

24th February 2024
Holywell Park
Conference Centre
Loughborough

Annual General Meeting



BHPA

British Hang Gliding
and Paragliding
Association

BRITISH HANG GLIDING AND PARAGLIDING ASSOCIATION

AGM

FEBRUARY 2024

CHAIRMAN'S REPORT

Since taking over as Chair from Marc Asquith in Jun 2023 as predicted, I will follow his precedent by reminding 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 2022 - March 2023. Despite the challenges posed by the weather, ongoing Electronic Conspicuity concerns and the ever-present challenge of maintaining liability insurance for our members, it has been a year of significant accomplishments for our Association.

Membership:

I can report that our membership has remained steady, with our total membership standing at approximately 7040 members.

Insurance:

To be covered by Martin Heywood in a separate report.

Exec. Members:

This year we again have an uncontested election for Exec. and so I can congratulate Marc Asquith, Ed Cunliffe, Martin Heywood, Angus Pinkerton, and newcomer, Stuart Blackburn upon their (re)election. We must thank the outgoing member of Exec, Tom Prideaux-Brune, for his service. I personally welcome Stu onto Exec, as a (now) Ex Royal Navy Colleague, he brings a wealth of safety, risk management, policy and process understanding to the BHPA and is currently Chair of SE Wales HG&PG Club. The main subcommittees of the Executive, notably FSC and F&GP have continued to support the outputs of the Association. The corporate knowledge by key members of Exec, combined with that of the Tech Staff, have ensured that our commitment to safety in flight and to training and development remains unwavering, and this year our network of registered schools remains steady, providing new pilots with the knowledge and skills they need to fly safely and responsibly.

Competitions and Events:

The calendar of competitions and events has once again been a highlight of the year, providing opportunities for pilots of all skill levels to test their abilities and connect with fellow enthusiasts. From local club competitions to national championships, the events have showcased the talent and camaraderie that define our community. I would like to extend my gratitude to all the organisers, volunteers, and sponsors who have contributed to the success of these events with further explanation on notable successes from Bill Bell as Competitions Director. In 2024 the UK will host the FAI Cat 1 World Paramotor Endurance Championships – all work led by the volunteers of the PPG Comps Panel – exciting times.

EHPU:

I attended the recent meeting of the EHPU in Vienna to better understand the UK's role in that organisation. Marc remains a board member with Mark Shaw as General Secretary. An impressive room to be part of and the opportunity to meet and engage with all country's delegates, Chairs/Presidents was indeed a privilege. The work of EHPU ensures a shared experience and common voice to EAS to ensure the requirements of HG & PG are heard and remain at the forefront of legislature that could impact our sport. We are ably represented there

by Marc, Mark, and Angus Pinkerton as Airworthiness representative. Jean Yves Squifflet, on behalf of the Belgium Federation has taken over the Presidency of the EHPU from Austria for the next 12 months.

Staff:

More on office staffing from the Admin/Company Sec report, however I would like to take this opportunity to mention that following nearly 28 years' service to the BHPA, Dave Thompson took voluntary redundancy in Dec 2023. The decision to downscale Tech Support was financially driven and I would like to personally thank Dave for his efforts on the Association's behalf over many years. His service and contribution has been recognised by his award of the RAeC Bronze Medal.

Environmental Stewardship:

As stewards of the natural environment in which we fly, we recognise our responsibility to minimise our impact on the land and promote sustainable practices. This year, Martin Baxter has been working with 'Outdoors for All,' an initiative designed to maximise and strengthen polices for recreations and environmental protection. Local clubs are supported in partnering with environmental organisations and landowners to develop guidelines for responsible flying and to advocate for the preservation of our flying sites. By working together, we can ensure that future generations of pilots will have the same opportunities to experience the joy of free flight in the UK's countryside.

Looking Ahead:

As we look ahead to the coming year, we are excited about the opportunities and challenges that lie ahead. We remain committed to supporting the growth and safety of hang gliding and paragliding in the UK, and we will continue to work tirelessly on behalf of our members and the broader flying community.

In closing, I would like to express my sincere gratitude to our members, volunteers, staff, and associate organisations for their dedication and support throughout the year. It is because of your passion and commitment that the BHPA continues to thrive and succeed. On a personal note, my thanks remain with Marc Asquith, whose support this past year and ongoing efforts as Company Secretary have genuinely assisted my transition in post.

JENNY BUCK
BHPA Chairman
18 February 2024



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 Chair of the Meeting as my proxy to vote for me on my behalf at the Annual General Meeting of the Company to be held at 11:00 am on Saturday 24th February 2024 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 they think fit.

Resolution 1

That the Accounts and the Report of the Executive Council for the year ended 31st March 2023 be approved.

FOR	AGAINST

Resolution 2

That five members be elected by ballot and appointed to the Executive Council from the following five candidates

(Indicate with a X up to five candidates only):

CANDIDATES	FOR
M Asquith	
S Blackburn	
E Cunliffe	
A Pinkerton	
M Heywood	

Resolution 3

That the amendments to the Articles of Association be approved.

FOR	AGAINST

Resolution 4

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 _____ 2024.

Notes: 1. If it is desired to appoint any person other than the Chair of the meeting, their name and address should be inserted in the relevant place, reference to the Chair should be deleted and the alteration initialled. A proxy must be a Full Member who is entitled to vote in their own right.

Candidates for Election

Marc Asquith

In February 2023 I finally managed to stand down as BHPA Chairman after 2 terms of office in which I served for a total of 16 years. I have retained my role as Admin Director, my involvement with the Insurance brief and taken over as Company Secretary. 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 on a Cessna 150 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 became the BHPA delegate to Royal Aero Club during my first term as Chairman and became Chairman of the Royal Aero Club for a 3-year stint in the late 1990s. I relinquished my role as BHPA delegate and became an Honorary Vice President of the RAeC when I stood down as RAeC Chairman. As BHPA 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 Chairman of the EHPU's Management Committee. I am the EHPU delegate to Europe Airports where our main concern is the mandatory introduction of Electronic Conspicuity and U-Space to accommodate drones. To compliment that work, I also attend the UK CAA's Electronic Conspicuity Technical Working Group representing the UK interests of our sports. 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 18 and the twins, Daniel and Andrea aged 8. Having stood down as Chairman I seem to be as busy as ever working on BHPA projects. If re-elected I will continue with my roles as Company Secretary, in Insurance and Admin and inevitably, advising and supporting the Chairman.

Stuart Blackburn

I came to paragliding late in life at the age of 46, training with the Joint Services School in Crickhowel over the summer of 2015, achieving Pilot status in 2017. Whilst serving in the Royal Navy I became the Chairman of the Royal Navy Hang Gliding and Paragliding Association, within a year of qualifying, where I concentrated on the development of Grass Roots training, especially for those within the ranks, but also enabling the early stages of the journey of one of my pilots to represent in the PWC arena. Whilst serving I completed 33 years in the Submarine Service, an area that allowed me to hone my leadership skills, teamwork, and team management in addition to understanding and managing the implications of risk, especially its tolerance or removal. Since retiring from active service, I have joined the Civil Service and in my spare time became the Chair of the South East Wales Hang Gliding and Paragliding Club. Since day one my pledge has been to prioritise the safety of my membership and security of my sites, without either the club will not exist. My priority will always be safety and I see pilot development as a key enabler. I am seeking election to the Exec as I am passionate about pilot safety and development and believe my pragmatic approach will contribute towards improving our activity in all the ways that I can.

Ed Cunliffe

Paramotor pilot, Paraglider pilot, lapsed microlight pilot, occasional competition pilot, accuracy pilot, club coach, and proud to be chairman of the Yorkshire Owls Paramotor Club. Originally co-opted to BHPA Council in early 2006, and formally voted in at the 2006 AGM. It is essential that the paramotoring community has representation on the BHPA Committee and I hope you can vote me back on board in 2024. I commit to represent UK paramotoring to the best of my abilities.

