

British Microlighting



Together we promote the freedom of flying microlights

BMAA Annual Report 2026

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What a difference 12 months makes.

This time last year, I addressed the members to ask for patience, tolerance, and forgiveness as we found ourselves in a less-than-ideal situation.

I promised that we are working hard to address some of the areas we have overlooked and that we will restore the resources to the BMAA office. This will enable our fantastic team to deliver the exceptional level of service they take pride in.

I believe every member should now see some tangible results since we implemented many of these changes. That's not to say everything is fixed; it isn't, and we all recognise there is still plenty to do, but the solid foundations are in place, and there are visible improvements in service levels.

We have been able to make a number of appointments to the team, which Rob Mott will likely go into more detail about in his Chief Technical Officer's Report, but suffice it to say these give us the capacity and resilience the BMAA needs.

Rob Mott has also pushed his own boundaries for professional development, expanding his knowledge and understanding of specific materials and engineering practices he previously did not need to experience. This has certainly helped him transition more smoothly into the role of CTO, and having a full-time CTO again has significantly impacted every aspect of the Tech Office.

My promise to the members last year was to do everything within our power to build a more resilient and secure team at Adderbury capable of meeting the needs of members and manufacturers now and in the future, while reducing single points of failure. We cannot afford to find ourselves in a situation again where the departure of one person could cause the entire operation to enter significant disarray. I believe we have addressed that issue to a level that we can justify financially.

This only happens through strong investment in the association, including financial investment, which Simon will expand on as Treasurer, and an investment in our most valuable resource and asset, our dedicated staff.

As we enter a period of a planned budget deficit, it is now more important than ever for everyone to support our association and work together more effectively. We aim to build a stronger community of clubs, schools, and members, all helping each other promote our sport and encourage new pilots, aircraft owners, and syndicate groups to thrive. This remains the main goal for the board moving forward, and as far as 2026 and 2027 are concerned, we hope everyone will see and value the steps and initiatives we are promoting to build a more inclusive, cohesive, and united community-spirited association.

We have numerous initiatives running again in 2026, aimed at introducing the sport to a new audience and attracting potential new members. The Youth Experience week has changed for 2026: we have moved away from a fixed single week in August, and now give clubs and schools the option to choose a Youth Experience Day at any point in the year that suits them. This is a perfect opportunity to inspire the next generation of pilots or aviation professionals while being chaperoned by parents who are now more likely to consider taking up flying. If done correctly, it plants seeds for the future and offers opportunities to schools more immediately.

Similarly, the revamped exhibition trailer is scheduled to visit sites across the country at a variety of aviation and non-aviation events. Once again, it aims to promote the accessibility and affordability of flying microlights through the BMAA system compared to General Aviation. The updated trailer now includes much more immersive technology to effectively showcase what our sport is all about, using VR headsets and improved video streams.

The instructors' bursary has been enhanced for 2026 to support training for potential three-axis instructors as well as flex wing. We have listened to member feedback and acknowledged their concerns about a shortage of all types of instructors.

As the BMAA works harder than ever to raise public awareness of our sport and industry, deliver ever-improving member benefits to both attract new members and retain the ones we have, there has never been a better time to get behind your association and think about what little steps you can take to build upon our efforts to grow the sport and association.

One of the easiest ways to give something back is to become a BMAA Ambassador. We had a fantastic response to my request last year with people offering their services to relocate the exhibition trailer or simply attend a show with the BMAA or a school and help us spread the word. Please contact Kelly in the office to offer your support and find out what we are doing near you that you can get involved with.

I look forward to discussing many more great ideas and opportunities throughout the summer, and I thank you for giving us the space to get things right again.

Tim Burrow

Chairman

**Owain Johns
CEO**

It is a privilege to present this Annual Report on behalf of the British Microlight Aircraft Association, reflecting on a year of significant activity and continued service to members, schools and owners across the UK.

Overview. 2025 was another busy year for the BMAA. I officially joined as CEO in mid-July and would like to acknowledge the excellent work undertaken by Tim and Simon, alongside fellow Council members, during the interim period. Their leadership brought much-needed stability and enabled a smooth and effective handover as I stepped into this exciting role. I am also grateful for the warmth, support and patience shown by the BMAA staff as they helped bring me up to speed. We are fortunate to have a highly capable team with a depth of knowledge and experience.

This small but highly effective team at Adderbury has grown in the year, and this brings much needed capacity as the BMAA fleet evolves and grows. The staff, together with volunteers, have provided support across a broad spectrum of activities. Detailed accounts of these activities are included in the individual reports below. A huge thanks to all those who have contributed their time and expertise throughout the year.

Staffing has been an essential part of my work this year, recruiting new staff to bring much needed capacity and experience to the team. We welcomed and appointed the following staff:

Chief Technical Officer (CTO)	Rob Mott
Chief Inspector (CI)	Steve Eyers (Part-time)
Safety Office (SO)	Jeremy Hoyland (Part-time)
Design Approval Engineer	Thomas Dean
Office Administrator	Deb Homewood

The team continues to impress with its commitment to members and the services we provide. While 2025 was a challenging year, staff demonstrated resilience throughout and remained consistently professional. We've introduced several operational improvements, including hybrid working, regular one-to-one meetings, a structured team meeting cycle, enhanced internal training and development, and distributed leadership across our two core teams: Member Services and the Tech Office. These changes have delivered clear efficiencies, and productivity remains high.

