

# Minutes of the BHPA Accuracy Panel Zoom Call

Held at 20.00 on 7th November 2024

Present:	Mark Bignell	MB	Chairman
	Andy Webster	AW	Secretary
	Arthur Bentley	AB	Parascending Representative
	William Lawrence	WL	Paragliding Squad Manager
	Liz Lawrence	LL	Rules Officer
	Dave Crowhurst	DC	Classic Officer

Item	Minute	Action
1	<b>Apologies</b>	
1.1	Apologies were received from CM.	
2	<b>Signing off last meeting minutes</b>	
2.1	The minutes of meeting dated 2 <sup>nd</sup> October 2024 were proposed by AB and seconded by WL.	
3	<b>Chairman</b>	
3.1	MB advised that he had had a long chat with Bill Bell about accuracy matters, and Bill was surprised that we had not received the grant as yet.	
3.2	MB felt that a separate meeting was required to discuss the panel effectiveness survey actions.	Panel
3.3	Following the last AGM, where a power grab took place, it was felt that another AGM would be more trouble than it is worth. It was agreed that there should be pilot meetings at both nationals. Also people are free to contact panel members, and the constitution allows people to forward proposals to the panel.	
3.4	Further to the damage to the Grand Prix trophy, it was agreed that some wording should be produced about expectations on looking after a returnable trophy.	Panel
3.5	MB advised that he was on a Telegram group with other panel chairs, and did not get the impression that other panels are way better than the accuracy panel as stated by some people.	
3.6	MB advised that he had received a request from Colin Jones to join the panel. It was agreed that he should join the panel, but not be thrown into a specific role due to his experience. It was felt in the long term that a paragliding / sites officer role would suit him, and he could help WL with 2025 Paragliding Nationals. MB to advise Colin that he has been accepted onto the panel.	MB
3.7	MB advised that he needs to prepare an accuracy report for the Exec. MB to draft the report and issue to the panel for comment.	MB
3.8	It was agreed to nominate someone for a BHPA / RAeC award. AW to prepare a citation for comment by the panel.	AW
4	<b>Treasurer</b>	
4.1	MB to chase Tyron Paul about outstanding national entry and squad fees. It was felt that consideration should be given to void national results if entry fees had not been received.	MB
4.2	There was some confusion about the classic nationals Grand Prix subscription payment. AB advised that he and JP had sorted the monies out at the event. AB / JP to clarify the amounts. It was noted that the contributions from France and Holland should not appear on the accounts.	AB, JP

5	<b>Media &amp; PR</b>	
5.1	CM to provide a copy of the brochure, that she intends to get printed, to the panel for review.	CM
5.2	WL & CM to resolve the facebook group password situation, as LL does not understand the technicalities of what needs to be done.	WL, CM
6	<b>Classic Accuracy</b>	
6.1	It was agreed that the UK's proposal to resolve the Grand Prix tie break situation, when pilots have not attended all the competitions, would be to use an average score. AB to forward the proposal to EPAC.	AB
6.2	AB advised that the Grand Prix team trophy was missing team names after 2005, and it would cost £130 to update all the team names on the base. As UK teams have won this trophy the least AB is to approach EPAC about splitting the costs. It was noted that it was not intended to engrave the team pilot names on the separate shields.	AB
7	<b>Classic Accuracy Squad</b>	
7.1	DC advised that he was not happy in his role as squad manager as there were too many negative Whatsapp comments from certain people that never turn up to squad events. People should propose ideas rather than moans. DC advised if the situation continued then he was prepared to walk away.	
7.2	DC advised that having a second set of lines at squad training was dependent on numbers and budgets, and it is difficult to organise a training camp when squad pilots are not advising their availability. AB advised that Lee Bligh may be able to provide a winch for squad training at South Cerney.	
7.3	It was noted that general chat is still going on the Whatsapp squad groups. It was agreed to rename the 'PG Accuracy Squad Chat' Whatsapp group to 'Accuracy Chat'. WL to change.	WL
7.4	It was agreed to provide funding for DC to procure a pad to replace his unit that has been used for squad training.	
8	<b>Paragliding Accuracy Squad</b>	
8.1	Continuing on from concerns expressed by DC, WL advised that he had been getting constant PMs from a certain person advising him that he had made the wrong decision on training camp venues, and he was only trying to help!. The use of the Long Mynd as a training camp venue was one such instance, however, this had turned out to be a great success. It was felt that the constant PMs was harassment. WL also said that squad pilots had been sending PMs directly to him to avoid any escalation / flak on Whatsapp.	
8.2	The Long Mynd training camp went very well, although it was challenging to reach the landing field at times. WL felt that it would be better to use the Long Mynd in winter when the site is less busy. Also two new squad members had been signed up at the event.	
8.3	WL advised that a squad pilot wanted more clarification on the bonus points wording in the selection criteria, as they felt it was not clear whether bonus points were in addition to or a replacement for standard points. LL to review the wording.	LL
8.4	MB advised that Ben Woodcock was not allowed to fly at Green Dragons sites, and it was therefore agreed that panel events cannot take place at them. <b>PMN</b> Andy Shaw has advised that Ben Woodcock is allowed to fly at Green Dragons sites.	

