BHPA

Annual General Meeting

BHPA Office Leicester

28th February 2026

BRITISH HANG GLIDING AND PARAGLIDING ASSOCIATION

AGM – FEBRUARY 2026

CHAIR'S REPORT

As ever, preparing this report requires us to look back almost a full year, reflecting on the period from April 2024 to March 2025. Even with all the familiar challenges—weather, regulatory pressures, and the constant work of maintaining insurance—it's been a year in which the Association has continued to make steady, genuine progress. What stands out most to me is the commitment and resilience across our community, which has kept us moving forward despite the bumps in the road.

Membership

Our membership has declined slightly over the year, holding at around 6542 members – down from 6831 the previous year. Stability in this area is never something I take for granted, given how dependent our sport is on conditions, access, and external factors beyond our control.

Executive Members

This year we once again have an uncontested Exec election. I'd like to congratulate Marc Asquith and Steve Young on their re-election, and warmly welcome Mike Chilvers, Guy Richardson, Mark Schaefer, and James Allcock to the Executive Council. Our standing subcommittees—particularly FSC and F&GP—continue to be steady, reliable engines for the Association's work, often delivering far more than is ever visible to most members.

For me personally, this has been a year of learning and juggling. Balancing the role of Chair with my duties as Vice-Chair of the Royal Aero Club, alongside my military responsibilities, has made clear just how wide-reaching and complex the BHPA's work is. From pilot certification and safety oversight to insurance negotiations, legal wranglings, regulatory engagement, and helping young pilots move into competitive pathways—none of it is simple, and all of it matters.

Since stepping into the Chair role in 2023, I've learned that progress rarely comes quickly. It takes careful thought, patience, and a willingness to keep going when solutions aren't immediately obvious. I genuinely welcome constructive challenge from members; it helps shape good decisions. And I couldn't be more grateful for the dedication of the volunteer Exec, who repeatedly give their time, energy, and expertise for the benefit of the wider community.

This year we've also said farewell—or will shortly—to Stuart Blackburn, Brett Janaway, Ed Cunliffe, and Paul Dancey. Each has contributed significantly in their own way, and I

want to extend my heartfelt thanks to them, especially those who have served for many years.

Achievements

There has been a great deal to celebrate. A major development this year was the signing of our Memorandum of Understanding with the BMAA, which strengthens support for our Paramotor pilots and brings clearer, shared representation for that part of our community.

Our pilots continue to shine internationally across all disciplines. I won't tread on Bill Bell's toes here—he will speak to the sporting achievements in more detail—but I remain immensely proud of what our members accomplish. It's equally encouraging to see deserving individuals recognised through both the Royal Aero Club Awards and our own BHPA Awards of Merit.

FAI Engagement

In October, I attended the FAI General Conference in Finland, participating in a panel discussion on Women in Airsports. It was a packed 36 hours, but a valuable opportunity to discuss the ongoing CIVL disruption with colleagues from across the international community. The event brought together an impressive range of organisations and reinforced how interconnected our sport is on the global stage.

Staffing

You'll hear more about staffing developments in the Admin and Company Secretary report. I would, however, like to highlight the arrival of Jack Sewell as our third Technical Officer, joining us as we prepare for Ian Currer's well-earned retirement. Jack brings enthusiasm and capability, and we're fortunate to have him.

Environmental Stewardship

The landscapes we fly in are as much a part of our sport as the equipment we use. Protecting them remains an important part of our work. Martin Baxter has continued to represent us within the Government's Outdoors for All initiative, ensuring our voice is part of long-term policy shaping. Our clubs play a vital role, working with environmental groups and landowners to ensure we operate responsibly and maintain access to the sites we depend on.

I encourage all members to support this work. Future generations deserve the same opportunities to experience free flight across the UK countryside, and we all have a role in safeguarding that.

Looking Ahead

One of our ongoing priorities is continuity planning. The Exec and FSC are built on deep experience and specialist knowledge, and we must ensure the Association remains resilient if any key individual has to step back unexpectedly.

Although a number of Exec members will stand down in 2025, our review of governance needs has confirmed that no structural changes are required at this time. Unlike the BGA, which recently set a six-year limit on Exec tenure, we believe our current model remains fit for purpose and there is strong justification to remain as is.

Last year's AGM at the Leicester office worked well, and we plan to continue with the same format. Members will be able to observe and contribute in real time, with voting taking place either in person or via the usual proxy system.

Closing Remarks

I want to end by expressing my heartfelt thanks to our technical and office staff. Their daily work—administration, coaching, instructor support, accident investigation, and much more—keeps the Association functioning smoothly and often without fanfare.

My thanks also go to the many club chairs and committees I've engaged with throughout the year. Your honesty, willingness to collaborate, and focus on finding workable solutions make a real difference to how effectively we can support the sport.

Looking forward, I'm optimistic. With the same spirit of cooperation and commitment that has carried us through this year, I'm confident we can continue to strengthen the Association and meet the challenges and opportunities of the year ahead.

JENNY BUCK

BHPA Chair

25 January 2026

British Hang Gliding
and Paragliding
Association Ltd

8 Merus Court
Meridian Business Park
Leicester LE19 1RJ

Tel 0116 289 4316
office@bhpa.co.uk

BHPA

Notice of Annual General Meeting

Notice is hereby given that the Thirty Fourth Annual General Meeting of the British Hang Gliding & Paragliding Association Limited will be held at 8 Merus Court, Meridian Business Park, Leicester, LE19 1RJ on Saturday 28th February 2026 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 2025.

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

J Allcock
M Asquith
M Chilvers
G Richardson
M Schaefer
S Young

3. To appoint 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 in their own right. Proxy forms must be delivered to the Leicester office not less than 48 hours before the time fixed for the meeting.

British Hang Gliding and Paragliding Association Ltd
8 Merus Court Meridian Business Park Leicester LE19 1RJ
Tel 0116 289 4316
office@bhpa.co.uk

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 28th February 2026 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 2025 be approved.

FOR	AGAINST

Resolution 2

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

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

CANDIDATES	FOR
J Allcock	
M Asquith	
M Chilvers	
G Richardson	
M Schaefer	
S Young	

Resolution 3

That auditors be appointed and the Executive Council be authorised to fix their renumeration.

FOR	AGAINST

Signature _____ Dated this day of 2026.

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

James Allcock

Like most people, I joined the BHPA for the freedom of the skies, not for committees. I learned to fly hang gliders in the early '90s, moved to paragliders during the F&M crisis, and have since flown with clubs across the UK while helping organise events from the X-Lakes Hike and Fly to last year's Niviuk Fly Wide Open. These experiences have given me great appreciation for the volunteers and structures that quietly keep our sport ticking along. After 30 years in flying, I'd like to contribute a little more. I respect the dedication and continuity of long-serving Executive members and hope to support and complement that stability. Professionally, I've led teams, managed change and built organisations with strong governance and communication. I'm keen to understand where I can genuinely help—improving communication, supporting clearer processes, or simply offering a fresh pair of eyes. Flying has shaped my life significantly, and I'd now like to give something back.

Marc Asquith

I currently serve on Exec. as Admin Director, Company Secretary and have a close involvement with the insurance role. 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. I Learned to fly paragliders in the mid-1980s. I obtained my PPG and PHG ratings in the mid 1990s, mostly flying my Doodlebug / Discovery combination in and around Snowdonia. I have served 2 terms of office as BHPA Chairman for a total of 16 years. 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 Airsports 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. If re-elected I would anticipate continuing with my roles as Company Secretary, in Insurance and Admin. and leading our interactions with the CAA in respect of Electronic Conspicuity and drones.

Mike Chilvers (Chilly)

As this is my first time standing for election to the BHPA Executive Council, I would like to offer some background about myself and explain why I am putting myself forward. I am 60 years old and joined the BHPA in 2005 when I began flying paramotors. From the outset I was highly motivated, and after discovering the world of paramotor competitions, I decided to take part. In 2006, I was awarded my BHPA Pilot Power Rating through the alternative entry route, which enabled me to compete. In my first British Open Competition in 2006, I received the "Best Newcomer" trophy after placing 10th overall. I subsequently joined the British Team for the 2006 European Paramotor Championship, where we won the Bronze medal. Over the following years, I enjoyed consistent competitive success, earning further Silver and Bronze team medals, achieving 9th place individually in Europe, and finishing as the top British pilot. During this period, I was also elected to the BHPA Competitions Committee, where I served for several years, contributing to policy, event development, and the overall direction of competitive flying within the Association. In 2010, I moved into the organisational side of the sport, directing events including the British League and the British Open. In 2016, I served as Competition Director for the FAI World Paramotor Championships, hosting 150 competitors from 15 countries. I was later invited to manage the paramotor discipline of the FAI World Air Games; although I declined, the event was ultimately cancelled due to Covid restrictions. My contributions to the sport have been recognised through several honours, including Royal Aero Club Certificates of Merit, the Johan Bossuyt Trophy, and the Royal Aero Club Ann Welch Memorial Award for services to instruction. I began paramotor instruction part-time in 2009 and was awarded my Senior Instructor Licence in 2017, allowing me to establish a BHPA-registered school. Ufly4fun became the first "paramotor-only" BHPA school in the UK. I have operated the school full-time since 2017, providing ab-initio training, conversions, and alternative entry routes. We have successfully supported one TI progressing to Instructor and currently have two further TIs in training. Outside aviation, I bring additional management experience, having served as a Company Director of a busy construction firm employing up to ten staff, as well as holding retail management roles within a major electrical goods chain. I believe the BHPA Executive Council benefits from members who possess both passion and experience. I bring both. Every discipline deserves representation by individuals who understand it deeply and are committed to protecting and developing it—particularly the powered side of our sport. After more than 20 years as a BHPA member, I am standing for council to give something back to the organisation and the community that has given me so much. If elected, I will work hard to represent all members fairly and effectively. I would be honoured to have your vote.

Guy Richardson

58 years old, full time Paragliding Senior Instructor, Tandem Pilot and Emergency Parachute Repacker. Having run many repacking events for paragliding clubs and paramotor clubs throughout the country, though primarily the north of England, I help people understand their rescue systems, learn to repack to BHPA standards and assist people to qualify as packers. Through the school I enable people to fly better and safer, working towards more advanced qualifications. I have flown in many places around the globe and assisted other organisations to understand and collaborate with our sports.

Mark Schaefer

I am a Paraglider Pilot and Club Coach. I am a member of the Pennine Soaring Club and the Derbyshire Soaring Club and a member of the tiny and informal group of Llyn Flyers. I am 57, still working and as I have only been flying since 2021, I still strongly relate to beginners and low airtime pilots. I am very grateful for the advice, support and encouragement I received from my clubs, the coaches and practically every pilot I meet. I am an engineer with commercial and marketing experience, and I hope I can use my skills to repay some of that support by serving on the BHPA Exec.

