



Annual General Meeting 2020

10.00hrs, Saturday 26 September

**Online, hosted by Geoff Weighell,
BMAA CEO**

AGENDA

- 1 Apologies for absence
- 2 BMAA Chairman's opening remarks: Rob Hughes
- 3 Minutes of the 2019 AGM to be accepted
- 4 Chief Executive's Report: Geoff Weighell
- 5 Treasurer's Report: Derek Lamb
- 6 Member's Questions received in advance
- 7 Member's Questions by Zoom "Q&A"
- 8 Results of the 2020 Council Elections
- 9 Results of the 2020 proposals voting:
- 10 Date of next AGM



MINUTES OF MEETING

MINUTES OF THE ANNUAL GENERAL MEETING OF THE
BRITISH MICROLIGHT AIRCRAFT ASSOCIATION
HELD ONLINE AT 10:00h ON 26 SEPTEMBER 2020



PRESENT

Visible and audible on line: *Rob Hughes* (chair of the meeting, 7571), *Richard Bisiker* (8742), *Tim Burrow* (2240), *John Waite* (8424), *Derek Lamb* (11134F), *Rob Grimwood* (6573), *Geoff Weighell* (2638), *Geoff Hill* (5563), *Norman Burr* (2324), *Mark Bailey* (12909), *Rob Mott* (5384F), *Roger Patrick* (1776), *Kelly Thacker* (BMAA staff), *Karen Judd* (BMAA staff) – plus 41 BMAA members on line, able to contribute when switched in by the host.

1 APOLOGIES FOR ABSENCE

Bill Davis, Eddie McCallum.

2 CHAIRMAN'S OPENING REMARKS

Rob Hughes welcomed members to the meeting and confirmed that it was quorate. His remarks concentrated on three particular areas, viz:

Covid 19

"We didn't foresee the complete shutdown of all flying. It was a shock but we took quick and decisive action – for which I give particular thanks to our treasurer – to mitigate the effects on the association.

"I give thanks to our staff members for their understanding, flexibility and continuation of the high level of service to which we have become accustomed. We put many of our staff on furlough, and we retained one in the office along with Geoff Weighell, and they continued to provide a service; as flying resumed, we quickly brought other staff back. A shock to the system, but one we have overcome.

"Ongoing, we are in a strong position and we hope this will soon be over, but obviously nobody knows."

Merger

"For the second time in 12 years the LAA approached us with a view to merging the two associations.

"The proposals involved a lot of work. I gave 13 days as a volunteer and our staff members gave a lot more. We agreed to hammer out detail first and vote later – no Brexit approach, with principle first and details later!

"We reached a very advanced stage – staffing plan, responsibilities, finances (though this could perhaps have benefitted from more work), a new association with a new name, identity and constitution. It was supposed to be a genuine merger.

"The talks lasted far too long in my opinion, over a year, during which time I was flip-flopping over whether the merger was or was not a good idea, but in the end I was satisfied that the deal we had was the best that we could achieve and that it secured our interests even if we lost our BMAA identity after 40 years, and our microlight-specific focus. I was sufficiently convinced that even though we would become part of a new bigger organisation, we wouldn't lose that, and actually we stood to gain. So I was very happy to move to the next stage, which would have been to explain the situation to our members and then have you decide the future of our organisation.

"All that said, towards the end stages of the talks their Chairman appeared to row back on some of the principles that we had agreed during working group meetings and it seemed to us that it was

now more a takeover than a merger. But it didn't matter in the end: we as a Council were due to discuss the very, very final proposal at a Council meeting on Monday 23 March, but on Friday 20 March we received an email from the LAA Chairman, Tim Hardy, to say that they were pulling out. In an article in the LAA magazine, he gave four reasons. First, that the deal did not enjoy unanimous support from our Council members. That's a red herring to me, irrelevant: if it was a bad deal the Council would not have allowed it to go to a members' vote, and in my opinion it was certainly a good enough deal to justify going through to the next stage. We'd had indicative votes at Council level that had left me with the very strong impression that the Council would back such a move. Perhaps this shows that this deal, although in my opinion the best available, was not as good as was needed. To be adopted, it would have needed a two-thirds vote in favour from the membership.

Secondly they said they hadn't received the financial information they'd asked for, which is nonsense. All the information they requested, we gave them, we were absolutely transparent, we engaged an accountant to look at both sets of finances.

Thirdly – and I'm going to read this out, because this is the telling part – “the LAA team went to great lengths to accommodate requests from the BMAA, including equal board membership, fundamental amendments to the Articles of Association to reflect the nature of the BMAA membership and a dedicated engineering resource specifically for flexwings. Despite these compromises and a number of messages of support from individual BMAA members, the BMAA representatives always seemed reluctant to commit”.

The language is very unfortunate. It reinforced our view that they wanted to take us over: whereas we had been working for a pure merger, their approach had been merely to accommodate us by making amendments to their existing structures.

The LAA's fourth reason was a perception that there was a “constant stream of negative comment from us in our house magazine”. We looked into this, with Geoff Hill our editor. There was some negative comment, as you would expect – we are an open, democratic organisation – but on balance the comments were neutral or positive. It's the right thing to question such a move, so if one or two people are negative, or have questions to ask, then it's absolutely right that they should be published.

So we disagree with Tim's reasons, and we are disappointed with the way the talks finished. This was the second time in 12 years that the LAA has pulled out of a merger.

What of the future? Is the door still open? We didn't close the door and would listen to a future approach if one were forthcoming. But there would need to be some change to indicate that they aren't trying to take us over and do genuinely want to work with us.

The future

The BMAA is busy and this has not changed: the association does an enormous amount of work. One thing that has changed though is that we are telling our members more about what we are doing. We have increased communication and PR in recent years (including Facebook and general news items). When things happen, we let you know. In surveys, feedback on *Microlight Flying* and *eMF* is very positive and Amanda Lord has been doing wonderful work for us, as has Geoff Weighell. Communication has been much improved and I'm very pleased about that.

As regards finances, we've had a rocky period for the last few years. Derek Lamb will report what looks like a large loss, but about half of it was planned expenditure, such as the new trailer. Our reporting and budgeting methods are now much improved and we have a very good treasurer in place who is taking a lot of interest in the subject and is helping Geoff Weighell with reporting and analysis. I believe this next year will produce a surplus and that the years of losing, without particularly knowing in advance that we were going to, are behind us.

On the move to 600kg, talks are ongoing and we are working hard with the CAA on its introduction – more on this from Geoff later in the meeting. We are a family, from lightest to now 600kg, BMAA will continue to work for all of us and to build on our track record of regulatory wins. We are not going to forget any category, because we are all microlighters.

We have new ideas for the near future – look out for them. And spread the word. Our members are our strongest sales force as we all share the passion and enthusiasm for what we do.

Simon Heyes (12560) asked “What risks which would have been mitigated through merger remain live now that merger will not occur and how might they be monitored and addressed now?”

Geoff Weighell replied that the aim of the talks had not been to prevent problems for the BMAA but to create an altogether better association; he did not believe there were any significant risks to be mitigated. “We weren’t looking for rescue, we were looking for further benefit.”

Roland McKie (3509) asked what plans the association had to prevent it shrinking and becoming less relevant. *Geoff Weighell* replied that BMAA membership had grown rather than shrunk over the last couple of years, and was stable at present.

Rob Hughes added that the future was looking rosier than for many years: discussions were ongoing with many manufacturers interested in offering aircraft conforming to the 600kg microlight definition, instructors were reporting booming business and we were doing OK financially.

“This is a growth period for us”, he said, “something we are all very conscious of at Council level, and unlike the LAA we issue licences and permits without going through the CAA; we all smirked a little bit when during lockdown the LAA put a message on its website saying licences may take longer to process because the CAA was working more slowly. We run an instructor network, we organise the syllabus. We are actually a very strong organisation, with more strengths than the LAA, although we are weaker in other areas, we accept.

Roland McKie asked if we could still work with the LAA, to which *Geoff* replied that we co-operate with them every day, for example on 600kg and changes to A8-26 approvals, changes for licensing, airspace matters etc. The failure of the merger talks had not really affected the BMAA / LAA relationship.

3 MINUTES OF THE 2019 AGM

These had been made available online well before the meeting and were taken as read (proposed *Geoff Weighell*, seconded *Rob Hughes*). They were passed nem con by an online poll with 33 votes in favour and no one against.

There were no matters arising from the minutes.

4 CHIEF EXECUTIVE’S REPORT

Geoff Weighell drew the meeting’s attention to his section of the Annual Report, published online on 17 August, and discussed the following points in more detail.

Staffing

“This year Covid-19 has had a significant effect on the way that we have been able to work. Shortly before lockdown we took the decision for staff to work from home as much as possible. In April, following the cessation of recreational flying and with it a significant loss of income, we took the step to furlough five members of staff, and step down two part-time contractors. This left just Karen Judd and myself to manage the day to day affairs of the BMAA.

“My thanks go to Karen for the extraordinary effort she put in, and not forgetting the sacrifice made by those on furlough on reduced income.

“When recreational flying was once again allowed all staff were brought out of furlough over a short period in May and the work of catching up began. Again a big thank you to all the staff who have worked extremely hard to make sure that service levels have been maintained during the past few months.

“Members of staff are still mainly working from home where possible to limit the chance of cross-infection of Covid-19. We are reviewing this practice on a week-by-week basis.”

