

Minutes of the BHPA Accuracy Panel Zoom Call

Held at 20.00 on 6th November 2025

Present:	Andy Webster	AW	Secretary
	Arthur Bentley	AB	Classic Representative
	William Lawrence	WL	Vice Chairman
	Liz Lawrence	LL	Rules Officer
	Mark Bignell	MB	Chairman
	Cherry McMahon	CM	Media & PR
	Colin Jones	CJ	Sites
	Dave Crowhurst	DC	Classic Squad Manager

Item	Minute	Action
1	Apologies	
1.1	There were no apologies.	
2	Signing off last meeting minutes	
2.1	The minutes of meeting dated 2nd October without any redaction were proposed by AW and seconded by LL.	
3	Chairman	
3.1	It was agreed that a page should be created on the website for the 'Accessibility of Paragliding Accuracy' wording created by LL. CM / AW to arrange.	CM, AW
3.2	<p>MB advised that Bill Bell was in agreement with a General Meeting taking place. It was noted that CM had announced the General Meeting on social media with sufficient notice to achieve the 3 months advanced notice requirement. The following was agreed for the General Meeting:</p> <ul style="list-style-type: none"> - Members of the BHPA Exec should be invited. - Accounts do not have to be presented. - The Operating Procedure can be explained on how to join the panel, and that a request is made to join the panel rather than applying for a certain position. - Proposals and requests to join the panel can be made via the website enquiry function. - Proposals can be discussed at the meeting, but not voted on. The panel will review and vote on the proposals later. - Questions can be put in the Zoom meeting chat. - LL to set up a Zoom link that allows registration. 	LL
4	Treasurer	
4.1	<p>Regarding outstanding jacket money, it was reported that Andy Shaw thought he had paid, and Matt Bignell said he never ordered one. Matt Bignell's comment was quickly rejected as he sent a message on group Whatsapp ordering one. There are witnesses over a cash payments made to WL for training camp squad fees.</p> <p>PMN Minute 4.2 of the December minutes state; 'It was noted that Mark Bignell, Matt Bignell and Andy Shaw had all paid £55 cash to WL for the squad jackets. WL to put this money in the BHPA Accuracy account. The accounts show that WL made the following payments: 09/12/2024 - £60 November squad fees for A Shaw, Mark Bignell, Matt Bignell.</p>	

	02/01/2025 - £35 November squad fees for WL. MB paid the account £55 for a jacket.	
4.2	CM advised that she paid £15 camping fee to AB. AB to forward to the BHPA account.	AB
5	Secretary	
5.1	There were no comments on the Secretary report.	
6	Media & PR	
6.1	CM ran through her report, and expressed concern that there had been no return on the brochures.	
6.2	Regarding CM's proposal to contact clubs, CJ offered to assist and check out the sites.	CM, CJ
6.3	CJ advised that Hanna had offered to do the socials at the Worlds, but the offer was declined as no funding could be made available, and did not want to undermine Josie whose responsibility it was. Hanna is happy to help in the future.	
7	Classic Accuracy	
7.1	AB confirmed that the new Commanding Officer at South Cerney is following procedures where the airfield should be managed by Defence Infrastructure Organisation (DIO). AB feels that there will be an increase in site fees. AB and DC are also preparing a risk assessment for use of the airfield. AB also wondered if the BHPA could help with the situation.	
7.2	DC to investigate the use of North Luffenham.	DC
7.3	DC advised that the parascending squad will not operate while there is a lack of pilots.	
8	Sites	
8.1	CM read out CJ's site report.	
8.2	Regarding CJ's proposal to have more squad training weekends, WL advised that at a squad meeting most pilots had requested less weekends especially during summer when lots of competitions are taking place. WL's proposal was to have one training camp per month in summer and one training camp per month with a back-up date during winter.	
9	Paragliding Accuracy World Championships	
9.2	MB advised that he had watched the UK Team from a far, and felt that on the whole the team dynamics were OK.	
9.4	CJ suggested that pilots go on SIV courses that are tailored to accuracy, however, reservations were raised that the course providers may not know anything about accuracy.	
9.5	WL advised that Bill Bell had been very blunt about the competence of pilots put on the NAC form, and the panel needed to guarantee no injuries. It was questioned whether the minimum pilot standard for Cat 1 events in the selection criteria was high enough, and also should there be a restriction on pilots who have shown repeat unsafe flying. Panel to review the selection criteria.	Panel
10	Paragliding Accuracy Squad	
10.1	WL advised that there was insufficient pilots for the October training camp.	
10.2	The 'Letter of no Confidence' was discussed, and it was noted that it was not from the whole squad. WL advised that the 'Letter of no Confidence'	