Steve Young

My name is Steve Young, I am a retired petrol engine design engineer with a career working on Land Rovers, New Mini, and Aston Martin cars. I have been flying Hang Gliders since 1978 mainly in the midlands and Wales but also, I've had regular trips to the alps. I have been on the committee of various clubs for most of my flying career. I am a senior hill coach and an aerotow coach. I stood and was elected to the BHPA Exec 3 years ago, not knowing what to expect, but have found it very enlightening and interesting. There is so much that goes on behind the scenes that is essential to the running of the association, but nobody gets to hear about it. At first, I was given various tasks that did not fit into anyone else's remit but now I have been asked to take on the management of Skywings which I am greatly looking forward to. I am also very interested in promoting the sport and have been looking at ways to generate more members by promoting the BHPA particularly from other sporting groups. I am also helping out on a subgroup looking for submissions for a new BHPA Website.

Ref: M003 - 02/2025

British Hang Gliding and Paragliding Association Ltd

8 Merus Court Meridian Business Park Leicester LE19 1RJ

Tel 0116 289 4316 www.bhpa.co.uk

The 500 Club Monthly Lottery

A chance to win cash prizes and help the Association.

Why 500 Club?

The 500 Club originally started in 1979 with a target set at 500 members, each paying £1 per month. Half the proceeds go into general funds to help the Association, the other half is distributed as 10 cash prizes:-

1st Prize	40% of the prize money pool	**4th Prize**	6% of the prize money pool
2nd Prize	20% of the prize money pool	Then 2 prizes of 5%, 2 prizes of 4% and 2 prizes of 3%.	
3rd Prize	10% of the prize money pool		

Those whose 'ticket' money appears in the bank account on that day, will then participate in the draw on the following 20th of the month.

In order to keep the system simple no tickets are issued. Additionally, although the tickets are recorded at 25p to comply with the Gambling Act, we cannot cope with anything but £1 items, hence the format of the Bankers Order.

INSTRUCTIONS FOR ENTRY

Please complete the form fully (**LEAVE THE REFERENCE NUMBER SPACE BLANK**) and return the entire form to the BHPA at the address below. The draw will take place on the 20th of each month.

To: The Promoter, BHPA 500 CLUB, 8 Merus Court, Meridian Business Park, Leicester, LE19 1RJ.

Please include me in the '500 CLUB' and purchase four tickets at 25p for each £1 subscribed on my behalf, monthly until further notice.

Name: _____ Membership No. _____

Address: _____

_____

The BHPA 500 Club Lottery
BANKERS ORDER

To: _____ Bank

Full postal address: _____

_____

Please pay Royal Bank of Scotland plc, Market Street, Leicester, LE1 6DN Sort Code: 16-23-21

The sum of £_____ (must be whole pounds) on the **2nd day** of every month until further notice.

For the credit of BHPA Lottery A/c No. 11226804

Ref: ☐☐☐☐ Account Name (as it appears on account): _____

Account No: ☐☐☐☐☐☐☐☐ Sort Code: ☐☐☐☐☐☐

Signed: _____ Date: _____

BRITISH HANG GLIDING & PARAGLIDING ASSOCIATION LIMITED

REPORT OF THE DIRECTORS AND

FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 MARCH 2025

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

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BRITISH HANG GLIDING & PARAGLIDING ASSOCIATION LIMITED

COMPANY INFORMATION
FOR THE YEAR ENDED 31 MARCH 2025

DIRECTORS:	Mr M N Asquith Mr M Baxter Mr W M Bell Ms J A Buck Mr J E Cunliffe Mr P N Dancey Dr M F Heywood Mr B Janaway Mr A J R Langford Mr A I Pinkerton Mr S F Young
SECRETARY:	Mr M N Asquith
REGISTERED OFFICE:	8 Merus Court Meridian Business Park Leicester Leicestershire LE19 1RJ
REGISTERED NUMBER:	02618166 (England and Wales)
SENIOR STATUTORY AUDITOR:	Mr P Bott FCA
AUDITORS:	Mark J Rees LLP Chartered Accountants and Statutory Auditors Granville Hall Granville Road Leicester LE1 7RU

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

REPORT OF THE DIRECTORS FOR THE YEAR ENDED 31 MARCH 2025

The directors present their report with the financial statements of the company for the year ended 31 March 2025.

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.

DIRECTORS
The directors shown below have held office during the whole of the period from 1 April 2024 to the date of this report.

Mr M N Asquith
Mr M Baxter
Mr W M Bell
Ms J A Buck
Mr J E Cunliffe
Mr P N Dancey
Dr M F Heywood
Mr B Janaway
Mr A J R Langford
Mr A I Pinkerton
Mr S F Young

Other changes in directors holding office are as follows:

Mr S J Blackburn ceased to be a director after 31 March 2025 but prior to the date of this report.

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). 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.

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

REPORT OF THE DIRECTORS FOR THE YEAR ENDED 31 MARCH 2025

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, Mark J Rees LLP Chartered Accountants, will be proposed for re-appointment at the forthcoming Annual General Meeting.

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

ON BEHALF OF THE BOARD:

.....
Mr A J R Langford - Director

Date: 22/12/2025

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 2025 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 2025 and of its surplus for the year then ended;
- have been properly prepared in accordance with United Kingdom Generally Accepted Accounting Practice; and
- have been prepared in accordance with the requirements of the Companies Act 2006.

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

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

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

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

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

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

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

Opinions on other matters prescribed by the Companies Act 2006
In our opinion, based on the work undertaken in the course of the audit:
- the information given in the Report of the Directors for the financial year for which the financial statements are prepared is consistent with the financial statements: and
- the Report of the Directors has been prepared in accordance with applicable legal requirements.

Matters on which we are required to report by exception
In the light of the knowledge and understanding of the company and its environment obtained in the course of the audit, we have not identified material misstatements in the Report of the Directors.

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

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

Responsibilities of directors
As explained more fully in the Statement of Directors' Responsibilities set out on page two, the directors are responsible for the preparation of the financial statements and for being satisfied that they give a true and fair view, and for such internal control as the directors determine necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

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

Auditors' responsibilities for the audit of the financial statements

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

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

Irregularities, including fraud, are instances of non-compliance with laws and regulations. We design procedures in line with our responsibilities outlined above, to detect material misstatements in respect of irregularities, including fraud. Owing to the inherent limitations of an audit, there is an unavoidable risk that material misstatements in the financial statements may not be detected, even though the audit is properly planned and performed in accordance with ISA's (UK).

We obtained an understanding of the legal and regulatory frameworks applicable to the company and industry in which it operates through our general commercial experience. We determined that the following laws and regulations were most significant: FRS 102, Companies Act 2006 and the relevant tax compliance regulations in the UK. In addition, we concluded that there are certain laws and regulations that may have an effect in the determination of the amounts and disclosures in the financial statements such as health and safety and employee related matters.

We enquired of management concerning the company's policies and procedures relating to:

- the identification and compliance with laws and regulations
- the detection and response to the risks of fraud
- the internal controls inherent within the company to mitigate fraud risk and non-compliance to laws and regulations

We enquired of management, whether they were aware of any instance of non-compliance with laws and regulations or whether they had any knowledge of actual, suspected or alleged fraud.

We communicated relevant laws and regulations and potential areas of fraud to all audit team members including the potential for fraud in revenue recognition through the manipulation of costs incurred on memberships. We remained alert to any indications of fraud or non-compliance with laws and regulations throughout the audit.

We have determined that the principal risk areas where material irregularities could occur were related to posting manual journal entries to manipulate financial performance, revenue recognition, valuation of subscriptions in advance and significant one-off or unusual transactions.

Our audit procedures were designed to respond in particular to these identified risks (including non compliance with laws and regulations and fraud).

Our audit procedures included but were not limited to:

- A review of laws and regulations the company is subject to, followed by compliance checks and discussion with management to ensure no instances of non compliance.

- Identifying and testing journal entries, on a sample basis, to review for potential management bias or manipulation of revenue recognition.

- A review of a sample of memberships in the year and detailed cut off testing around the year end to ensure revenue is recorded accurately and recognised in the correct period and correctly deferred.

We did not identify any matters during the course of our work that indicated non-compliance with laws and regulations or relating to fraud.

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.

Mr P Bott FCA (Senior Statutory Auditor)
for and on behalf of Mark J Rees LLP Chartered Accountants
and Statutory Auditors
Granville Hall
Granville Road
Leicester
LE1 7RU

Date: .....

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

INCOME STATEMENT
FOR THE YEAR ENDED 31 MARCH 2025

	Notes	2025 £	2024 £
TURNOVER		**1,243,432**	1,216,588
Administrative expenses		**1,260,848**	1,305,713
		(17,416)	(89,125)
Other operating income		**37,639**	23,015
OPERATING SURPLUS/(DEFICIT)	4	**20,223**	(66,110)
Interest receivable and similar income		**15,483**	14,159
SURPLUS/(DEFICIT) BEFORE TAXATION		**35,706**	(51,951)
Tax on surplus/(deficit)		**2,942**	2,690
SURPLUS/(DEFICIT) FOR THE FINANCIAL YEAR		**32,764**	(54,641)

The notes form part of these financial statements

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

BALANCE SHEET
31 MARCH 2025

	Notes	2025 £	£	2024 £	£
FIXED ASSETS					
Tangible assets	5		**325,086**		318,602
Investments	6		**1**		1
			325,087		318,603
CURRENT ASSETS					
Stocks		**9,802**		9,988	
Debtors	7	**471,087**		474,221	
Cash at bank and in hand		**872,319**		766,123	
		1,353,208		1,250,332	
CREDITORS					
Amounts falling due within one year	8	**1,065,783**		989,187	
NET CURRENT ASSETS			**287,425**		261,145
TOTAL ASSETS LESS CURRENT LIABILITIES			**612,512**		579,748
RESERVES					
Other reserves			**32,250**		32,250
Income and expenditure account			**580,262**		547,498
			612,512		579,748

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 22/12/2025 and were signed on its behalf by:

Mr A J R Langford - Director

The notes form part of these financial statements

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 each asset over its estimated useful life.

Freehold property	- 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
Stocks are valued at the lower of cost and net realisable value, after making due allowance for obsolete and slow moving items.

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.

continued...

2. ACCOUNTING POLICIES - continued

Deferred tax

Deferred tax is recognised in respect of all timing differences that have originated but not reversed at the balance sheet date.

Timing differences arise from the inclusion of income and expenses in tax assessments in periods different from those in which they are recognised in financial statements. Deferred tax is measured using tax rates and laws that have been enacted or substantively enacted by the year end and that are expected to apply to the reversal of the timing difference.

Unrelieved tax losses and other deferred tax assets are recognised only to the extent that it is probable that they will be recovered against the reversal of deferred tax liabilities or other future taxable profits.

Debtors

Short term debtors are measured at transaction price, less any impairment. Loans receivable are measured initially at fair value, net of transaction costs, and are measured subsequently at amortised cost using the effective interest method, less any impairment.

Creditors

Short term trade creditors are measured at the transaction price. Other financial liabilities, including bank loans, are measured initially at fair value, net of transaction costs, and are measured subsequently at amortised cost using the effective interest method.

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 8 (2024 - 9).

4. OPERATING SURPLUS/(DEFICIT)

The operating surplus (2024 - operating deficit) is stated after charging:

	2025	2024
	£	£
Depreciation - owned assets	13,448	9,357

continued...

