

# Minutes of the BHPA Accuracy Panel Zoom Call

Held at 20.00 on 2<sup>nd</sup> April 2026

Present:	Mark Bignell	MB	Chairman
	William Lawrence	WL	Vice Chairman
	Andy Webster	AW	Secretary
	Arthur Bentley	AB	Classic Representative
	Liz Lawrence	LL	Rules Officer

Item	Minute	Action
1	<b>Apologies</b>	
1.1	Apologies were received from DC.	
1.2	MB advised that Judith Freeman couldn't make this meeting, but she should be able to make further meetings.	
2	<b>Signing off last meeting minutes</b>	
2.1	The minutes of meeting dated 5 <sup>th</sup> March 2026 were proposed by AB and seconded by WL.	
3	<b>Chairman</b>	
3.1	MB advised that AS has it in writing that judges can use Green Dragons insurance at BAC events. It was noted that this would make it more difficult for BAC judges to cross over to BHPA events and fulfil the development potential of the BAPA. It was also clarified that BHPA Non-Flying members do have insurance cover. MB advised that Sports England had declined to provide a grant for the BAPA as it is not affiliated to the BHPA.	
4	<b>AGM Proposal</b>	
4.1	<p>The following comments were made on the proposal:</p> <ul style="list-style-type: none"> <li>- The 12 panel roles should be up for election, however, there could be complications if a panel member has multiple roles.</li> <li>- Staggered three-year stints would be better than annual elections as per the paragliding panel.</li> <li>- A schedule of four roles per year would need to be developed if three-year stints are agreed.</li> <li>- Vacant positions could still be filled at any time of the year, and then ratified at an AGM, especially if someone leaves mid-term.</li> <li>- A shadow / cross over period could be considered.</li> <li>- BHPA members may not understand the skill sets for panel roles.</li> <li>- Any BHPA member who attends the meeting can vote, and proxy votes would probably not be allowed.</li> <li>- Nominations should be made one month in advance of an AGM.</li> </ul> <p>AW to draft some wording for review. Myrianthe Ewington offered to help develop this proposal so draft wording will be sent to her for review.</p>	AW
5	<b>Treasurer</b>	
5.1	MB to put in a claim for the paragliding nationals sanction fee.	MB
5.2	CM to make a claim for the brochures.	CM
5.3	Katie Sykes claim for the Dutch Grand Prix is to be processed by SB. John Lawrence to make a claim for the Dutch Grand Prix.	SB
5.4	WL to make a claim for Vlore.	WL
5.5	LL has asked Nikki Bodill and Denis Szalai if they want to claim for non-flying membership.	

5.6	It was agreed to review SB's proposal to increase Cat 1 funding following last year's underspend once all outstanding payments are made. It was noted that claims for Cat 2 funding may increase when the WPRS selection process is introduced, so caution needs to be used. Also there is the team kit to pay for.	
5.7	MB advised that he has a list of places that offer funding that he will look through.	MB
5.8	It was agreed to remove the judges development funding from the Operating Procedures, but the other judges funding agreements would stay the same. Any tail off in judging at training camps will be monitored following the change to WPRS selection. AW to update the Operating Procedures.	AW
6	<b>Secretary</b>	
6.1	2026 budget proposal discussed above.	
7	<b>Media &amp; PR</b>	
7.1	MB advised that he can't see rsvp's on the website calendar. AW to discuss with Ben Woodcock.	AW
7.2	The leaflet needs to be down loadable off the website. AW to review.	AW
7.3	It was queried whether the brochure needs updating or photos improved. WL to add the brochure to Dropbox for panel members to comment on at the next panel meeting.	WL
8	<b>Classic Accuracy</b>	
8.1	AB to make a claim for 50% of the annual South Cerney fee.	AB
8.2	AB advised that the military are happy with the BHPA / Scout insurance arrangement.	
8.3	It was agreed that the 26/27 <sup>th</sup> September could be the EPAC back-up weekend. If no EPAC back-up is required then this weekend would become the Birdwings competition. If the EPAC back-up weekend is required then the Birdwings competition will take place on 24/25 <sup>th</sup> October.	
9	<b>Classic Accuracy Squad</b>	
9.1	DC's owed fees proposal was discussed, and it was felt that a 2-month debt period may be more appropriate. It was agreed that LL will re-word proposal 1 for discussion with DC, before panel review.	LL, DC
9.2	It was agreed to continue with the classic squad fee arrangement as used at the March training camp. Also Birdwings will be funded for the £125 airfield daily fee.	
10	<b>Paragliding Nationals</b>	
10.1	It was noted that only five pilots had registered so far. MB to promote the nationals on WhatsApp and Facebook referring to the website.	MB
10.2	LL advised that all judges volunteering to attend the nationals so far where BHPA members.	
10.3	LL advised that the fee for a weekend's under 18-day tickets works out cheaper than BHPA non-flying membership, whereas the converse is true for adults. It was noted that day tickets and BHPA membership can be done on line.	
10.4	It was noted that farmers parking fees at Gryn Moelfre and non-member fees at Llangollen will need to be paid as part of the competition costs.	
11	<b>Paragliding Accuracy Squad</b>	