Finance and resources. This is an essential part of our work, and I've worked closely with our excellent treasurer Simon Heyes. Simon will report in depth later in the report. Overall, the finances are in good shape. We continue to have predictable patterns of income and expenditure, and this enables accurate financial modelling and control.

We've invested in the following areas in 2025-2026:

- Upgraded our simulator to VR to be used for promotional events and club events
- Moved our IT systems to the cloud and working towards Cyber Essential accreditation
- Upgrading our Database – 'CIVI CRM'
- Continued to archive old records to create space and work towards a paperless office
- Rebranded all membership and marketing materials and promotional materials

Governance. The council continue to do excellent work with an experienced group of volunteers who meet 6 times a year. This year we've introduced the following to ensure that Governance is more robust.

- Reserves Policy
- Complaints Policy
- Risk Register
- Revised payment controls

All these improvements have strengthened the association's governance. Combined with further work on the revised strategy document and a dedicated strategy day in January, they have helped establish a more effective cycle of Council meetings. This improved structure is enabling the Council to review strategic progress and developments across the BMAA, more efficiently and with greater clarity.

Engagement and Membership has been a key focus of the team's work this year as we shift the emphasis onto our member services, membership retention and ensuring we're listening to feedback and improving our core offer to our members. I've attended 4 club nights and engaged in lively discussions with members, so thank you to these clubs for inviting me to attend and speak. We have introduced a new inspector seminar, and also our recent Awards Evening, which was a huge success. Bringing our members together to celebrate all that is good in our sport was one of the highlights of the last 8 months.

We continue to promote the BMAA, attending 7 events, youth days, shows and fly-ins. We're also developing our online presence with focused work on Instagram using targeted campaigns appealing to a younger audience.

Flight Training & Safety. Jeremy joined the team in December and has brought a wealth of experience to this role. He has started to make an impact with insightful columns in MF, but more importantly, he is embedding a culture of safety within our sport. I was recently invited to speak at the CAA Safety pre-season event at Gatwick, and this is recognition of the good work that is taking place. We must not be complacent, and we have to recognise that safety is everyone's responsibility.

The licensing changes were successfully introduced in October with a members' webinar well attended. Further improvements will be introduced in October 2026, which will ensure a route for aspiring commercial pilots to use microlights to gain experience which will count. This is an exciting opportunity for flying schools and the microlight industry, and we'll be promoting this route further as October becomes closer.

We have worked closely with our Panel of Examiners to develop a much-needed Instructor Course Syllabus and Guide. A dedicated working group—Fiona Luckhurst, Paul Dewhurst, Rob Grimwood and Irwin Baker—has worked intensively over the winter to produce a clear, practical guide that provides consistent structure and guidance for instructors at every stage of their career. In parallel, we have submitted a business case to the CAA for a new 'Basic' Instructor rating. The proposed FI (Rb) is intended to provide a clear stepping stone for aspiring instructors, offering a more accessible and affordable route into instructing.

Technical, with new staff appointments, we're now starting to see the benefits of much needed capacity in this important area. Please see Rob Mott's detailed analysis of this ongoing work. Thank you again for your patience and understanding as we work to reduce the volume of the work, and also improve systems

further. Carole Buckner works closely with Rob to ensure that we're communicating, with clear timeframes and stages so members can understand the different stages of our technical work. Carole is always on the end of an email and will be happy to help. We're committed to improving the service to members and manufacturers, and we welcome feedback on how we can improve this service further.

Regulation and Representation. The primary part of our work has focused upon airfields and working with airfield owners and operators who are under threat from developments, solar farms, utilities and changes in use. We've worked with 7 airfields in the last 6 months and supported them in appeals with letters of support and by offering advice. This continues to be a threat to our members, and we're working hard to support them. We plan to raise the profile of our fighting fund, which is available to help. Airspace continues to be a challenge, and we've worked closely with our partner associations to share best practice and work with GAA alliance and their policy experts to ensure we're represented.

Thank you to all members for their continued support and encouragement. The whole team look forward to working with you in 2026 and beyond.

Clear skies and gentle breezes!

Owain Johns

CEO

Rob Mott
BMAA CTO

This report will offer a concise overview of what has been implemented over the last twelve months and insights regarding future plans for the BMAA's initial airworthiness system and strategy.

Context

Many changes have occurred over the last twelve months. Back in October 2024, the office had 3.0 full-time engineers. From Oct 2024 to June 2025, with Roger Pattick moving to part-time and Mark Bailey starting a new adventure at BAE Systems, the number dipped to a low of 1.3 engineers with sign-off capability.

In July 2025, our new CEO was appointed, and in August 2025, I took on the role of CTO while continuing to hold CI responsibilities. The capacity has been building. The two engineers recruited at the end of 2024 have started to gain some signatory status (Lloyd Smith and Vivek Chanda). Carole Buckner, who transitioned from permit processing to a wider role, is now the Tech Office Coordinator and plays an important job in improving workflow. We have also introduced shadowing of key roles to ensure there is less reliance on one person, and we have more robust systems in place in case of staff absence.

