

Minutes of the BHPA Accuracy Panel Zoom Call

Held on 4th June 2022 13:30

Present: Myrianthe Ewington ME Vice Chairman
 Andy Webster AW Media & PR Officer
 Arthur Bentley AB Parascending Representative
 Mark Bignell MkB Paragliding Representative
 Andy Shaw AS Development
 Matt Bignell MtB Safety Officer
 William Lawrence WL Squad Manager
 Liz Lawrence LL Rules Officer
 Dave Crowhurst DC Classic Accuracy

Item	Minute	Action
1	Apologies	
1.1	No apologies received.	
2	Signing off last meeting minutes	
2.1	Previous minutes dated 5th May 2022 were proposed by MkB and seconded by MtB.	
3	Classic Accuracy	
3.1	DC advised that the classic nationals team trophy engraving is not up to date, and there are insufficient spaces for all the winners. AS to get costs for options to provide a plinth, provide a box, replat, and replace.	AS
3.2	AB advised that the French Grand Prix went well with nine rounds completed, and UK teams getting 2 nd & 3 rd places. Also the 10 second rule was used a lot.	
3.3	It was noted that the official route for proposed EPAC rule changes is via the EPAC secretary (Nikki Bodill), and EPAC had accepted some of the UK proposals prior to the French competition. LL to amend the classic rules to what has been accepted by EPAC and re-issue.	LL
3.4	It was agreed that the Classic Accuracy National Championships and BAC competition will be a four day events as advertised on Airtribune, and pilots will be able to bank / catch up flights. The EPAC event will be a three day competition starting on the Saturday. It was agreed that pilots will be launched in the following order; Squares (Classic Nationals / BAC / Grand Prix) / Paragliders (Classic Nationals / BAC/ Grand Prix) / Paragliders (BAC).	
4	Paragliding Accuracy Squad	
4.1	MkB was thanked for all the work he had done for the Squad and Team over the past few years.	
4.2	WL felt that the current selection league was not picking the best team and dealing with the team cohesion issues, and proposed that the selection criteria be changed to consider the following: <ul style="list-style-type: none"> - Incorporate a 5% per month degradation to account for currency. - Consider an average of the best 75% training camp scores. - Top three pilots in the selection league select the remaining pilots based on performance and cohesion. 	

	<ul style="list-style-type: none"> - Pilots need to follow a code of conduct and those who are a bad influence on the team should be reported to and dealt with by the Panel. <p>MkB felt that revolution rarely works, and a method is required to deal with problem pilots e.g. pilots could have points deducted. ME advised that in her sporting career there had been no option to break the rules. AS & Jamie Robe stated that team members should not be picking the team, and MkB felt that Panel approval is a better way. WL to provide a written proposal two weeks before the next Panel meeting.</p>	WL
4.3	WL felt that selection should be as early as possible, and AS felt that pilots should sign up to an intense period of training when accepting their place on the team.	
4.4	AS felt that pilots should have a nominated coach.	
5	Pilot Training	
5.1	AS stated that the Panel should consider buying a parallel towing system consisting of a Jeep, pullies and lines. This would allow tow operations to take place on a suitable field anywhere in the country, and even in parallel with other BHPA tow clubs. This type of operation could attract new pilots to the sport, and the tuffet would need to be transported to venues for square pilots. It was noted that Green Dragons currently have an exemption to operate the system, but once it is the BHPA Technical Manual then BHPA members will be able to get qualified to use it. It was noted that a road worthy Jeep would be expensive, and a 1000cc quad bike in a trailer could be considered. AS to put costs together for a complete system.	AS
5.2	AS proposed that an ipad would be good for judges to use as video evidence. It was noted that the ipad has a big screen, but the camera quality is not good. MtB to investigate camera options.	MtB
5.3	AS advised that tow clubs such as Rutland and Norfolk were predominantly made up of XC pilots, and accuracy pilots should join the clubs to have some influence on accuracy flying.	
6	50th Anniversary BAC	
6.1	AS advised that it had been a real pleasure to work with Arthur Bentley, Chris Haynes and Lee Bligh in round 3.	
6.2	ME advised that for round 4, as with round 3, the number of winches / tow vehicles will be dependent on the number of paid-up pilots. There were a lot of late payments for round 3, and potentially another vehicle could have been arranged. Pilots should not be put off from paying for round 4 as there is a refund policy, pilots can pay for one competition and decide which one to enter later, and pilots are allowed to bank / catch up flights. It was noted that the Scout Landrover is expensive, and Jamie Robe has advised that his Landrover is available.	
6.3	It was agreed that pilots who do not pay two weeks before the event, have to pay an additional fee of £50. This would not apply to overseas EPAC pilots.	
6.4	AB advised that he expects the South Cerney airfield grass to be cut by 24 August.	
6.5	DC advised that the problems with the winches in round 3 were unforeseeable. AB advised that he will resolve some of his winch issues.	
7	AMD Pads	

7.1	It was noted that the FAI have imposed a ban on Russia and Belarus, so sourcing Poisk pads is no longer viable. Weckbecker pads currently have quality issues, and Texair no longer manufacture pads.	
7.2	The panel currently has one serviceable pad, so needs another unit. It was agreed that the only option was to purchase a Weckbecker unit. MkB to procure with Chris Haynes.	MkB
8	Panel equipment loan policy	
8.1	ME advised that she has a copy of the BS loan policy document that could be re-badge for the Panel. The other option was not to loan out anything. It was noted that equipment to be loaned out could be in poor condition and it would be unfair to expect the loanee to replace it if damaged. It was agreed that this would have to be a Panel decision at the time.	
8.2	It was noted that there is a fee of £2 per pilot per day for use of the tuffet, and a similar fee could be charged for a piece equipment instead of having a replacement if damaged policy.	
	Meeting closed at 16.00	
	Date of next meeting	
	8.00 pm, Thursday 7 th July 2022.	