	had raised one valid point, but the rest was rubbish. It was also noted that the letter went off on tangents. WL & DC to respond to the letter.	WL, DC
10.3	<p>WL advised that he was standing down as Squad Manager as he does not currently have the time or energy, but intends to return to the role. This was his decision and was not influenced by the 'Letter of no Confidence' calling for a change in the Squad Manager. It was noted that the Operating Procedures state that panel members wishing to retire from a post are expected to give 6 months notice. It was agreed that WL could take on the interim role of Vice Chairman.</p> <p>CJ advised that he had expressed an interest in the Squad Manager role to help out with the workload rather than taking the role off WL.</p> <p>WL & DC to draft a social media post to announce that the panel is looking for someone to fill the Squad Manager role and direct them to the website enquiry page. This approach will avoid any suggestion of favouritism and give the new Squad Manager a mandate. The social media post will also advise that there will be no squad training in November.</p>	WL, DC
11	Rules / Judging	
11.1	MB advised that Sabina Mihailescu will get in touch with LL about the BAC judging.	
11.2	Regarding the updated wording on the squad registration form, AW queried the wording 'You have British citizenship or UK residency', when Marketa Tomaskova flies for Poland, but doesn't appear to be a Polish citizen or reside in Poland. MB advised that different rules applied to her situation, noting that we follow UK rules as implemented by the BHPA.	
11.3	It was noted that Elena Filonova had picked up that Kyle Tripp and Dexter Bond, had both been pilots and judges at BAC1, and they need to be one or the other. It was queried that if they were pilots, then who was judging? MB to follow-up.	MB
11.4	LL advised that the panel tablet was no good for videoing, as the quality drops on download. It was noted that Hanna's tablet provided good videos. WL to look into tablets and make a recommendation.	WL
11.5	WL advised that he had been using his personal tablet to operate the PatPad. It was noted that an android tablet was required, and possibly the panel tablet could operate it. WL to investigate.	WL
12	BAPA	
12.2	MB advised that he was going to the Buttermere Bash with the BAPA, and they will have the BAPA tent. CM to send MB some accuracy brochures.	CM
13	Coaching	
13.1	MB repeated his wish for the BAPA to be replicated in other clubs with accuracy coaches.	
13.2	DC advised that clubs do not have the accuracy skills, and BHPA coaches need to be competent and have the skills to get a pilot to think about their flights.	
13.3	MB advised that he is developing an accuracy coaching scheme, and needed knowledge from Green Dragons, WL and DC. MB advised that he will be having a meeting with Green Dragons, and will put what he has done so far in Dropbox.	MB
13.4	CM queried if any BHPA funding could be made available for the coaching scheme.	
14	AOB	

14.1	LL to contact Ed Hilleveld about a joint paragliding nationals in 2026.	LL
14.2	The 2026 classic nationals will be discussed later when the South Cerney situation is known.	
14.3	BHPA / RAeC nominations to be discussed at the next meeting. PMN Nominations are required before the end of November.	
	Meeting closed at 23.00 (Panel Zoom record)	
	Date of next meeting	
	The next meeting will be 8.00 pm, Thursday 4 th December 2025.	