In December 2025, Steve Eyers was recruited as the incoming Chief Inspector, and it is planned that he will take on full duties of the role at the time of writing this report (April 2026). In February of 2026, an experienced engineer, Thomas Dean, also joined.

As Owain has already alluded to, the Tech Office team is extremely thankful to Geoff Weighell, Simon Heyes, Tim Burrow and the rest of the BMAA Council for their support, particularly during the CEO transition period. Also, a big thank-you goes to Owain himself for his support and leadership. We all feel that the direction of travel is really positive, which is exceptional given the circumstances under which he joined.

Your Tech Office Team

Carole Buckner – (*Tech Office Coordinator*) – is generally the first point of contact for members when contacting your BMAA Tech Office. Carole successfully ran the BMAA Permit system for around two full seasons, and she has experience as a British Gliding Association (BGA) inspector and instructor. Combined with her organisational skills and passion for aircraft, that means she is ideally suited for this position. She continues to gain additional signatory status, most recently for the New BMAA Permit to Fly Certificates.

Roger Pattrick (*Senior Design Approval Engineer*) – now well established in a part-time routine, working 2 days per week; his main focus is on new aircraft types and commercial changes (modifications and repairs), which best suits his exceptional experience and knowledge.

Lloyd Smith (*Airworthiness Design Approval Engineer*) – has progressed rapidly from minor modifications to dealing with complicated major repairs. His next area of focus is working towards his New BMAA Permit to Fly Certificate signatory status. This is important and provides support to Carole in what is a growing area of work. He is also now working on airframe upgrades (i.e. Swift conversions) and routine amateur-build completions.

Vivek Chanda (*Technical Specialist Design Approval Engineer*) – like Lloyd, has progressed very quickly and has started working on manufacturer changes, recently delivering his first full project. This area of development continues, and he is also putting his coding knowledge and skills to good use by developing new tools, some of which should now be in operation by the time of the 2026 AGM.

Tom Dean (*Design Approval Engineer*) – an experienced engineer who is familiar with the certification process, also bringing operational experience to your BMAA Tech Office. He is qualified to pilot light aircraft and fixed-wing and flex wing microlights and is working towards his powered parachute sign-off.

Overview

2025 was another busy year for the team, and below you can see the increase in projects both for members and manufacturers.

	2024	2025	
New Permits	40	67	27
Projects			
MAANs	55	60	5
Min Mods	64	75	11
Series MAAN	42	34	-8
Factory modifications	16	10	-6
Std Minor Mods	75	101	26
Manufacturer Mods	11	18	7
New Types	2	4	2
	265	302	37

This throughput of projects does result in a high volume of projects to manage and prioritise: currently there are 85+ projects live in the tech office. The team has worked hard to implement improved project management and workflow processes using Trello and Civi. Alongside this, we have placed a strong emphasis on communication, with Carole leading this key area. As a result, members now benefit from clearer expectations on project timescales and more regular updates as projects progress through each stage.

We would like to thank all members for their patience while these improvements have been developed and embedded. We recognise that there have been occasions where delays have caused frustration—particularly during periods of good flying weather—and we greatly appreciate your understanding and continued support. We are also grateful to those members who have taken the time to provide constructive feedback and suggestions, which have been invaluable in helping us refine and improve our processes.

With the team now fully established, we are confident in our ability to deliver the level of service we aspire to, and we look forward to supporting members with their technical queries in the coming year.

New Permits -2025

We now have six complete years of data regarding the new BMAA Permit to Fly Certificates:

YEAR	PERMIT TO FLY CONSTRUCTION CERTIFICATE TYPE								
	NEW	Replacement	Change	SSDR	Revocation	Total	Am-builds	Factory	New Kits Registered
2020	25	3	7	2	3	40	8	17	10
2021	30	4	5	0	0	39	5	25	10
2022	48	3	9	1	2	53	5	43	6
2023	64*	1	4	0	1	70	4	60	12
2024	40**	6	6	1	2	55	13	27	6
2025	41	9	13	1	3	67	1	40	7

*Includes 7 CTLS transitions, **Includes 1 CTLS.

Breakdown of the New Permits in Calendar Years 2023-2025

YEAR	EFOX	D-JET	SKYR(F) *	SKYR(A)*	C42	SHARK	BOBCAT	TL-ULT
2023	13	13	4	4**	11	0	0	8
2024	13** *	3	3	9	4	2	0	2
2025	12	8	4	1	0	3	1	5

*F = Factory, A = Am-build. **Includes one Tanarg. ***Includes five am-builds.

YEAR	CT	VIRUS	ALPHA	QUIK	WT9 LSM	VIXXEN	SKYLEADER
2023	7	1	0	2	1	0	0
2024	1	0	3	0	0	0	0
2025	0	0	0	1	1	2	3

Observations

- The overall amount of Permit to Fly certificate work has increased over the past six years. 2025 was the second busiest year since records began.
- A total of 248 new aircraft has been added to the BMAA fleet since 2019, and 327 certificates have been issued by the Tech Office.
- The number of new kit completions was lower, and new kit registrations remained stable compared to 2024.
- So far, 2026 is on par with 2025 figures; hopefully, the positive trend will continue, given the other new types coming to market.