8.5	WL advised that all squad jacket sizes are now available, and he had been able to cancel Josie's jacket.	
9	<b>Paragliding Accuracy Euros</b>	
9.1	MB advised that the Euros had been a good competition, and the UK Team had flown well.	
9.2	MB advised that the UK had been involved in two protests against other team pilots.	
9.3	MB advised that all team members had a UK Team tee shirt that they wore to the opening and closing ceremonies. It was noted that having the Green Dragons driving team dispersed with the UK Team onstage did not look good.	
9.4	It was noted that the squad jackets had never been intended to be team clothing, however, MB made the decision to use the jackets as team kit. Due to delays with the squad jackets, the Green Dragons contingent procured their own jackets, and MB did not think to get two more jackets for the two other team pilots. This led to a complaint from one of the team pilots as there appeared to be a team within a team. DC and AW to deal with the complaint.	DC, AW
9.5	It was noted that the team invitation letter requests pilots to wear team kit at the opening and closing ceremonies, but further contractual wording may be necessary to overcome the issues above. WL proposed that the team kit should consist of plain trousers, a T shirt, and a jacket. The T shirt would be the only kit supplied by the panel, and the jacket could have sponsors on. Contractual wording and team kit proposals to be reviewed at future meetings.	Panel
9.6	It was noted that Matt Bignell had recently described the accuracy logo as childish. WL felt that the accuracy logo was only to be used for the UK Team, whereas AW felt that it was just a general logo, and he had used it on nationals documentation and trophies.	
10	<b>Rules / Judging</b>	
10.1	It was noted that the panel has three Weckbecker pads. The top surface of the oldest pad can move making it inaccurate. The second eldest is functional and the newest sometimes does not fire when insufficient pressure is applied. Chris Haynes is trying to make the newest more supple, and has suggested that the panel buys another pad. Due to quality concerns of the latest Weckbecker pads, MB suggested that the panel considers PATpad as they are looking to make a more robust unit. PATpad can offer a refurbishment service, and there is a hub that connects it to a PC. MB also advised that CIVL are looking at a PATpad system, and he had tried to get a sponsored unit for this year's nationals. It was noted the PATpad only reads up to 15cm. MB to further investigate.	MB
10.2	LL advised that there will be a Basecamp discussion on signing for scores.	
10.3	With regard to the Pilot Rating for parascenders, LL felt that the BHPA does not have the personnel that understands parascending sufficiently to produce a suitable rating. John Lawrence is to bring this up at the next Club Coach course.	
11	<b>AOB</b>	
11.1	It was agreed to hold the 2025 Classic Nationals at South Cerney.	
11.2	WL advised that he is investigating holding the 2025 Paragliding Nationals in Wales / Shropshire area.	WL

	Meeting closed at 22.17	
	<b>Date of next meeting</b>	
	The next meeting will be 8.00 pm, Thursday 5 <sup>th</sup> December 2024.	