5. **TANGIBLE FIXED ASSETS**

	Freehold property £	Flying Equipment £	Fixtures and fittings £	Computer equipment £	Totals £
COST					
At 1 April 2024	356,957	48,375	42,354	40,245	487,931
Additions	-	4,362	-	15,570	19,932
Disposals	-	(1,660)	-	-	(1,660)
At 31 March 2025	356,957	51,077	42,354	55,815	506,203
DEPRECIATION					
At 1 April 2024	49,974	46,104	33,882	39,369	169,329
Charge for year	3,570	1,909	2,118	5,851	13,448
Eliminated on disposal	-	(1,660)	-	-	(1,660)
At 31 March 2025	53,544	46,353	36,000	45,220	181,117
NET BOOK VALUE					
At 31 March 2025	303,413	4,724	6,354	10,595	325,086
At 31 March 2024	306,983	2,271	8,472	876	318,602

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) at a value of £1.

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

6. **FIXED ASSET INVESTMENTS**

	Interest in joint venture £
COST	
At 1 April 2024 and 31 March 2025	1
NET BOOK VALUE	
At 31 March 2025	1
At 31 March 2024	1

continued...

7. DEBTORS

	2025	2024
	£	£
Amounts falling due within one year:		
Trade debtors	**23,198**	11,148
Other debtors	**444,139**	452,323
	467,337	463,471
Amounts falling due after more than one year:		
Other debtors	**3,750**	10,750
Aggregate amounts	**471,087**	474,221

8. CREDITORS: AMOUNTS FALLING DUE WITHIN ONE YEAR

	2025	2024
	£	£
Subscriptions in advance	**532,293**	503,979
Trade creditors	**469,623**	448,134
Taxation and social security	**39,184**	9,603
Other creditors	**24,683**	27,471
	1,065,783	989,187

9. LIMITED BY GUARANTEE

The company is incorporated as a company limited by guarantee and does not have a share capital. Accordingly, the liability of each member is restricted to an undertaking to contribute towards the company's net assets or liabilities in the event of it being wound up. Such contribution is limited to a maximum of £1 per member and may be called upon for up to one year after a member ceases their membership. At 31 March 2025, the company had 6,854 members (2024: 7,012).

10. LOAN FUND

A loan fund was established to provide financial assistance in the form of interest free loans to non-commercial member clubs. At 31 March 2025 £10,750 were granted (2024: £17,750).

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

DETAILED INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31 MARCH 2025

	2025		2024	
	£	£	£	£
Turnover				
Introductory membership	**48,054**		50,027	
Individual membership	**1,124,318**		1,078,325	
Club membership	**22,124**		22,300	
IICF and claims premiums	**30,079**		44,416	
Shop sales	**8,054**		12,207	
Other income	**3,904**		2,461	
500 Club takings	**6,899**		6,852	
		1,243,432		1,216,588
Membership, competition and shop expenses				
500 Club payouts	**4,018**		3,912	
Public liability insurance	**544,361**		568,321	
Membership cards and badges	**11,568**		11,802	
Competition funding expenses	**46,430**		53,000	
Airsport subscriptions	**16,771**		15,400	
Handbooks and manuals	**7,822**		2,575	
Promotion and publicity	**2,478**		3,273	
Shop expenses	**6,462**		6,819	
		639,910		665,102
		603,522		551,486
Flying, safety, coaching and training expenses				
Wages	**121,443**		166,480	
Staff mileage and travel	**11,390**		15,310	
Examination and club inspections	**13,841**		9,913	
F S C panel costs	**3,217**		3,254	
F S C committee costs	**3,384**		3,793	
		153,275		198,750
Carried forward		**450,247**		352,736

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

DETAILED INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31 MARCH 2025

	2025		2024	
	£	£	£	£
Brought forward		450,247		352,736
Administrative expenses				
Wages	138,276		125,091	
Repairs and renewals	860		449	
Exec. & voluntary officer expenses	19,523		18,910	
Office rent and rates	11,966		12,255	
Power, light and heat	5,065		4,140	
Office equipment maintenance	17,764		12,613	
Legal and professional fees	4,613		23	
Audit fees	7,850		5,400	
Bank charges	13,171		12,933	
Printing and stationery	31,735		29,135	
Telephone	8,441		9,166	
Other office supplies	12,667		8,880	
Provision for VAT	27,000		-	
Depreciation of tangible fixed assets	13,447		9,358	
Profit/loss on sale of tangible fixed assets	(1,458)		(1,167)	
		310,920		247,186
		139,327		105,550
Skywings magazine				
Advertising revenue	(29,321)		(26,711)	
Publishing costs	186,064		181,755	
		156,743		155,044
		(17,416)		(49,494)
Restructuring costs				
Restructuring costs		-		39,631
		(17,416)		(89,125)
Other operating income				
Registration fees	23,442		15,915	
Training courses and exams	15,116		9,433	
Airworthiness income	(919)		(2,333)	
		(37,639)		(23,015)
Carried forward		20,223		(66,110)

This page does not form part of the statutory financial statements

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

DETAILED INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31 MARCH 2025

	2025		2024	
	£	£	£	£
Brought forward		**20,223**		(66,110)
Finance income				
Deposit account interest		**15,483**		14,159
NET SURPLUS/(DEFICIT)		**35,706**		(51,951)

This page does not form part of the statutory financial statements

BHPA Treasurer's Report for the Year Ended 31 March 2025

I am pleased to report on the Association's finances for the year ending 31st March 2025.

This has been a more stable year financially. Income rose slightly following the 3% subscription increase introduced in April 2024, and expenditure reduced in several areas compared with the previous year. We also saw the full-year benefit of the staffing changes made in 2023/24, and no further changes were made during the year.

Membership numbers did, however, continue their gradual decline. We ended the year with 6,854 members, down from 7,012 the year before. This trend remains a concern, as subscription income is central to funding the Association's activities.

Total income for the year was just under £1.29 million, and total expenditure came to around £1.25 million. Insurance costs fell again, from £568k to £544k, equating to about £79 per member. Spending on Flying & Safety Committee activities and competition funding also decreased, while Skywings and office costs remained broadly in line with the previous year.

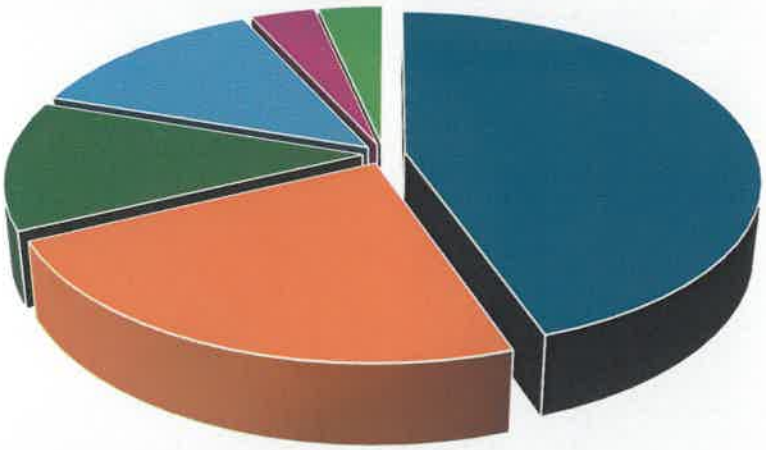
After all income, expenditure and year-end adjustments were taken into account, the Association achieved a surplus of approximately £36k. This marks a clear improvement compared with the deficit reported in 2023/24 and brings us back to the level of surplus we had planned for over the medium term. Our reserves have strengthened accordingly and remain within the level required to protect the Association over time.

Looking at expenditure on a per-member basis, the overall cost of running the Association fell from around £181 per member in 2023/24 to approximately £177 in 2024/25. The most significant reductions came from insurance, FSC activity and competition costs, with other areas remaining relatively steady.

Looking ahead to 2025/26, we currently expect to break even. A notable positive is that we have secured a three-year fixed-price agreement for third-party liability insurance at £560,000 per year, giving us stability in an area that has seen considerable volatility. The main financial risk now facing the Association is the continuing slow decline in membership numbers.

Maintaining a strong safety record remains essential, as insurance claims directly affect future premiums and subscription levels. Please fly safely, maintain a good look out, and help keep our sport as safe and affordable as possible.

A summary of expenditure per member is shown in the accompanying chart.



- Insurance £79 (£81)
- Office and Support Costs £ 41 (£40)
- Technical & Flight Safety Committee £22 (£27)
- Skywings £23 (£21)
- Competition Funding £6 (£7)
- Other Membership Costs £6 (£4)
- Comparative (2024) costs in brackets

Insurance Report – AGM 2026

Once again, we have had a small but manageable rise in our third-party aviation and public liability premium. Previously we benefitted from a temporary reduction of about £30,000 in 2024 which was carried over into 2025. That said, we have secured a further long-term deal which will see our premiums rise about 10% in 2026 and hold for 2027 but provide us with the same liability cover. This is the second time we've obtained such a long-term deal since I've been looking after the third-party policy, and I think it demonstrates there is some stability in our claims profile and the way insurers see our industry. It is noteworthy that other airsport associations have suffered significant difficulties with coverage recently, not just with expense, but also obtainability. It remains the case that our claims history is looking reasonably good at present containing relatively ordinary knocks and bumps. There are one or two other cases on the schedule but these are thought to be low risk and are likely to be defended should they proceed.

It is still the case that the premium is around the same level that it was in the early 2000's running at around £350,000 back then (once inflation is taken into account) but our cover is more extensive. That was in the days before insurance premium tax of course and now we are currently well over the £500,000 mark after that tax is added. I very much hope our settled position holds and that we can budget for the other needs of our free flight population more accurately. On Exec we are fully aware that subscriptions have seen upward pressure, largely due to these third-party liability cover costs.

It is now routine for pilots to have video recordings of their flights, so there is usually a lot of available evidence when it comes to incident analysis. For example, we've had a serious incident in a remote location where the details were recorded by a countryside rambler and they have proved crucial. I'm therefore going to repeat my annual warning about such footage, that if you have it as pilot in command or from the ground, do remember to save it in full without editing or deleting, because the moment an incident has occurred, your video acquires a new status and becomes *evidence* in a future legal case. It is also worth noting that our insurance policy has small print exclusions (like all insurance policies) that make it a condition of cover that there is full, frank and prompt disclosure.

I'm pleased to say that 2025 was another year where schools and clubs did a consistent job in applying their minds to risk and reducing the chances of an incident occurring. It's the one thing which over the 20-odd years I've been covering this portfolio that has seen a huge change and improvement. Credit where it is due. As always, I'm happy to discuss coverage issues with the membership, and assist where I can in helping your landowners to understand that they have got third party cover simply by letting you use their fields. Some of them still don't realise how well covered you and they are! Do please enjoy the guaranteed good weather and flying that we are going to have this year!

Martin Heywood

Insurance Director

February 2026

BHPA AGM 2026 - Sites Report

Database

This is NOT a National Sites Guide. Publication of site information is a matter for clubs and schools. The aim is to deconflict between clubs and to identify a single point of contact for each site so that enquiries and notifications can quickly be directed to the right person. In addition, details of our busiest sites are provided to the military so that they can be displayed on military charts. The database contains 954 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	844
Limited Hill (<150' AGL)	54
Power	24
Tow	21
Aero Tow	4
Low Tow (<60m)	3

Clubs and schools should note that we cannot alert them to consultations about airspace changes or proposed developments for sites that have not been registered in the BHPA database. Similarly we can only notify the CAA and military of sites that we know about. Club Site Reports are available to club sites officers on request.