Angus Pinkerton

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

Martin Heywood

I'm still a "newbie" to the sport having only seriously taken it up in 1999 as a hangie and then powered hangie but have served on Exec for the past eighteen years as Insurance Officer, Chairman and Vice Chairman. Regarding corporate matters I see myself as a problem-sorter and have found this has balanced well with others on Exec who it's said have advantages over me in the ideas department - but that's a good thing! I'm now retired from active flying due to knee problems and sit in a boat a lot of the time with what I call a vertical half-hang glider to power it along. I'm happy to continue offering my services and legal know-how for the benefit of the membership if voted back in.



Notice of Annual General Meeting

Notice is hereby given that the Thirty Second 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 24th February 2024 at 11.00 am for the following purposes:

1. To receive the Accounts and the Report of the Executive Council for the year ended 31 March 2023.
2. To elect by ballot five members to the Executive Council from the following five candidates:

M Asquith
S Blackburn
E Cunliffe
A Pinkerton
M Heywood
3. To approve amendments to the BHPA Articles of Association (see back page).
4. To appoint Fortus Audit LLP as auditors and to authorise the Executive Council to fix their remuneration.

BY ORDER OF THE EXECUTIVE COUNCIL

M. Asquith, 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.

Agenda Item 3

Special Resolution

At its AGM held on 10 December 1995, the Company passed the following Resolution:

3.4 *That the Company be required, whenever possible, to:*

a) *give general notice of an intended BHPA Annual General Meeting to the members and such notice should be prominently displayed in Skywings a minimum of 3 months and 2 months before the Annual General Meeting.*

b) *give clear details of how and when to make proposals for discussion or to raise Resolutions at the BHPA Annual General Meeting. Such information should be prominently displayed in Skywings a minimum of 4 months and 3 months before the AGM.*

c) *Give clear details of how and when to propose members for election to the BHPA Executive Council at an Annual General Meeting. Such information should be prominently displayed in Skywings a minimum of 4 months and 3 months before the AGM.*

The Company now resolves that the 1995 Resolution, recorded as having been passed at item 3.4 under Item 4 of the Minutes of the BHPA AGM on Sunday 10 December 1995 be rescinded forthwith and shall no longer have any effect.

**REPORT OF THE DIRECTORS AND
AUDITED FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 MARCH 2023
FOR
BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

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For The Year Ended 31 March 2023**

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**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

COMPANY INFORMATION
For The Year Ended 31 March 2023

DIRECTORS:	Mrs J A Buck (Chair) Mr M N Asquith 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 Mr T Prideaux-Brune Mr B Janaway Mr S F Young
SECRETARY:	Mr M N Asquith (Chairman)
REGISTERED OFFICE:	8 Merus Court Meridian Business Park Leicester Leicestershire LE19 1RJ
REGISTERED NUMBER:	02618166 (England and Wales)
INDEPENDENT AUDITORS:	TC Group 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 2023**

The directors present their report with the financial statements of the company for the year ended 31 March 2023.

PRINCIPAL ACTIVITY

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

REVIEW OF BUSINESS

In the view of the committee the association's affairs are correctly shown in the attached accounts. The average number of members over the year (7,295) was little changed from the previous year but this hides a significant rise and fall. Membership numbers hit a peak in June 2022 at 7,411 before falling back over the winter months and ending the year at 7,257 (Mar 2022 7,387). Revenue during the year from joining fees and day tickets was little changed from the previous year but income from membership fees rose 6.6% reflecting increases in subscription rates rather than an increase in membership numbers. The association's costs were significantly higher compared to 2022. Increases in staff costs (up £43k) and competitions funding (up £31k) mostly reflect a return to normal activities after covid but the third party insurance premium rose by £87k to £540k. The overall result for the year was a loss of £68k (2022 £88k surplus).

The association aims to run its affairs to generate, on average, a small surplus each year to maintain the real value of its reserves. When planning the budget and subscription increases for the year the committee took the view that in the light of the surpluses made in the previous two years (totalling £162k) the committee would not increase members' fees in one year by the full amount required to bring the association to breakeven as over a five year period the association would still be growing its reserves and therefore the association's reserve strategy would be maintained. 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 £6k has been loaned to member clubs.

DIRECTORS

The directors shown below have held office during the whole of the period from 1 April 2022 to the date of this report.

Mrs J A Buck (Chair)
Mr M Asquith
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
Mr T Prideaux-Brune

Other changes in directors holding office are as follows:

Ms J L Drake - resigned 25 February 2023
Mr G Bird - resigned 11 November 2022
Mr B Janaway - appointed 25 February 2023
Mr S F Young - appointed 25 February 2023

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**REPORT OF THE DIRECTORS
For The Year Ended 31 March 2023**

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, TC Group, 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:



.....
Mrs J Buck (Chair) - Director

Date: 20.12.2023
.....

**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 2023 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 2023 and of its deficit for the year then ended;
- have been properly prepared in accordance with United Kingdom Generally Accepted Accounting Practice; and
- have been prepared in accordance with the requirements of the Companies Act 2006.

Basis for opinion

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

Conclusions relating to going concern

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.

Dilun Mistry FCA (Senior Statutory Auditor)
for and on behalf of TC Group
31 High View Close
Hamilton Office Park
Leicester
Leicestershire
LE4 9LJ

Date:

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**INCOME STATEMENT
For The Year Ended 31 March 2023**

	Notes	2023 £	2022 £
INCOME		1,155,478	1,083,728
Administrative expenses		<u>1,251,829</u>	<u>1,036,879</u>
		(96,351)	46,849
Other operating Income		<u>22,604</u>	<u>39,968</u>
OPERATING (DEFICIT)/SURPLUS	4	(73,747)	86,817
Interest receivable and similar income		<u>5,637</u>	<u>1,473</u>
(DEFICIT)/SURPLUS BEFORE TAXATION		(68,110)	88,290
Tax on (deficit)/surplus		<u>1,071</u>	<u>280</u>
(DEFICIT)/SURPLUS FOR THE FINANCIAL YEAR		<u>(69,181)</u>	<u>88,010</u>

The notes form part of these financial statements

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

**BALANCE SHEET
31 March 2023**


	Notes	2023		2022	
		£	£	£	£
FIXED ASSETS					
Tangible assets	5		322,914		323,642
Investments	6		1		1
			<u>322,915</u>		<u>323,643</u>
CURRENT ASSETS					
Stocks		14,043		7,345	
Debtors	7	492,871		458,169	
Cash at bank and in hand		802,758		847,469	
		<u>1,309,672</u>		<u>1,312,983</u>	
CREDITORS					
Amounts falling due within one year	8	998,198		933,056	
NET CURRENT ASSETS			<u>311,474</u>		<u>379,927</u>
TOTAL ASSETS LESS CURRENT LIABILITIES			<u>634,389</u>		<u>703,570</u>
RESERVES					
Other reserves			44,000		42,000
Income and expenditure account			590,389		661,570
			<u>634,389</u>		<u>703,570</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 15/12/23 and were signed on its behalf by:



.....
Ms J Buck (Chair) - 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 2023**

1. STATUTORY INFORMATION

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

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

2. ACCOUNTING POLICIES

Basis of preparing the financial statements

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

Income and expenditure

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

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

Tangible fixed assets

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

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

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

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

Stocks

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

Taxation

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

Current or deferred taxation assets and liabilities are not discounted.

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

Pension costs and other post-retirement benefits

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

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**NOTES TO THE FINANCIAL STATEMENTS - continued
For The Year Ended 31 March 2023**

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

As at the point of authorising the accounts, and for the foreseeable future, the directors consider the going concern assumption to still be appropriate. The directors acknowledge that given the currently rapidly changing business and social environment, there are likely to be significant unknown factors which may present themselves.

3. EMPLOYEES AND DIRECTORS

The average number of employees during the year was 9 (2022 - 8).

