



Meeting 2011B of the BHPA Executive Council

Meeting held on Thursday 7th April, 2011 at the BHPA Office, 8 Merus Court, Meridian Business Park, Leicester, LE19 1RJ

These notes of the minutes are not to be taken as a full record of the Meeting of the Directors of BHPA Ltd.

Present:
Marc Asquith
Bill Bell
Chris Burns
Paul Dancey
Martin Heywood
Brett Janaway
John Nash
Angus Pinkerton
John Welch

In attendance:
Jennie Burdett
Mark Dale
Joe Schofield
Dave Thompson

ITEM 1: APOLOGIES

Apologies had been received from Ed Cunliffe, Angus Langord and John Lawson.

ITEM 2: MINUTES OF LAST MEETING

Executive meeting 2010C – 9 December 2010

With minor amendments the minutes were approved.

ITEM 3: MATTERS ARISING

2009 – B3 Mark said that we have already published a draft policy with the Club Bulletin but now that we have a new government which has scaled this down we could probably remove the word 'draft' and use this as our final policy. This action was left open as John was not at the meeting.

2010 – A4 Closed

2010 – A6 Closed

2010 – A9 Closed

2010 – A10 Continuing

2010 – B1 Paul commented that the venue for the AGM had been very good and he wondered how much it had cost. Marc replied that it had been quite cheap. Closed.

2010 – B2 Closed

2010 – B3 Membership fees and supplements would be discussed on the main agenda.

2010 – B4 Closed

FOR ACTION: (2011 – B1) Brett Janaway to bring paper on helmet stickers to next Exec Meeting.

2010 – B5 Closed

2010 – B6 Closed

2010 – B7 Closed

2010 – B8 Continuing

2010 – B9 Closed

ITEM 4: CIVL VOTE DEBRIEF

Calvo gave a brief outline of how CIVL worked and explained that proposals from working groups were put forward and voted on at a plenary meeting. With regard to our proposal for serial class, there is another proposal for a new competition classification. A number of countries were with the UK in wanting serial class but the proposal had been defeated and it remains to be seen whether the open class working group proposal will work. It is unlikely that a decision will be made this year but if it does not live up to its promise then there would be a good chance of getting serial class in for 2013.

Angus P reported that ENWG6 had received no notification from anyone about the 'E' class glider and Calvo said he understood that this would be put to the next meeting. Angus then pointed out that the EN timetable would require this to get started immediately as the next meeting is in June. Also, Angus informed members that the chairman of WG6 is retiring at the end of this year so there may also be a change of secretary.

Mark added that legal advice may be required in regard to the safety of this new standard.

ITEM 5: SKYWINGS TECHNICAL ARTICLES

Brett requested that this item be left until the next meeting.

ITEM 6: COMMUNICATION - TERMS OF REFERENCE

John N and John L had produced written Terms of Reference for their review of all BHPA methods of communication. They would also be looking at how other national bodies communicate with their members.

It was agreed that full co-operation would be given to them.

ITEM 7: BHPA FACEBOOK PAGE

John N said that a lot of our schools and most of the clubs are using Facebook, he said it is a very good way to reach younger people as most of them are on there. Brett added that it is very worthwhile advertising on Facebook and it is also quite cheap.

After some discussion it was agreed that BHPA should have a Facebook page and John N would be the moderator. John was also asked to check Wikipedia.

FOR ACTION: (2011 – B2) John Nash to set up Facebook page and to check Wikipedia.

ITEM 8: BHPA CLUBS ABROAD

Dave reported that we already have several schools abroad and now requests from a couple of clubs abroad. At the moment it is working really well with schools abroad so we need to consider having clubs abroad too. This would mean that our members could get their Pilot and Advance Pilot tasks signed off by a club based abroad.

Brett suggested that we could accept clubs abroad 'subject to individual approval'. There followed discussion about clubs that did not have coaches or a Chief Coach and whether it should be a requirement that they do have at least a club coach. Brett felt that the least number of obstacles that we put in the way of people forming a club the better.

Most members at the meeting felt that clubs abroad was a good idea, subject to all the other requirements for a normal UK clubs.

FOR ACTION: (2011 – B3) Martin Heywood to check paperwork for registering a club.

There then followed some discussion about payment for coaching and whether coaches should charge.

FOR ACTION: (2011 – B4) Martin Heywood, Brett Janaway and Dave Thompson to look at payment for coaching.

ITEM 9: DUAL PILOT FEES

9.1 Brett said that at the moment it is too easy to get a dual pilot licence and some people are getting a licence before they are ready for it. He said it is much stricter in the French system and in Switzerland it is even harder.