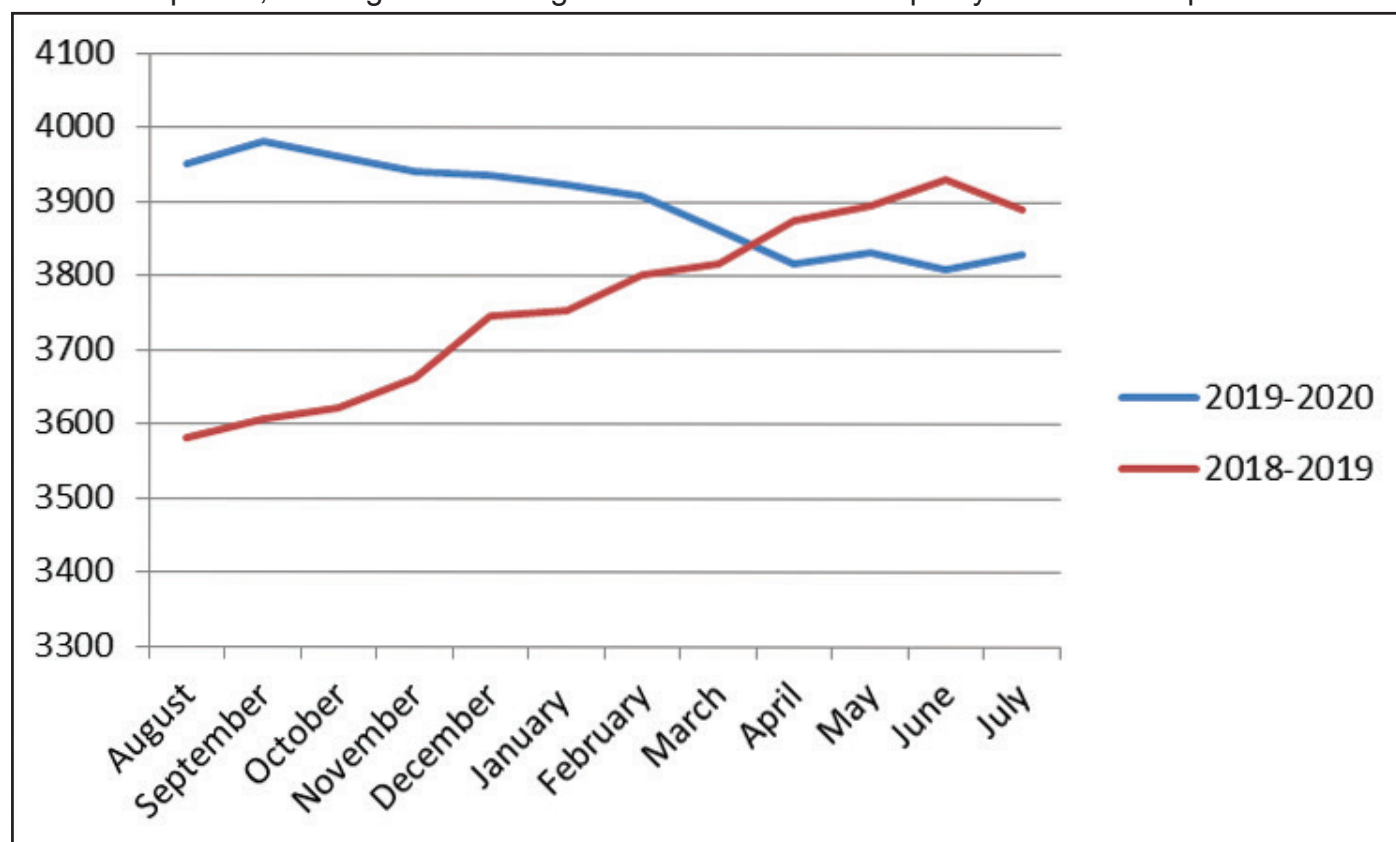
Membership

“We continue to encourage microlight pilots to join the BMAA.

“This year our outreach programme to promote microlighting as a hobby or sport has been wiped

out by the Covid-19 pandemic. We had a plan to continue to use our exhibition trailer at several events as well as it going to several microlight club events throughout the year. Unfortunately none of these events happened.

“Throughout the last two years, September 2018 to August 2020, we have seen an increase in overall membership numbers of 7%. Covid-19 has affected membership renewals, though not as badly as we expected. The graph below shows the increase in membership level through the 2018/2019 period, slowing down throughout 2019/2020. This is partly due to the requirement



for syndicate members to join, partly due to schools encouraging more students to join, and significantly through the efforts of Amanda in the work that she’s been doing going out to shows and events and showing us how to work social media better.”

Project work: 600kg

“The CAA has published its response to the public consultation asking should the 600kg class of aircraft that are built by a manufacturer be regulated entirely by the CAA as Permit to Fly aircraft and if so what should they be called. The response was overwhelming and in favour of UK regulation and calling the aircraft microlights by extending the microlight definition.

“It’s been a long time coming, but we are now just starting the implementation stage during which the legal definitions will be decided, the certification standards will be agreed and pilot licensing requirements will be developed. We are pleased that the CAA staff member charged with implementation, Lawrence Baxter, is as keen to get on with it as we are. We hope that this stage will be completed by end February 2021.

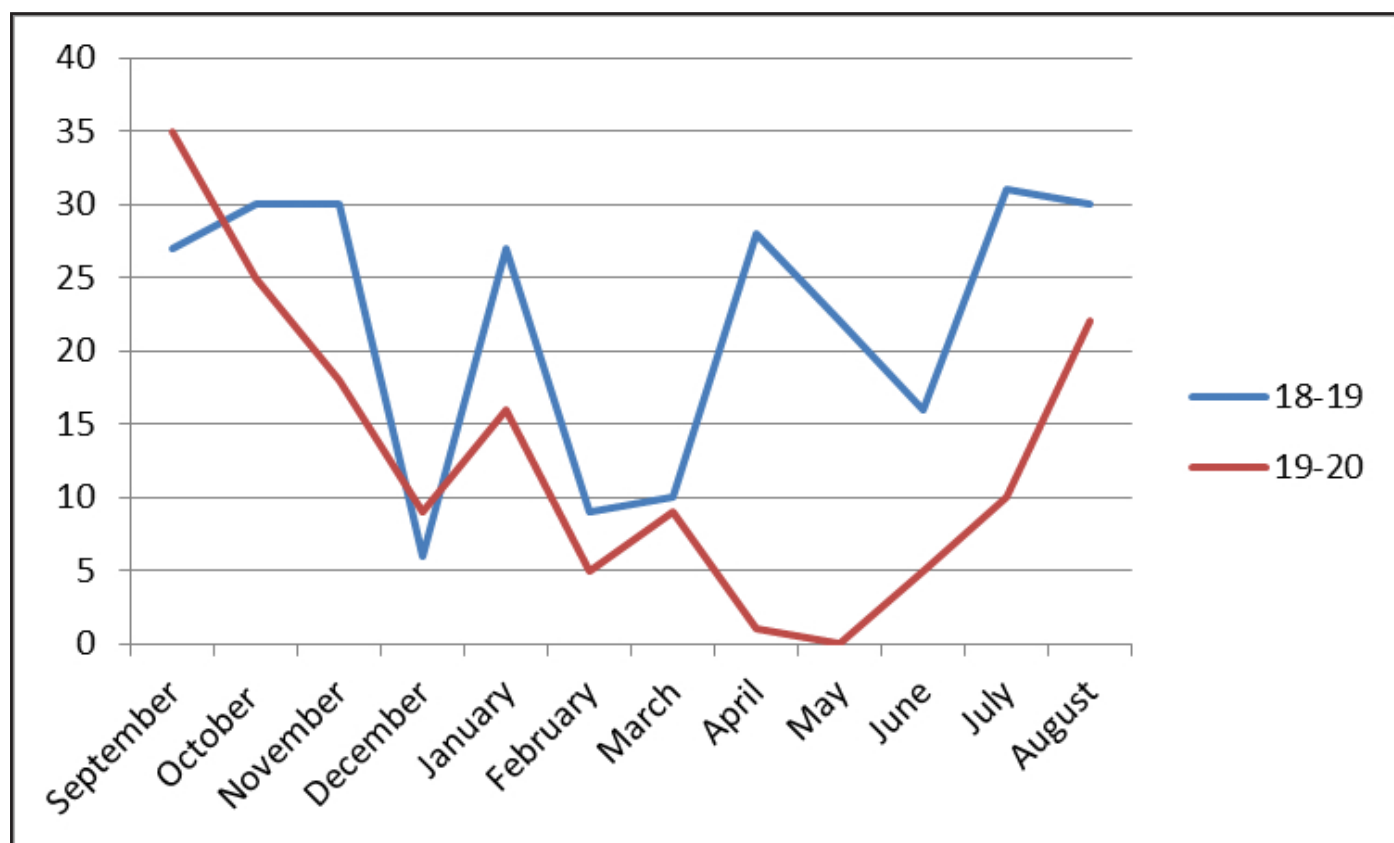
“We are already talking with several manufacturers who intend to take advantage of the increase in MTOM to either give current designs a greater payload capacity or bring into the UK entirely new designs. Ahead of full implementation we have asked the CAA to allow certain aircraft to fly at 472.5kg without a parachute recovery system. Our view is that now the policy has been agreed this is a change that could happen for a few types ahead of a general change”

Project work: Remunerated use of amateur-built microlights for remunerated training

“In principle the CAA has agreed that an amateur-built microlight can be used for training of non-owners for reward.

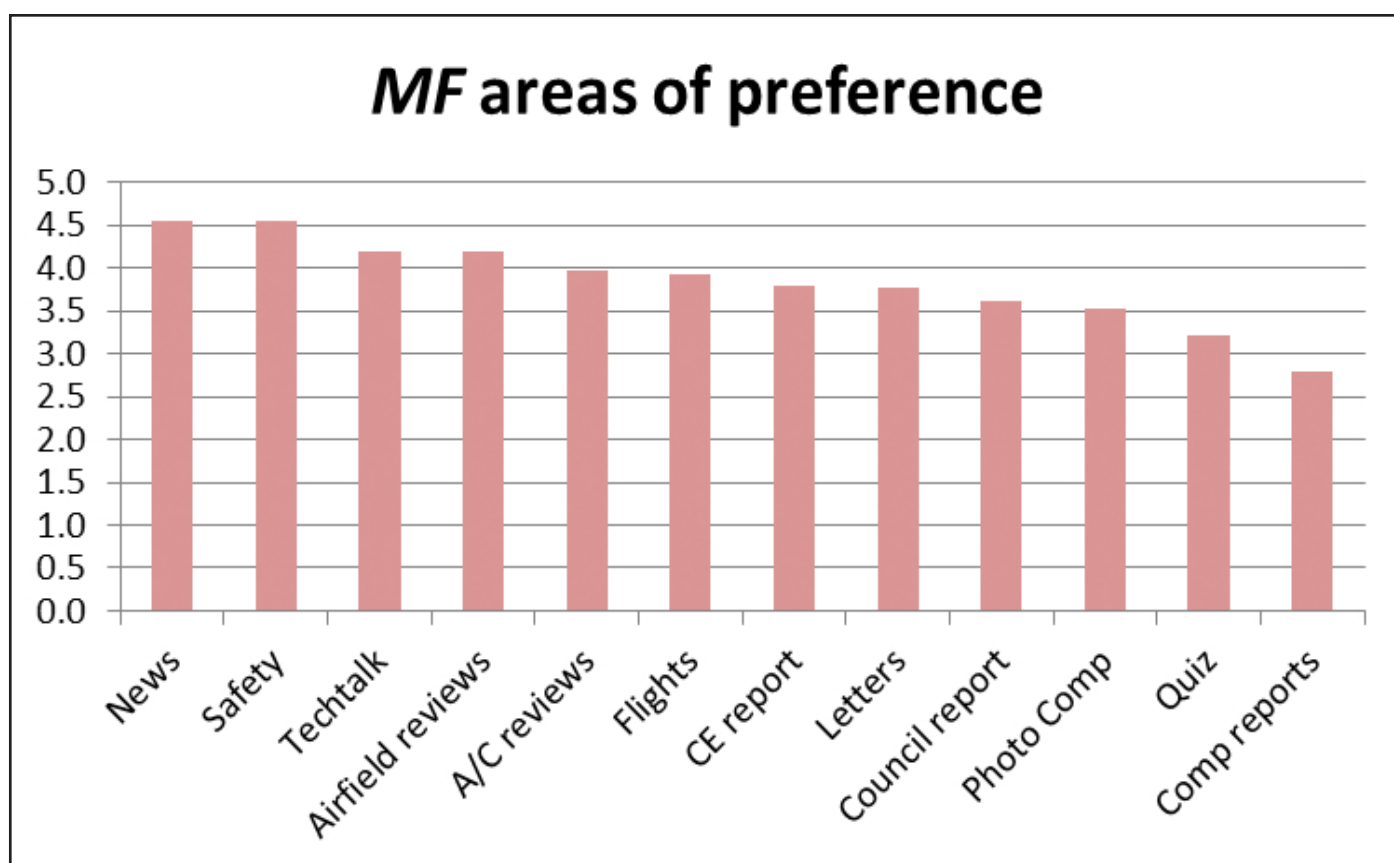
“There are however likely to be several conditions attached to the permission, which in essence

will likely restrict the available airframes to those built by the school, so not purchased already constructed by another. We hope that this project will be completed by early 2021.”