11.1	WL to update the selection league with the Italy World Cup and Berati Open results, and put on Dropbox.	WL
11.2	MB to email WL about team kit.	MB, WL
11.3	The March training camp had been a success with squad pilot training given.	
11.4	It was noted that the WPRS selection criteria for Thailand needs to be published on the website. MB to update the new WPRS selection criteria with comments made at the February meeting.	MB
11.5	The Vlore competition will not be an official squad training camp, and pilots attending will be able to claim £100 funding. Wizz Air and Ryan Air do flights to Tirana.	
12	<b>Rules / Judging</b>	
12.1	LL and AB are discussing some changes to the classic rules wording before going back to EPAC.	LL, AB
12.2	LL raised her concerns about use of the phrase 'and / or' in the new wording for clause 1.1.4.1 Landing in the S7C, and will raise this with CIVL judges group.	LL
13	<b>AOB</b>	
13.1	MB advised that Weckbecker equipment is no longer made, and CIVL were recommending using Poisk pads. The Poisk pads will connect to the Weckbecker box, and DC has contact details of the Poisk intermediary. It was noted that PATpad is not strong enough, and the blue tooth signal can be poor.	
	Meeting closed at 21:55	
	<b>Date of next meeting</b>	
	The next meeting will be 8.00 pm, Tuesday 12 <sup>th</sup> May 2026.	

## **Treasurer report from Sue Britnell for meeting on 2<sup>nd</sup> April 2026**

### **Bank:**

Bank Balances: £10,253

### **Squad Training Fees:**

None outstanding: all pilots have paid for March squad training held at South Cerney

### **Debtors**

None

### **Creditors**

From emails and reports I understand Arthur is to be partially reimbursed for BHPA membership, and Cherry is still owed for Brochure costs and also some postage. Please send your claims for reimbursement.

Only Sue Britnell has claimed for Cat II funding for Italy competition to date.

### **Submission to BHPA**

Bill Bell has advised we will again receive £7,000 this year. Accounts to be finalised to 31<sup>st</sup> March and submitted to him before payment will be made – **Action SB / AW**

### **BAC / BAPA**

Hopefully the panel will be given sight of accounts in due course.

## **Secretary Report April 2026**

### **March meeting actions:**

4.2 AGM proposal re-issued to panel.

6.1 Updated budget proposal below.

8.5 Details of the Classic Nationals team trophy stand re-sent to WL.

11.5 Trophies organisation on going.

### **Future Skywings:**

April – BAC 1

May – Italy World Cup

June – Berati Open Air, BAC 2

### **Proposal – 2026 budget (updated)**

Based on an estimated £7,000 grant for this year and running down our reserves at £1,000 per year, I would propose £8,000 expenditure for 2026 as follows:

£637 EPAC Calais meeting (8%)

£500 Classic squad training (6.3%)

£500 Classic Grand Prix funding (6.3%)

£112 AB Flying membership minus non flying membership (1.4%)

£119 Half South Cerney DIO fee (1.5%)

£500 Paragliding squad training (6.3%)

£2,000 Paragliding Overseas Cat 2 funding (25%)

£2,650 Paragliding Cat 1 competition (33.1%)

£248 Judges non flying membership (3.1%)

£600 Electronic pad (7.5%)

£135 Website hosting fee (1.7%)

Parascending-  
Monthly Report Apr

1. South Cerney opened for the first time this year and both Classic and Paraglider squads held their monthly squad training weekends on 21-22 March.
2. I have spoken to Ed (NL) and they are still looking for a site for their Sept Grand Prix competition.