Accessibility of paragliding accuracy to people with disabilities and medical conditions

Accuracy, as a discipline within paragliding, is accessible to pilots with a range of physical disabilities and medical conditions provided they are able to launch, control their canopy onto a target and make safe landings on their feet.

Paragliding accuracy as a sport relies on aptitude and skill rather than strength and stamina, enabling pilots of both sexes and those with certain disabilities and medical conditions to compete on equal terms.

Unlike cross-country flying, flights are of short duration (typically 2-10 minutes) as the aim is to reach the target area as quickly and directly as possible from a launch point that is close to and usually visible from the target area.

Launch may be on foot from a hill or achieved using a winch on a flat field.

On winch sites the launch point will be a short walk from the target (typically 50-100 m). Transport can be provided where necessary.

On hill sites transport from the target back to the launch point is provided in all major competitions and most smaller ones.

Landings are required to be accurate and controlled, not high impact.

In competitions the length of a round of flying (one flight per competitor) can vary widely, depending on the number of competitors and the weather conditions, but is seldom less than 1 hour. This allows pilots considerable rest time at the target, launch or onboard the transport, between flights.

Most competitions are of 2-3 days duration. Major championships last for up to 10 days but include a rest day, unless there has been considerable stand-down time due to weather conditions (which is also rest time).

The maximum number of flights permitted in a competition is 12, with a minimum of 1, although competitions of shorter duration may not achieve the maximum. In smaller competitions up to 6 flights in a day could be expected. In a major championship, because of the large number of competitors, this would be reduced to 1 or 2 flights per day.

During training sessions flights may be more frequent but adaptations to the number and timing of flights can be made where required. Training and coaching plans should consider both flying/accuracy skills and the physical and mental needs of each pilot.

Accuracy is both an individual and a team sport; when flying as part of a team, competitors with and without disabilities have the support of team-mates and, in major championships, a team leader/manager to help them to manage any challenges during the competition.

The British Hang Gliding and Paragliding Association (BHPA) actively promotes access to free flight for pilots with disabilities through its Flyability initiative.

The Accuracy panel is committed to supporting pilots with disabilities and medical conditions to achieve their goals and inspire others.

Accuracy Panel Exec Report

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 Bodill and Jamie Wicks.

Following the two Grand Prix rounds in France and UK, Dave Crowhurst (95 pts), Alexandre Pares (83pts) and Katies Sykes (75pts) were best placed to lift the overall Grand Prix trophy.

In the team event there was a tight battle between Birdwings (86 pts) and Scout Rebels (85pts) for the Grand Prix title.

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 a credited accuracy coach who is in communication with the British Accuracy Academy.

The working group British Accuracy Academy ran for competitions through the 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 one new pilot, Tom Ewington, in the UK Accuracy team. He was actually top British pilot at the recent World Championships.

The panel intends to hold a general meeting with members early next year. This appears to be required to give the panel a mandate from the members in the light of 'chattering' from some members. This will be in the form of a Zoom meeting where members can voice their opinions and apply to become panel members.

Technical support is being given to the East Asian Games where Paragliding Accuracy will be a demonstration event.

Support to the CIVL restructure is also in progress. The BHPA is seen as a good role model where process and procedure is concerned.

Treasurer report from Sue Britnell for meeting on 6th November 2025

Bank:

Bank Balances: £11,039

Squad Training Fees:

June: Kyle still owes £20, chased 24/6; no GD fees yet (hill, but retrieve up hill)

July: Cherry (to be offset against Brochure costs) & Kyle owe £20 each, GD fees paid

Squad Jackets: (no change)

Matt B, Andy Shaw had ordered jackets, and still owe. Waleed & James haven't had theirs therefore 2 available to sell.

PG Nationals:

Camping £15 owed by Cherry (to be offset against Brochure costs)

PA Nationals

Total Nationals: currently have a surplus of £13 across both competitions

Debtors

Will has paid the outstanding Squad fees

Summary of amounts owed, from above:

Cherry £35 squad fees and & £15 camping, to be offset by Brochure costs when claimed

Kyle £40 (chased on Whatsapp 3/8/25)

Secretary Report November 2025

October meeting actions:

3.3 Drafted an announcement and agenda for the General Meeting.

5.1 Updated Operating Procedures to state that panel members on official business can claim costs at the same rates as judges and nationals competition officials.