New types & manufacturer modifications

During the 2025/2026 period, the following new types and manufacturer modifications were approved:

- MAY 25 – Flight Design CTLS 600 UK Stabiliser Mounting Repair
- AUG 25 – WT9 Dynamic LSM RG/912IS (NEW TYPE)
- SEP 25 – Aeroprakt A32 Vixxen Airmaster CS Propeller
- SEP 25 – Bobcat 600 (NEW TYPE)
- OCT 25 – JA-400 Skyleader 400 Glorieuse CS Propeller
- NOV 25 – Ikarus C42 Charlie & Bravo Kanardia Autopilot

- DEC 25 – Exodus 'Bandit' Deltajet 500 Stingray (NEW TYPE)
- FEB 26 – EuroFOX Reinforced Rudder Bar
- FEB 26 – TL-3000 Sirius 600 912iS Sport
- MAR 26 – JA-400 Skyleader 400 New Angle of Attack Warning System

A8-1 Approvals

The Civil Aviation Authority A8-1 is the favoured UK regulatory standard for the production of factory-built microlights. Since the introduction of 600kg Light Sport Microlights in 2021, the BMAA has taken a more proactive role in encouraging and assisting new manufacturers in delivering a greater variety of aircraft to the UK marketplace. Your BMAA continues to assist applicants and collaborate with other new companies. Stay tuned for updates published on BMAA media channels.

New Kit Types

The BMAA is currently dealing with five new types of kit aircraft:

- One has started flight testing.
- One is close to being realised for flight testing.
- Two are around 50% built.
- One imminent application is about to start.

Steve Eyers
BMAA
Chief
Inspector

Since starting in the post of BMAA Chief Inspector on the 1st of December, I have been amazed at the volume of work to be completed. Working two days a week, much of my time has been spent learning about the job, meeting many inspectors and members, and looking at their aircraft. Thank you to Rob Mott and Carole and the rest of the team for their support, induction and help in this time. It's a great team, and I enjoy being part of it.

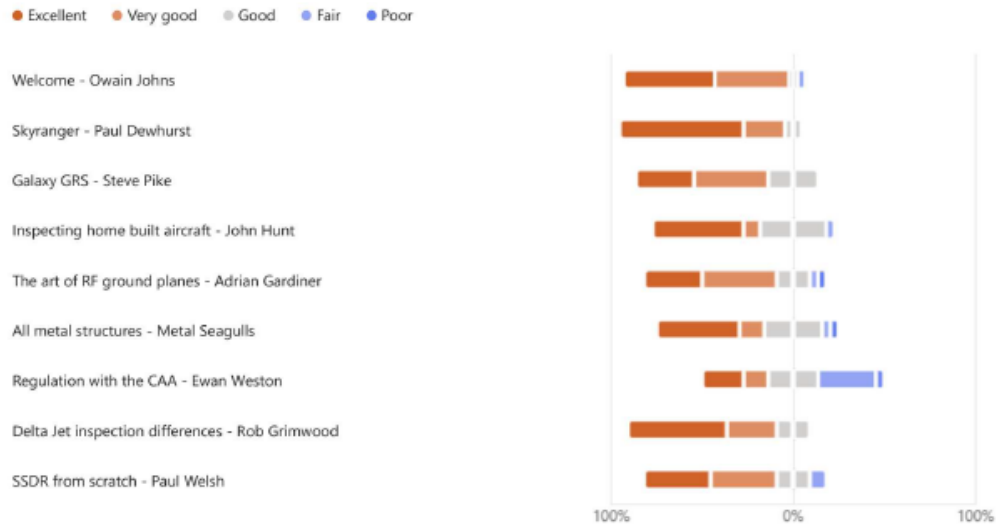
New Inspector Seminar

In February 2026, we held a very successful inspector seminar that followed the traditional instructor seminar format. Feedback from attendees was positive and each individual session evaluation was below. This gives you insight into the topics presented. A total of 78 inspectors (many of them instructors) attended, which was encouraging. Thanks again to the speakers who presented engaging content and gave their time to prepare and deliver the sessions.

8. Were your expectations of the event met?



2. How would you rate the following seminar sessions with regard to your learning and how beneficial they are to you and your role.



I plan to evaluate how we can keep our inspectors' knowledge up to date, and the seminar is just one of the ways in which we can keep our inspectors engaged and involved. This may evolve in 2027 to a member conference/seminar for inspectors to ensure that more members can be involved.

During audits and surveys, inspectors and owners have given me some initial feedback about the process. This will be useful for reviewing standardisation and for making it easier for owners and inspectors to comply with airworthiness requirements. The ambition will always be to improve safety while maintaining economy. We welcome the positive suggestions on how to improve, and thanks for the many senior inspectors for their support while I have settled into this new role.

I have conducted a number of inspector audits and aircraft surveys in collaboration with the CAA to fulfil the BMAA's continued airworthiness requirements.

Inspector Audits

I am exploring ways to adjust audit costs levied on inspectors to make them more equitable and ensure that all can participate in seminars. An inspector 300 miles away for me shouldn't pay any more to enable them to do their job than someone working nearby. The catch is that costs need to be covered. We'll continue to evaluate this to ensure that we can implement a fairer system for 2027 and the new financial year.