Regards,

Arthur

PA squad report April 2026

March Squad went well and having the joint squad meant it could go ahead with only 2 PA, although even with joint squads numbers remained low.

There has been an improvement in the use of the website calendar with pilots responding both going and not going, but still not fully there as yet

Next joint squad April 18/19

Action 5.1; Proposal completed for discussion and voting

Action 8.1; Amendments discussed and included, AB/LL finalising wording

Action 9.1; BW has updated the website

Accuracy safety:

Nothing to report

Near misses:

Nothing to report

Regards

Dave

## **Proposal document – Owed fees**

The panel have spent an unnecessary amount of effort in chasing up unpaid fees from accuracy squad members following activities at organised events and payments for goods. This proposal is to further clarify the decision in the February minutes so all are aware of the proposal and effect of not paying owed monies

Feb Minutes 5.2 show “It was agreed that pilot’s squad registration will be suspended if they have outstanding squad fees for over 3 months, unless some agreement is made with them.”

Background:

Fees for squad weekends and clothing have remained unpaid, some have been written off due to ambiguity, however some are clear unpaid fees which remain outstanding.

Proposal 1:

The BHPA accuracy panel will suspend any pilot who has outstanding fees of over 3 months since becoming payable, and having been advised of the outstanding fees, from gaining any points, and any points currently held will be void for positions in any supported events (i.e. competitions qualifications, etc...). The ability to gain points will be re-instated from the point of paying the outstanding fees and will not be backdated

Proposal 2: (changes underlined)

The BHPA accuracy panel will suspend any pilot who has outstanding fees of over 3 months since becoming payable, and having been advised of the outstanding fees, from gaining any points since the monies became owed, and any points currently held from prior to the monies being owed, will be void for positions in any supported events (i.e. competitions qualifications, etc...). The ability to gain points will be re-instated from the point of paying the outstanding fees and will not be backdated.

I think it should also be considered in the proposals that the 3 months be reduced to 2 months

Proposal 3: As proposal 1 but 2 months instead of 3

Proposal 4: As proposal 2 but 2 months instead of 3

## **DC Whatsapp clarification**

proposal 1 points are suspended from being gained from the point of 3 months after the money is owed, any points gained within the 3 month period (money owed until the 3 month suspension) will be not be counted for supported events whilst money is owed. Proposal 2 is the points are suspended from the time that the money is owed, and points gained from prior to money owed will not be counted for supported events whilst money is owed. Proposals 3 & 4 are same but using 2 months, as 3 months of owing money is a long time, and takes up panels time and energy unnecessarily. So 1, Pilot doesn’ t pay squad fees for March, this will be highlighted at latest at next panel meeting, April, and the pilot contacted, if this continues until June (i.e. 3 months), from June the pilot is now unable to gain any points, and they will not be eligible to attend any events whilst money is owed. Once paid, which will on a date after June, they can then gain points again, but any points gained within the period from June until payment will be permanently excluded, after payment they become eligible again for events. 2, Pilot doesn’ t pay squad fees for March, this will be highlighted at latest at next panel meeting, April, and the pilot contacted, if this continues until June (i.e. 3 months), any points gained from March will be removed, and they will not be eligible to attend any events whilst money is owed. Once paid, which will on a date after June, they can then gain points again, but any points gained within the period from March until payment will be

permanently excluded, after payment they become eligible again for events. If the wording can be improved then open to suggestions.