Future Skywings:

November – Dutch Grand Prix

December – Worlds / BAC4

January – 2025 final leagues, accuracy awards, WPRS

Media & PR Report November

Socials - socials have been going well and current.

It is still noted that specific individuals of the squad refuse to engage with socials despite it being about them. I feel this is important to bring up considering the complaint made regarding the squad manager. Whilst it would have been good to see all panel members engaging with the teams posts on personal profiles, the accuracy social media account did show public support and engagement with them. I would argue it's an invalid point to make towards justifying the vote of no confidence. For pilots to receive support, there has to be a level of understanding that they need to engage with organisational post also. Who they choose to individually engage with is their prerogative and the same courtesy has to be afforded to the panel members. There is only so much social support they can receive without supporting and engaging back. It was also noted that during the worlds I did request photos and videos to be posted or sent to myself. Andy responded saying this was the responsibility of the team leader Josie, who refused to respond and as a result did not send any until the conclusion of the competition. However, many of these photos had been posted on the worlds page which I had already shared and used. As such, without enough content coming through, socials were not as much as I hoped for during the competition.

Other points on the letter, can be a group discussion in the meeting.

A post about the general meeting has gone out in time for the 3 month notice period. I am about to start the presentation for this this month and will be engaging with you all for information throughout so please just keep an eye of contact.

I have emailed the XC panel a email asking to join one of their meetings to see if we can get any ideas on how to grow and advertise this sport.

I have an email drafted for all clubs to make contact to see about future collaboration and mutual advertisement to try and grow the sport this way. I have a partial list that i aim to send out in the upcoming week.

Website is going well and recent updates have been made to it for the judges stuff and Liz requested. I have approached about putting a red flag marker on those who have not paid squad fees, but this would on be feasible if the payment system was on the website too which is rather tricky and may cost the panel more for the ability.

I have approached squad manager about creating a Microsoft form for the registration of squad pilots annually. This is being worked on as I feel it would help manage it better and forgo back and forth emails or messages for review.

Many thanks

Cherry

BHPA ACCURACY PANEL REPORT

PARASCENDING – NOV 25

1. Birdwings annual comp was held over the weekend of 18 Oct.

Four rounds were completed on Saturday but with rain falling on Sunday, the competition was terminated at the completion of the fourth round.

The results:

Individual:

1 st Will	10cm
2 nd Dave C	13cm
3 rd Andy W	15cm

The winning team was: Andy W, Ben and Jobin.

2. I was notified a couple of weeks ago that the incoming Commanding Officer (CO) is changing the way that outside agencies are charged for use of the South Cerney airfield. Until now, all fees have been paid to the Regiment. The new procedure for use of the airfield is to be managed by the Defence Infrastructure Organisation (DIO). This will probably mean an increase of the daily rate and, until the DIO have calculated what each organisation will be required to pay, we are prohibited from using the airfield. We expect to be notified of the new rates by the end of November. In the meantime, there is a possibility that we might be cleared to visit Rutland. A request has been put to them for us to take the Birdwings winch and operate alongside the Rutland club until we are back at South Cerney again.

Arthur

Classic Accuracy / PA squad report October 2025

There was no October squad event due to lack of pilots.

Accuracy safety:
Nothing to report

Near misses:
None

Regards
Dave

Sites report - November

Its been a busy month with Germany and the world's competitions, I've not been able to get much done regarding new sites. Hopefully I can get back onto contacting clubs on site usage for training. I will liaise with cherry and see which clubs she will be approaching and possibly head over to them and set up and show them what accuracy is and if the sites are acceptable to train. I can ask members if they would like to join. Maybe this also mite lead to new members in accuracy 🙌.