## Chairmans actions

I informed Colin. Although disappointed he accepted and understood the decision.

I have asked Bill 3 times. He is trying to find out why we have not received the grant.

In my opinion the trophy was accidentally damaged and did not raise this with green dragons. There is noting to be gained by causing more tension between people while petty disagreements keep arising from the panel and accuracy members. I long for the day when they all grow up.

I did the Skywings report.

We don't need an AGM but we can have one if we want.

I have had an offer to join the panel from Colin.

I need to write a report to the Exec for the AGM

Do we want to put forward anyone for awards?

- Myri for raising money

## November Treasurer Report

As it stands the panel currently has £4088.59 in the accounts.

There is no sign of any grant from the BHPA as of yet.

The panel is currently owed money from various people. The breakdown is as follows do we can chase people up.

### Squad Jackets

£605 Sue Britnell is the only person to have paid for a jacket

### Tyron Paul

£165 for various Nationals & squad costs. I have sent him a breakdown of all he owes but I have had no reply.

### Cherry McMahan

£35 (£15 nationals camping and £20 September squad)

## Secretary Report November 2024

October meeting actions:

5.2 Forwarded Grand Prix tie break proposal to AB.

Skywings:

November – Prague Open and Wasserkuppe events by Colin Jones

December – Euros by Mark Bignell

January – End of season leagues, accuracy awards, records

Weckbecker pad:

Chris Haynes has advised that two of our three Weckbecker pads are faulty. The surface on the oldest one (approximately 9 years old) can move, and can give a DC 2cm away from the yellow dot. The newest one sometimes does not fire with a soft landing (see video on Accuracy Panel Whatsapp), and Chris is working on it being more flexible. Given the above Chris Haynes feels we should buy another pad.

## Media Report

In reference to the website, I have approached Ben again and new timeline for website to go live is end of year. I feel this is acceptable due to recent events and rightly so Ben wanted to wait until the open letter was released. I shall be investigating as much energy I can into this shortly.

In reference to brochures. I have been pushing it a little recently but no printer companies are getting back to me. On my next available day I will attend in person and get a rough quote which I will put in the panel WhatsApp for approval. I will not delay the release anymore so that once everyone has okayd it I will make the order.

In reference to social media, with the recent cat one event socials went out very well and had a good level of interaction. On average with the Instagram posts most post managed to reach 350 people. There is a lower level of interaction vs reach so I will be doing some research into why these post aren't being interacted with more. I do note however, with many posts a lot of our members are not engaging with them. There's been lots of noise from specific members about increasing our social media presence and whilst this can be frustrating I do have to agree that the same few cannot push media to a new level. However, for the people who are being the loudest are the ones who engage with the post put out of official platforms the least. It would benefit the official sites if we could have members including the panel to interact with the post a bit more regularly.

That's all for now. Any questions or ideas regarding anything media related please do send me a message or email and I'll be happy to answer where I can.

Cherry



# BHPA ACCURACY PANEL MONTHLY REPORT.

## NOVEMBER – PARASCENDING

### 1. Actions from Oct meeting:

Grand Prix Tie-Break rules. The rules for a Tie-Break situation have already been agreed and minuted after the 2024 Annual EPAC meeting. What has NOT been considered previously when calculating the results is establishing a winner of a tie-break situation when the two (or more) competitors have missed one of the competitions and have NOT competed in the same competitions, e.g, In year 'x' All three nations (Fr, NL and UK) hosted a validated competition.

Competitor 'A' and Competitor 'B' attend the Fr competition. Competitor 'A' attends the 6 x round UK comp but misses the NL comp. Competitor 'B' misses the UK comp but attends the 2 x round NL comp.

Competitor 'A' scores 10cm over the 6 x rounds (UK) and competitor 'B' scores 7cm over the 2 x round (NL) competition.

When a similar situation to this has happened in recent years., competitor 'B' would have been declared the winner on the basis that his 7cm score is lower than Competitor 'A' 10cm score.

This can be seen as unfair as although competitor 'B' has the lowest score, competitor 'A' has achieved a better overall performance.