We have had several items added to the Defects Register, each of which has taken significant time to monitor and investigate. The BMAA continues to work closely with the AAIB and CAA. We are working with the LAA on the deficits of shared types. I attended an LAA inspector Seminar, which was useful to share good practice.

Aircraft Surveys

In 2025/2026, BMAA survey locations included Headon (CAA), Caunton (CAA), Deenethorpe (joint BMAA/CAA) and Northern Ireland (BMAA). At least 15 airframes were reviewed, and we are pleased to report that good standards have been observed.

This oversight will continue through 2026/2027, with an overarching plan for BMAA to visit all flight schools over the next five years. During these visits, we will also sample privately-owned aircraft. This critical task is

mandated as part of our CAA approval. If your aircraft is randomly selected, please comply with our requests for a basic review. Note that the CAA also performs oversight independently of the BMAA.

Inspector numbers and new appointments

We currently have 130 inspectors, and the BMAA continues to receive a healthy number of new applications. During 2025/2026, six new inspectors were appointed. They are located throughout the UK: Hertfordshire, Aberdeen, Leicester, Sheerness, two in Edinburgh and one in Ireland. The BMAA is also working with over a dozen applicants from all over the UK.

Service bulletins and MPDs

A snapshot of notices either soon to be released or already in circulation:

- BMAA: [2983](#) Inspection of Semperit fuel hose for defects.
- Airmasters: [MPD 2025-002](#) Eurostar – Elevator Trim System – Trim Lever/Flap Lever Cover – Modification
- Airmasters: [MPD 2025-004-E](#) Eurostar – Aileron Control System – Aileron and Rudder Rose Joint – Inspection
- Rotax: [MPD 2025-006](#) Rotax 915iS and 916iS Engines – Propeller Gearbox – Inspection
- EuroFOX: [MPD 2026-002R1-E](#) Engine Ignition – Starter Inhibitor Switch – Modification
- Pipistrel: [EASA EAD 2026-0070-E](#): Virus SW 121 – Flight Controls – Airbrakes bell crank – Inspection
- CAA Safety Directive: [SD-2024/001V2](#) - Active Carbon Monoxide Detectors for Piston Engine Aircraft Operations

Jeremy Hoyland Safety Officer

Since starting in the role in December 2025, my initial focus has been on identifying safety data and establishing relevant contacts with the AAIB and CAA etc. This included meetings with the AAIB that allowed us to obtain comprehensive accident data for the last 5 years. From the CAA we obtained MOR data over the last year in raw format to allow us to make a deeper analysis, building upon the GA charts provided.

This analysis led to some clear themes emerging, with 90% of accidents being human factors, and the average age of a pilot involved in an accident being 64. Hours of experience are generally high, with a longer time since they qualified and had formal flying with an instructor. Landings were also the predominant cause, with hard landings/bounce predominant. From MOR data supplied by the CAA, microlight infringements remain high at 74 in 2025, with zones infringed more from pilots not local to the area.

Following this analysis, an action plan has been created, split into to three groups. For skill development, the focus will be on the “Golden hour” revalidation, coaching for our more mature members and Strip Skills marketing for pilots who have flown for many years since their licence. Our knowledge focus will be on Winter webinars, Microlight Flying articles, including personal stories, and CAA club nights on infringements. Finally, we’ll create a safety culture, with AAIB visits and a Currency Barometer.

The insights and action plan were then shared with the CEO and Examiner Panel, and finally presented at the instructor seminar for feedback and approval. In addition, we have also set up a Safety Committee with 7 members who are all instructors, to provide more detailed feedback and fine-tune the plans.

We are already delivering on the plan, with MF articles published on the Golden hour, Safety Culture and a zone infringement story. The currency barometer has evolved and will be launched in June MF. The first CAA club night focusing on Understanding Airspace Infringement ran on the 7th April at

Popham, with 21 attendees and an average feedback score of 4.9/5.0, so this is something we will continue.

The next phase of work will be on reviewing and marketing the Strip Skills course, creating an AAIB 1 day safety event, and then as we move into Autumn, delivering our first BMAA webinars, along with launching BMAA 1 day classroom courses.

Finally, towards the end of the year, we'll review progress, share this back with our stakeholders such as AAIB and CAA, and with fresh data evaluate the plan for 2027.

**Kelly
Thacker
Member
Services and
Business
Manager**

Report from the Member Services Team

KT – Kelly Thacker – Business Manager

KJ – Membership Specialist

AB – Licensing Specialist

DH – Permit Specialist

AL – County Shows and Youth Project

General News

The Member Services department is working well. We had a busy 2025. KJ and KT have been doing their own roles and looking after permits for most of the year. In January 2026 we recruited Deb (DH) in a part time role, and she is currently undergoing permit training.

As a team, we have been focusing on the journey someone takes from learning to fly, becoming a qualified pilot and when they become a BMAA member. We want people to join us at the start of their microlight journey, and we have looked at ways we can promote the association to schools to encourage early sign up to membership. This has included designing new A3 poster and A5 postcards for the schools to display in their offices/club houses and hand out to students. The QR codes will take the student straight to the joining page they need.

We have designed a Best of MF booklet that takes articles and pictures from a selection of MF magazines that can be handed out to show students the high-quality magazine they will receive very month when they become a member.