I also asked the panel to write up something from the bhpa accuracy to include inclusiveness for disabled and mental illnesses. It in a whole this could encourage more people like myself knowing that the sport can be accommodating with help/support from the bhpa accuracy.

With the discipline not having many disabled pilots, this still could be a good way to express what accuracy is and how it can be made accessible to everyone in the future.

Also the time asked to speak to will, me and hanna would like to put forward for squad manager or trainee squad manager role.

(me for the role and hanna can assist with some things regarding judging side) kind of 2 for the price one!

Also if there are 2 I could be the one who takes care of things up the north end while the other can take care of the southern part. Im happy to liaise and host extra squad trainings on weekends where there it may not of gone ahead due to weather or low numbers. Hanna can liaise with liz for the judging part.

Giving the flexibility I have i think it would be beneficial to maybe host an extra training/squad weekends, either later or earlier in the month. This would massively improve the chance to fly and improve "as people ive seen keep requesting" lol. Mini comps mite be available if there has not been one that month?. This mite allow people who missed the first one due to reasons and gives them a chance to still train with the squad. (With the mini comp we may need to see how the points work as people doing 2 competitions wouldn't be fair. I think then can join in but won't get points if they already have scored that month?) They can pay for 2 training days? But anyone who hasn't completed a mini comp will receive points) as always scores will be noted and run professionally to the cat 2 standard.

Cons:

probably have to have another setup but could be a bonus as if something breaks we would have a backup of said equipment.

Also scoring may become abit confusing if not explained correctly (members need to be accounted for and in which squad training they attend) or maybe the input into the scoring system before the next squad training.

Any questions feel free to ask before hand to save time in the panel meeting 😊

Colin

Sites

The British Accuracy Panel

22nd October 2025

Dear Panel Members,

RE: Letter of no confidence calling for a change in the UK Paragliding Accuracy Squad Manager

We are formally submitting this letter of no confidence regarding the current UK Accuracy Paragliding Squad Manager. This follows a long period of squad management shortcomings that have directly impacted the squad members, training, morale and development. In particular relating to the category one events and the teams representing the UK at them, most recently the 13th FAI Paragliding Accuracy World Championships.

Administrative Concerns

The squad has experienced a number of administrative difficulties that have affected pilots:

- Incorrect dates were initially published for the selection period for the 13th FAI World Championships, which shortened the time available for pilots to secure sponsorship between selection and the event. This shortened time period also meant that pilots paid premium prices for flights and accommodation as they were unable to book in advance.
- Delays in sending confirmations to qualified pilots directly affecting costs and planning
- Delays in adding a new pilots to the NAC form, which directly resulted in a selected pilot having to stand down to allow a more qualified pilot to take their place
- A large number of amendments have been made to squad documentation, including the Code of Conduct, without consultation or input from squad members. While initially well-intentioned, the considerable administrative effort invested in developing these documents has created additional administrative and financial burden without achieving its stated objectives. Some changes have included poorly worded restrictions on dress and activities that appear to target specific squad members and their clubs or sponsors, curtailing opportunities rather than supporting them. Adherence to the code has been inconsistent across the squad, and rather than minimising division, it appears to have contributed to it. Furthermore, there has been a lack of consistency in the application of sponsorship policies. In previous years, a team pilot was permitted to decline team sponsorship arrangements, yet this year all team members were required to accept the team sponsor. This inconsistency in policy application has caused frustration among squad members who are trying to raise the necessary funds to support the training they are undertaking to compete effectively on the world stage.
- A lack of public recognition for the selected team within the squad and no engagement with the team's social media presence during the event.
- The Squad Manager designed a t-shirt for the World Championships and told the team leader it would take 2-4 weeks. The team leader then offered to take this job on to fit in

with the sponsorship document made by the team leader and the options to potential sponsors. When no sponsorship was forthcoming due to the delays and objection by the Squad Manager initially and then the panel to Green Dragons Airsports and Thermal Chasers sponsoring the team, the team leader requested that the Squad Manager go ahead with the original t-shirt plan. However, he didn't reply and the Chairman of the panel ended up getting shirts organised for the competition in under a week. Unfortunately this meant that the t-shirts for this year were not befitting of a national team and was commented on by nearly every international competitor and official at the competition.