Pilot licensing

“Applications for NPPLs dried up almost completely between April and July following the restriction at first on all recreational flying and later for an extended period for dual flights. The graph above shows how the number of applications fell during the middle of the current period: an annual change from 266 to 155.”



Publications

Microlight Flying magazine and the *eNews* letter still prove to be of significant importance to all members. The 2019 member survey rated the various parts of the magazine by interest. I was pleased to see that my CE report wasn't last!

"The magazine is produced at a loss to the membership. It is of course a membership benefit which we all wait for eagerly each month. This year publications have cost around £126,000 to produce.

"Some of this cost is relieved by income from advertising. Following the change in management at our publishers the income from advertising reduced substantially until we changed the way we do things and employed Mike Morris from Cumbria to take on the role of advertising manager. With Mike's enthusiasm he has already, even with the problems caused by Covid-19, increased advertising revenue to £21,000 in his first term."

"We dropped four pages from *MF* some time ago because of falling advertising revenue, but *Geoff Hill* and the editorial team are always pushing to get them back, and it would be nice to have sufficient revenue to do that."

Representation

"I continue to represent the interests of the BMAA members, particularly in the areas of regulation. We look for as many opportunities to be self-regulated as possible.

"Key areas at the moment include airspace change policy in general and airspace change proposals in particular. We work as part of the General Aviation Alliance (GAA) to show a united front and share workload.

"We also work with groups to try to preserve airfields and I am currently putting together a proposal that will prevent planning authorities from banning microlights just by name without any reasonable cause, such as imposing a noise limit which applies to all types."

Rob Hughes added a thank you to *Steve Uzochukwu* who keeps feeding us the airfields he has found that preclude access by microlights as part of their planning."

5 TREASURER'S REPORT

Derek Lamb summarised the association's financial position, as detailed in the Annual Report and in particular on p29.

"The postponement of the AGM from May until today creates an unusual situation. The purpose of the Finance report in normal years is to explain the figures ahead of a vote on the adoption of the financial statements. This year the vote was held by proxy on the basis of an abbreviated report, and the statements were duly accepted and submitted on time.

In a normal year the AGM is held about halfway through the financial year, with the previous year's audited statements still being entirely relevant. We are in the situation now where the current financial year has already ended and preliminary results are available. They cannot be tabled since they are still unaudited. Given the dramatic effect the Coronavirus has had on most companies I think it would be helpful to first give some pointers on how the current year has panned out, and then to revert to the business of the AGM, which is the previous year's statements.

Firstly though, I would like to remind members of the way the association is constituted. It is registered at Companies House (England and Wales) as the British Microlight Aircraft Association Limited as a company limited by guarantee. This means that it is a not-for-profit company. It is recognised that there will be a surplus in some years that adds to the reserves, and deficits in others that reduce the reserves, but the long-term objective is financial break-even.

The current year's budget aimed for break-even following a substantial loss, explained in the annual report, the previous year. At the half year we were on track for a small surplus. Then the virus struck and with lockdown the BMAA's income plummeted. Cash reserves were being depleted at a very high rate. Council took decisive action to minimise expenditure, which included the furloughing of all but two of the staff. The CE took a voluntary pay reduction equal to a four-day

week, but in reality continued with his full workload and much more. This situation was extremely hard on all of them, but they fortunately recognised that it was crucial to keep the association a going concern.

In the event it paid off well. The BMAA was able to keep an acceptable level of cash reserves during lockdown. The loyalty of members to their association meant that the vast majority paid their subscriptions when due. This kept a base level of income coming in, at a time when Airworthiness, Mods and Homebuilts and NPPL fees were close to zero. When flying resumed demand for most services bounced back at an extremely high level on most of the income streams, as aircraft owners rushed to permit aircraft that could not be done during lockdown. Demand for services does not automatically result in delivery, but staff returning to work rose to the occasion and delivered a large proportion of the work had been delayed during lockdown. An exception to the uptick was, unsurprisingly, NPPL fees which have been very low, since there was no training done during lockdown and hence licence applications will take some time to recover. The net effect is that it appears the aim of a small surplus for the 2019/2020 financial year will be realised.

In addition, the second and final tranche of the legacy that the BMAA received two years ago came in and that is much appreciated.

In summary, the BMAA is in a sound financial position at the 2020 year end, significantly better than at the beginning of the year. This is a situation that I'm sure will be of some relief to members who will be familiar with many other companies being in a difficult position at present.

With this assurance I will return to the business of the meeting, which is the 2018/2019 financial year. I will share my screen with the financial statements included in the Annual Report on p29.

As stated the BMAA found itself in an unusual situation with the postponement of the 2020 AGM in May due to the Covid-19 lockdown. The Financial Statements need to be submitted to Companies House annually by the end of May for the financial year ending the previous August. Membership approval of the accounts, which is normally done at the AGM, had to be done by postal ballot prior to the AGM to ensure the financial statements were submitted on time. The accounts approved for submission showed a loss of £69,792 for the year compared with a profit of £37,260 the previous year, which included a Legacy donation of £50,148.

The significant swing in the year-on-year figures needs to be put into context of the of factors which were known and reviewed at the previous year's AGM.

A particular concern at the 2018 AGM was the falling membership numbers and the meeting directed Council to undertake a campaign to reverse the trend. In particular a promotion campaign and engagement of a new person to direct it was agreed. It was clear that it would result in significantly higher costs in the first year with the intention that they would be recouped in following years. PR, marketing and sales rose from £13,448 in 2018 to £62,027 in 2019 on the back of a successful programme of events and social media interventions that undoubtedly raised the public profile of the BMAA significantly. Membership rose markedly, but it is difficult to quantify since it occurred at the same time that a change was made to require all syndicate owners of aircraft to be BMAA members.

Another factor contributing to the financial swing is the legacy donation of £50,148 that was received in 2018. Council believed that it should not simply be absorbed into the reserves but be spent on a tangible project with a benefit into the future. A decision was taken to buy a custom trailer fitted with a new flexwing simulator to replace the obsolete one that had served the BMAA for a number of years. This project tied in well with the promotion campaign and was used at a number of events.

Other factors which affected the results included an overdue upgrading of the BMAA computer systems and a drop in magazine income following the retirement of the advertising manager due to family ill health.

With the above once-off factors accounted for, the individual departmental results show a good

correlation with the previous year. This demonstrates consistent and effective financial controls commensurate with the not-for-profit objective of breakeven.

It was on this basis that I was able to propose the adoption of the 2018/19 financial statements which were duly approved in the member's proxy vote.

Owain Johns asked if the BMAA's assets and long-term cash flow were reported year on year?

Derek Lamb replied that while the annual report published profit and loss accounts, the long-term situation of the association could be assessed by making year-on-year comparisons of the balance sheet, which is available at Companies House. *Owain Johns* felt it would be better to include such information in the annual report as a matter of course and *Derek Lamb* agreed that there was no reason why this could not be done.

Spencer Harvey echoed this sentiment and felt that members should have access to the accounts as submitted, rather than just a summary in the annual report.

Owain Johns also asked about the projection for the next three-years. *Derek Lamb* said that as reserves were now at a satisfactory level, the aim from now on was to break even.

6 MEMBERS' QUESTIONS RECEIVED IN ADVANCE

Amanda Coppin (10446) asked four questions:

"Please can you provide an update in relation to the promotion and marketing work and BMAA strategy going forward and how it will take into account the impact of Covid."

"Can you confirm the our BMAA trustees/elected Council members are no longer interested in the BMAA/LAA merger?"

"Can you confirm that Amanda Lord is still employed by the BMAA? How many hours have the BMAA committed to helping promote the organisation and what are the future plans for increased social media usage?"

"The investment in the promotional trailer and 'flight simulator' doesn't seem to have worked. Having tested out the simulator myself why didn't the BMAA invest in new technology regarding an online flight simulator?"

Tim Burrow, as the Council member currently in charge of marketing and promotion, answered the first question as follows:

"We had plans in place to build on last year's promotional work with the trailer but everything came to a halt because of Covid and we had to concentrate on simply keeping the association going. It is now back on the agenda and will be the first item of business for the first meeting of the new Council – issues like the probable scenarios for 2021, will we be going to live events, are we still going to be shut down, etc. We want to find a way to re-engage with Amanda."

"The other principal aspect of promotion is how to improve relationships with our members and schools, which doesn't involve the trailer of course and is hopefully unaffected by Covid."

In answer to her second question, *Rob Hughes* explained that the BMAA had not lost interest in the principle of a merger. "It would be a shame to automatically say no to any future advance." But there had been a complete absence of communication from the LAA chairman since the LAA had pulled out, so "right now we are not planning on doing anything about it".

Regarding the third question, *Geoff Weighell* explained that Amanda had always been a contractor rather than a staff member; when Covid had struck the BMAA had asked her to stop working. We are now discussing how to restart promotional work and "Amanda is definitely part of that restart." It was hoped that she would be willing to work for the BMAA again, though at this stage no number of hours had been agreed. The association's presence on social media would be an important part of any new promotional initiative.

Moving on to her final question, he disagreed with the assertion that the investment in the simulator had failed. The old one was effectively worn out, it was unreliable and difficult to use, but "it was a really good draw". The new one had proved very popular at shows in 2019, at Blenheim for example it had been in use all day. A live simulator had the effect of drawing people to the

stand and allowing staff to talk to them; an online simulator could not do that. *Tim Burrow* added that he would welcome feedback from *Amanda Coppin* to explain why she felt the investment had not worked.

In reply, *Amanda* explained that she had been present at an event where the trailer was in use, and felt that the presence of a microlight was a much bigger draw than the simulator, which she had tried and found difficult to use; also, the available flights were quite limited. From her involvement with a young people's charity, she was confident that an online simulator would have much more appeal, something that would allow the user to fly anything from a 747 to a CT, and in many different environments. *Doug Coppin* (????) added that sophisticated simulation software already existed; if there were a computer in the trailer running such a programme, he felt it would be extremely attractive to young people. In the US, trainee pilots were already using such a system.

Tim Burrow observed that such a system would have to be independent of the internet, as the latter was not reliable at busy outdoor events where phone usage was high.