4. OPERATING (DEFICIT)/SURPLUS

The operating deficit (2022 - operating surplus) is stated after charging:

	2023	2022
	£	£
Depreciation - owned assets	9,131	9,981
	<u> </u>	<u> </u>

5. TANGIBLE FIXED ASSETS

	Land & buildings leasehold £	Flying equipment £	Fixtures and fittings £	Computer equipment £	Totals £
COST					
At 1 April 2022	356,958	50,002	33,339	69,646	509,945
Additions	-	4,407	2,915	1,368	8,690
Disposals	-	(1,725)	-	-	(1,725)
	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>
At 31 March 2023	356,958	52,684	36,254	71,014	516,910
	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>
DEPRECIATION					
At 1 April 2022	42,835	46,046	29,282	68,140	186,303
Charge for year	3,570	2,328	1,732	1,501	9,131
Eliminated on disposal	-	(1,438)	-	-	(1,438)
	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>
At 31 March 2023	46,405	46,936	31,014	69,641	193,996
	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>
NET BOOK VALUE					
At 31 March 2023	<u>310,553</u>	<u>5,748</u>	<u>5,240</u>	<u>1,373</u>	<u>322,914</u>
At 31 March 2022	<u>314,123</u>	<u>3,956</u>	<u>4,057</u>	<u>1,506</u>	<u>323,642</u>

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

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

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**NOTES TO THE FINANCIAL STATEMENTS - continued
For The Year Ended 31 March 2023**

6. FIXED ASSET INVESTMENTS		Interest in joint venture £
COST		
At 1 April 2022 and 31 March 2023		1
NET BOOK VALUE		
At 31 March 2023		1
At 31 March 2022		1
7. DEBTORS		
	2023	2022
	£	£
Amounts falling due within one year:		
Trade debtors	10,761	2,213
Other debtors	29,327	21,760
VAT	5,991	4,006
Prepayments and accrued income	442,792	424,190
	<u>488,871</u>	<u>452,169</u>
Amounts falling due after more than one year:		
Other debtors	4,000	6,000
	<u>4,000</u>	<u>6,000</u>
Aggregate amounts	<u>492,871</u>	<u>458,169</u>
8. CREDITORS: AMOUNTS FALLING DUE WITHIN ONE YEAR		
	2023	2022
	£	£
Subscriptions in advance	490,587	461,056
Trade creditors	467,545	446,184
Corporation tax	1,071	280
Social security and other taxes	8,088	7,613
Other creditors	5,950	4,529
Accruals and deferred income	24,957	13,394
	<u>998,198</u>	<u>933,056</u>
9. LEASING AGREEMENTS		
Minimum lease payments under non-cancellable operating leases fall due as follows:		
	2023	2022
	£	£
Within one year	650	2,600
Between one and five years	-	650
	<u>650</u>	<u>3,250</u>

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**NOTES TO THE FINANCIAL STATEMENTS - continued
For The Year Ended 31 March 2023**

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 2023 was 7,257 (2022 - 7,387).

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 2023 £44,000 was unprovided (2022 - £42,000).

**BRITISH HANG GLIDING & PARAGLIDING
ASSOCIATION LIMITED**

**DETAILED INCOME AND EXPENDITURE ACCOUNT
For The Year Ended 31 March 2023**

	2023		2022	
	£	£	£	£
INCOME				
Introductory membership	54,151		52,217	
Individual membership	1,019,988		958,437	
Club membership	26,414		23,874	
IICF and claims premiums	30,109		33,406	
Shop sales	7,636		7,725	
Other income	9,378		-	
500 Club takings	7,802		8,069	
	<u> </u>	1,155,478	<u> </u>	1,083,728
 Membership, competition and shop expenses				
500 Club payouts	3,901		4,034	
Public liability insurance	540,275		453,408	
Membership cards and badges	11,436		8,212	
Competition funding expenses	40,000		9,000	
Airport subscriptions	13,825		12,520	
Handbooks and manuals	3,323		7,909	
Promotion and publicity	2,461		2,739	
Shop expenses	5,947		4,697	
	<u> </u>	621,168	<u> </u>	502,519
		534,310		581,209
 Flying, safety, coaching and training expenses				
Wages and salaries	164,273		137,576	
Staff mileage and travel	18,773		22,146	
Examination and club inspection costs	9,284		6,899	
F S C panel costs	7,824		3,827	
Repairs and renewals	-		209	
F S C committee costs	922		2,151	
	<u> </u>	201,076	<u> </u>	172,808
 Carried forward		333,234		408,401

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 2023**

	2023		2022	
	£	£	£	£
Brought forward		333,234		408,401
Administrative expenses				
Wages and salaries	126,741		109,485	
Repairs and renewals	12,240		-	
Executive & voluntary officer expenses	22,561		9,992	
Office rent and rates	9,531		10,043	
Power, light and heat	5,557		2,664	
Insurance	13,935		12,662	
Office equipment maintenance	10,388		11,194	
Legal and professional fees	10,544		-	
Audit fees	5,500		2,890	
Bank charges	13,211		12,099	
Printing and stationery	31,666		26,142	
Telephone	8,578		8,436	
Other office supplies	9,888		7,917	
Depreciation of tangible fixed assets	9,131		9,981	
Profit/loss on sale of tangible fixed assets	(1,296)		(725)	
		<u>288,175</u>		<u>222,780</u>
		45,059		185,621
Skywings magazine				
Advertising revenue	(27,253)		(26,100)	
Publishing costs	168,663		164,872	
		<u>141,410</u>		<u>138,772</u>
		(96,351)		46,849
Other operating income				
Registration fees	13,610		15,041	
Training courses and exams	9,954		9,090	
Airworthiness income	(960)		-	
Government grants	-		15,837	
		<u>(22,604)</u>		<u>(39,968)</u>
		(73,747)		86,817
Finance income				
Bank interest received		5,637		1,473
NET (DEFICIT)/SURPLUS		<u><u>(68,110)</u></u>		<u><u>88,290</u></u>

This page does not form part of the statutory financial statements

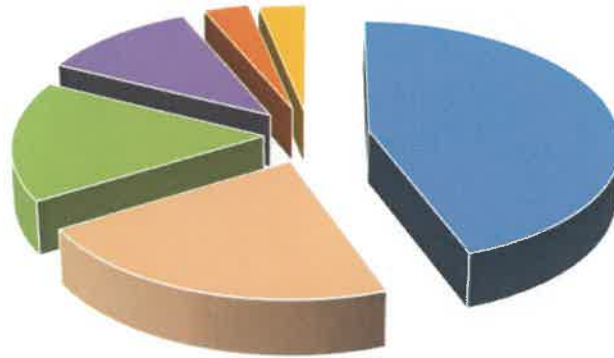
BHPA Treasurer's Report 2023

I am reporting on the financial year which ended on 31st March 2023. Over the course of the year inflation rose to over 10% putting pressure on every area of the Association but some of our costs rose at a much faster rate than this. Our third party insurance costs increased by £88k (19%) to £554k. With international competitions back to normal our competitions grants were back at pre covid levels (£40k compared to the previous year's £9k) and the FSC team had a very busy year catching up after covid and their costs were up 16%. Income from membership subscriptions (up 6%) did not keep up with inflation or the increase in costs. Exec anticipated much of the increase in costs coming out of covid and the hike in insurance premiums but decided to use some of the surplus built up in 2021 and 2022 to cushion the impact of rapidly increasing costs on subscriptions. As a consequence, overall revenues did not increase at the same rate as costs and the association made a loss of £68k for the year (compared to a surplus of £88k in 2022 and £74k in 2021).

In the current financial year (which ends in March 2024) our costs, in particular insurance, have continued to rise and Exec has had to take action to bring the Association back to breakeven. Savings have been sought across the association and we have reduced admin staff hours, and one member of the technical team took up our offer of voluntary redundancy. I anticipate that the Association will make another loss this year but with the finances on a more stable footing we will be back in surplus next year without having to increase membership subscriptions by more than inflation.

We have a long standing policy of maintaining the real value of our reserves over the medium term and the financial pressures of last year and the current year illustrate why this is so important. Having made significant surpluses in 2021 and 2022 we were able to plan for and accept losses in 2023 without having to either hugely increase subscriptions or make radical cuts to staffing. Despite the loss I'm pleased to say that with reserves of £635k the BHPA remains in good financial health. My thanks go to all the BHPA staff who have worked through quite a difficult period and still delivered excellence for the membership.