- This is not the first time the Squad Manager has had an issue with organising the team kit. In June 2024, it was agreed at the Nationals that the team going to the European Championships would have squad jackets. This was 3 months before the team was due to fly out. Despite the long lead time, squad jackets were not produced in time.

Financial Support

The initial offer of £50 to assist pilots with accommodation, flights, and mandatory team kit falls considerably short of the financial commitment required from squad members and does not adequately assist in supporting their participation. Whilst additional funds were later made available this made it extremely tough for pilots trying to make arrangements

In addition, the UK was the only country to exclude their individual pilots from team kit and some level of financial support.

Sponsorship Decisions

The decision to prohibit key sponsors who have supported the team for many years (providing discounted kit, training, coaching, sites and servicing) made it more difficult for the squad to secure alternative sponsorship and ultimately caused an issue with the team t-shirts as mentioned above. We would like to respectfully address the reasons provided (copy attached in Appendix 1) for excluding Green Dragons Airsports and Thermal Chasers as a sponsor:

Regarding international reputational concerns: The British Accuracy Cup, hosted by Green Dragons, has successfully attracted pilots from multiple countries to UK competitions, more so than any other UK competition in recent years. This suggests that the club, business and its subsidiaries maintain very positive international relationships. For the purpose of excluding a sponsor of a national team, especially a notable internationally recognised brand, it would be expected to provide a more substantial reputational concern than was given, we are positive that any negative comments that may be used as hearsay could be more than negated by overwhelming positive comments that could be provided.

Regarding event support: The expectation that pilots should set up targets or other organiser tasks at competitions appears to be unique to the British Nationals. This is not standard practice at any other CAT 2 competitions in the UK or internationally. Pilots competing are consistently paying large sums of money and unless specifically part of the organisation should not be

expected to perform these tasks. We attend a large number of competitions throughout the year and have never once been asked to set up the target at these events.

Regarding social dynamics: It is understandable that some pilots choose to maintain appropriate boundaries regarding social interaction with a certain squad member due to their admission to police of sexual activity with a child, and this should not reflect negatively on those pilots. Likewise should they be supported by members of their club or others, the club should not be held responsible for people's individual choices whether you agree or not it is their right. Due to the choice that others in the UK accuracy community have made to ignore this offence and welcome this individual into their social interaction and dynamic is also their right. Whichever represents your opinion, you cannot target and penalise either side. We will not acknowledge this individual and where applicable engage at all in any interaction. This is our right and stand by it, should this require any further clarification or is used again as a penalty in any way further appropriate arbitration shall be sought.

Regarding sponsorship agreements: Templates and documentation were available through the team leader that could have facilitated a written sponsorship agreement with Green Dragons Airsports within the mentioned timeframe. It is also noted that the chosen team sponsor was not communicated to the team leader, and no written agreement was provided to the team.

Regarding Green Dragons reputation: Green Dragons Airsports maintains a strong international reputation. CFI Andy Shaw is widely recognised for his expertise in safety and is regularly consulted on technical matters at overseas competitions. Several countries regard Andy as the face of UK Accuracy. We find no supporting evidence, other than hearsay from a miniscule isolated group, that the professional relationship and reputation between Green Dragons management or members and the worldwide accuracy community is anything but strong and well respected.

Support for Team Leadership

There was insufficient support provided to the new team leader, which made their role more challenging especially given the situation they faced with the removal of key sponsors. Inaction from the Squad Manager and delays in communication led to unnecessary stress to the team leader and further division of the team.

Event Planning

The site selected for the Nationals differed from the advice provided by at least two coaches and presented significant challenges. Local clubs were said to have been contacted and engaged, however, when we spoke to the CFI of one of these clubs and other representatives we were informed no communication or follow up with the local clubs had occurred. The event was ultimately unsuccessful and required rescheduling, resulting in considerable additional expense for pilots during a year when sponsorship opportunities were then limited.