We came up with a mock-up of a notice board with all our literature to show schools/clubs what we can offer to their students and them.

Membership – KJ

- The current membership stands at 3557 including family members (up to end of March 2026).
- We have had 309 new members join since 1st April 2025.
- We now have 250 members on monthly direct debit.
- We now have 1429 members on annual direct debit
- We have 17 corporate memberships
- We have 33 members using C/O address member benefit
- KJ updated all letters and emails sent to Members to make them more modern
- KJ worked on adding value to membership packs including brand new keyrings and pens.
- KJ and KT designed new membership badges that are now metallic pin badges

Moving forward into 2026, we will be focussing on encouraging members to pay their subscriptions by direct debit.

Permits – KT, KH and DH

- Permit Revalidations processed from 1st April 2025 to 31st March 2026 was 1443

Licensing, Instructor and Examiner – AB

- NPPL applications in total processed from 1st April 2025 until 31st March 2026 was 180
- Percentage of applicants that were BMAA members at time of application was 122 (67.8%)
- Percentage of applicants that were non-members at time of application was 58 (32.2%)

New pilot hub

The New Pilot Hub is live (and under construction) on the BMAA website. It will feature all kinds of information tailored to brand new licence holders (rather than students or standard members), including sections on licensing, safety, aircraft and crucial web resources. The unofficial BMAA mascot parrot Mike can also be seen scrolling on the page, offering rolling information on topics more appropriate for constant reminders, like keeping a microlight rating current and maintaining a legible logbook. BMAA leaflets to be sent to new licence holders will contain a QR code to direct them straight to the New Pilot Hub.

Events – KT

- We introduced an Inspector Seminar to the existing Instructor Seminar in February 2026 – 146 attendees over the 2-day event. We received some extremely positive feedback and plan to use the ideas in next year's event.
- BMAA Awards Ceremony in March 2026 – 128 attendees for dinner and awards ceremony. The evening was a great success. The feedback we have received was extremely positive and any ideas for improvement for the next event will be discussed.

We are also attending the following events in 2026

- Microlight Trade Show at Popham, including AGM
- Midland Air Festival
- Royal Cheshire County Show with Micro Aviation
- Royal Norfolk County Show with Mid Anglia Microlights
- Sleapkosh
- RAF Syerston
- 'YES' Youth Day at Deenethorpe

BMAA National Youth Project – AL and KT

- 1 school held a BMAA Youth Day in 2025 – Kernan Flying School

We have changed the outline of this initiative. We are advertising to schools and clubs that if they would like to hold a Youth Day at the airfield, the BMAA can offer support and a wealth of promotional materials including worksheets.

- 2 clubs/schools have signed up for 2026 – Severn Valley Microlight Club and Wanafly Airsports
- We have also had interest from 15 other schools/clubs following a push at the Instructor Seminar, and we hope they will confirm during the spring.

Advertising – KT

- 17 current advertisers on 6- or 12-month campaigns

Marketing, Promotions and Social Media– KT

I have updated the BMAA literature during these last 12 months. The postcards and posters all follow a brand style to look modern and professional. The literature we offer is:

- Member Benefit Postcards
- Member Leaflets
- Clothing Postcards
- Differences Training Postcards
- Airworthiness Postcards
- Wings Postcards
- Join Now Posters for schools and clubs
- Join now postcards for schools and clubs
- Best of MF Magazine

Promotional Items have also been updated and modernized:

- New BMAA Pens
- New BMAA Keyrings

The next update will be to The BMAA Official Guide to Microlighting booklets.

Social Media

We've focused our efforts on Instagram from the start of the year; this aligns with our marketing plans. Posts have focused upon the lifestyle aspects of microlighting and the many benefits of our sport as we target a younger demographic.

The improved content has resulted in a significant increase in views a month: in December we had 4000 views, and in March we had 28,900 views. Pleasingly, our website traffic in 2026 (March to April) also increased, with a 40% increase in website traffic. This increase can be attributed to the increase in social media content.

Facebook followers: 4.1k

Instagram followers: 1.3k

Website traffic: 266,370 unique visitors in 2025

In the longer term, we need to consider how we resource and staff this important area of our work.

Wings

The following wings awards have been issued up to 31st March 2026

- 77 - Bronze
- 38 – Silver
- 18 – Gold
- 11 – Diamond

Staff Christmas Social – The winning team!



BMAA staff at our recent awards



**Geoff Hill MF
Editor**

Microlight Flying - MF

The annual BMAA members' survey continues to say that MF is felt to be the most tangible benefit of membership and rates all sections of the magazine highly.

There has been an ongoing request for more technical articles, which I've discussed with new CEO Owain Johns, and he will pursue with the tech office, although it is always very busy with core duties.

Owain, who replaced Rob Hughes as CEO in July 2025, has come in bringing lots of fresh ideas and enthusiasm, not only to the association, but to MF, proposing a change to the masthead for more impact, and a new You have control series to attract new instructors, among other ongoing good ideas.

He also asked to see the proof copies of MF before publication every month so that he was aware what was in and has been very proactive in making suggestions for every issue. After meeting James Fossdyke, Owain also suggested that he might be a good addition to the MF team, and that was an excellent idea: as a professional journalist, James is already producing great copy and making my life a lot easier in terms of having virtually nothing to change or question with his words.