Owain Johns (362) asked three questions:

Communication to members improved significantly during the peak of the first lockdown and was greatly appreciated and valued. What plans are there to continue the frequency of this more regular communication and maintain this improvement?

What are the association's plans to continue the progress that had been made and promote our sport and ensure a strong position post lockdown, promoting our sport and increasing members?

Many companies have realised that they can reduce costs further with working from home and the benefits of this, does BMAA need Deddington? And have alternatives been sought / scoped, evaluated in this working-from-home age?

In answer to the first two questions, *Rob Hughes* said that the current three-year plan had been derailed by Covid and would now run over four years.

Rob Hughes explained that the Council had already discussed making working from home permanent; he felt it was too early to make such a decision. There were benefits to having a central hub; during lockdown the association had proved that a high level of service could be maintained from home, but the socialisation and other aspects of the working environment were missing.

7 MEMBER'S QUESTIONS BY ZOOM "Q&A"

Owain Johns continued the discussion above. He felt that this online AGM had proved the potential for conducting business without a physical premises, he was aware of an organisation local to him which had dispensed with its office completely, to great effect financially. Was Deddington a luxury we could afford? Meeting rooms could be rented when needed, perhaps with a smaller permanent space for storage.

Geoff Weighell felt there were times when we needed somewhere central; whether we needed such a big base was questionable. Moreover a lot of material was still on paper. Deddington was not expensive to run as it was owned outright, but considering its future was certainly relevant.

Tim Burrow was not convinced that widescale working from home would continue indefinitely, as people would start to feel isolated and productivity would suffer.

Martin Austin (10471) suggested that the simulator could be used to good effect at motorcycle shows, as there was considerable overlap of interest.

Tim Burrow replied that, as a biker, he had sympathy with this suggestion, though there was not the budget to do everything. *Amanda Lord* (1260F) added that the MCN festival had been planned for 2020.

Spencer Harvey asked if there is a plan for microlight flying in 2021 especially aimed at the younger generation. *Rob Hughes* said that the association was very conscious of the need to appeal to a young demographic. There was no specific plan at present for attracting young people.

Rob Grimwood added that there was continual targetted promotion, for instance the BMAA Bursary and Build-a-Plane projects.

Geoffrey Bates (12713) suggested that the advent of 600kg was an opportunity to simplify licencing to attract younger and less prosperous would-be members, perhaps with volunteer instructors. He had raised the idea with experienced pilots and had had a very positive response. He pointed to the success of the BGA with similar initiatives, and the appeal of paramotors. *Geoff Weighell* said that in the past the CAA had objected to the idea of air-experience instructors, but he was willing to look at it again and discuss it with the Training Committee, reminding the meeting that flying a sub-70kg machine needed no licence at all.

Geoff Hill added that there was a general perception that microlights were flying deckchairs powered by lawnmower engines, and expensive. He felt the advent of 600kg offered an opportunity to address both these misconceptions.

Rob Mott (5384R) commented that he had found the ease of achieving a restricted licence to be a selling point to would-be pilots.

Amanda Lord believed that social media had to be prioritised in 2021.

Norman Sutherland (5903) said that flying was far more affordable than the public realised; when asked how he could afford to fly, he would reply “because I cannot afford to play golf!”

Norman Burr believed that we should be reaching out to paraglider and paramotor pilots.

There was general interest in the situation regarding P&M aircraft, for which spares support was proving problematic, but *Geoff Weighell* explained that they were not orphan machines, as the intellectual property of the company had been purchased by Albatross.

8 RESULTS OF THE 2020 COUNCIL ELECTIONS

These were held remotely at the end of May. There were three candidates for two vacancies.

Rob Hughes was re-elected with 388 votes, *Eddie McCallum* was elected with 280 votes. *Doug Coppin* was unsuccessful (187 votes).

9 RESULTS OF THE 2020 PROPOSALS VOTING

In addition to the Council elections three other matters had been decided in May.

First, **that the accounts for 2018-19 be accepted** (proposed *Derek Lamb*, seconded *Geoff Weighell*). Result: for 428, against eight, abstained 15.

Second, **that the existing auditors (Ellacotts of Banbury) be re-appointed for the financial year 2019-20** (proposed *Rob Hughes*, seconded *Derek Lamb*). Result: for 429, against six, abstained 16.

Thirdly, **that the subscription be increased by £2pa** (proposed *Derek Lamb*, seconded *Geoff Weighell*). Result: for 362, against 83, abstained six.

10 DATE OF NEXT AGM

Microlight Fly-in & Trade Fair, Popham Airfield, 1 May 2021, Covid regulations permitting.

This ended the formal part of the AGM, at 11.34am.

AWARDS

The Chairman then announced the following awards:

The Keith Negal Award, “for getting things done”, was awarded to *Allan Gilruth*. Nominated by *Alasdair Ross*: “Allan travels big distances in often not good conditions to get our permits done. In the Highlands we do not have many inspectors to call on, Allen is always giving what can only be called an exceptional service.”

The Brian Cosgrove Award “for the sport’s unsung hero or heroine”, to *James Clewer*.

Nominated by *Paul Brooker*: “Jim Clewer has been a microlight pilot for some 30 years, having

thousands of hours across flex and fixed-wing. I am nominating Jim because of his lifetime commitment to helping others. As a BMAA inspector he was meticulous in helping pilots all across the South East to fly safely. He was generous in his expertise and advice, always willing to help a fellow pilot with a technical problem or repair. As a Kent Microlight Club member he has been unfailing in his support as Safety Officer and as club member.”

BMAA Photographic Award, for the best picture in the *Microlight Flying* photographic competition, to *Aaron Mercer* for his photo “The Sky is Home”. Chosen by the *MF* editorial team.

Minutes prepared by Norman Burr

APPENDIX 1

ANNUAL REPORT



BMAA Annual Report

2020

Contents		Page
Introduction	Geoff Weighell	3
Chairman's Report	Rob Hughes	5
Admin Team Report	Kelly Thacker	7
Training Liaison and Safety Report	John Teesdale	10
Technical Office Report	Roger Pattrick	13
Chief Inspector Report	Rob Mott	15
Wings Report	Rob Mott	19
Editorial Report	Geoff Hill	20
Finance Report	Derek Lamb	22
Finance Details		23
Company Structure		30

INTRODUCTION

GEOFF WEIGHELL CHIEF EXECUTIVE

The BMAA was formed 40 years ago to support the new form of recreational aviation that was springing up throughout the UK. Microlights, or as first known Minimum Aircraft, were being developed in all shapes and sizes and rather like their pilots were seen by the more dull, or less adventurous, sectors of aviation as extreme, weird and to be shunned. I remember that the hang gliding fraternity banned the thought of any power flying from any of the club sites and the PFA at the time didn't want anything to do with us. So, in need of representation the pioneers formed the BMAA and here we are today, a strong body of aviators with a healthy organisation which is respected by those that matter and lots of good things to look forward to.

The BMAA has in all ways shown its resilience during the ongoing Covid-19 pandemic. No one last year could have dreamt that there would be an eight week prohibition of flying, with an additional six week delay before dual flying and instruction could restart. If it hadn't just happened I still wouldn't believe it. To protect the association's financial position we had to take unprecedented measures. Out of our seven full time staff, five were placed on the government's furlough scheme and as a result were salary capped. Those on furlough found this frustrating, preferring to be at work but unable to assist. Our thanks must go to them for their willingness to accept the situation and support the association for the long term.

Two of us, Karen Judd and myself, stayed on to keep as much of a normal service going as possible. Whilst there was no flying there was very little airworthiness or licensing work and so we managed to keep up with the other tasks that continued to come our way. Karen worked extremely hard and above and beyond the call and we all recognise that and thank her for it.

We mustn't forget the support that the members gave through the lockdown period as well. It would have been easy for some to opt out of membership for the duration and save a few pounds, but very few did. Although the direct cost of staff was lowered by furlough other costs such as insurance, rates, copier hire etc. still have to be paid and the loss of revenue from permit revalidation and NPPL income was very severe. The members also stepped up to support the magazine by submitting articles to fill space that would otherwise have been filled with current flying activity. All in all the members demonstrated their support for what is a great organisation of which to be proud.

Looking ahead we have lots of work to do. You will read later in the report about the 600Kg changes and how they will affect us. Work has already started on preparations and we have been approached by manufacturers looking to bring aircraft to the BMAA. Other ongoing work includes completing the project to allow amateur built microlights to be used more widely as school aircraft, continuing to develop the Wings scheme, and then the less interesting but nonetheless necessary monitoring and influencing of regulation with potential changes due when the UK leaves EASA in January. That together with doing our best to protect airspace and airfields makes for a busy time.

The rest of this report is written by our Chairman, Treasurer and members of staff detailing what has happened to your association throughout the last year and plans for the future, I hope that you find it interesting and informative.

Geoff Weighell

BMAA CE

CHAIRMAN'S REPORT

ROB HUGHES

This past year has been dominated by two main topics:

COVID19 has disrupted our lives and microlighting is not immune to it, either. Your Council and Chief Executive acted quickly to minimise its negative effects on the association while also lobbying government to lift restrictions on flying as soon as safely possible.

We took the decision a few years ago to update our IT and internal systems and this investment has certainly paid itself back as our valued staff members adjusted to working from home. Most of the association work can be carried out remotely though we retain a presence in the office. We monitor service levels very closely and they have not suffered. We owe our staff members a great deal of thanks for this.

The situation is ongoing and we need to remain vigilant but it is a great relief to see the reports come in of people enjoying their flying and those of us working in our industry doing so safely. We all hope to consign C19 to the history books soon but we must remain vigilant.

For the second time in roughly ten years, LAA approached us with a view to merging the two associations. Sadly, they chose to pull out of the process before we were able to put any decision to our members. We had made good progress during talks and despite the need to compromise and also see the end of our 40 years of our microlight-specific focus, we were sufficiently encouraged by the potential upside to consider the proposal very seriously. We remain disappointed in the outcome.

A third topic that BMAA has raised with CAA for many years did bear fruit with the increase in weight limit for factory-built microlights to 600kg. This is a very exciting time for our activity and BMAA is at the forefront of developments. We already set the current microlight syllabus and examinations; we enable the instructor network, issue licences, maintain an inspector network and process the technical aspects of microlight flying. We will have to adjust – slightly – our procedures to accommodate this weight increase but we are ready to deliver for microlighting across its entire range, from the lightest all the way up to 600kg.

Meanwhile, BMAA remains very active with more routine work. Membership is largely steady and, after a period of some losses and also some heavy investment, finances are also steady under the watchful eye of our Treasurer.

The Wings proficiency scheme is 'taking off' and we were conducting numerous training seminars under our 'BMAA Courses' banner before restrictions were introduced. We also recently uploaded a video on how to conduct a check flight to our YouTube channel.

Our social media presence is also growing with regular updates and news items. Our flagship magazine 'Microlight Flying' and its sister e-MF are both thriving and have continued to keep us informed without any sign of turbulence even when we were grounded.