An initial suggestion was made to arrange squad training in France at a non-CAT 2 competition, this was a questionable use of overseas training opportunities. Training at CAT 2 events

provides essential competitive experience and exposure to international-standard conditions that are critical for World Championship and European Championship preparation. The choice of a lower-category event would have significantly diminished the potential benefit to pilots from, what should have been, valuable overseas training. Thankfully, feedback from pilots regarding this proposal resulted in the training being relocated to Vlorë, Albania, which provided a much more appropriate training environment. This was only the eventual plan due to strong opposition from squad members. It was felt that if we had not been so vocal the poor substitute would have gone ahead. The Squad Manager, in regards to these training opportunities, has consistently been arranged with minimum effort required rather than in the best interest of the squad and its pilots.

Squad Development

When the current Squad Manager requested the position in April 2022, he stated it was a development opportunity for him. Three and a half years later, the squad has seen a decline in membership numbers and a reduction in successful training weekends. The training sessions that do take place could benefit from improved structure to maximise flight time and provide better value to participating pilots.

Whilst there has been discussion about bringing in new pilots, the recent campaign earlier in the year so far seems to have been ineffective. Green Dragons Airsports and the British Accuracy Cup, once again, have brought new pilots from around the world to British Accuracy competitions and new pilots to the British Nationals.

Training weekends currently lack adequate planning and structured programming. Greater collaboration with coaches in advance of these sessions would enable the development of more effective training plans tailored to pilots' skill development needs. In addition, some weekends have been cancelled mid-week due to weather, rather than waiting closer to the weekend to get more accurate forecasts. In addition no alternative site options have been investigated to provide the opportunity the pilots need.

The Squad Manager provided minimal active encouragement, support, or promotion for CAT 2 events, which are vital for pilot development, with the exception of the May 2025 squad training event in Vlore, Albania. The four UK British Accuracy Cup events held this year, which offered pilots excellent opportunities to compete alongside international pilots and earn valuable world ranking points, received no support from the Squad Manager.

There is insufficient transparency in the presentation and communication of squad league points. Initially, the points published were incorrectly applied and changes were needed, however, even after it was updated it was still unclear if the application of points was correct as the system was still not understood. The ability to be able to see the information included in the calculation of current squad points has been repeatedly asked for so that pilots can understand and plan their accuracy programme for the year. This is incredibly important for veteran pilots of the squad, especially in the light of at least one member now no longer living in the UK. The lack of clarity also makes it difficult for new pilots to understand the qualification system and prevents

coaches from effectively advising their pilots on the steps needed to achieve the necessary points for World Championship or European Championship selection.

Conclusion

These concerns have cumulatively affected pilot development, squad cohesion, and the overall health of UK Accuracy Paragliding. We believe the squad would benefit from leadership that can provide clear organisation, consistent support, and an environment that enables athletes to develop and excel.

We respectfully request that the British Accuracy Panel consider this letter of no confidence and invite applications for the position of Squad Manager. In addition we request that:

- the selection of the Squad Manager is made by the squad members themselves, rather than by the panel, to ensure the choice fairly reflects the needs and preferences of those who will be directly affected by the leadership.
- the panel to consider setting term limits to the Squad Manager position to avoid role 'burnout'.
- the addition of a vice manager or Squad Manager 'in-training' role to promote succession planning and ensure managers hand over appropriately and get sufficient circulation, hopefully invigorating the role and the possibility of future development.

Yours sincerely,

Myrianthe Ewington & Matthew Bignell

This letter of no confidence is supported by the following squad members:

Tom Ewington - 22/10/2025

Dexter Bond - 27/10/2025

Kyle Tripp - 28/10/2025

Pete Cush - 28/10/2025

Ehab Albisani - 29/10/2025

Jobin Yendayar - 29/10/2025

Appendix 1

BHPA Accuracy Panel decision on approaching Green Dragons for sponsorship

At the recent panel meeting the decision was taken not to approach Green Dragons and Thermal Chasers for team sponsorship at this time.