John W made the point that this is not quite the same as the French system allows someone to work commercially. Mark added that Brett seems to be trying to fix a problem that does not really exist, a dual pilot has to be assessed by a Senior Coach who is himself a dual pilot. Calvo agreed with Brett and said that he had seen BHPA dual pilots who were unable to rear launch do dual.

John went on to say that things have evolved in the last ten years which means that pilots can get air time but with fewer flights, which means that they do not have the ground handling experience because they have longer but fewer flights. He felt that there probably was case for increasing the experience of pilots before they can get a dual pilot licence.

There were opinions both for and against any change to the current system and Martin asked Brett and those in favour of change to come up with some evidence to show that the requirement should be increased. We need to decide whether there is a problem and if so what we can do to fix it.

FOR ACTION: (2011 – B5) Brett Janaway to get evidence of dual flying problems.

9.2 Brett then spoke of the insurance supplements for paragliding dual pilots. He felt that if we raised the bar for dual pilots, as already discussed, our dual pilots would be better qualified and we could probably dispense with the supplement. It was noted that the supplement is only on PG dual because that is where the accidents were happening and an accident involving a passenger could result in a huge claim.

There was discussion about the number of members who leave the BHPA as they do not want to pay the supplement. Dave said that currently instructors abroad do not pay the supplements because they are not covered by our insurance so we could apply this to dual pilots too.

ITEM 10: REPORTS

10.1 Finance Report

Angus L was unable to be at the meeting but had circulated his written report.

There was some discussion about the membership database and it was felt that we should start to look around for a new system. We need to write out what we are using it for and what we would like to use it for if we had the opportunity.

FOR ACTION: (2011 – B6) John Nash to look at what database systems are available 'off the shelf'.

10.2 FSC

Angus P reported on the trial of downhill speed gliding, which FSC regard as a separate discipline. The flying of paragliders in very windy conditions is a different kind of speed gliding. Following the trial there will be a completely new qualification.

FSC proposed that those members already flying smaller wings should be included in normal paragliding, although they are advised to discuss the use of these wings with a coach.

Martin reported that the appeal panel has been set up following the two recent FSC disciplinary hearings.

10.3 Insurance

Martin reported that we now have our first claim on the new policy but it is only for £800 so it is not going to cause any difficulties.

10.4 Admin

10.4.1 Marc reported that the F&GP had reviewed staff salaries. He added that almost all staff are now at the top of their salary scale so they all got a 5.1% pay increase. We will need to look at the salary scales for next year.

10.4.2 Membership fees were then discussed. Marc had circulated a paper with his proposed fees. The main point was to make the membership scheme simpler, possibly by getting rid of categories that had only a very small number of members as well as removing the dual pilot supplement.

Calvo asked if we could have a mechanism for people who lived abroad to have a discounted membership rate as they would not be covered by our insurance. This would enable them to remain members and keep their ratings.

Martin suggested that we could have a new category with World Wide Insurance for those people living abroad. There could simply be an extra tick box on the membership form to say they have the extra insurance. We could put this to the insurers for competition pilots in the first instance and maybe expand it later.

Marc added that anyone holding a FAI Sporting Licence could apply for the extra insurance and it would be available to those resident abroad or who exceeded the 120 day limit.

FOR ACTION: (2011 – B7) Martin Heywood, Marc Asquith and Brett Janaway to liaise with our insurers re World Wide Insurance.

John W asked if there was any scope to help TIs as they struggle while they are training. Angus P proposed that instructor supplements (including TIs) should remain at £60 rather than being put back to the original fee of £80. The supplements had been reduced during the Foot & Mouth outbreak but had never been put back up again. Angus believed that it would cause bad feeling if the fees were increased now.

John W also suggested that the Intro Membership fee should be reduced for a dual flight. £15 is quite a lot in membership for only one flight but is acceptable when training for a full day. Several members were quite keen on this idea and agreed that there should be a Dual Flight Membership.

Marc said he would take points raised during the discussion on board and come back to the September meeting with proposals. All were happy with this and fees would be remitted to the F&GP.

10.4.3 Marc informed members that the cost of holding the last Exec Meeting in London was £2,181 and the cost of holding the meeting in Leicester was £1,319 which is a significant saving.

10.5 Skywings

Paul reported that Skywings would come in under budget and that the latest figures show a slight improvement. In response to a query from Brett, Paul said he had spoken to Colin Fargher re the accounts and things are getting back on track.

10.6 Website

10.6.1 Paul spoke about PCI compliance which is a very big task for a company as small as BHPA but unfortunately there is no option if we want to take electronic payments.

