



## British Hang Gliding and Paragliding Association

11<sup>th</sup> March 2024

Ms A. Brocklehurst,  
HM Assistant Coroner for the West Yorkshire and Western Coroner Area  
Cater Building  
1 Cater Street  
Bradford  
BD1 5AS

Dear Ms Brocklehurst

### Regulation 28: Report to prevent future deaths: Shaun CROSSFIELD.

I am the named individual on the Coroner's Regulation Order 28 Report of 2<sup>nd</sup> February 2024 and for the purposes of this Report, I represent the British Hang Gliding and Paragliding Association (BHPA).

In respect of the points in your Order which I am required to address, I respond as follows:

1. The BHPA is a members' organisation established as a Company Limited by Guarantee. It is not a regulatory authority. It has no powers of compulsion, even over its own members. *Inter alia*, it seeks to promote safety within the sports of hang gliding and paragliding and the powered variants of those aircraft through progressive training schemes, education, encouragement, and persuasion.

2. The CAA has determined to impose only light touch regulation upon these aircraft due to their low speeds and low mass which means that they present very little risk to third parties, such as members of the public. Such light touch regulation imposes a responsibility upon pilots to ensure that:

(a) they are 'qualified' to undertake the flight that they plan to undertake. (Qualified in this sense meaning that they are sufficiently knowledgeable, informed and educated to complete the flight legally and safely.).

(b) They are sufficiently fit and well to carry out the planned flight.

(c) Their aircraft is airworthy.

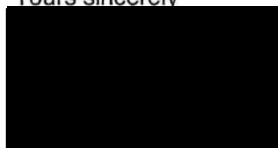
(d) The weather is suitable.

3. Shaun Crossfield had chosen not to join the BHPA, in so far as it can be determined he had not undertaken any BHPA approved training, nor had he completed any of the BHPA qualification schemes. At the time of the accident which caused his death, he was flying in regulated airspace, contrary to air law. He was flying an aircraft which had previously been the subject of a poor quality repair, almost certainly undertaken by Shaun. He was flying an aircraft which had previously been damaged, most probably in a flying accident in which he was the pilot.

4. In our experience, had Shaun availed himself of the training and education offered by BHPA Registered Training Establishments, it is unlikely that he would have been illegally flying in controlled airspace, in an aircraft that he had previously crashed and then performed a wholly inadequate repair.

5. The BHPA will continue to seek to encourage people who wish to fly aircraft that fall within our remit to join the Association and to undertake and complete our training programmes.

Yours sincerely



BHPA