Civil Aircraft Notification Procedure

The number of CANPs submitted through the CANP for free fliers utility for 2025 is broadly in line with the previous year (1,370). Alternative means of submission, such as Flybubble and Flybot (as well as email and phone) are now available, although we have no means of assessing their popularity.

Submission is easy for those conscientious enough to bother. Big Sky Theorists should note that the UK AIRPROX Board and accident investigators will check CANPs for any AIRPROX occurring near a flying site.

This year I had a diary note to interrogate the Military Airspace Management Cell, and so we were able to publicise their Christmas and New Year closure in advance.

Military Charting. Whilst the CAA does not currently mark our hill sites on their charts, the military has chosen to mark those sites where it has been estimated that more than 5 gliders are likely on a good day (as estimated by clubs). The list of 252 sites was updated in Jan 26.

Sites Trust Fund. This fund is ring fenced from other BHPA resources and is controlled by 4 trustees. Over the past year another £1,500 has been donated and the fund currently stands at £61,500. Clubs and schools are invited to apply for grants, normally up to £25K. There have not been any formal requests for funding this year.

The Green Agenda

The relaxation of planning restrictions to encourage onshore wind and solar farms has led to an increase in applications, particularly in Scotland. The proposed development to the South of Tinto was rejected but there are plenty more on the horizon. The requirement to transfer this energy from source to user has also generated a proposal for a 'Cross Border Connection' (an 80km long power line with about 320 pylons up to 61m tall) between Scotland and England. Wingbeat has been heavily involved north of the border. There do not appear to be too many implications south of the border.

The BHPA does not have the resources to engage in detail with every proposal; that burden falls to local clubs. In order to encourage consultation with clubs the BHPA's mantra is that any risk assessment that does not properly consider the safety implications for all forms of aviation is fundamentally flawed.

Natural England/National Trust/SSSIs.

The Natural England threat to prosecute pilots flying from SSSIs without written consent does not appear to have spread beyond the Kernow, Derbyshire and Cumbria clubs.

Clubs should continue to attempt to negotiate amicable solutions. Where this fails, they have little option but to 'disown' the site, explaining to all involved that they will no longer be able to assist with publishing and 'policing' a set of mutually agreed rules. The challenge of prosecuting pilots who choose to continue to fly at these sites will then fall entirely to Natural England and/or the landowner.

Open Access Land. We remain a member of 'Outdoors for All'; a coalition of organisations representing outdoor enthusiasts united by a broad strategy of trying to improve access to the outdoors. Our specific aim is to remove the exemption in the CRoW Act 2000 which prevents us from taking off from Open Access Land. Lobbying has not yet resulted in success; the Government appears to be focussed on other priorities.

Site Risk Assessment Template. Clubs occasionally ask if we have a site risk assessment template that they can use as a starting point to help convince landowners that we're acting responsibly. The Site Specific Risk Assessment (SSRA) used by schools may not be suitable so I have drafted a different one for clubs. I don't intend to circulate or publish it at this stage, but will update it in light of experience, and release it on request.

Martin Baxter
Sites Officer
BHPA

11 Feb 26

Skywings AGM Report 2026

Skywings magazine continued to be published on time and with no noticeable reduction in editorial content during 2024/25. The management figures for that year are shown below, along with those for 2023/24 for comparison.

	2023/24	2024/25	*Variation*
Expenditure	**£192,292**	**£196,824**	*+£4,532*
Advertising income (gross)	**£35,614**	**£39,094**	*+£3,480*
Advertising space booked (pages)	**99**	**102**	*+3*
Magazine subscription sales income	**£417**	**£157**	*-£260*
Net cost	**£156,261**	**£157,573**	*+£1,312*
Average postage per magazine sent	**£0.64**	**£0.69**	*+£0.05*
Average net cost per magazine printed	**£1.82**	**£1.90**	*+£0.08*
Average net cost per magazine sent	**£1.88**	**£1.96**	*+£0.08*
Copies ordered	**84,480**	**81,765**	*-2,715*
Copies printed	**85,680**	**82,965**	*-2,715*
Carriers	**82,770**	**80,036**	*-2,734*
Pages printed	**432**	**432**	*0*

After the stubbornly high rate of inflation for most of 2023/24, the situation stabilized in 2024/25, and inflation returned to more traditional levels. As a result the increase in net cost was significantly less than in 2023/24.

Advertising income for 2024/25 increased by around £3,480 compared to the previous year. But unfortunately this was outstripped by increased in costs. This resulted in the net operating cost for 2024/25 rising by around £1,312 (under 2%), which was broadly in line with inflation.

Membership numbers continued to fall during 2024/25, resulting in some 2,715 fewer copies being printed, with carriers dropping by 2,734. The reduction in magazines ordered and printed contributed towards the larger increase in cost per magazine than would otherwise have been expected from the overall increase in the annual net cost of publication .

Looking ahead to the likely final outcome for 2025/26, our operating costs continue to rise at under 2%, broadly inline with the current rate of inflation. The pressure on our costs has mainly come from Royal Mail regularly pushing up their charge for last mile delivery of the magazine. Unfortunately it has become increasingly difficult to attract advertising for the magazine, and as a result there has been a substantial drop in advertising income. I therefore anticipate that the increase in net operating costs for 2025/26 is likely to be north of £6,000.

As this is my last AGM Skywings report, I would particularly like to pay tribute to the support I've received over the years from both Joe and Colin. Their continued enthusiasm and the support of so many members who have contribute articles over the years has ensured Skywings is always full of high-quality content. My thanks to you all, and my best wishes to Steve as he takes on the role of Skywings director.

Paul Dancey
Publications & Website Director

Website AGM Report 2026

During 2025, our websites moved to a new server on Clook's fully owned virtualisation platform featuring improved redundancy. As is often the case this operation didn't go quite as smoothly as I'd hoped, and there were a few file errors that needed sorting following data migration. The new underlying hardware is very powerful with networking speeds up to 10 Gbps on the public network.

In June last year, I informed Exec that I planned to retire from Exec at our 2026 AGM. This resulted in extensive discussions about the future maintenance of our web presence going forward. Unfortunately our main portal, bhpa.co.uk, was created long before modern CMS became a thing, and has simply been updated and expanded to accommodate new features requested. As a result it lacks any sort of cohesive unified back end for maintenance.

It was therefore agreed that a tender should be created for the redevelopment of our website, bhpa.co.uk, based on one of the many content management systems available these days. Whilst it was felt that most of the content on our website should easily lend itself to this approach, given the way our online membership forms, Skywings Online, and incident reports function it might be best to move these to their own dedicated websites to ensure continuity of these key services during the re-development process, and hopefully simplify the process and reduce the overall cost.

This has now been implemented, and the redevelopment of our main portal put out to tender.

Over the past few months I've also developed and launched a replacement progressive web membership app. This is hosted on the same website as our membership forms, and can be accessed via https://members.bhpa-membership.org. Hosting all online membership services on the same website, including the new app, has enabled us to provide a more integrated online membership renewal process via the app. The the vast majority of fields are now pre-filled making the renewal process much easier and quicker.

At the November Exec meeting a proposed tender document for bhpa.co.uk was discussed and agreed. At the time of writing, we have so far received 13 enquires, resulting in 5 tenders. But there are still a couple of weeks to go before the closing dates.

As some members may be aware there has been talk of replacing the old EHPU incident database with the flight sport incident database (FIDA). This has finally happened, and following the transfer of incident data from the EHPU incident database to FIDA, the old EHPU database has been closed down.

As a result I had to take our "report an incident" page offline for a few days whilst the transfer took place to ensure no new reports were lost during the process. This is now back online and can be found at https://report.bhpa-incidents.org. However more work is required before we can resume updating the incident summaries available on https://www.bhpa-incidents.org.

The re-development of our main portal (bhpa.co.uk) is due to be discussed at the Exec meeting that immediately follows this year's AGM. Whatever the outcome of that discussion, I can confirm that whilst I am standing down from Exec today. I have agreed to continue to maintain our existing main portal (bhpa.co.uk) on a voluntary basis until such time as a replacement is developed. And if Exec wish it, I am willing to continue to support our other websites for the forceable future.

Paul Dancey
Publications & Website Director

Competitions Report February 2026

I start with a tribute to Steve Penfold who lost his life following an accident flying in the 2025 HG Worlds in Ager, Spain.
Steve was a top UK competition pilot, all round nice guy and respected by all. As Treasurer of the HG Panel he was also someone who contributed to the community. We cannot afford to lose such people and he will be missed for many reasons.
Mercifully such accidents are sufficiently unusual that questions were raised about the circumstances and the competition organisation- the causes of Steve's accident remain unknown as I write so there are no accusations but inevitably and rightly everyone wants to get to the bottom of the cause.

Then the month after Steve's accident we heard that Belgian pilot Bram Declercq died in an accident at the Paragliding Worlds in Brazil.
This and a number of other safety and organisational concerns at the same competition did cause much anguish in the competition pilot community leading to an online #CIVLRESIGN campaign to force the CIVL Bureau to resign en masse and the formation of a Pilot Union to pressure changes at CIVL.
Although things seem to have cooled somewhat, these events have not yet reached a conclusion. There are questions to be asked and changes to be made, but it appears that change will now perhaps be more evolutionary than revolutionary.

Meanwhile back home we have had an astonishing year for PG XC flights. Since Richard Carter first broke the 300K barrier in the UK in 2018 there have been nine 300k-plus flights – seven of them in 2025.
Amongst those was Kirsty Cameron who went on to win the National League, the first female to do so and helping to prove that competitive flying is about skill, determination and tactical ability above sheer bravery and testosterone. Not only did she beat several hundred other talented PG pilots but also trounced the rigid and flexwing hang glider pilots for the season.

At the world level we have had World championships in HG, PG and Accuracy this last year, Paramotor having staged their World championships in 2024. We are blessed with many fine pilots, and now once again we have the proof.
Hang gliding has Gary Wirdnam ranking as World number one in Sport Class and Gordon Rigg at World number three in Class 1.
We are third overall in the nations ranking in Class 1 and in Sport Class and 5th in Class 5.
In the Paragliding individual World rankings we also have Juan Sebastian Ospina Restrepo at World number three and we are currently 4th in the Nations ranking.
Accuracy have advanced up the rankings at the Worlds and their academy project seems to be bearing results
I cannot help feeling that with the Winter Olympics running as I write we would never hear the end of it if we had such results there.

All of this doesn't just happen and I tip my hat to the many, many people who volunteer significant chunks of their free time on behalf of other people to make this all happen. Inevitably as we progress the demands for professionalism from these volunteers increases, this year Panel Chairs Richard Meek, Neil Atkinson, Andy Phillips and Mark Bignell have led sizeable teams to deliver not just National competitions and teams but driven development through initiatives such as introductory competition classes the BPRA and the accuracy academy.

All this is accompanied by an increasing workload of accountability, safety and governance that once did not exist. As it happens all four of these are fine pilots, but it is their management and leadership skills that shine here.