Costs per member



- Insurance £76 (£64)
- Office and Support Costs £38 (£29)
- Technical and Flight Safety Committee £28 (£24)
- Skywings £19 (£19)
- Competition Funding £5 (£1)
- Other Membership Costs £6 (£6)
- Comparative (2022) costs in brackets

Insurance Report – AGM 2024

It has been a while since I have been able to say this, but we have a reduction in our insurance premium for this year. Not by a huge chunk, but it has gone down by approximately £30,000 which is welcome news nonetheless. It does indicate that there is a degree of settlement in the insurance industry as the financial markets as a whole recover from the Truss - Kwarteng economic injury of autumn 2022. We had originally forecast that another rise may occur which could have caused additional pressure on the Association and membership, but Exec is very pleased to see that we have been given some breathing space.

Interestingly, it is still the case that the premium is around 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 are currently just over the £500,000 mark after that tax is added. The cost of our risk seems pitched just about right in my view and analysts amongst the membership 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. I very much hope we are in a settled place now and can budget for the other needs of our free flight population more accurately. That said, the third-party coverage remains comprehensive and reassuring for pilots and site owners, even though our premium accounts for nearly half of your membership fee.

I am constantly amazed year-on-year how much the available evidence increases when there has been an incident. Not only do most pilots have camcorders and GoPro's now, but quite often when you are flying near the surface, a member of the public will also be filming or photographing you with just a smartphone. It is a new era where so much more can be discovered about the mechanics giving rise to an incident. If you do have such footage as pilot in command or from the ground, do remember to preserve it in full without editing or deleting, because the moment an incident has occurred, your video acquires a new status legally and becomes evidence in a future case. It doesn't matter whether the case is an insurance claim in the civil court process, a coroner's investigation, or a criminal prosecution, you could be in hot water if it disappears or looks as though it has been edited or erased after the event.

It is pleasing to note that schools and clubs are doing a consistent job in applying their minds to risk and reducing the chances of an incident occurring. However, as was the case a year ago, our greatest current risk seems to be from member-to-member collisions. For those of you who have successfully fledged, do remember that we all share the air and have an over-riding duty to avoid collisions, regardless of who is flying in the "right" or wrong.

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 2024

BHPA AGM 2024 - 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 892 sites, of which 91 are currently closed pending either a change of ownership or to serve as a warning that they are not safe to fly. A breakdown of sites by type is shown in the table below:

Type	No.
Hill	802
Limited Hill (<150' AGL)	47
Tow	22
Power	15
Low Tow (<60m)	3
Aero Tow	3

Clubs and schools should note that we cannot alert them to consultations about **airspace changes** or proposed **windfarms** for sites that have not been registered in the BHPA database.

Following a plethora of planning proposals to build windfarms in Scotland I have updated my notes on wind turbines. It is available on request.

Natural England/National Trust/SSSIs.

Last year I reported that the National Trust (NT) had refused the Kernow club permission to fly at 2 sites situated in SSSIs, citing a requirement from Natural England (NE) to produce a risk assessment and ensure that mitigation measures were in place.

Fearing that this might set a precedent across the country the BHPA took legal advice and challenged the NE requirement. This cost £7,900.

Following much negotiation, the NT has granted a licence to fly at St. Agnes all year round, but only during the winter months at Chapel Porth. If no further concessions are granted then the Kernow club plans to remove Chapel Porth from their site guide, demonstrating to the NT that they cannot assist with publishing rules or helping to control activity without an agreement.

I haven't received any reports of similar problems from other clubs, so I am suspicious that the restriction has been orchestrated by the local NT Ranger, rather than NE or the NT head office.

Sites Trust Fund. This fund is ring fenced from other BHPA resources and is controlled by 4 trustees. Over the past year another £1,100 has been donated and the fund currently stands at £58,900. 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.

Military Charts

After more than a decade the military has finally decided that they do intend to mark our busiest sites on their charts. They have defined 'busy' as sites which are considered, by clubs, as likely to attract more than 5 pilots, on a weekday, in good conditions. There are 246 such sites throughout the UK. This will not affect the BHPA's preferred tool of deconfliction which is CANP. Further details will appear in the March edition of Skywings.

Open Access Land

As previously documented in Skywings, the BHPA has joined a coalition of organisations representing outdoor enthusiasts. The coalition has a broad aim of trying to improve access to the outdoors and has produced a document called 'Outdoors for All'. This is being presented to MPs and Peers on 6 Mar 24 at Westminster, with the aim of convincing the next government to include it in their manifesto. If successful I hope that this will get us a seat at the table where we can lobby to remove the specific exemption in the CRow Act 2000 which prevents us from taking off from Open Access Land.

Martin Baxter
Sites Officer
BHPA

6 Feb 24



Skywings AGM Report 2024

Despite the difficult financial climate, Skywings magazine continued to be published on time during 2022/23. Advertising revenue increased slightly for the first time since the pandemic, but unfortunately this was nowhere near enough to cover the inflation-driven rise in publication costs.

Skywings management figures for 2022/23 are shown below, together with figures for 2021/22 by way of comparison.

	2021/22	2022/23	Variation
Expenditure	£170,877	£181,445	+\$10,568
Advertising income (gross)	£34,800	£36,338	+\$1,538
Advertising space booked (pages)	104	106	+2
Magazine subscription sales income	£766	£415	-\$351
Net cost	£135,311	£144,693	+\$9,382
Average postage per magazine sent	£0.57	£0.60	+\$0.03
Average net cost per magazine printed	£1.56	£1.66	+\$0.10
Average net cost per magazine sent	£1.61	£1.71	+\$0.10
Copies ordered	85,560	86,216	+656
Copies printed	86,820	87,376	+556
Carriers	83,979	84,532	+553
Pages printed	452	432	-20

Skywings management figures are based on issue cover dates, rather than calendar months, and therefore reflect the actual cost of issues published with cover dates of April – March, rather than Skywings income and expenditure over that calendar period.

Membership growth slowed in 2022/23, but still resulted in an additional 656 copies being ordered with the associated increase in overall publication costs. But inflationary pressures were the main contributor to the £9,382 (circa 6.5%) increase in net publication costs. But at least this was below the prevailing inflation rate in the UK during 2022/23, thanks to maintaining a fixed issue size of 36 pages and keeping a close eye on costs in general.

Skywings isn't immune to the impact of the continuing war between Russia and Ukraine, the volatile situation in the Middle East, and the economic pressures that we are all feeling at the moment.

As a result 2023/24 is proving to be another difficult year. We had an encouraging start to the year with advertising revenue increasing by around £1,100 during the first three months, but then it dropped off again. The number of magazines ordered and printed also fell, reflecting the drop in membership numbers, and production costs increased due to continuing inflationary pressures.

In an effort to improve advertising income, Colin spent a day and a half at the 2023 St Hilaire festival "pressing the flesh" amongst the manufacturers, traders and dealers present at the event. He spoke to around two dozen manufacturers and equipment traders, and followed up on a number who currently don't advertise with us. He had a warm reception from those he met and spoke to, including companies who are yet to have any presence in the UK, and others who would like to improve their visibility in the UK market.

Nevertheless it is hard to know whether warm words can actually be turned into increased advertising spend with Skywings. But putting a face to a name, and reminding the trade that advertising in Skywings is the best way to reach UK pilots, can't have done us any harm.

Finally, I would like to thank Colin and Joe for the hard work they put into ensuring that Skywings continues to be full of high-quality content. But this of course is only made possible by members who continue to support the magazine by submitting contributions for publication. My thanks to all of you.

Paul Dancey, Publications & Website Director
February 2024



Website Report 2024

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

The website has kept me busy over the past 12 months. Following a request from a member, I've created a "Dealing with incidents and accidents" document in the safety documents section of the website. I've also been working with Michelle to create new payment forms for the office to use when taking "card owner not present" payments over the telephone. The previous form was setup many years ago, and we found it was impossible to access to update the range of expiry dates available. The new forms are now hosted on the Monek account we use for online payments, and is therefore easy to update should the need arise.