There is also a situation where a penalty score of 2.5m is given to missed rounds where a competitor does not attend one of the competitions. In the example above, competitor 'B' would have been disadvantaged as he/she would have been given 2.5m for each of the 6 rounds missed in UK, whereas competitor 'A' would have been awarded just a 5m penalty for the 2 rounds missed in NL.

We have 2 proposals on making this situation fairer:

#### Proposal 1 – **Grand Prix tie break rule**

This year tie breaks have been resolved using the distance of 2.5m rule, but it seems unfair to me as per the example of Bruno Lautard and Richard Bissett this year. Both got 50 points for winning their respective competitions. Under the tie break rule Richard missed the 5 round French competition so carries 12.50m, whereas Bruno missed the 4 round UK competition so only carries 10.00m. My concern is that the 2.50m difference in carried scores does not separate the pilots by skill. I would therefore propose that the total distance scores only be applied where pilots have attended the same competitions. If this has not happened then I feel best scores would be more appropriate to separate the pilots.

## **Proposal 2 – Grand Prix tie break rule**

When 2 competitors are tied and have attended different competitions (as the example in year (x) above), competitor 'A' has a score of 10cm at the UK 6 round competition and competitor 'B' has a score of 7cm over the 2 x round NL competition.

This proposal is to give the average of the total scores from these competitions e.g. Competitor 'A' has 10cm over 6 rounds, therefore an average score of 1.7cm and competitor 'B' has 7cm in the 2 x round NL competition therefore has an average score of 3.5cm.

These average scores are the scores used in the overall calculation.

I propose that the 'average' method is used when the pilots attend different competitions

## **2. PEGASUS TROPHY**

This Grand Prix trophy was introduced as the TEAM award in 2001. The Accuracy Panel added a base plinth where the winning team name and year was to be engraved each year. The names of the winning team pilots were to be engraved on to small silver shields located on the trophy presentation box. The last engraving was 2005.

I have taken the trophy to the trophy shop in Bicester and the quote for all engraving to 'bring it up to date' is £130. The shop owner is waiting for the 'go ahead' to start the engraving. I told him that I should have an answer by Fri 8 Nov.

## **3 French Grand Prix comp**

GIPs now have a new president to officially succeed Jacques. He is Gilles Lambard. There is no confirmation yet that the French leg of the Grand Prix will be at the GIPs club or the date of the comp.

There is to be a meeting at GIPs this month and a decision will be announced following the meeting on a YES/NO decision and possibly a proposed date. Historically, the French comp has been held during the third weekend in May. As a start point, I have asked Ed (NL) if 2 x weekends after the UK Classic Nats could be suitable for the Dutch Leg.

Regards,

Arthur

Regards,

Arthur

Classic Accuracy / PA squad report November 2024

October squad weekend clashed with the Birdwings comp and clash for following weekend with PG squad meant insufficient pilots available to change date.

Accuracy safety:  
Nothing to report

Near misses:  
Nothing to report

Regards  
Dave

Updated since the WhatsApp 'ideas'

The following need to be discussed:

4/11/24

Andy S

Many of us can not commit to BHPA PA squad weekends whilst they are run at the same time as PG - PA.

Questionnaire to PA squad members and action would be my suggestion, so you understand how to get PA numbers up and opportunities on the table.

If we are to get any chance of Podium places, our pilots and teams need 20 - 50 flights per person per day.

This is possible, getting heads together to make sure both PG and PA are getting this should be our BHPA Goal.

This also must be covered with solid coaching.

Please let us all know when and how we can start flying in both squads?