We are all keenly aware of and grateful for the support BHPA members give to making it possible to field competition teams but inevitably, without the significant outside support from grants or sponsors that other sports enjoy, all this has to be achieved on a shoestring budget and, for instance, transport costs alone mean we will have little chance of fielding hang gliding teams outside Europe in future.

It has to be recognised that competitions and all the spin-off benefits only happen because of all the people who freely contribute their time and effort to support the competitors who themselves have to give up their holiday and free time and also pay for the privilege of doing so with only The Glory as a reward. Thank You All.

Bill Bell. BHPA Director of Competition

Paragliding Comps Panel 2025 Year-End Report

Standout headline of the year is the **record breaking UK XC season**. The UK League all-time points, defined triangle, flight to goal and open distance **records were each broken multiple times** by numerous pilots.

Kirsty Cameron took top spot of the UK XC League with a record score of 1,851 points along the way **increasing her own records in five female categories**: straight distance (311.4km), via three turn points (315.4km), flight to goal (301.4km), declared triangle (132.0km) and free triangle (132.9km).

Mark Watts is the new UK straight distance record holder flying 329.3km with that same flight achieving the record via three turn points 335.6km. **Benjamin Dry** now holds the flight to goal record at 302.7km and **Steve Ashley** pushed the declared triangle record to 135.8km.

Team GB came a creditable **fourth team in the World Paragliding Championships** with our top two pilots placed fifth and eighth in the Overall rankings.

The panel, on behalf of all team members, thanks every BHPA member for the continued competition support via the BHPA Exec grant. This funding helps develop future talent, enabling our pilots to perform at their peak and achieve results of which every British pilot can be proud.

British Cat 2 Events

Krushevo, North Macedonia, hosted a successful British Championships during July achieving five tasks out of seven days. The reigning champion, Ceri Brown, looking to make it three in a row was pipped at the post by **Richard Butterworth** who became the **British Paragliding Champion.** Brett Janaway took third place on the podium**.**

The British Sports Trophy event held in Gemona, Italy, June 2025 achieved six out of six tasks with **Mark Hayman prevailing as the British Sports Champion** ahead of Nick Lloyd and Mike Moore.

The 7th British Winter Open, scheduled for 10th – 17th February, returns to Roldanillo, Colombia where we look forward to top class racing.

UK Cross Country League (UK XCL)

It's great to report that after two seasons that were affected by long periods of bad weather, **2025 provided exceptional conditions resulting in remarkable achievements.**

In the National League 305 pilots scored 184,134 points from 2,729 flights, which is the highest number of points ever scored. Across all leagues 488 pilots submitted a total of 4064 flights demonstrating the vibrancy of UK cross country flying.

Highlights of the season include:

Kirsty Cameron winning the National League, the **first female pilot** to achieve this.

- 32 pilots scoring 1000 points or more in the National League
- a **record 494 100+km flights** (incl 88 two-hundreds, seven three-hundreds).
- a total of **18 records broken** (8 by Kirsty Cameron).
- Mark Watts pushing the distance records to 329.3km (straight line) and 335.6km (with turnpoints).
- These paragliding distance records are now very close to the Hang Gliding records, which are 330.2km and 338.7km respectively.

British Club Challenge (BCC)

The British Club Challenge (BCC) held five very enjoyable rounds in the UK during the period April – August 2025. An average of 65 pilots per round this series continues to be an **excellent entry level competition** to encourage and **develop newer pilots** in a safe, supportive club environment and is well supported by 18 clubs from around the country. The **SE Wales club dominated** yet again in 2025 and were crowned Champions for the third year running. Another team from that part of the world, Crickhowell Paragliding, in their first ever season, finished as deserved Runners Up, squeezing last year's second place club, Devon and Somerset Condors into third place.

The number of Personal Development Awards was slightly up on the 2024 total, with 63 being earned, 13 of which were First Ever XC awards, which are always a joy to see and another thirteen were First UK XC awards. Proving that they really do have all bases covered, **SE Wales were the BCC Best Development club** winning ten of the sixty-three Personal Development (PD) prizes that were earned throughout the season. And to reinforce that point, SE Wales pilot Chris Ashdown (in his first season with a Pilot rating), won the Furthest Flight award for his splendid 170.20km from The Long Mynd on Sat 2 Aug 25.

British Paragliding Cup (BPC)

The BPC is an entry-level, non-FAI competition, designed to help pilots progress in a safe, low-key environment with an emphasis on learning. Following its standard format having a UK round at the beginning of the season, the Dales playing host at the end of April, followed by a September foreign round (Sopot, Bulgaria) with the XC portion running between the two dates.

First place went to Anthony Blacker with Sean Staines in second and Patryk Rosinski completing the podium places.

UK Hike and Fly

The 2025 National Hike and Fly Champion, from a combined score of results in the Dragon Hike & Fly and X-Lakes events.

1. Keith Paterson - 33
2. Dougie Swanson-Low - 25
3. Noe Court -25

Unfortunately, the 3rd round of X-Scotia was cancelled due to poor weather.

British Paragliding Race Academy (BPRA)

The main "bootcamp" in which participants are coached in their racing technique was held the week prior to the British Championships, Krushevo, North Macedonia in parallel to the Flymaster Open event. 26 participants with leadership from Russ Ogden & Malin Lobb. Some great new talent coming through along with some existing pilots raising their standard ever higher.

A second bootcamp was run late season in Algodonales 1st to 4th October. Initially focussed on the junior contingent the net was cast wider to fill the available places. 5 trainees and 4 organiser/ helper participated.

The BPRA continues to provide a steady flow of top level pilots chasing the opportunity to represent UK in World & European Championships. The strength and depth of the group is impressive giving us hope for continued success in the years to come.

Paragliding Competitions Panel

The PG Comps Panel is established by and exercises authority on behalf of the BHPA to regulate, manage and promote Paragliding Competition for members of the BHPA.

The main changes in Panel composition are:

- Carl Foster has completed the transition of Treasurer duties from Sue Britnell
- Ceri Brown takes over from our longtime Safety Representative Phil Clark
- Viv Fouracre took on the role of Compsline Coordinator a second role which Phil performed.

- Neil Russell joined as the Rules Officer taking over from Richard Meek.
- Ali Matthews has joined the Panel with a focus on female engagement within the sport.

We extend our sincere thanks to the Panel members standing down for their service and welcome the new incumbents into role.

Richard Meek. Paragliding Competitions Panel Chair, February 2026

HG Panel Report

24th FAI World HG Class 1, 10th FAI World HG Class 5. Jul 13 - Jul 26, 2025 Àger, ESP

Two full teams for class 1 and class 5 were sent to the above championships.

In class 1 the team achieved 3rd place despite the sad loss of key team member Steve Penfold in the middle of the first week of competition. Grant Crossingham narrowly missed out on 3rd place dropping to 4th on the final task.

The class 5 team lost one pilot on the practice day due to injury finishing 5th place overall,with Mike Armstrong being the best placed pilot in 6th place.

3rd FAI World Hang gliding Class 1 Sport Championship, Jun 1 - Jun 14, 2025 Laveno, ITA

A successful first team entry to a Class 1 Sport event, achieving 3rd place, with our team captain Gary Wirdnam 3rd Overall and Graham Phipps being our top placed sports pilot in 6th place.

British National Championships

The British Championships was a successful event as a joint competition with the Italian Nationals in Monte Cucco Italy in August 2025. It was oversubscribed and very well attended, after a few years of falling numbers.

Jenny Buck directed operations supported by an able Italian organisational team.

A good competition for British pilots with Grant Crossingham winning overall in Class 1. In Class 5 Tim King came second and Mike Armstrong 3rd. Whilst in Sports class Gary Wirdnam was the winner and Andrew Woods was 3rd.

As the competition was organised and run locally by the Italian national organisation a fund sharing was agreed with them for us to receive a proportion of the share of all British entry fees as the Nationals are a major contributor to our annual funding.

British Open Series (BOS)

Following efforts to include pilot development opportunities, including support for Club Pilots in the previous two years, a group of panel members, working with Iain Currer, set out to formalise a pilot development pathway for pilots at all levels and to produce the Pilot

Foundation Syllabus which was endorsed by the BHPA in May 2025 and used with low airtime pilots at all BOS events this year.

BOS1 was based in South Wales at the GlanUsk estate and had the advantage of very good weather allowing for 3 very good xc days for all 3 classes. The only non-flying day was a pilot development day with workshops focussed on instruments and trackers, an excellent XC flying presentation from a UK team member and parachute repacks following simulated in-flight deployments. Emma Kimberley shadowed Martin Colclough at this event to learn the ropes as Meet Head in preparation for this role at BOS 2.

Poor weather meant the ScotBos was not as successful a flying event this year, with only one task possible over the 8 days; a task which was marred by a midair collision between two sports class pilots.

While the flying was disappointing, a full pilot development programme was organised including regular hang gliding specific fitness sessions, a safety presentation followed by discussions focussed on dealing with a serious incident and first aid, a navigation and airspace session, instrument and tracker support workshops, retrieve driver support, safe use of reserve presentation and discussion. Our hang gliding simulator which travels to all BOS events was well used for harness checks, demonstrations of landing techniques including the use of a drogue chute and further simulated deployments prior to repacks.

BOS3 was based in Mid Wales at Fforest farm but no tasks were flown at this event, but several pilots, including three new pilots to the BOS had a good day flying the day before on Long Mynd. Despite the poor weather forecast, a large number of pilots (and former pilots) came together at this event to remember Steve Penfold. Johnny Carr was presented with the RAC Diploma from Mark Asquith.

Competitions Panel

Neil Atkinson has taken on the role of Chair at the end of 2024 and continues in this role. After the death of our treasurer Steve Penfold, as a result of the unfortunate accident in Ager, Irene Carson has agreed to fill this role for the remainder of this year and the next full financial year.

Dave Barber took on the lead on the pilot development program alongside Ian Currer which has been well received and organised a very successful xc training weekend aimed at new and returning pilots. Sadly Dave has had to step back from the panel due to work commitments however the pilot development is now an integral framework to both the structure of the BOS events and the associated safety policies.

Andy Lumb has continued to lead on safety and incorporated further improvements based on experience at the BOS competitions.

It should also be stressed that the named people are the leads and each is supported in their activities by one or more panel members.

Looking forward

European Class 1 Championships and Class 5 worlds. Gemona Italy May 2026

The intent is to enter teams for both classes at this competition. The presence of the Class 5 worlds is due to failure of FAI/CIVL to notify the bidders of the 2027 worlds that Class 5 were not to be included and also failing to invite bidders for a separate 2026 Class 5 worlds. As an emergency stop gap the hosts of the 2026 Europeans have agreed to run a Class 5 worlds at this existing event.

The test event of 25th FAI World Hang Gliding Class 1 Championships Aug 23 - Sep 5, 2026 Andradas, BRA

Pilots will be encouraged to attend and the panel will include this in the latest Budget submission.

25th FAI World Hang Gliding Class 1 Championships Sep 5 - Sep 18, 2027 Andradas, BRA

Again a full team will be chosen and will be included in our two year funding plan.