The software used by our online shop is now very old and has long since been abandoned by its original developers. I've therefore spent some time looking for alternative software that doesn't cost "an arm and a leg" and is able to match our requirements. OpenCart seemed to be the most viable alternative, and I therefore started work developing a new online shop based on that software.

I had originally planned on having this up and running by now. But that has had to be put on hold while I deal with more pressing upgrades to the website.

I've now created an additional "one day" online membership application system. Unlike the Introductory one day membership system used by schools, the new one is aimed at overseas pilots visiting the UK to fly or take part in competitions. It's broadly similar to the one schools use, but does not restrict the number of applications that can be made in any six month period and is only available to non UK resident pilots.

Whilst working on this new form, I've taken the opportunity to review and update the online membership system as a whole and further bolster built in security features.

But the most time-consuming upgrade I am continuing to work on is creating a new mobile friendly website. Unfortunately, due to the way the website was created many years ago, and the additional features that have subsequently been added as bolt-on stand-alone programmes, this is not a simple task and requires different solutions for different areas of the website.

This work is ongoing and likely to take another month or two to complete, but the new design has already been implemented on all online membership applications, and on the Skywings online pages. As a temporary measure, links on those pages simply connect to the relevant page on our current website.

Work continues on updating the rest of the website in a non-public environment. The new reactive design features a simplified structure and more comprehensive menu system, and should scale sympathetically over a wide range of screen sizes. Because this is a radical upgrade, it will be necessary to take the current website offline for several days whilst the changeover takes place. But by changing the membership and Skywings pages over now, it should be possible to keep them up and running during the changeover period.

A new design and structure does however mean that bookmarks and external links leading to current website pages may need to be updated once the change over is complete.

Busy times ahead, and I've not even mentioned major changes to PCI requirements which come into force at the end of March.

**Paul Dancey,
Publications & Website Director
February 2024**

Competitions Report

Hard Work and Rewards

Plus ca change.

After the briefest of retirements, I find myself writing the 2024 Comps report. I pay tribute to Jenny Bucks all-too-temporary tenure as Comps Director where, to no-one's surprise, she has achieved much in a short time and left the competition world in good health.

Once again, we all have good reason to celebrate with UK holding the World Team Silver Medal position for both Paragliding and Hang Gliding, Paramotoring staging the 1st FAI World Paramotor Endurance Championships in Kent this August and the Accuracy team wresting the European Parascending Accuracy Team and Individual awards from the French trophy cabinet.

The competition results represent a remarkable achievement for British pilots up against teams blessed with far greater resources and terrain and weather that permits year-round practice and proves the old adage if you can do it here, you can do it anywhere.

It's the pilots that get, and deserve, the plaudits for snatching the silverware but of course this didn't just happen, and I salute the work of all the panels that make it possible for our pilots to perform. The fantastic voluntary work put in by all the panels makes all the difference.

Not just hard work though, there is a renewed sense of purpose and professionalism in all the Panels.

Barney Townsend and the PPG panel have considerable experience of running excellent major competitions and staging a world event this year raises this to another level -and the signs are this will indeed be a top class event by any standard. Meanwhile Dan Jones has taken the No1 spot in the World PPG footlaunch X-contest.

Under Charles Norwood the PG panel continue to innovate and push pilot development on an industrial scale – the XC side of competition has pilots fighting hard for inclusion in the team, and Hike and Fly is growing by leaps to be the fastest developing part of free flight sport which is a brilliant achievement in a country with the wrong sort of terrain, *and* the wrong sort of weather. Olly Moffatt and the HG panel have been doing a great job of introducing new ideas to the domestic BOS series against the challenge of dwindling numbers of active HG pilots – innovate or die, and the continued success of the team including a strong debut by new-blood Jeremy Soper along with a bold-but-popular decision to stage a Scottish round of the BOS suggests they are doing something right.

In the Accuracy world Mark Bignell and his band of merry men and women on the panel continue to work industriously and, despite modest numbers, manage to stage more and better training and competitive events than ought to be possible.

Attached below are individual reports for each discipline, meanwhile credit to all the competitors and praise to all the panels for delivering another year of achievement.

Competitions Director: Bill Bell

Paragliding Panel 2023-24

The outstanding news from the year was not that the UK ended 2023 as FAI 4th ranking nation in the world or that our top Team took a brilliant silver medal at the World Championships held on French home ground, it was the fact that the British Juniors won the individual gold and silver medals at the Pre-Junior World Championships and were the winning junior team. The performances of Jacob Butterworth and Josh Sanderson bodes well for the first Junior World Championships in Slovenia to be held in August this year.

The British Team in 2023 under the guidance Jocky Sanderson and the training of the BPRA continues to produce excellent results especially compared to the other professionally funded nations.

Every single BHPA member played their part in the success of the Team either indirectly through support for competition entries and expenses via the BHPA EXEC grant or by taking part in our competitions. This helps fund our training and has enabled our team pilots to perform at their peak levels and achieve results of which every British pilot can be proud.

British Cross Country Open Competitions in 2023 were held In Ager, Spain with Ceri Brown declared the new British Paragliding Champion, after 5 tasks held in strong conditions.

The British Sports Trophy in June was held in France at St-Jean-Montclar, and won by Mike Moore. Sports class competitions have become increasingly popular, and we have a close association with the international Sports Racing Series (SRS) which is an independently run series of competitions with a high profile in the sport and benefits from the involvement of paragliding manufacturers. The series was won by Mark Hayman (GB) and best female pilot was Magdalena Janaway (GB)

UK Based Competitions are strongly supported by pilots with the Cross Country League (UK XCL) as popular as ever with 319 pilots taking part and scoring 120,000 km points. This underlines the importance of access to the UK airspace for British paragliding pilots who rigorously avoid the ever-increasing amounts of controlled airspace that are not available to UK free flyers. A special note of thanks should be given to the team lead by John Stevenson that check and administer every single XC flight for compliance to CAA Airspace regulations. Richard Meek won the XC league.

The British Club Challenge (BCC) held several rounds in the UK. This series is proving to be an excellent entry level competition to encourage and support newer pilots in a safe supportive club environment and is growing in popularity. Despite poor weather and a slow start to the season, it was possible to hold several rounds in late August and throughout September, with the SE Wales club at the top of the BCC Champions league table of 31 teams, and SkySurfers as the BCC Best Development club.

The British Paragliding Cup (BPC) is our entry level non-FAI competition aiming to progress pilots in a safe and low-key environment with an emphasis on learning. The winner after the competition in Sopot was Neil Russel.

UK Hike and Fly is a quickly developing in the UK and with Alister Andrews we are developing a training scheme for the improvement of our H & F competition pilots at international level.

The 2024 season has already started with our winter training programme in Colombia at the hugely popular British Winter Open Competition. Now we countdown to the European Championships and the Junior Worlds follows swiftly after. It's going to be a busy time for our teams to train for

podium places in a highly competitive arena. The spirit of competition flying is very strong in the British paragliding community at all levels of the sport which continues to help improve all our pilots flying skills.

Panel Chair: Charles Norwood

HG Panel 2022-23

World Championships

The 2023 World Hang Gliding Championships for Class 1 (flexwing hang gliders) and Class 5 (rigid wing hang gliders) were held in Krushevo, North Macedonia in August. The British Class 1 Team of Grant Crossingham, Ollie Chitty, Gordon Rigg, Jeremy Soper, Andy Hollidge and Steve Penfold performed superbly to take the silver medal, climbing day by day to overcome a poor start due to Covid, and Grant Crossingham finished in fifth position. The performance of younger team members Ollie Chitty (second in the team and 17th overall) and Jeremy Soper (fourth in the team and 26th overall in his first Class 1 competition) was especially pleasing. As expected, the Italians proved unbeatable and their captain, Alexander Ploner, was World Champion yet again.