There have been some changes in personnel. Council member Frank Thompson stepped down after many years of service and Eddie McCallum was duly elected to take his place. We also welcomed a new member of the technical team in Mark Bailey and wish him well in his work with us.

And, as always, the lobbying and the more 'political' representation continues. Our CE, Geoff Weighell, reports back constantly on his dealings with CAA/DfT as well as a long list of other representative bodies. We are keen and active members of the European Microlight Federation. I too ensure we are plugged into the network, including through the Royal Aero Club and the international microlight commission, CIMA.

This past year has been particularly busy and challenging and I predict the next 12 months will be equally busy as we help to introduce heavier microlights into the British fleet for us all to enjoy. Your association leads the way and we are dedicated to making British Microlighting thrive and grow in the future.

Rob Hughes

BMAA Chairman

ANNUAL REPORT – ADMIN TEAM

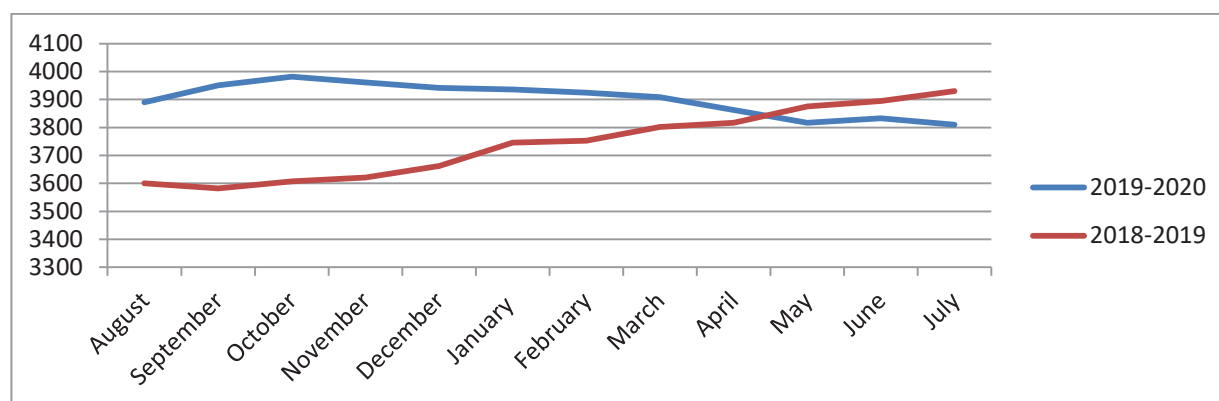
KELLY THACKER OFFICE MANAGER

It has been another busy 12 months for the admin team; myself, Karen Judd and Aaron Bliss.

MEMBERSHIP

The current membership stands at 3810 including family members. We had 381 new members between May 2019 and April 2020 and have also had 69 new members since March 2020 which is fantastic given the country's lockdown for Covid-19.

The graph below shows the total number of BMAA members from August 2018 to the end of July 2020. There has been a steady state until the Covid-19 effect of spring 2020, which we believe was due to the exceptional circumstances.



Since October 2019 each Microlight school now receives a copy of MF for the club house and this has been well received.

Karen has completed and implemented a school database separate from the membership database. This helps to ensure that we can contact the correct people at the schools during events and promotions.

We are still hoping to add the member's expiry date and membership numbers to their individual online accounts. Although we haven't achieved this yet it will be worked on moving forward.

We have now recalled all the membership packs from all the schools and we have sent the schools the new BMAA tri-fold membership leaflets. We will continue to use the membership packs at events and shows.

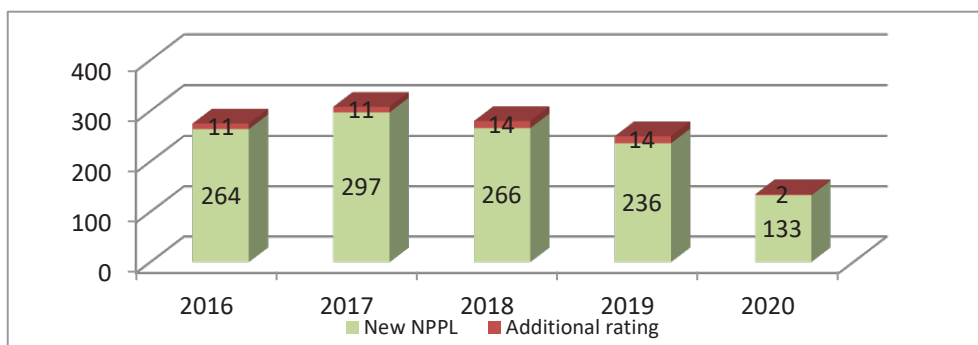
LICENSING, INSTRUCTOR AND EXAMINER

There were 267 NPPL applications in total from May 2019 to end of July 2020. These numbers were of course affected significantly by the Covid-19 lockdown, which meant only 2 were processed in April, none at all in May and 5 in June; a time of the year we would normally expect 30-50 applications per month. The positive news is that this certainly looks to have recovered since lockdown has eased. A glut of new applications has been received

in the opening week of August.

The BMAA has issued 46 licences in 2020 so far until the end of July, 159 in total since we were awarded the approval by the Civil Aviation Authority. The drastic reduction in waiting times has been met with relish by new licence holders.

The graph below shows the number of NPPL applications through the BMAA over the last five years between September and July.



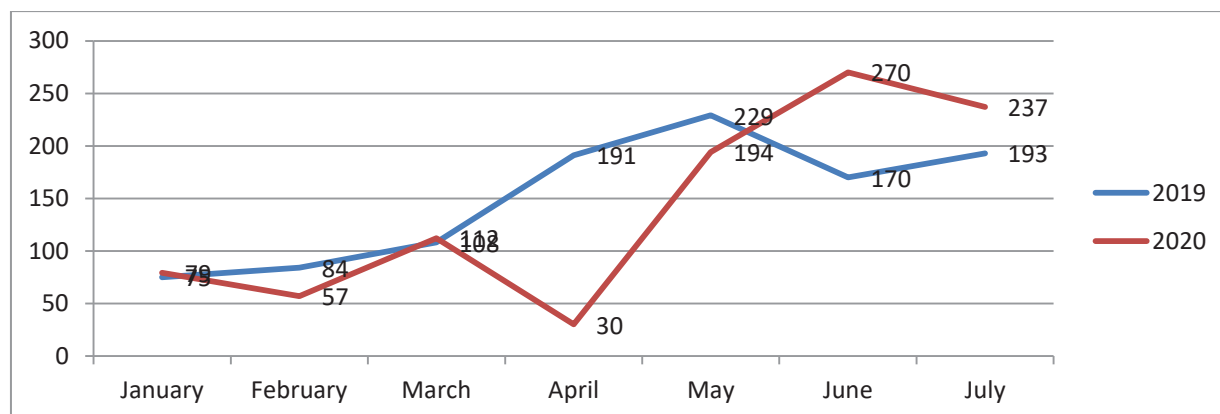
As of the end of 2019, the decline in flexwing training has reversed slightly, going from 17% to 20% of licence applicants. The number of BMAA members compared to non-members at time of licence application has gone up to around 57%, and this welcome trend has continued in the first half of 2020. The BMAA LIAC has converted over 100 licence applicants to BMAA members with discounted offers since 2015.

SADLY, THE ANNUAL BMAA INSTRUCTOR SEMINAR WAS DELAYED FROM ITS USUAL DATE AND ULTIMATELY CANCELLED DUE TO COVID-19. PERMITS

Since May 2019 the admin team has been processing the permit revalidations. We have implemented a new procedure for logging and completing each permit that comes to the office.

We have processed approx. 1300 permit revalidations since May 2019.

The significant effect of Covid-19 as a result of no flying can be seen on the graph below relating to Permit revalidations processed over the same period 2019 and 2020.



EVENTS

Unfortunately almost all of the 2020 events were cancelled due to Covid-19 including Popham and the LAA Rally

We have cancelled the SSDR Rally this year. We don't feel confident hosting the event this year. We plan to hold the event next year when we hope that the risk of Covid-19 will have decreased.

OTHER ADMIN NEWS

BMAA bursary awards have been allocated to 3 people for 2020. Thanks to the Geoffrey de Havilland Flying Foundation for supporting one of the candidates with an award of £1,500.

Kelly has been trained on how to process Flex Wing weight report to help Technical Office if required.

C/O address member benefit is still proving popular and we now have 25 members paying to use the BMAA address on G-INFO

Our Facebook group now has 976 members.

The admin team has worked well during the lockdown due to Covid-19. Aaron is based in the office Monday to Friday and Karen and Kelly have worked from home and found we can work effectively this way.

Kelly Thacker

Office Manager

ANNUAL REPORT - FLIGHT TRAINING LIAISON AND SAFETY OFFICER

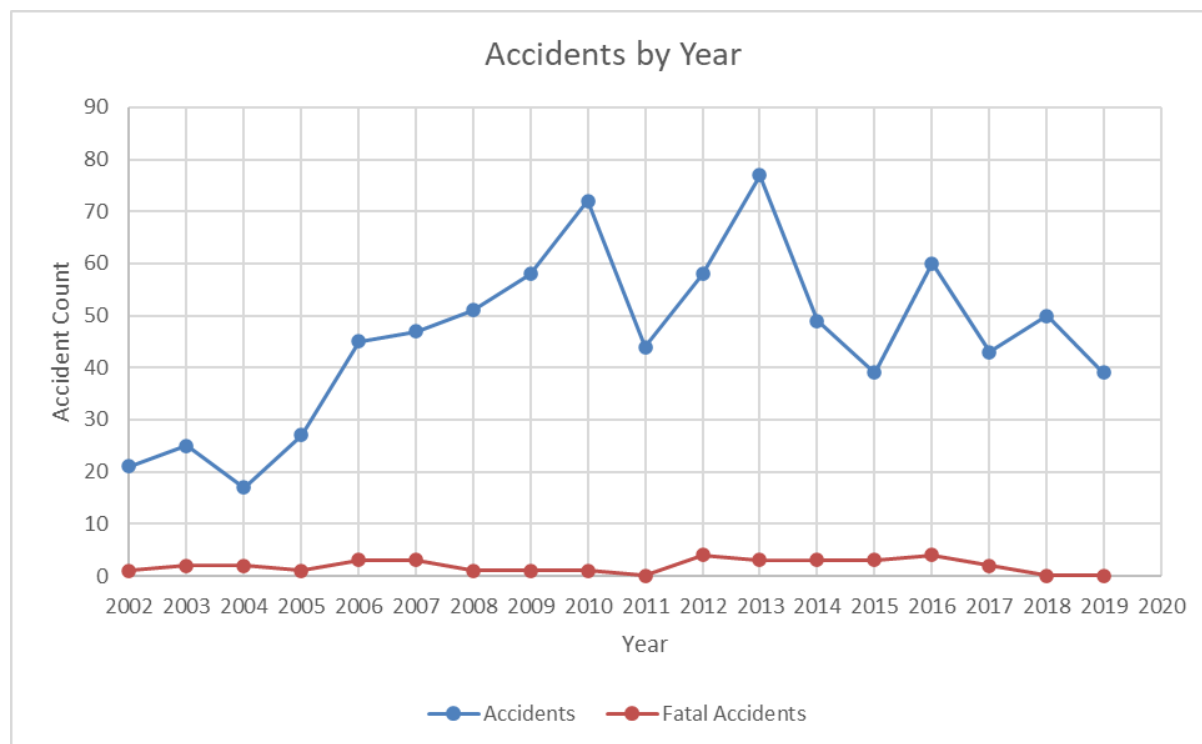
JOHN TEESDALE

2019 ACCIDENT STATISTICS.

Unfortunately, 2019 did not follow 2018 as a fatality free year for UK registered microlights, although the two fatal accidents both happened outside the UK.