FAI/CIVL Safety Review

Following accidents at both the Hang Gliding and Paragliding XC worlds there is a great deal of activity including pilots of both sports examining all aspects of competition safety with a current embargo on all competitions expected to last until early next year.

One technique I personally will be promoting is that used at the French Open to have low level local airspace over non-landable valleys with nearby landing zones included in the turnpoint file indicating safe landing zones.

Where are we now

Strengths

Strong class 1 team core. Increased interest from new and older pilots in Class 1 Sports competition participation.

Weakness

Class 5 still is quite a limited pool of competition pilots. Limited availability of Hang Glider training.

Opportunities

The number of returnee pilots keen to join hang gliding dedicated events continues to increase. Pilot Development Framework helps in providing clarity to pilots in their development and progress to CAT 1 team status.

Threats

Overall an ageing pool of experienced pilots.

Neil Atkinson. Hang Gliding Panel Chair

British Paramotor Competitions Committee Report 2025

2025 has been a year of transition and continued growth for British Paramotor Competitions. The season saw the successful delivery of the British Open Paramotor Championships (BOPC) at a new venue, the reintroduction of the Discovery class, significant developments in scoring technology, and a change in committee leadership.

Championships and Events

British Open Paramotor Championships (BOPC) 2025

The BOPC was held at Bicester, a central location with excellent flying but busy airspace. Bicester was a former RAF (and before that, a Royal Flying Corps) airfield. The site, while vast, required the import of all infrastructure, making this the most expensive championship to date. Despite these challenges, the event ran smoothly, thanks to the dedication of the organising team and marshals.

- 27 pilots competed (19 PF1, 4 PL1, 4 Discovery), including 8 foreign pilots.
- 13 tasks were set: 7 navigation, 3 economy, and 3 precision.
- Weather was exceptionally hot and thermic, meaning we couldn't set tasks between about 11:00 and 16:00 each day.
- This still allowed plenty of good quality airtime, with the added 'bonus' of a period of enforced rest for pilots in the middle of each day.
- British National Champions: Daniel Jones (PF1) and Daniel Brice (PL1).
- British Open Champions: Daniel Jones (PF1) and Jannik Kauth (PL1).
- Full results are available at BOPC 2025 Results.

Discovery Class

The Discovery class was reintroduced and proved popular, combining PF1 and PL1. The consensus is that Discovery is an excellent way to grow interest in the championships, offering a live-scoring experience via Gaggle and providing an accessible entry point for pilots new to competition.

The committee support Discovery as a gateway to competitive flying and for next year's Championships, we plan to promote Discovery through schools and local clubs. The use of Gaggle enables live scoring for this class, so reduces the admin load on the scoring team.

Scoring and Technology

For the first time, the navigation task map was fully developed in Gaggle, with extensive collaboration between the committee and Hennie Brink, the co-founder and principal developer. It was also used for setting and scoring the economy tasks. While scoring was not fully live for the main class due to FlyMaster's apparent reluctance to collaborate, Gaggle enabled rapid tracking and scoring, with minimal spreadsheet processing. To guard against the risk of lost tracks, we provided two Flymaster loggers per pilot. Scoring

improvements are ongoing with Hennie Brink and the potential integration with FlyMaster is under discussion.

Sponsorship

A new, more personal sponsorship strategy was adopted for 2025, led by Blaise Brogan. £1,250 was raised, with thanks to sponsors Vittorazi Motors, Fly Products, Ozone Power, and Paramotor Stuff.

- For the future, we are considering introducing a two-year sponsorship cycle.
- We're also exploring integrated sponsor promotion in media and events, although our main sponsors last year said they expected nothing in return and just wanted to support the sport.

International Competition

A British team of eight pilots and one assistant attended the World Paramotor Championships at Chambley in north-east France in August, supported by committee funds. The event provided valuable learning points for future UK competitions, including task innovation and organisational best practice.
Some of this learning confirmed that we're already doing a solid job in the UK as the French organisers had to deal with a number of administrative problems through the Championships. For example, they were unable to access their own website to upload results and there were issues with competitor communication in the run-up to the event. Overall, the British Team performed well, achieving a bronze medal in the PF1 Team ranking. The Training Officer and the Panel will use the feedback from the event to steer future squad training and event planning.

Andy Phillips also attended the event as a member of the international jury. His travel costs were met by the organisers.

Team pilots also competed in the French National Championships and undertook SIV (Simulation of Incidents in Flight) courses to improve pilot safety.

Safety

A group of eight pilots and marshals attended the two-day first aid course run by Ken Raines at Bicester immediately before the British Open Championships. The intention is to provide first aid support, not only at the annual championships, but also at training events run and attended by squad pilots. The qualification lasts three years, so we should not need to incur further expense for this type of training until 2028.

Squad Training

The squad training programme, led by Daniel Jones, continues to develop, with a focus on increasing competitiveness and engagement. A points-based funding system is being explored to reward participation and effort in training activities.

Media and Outreach

Efforts to increase visibility include regular articles in Skywings, social media engagement, and sharing pilot experiences via YouTube and Facebook.

- Encouraging contributions from pilots and volunteers.
- Monthly articles coordinated by Secretary, Jen Phillips.
- Creation of a shared Google Drive for media uploads.

Financial Overview

- BOPC 2025 incurred the highest costs yet due to site fees and infrastructure.
- Revenue from entry fees was lower due to reduced pilot numbers, which in turn was due to the World Championships being held in France, so any international pilots wanting extra comp training went to the French Nationals instead of our event.
- Loss of £8,053.58, with a closing balance of £88.71.
- The BHPA grant was £7,000 - covered the WPC entry fees for the smaller team, entry fees for two pilots for the French Nationals, one SIV course and the first aid training.
- We plan to find a lower-cost venue with more existing infrastructure for 2026 and open registration early to maximise attendance.
- With no FAI Cat 1 event planned for 2026, we expect overseas pilots (particularly the French and Germans) to attend the British Open, so we're aiming to secure a site that will accommodate the numbers and not be too far north to reduce the travel burden.

Committee and Governance

- Barney Townsend stepped down as Chair.
- Andy Phillips stepped up as Chair and continues as Treasurer.
- Blaise Brogan appointed Sponsorship Officer, supported by Andy Shaw as a 'panel member'.
- John Pavitt joined as an ordinary member.
- Daniel Jones remains Squad Training Officer, and Jen Phillips remains Secretary.
- Barney Townsend and Andy Phillips have stood down as Competition Directors, having directed 14 of the past 18 British Championships between them. They have both committed to support the next Comp Director in preparing for, directing and scoring next year's event.

Looking Ahead

- Ric Womersley to direct the 2026 British Open Paramotor Championships.
- New venue proposals are under review with a decision to be made by mid-November to allow the new director to plan during the winter months. This will also allow us to make announcements and open registration as early as possible.
- Committee committed to high standards and greater participation.
- While other countries continue to follow the 'classic' format, following extensive positive feedback, we're committed to continuing to use the Endurance format for events held in the UK

- Following comments about the potential for confusion with key information spread across three main documents (Local Regulations, Task Catalogue and Section 10), we propose to merge these documents to improve clarity for 2026.

Acknowledgements

Thanks to all committee members, marshals, sponsors, the BHPA, and the wider paramotor community for their support and dedication. Special thanks to Barney Townsend for years of leadership and innovation. He remains on the panel and will support the scoring team in 2026.

Andy Phillips. Chair, British Paramotor Competitions Panel. Alternate Delegate to CIMA

Accuracy Annual report 2026

The accuracy panel continues with monthly meetings with the minutes published on the BHPA Accuracy website.

The Paragliding Accuracy Nationals was initially blown out in Wales. The Backup event was held at South Cerney 26-27th July. There were 18 Competitors.
The National Champion was Colin Jones. The best team was H&C made up of William Lawrence, Ben Woodcock and Cherry McMahon. The best Junior was Ben Woodcock and best Master was Andy Webster.
The 53rd Classic Accuracy National Championships took place over the traditional August bank holiday weekend at South Cerney airfield in Gloucestershire. An amazing 13 rounds were completed in all conditions from nil winds to over speed limit winds.
The National Champion was Dave Crowhurst. The best team was Birdwings comprising of Dave Crowhurst, Richard Bissett and Andrew Webster. William Lawrence was awarded the Nigel Legg trophy for services to accuracy.
The final Grand Prix of the year took place at Sky Rebels' Terheijden site north of Breda in mid-September. Eight Brits attended supported by cheer leaders Arthur Bentley & Alan Buckingham, and judges Liz Lawrence, Nikki Bodil and Jamie Wicks.
The Grand Prix trophy was won by Dave Crowhurst , Alexandre Pares (2nd) and Katie Sykes (3rd). The team event was won by Scout Rebels with Birdwings (2nd) and GIPs (3rd).

The UK Accuracy Team participated in the 13th World Accuracy Competition held in Alanya, Turkey. Our team leader was Josie Ewington. The performance was our best for many years. We started strongly and in the first round the UK were joint second. In the end We were 14th out of 36 with 60cm. 2 pilots progressed through the first knockout stage. The scores at the championships were very low. The winner from China scored 7cm over 12 rounds and 86% of all pilots hit the electronic pad. In the top 20 58% scored 0 or 1.

The panel continue to pursue the increase in accuracy participation. The leaflets sent to new club pilots and schools are to be followed up so to evaluate their effectiveness. The target set for next year is for 2 more schools or clubs to have an accuracy club coach who is in communication with the British Accuracy Pilots Academy.

The British Accuracy Pilots Academy, ran four competitions through last year with the aim of developing new accuracy pilots and competition officials. This forms part of a push for increasing accuracy participation and succession planning.
So far, the initiative has produced several new pilots actively participating in accuracy and some have registered for the paragliding accuracy squad. Tom Ewington, qualified to be part of the UK Accuracy team and was top UK pilot at the recent World Championships.

This year the Academy has planned four competitions together with regular opportunities for training. The competitions ran last year have part funded this years competitions and together with other sponsorship will be able to invest in paragliding accuracy development.

The panel recently held a general meeting with members. This appeared to successfully meet the goals set by the panel. We still have some issues on going but the panel are dealing with them. There are still some reservations between the panel and the academy but as time passes and roles become clearer I am sure people will begin to work together.

The panel media team continue to work well: Organising the general meeting; continually keeping the website up to date; dealing with social media and providing articles for Skywings.

The panel continues to support the CIVL restructure and have provided active support to Judging, logistics and sport development.

Mark Bignell. Chair Accuracy Panel, February 2026

Comps accounts.

Note this is work-in progress published for transparency and things like the death of the Treasurer make some of this provisional.