## Rules Officer report April 26

### Actions from March minutes

- 8.1 - Information from EPAC meeting provided by Dave and Arthur. Small modifications made to EPAC rules and sent to Arthur for confirmation before sharing with rest of EPAC and uploading to accuracy website. Arthur and Jacques are writing local rules for the French competition – further discussion needed.
- 11.3 – campsite booking made for Simon Sykes Snr £133
- 11.4 - Updates made to local regulations for paragliding nationals (including wind speed on launch). Uploaded to CIVLcomps and more details added to the competition information.
- 13.1 – no further information received re BAC judges

### Judging

- 2 judges present for March squad training weekend.

### Rules

- Some of the new cat 2 rules (see below) will need to be implemented at the nationals.

### Equipment

- No action needed.

## New rules that will be in operation for our nationals and the Euros and Worlds

### Cat 1 and 2

- No knock out
- Wind speed to be measured for 5 seconds after landing
- Clarified definition of landing
  - 1.1.4.1 Landing
  - The point at which a flight is completed when any part of the paraglider pilot, his equipment (including the harness, but excluding speed-bar, stirrup or tow yoke), or their wing first touches the ground, including the target, AMD and mat (if used), and/or the pilot has moved outside the 10m radius circle.
- Changes to permitted footwear modifications
  - The modification shall protrude a maximum of 6.0 mm from the nominal surface of the sole or heel of the shoe. (depth) – previously 8mm
- Use of Dual-Band radio to be set and locked in the safety frequency for both available frequencies specified in the Local Regulation
- Definition of the ground added to definition of a fall
  - Ground is a solid surface of the earth. Obstacles like trees, wind socks, anemometers, ...are not the ground. If a pilot touches an obstacle and continues the flight, the pilot can continue their flight towards the target without the penalty of a fall.
- Relaxation of experience requirements for judges, especially CJ and EJ in cat 1, to address shortage of qualified people.

### Cat 1 only

- Masters category in cat 1 (but only in events after 1 Jan 2027) – already applies to cat 2
- Team leader acts for and is responsible for all pilots of the nation (not just the team)
- Flying order in cat 1 now specified by nation (including non-team pilots) not just for team
  - Pilots should take-off in a scheduled order. At registration, the Team Leader will confirm the team members and the flying order of his national pilots. The national pilots will be allocated a flying order number 1, 2, 3 etc. At the start of the competition, nations will be drawn at random to determine the nations flying order. Then, all the number 1s from each nation fly first, followed by number 2s, 3s etc.
- Euros in 2028 will be in Budva, Montenegro 30 Sept – 7 Oct. Proposed date of Test Event is 30th September 2027 to 3rd October 2027.

There were also more detailed medical requirements (section 7 common) approved wef Jan 2027 (FYI as only mandatory for cat 1)

Previous rule was

In Accuracy and Aerobatics, an English speaking emergency doctor or medical technician with proper equipment must be available at take-off and at the target. Local Regulations will state response time for evacuation by ambulance to hospital or specialist medical centre. Helicopter evacuation is not mandatory, but if available, the Local Regulations will state the response times.

Now

In Accuracy and Aerobatics, an English speaking emergency doctor or medical technician with proper equipment as outlined in the section above for Cross Country\* must be available at the target. A Search and Rescue team, with first aid qualified members, shall be provided at launch/take-off. Local Regulations will state best possible response time for evacuation by ambulance to hospital or specialist medical center. Helicopter evacuation is not mandatory, but if available, the Local Regulations will state the response times.

The above requirements apply to category 1 competitions. Category 2 competitions are strongly recommended to follow them as closely as possible. In all cases the information page of the competition website as well as the local regulations must state the resources that will be available in the competition and this information must be available on the competition website at least one month before the competition start or at the start of registration, whichever is sooner.

\* Vehicles must have the following at a minimum:

- Advanced first aid equipment suitable for response in situations such as auto accidents or mountain rescue. Organizers should follow the International Commission for Alpine Rescue Recommendations with allowances for local medical regulations.  
This should include but not limited to:
  - o Equipment for patient immobilization and transport
  - o A defibrillator
  - o Emergency medication for trauma response and basic life support
  - o Oxygen
- A tracker issued by the organizer so they can know where the vehicle is at all times.
- The ability to track competition pilots in real time via cell phone, tablet, or laptop
- At least one working cell phone with a number known to organizers
- A device capable of communicating with other local rescue services in the area.