Both accidents involved EV97 Eurostars. One loss of control in VMC in France, and another still being investigated by the Irish AAIB in Ireland.

Total accidents have dropped compared with last year. Tentatively, I think we may be seeing a longer-term downward trend since the peak 10 years ago. Of course, we don't know the number of hours flown, so this may just reflect less flying. We do know, from a survey of schools that even though there was poor weather at the end of 2019 there was the same amount of flying as in the same period the year before. For the first three months of 2020 there was only half the amount of flying as in the same period in 2019.



This year, there's been an increase in the proportion of accidents from mechanical causes, usually an engine or propeller problem, in particular following maintenance, which could be due to a lack of knowledge.

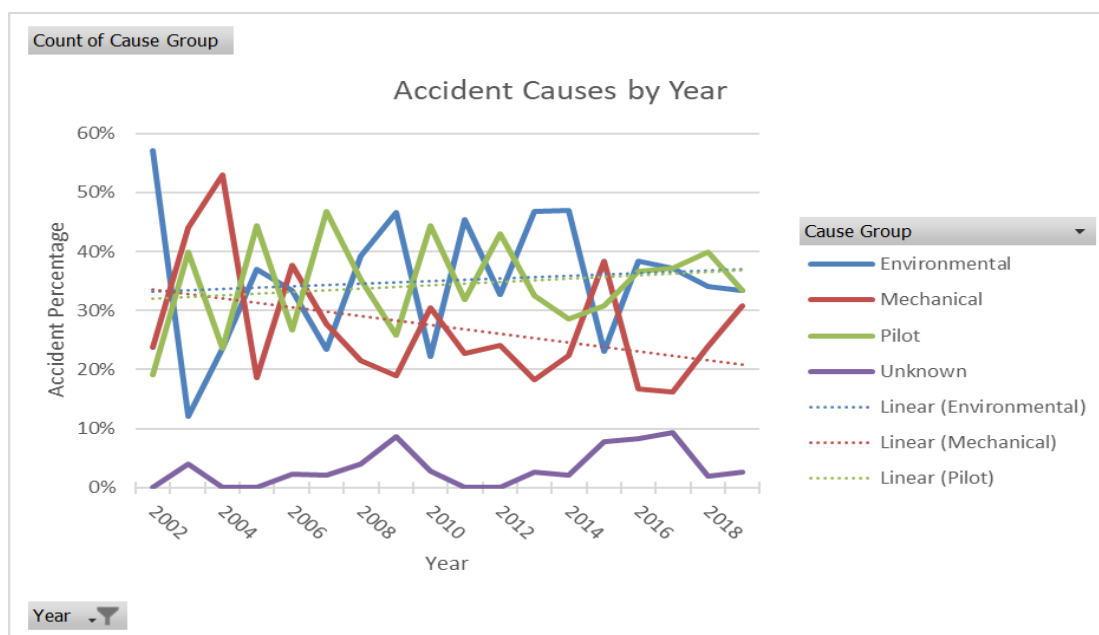
This ties in with a problem we have encountered recently of aircraft owners not knowing much about maintenance/servicing of their aircraft. This problem is being revealed in several areas.

- Inspectors have flagged it up.
- We had a report from a member who wanted to buy an aircraft. After looking at several, he reported back to BMAA that none of the owners had a clue about maintenance and none of the log books he looked at were properly filled in.
- Examiners are reporting back from GST ground oral exams that candidates have little knowledge of maintenance.

We think there are several contributory reasons;

- More "GA" instructors who don't know about Permit to Fly maintenance,
- More training aircraft being rented from a third party,
- More syndicate aircraft where again, maintenance is "someone else's problem."

When we are satisfied we have identified where the problem is, we will put in place measures to fix the problem through instructor testing, post-license courses and MF features.



NEW NPPL GROUND EXAMINATIONS

The CAA was very slow to respond when we submitted our proposed new exams for their approval. Consequently, the launch of the new exams is now 18 months overdue.

We have finally received these back and after much to-ing and fro-ing, we are planning to launch at the end of August 2020

COVID 19

I was suspended from BMAA work from 1 April until 1 July. The Covid lockdown and fallout afterwards has of course caused havoc with the normal programme and many events including the Instructor Seminar and the Competitions have been cancelled. Consequently, there is nothing to report on these.

MF SAFETY SLOTS.

Several members had requested more stories in MF where people had learned from their mistakes, so I made a request for members to share their experiences, starting off with an event of my own.

It took a bit of persuasion to start the ball rolling but after a while the stories started to come in. Since then, the *"Did I tell you about the time ..."* series, which is the Microlight version of *"I learned about flying from that"*, has proved popular.

I have been analysing the Human Factors in these stories and continue to push the message that more than 70% of accidents are caused by HF.

DAY-TO-DAY CORRESPONDENCE

I continue to work with clubs, schools and individual members on Safety and Training matters, providing information and guidance as required.

THE YEAR AHEAD

During recent negotiations with CAA regarding the proposal to use amateur built Permit to Fly Aircraft for remunerated flight training, CAA produced statistics which we believe to be wrong, but were unable to quickly and conclusively refute. This left us on the "back-foot".

We intend to work on a database of information that will enable us to quickly and easily extract statistics when needed.

(Thanks to Stuart Buchanan for assistance with the Safety statistics)

John Teesdale

Flight Training Liaison and Safety Officer

ANNUAL REPORT – INITIAL AIRWORTHINESS

ROGER PATTRICK CHIEF TECHNICAL OFFICER

The BMAA Technical Office has had a very busy year, not helped by the strange times that we have all found ourselves in. This is my first year as Chief Technical Officer following the departure of Ben Syson who had been with the BMAA for over 10 years.

Mark Bailey was recruited as a new Design Approval Engineer and he is currently undergoing training in the various procedures and busy getting to grips with the large range of types that we administer.

NEW TYPES APPROVED

There have been two new factory built types approved this year. The Sherwood Ranger from The Light Aircraft Company, a classic looking biplane powered by the D-Motor was approved by the BMAA Technical Office last August. The second factory built aircraft approved was the Skyranger Swift and Nynja from Flylight who have also gained CAA A8-1 Company Approval. The Technical Office assisted the CAA with the final approval process for the SkyRanger.

The EV-97 Eurostar SL was also approved as an amateur built kit aircraft.

PROJECTS MAJOR

Over 35 major modifications have been approved in the last year; this does include a number of flex wing sail repairs. Of the major projects Autopilots appear to be increasing in popularity and these have now been fitted into the Eurostar, Eurofox, and CT aircraft.

PROJECTS MINOR

There have been around 75 minor modifications approved in the last year, these have ranged from new EFIS systems to replacement colour matched seat belts for the Skyranger. In addition to Minor modifications there have been over 180 standard minor modifications approved.

REPAIRS

Flexwing sail repairs have dominated this year due primarily to the closure of P&M Aviation. The new owners of the P&M brand are now getting everything back on stream and there should be a CAA approved facility for these repairs available in the very near future.

MISCELLANEOUS

Since June 2019 the Technical Office has been responsible for issuing new Permit to Fly certificates, something that no other UK organization has been granted, and we have issued 47 certificates. The advantage for members has been that the issue of these has been much quicker than the previous system resulting in owners being able to fly their aircraft sooner.

An exemption from the requirement for microlight noise certificates was issued by the CAA, something that we have been campaigning about for a number of years now. This now makes it quicker and simpler to approve new engine/propeller combinations. It is hoped that in a few years this requirement will be enshrined in law.

600KG

The CAA have agreed to a new definition for microlight aircraft which will have a maximum take-off weight of 600kg with a corresponding stall speed of 45 knots. Currently we are heavily involved with the various working groups to finalise the airworthiness requirements for these heavier aircraft, and also looking at the possibility of some kind of harmonization with the other European Nation codes to enable a wider choice of aircraft for members. One notable exception to this however is that the UK is intending to allow weight shift aircraft to operate at this increased weight, but the major European countries have opted to leave weight shift aircraft at 450/472.5 kg.

There are currently over half a dozen new projects on the horizon awaiting the outcome of the new 600kg definition and its introduction by the CAA.

This change in definition will also allow existing types, subject to modification approval, to take advantage of the weight change with regard to parachute removal. The exact procedures are being looked at and will be published in time for the change.

So, very busy times ahead for the BMAA Technical Office.

Roger Patrick

Chief Technical Officer

ANNUAL REPORT - CONTINUED AIRWORTHINESS

ROB MOTT CHIEF INSPECTOR

This report will provide a brief overview of what has been implemented over the last twelve months, and secondly will provide an insight to future plans with regard to the BMAA's continued airworthiness system and strategy.

INSPECTOR SEMINARS

Six of a planned nine BMAA Inspector seminars were conducted in 2019/2020.

Two on aircraft types, the Ikarus C42 conducted by The Light Aircraft Company (TLAC) at their headquarters in Little Snoring. The second was another familiarisation workshop on the Pipistrel Alpha Microlight, taking place at the distributor's (FlyAbout Aviation) base, Shipmeadow airfield in Norfolk. Both events proved to be very successful and beneficial to the inspectorate.

In addition to the aircraft seminars, two seminars were conducted at Deddington (BMAA HQ) to brief the BMAA Senior Inspectorate on issues and auditing procedures. This then naturally led to the planning of no less than four AAIB workshops for the rest of the BMAA Inspectorate, to be held at Farnborough (AAIB HQ). Two of the planned four went ahead in March 2020, unfortunately the April seminars had to be postponed. The BMAA would like to sincerely thank the AAIB for their support of our inspectorate and we very much look forward to completing the second round in the future.



The BMAA inspectorate is the unsung hero of our members' organisation and sport, without them the BMAA could simply not function. As an aircraft owner I implore you to do your part to make their difficult job, less so. This might simply be preparing your aircraft and documentation prior to the inspection, as well as listening carefully to their advice and acting on it. Their wise words come from many years of hard-earned experience.

The BMAA Tech Office and staff are extremely grateful to our inspectors; we thank them for their hard work and commitment, particularly notable due to the challenging circumstances of 2020.

NOTICES, ALERTS & INFORMATION DISSEMINATION

Thankfully the end of 2019 and early 2020 has been less busy for the production and dissemination of notices, defect alerts and Mandatory Permit Directives (MPDs). The BMAA website (www.bmaa.org) acts as a notice board for such publications, for the benefit of all. BMAA strives to send notifications directly to all active members (GDPR opted-in) and the inspectorate.