The Class 5 team was also hit by Covid, and by two late withdrawals due to glider damage. Mike Armstrong and Tim King flew superbly but were unable to make much impression on the very strong competition, in particular from the dominant Austrian and German teams, finishing in sixth place.

British National Championships and Montsec Open

The British Championships in 2023 returned to Ager, partly with the prospect of the 2025 Worlds, also to be held in Ager, in mind. The prospect of great flying, the well-known British Nationals hospitality and organisation, and practice for the forthcoming worlds, attracted a good turnout of British and guest pilots, exceeding the numbers who had come to Laragne the previous year. Jenny Buck directed operations, supported by a well-drilled team, but the weather had not got the memo and only three scoring tasks were possible. Grant again showed that he is consistently the best British pilot in Class 1, and he beat Akira Nagusa of Japan to win the open competition as well. Tim King was champion in Class 5, taking over from Mike Armstrong, while Tim Swait defended his Class 1 Sport title.

British Open Series (BOS)

The BOS was significantly revamped in 2023, in recognition of the decline in numbers of hang glider pilots, particularly in competitions. The hard-core cross country competition remained in place for Class 1 and Class 5, but the Club Class (designed for less-experienced competition pilots) was joined by a new "BOS Challenge", designed to encourage pilots who had not previously regarded themselves as competition pilots to give it a try. Coaching support and mentoring were in place, much simpler and easier tasks were set, and a much stronger emphasis was placed on the social side of the competition. Feedback was very positive, and entries were up, a trend which we hope to continue in 2024. We also experimented with a scoring link with the GBAR aerotow competition. This proved complex and did not yield any significant benefits to either organisation, and will not be repeated.

As with the Nationals, the weather did not co-operate and several days were lost.

Competitions Panel

Kevin Gay left the panel after many years of service, including as Deputy Chair and as an important member of the BOS organising team. He leaves with our grateful thanks and the hopes that we will continue to see him on the hill at our competitions.

On the other hand, the panel was significantly strengthened by the arrivals of Shaun Kimberley, Dave Barber, Neil Atkinson, and Andy Lumb, following an election prior to our winter planning meeting. All of these have individual strengths, and collectively the panel moves into 2024 with a renewed sense of purpose.

Looking forward

As last year, the decline in the number of hang glider pilots in the UK shows no sign of slowing down, and very small numbers of new pilots (who are often not in the first flush of youth themselves) are coming through to replace those who started flying in the 1980s. Our international competition remains well supported by overseas guests, but even with the improved entry in 2023 the finances of the BOS are challenging at best.

Staffing competitions is a perennial issue. Finding a scorer is currently challenging the panel; our aim this year is to formalise the situation so that we have fully trained main and backup scorers for the BOS and the Nationals: at present it is far from clear where these people will be found. New technology provides more options for remote scoring of some competitions, but there is resistance to the idea for the Nationals at least. Similarly, we are fortunate to have two extremely good meet directors available to us – namely Martin Colclough and Jenny Buck – but both are very busy with other responsibilities, and we need trained backup. We will be addressing these issues from our first meetings in 2024.

In addition, in 2024 our focus will be to

- consolidate the progress which was made with the BOS in 2023

- make progress on the external funding (sponsorship) project which was initiated by Andy Shaw last year.

- consider options for collaborating with other countries in running our Nationals, to overcome logistical issues (in particular with staffing) and improve the finances further.

- consider options for co-locating with other free-flight disciplines in domestic competitions, for sporting, social and organisational benefits.

Panel Chair: Oliver Moffatt

Accuracy Panel 2023-24

The accuracy panel ran the **UK Paragliding Accuracy Nationals**, CAT 2, at the Norfolk Hang Gliding & Paragliding club and the **Classic National Championships** at South Cerney. The UK also participated in the European Parascending Accuracy Grand Prix, and the European Paragliding Accuracy Championships.

The competitions ran with a small loss to the panel due to low participation numbers. British Skydiving judges participated in the judging teams.

Paragliding Nationals Winners:

- Individual: Matthew Bignell

- Team: Green Dragons (Andy Shaw, Matthew Bignell, William Lawrence)

Classic Nationals winners:

- Individual: Dave Crowhurst

Team: DRAW (Dave Crowhurst, Andy Webster, Richard Bisset)

European Parascending Accuracy (Grand Prix) winners:

Individual: Jamie Robe

Team: Green Dragons PD (Jamie Robe, Matthew Bignell, Tyron Paul)

Note: The European Parascending individual category has been won by France for the last 21 years and the team category for the last 11 years. UK winning these categories is a major triumph.

The UK Paragliding Accuracy squad participated in the **World Paragliding Accuracy Championships** held in Sopot Bulgaria. With the Chinese currently dominating Paragliding Accuracy, we currently are now 25th in the World team rankings.

The panel have been canvassing opinions on how we are performing from the accuracy community and also canvassing opinions from the wider BHPA members in order that we can use the data to make accuracy more appealing and to grow our pool.

Panel Chair: Mark Bignell

Paramotor Panel 2023-24

We welcomed a new committee member Dan Jones in 2022-23 after Paul Smith stepped down from the role of treasurer. Dan has brought great enthusiasm, a technical approach to our accounting, and also taken a leading role on inspiring new pilots to join competitive flying. He went to cement his credentials at the national championships in 2023 by becoming British National Paramotor Champion for the 2nd time.

Our new PPG Comps website, launched in early 2022, continues to grow in content, with a focus on increasing web traffic there by redirection from other comms channels such as Facebook.

We started planning **BOPC2023** in late 2022, with design of the sponsorship package ready to launch in the new year. Facilitated by MS Teams, we held many more committee meetings during this year than we've ever had previously – typically every 2 weeks or so. My thanks to all the committee for the time they have put in over the year.

We commissioned further developments to Pesto Scoring software – specifically with a focus on live scoring from the Flymaster Live Trackers that we rent from FlyEvent. This work was not quite ready in time for reliable implementation at BOPC2023 but is now live and we will be conducting more tests throughout this year.

Having originally planned to reinstate the **British Paramotor League** system of competitions, with two additional weekends throughout the year at which pilots can score points towards national rankings, these plans were adapted based on the greater need for skill development of newer pilots; both weekends were changed to non-scoring, training weekends. Sadly, high winds cancelled both events. Thanks anyway to Green Dragons Airports and UFly4Fun for offering to host the events.

The June training event, however, was replaced with an online training seminar from Barney Townsend and Dan Jones on navigation planning – the first time we have done this. 25 pilots attended and the recording can be viewed here: <https://ppgcomps.co.uk/championships/bopc-2023-training-seminar/>.

Online events continued with the first official briefing of BOPC2023 being online, one week before the competition. This worked well from an organisational perspective, and pilot feedback was positive as well, so we will continue to use this approach in future.

In early June 2023, our bid to host an **FAI Cat 1 World Paramotor Championship** – the first in the endurance format - was accepted by CIMA. The original bid presentation is available at: http://wiki.fai.org/download/attachments/44204207/1st+WPEC+Bid+GBR_V2.pdf

Following further scrutiny of financial forecasts and risks, by BHPA exec committee, this was finally approved by BHPA in July. Sincere thanks to BHPA for their support for this event, which couldn't happen without them. Further announcements and progress were paused due to court case, appealing future development plans at the Airfield. Manston specifically requested that we not make any further public announcements until the judge made a decision. This decision has now been given (in Manston's favour), and the airfield have confirmed our dates.

BOPC 2023 broke all kinds of records:

- Highest total number of pilots (70)
- Highest number of foreign pilots (19) from highest number of countries (7)
- First time we have had a valid trike class in UK
- Highest level of commercial sponsorship (£4k)

We invited the BHPFC to share the venue for the Icarus Cup, this added a welcome extra dimension to the event. Manston proved a fantastic site, sadly a windy week. Next year we will extend the competition by a day to alleviate this risk. Formal thanks to all of the competition sponsors again, and all of the organisation team and marshals. And congratulations to all of the pilots, in particular the trophy winners.