Also joining the team is Ben Oram, who has written some great stuff for the magazine in the past, not to mention finishing third in the 2025 annual photo comp, so a man of many talents. Martin Ferid has come back on board with some excellent In the overhead pieces to tempt pilots thinking about venturing across the Channel for the first time.

So, with existing contributors, Steve Uzochukwu, Brendan Digney, Cath Spence and Dave Calderwood still on board and as productive as ever, the MF contributors' team is stronger than it's ever been.

As deputy editor, Sharon Cox has been a complete star since she took over from Norman Burr in February 2025. She's a pleasure to work with, and her attention to detail is outstanding: by the time I send each MF to Andrew Leatherbarrow to design, I've already read all the content, some 24,000 words, so many times that I become a bit word-blind, and Sharon invariably picks up the bits I've missed (Although we all managed to miss the 2025 date on the cover of the March 2026 issue, which Owain picked up after the issue had been printed, so nobody's perfect).

And talking of our design genius Andrew, he's another star to work with: endlessly helpful and flexible, he produced some brilliant-looking issues during the past year, particularly flight tests and features, not to mention making inspired suggestions on how to make the pages look better. I've won two UK newspaper design awards – for a fashion magazine, of all things – and he still makes me look like an idiot; which I'm well used to, thankfully.

The only editorial gap continues to be Airspace Alerts. Adrian Whitmarsh was doing a brilliant job every month with this, distilling squillions of airspace change proposals into readable form, until he was felled by a stroke in autumn 2022, followed by other family health problems. Since then, he's tried to find a successor on the BMAA Airspace Team, but with limited success, I suspect because it is a huge amount of work.

Pagination

This remains at 48 pages, which is always a bit of a squeeze, although the good news is that when I asked Alastair Sanderson at MTP in January how much extra a 52-page issue would cost, he said only £164 more than a 48-page one, which encouraged Owain to say go for it where needed, which we put to use in a bumper 52-page April 2026 issue and can do again in future with his approval. BMAA Business Manager Kelly Thacker is doing a fine job of making sure that a healthy number of those pages are ads.

Finance

The MF expenses allowance for 2025 was £6,100, and I spent £5,968.90, an underspend of £31.10. The BMAA Council recommended that the 2026 allowance be increased to £6,240, or £520 per issue.

If all goes well by the middle of the year, I'll look at increasing the contributors' fees, since these have been frozen since 2020 at £120 per 1000 words plus out-of-pocket expenses, and flight tests at £230 plus expenses.

Simon Heyes
BMAA
Treasurer

BMAA Financial Report 2025

I'd like to start by thanking Angie Parry, who continues to provide exceptional bookkeeping services to the BMAA and knows the Association's accounts better than anyone else. Angie has produced accurate and timely accounts throughout the year, which has made my task of reporting financial information to the BMAA Council very much easier. It has also assisted greatly when preparing budgets for each future year and in longer-term financial planning.

The BMAA's financial year was changed in 2022 from the period September to August the following year to now mirror the calendar year (so January to December). The report presented at the 2025

AGM was for Jan 24 – Dec 24 and this report presented now is for Jan 25 to Dec 25, so we are once again comparing 12 month periods. The change was done for two reasons: to make the accounts presented to the membership at the AGM be more recent (they were previously 9 months old) and to allow the budget preparation to take place during the quieter periods in the BMAA office of early winter. The budget for 2026 was prepared to allow approval at the November 2025 Council meeting, so this benefit has been achieved.

We have also for the first time undertaken financial planning to allow us to model various scenarios for changes in membership numbers and permits issues over a four year future period, to much better understand the financial impacts of achieving, exceeding or falling short of our targets. This, in turn, has allowed us to much better understand the financial risks to increasing our staff numbers and running a deficit in 2026 and potentially 2027.

Related to this, we have also prepared a “reserves policy”, which uses a defined process for calculating the minimum cash reserves which the BMAA should hold to ensure our ability to withstand any possible future shocks (such as happened during Covid 19) and remain a going concern.

The 2024 accounts were filed with Companies House on time and the Annual Confirmation Statement was made to Companies House on 13 Jan 2026.

The accounts for 2024 were the second set produced by K M Business Solutions Ltd of Burnley. They were retained for the 2025 audit and financial accounts and have been once again very easy to deal with and very impressive. The Council is recommending that they are retained for the future 2026 audit (expected to start in Feb 2027).

Accounts for both 2024 and 2025 continue to use the deferred income approach to membership fees, which was first required by Ellacotts for the 2022 accounts. Although the majority of members pay their annual subscription as a single up-front payment (which is much less expensive for the BMAA to administer, is more efficient to process and assists greatly with the association’s cashflow position), that payment is considered to be a credit. For example, if a member renews in January, at the May AGM that member will have received 4 months of membership and has pre-paid for the next 8 months. The 4 months of membership fee is treated as a BMAA asset and the remaining 8 months as deferred income. This has no effect on the trading position of the BMAA but does alter the net current assets in the Balance Sheet.

The BMAA’s cash position remains healthy, with the majority of cash invested through the Flagstone platform into a range of different banks’ savings accounts, each kept within the FSCS Protection limit for up to £120k. At the end of Dec 2025, the total cash invested through the Flagstone platform was £543,411.