AIRCRAFT SURVEYS

Each year we audit on-site a number of aircraft within our fleet. This last year BMAA has audited aircraft in the following areas; Nympsfield, Hamilton Airfield (Kent), Stoney Lane (South Birmingham), Land Mead Farm (South Oxfordshire), White Waltham, High Wycombe, Chatteris, Sywell, Fisherwick (Lichfield), Darley Moor, Tatenhill and Enstone. Some of this work has been in conjunction with the CAA. BMAA is also committed to auditing amateur built projects and completions.

VERY LIGHT AIRCRAFT – VLA

Since 2011 the BMAA has had the ability to approve and oversee the operation of VLA types. The BMAA now has a growing squadron of VLA aircraft and types with Permit to Fly Certificates. The current types are the SkyRanger Swift LS, SkyRanger Nynja LS and the Pipistrel Virus SW 127. Below is a list of approved designs.

BMAA VLA Type List		
Type	MTOW	Numbers
SkyRanger Nynja LS	473-500kg	6 (flying)
SkyRanger Swift LS	473-500kg	2 (flying)
Pipistrel Virus SW 127	600kg	1 (flying)
Registered builds (in progress)	473-750kg	4 (in-build)
New designs	473-750kg	3 (in-build)

(Please note that a number of completed SkyRanger Nynja LS's are all currently operating as Microlights and not as light aircraft, this could well change in the future.)

FACTORY-BUILT AIRCRAFT SURVEY – FIRST OF TYPE

BMAA was able to assist the CAA and newly approved A8-1 manufacturer Flylight to gain the initial Permit to Fly Certificates for their first two factory-built SkyRanger Nynja's; G-CLOU &

G-CLPS. This was facilitated by the BMAA performing the final survey and furnishing a full report to the CAA, who would usually perform this task. CAA was then able to sign-off the approval note for the design and allow BMAA to raise the new certificates. We are very happy to see another UK Microlight manufacturer fully operational.

CHECK FLIGHT VIDEO

BMAA is delighted to support a new video on the subject of performing a 3-Axis Check Flight to the BMAA schedule. The video has been produced by [Ben Atkinson](#) and David Young ([Kemble Flying Club](#)). Ben is a professional radio presenter for Heart FM, has learnt to fly over the last couple of years documenting his journey on YouTube. David, is one of the UK's most experienced flying instructors, he has been operating his school at Cotswold Airport (Kemble) since 1995, originally formed in 1988 and he has 10,000+ hours in his logbook. BMAA is very grateful to both Ben & David for their efforts on this project. To Ben, for the use of your equipment, countless hours of video editing and total enthusiasm to see it through. To David, for the kind use of your aircraft, your dedication to airmanship and sharing your flying expertise to produce the footage and patter for the video. Working together you have created something that will be very helpful to Microlight pilots for years to come.

[You can watch the video on the BMAA YouTube Channel](#)

BMAA PERMIT TO FLY CERTIFICATES

It is now just over one year on since the BMAA realised aviation history last May (2019), becoming the first organisation ever (outside of the CAA) to issue National Permit to Fly Certificates and National Private Pilot Licences (Microlight). These are real milestones to celebrate for the organisation and all of its members who helped make it happen. From June 2019 to June 2020 BMAA Tech Office has issued 42 brand new BMAA Permit to Fly Certificates.

BMAA has a new area on the website dedicated to highlighting all the new aircraft that enter service each year: <https://www.bmaa.org/information-library/new-aircraft>

DATABASE DEVELOPMENT - CIVICRM

The BMAA aims to increase the capabilities of its current database system. The current notification methods for Permit processing will be extended to Technical Office services and possibly NPPL applications as well. The aim being to offer real-time application progress status. Utilising the database to a greater level of efficiency is key in order to deliver a higher service, even with increasing future demand due to 600kg.

Unfortunately, GDPR has limited the effectiveness of the online based system. If you are an aircraft owner please ensure you have provided GDPR consent via the opt-in tick box on the members' area on the BMAA website.

GASCO SAFETY EVENING

BMAA was host to an excellent GASCo (General Aviation Safety Council) held at BMAA HQ in our conference room on 17th of Jan 2020. A total of 25 attendees came to see the presentation by Michael Benson, who is a long serving volunteer for GASCo. The evening was a great success. BMAA is very thankful to Michael and GASCo for putting on such a professional and helpful evening. All attendees went home with the feeling they were better prepared for the flying season ahead.



FUTURE PLANS

BMAA AIRCRAFT, NEW & EXISTING

We are very enthused with the recent notifications with regards to 600kg and what this means for future Microlight diversity. BMAA Tech Office is going to be extremely busy approving changes not only to existing airframes (allowing operations at increased MTOWs), but also to deal with, potentially, in excess of 14 major certification projects (new types) at the latest count.

POWERED PARACHUTES

Looking to increase representation and promotion of this discipline. The aims are to increase the number of designs of two seaters available as well as expanding the instructor and examiner network. If you are interested in this please do contact me directly.

INSPECTOR SEMINARS

The BMAA will look to run more seminars and are already committed to one on the Ikarus C42 and also two AAIB inspector workshops. Finally BMAA is tentatively hoping to develop a Shadow inspector seminar, in collaboration with the Shadow Flight Centre and LAA.

Rob Mott

Chief Inspector

BMAA WINGS SCHEME

ROB MOTT

Operating the Wings scheme is a joint undertaking by several of the BMAA staff and members. Rob Mott, John Teesdale and Geoff Weighell are responsible for content of the scheme. Kelly Thacker makes sure that applications are processed and awards sent out. We also have assistance from our Wings Ambassador Dave Cawdery, for which we are most grateful.

Launched in February 2019, up take and feedback on the scheme has been positive and encouraging.

BMAA Wings Awards	
Bronze	30
Silver	5
Gold	1
Diamond	1
Strip Skills	7



We congratulate all recipients of the awards and hope they take pride in displaying their well-deserved badges. BMAA Strip Skills course is now available at many locations around the country; BMAA has recruited 8 providers ranging in England, Scotland & Northern Ireland.

If you are not yet familiar with the BMAA Wings Scheme, it is designed to encourage BMAA members to continue to improve their flight planning, aircraft handling skills and understanding of aviation safety. The aim throughout is for the BMAA member to generally become a safer and *“better pilot”*. There are four achievement levels; Bronze, Silver, Gold and Diamond. To qualify for each level the pilot must complete a selection of flight, educational and safety tasks. Each award level becomes slightly more demanding, encouraging pilots to expand their skills and knowledge, whilst having fun and becoming a *“better pilot”*. This initiative has been awarded PROUD status by the Civil Aviation Authority. The BMAA Wings award scheme is open to all BMAA members at no cost. You will need to be a qualified pilot to be eligible to start your Wings journey, however if you are a student pilot you can already be recording Aviation Education and Safety achievements that you can use towards your Bronze award when you have received your pilot licence.

BMAA has recently launched a new knowledge course and flight diploma called ‘Circuit Matters’. Focused on how to leave and return to the aerodrome correctly. We are seeking providers for this course. BMAA is looking to launch new topics; Radio Telephony Refresher course as well as both simple aircraft and engine maintenance courses.

You can learn more about how to progress towards each award on the BMAA website

MF ANNUAL REPORT 2020

GEOFF HILL, EDITOR

EDITORIAL

The annual 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 was obviously some concern during the BMAA-LAA merger talks that a merger and a joint magazine would mean the death of MF. We were very grateful for Chairman Rob Hughes' assurance during the talks that there was no way the BMAA Council would oversee the ruination of all that was good about MF.

In the end, though, with the LAA pulling out of the merger talks, I think everyone at MF breathed a very large sigh of relief that the magazine we work hard at and are very proud of was safe.

I think we've got a nice balance now, with the Safety and Tech sections given more prominence in answer to both lobbying by John Teesdale and the ongoing requests by members in the annual surveys for more tech and practical content.

Outside that, the Letters section continues to be particularly strong, with some brilliant letters in, which I feel is a great indication of how much members identify with the spirit of MF.

As a general rule, I've edited travel pieces down to two pages, since I think any more is off-putting unless they're exceptionally well written.

When the Coronacrisis lockdown struck, Geoff Weighell, Derek Lamb and the team at BMAA HQ took the very welcome view that although all but two of the staff were furloughed, MF was crucial both as a communication tool and to keep spirits up.

With no flying going on and Popham cancelled, I was obviously concerned that content would suffer, but my appeal on Facebook microlight sites for pre-lockdown stories and photos produced such a good response that in my view the opposite was the case.

As an aside, Geoff W's weekly email news updates were brilliant, and his Zoom meetings an excellent idea as well.

Apart from all that, I think we've got a great *MF* team which remains a pleasure to work with.

Derek, our man on the council, has been incredibly supportive and positive, as have Rob Hughes and Geoff Weighell, for which I'm very grateful. It means a lot.

On the day-to-day team, as always, Norman keeps me right, Ian somehow manages to squeeze a quart into a pint pot every month and still keep it looking light and airy, I couldn't

ask for two better reporters than Paul and Merv, and it's a tribute to Steve's tech pieces that even I as the least techie person on the planet find them fascinating.

PAGINATION

MF continues to be 48 pages, which it has now been since 2013, reduced from 52 due to a fall in advertising.

At our editorial team meeting in February 2017, Geoff Weighell said he would review the financial situation in August that year after discussion with treasurer Rob Grimwood to see if a return to 52 pages is possible, but no decision has been taken yet.

In the meantime, advertising revenue fell badly towards the end of Paul Henry's period as our ads man, partly because he was close to retirement and partly because he was very busy looking after a disabled daughter.

Ian then took over the reins, but found that between the takeover of Pagefast by MTP, a hugely increased commute and some health problems at home, he simply didn't have the time to do that as well as everything else.

It was a good solution, then, when Mike Morris was appointed, and although he was faced with the twin problems of getting ads back in then the crisis caused by lockdown, he has never faltered in his enthusiasm and innovation, which I'm sure will pay dividends soon.

FINANCE

The annual expenses budget had been £3,800 since we took on roving reporter Lawrence Bell in 2013, and I'd underspent it to the tune of £7,000, but with the appointment of Steve as technical contributor, I asked in 2018 for it to be increased to £4,000, which the council approved in September that year.

Since payments to contributors hadn't gone up since January 2013, I asked in 2019 for an increase in the expenses budget to £4,300, or £4,400 if possible, and the council approved the latter.

When lockdown started, Geoff W asked me to keep expenses as low as possible, so although Paul, Merv and Steve all offered to provide content for nothing, which was typically decent of them, the response from readers to my Facebook requests for words and photos was so good that it proved not necessary – apart from Paul's Airfield Quiz, which was a great idea.

Although my budget has now been unfrozen, spending in the current BMAA financial year which finishes at the end of August is £2,192.07 at time of writing, so I won't come anywhere near the £4,400 allowance.