Although we recognise that we have a responsibility to the pilots to seek sponsorship we also represent the BHPA in matters of accuracy and therefore need to ensure that we do nothing that could lead to reputational damage within or beyond the UK.

Our reasons for not approaching Green Dragons and Thermal Chasers for sponsorship at this time are:

- Behaviour of Green Dragons members at last year's and this year's Paragliding Accuracy Nationals caused reputational damage with some other UK pilots, officials and overseas pilots which the panel is still working hard to repair. Unprofessional and disrespectful behaviour by Green Dragons members damages the reputation of GD as a school/club and, therefore, as a potential sponsor.
- Lack of collaboration in panel run-events e.g. it is conspicuous that Green Dragons members offered no help with setting up and clearing down the target and communal areas at the Paragliding Accuracy Nationals and do not volunteer to take turns in support roles such as line retrieval at squad training held at South Cerney. Whether this is a collective or individual decision is immaterial as the reputation of a club rides on the individual behaviour of members and how the club enables or discourages this.
- It is noticeable that Green Dragons members camp and socialise separately at events creating a perception that they operate as a separate, exclusionary group within the squad rather than as squad members. This does not contribute to a welcoming atmosphere for new squad members or a cohesive UK squad.
- The difficulty of putting in place a written sponsorship agreement with clear expectations on both sides at this late stage. Failure to do this in the past has led to conflict within the team, alienating both team members and manager.
- Green Dragons undermining the panel e.g. by making announcements without consultation, such as a UK World championships.
- Over the years the behaviour of Green Dragons individually and collectively has been cited by panel members, officials and pilots as a major factor in their withdrawal from or reduction in active involvement in accuracy. Until a more positive and professional relationship has been established over a longer period, negative perceptions among many members of the national and international accuracy community will not change.

Although we are pleased to note the very recent improvement in relationships between GD and non-GD team members this is not yet a sustained pattern of behaviour sufficient to outweigh previous issues. Incidents at this year's Paragliding Nationals (fallback) happened in spite of a meeting in Wales at which positive assurances of collaboration were given. This does not yet give confidence that further incidents will not occur. By outlining our concerns we hope to indicate a pathway to more productive collaboration, which may include sponsorship, in future.

Rules Officer report Nov 25

Actions from October minutes

- 9.1 (refers back to Aug 11.4 minute) – squad registration form updated with Will and Dave (attached for discussion). Format not a consideration as it will be changed when embedded in website.
- 10.1 – wording change sent to Website team
- 10.2 – to note: still no official comms from Sabina re who has qualified as judges (MB was following up)
- 10.4 – LL to pursue minimum judge age with FAI as there is no official age limit published but it is not possible to have a CIVL id below the age of 14

Other actions

- Draft accessibility information document for discussion under item 3, at request of Colin

Judging

- 4 UK judges attended the Birdwings competition (1 also competing) assisted by pilots
- There are challenges with keeping the list of judges up to date and monitoring experience, training needs and eligibility for BHPA membership refunds as not all judges inform me that they have judged at comps here I was not present and I don't have time to trawl social media and CIVL comps to check. Further issue is that CIVL comps is not useful as a way to find information about judges (UK or overseas) as event organisers do not always list judges. This will be raised as part of issues around judge training and qualifications when the new working groups are active on Basecamp.
- Reminders sent to

Rules

- Nothing to report

Equipment

- Chris will be taking the following actions
 - Applying/re-applying sticky Velcro to all Weckbecker pads so they can be more easily secured on the tuffet
 - Looking at options for an additional windsock pole to prevent snagging of the sock on the guy ropes in light, thermic winds (as required by FAI)
 - Making a baseboard to put under the pad when using the paragliding target mat.
- The panel tablet is not fit for purpose. Video recording is carried out using the personal equipment of various panel members and officials.

Liz