BMAA uses HSBC for current account banking. Building on lessons learned from when Rob Hughes departed as CEO, more Council members are now added to the banking mandate, to remove what was found to be a “single point of failure”. Additionally, processes for preparing and approving payments have been reviewed and slightly revised, to provide enhanced security.

Profit & Loss

In FY25, the **turnover** was £792.5k (an increase of £14.0k on FY24 figure of £778.5k).

In FY25, there was a trading **deficit** of £29.9k (a difference of £96.9k when compared to the surplus of £67.0k in FY24).

For FY25, the corporation tax liability is £3.9k and falls due on 1 October 2026.

Budget Variances FY25

In FY25, the budget was set to target a deficit of £16k (including bank interest). The actual deficit, at £29.9k, was greater because of a number of factors, including:

- a) Total trading income was £13.1k below budget.
- b) £22.3k of bank interest was £1.8k greater than budget.
- c) Cost of Sales was £12.5k lower than budget.
- d) Operating Expenses were £13.4k higher than budget.
- e) Other Operating Income was £1.8k less than budget.
- f) Tax on profits was £0.1k less than budget.

Net profit was £13.8k less than budgeted.

Budget for FY26

As noted above, the Council have deliberately added additional staff to the Association which will, in the short-term, lead to a budget deficit in FY26 (and possibly FY27). The budgeted deficit in FY26 is £68.4k.

The Association's strategy is to increase the membership and aircraft permit numbers over the next three to four years, which will return the ability for balanced budgets. The BMAA has adequate cash reserves to fund this short-term transition period whilst still maintaining funds in excess of our reserves policy.

Balance Sheet

The majority of our Fixed Assets are the office building (£242.0k of £254.7k). Cash forms the bulk of our Current Assets (£667.8k of £772.7k). £266.7k of Creditors (falling due within one year) gives Net Current Assets of £506.0k and Net Assets of £750.0k. The £266.7k of Creditors includes £197.8k of deferred income.

Conclusion

The BMAA remains in a strong financial position with significant reserves available to continue.

British Microlight Aircraft Association Limited

Profit and Loss Account for the Year Ended 31 December 2025

	Note	2025 £	2024 £
Turnover		792,529	778,480
Cost of sales		(211,789)	(239,583)
Gross surplus		<u>580,740</u>	<u>538,897</u>
Administrative expenses		(627,156)	(539,336)
Other operating income		(1,861)	46,483
Operating (deficit)/surplus		<u>(48,277)</u>	<u>46,044</u>
Other interest receivable and similar income		22,266	26,499
(Deficit)/surplus before tax		<u>(26,011)</u>	<u>72,543</u>
Tax on (loss)/profit		(3,865)	(5,503)
(Deficit)/surplus for the financial year		<u>(29,876)</u>	<u>67,040</u>

The above results were derived from continuing operations.

British Microlight Aircraft Association Limited

**(Registration number: 01678351)
Balance Sheet as at 31 December 2025**

	Note	2025 £	2024 £
Fixed assets			
Tangible assets	5	254,763	262,831
Current assets			
Stocks	6	5,276	29,309
Debtors	7	99,654	71,769
Cash at bank and in hand		667,808	655,014
		<u>772,738</u>	<u>756,092</u>
Creditors: Amounts falling due within one year	8	<u>(266,710)</u>	<u>(239,837)</u>
Net current assets		<u>506,028</u>	<u>516,255</u>
Total assets <u>less</u> current liabilities		760,791	779,086
Provisions for liabilities		<u>(10,507)</u>	<u>(11,357)</u>
Net assets		<u>750,284</u>	<u>767,729</u>
Reserves			
Other reserves		18,460	17,737
Retained earnings		731,824	749,992
Surplus		<u>750,284</u>	<u>767,729</u>

Company Structure (as at 01/04/2026):

[British Microlight Aircraft Association Ltd](#)

Unit 6 Somerville Court
Trinity Way, Banbury Business Park
Adderbury
Oxfordshire
OX17 3SN

Company No: 01678351

[Executive Director:](#)

Owain Johns Chief Executive Officer

[Non-Executive Directors:](#)

Tim Burrow	Chairman
Cath Spence	Vice-Chairman
Simon Heyes	Treasurer
John Waite	
Rob Grimwood	
Giles Fowler	
Brendan Digney	

[Employed Staff](#)

Chief Executive Officer	Owain Johns
Business Manager	Kelly Thacker
Chief Technical Officer	Robert Mott
Chief Inspector	Steve Evers
Senior Design Approval Engineer	Roger Pattrick
Design Approval Engineer	Lloyd Smith
Design Approval Engineer	Vivek Chanda
Design Approval Engineer	Thomas Dean
Tech Office Coordinator	Carole Buckner
NPPL Administrator	Aaron Bliss
Membership Administrator	Karen Judd

[Contract assistance](#)

Bookkeeper	Angie Parry
Safety Officer	Jeremy Hoyland
County Shows and Youth	Amanda Lord
Accountable Manager	(TBA)
Quality Manager	(TBA)

[Editorial](#)

Editor MF and eMF	Geoff Hill
Deputy Editor	Sharon Cox
Production Editor	Andrew Leatherbarrow