British Paragliding Team				**Financial Year 1 April 2024 to 31 Mar 2025**			
INCOME				**EXPENDITURE**			
Interest				Category 1 & test events:			
BHPA funding	18,430.00			**2025 Worlds**			-£1,233.19
Funding for BPRA from BHPA	-2,430.00			Accomodation			
Sponsorship/fundraising				Entry Fee Payments			
Transfer from Champs / Panel expense	2,000.00			Individual funding		£0.00	
Total income:		**18,000.00**		Training events		£0.00	
				Transport		0.00	
Expenditure 24/25		-18,128.72		Accomodation		-1,233.19	
INCOME LESS EXPENDITURE:		**-128.72**		Team leader		0.00	
						0.00	
Brought forward from 2023/2024		**-75.24**				0.00	
Carried forward to 2025/26		**-203.96**					
Closing 24/25 cash		-203.96					
2024 Europeans	Pilot contributions	Pilot Payments		**2024 Europeans**	Brought Forward	2024/25 Spend	
				Spain, 21st May			
Martin Long (paypal 5/5/24)	297.00	563.98					
Grant Oseland (bank 8/5/24	300.00	486.19		Competition entry fees	-£3,154.08	-492.23	
Mags (bank 17/5/24)	300.00	351.91		Accomodation	-£2,934.92	0.00	
Dylan Mansley (bank 2/6/24)	300.00	138.09		Team Leader	-£1,713.00		
Seb Ospina				Team Leader Travel Expenses		-2,762.26	
Richard Meek (paypal 14/5)	297.00	439.15		Team Leader Travel Expenses		-711.38	
Jacob Butterworth (paypal 16/5)	297.00	439.15		Pilot contributions		891.00	
				Pilot contributions		900.00	
				Pilot Travel Expenses		-2,418.47	
				Clothing		-1,814.23	
	1,791.00	2,418.47					
					-£7,802.00	-£6,407.57	-£14,209.57
Junior Worlds 2024							
				Junior Worlds 2024	**Aug-24**		
Jacob Aubrey (bank 7/5)	300.00	394.82		Competition entry fees			
Aaron Hall (bank 4/6)	300.00	ve also sent me some		Competition entry fees		-3,351.12	
Dylan Mansley (bank 2/6)	300.00	461.21		Competition entry fees		0.00	
Jacob Butterworth (bank 21/10)	300.00	398.14		Pilot contributions		1,800.00	
Josh Sanderson (bank 12/8)	300.00	335.50		Accomodation		-2,115.41	
Kanan Thakur (bank 12/8)	300.00	335.50		Transport		0.00	
Brett Janaway (Team Leader)				Team Leader		-2,000.00	
				Team Leader incurred Expenses		-877.38	
				Pilot Travel Expenses		-2,352.80	
	1,800.00	1,925.17		Event Costs		-1,591.26	
						-£10,487.97	-£10,487.97
				Total Expenditure:			**-£25,930.72**

BPRA	Financial Year 1 April 2024 to 31 Mar 2025			
		£	£	
	Income			
	Transfer from Champs	0.00		
	BHPA Funding	2,430.00		
	Pilot Contribution Boot camp)	0.00		
	Pilot Subs	1,931.77		For 2025 year
	Total Income		4,361.77	
	Expenses			
	Website	469.00		
	Fuel	0.00		
	Accomodation	0.00		
	Accomodation contribution			
	Costs	1,528.63		
	Transport	905.69		
	Operating Expenses		2,903.32	
	Net Income 24/25		1,458.45	
	Funds Brought Forward		3,414.13	
	Funds Carried forward		**4,872.58**	

COMPETITION FUNDING - expenditure & income analysis PPG Comps							
	Competition Panel PPG				Financial Year 6 April 2024 to 5 April 2025		
	INCOME				EXPENDITURE		
	Brought forward at 01/04/23		9,380.39		PPG Competitions		0.00
	Interest	0.00			Entry fees		0.00
	Competition entry fees - Refunds	43,521.55			Travel		0.00
	BHPA grant	9,000.00			Subsistence		0.00
	Sponsorship/ fundraising	1,400.00			Retrieve costs		0.00
	Other income	4,677.98			Return Comp Fees		0.00
	Total income:		58,599.53				
					Competition costs:		62,182.33
	INCOME LESS EXPENDITURE:		-5,934.13		Officials BHPA/BMAA membership		0.00
					Trophies		898.53
	Carried forward to 2024/25		3,446.26		T-shirts		3,334.44
					Other		57,949.36
	Community Account		5,967.28		Training:		799.98
	Reserve Account		0.00		Individual funding		0.00
	Petty Cash		250.82		Training events		799.98
					Team Advertising		0.00
			6,218.10				
					Administration:		1,551.35
					Planning meeting		0.00
					Website		250.00
					Other		1,301.35
					Total Expenditure:		64,533.66

ACCURACY COMPETITION FUNDING - expenditure & income analysis						
Accuracy Competition Panel				**Financial Year 6 th April 2024 to 5th April 2025**		
INCOME				**EXPENDITURE**		
Brought forward at 06/04/2024			10,211.43	**Category 1 & test events:**		-5,396.15
Interest	99.09			Entry fees	-1,903.19	
Competition entry fees	2,147.50			Travel	-1,650.00	
BHPA grant	7,000.00			Subsistence	-1,650.00	
Sponsorship/fundraising	0.00			Retrieve costs	0.00	
Other income	3,242.00			Other	-192.96	
Total income:		12,488.59				
				Competition costs:		-2,562.06
INCOME LESS EXPENDITURE:		-519.38		Officials	-614.00	
				Trophies	-588.85	
Carried forward to 2024-2025		9,692.05		T-shirts	0.00	
				Other	-1,359.21	
Community Account		488.26		**Training:**		-3,122.00
Reserve Account		9203.79		Individual funding	-400.00	
Petty Cash		0.00		Training events	-2,722.00	
				Bleriot Cup	0.00	
		9,692.05				
				Administration:		-1,927.76
				Planning meeting	0.00	
				Website	0.00	
				Other	-1,927.76	
				Total Expenditure:		-13,007.97

HG COMPETITION FUNDING - expenditure & income analysis							BHPA fiscal year dates		
HG Competition Panel					£	€			
			NAT WEST BANK BALANCE AT END MARCH 2024 =		15,099.33		Financial Year 1 April 2024 to 31 March 2025		
INCOME					CHECK BANK ACC		EXPENDITURE		£
Brought forward from 2023/24					15,601.50	€ 175.23	Category 1 & test events:		3,235.86
Interest	115.93						24 C1/5 Worlds Test Ager	1,000.00	
BOS Entry Fees	5,415.00						25 Sports Worlds	2,235.86	
BOS Other	2,235.00						Competition costs:		14,381.10
Nats Entries known	1,312.79						BOS	9,751.60	
Pilot Development	1,101.00						Nats	4,629.50	
Panel Meetings	65.46						Nats Euro Cost	no idea	
BHPA grant	12,000.00								
							Training:		
							XW Weekend Course	1,067.02	4,167.02
							CAT 2 Support	3,100.00	
							Administration:		2,377.74
Total income:			22,245.18	€ -			Comps Panel Meeting	2,297.74	
							Operational costs	80.00	
INCOME LESS EXPENDITURE:			-1,916.54	£ -					
									£
Carried forward to 2025/26			13,684.96	€ -			Total Expenditure:		24,161.72
Bank Balance	End March 24	End March 25							
Nat West Res.	9,709.33	3,034.99							
Nat West Comps	5,190.00	8,824.40							
Nat West Main	200.00	200.00							
Total	15,099.33	12,059.39	note - there were certainly funds in paypal at end March as 5000+ was transferred in June 2025 from 2024 NATs						

BHPA AGM

28 February 2026

Admin. Director's Report

Staffing

I'm pleased to report that staff turnover has been 'low' during the year. By 'low' I mean that there have been no staff departures and hence no arrivals ! 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 in terms of building on team knowledge. In particular, a stable base of staff in the office gives us time to train the team in aspects of the Association's administration that would not normally be part of their duties, thus allowing us to cover staff absences more effectively.

The office currently operates with five staff members. The Manager, Michelle, is employed on a full-time basis, the remaining four team members, Steph, Lorna, Sarah and Clair. work a variety of part-time hours. Whilst this creates flexibility it can present challenges in ensuring adequate office cover, particularly during periods of holiday or illness (or holidays AND illness !).

We are grateful to the team for their flexibility during these times.

By way of example, in December 2025, when a 'flu outbreak affected several members of the team, there were a couple of days when only one person was available to staff the office. This meant that the ability to answer the phone was restricted and gave rise to some safeguarding issues, with lone workers leaving the office in the dark.

Although essential functions were maintained, this highlighted the potential vulnerability of existing staffing levels. We will continue to review staffing arrangements and contingency planning to ensure resilience and continuity of operations going forward.

Digital Membership Card

As members are aware, the Digital Membership Card had to be suspended in August 2025. Since then, considerable work has been undertaken, in house, to redevelop and enhance the system.

We are very grateful to Paul Dancy for his work on this and his report that the new digital membership card is now available for members to use. The updated system allows members to upload a photograph to their card and provides an option to securely share their digital card with competition organisers, improving both verification and administrative efficiency.

Bringing the card 'in house' by using Paul's volunteer effort has resulted in an annual saving of in excess of £6,000 which would have otherwise been paid to IT contractors.

FAI Sporting Licences

FAI Sporting licences are now only issued in a digital format. We stopped supplying physical cards approximately twelve months ago. Members are now able to request a digital Sporting Licence 'card' from BHPA Office. This is downloaded directly from FAI and can be accessed and stored on members' devices for verification purposes.

Meetings / Courses

This will be the second year that the AGM is held at the BHPA office. In recent history, the meeting has been hosted at the venue used for the BGA annual conference, which incurred external meeting room costs.

Concerns regarding the capacity of the BHPA office proved unfounded last year, and the AGM ran successfully. On this basis, we will continue to use the office as a practical and cost-effective venue for future meetings.

In a similar vein the Technical Team has held several instructor courses at the BHPA office, avoiding additional venue costs. With the Premier Inn close by, the office is conveniently located for members, and we will continue to utilise it for suitable events and courses wherever possible.

As always, I would like to conclude by expressing my thanks to Michelle, Steph, Lorna, Sarah, and Clair for all their hard work during the year.

Marc Asquith

BHPA Flying and Safety Committee

Report to the 2025 BHPA AGM (held February 2026)

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)
Charlie Richardson (HG Aerotow Panel)
Mick Roche (Tow Disciplines Lead)
Jocky Sanderson (Pilot Development and Advanced Training Lead)
Joe Schofield (Publications Lead)
Jack Sewell (BHPA Assistant Technical Officer)
Mark Shaw (BHPA Senior Technical Officer)
Tony Smith (HG Aerotow Panel)
Dr Matt Wilkes (Medical Advisor)

FSC Membership Changes

The only change to FSC Membership in 2025 has been the appointment of Jack Sewell to the post of Assistant Technical Officer.

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, which will receive a major update in 2026 when the new FIDA system will be implemented.

(As the data presented below was consolidated during the transfer to the new FIDA database, small discrepancies may remain; this does not affect the overall interpretation.)

There were 169 reported incidents in the 2025 calendar year, across all disciplines and environments, including non-member incidents. This is lower than 2024 calendar year, when there were 208, and also lower than for 2023, when 181 incidents were reported. 56% of this year's incidents (94) involved injury, marginally lower than in the previous year. The numbers are too similar to draw any clear conclusions. There were 49 incidents reporting minor injuries, 42 serious injuries and 3 fatalities, one fatality involving a paragliding (hill) pilot, one involving a speed-flying incident, and one involving a hang-gliding accident in which the pilot sustained injuries that later proved fatal, with death occurring a number of weeks after the incident.