10.6.2 Dave gave details of a complaint concerning some information on our website. It appears that the school in question is advertising hang gliding courses but if someone wants to book one they are persuaded to do paragliding instead. There is concern that this is contributing to the decline in hang gliding.

Unfortunately this was not simply a matter of changing the entry on our website and Dave and Mark explained why this was more complicated than they first thought.

After considering the matter it was agreed that before it could be resolved we need to have a formal complaint in writing.

FOR ACTION: (2011 – B8) Mark Dale to request complaint in writing.

10.7 Competitions

Bill had circulated a competitions report which was discussed. The Paragliding Worlds are in Piedrahita this year and we are currently ranked eighth. Calvo said our pilots are very familiar with the site and hoped to do well.

He also reported that we have a new type of competition this year with thirty pilots from the north and thirty from the south, which should be interesting.

The Bleriot Cup had been discontinued but Calvo said he is trying to get this going again. Mark suggested that the FFVL may not want to continue with it because of the cost and maybe we could suggest that it is held in the UK every second year.

10.8 External representation

10.8.1 Marc said there had been a RAeC meeting earlier in the week. The meetings were now oscillating between London and Leicester. The only interesting thing to report is in regard to the Queens Cup for air racing. The air race is a simple out and return and the BMAA had put in a bid for it. Marc had voted for the BMAA but the Aerobatic Association had won the vote. Marc said it may be something that we could consider bidding for in the future.

10.8.2 Mark reported that he had been to Europe Airports the previous week and from 2012 it will be illegal to fly up to cloudbase, at night or below 500ft. Some of these things our CAA have the power to vary and whilst they have said that they will, we should ensure that they vary all of them. Mark suggested that we should request a meeting with SRG to discuss this.

FOR ACTION: (2011 – B9) Mark Dale to set up a meeting with SRG for himself and Martin Heywood.

ITEM 11: ANY OTHER BUSINESS

11.1 Calvo referred to an issue a couple of years ago when it had been suggested that there may be a conflict of interest between his position on CIVL and him being Meet Director of a Category 1 event. He wanted to make the Exec aware that he is Chairman of the Paragliding Sub-Committee of CIVL as well as a Vice-Chairman of CIVL and is sometimes employed as Meet Director or Safety Director by a National Aero Club.

11.2 Bill mentioned the London Olympics and said there is expected to be a huge number of airspace notifications and we need to be aware that this could cause difficulties. Mark said he had spoken to Tom Hardie already but got the impression that Tom had not been at the meetings.

There was quite a lot of discussion of this situation and it was felt that we should be putting in objections where appropriate. We need to be sure that Tom and the GA Alliance are doing something on our behalf.

FOR ACTION: (2011 – B10) Mark Dale to speak to Tom Hardie and make sure that the GA Alliance are on top of things re the Olympics.

11.3 Marc informed the meeting that Steve Varden is struggling to find a Treasurer and Chairman for Flyability and asked if anyone felt able to get involved. He explained that Steve had set up Flyability and run it for years but now he wanted to pull back, however, there are not many people as motivated as him to keep it going. Marc said he was reluctant to set a precedent by offering book keeping assistance from the BHPA office. John W suggested putting something in Skywings and Marc agreed.

There being no other business Martin closed the meeting at 4.45pm. The next meeting would be Thursday 8th September.

ACTIONS - OPENED, CONTINUING

WHO	NUMBER	WHAT	STATUS
John Lawson	2009 - B3	(Action taken over from Marc Asquith) Look at Child Protection Policy.	Continuing
Brett Janaway	2010 - A10	Look into registration of national records and put this on the agenda for the next meeting.	Continuing
F&GP	2010 - B3	Review membership fees and supplements.	Continuing
All Exec	2010 - B8	Consider names for BHPA president.	Continuing
Brett Janaway	2011 - B1	Produce paper on helmet stickers for next exec.	Opened
John Nash	2011 - B2	Set up Facebook page and check Wikipedia.	Opened
Martin Heywood	2011 - B3	Check paperwork for registering a club.	Opened
Martin Heywood/ Dave Thompson/Brett Janaway	2011 - B4	Look into possibility of payment for coaching.	Opened
Brett Janaway	2011 - B5	Present evidence of dual flying problems.	Opened
John Nash	2011 - B6	Look at possible new database systems.	Opened
Martin Heywood/ Marc Asquith/Brett Janaway	2011 - B7	Liaise with insurers re World Wide Insurance.	Opened
Mark Dale	2011 - B8	Get complain in writing concerning re school info on website.	Opened
Mark Dale	2011 - B9	Set up meeting with SRG for himself and Martin Heywood.	Opened
Mark Dale	2011 - B10	Speak to Tom Hardie re Olympics.	