor and powered hang glider in our offices, the limitations to equipping our aircraft with EC 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
February 2023

Paramotor Report BHPA AGM February 2023

No apologies this time for repeating myself yet again this year. The challenges remain the same.

Membership

I'm very pleased to report that the numbers of BHPA Paramotor (PG Power) ratings continues to climb, standing at 910 as of the the most recent (31st January 2023) set of statistics, up from 871 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. Also very well done to the new schools that have been established, while I've never been an instructor myself I know how much hard work goes into opening a new school.

Competitions

I didn't make it to the competition last year but all reports show the British Open Paramotor Championships was a great success. Competition director Barney Townsend's report was published in SkyWings in September 2022.

Plans are underway for the 2023 competition which will be from the 28th of June to the 2nd of July at a new venue, the historic Manston Airfield, in Kent, I hope to see you there. Check the PPGComps website for more details.

Low Flying

As ever, low flying continues to be a priority for the CAA, while breaches are difficult to prove to the satisfaction of the courts the CAA do prosecute. The latest example (low flying a populated beach at Lyme Regis) went to court and the culprit (a repeat offender) received a fine of £2,000 alongside costs of £750 and surcharge of £190 to fund victim services. **Beware.**

Please remember to fly courteously to those on the ground and always within the rules as published in the Air Navigation Order and The Skyway Code. If anyone has any doubts as to the rules they should always get in touch with a club coach, an instructor or myself for clarification before they fly.

**Edward Cunliffe
Paramotor Liaison**



**British Hang Gliding and
Paragliding Association**

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