(Note: some incidents relate to equipment-only reports, or incidents not attributable to a specific flying discipline.)

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. The Incident Reporting system has in the last year been used by members of the public to report incidents (including complaints concerning alleged low flying).

Turning to our BHPA statistics in more detail:

- For paragliding (hill and tow) there were 43 minor injury reports, 35 serious injury reports and one fatality (out of 135 paragliding incidents).
- For paragliding (power) there were 2 minor injuries reported, 1 serious injury reports and no fatalities (out of 9 PPG reports).
- For flex-wing hang gliding (hill and tow) there were 2 minor injury reports, 2 serious injury reports and one fatality (out of 10 flex-wing HG reports).
- For rigid-wing hang gliding (hill and tow) there was 1 minor injury reports and 1 serious injury report and no fatalities (from 3 rigid-wing HG reports).
- For parascending (rounds and squares) there were zero reports.
- For speed flying there were no minor injury reports, 2 serious injury reports and 1 fatality (out of 3 speed flying reports).
- For tandem paragliding there was 1 minor injury report and 1 serious injury report for passengers (out of 6 Tandem PG reports).
- For tandem hang gliding there were no incidents recorded.
- For powered hang gliding, there were no incidents recorded.
- For microlights there were no incidents recorded.

The above figures include 26 incidents under training (22 to unpowered paragliders, 3 to powered paragliders, 1 to a rigid hang glider).

Looking at the overall position across Europe using the EHPU's database, European flying associations reported the following incidents where fatalities occurred.

2025 European Fatality Numbers

- Austria: 2 (both PG)
- France: *statistics not available*
- Germany: 1 (flex-wing HG)
- Italy: 1 (PG)
- Switzerland: 0

(The data reflects records available at the time of system transition to FIDA, small discrepancies may remain.)

It is worth noting that our best estimate is that there are perhaps more than ten times as many active paraglider pilots as hang glider pilots in our membership, so the "per participant" rate of injury between the two disciplines continues to be very similar. Although the continuing low incidence of fatalities is welcome, in many accidents the difference between a minor injury, major injury and a fatality is a matter of good fortune. A more detailed analysis of the BHPA data will appear in Skywings and on the BHPA web site in due course.

Schools: Inspections, Examinations & Instructor Training

Schools: The BHPA have a total of 63 schools, this includes Air Experience schools and Development schools: i.e. those training post CP skills only, such as SIV, Dual flying, and Cross-country guiding. There have been three new schools registered in the last 12 months, but there are six that are no longer operational. (We anticipate that these will drop off our list when their renewals fall due).

Last year we reported that an existing microlight training operation was progressing towards becoming a BHPA Registered school, this process is still ongoing. A hang gliding (Aerotow) Air Experience school has now upgraded to a full school, which has opened up a new option for ab-initio hang glider students.

The Technical Team completed six school inspections, which is rather less than the usual number. This was due in part to the fact that for the last few years of regular inspections the standard of training and administration at schools has become consistently good, which has reduced the urgency for these; and partially due to the reduced size of the technical team in the last year. Several inspections are currently pending but have been pushed back due to weather or availability issues.

Examinations: There has been a continued healthy demand for examinations for BHPA licences. The team conducted more than twenty licence exams in 2025, and several more are in the pipeline (there is a slight backlog due to the poor weather so far this year).

Our two CAA Approved Display Assessment Evaluators (Ian Currer and Mark Shaw), have assessed and approved Flying Display "tickets" for seven BHPA Display Pilots.

Instructor training: There has also been continued demand for these courses this year. One five-day Instructor & Senior Coach course, one Air Experience Instructor course and one Senior Instructor course were delivered.

Emergency Parachute Systems: In 2025 the technical team ran one EPSL Course. There is considerable demand, and we have two course scheduled for 2026, in July and November.

Lectures and support to clubs and events

The Tech Team have again delivered our regular series of Club Coach courses, the last course for this winter will be held in March, and then the cycle will commence again in October 2025. We have also delivered sessions on Cross Country navigation skills and preparation for the Pilot exam papers to the Hang gliding Cross-country development group seminar, and to club meetings. A presentation on the BHPA and sub-70kg aircraft was given to the well-attended "Flexwing Adventurers" Microlight fly-in event at Marlborough.

A very well received Human Factors presentation was made to the European Safety and Training Committee (ETSC) in Brussels.

A stand and presentation slot is booked for the annual Popham microlight event in May 2026.

Airworthiness

Work continues on European Standards through our involvement in EN Working Group 6 (WG6), the European group that writes and revises air sports equipment standards, chaired by Angus Pinkerton and with Mark Shaw as a member. We held monthly on-line meetings and two in-person meetings in Nice (courtesy of FFVL) and Germany (courtesy of the DHV). WG6 continues to work on the revision of EN926-2 (the PG Flight test standard), and EN1651 (the PG Harness Standard) where the draft update to the existing Standard has been issued for comment. In connection with EN 1651, there is considerable work being done to improve the testing of impact pads (often inaccurately called back protectors) to seek to more accurately indicate the potential impact absorption capability of different types of "protector".

The BHPA's HG Test Rig continues to be available for testing hang glider designs. We are optimistic that some new models may be tested during 2026.

Towing & Aerotowing

Evaluation trials continue on the use of electric winches, which are attractively quiet and environmentally friendly. Thanks to the efforts of the Suffolk and Norfolk tow groups, a Scottish HG Winch Towing operation has been established, currently based at the Scottish Gliding Club site at Portmoak, in Fife.

Power

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.

Pilot Training & Development

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

We have published an STRB for Speed Flying training as we introduced speed flying as a new paragliding 'environment'.

We have issued a further clarification on our definition of XC Flying, as it had become clear that the limitation on members with CP (Novice) qualifications to "local flights" was being stretched to breaking point. If you want to fly away from your local area or site, you need the knowledge and experience evidenced through holding the Pilot level, and if any member is found to have "busted" airspace through lack of planning, or deliberate action, they can expect to be held to account by the BHPA FSC.

Publications Panel

The Elementary Pilot Training Guide was reviewed in 2025, and has been available to schools and new members since April.

Issue 24 of the BHPA Technical Manual was published in August, containing a number of changes that have resulted from FSC discussions and actions. These include changes to the procedures for Hang Gliding Towing (to bring the Tech Manual into line with the best current practise). The current version (which runs to over 150 pages) can always be found on the BHPA Website in the Documents section.

Theory Exams

The BHPA have approximately 30 different exam papers for the various ratings and licences we administer, over the last few months the technical team have been reviewing, revising and updating many of these exams, with particular regard to the importance of Human factors and Navigation skills and addressing the advances in areas such as electronic conspicuity.

Airspace

The Airspace Panel continues to receive Airspace Change Proposal (ACP) notifications on a regular basis through email notifications via NATMAC (a CAA airspace user committee). Our protocol to forward proposals for airspace changes to potentially affected clubs has enabled our clubs to liaise directly with airspace change proposers, with additional support being provided where required by the FSC's Airspace Liaison Officer.

We continue to present to the CAA and other airspace users the unique portable nature of our air sports and show them the limitations that would be involved in equipping our aircraft with existing Electronic Conspicuity (EC) devices. We compiled a Joint Statement on EC with BGA and BMAA, and this was issued to CAA.

We have submitted detailed responses to two significant CAA consultations: one on reforming the Airspace Change Proposal process (CAP 1616) and another on Electronic Conspicuity (CAP 3140). In both, we strongly represented the realities of unpowered and powered hang gliding and paragliding, pressing for proportionate, risk and evidence based regulation, and recognition of volunteer led recreational aviation. Our submissions challenged "one-size-fits-all" solutions and emphasised safety, fairness, and practical operability for free flight pilots.

Alongside our formal CAP 3140 response on Electronic Conspicuity, we actively encouraged wider pilot engagement in the consultation. We ran a targeted social media campaign and produced a clear, pilot friendly crib sheet to help members and the wider community submit informed individual responses. In our meetings with the regulator, we continue to promote a multi-platform approach to EC, particularly as the CAA makes further indications of its intentions to mandate ADS-B only, drawing on our position that compatibility, interoperability and proportionality are essential, and that no single technology should disadvantage free-flight pilots. This helped ensure the regulator heard a consistent, well-evidenced message about the real operational, technical and cost impacts for hang gliding and paragliding.

Conclusion and thanks

As always, I would like to express my sincere thanks to our staff, who regularly go above and beyond any reasonable expectation of their work and commitment, and to all the volunteers who work on, and with, the FSC and its panels.

Angus Pinkerton
Chairman, BHPA Flying and Safety Committee
February 2026

BHPA CIVL REPRESENTATION

Report to the 2026 BHPA AGM (28th February 2026)

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 plenary meeting. The meeting this year will be in Porto, Portugal, from 5-8 March, covering 4 days. This year Brett Janaway and Gordon Rigg will be present.

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 2026 the UK will again be carrying the proxy vote of Ireland as they deem their views to be similar to ours on the major discussions but are unable to attend themselves.

For any persons interested, all the 2026 proposals can be found here:
https://cloud.fai.org/s/JLMzxDpgQf8ikET

The 2025/2026 year, particularly towards the end of 2025, was incredibly active in the competition world. The catalyst was several deaths in high level competitions in the Hang Glider worlds, Paraglider Worlds and the PWCA. To write a concise introduction to all the issues would take more space than can be afforded here but it is a fact that it has been many years since the sport experienced as much discussion related to safety, rules, procedures and decision making.

The CIVL Plenary, led by the Bureau, have created many proposals on the official platform for discussions, Basecamp. Basecamp is attended by a mix of NAC delegates, experts in their fields and general pilot participation to draft rules or policies that are likely to be accepted in the sport and voted on at the plenary.

A group of pilots came together and created a WhatsApp community for pilots to discuss and propose changes, based significantly on a pilots perspective. Although the community has no formal recognition in the sport, there have been some good outcomes from their discussions. The community called themselves the Free Flyers Union.

Of the proposals created the ones I feel worthy of being highlighted here are the following:

- **Competition Sports Class proposal (CSC)**
  Designed, among other reasons, to protect the EN system from being 'corrupted' by high performance EN-C wings by putting limits on wing design that will be allowed in competitions. This has been done by limiting the acceptable aspect ratio, cell count, weight and other factors.
- **Ethics Committee**
  A call from the French Federation to impose an Ethics committee onto the CIVL organisation.
- **Conical ESS**
  Changes, for use in HG & PG scoring, for how the time on task is calculated by taking into account height on arrival at goal. This will create an artificial cone which will encourage pilots to arrive at goal higher, and therefore safer. In paragliding it is expected to allow gliders to be designed safer as speed will no longer be the important factor in glider design.

The CIVL Bureau have also launched a CAT2 paraglider event designed to test new rules prior to their being adopted into CAT1 events. This will be held in Gemona, Italy in April and is likely to be an annual event. This year they will test the Performance limiters, introduced into he rules at the 2025 plenary, and the new Conical ESS.

I would like to express my sincere thanks to all the people who volunteer to work on 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
March 2026

British Hang Gliding and Paragliding Association

8 Merus Court
Meridian Business
Park Leicester.
LE19 1RJ

Tel 0116 289 4316
office@bhpa.co.uk