BOPC2023 also broke even financially, for the first time a national championship has done so under my leadership; we had deliberately been running competitions to a loss previously as part of a long term plan to rebuild participation by keeping entry fees as low as possible. However, we have now rebuilt the level of interest, and competitions of this size should be returning a surplus.

Registration has opened for BOPC2024, and we have 48 pilots registered already this year, of which 26 are foreign pilots. Also 11 trikes, by far the largest trike entry we've ever had. We anticipate filling the 70 positions available.

Entry fees were raised from £80 to £120 (after a 5 year freeze) in line with the demand and to bring into line with other BHPA comps. This reduces reliance on sponsorship income and works towards building a small surplus into comp income to increase reserves for future years of need.

We took a decision to close the Discovery class this year - it has served its purpose in regenerating interest in our competitions, and the committee feel that we now need to focus resources on the full championship class. We are offering instead, however, two 'Discovery weekends' a month or so before the BOPC, for newer pilots to test out the competition format.

We will again share the BOPC site with the Icarus HPA championship running at the same time. Sponsorship packages were offered as a combined package to cover both BOPC and WPEC, with 4 categories (chassis, engine, wing, and instrumentation). 2 packages in each category available at £1500 each. Exclusivity in a category can be assured by purchase of both packages. To date, Liberty Paramotors and Vittorazi engines have taken exclusive sponsorship in the chassis and engine categories bringing sponsorship income to £6k, the highest ever for a UK Paramotor championship. This is great news because it further reduces financial risk of the event.

WPEC website was launched in January. Pilot registration will open in March after final approval of updated documentation by CIMA. There is plenty of anecdotal interest. I have been invited out to Italy in early May to give their team a short training session and practice of this format.

Finally, there has also been significant upturn in interest in the Paramotor X-Contest amongst UK pilots and we are delighted to see our own Dan Jones winning the World footlaunch class and the UK team placing 5th for 2023. The committee will consider how to implement further training and incentives to our pilots to push themselves in this competition.

Panel Chair: Barney Townsend

Admin Director's Report

Staffing

I'm pleased to report that this year has been quiet in terms of staff turnover. Unlike the last couple of years, we have had no staff leave us and have been able to consolidate and build on the training we started last year. With the complexities of our Association, it takes a substantial period of time to get new members of staff up to speed, and so having a settled year has been of great benefit.

Membership Renewals

Our current process for membership renewal involves sending the following paperwork by second class post:

- Renewal notice – posted 6 weeks before a member's expiry date.
- Reminder postcard – posted 2 weeks before a member's expiry date (if they have not renewed already).
- Lapsed letter – posted 2 weeks after a member's expiry date.
- Lapsed email – sent 2 months after a member's expiry date.

With steadily increasing postage costs we have taken the decision to transition to email renewals. We have been working with Matt Lygo, our Filemaker developer, to amend our database to make this a possibility. Initially we will replace the reminder postcard (sent out 2 weeks before renewal date) and monitor the effects on membership numbers before we roll it out further, if there are no problems with that, we will start sending out the Lapsed Letter, 2 weeks after a member has lapsed, by email. Assuming all goes smoothly, we will finally move to sending out the initial Renewal Notice by email. Of course, there will have to be some fall-back position to second class post for members who do not provide us with their email address.

As always, we are continually reviewing our working practices and endeavouring to make improvements where we are able.

Membership Fees

Subject to Exec approval we intend to introduce a new concessionary membership rate for disabled members. This will be available from 1st April 2024. The fees will be in line with our current concessionary rates given to members under 21 and those over 67. We will use criteria suggested by Flyability to assess whether a member qualifies for the reduced rate.

As always, I would like to end by passing on my thanks to Michelle, Steph, Lorna, Sarah, and Clair for all their hard work during the year. Behind the scenes, and in addition to the routine day to day work, on a daily basis they deal with the unusual, and sometimes oddball, questions and complaints from both members and the public with good grace and professionalism. They are all a credit to our Association.

Marc Asquith
Admin Director
Feb 2024

BHPA Flying and Safety Committee

Report to the 2023 BHPA AGM (held 24th Feb 2024)

FSC members and responsibilities:

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



Staff Changes

An important thing of note this year is that after 28 years' service to the BHPA, Dave Thompson accepted voluntary redundancy at the end of 2023. His contribution to the development of our Training, Examination and Inspection, and Accident Investigation systems has been greatly appreciated, and we wish him well in his future endeavours. He has been awarded a Royal Aero Club Bronze medal in recognition of his services to our sports.

Charlie Richardson and Tony Smith have been invited to join the Committee, bringing their many years of hang gliding and towing expertise.

Incidents & Investigations

The processing of submitted Incident Reports is an under appreciated service by many of our members. The BHPA's online Incident Reporting system went live on the Internet in May 2012, and with some added historical records, now has approaching 25 years of reports that can be analysed 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 I would ask them to remember that few reports represent completely brand new types of incident, and the main value of the reports is that it allows us to collate similar types of incidents and track them over time. This helps 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.

There were 181 BHPA reported incidents in the 2023 calendar year. This is very slightly lower than for 2022, when 188 incidents were reported. 53% of this year's incidents (97) involved injury, a slightly lower figure than in the previous year, however the numbers are too similar to draw any conclusions. There were 47 incidents reporting minor injuries, 49 serious incidents and only 1 fatality. The fatality was a Speed Flying accident during training at a BHPA Registered School.

We have noted that more incidents concerning equipment are being reported by Pilots and Service Centres, but it isn't clear if this represents an increase in equipment issues, or more complete reporting.

Looking at the overall position across Europe using the EHPU's database, European flying associations reported 33 incidents where fatalities occurred, a lower number than the 38 recorded in the previous year.

2023 European Fatality Numbers

Austria	5	(1 Speedflyer/Mini-wing, 4 PG)
France	15	(14 PG, 1 rigid-wing HG)
Germany	6	(2 Speedflyer/Mini-wings, 3 PG, 1 flex-wing HG)
Italy	3	(2 PG, 1 HG)
Switzerland	4	(4 PG)
UK	1	(1 Speedflyer/Mini-wing)

Turning to our BHPA statistics in more detail:

- For paragliding (hill and tow) there were 40 minor injury reports, 39 serious injury reports and no fatalities (out of 144 paragliding incidents).
- For paragliding (power) there was 1 minor injury reported, 3 serious injury reports and no fatalities (out of 8 PPG reports).

- For flex-wing hang gliding (hill and tow) there were 3 minor injury reports, 3 serious injury reports and no fatalities (out of 19 flex-wing HG reports).
- For rigid-wing hang gliding (hill and tow) there was 1 minor injury report, 1 serious injury report and no fatalities (out of 3 rigid-wing HG reports).
- For speed flying there was 0 minor injury report and 2 serious injury reports and 1 fatality (out of 4 speed flying reports).
- For Tandem paragliding there were 2 minor injury reports and 2 serious injury reports (all impacting on the Pilot in Command, no passengers were injured) and no fatalities (out of 10 Tandem PG reports).
- For Tandem hang gliding there were no injuries reported from the one incident that was recorded.
- There were no incident reports resulting in injury from powered hang gliding.

The above figures include 27 incidents under training.

The decrease in fatalities is welcome, but in many accidents the difference between an injury and a fatality is a matter of luck. There are no obvious anomalies beyond the increase in reported Speed Flying/Mini-Wing accidents. 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 Coroners 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 inquiry has been concluded – which can on occasion take a very long time. We will, of course, continue to publish any urgent safety notices that result from our investigation of any incidents.

Schools: Inspections, Examinations & Instructor Training.

We have added two new HG-related Schools since last year, one HG Power and one HG Tow school which commenced the process towards becoming a BHPA Registered School.

There is also a PG Development School in the process of Examination and Inspection.

We ran two Trainers' conferences in 2023, a PPG Conference (which was a hybrid event with both in-person and on-line attendees) and a PG Hill Trainers Conference (which was on-line only).