Colin

This is what the Germans Chinese and Kosovo etc.. if we're to get to that standard I agree we need to up the amount of landings we have for sure .. 👍 can only get better the more we practice 🙌

Les

I totally agree, the flights was my issue. Not enough! I talk with the French, Swedish, Portuguese and others Nations, they hammer out the flights. No distractions they are there to train for a purpose 👍 🙌 🇺🇸

Also from my side of things being a member to 2 associations it can work out expensive? This is only my point of view,

Matt

Yep I am of the same view

Colin

Same . I guess if the bhpa wants to make us get to a position where we're really contributing to the uk positions then maybe we could have a discount towards the costs 😬 ??? Just a suggestion obviously. I understand there are running costs but other nations hardly pay a thing .. some even get paid by their government for training and competitions etc.. I guess thats why they are mostly on podiums 🏆

50x £2-£3 per tow can get very costly not something I could afford every other week etc 🤔 😬

Andy S

I have driven Accuracy funding with BHPA and sponsors for many a year, we will struggle to keep our funding.

The other BHPA comps panels are getting huge results, SRS training, SIV training and more lots funded on going...

We need more results for BHPA and Sponosors.

Plan programme for training and development, social media getting better but there are huge opportunities for funding

Colin

I'm doing the best i can with what I have. (IF we had more funding I'm sure we would certainly do alot better) but it's like a double edge sword unless we do good we won't get funding but we need funding to get good .. or am missing something important 😬

🏆 I got the time to train but not the expense. It's either sacrifice my home stuff like having my kids etc to potentially get better results? I already have in a way tbf . I'm doing the best I can, if I had the resources I could train alot more for sure

I had a positive phone call this morning re traing and team sparrow. Just have to wait till the agm and put forward some suggestions etc 🙌

Liz

This is a group for information about squad training events. Please take other conversations to the chat group so logistics info doesn't get drowned in other conversations.

Andy S

Anyone know where parascending chat is?

I can see PG chat but many PA folks are not on it.

Liz

I think the idea was that the chat was for everyone's there is overlap in membership of the squads and often both groups are interested in what is being discussed

Andy S

Not heard that before, but we need to listen to BHPA PA chat somewhere, to help the development of the points above and more, we have great opportunities at our feet

I was going to respond individually to all of the off subject posts on this group which has a clearly stated purpose, but that in itself takes away its purpose. These will be discussed at the panel meeting. And for posting your thoughts, BHPA Accuracy facebook page!

My general response is, get your ideas stating the issue, along with your proposed solution to panel members for discussion, and/or join the panel. In the meantime, back to deleting posts which are not on subject.

5/11/24

Andy S

(didn't copy, but posted along the lines I have to communicate, and his ideas need to be driven forward)

Last point, I agree once the ideas I spoken about, a person should do the planning and solutions 🦵 GB 🎈

Colin

Could we create a discussion group specific to questions and ideas etc 😊 then this chat and others are clear for their purpose 🦵

Andy S

Yes agree BHPA classic needs a place to chat, talk not just be told..... you need to build a team environment.

## Rules Officer report Nov 24

### Judging/rules

- Judging at Birdwings comp – no issues but only 2 judges available partly due to clash with Scout course weekend.
- 2 judges attended Paragliding squad training. One has now claimed for her full non-flying BHPA membership. No further membership claims expected this year – total claimed should be 2 x 100% cost of non-flying membership and 1 x 50% cost (plus one eligible for 100% but not claiming).

### Equipment

- Pads were tested by Chris. He reported that new one now seems to be OK and one of older ones still works but the other will need to be replaced. (Oct minutes item 6.2)

### Note unrelated to role

Scouts have noted when coaching a club pilot for pilot tasks that some compulsory tasks have been written with paragliders in mind and would be difficult/impossible to achieve on a square (and pretty pointless) which means that either it is not possible to become pilot rated on a square or these tasks have been signed off when not achieved. Although not strictly the panel's remit we are the only panel that deals with squares. The tasks are:

- 5 flights of over 10 minutes (PA 5 minutes) after releasing at height not exceeding 1500 feet agl) (tow pilot requirement)
- 5 controlled landings in a designated area from flights of not less than 3 minutes duration (15m radius for HG, 10m radius for PG) (all pilots requirement)
- 3 flights during which thermalling height gains exceeding 1000ft are achieved (all pilots requirement)
- Display an ability to fly competently and safely in the company of others; maintaining good look out, complying with the Rules of the Air and exhibiting good airmanship.

Liz