Geoff Hill

Microlight Flying Editor

BMAA 2020 AGM FINANCE REPORT

DEREK LAMB – BMAA TREASURER

The BMAA found itself in an unusual situation with the postponement of the 2020 AGM in May due to the Covid-19 lockdown. The Financial Statements need to be submitted to Companies House annually by the end of May for the financial year ending the previous August. Membership approval of the accounts which is normally done at the AGM had to be done by postal ballot prior to the AGM to ensure the financial statements were submitted on time. The accounts approved for submission showed loss of £69,792 for the year compared with a profit of £37,260 the previous year, which included a Legacy donation of £50,148.

The significant swing in the year on year figures needs to be put into context of the factors which were known and reviewed at the previous year's AGM.

A particular concern at the 2018 AGM was the falling membership numbers and the meeting directed Council to undertake a campaign to reverse the trend. In particular a promotion campaign and engagement of a new person to direct it was agreed. It was clear that it would result in significantly higher costs in the first year with the intention that they would be recouped in following years. PR, marketing and sales rose from £13,448 in 2018 to £62,027 in 2019 on the back of a successful programme of events and social media interventions that undoubtedly raised the public profile of the BMAA significantly. Membership rose markedly, but it is difficult to quantify since it occurred at the same time that a change was made to require all syndicate owners of aircraft to be BMAA members.

Another factor contributing to the financial swing is the Legacy donation of £50,148 that was received in 2018. Council believed that it should not simply be absorbed into the reserves but be spent on a tangible project with a benefit into the future. A decision was taken to buy a custom trailer fitted with a new flex-wing simulator to replace the obsolete one that had served the BMAA for a number of years. This project tied in well with the promotion campaign and was used at a number of events.

Other factors which affected the results included an overdue upgrading of the BMAA computer systems and a drop in Magazine income following the retirement of the advertising manager due to family ill health.

With the above once off factors accounted for the individual departmental results show a good correlation with the previous year. This demonstrates consistent and effective financial controls commensurate with the not-for-profit objective of breakeven.

A detailed report of income and expenditure throughout the BMAA is published below.

Derek Lamb

BMAA Treasurer

Administration Department

Income

Shop & General sales	13,388
Donations	23
Total income	13,411

Costs

Stock cost of sales	9,853
Council & CEO	111
Depreciation	8,399
Office running	34,908
IT	14,439
Sale of Asset (profit) loss	0
Overheads	88,474
Total costs	156,184

Total Administration Department	(142,773)
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Within every organisation there is a cost to just being in existence. At the BMAA we call this the Administration cost, where income and expenditure cannot be directly allocated to a particular main activity but is needed by all.

Included will be such items as the availability of heating, lighting, water, telephones and communications and premises costs.

Membership Department

Income

Membership fees	266,933
Other	1,372
Donations	57
Total income	268,363

Costs

Council	5,334
Promotions	27,983
Simulator Costs	1,993

The Membership department income comes from membership fees and other sources where the activity is undertaken for the benefit of BMAA members.

Costs attributed to the membership department are those resulting from running the membership system and such activity as representing the member's

Representation UK & O'seas	4,667
Shop	0
Commissions	1,320
Competition	1,447
Shows	12,578
Royal Aero Club	0
Overheads	34,471
Total costs	89,794
 Total Membership Department	 178,569

interests in regulatory and other interest areas.

The cost of events is also included to balance the income from events.

The Membership department is an overall contributor to the BMAA finances, although without the other activities carried out by the BMAA there would be less reason for a microlight pilot to be a member.

Engineering Department

Income

Mods & Homebuilds	7,070
Type Approval Work	401
Income total	7,471

Costs

CTO/Tech & research expenses	1,028
Representation UK & O'Seas	0
Overheads	135,162
Costs total	136,190

Total Engineering Dept (128,719)

The Engineering department can be considered to be a loss leader in financial terms.

Without a resource to approve designs, whether they are new aircraft, modifications or repairs, BMAA members would have to pay the higher costs of CAA fees and possibly suffer slower turnaround times for applications.

Having an engineering department staffed by engineers who are also microlight pilots benefits the speed and proportionality of the approach to applications.

Subsequent renewal fees through the ongoing airworthiness system will offset much of the differential between the cost of an approval and the fees charged for it.

Airworthiness Department

Income

Airworthiness	275,612
Inspector fees, Assessments & Audits	5,368
Seminar fees	0

Total income 280,980

Costs

CAA	8,245
Chief Executive	0
Chief Technical Officer	102
Chief Inspector	807
Chief Check Pilot	0
Technical & Research	202
Representation UK & O'Seas	0
Seminar expenses	0
Overheads	105,268

Total costs 114,623

Total Airworthiness Dept 166,357

The Airworthiness department is responsible for the on-going airworthiness of the BMAA microlight fleet.

It is this department that is responsible for the appointment, on-going training and supervision of inspectors. The income from the inspector activity covers the expense incurred by the Engineering department that generates the approvals to which the inspectorate work.

The inspector system is, to the BMAA as a business, a high-risk area and a large proportion of the overheads can be directly attributed to insurance and oversight costs.

Flight Training Department

Income

Examiner & Instructor fees	3,169
CAA NPPL income	28,136
Seminar fees	4,815
Total Income	36,120

Costs

CAA	1,429
CEO	14
Promotions	0
Representation UK & O'Seas	0
Seminar exps	3,619
Panel & Training Committee exps	2,778
Overheads	32,027
Total costs	39,866

Total Flight Training Department (3,746)

When the NPPL was introduced in 2002 the BMAA agreed a contract with the CAA to provide an information centre for NPPL enquiries, process and recommend applications for NPPL Microlight Class ratings, write examinations, develop instructor and examiner training and generally run the NPPL Microlight system.

Income is derived from a part of all the NPPL applications that are made through the BMAA and fees levied on instructor and examiner activity.

There are specific staffing requirements for the department and an annual approval fee to the CAA. The BMAA Training Committee is funded from this department and is run by volunteers who work to support and advise microlight instructors.

Flight Safety Department

Income

0

Costs

CI/Safety Officer	18,278
Representation UK & O'Seas	674
Wings Scheme	1,721
Overheads	10,808
	31,480

Total Safety Department (31,480)

The BMAA continues to improve its efforts to promote flight safety to all microlight pilots. Although this department shows no income the education that we hope to pass on is, we believe, a valuable contribution to the British microlight movement.

Improvements in flight safety reflect well on microlighting as a sector of General Aviation. An improved reputation encourages potential pilots to take up microlight flying and so has the added benefit of promoting our sport.

Publications Department

Income

MF Magazine	18,169
This is Microlighting	0
MF Website income	<u>0</u>
Total income	18,169

Costs

MF Magazine costs	111,690
This is Microlighting costs	1,348
MF Website costs	6,965
Overheads	<u>6,244</u>
Total costs	126,246

Total Publications department (108,078)

The public face of the BMAA is the monthly magazine, *Microlight Flying*. MF is seen as a major benefit of being a BMAA member and allows the Council members and staff of the BMAA to communicate with members, as well as provide other information and entertainment.

Income comes from advertising revenue; no copies are sold. Production costs and delivery are the expense incurred. These costs are reviewed on an ongoing basis to try to achieve best value for the membership.

Training Department

Income

Courses & Admin Fee	<u>247</u>
Total income	247

Costs

Instructors	115
Oveheads	<u>54</u>
Total costs	169

Total Training Department 78

To support the Wings initiative the BMAA has promoted some educational courses.

Although this has been a minor part of the BMAA overall finances the product is considered more important than the financial outcome.

BRITISH MICROLIGHT AIRCRAFT ASSOCIATION LIMITED
COMPANY LIMITED BY GUARANTEE
SCHEDULE OF ADMINISTRATIVE EXPENSES
FOR THE YEAR ENDED 31 AUGUST 2019

	2019	2018
	£	£
Administrative expenses		
Wages and salaries	308,601	301,714
Social security costs	26,824	25,991
Staff recruitment costs	475	-
Staff training	115	256
Staff pension costs defined contribution	11,754	10,538
Repairs and renewals	480	465
Rates	10,227	10,169
Property repairs and maintenance	220	663
Other insurance	41,648	40,065
Hire of equipment	5,490	5,333
Computer costs	14,193	3,988
Office and travel expenses	21,959	24,173
Subscriptions	5,787	5,845
Legal and professional fees	940	-
Consultancy fees	5,172	7,810
Audit fees	3,684	3,453
Charitable donations	2,228	2,471
Bank charges	8,503	6,489
Telephone	3,495	3,417
Depreciation	8,399	6,432
	<u>480,194</u>	<u>459,272</u>

BRITISH MICROLIGHT AIRCRAFT ASSOCIATION LIMITED
COMPANY LIMITED BY GUARANTEE
DETAILED TRADING AND PROFIT AND LOSS ACCOUNT
FOR THE YEAR ENDED 31 AUGUST 2019

	2019		2018	
	£	£	£	£
Turnover				
Membership fees		266,936		236,671
Magazine income		18,169		25,397
PR, marketing and sales		14,460		5,602
Build a plane project income		-		30,000
Airworthiness document fees		283,083		289,323
Inspector fees		5,368		5,568
LIAC NPPL (CAA)		28,136		26,284
Examiners fees		1,998		2,356
Instructor fees		1,171		2,755
Seminar fees		4,815		3,959
Competitions and sponsorships		330		413
Legacy donation		-		50,148
		624,466		678,476
Cost of sales				
Airworthiness and technical	2,024		2,077	
Build a plane project costs	-		26,088	
Safety costs	1,257		1,047	
Panel expenses	2,220		1,806	
Magazine and newsletter costs	111,690		108,857	
Postage and stationery	9,189		6,224	
Club commissions	1,320		600	
PR, marketing and sales	62,027		13,448	
Civil Aviation Authority	14,805		13,617	
Competitions and events	5,612		4,267	
Test pilot insurance	3,920		3,913	
		-214,064		-181,944
Gross profit		410,402		
Administrative expenses		-480,194		-459,272
Operating (loss)/profit		(69,792)		37,260

Company Structure

BMAA Ltd

Company No: 01678351
 Company address: The Bullring
 Deddington
 Banbury
 Oxfordshire
 OX15 0TT

Directors (at 04/05/2020):

Rob Hughes	Chairman
Tim Burrow	Vice Chairman
Richard Bisiker	
Bill Davis	
Rob Grimwood	
Derek Lamb	Treasurer
Frank Thompson	
John Waite	

Company Secretary Geoff Weighell

Employed Staff (at 04/05/2020):

Chief Executive	Geoff Weighell
Chief technical officer	Roger Pattrick
Chief Inspector	Robert Mott
Office Manager	Kelly Thacker
NPPL Administrator	Aaron Bliss
Membership Secretary	Karen Judd
Design Approval Engineer	Mark Bailey

Contract assistance

Bookkeeper	Angie Parry
Safety Officer	John Teesdale
Promotions	Amanda Lord

Editorial

Editor MF and eMF	Geoff Hill
Assistant Editor	Norman Burr