Examinations: There has been a continued healthy demand for examinations for BHPA licences. The Technical team conducted 20 licence exams in 2023, and several more are in the pipeline.

A new Examination (the CAA call it an "Evaluation") is now available through the BHPA, as we now have two CAA Approved Display Assessment Evaluators (in Ian Curren and Mark Shaw). They have assessed and approved Flying Display "tickets" to nine BHPA Display Pilots, including the eight that were issued to the Jet Parahawks display group (likely coming – very noisily – to display with their jet-powered paramotors at an Airshow in 2024).

Instructor training: There has also been continued demand for courses this year, and one Instructor's course and one Senior Instructor course were delivered. In addition, a bespoke instructor's course was created and run for a potential new HG Power school.

Emergency Parachute Systems: In 2023 the Technical team ran one EPSL Course. We expect the same in 2024.

Club Coach courses: The Winter season of Club Coaching courses is well underway, with five Club Coach courses scheduled to run during the winter season of 2023-2024 – two are already complete, with three to go.

Lectures and Support: The Tech Staff delivered lectures at GBAR, the Paramotor Nationals, the Big Fat Repack and a Mountain Rescue seminar. We were also involved in assisting the CAA with its refresh of the Paramotor Code.

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, chaired by myself and with Mark Shaw as a member. We held one physical meeting, and one online meeting, hosted by the French Standards organisation AFNOR. A number of subgroup meetings were held in-between the 'full' formal meetings. We continue to work on the revision of EN926-2 (the PG Flight test standard), and EN1651, the PG Harness Standard.

The BHPA's HG Test Rig was brought back into service during the year to test two new hang gliders. One completed its C of A, the other will return in 2024 for maximum load testing.

Towing

The most intense towing activity was at the GBAR 2 (the Great British Aerotow Revival) HG event in Lincolnshire in May. The Technical Team attended and (as noted above) ran a coaching Course on-site. GBAR 2 was so successful that GBAR 3 is being planned for May 2024.

Electric winches are attractively quiet and environmentally friendly, and successful trials have been carried out using both a self-developed system and in Norfolk with the Nova "Elowin" twin-drum winch. We have adjusted the Technical Manual to allow for the different tension controls available with these winches.

Power

The CAA's exemption for Sub-70kg wheeled aircraft was renewed for a further two years on 28th March 2022, and hence will come up for renewal again in 2024. 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 have suggested some changes to the exemption, to allow heavier aircraft and to make allowance for the extra weight that electric batteries currently incur.

Pilot Training & Development

The on-line Pilot and Pilot (Power) exams are now live, and are running in tandem with a refreshed Pilot exam paper.

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 HG aerotow environment have been approved for a trial of the use of shorter tow lines.

Publications Panel

The comprehensively overhauled and redesigned BHPA Pilot Handbook finally hit the book shelves in 2023, and is selling well. *Have you got your copy yet?*

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 Electronic Conspicuity rebate scheme has been extended again, to the end of March 2024. It offers a grant of up to 50% of the cost (or £250, whichever is less) for the purchase of approved devices. We have made an approach (jointly with the BMAA and BGA) to the CAA to suggest that the UK should adopt a similar approach to that being followed in Europe for Electronic Conspicuity, where mobile phone technology is being proposed as the basis for a compatible set of conspicuity standards.

We continue to present to the CAA and other airspace users the unique portable nature of our air sports and show them the limitations to equipping our aircraft with existing 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 2024

Paramotor Report

BHPA AGM

February 2024

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 934 as of the the most recent (1st February 2024) set of statistics, up from 910 this time last year. Of course we mustn't forget the 152 hang glider power rated pilots, so that takes us to roughly one fifth of the membership who are flying power!

We still 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 and Events

The 2023 British Open Paramotor Championships held at the historic Manston Airfield in Kent was a great success and has been written up in SkyWings so we're going back to Manston in 2024, dates are 18th to the 23rd of June, 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, **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 and The Paramotor 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

BHPA CIVL REPRESENTATION

Report to the 2024 BHPA AGM (24th Feb 2024)



Representatives

Brett Janaway (BHPA CIVL Representative)

Gordon Rigg (BHPA ALTERNATIVE Representative)

As always, the work of CIVL continues throughout the year, however as with most committees, the majority of the work comes to light at the annual meeting. The meeting this year will be in South Korea, from 26-29 February, covering 4 days. Due to the high cost of attending only the Delegate, Brett Janaway, will be present. The alternate, Gordon Rigg will support remotely on Zoom.

The format of the meeting is usually two days of group working sessions, followed by one day to discuss the proposals with all CIVL representatives and finally one day to vote on each proposal. Not all nations attend the working groups, although many do, as does the BHPA.

For 2024 the attendance will be low by many of the smaller nations. The UK will also be carrying the proxy vote of Lithuania as they deem their views to be similar to ours on the major discussions.

The outcome of the plenary discussions and votes will be published on the FAI website in the days following the plenary.

For any persons interested, all the 2024 proposals can be found here:
<https://cloud.fai.org/s/JBS3WeJtYiEbLrt>

Looking at the proposals, there are four of particular interest to the BHPA:

Paragliding Harness Safety

With the release of the new Generation 4 harnesses, typically represented by the Ozone Submarine, there has been heavy criticism of the direction that manufacturers have taken harness design. In particular with regard to safety as the new generation has seen poor back protection and difficult exit from the harness in an emergency. In response, the CIVL Bureau has formed a working group to address many of these issues and are working towards releasing a CCC harness definition, which will demand a stricter criteria than the EN standard. This is expected to change the design of all top racing harnesses, with implementation expected in 2026. Existing harnesses are unlikely to be outlawed for the foreseeable future so pilots can continue to invest in them, but if their need is not urgent they would be wise to wait for the final details of the proposal to be voted upon. Of course, this criteria only affects CAT 1 (Worlds/Europeans), but is expected to also be adopted by the PWCA and many of the leading CAT2 events.

Sports (EN-C) WPRS

It is the intention of the Bureau to launch a new Sports category of WPRS (World Pilot Ranking System). This will allow pilots that fly EN-C, or below, wings to more easily compare themselves to other sports pilots. The details of how this will be implemented are not yet finalised. Whilst we should be in favour of this development, it has also been suggested that Sports based events be excluded from the overall WPRS, which would not be such a welcome initiative.

World Championship Team/Individual

In the past the World Championships has always been both a Team and Individual event. This does however lead to a conflict of interest for a pilot when faced with the opportunity to win as an Individual, sometimes at the cost of the Team securing a podium place. It has been proposed to split the event into two separate events, occurring on separate years. This would mean the Europeans/Worlds moving on to a 3 year cycle. The Europeans would continue in the format that currently exists.

Registration Fees

Last year I warned that CAT2 registration fees were likely to increase and indeed they did. Fortunately, they only moved to 2.0 entry fees. Their proposal was to increase from 1.5 to 2.5 fees.

It has however been suggested that they will propose a further increase this year. At this time the details have not been published.

This fee directly affects the cost of organising an event and would be passed to the pilots attending the events. An increase of 0.5 would increase an entry by around £5 per participant, per event.

Future Events

2024 will see the following Category 1 events:

- **17th FAI Paragliding European Championships, Spain**
- **8th FAI European Paragliding Accuracy Championships**
- **1st FAI World Junior Paragliding Championship, Slovenia**
- **Test event of 3rd FAI World Hang gliding Class 1 Sport Championship**
- **Test event of 24th FAI World HG Class 1, 10th FAI World HG Class 5, 15th FAI Women World HG Class 1 Championships**

Conclusion and thanks

I would like to express my sincere thanks to all the people who volunteer to work on, and with, the respective Competitions Panels. It often involves long hours, lots of stress, no pay and little thanks. There are too many to mention, but if you are involved in competitions, you will know some names for sure.

Brett Janaway

CIVL Representative

February 2023



**British Hang Gliding and
Paragliding Association**

8 Merus Court
Meridian Business
Park Leicester.
LE19 1RJ

BHPA

Tel 0116 289 4316
office@bhpa.co.uk