



General Meeting

9:49hrs, Saturday 8 May

**Hosted by video conferencing
using the Zoom platform, by
Geoff Weighell, BMAA CEO**



AGENDA

Proposal to change Article 33.1 of the BMAA's Articles of Association

There were no other items on the agenda.

MINUTES OF MEETING

MINUTES OF THE GENERAL MEETING OF THE
BRITISH MICROLIGHT AIRCRAFT ASSOCIATION
HELD ONLINE AT 09:49h ON 8 MAY 2021



PRESENT

Visible and audible on line: 13 panellists *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), *Norman Burr* (2324), *Mark Bailey* (12909), *Rob Mott* (5384F), *Roger Pattrick* (1776), *Eddie McCallum* (2063), *Bill Davis* (557) – plus 42 BMAA members on line, able to contribute when switched in by the host.

PROPOSAL TO CHANGE ARTICLE 33.1 OF THE BMAA'S ARTICLES OF ASSOCIATION

Geoff Weighell (2638) explained that the agenda had only one item, to consider a proposal to change article 33.1 of the BMAA Articles of Association, to allow an option to hold an AGM remotely. If passed it would allow the 2021 AGM to take place remotely, immediately after the vote. At present the article requires the meeting to be held at a physical place, which both last year and this had not been possible due to the Covid 19 pandemic. Last year the Government changed the law to permit remote AGMs to be held, but this change was temporary and has now run out, so for a remote meeting to happen legally this year the association first needed to change the wording of article 33.1.

He explained that the change would not oblige the association to hold every AGM online, merely give it the option.

At present the article read as follows:

33.1 The Company shall hold a general meeting in every calendar year as its annual general meeting at such time and place as shall be determined by the Board. The Board shall specify the time and place in the notices calling it, provided that so long as the Company holds its first annual general meeting within 18 months after its incorporation it need not hold it in the calendar year of its incorporation or in the following calendar year.

The proposed replacement article would read as follows:

33.1 The Company shall hold a general meeting in every calendar year as its annual general meeting. The Board shall specify the time when, and the method that, the annual general meeting shall be conducted in the notices calling it, provided that so long as the Company holds its first annual general meeting within 18 months after its incorporation it need not hold it in the calendar year of its incorporation or in the following calendar year.

The motion was passed nem con: of 42 members online at the time, 35 voted in favour and none against.

The chairman closed the meeting at 9:52.

Minutes prepared by Norman Burr



Annual General Meeting 2021

10.00hrs, Saturday 8 May

**Hosted by video conferencing
using the Zoom platform, by
Geoff Weighell, BMAA CEO**



AGENDA

- 1 Apologies for absence**
- 2 BMAA Chairman's opening remarks: Rob Hughes**
- 3 Minutes of the 2020 AGM to be accepted**
- 4 Chief Executive's Report: Geoff Weighell**
- 5 Treasurer's Report: Derek Lamb**
- 6 Members' Questions, including those received in advance**
- 7 Results of remote voting**
- 8 Presentation by Gwyn Carwardine**
- 9 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 8 MAY 2021



PRESENT

Visible and audible on line: 13 panellists *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), *Norman Burr* (2324), *Mark Bailey* (12909), *Rob Mott* (5384F), *Roger Patrick* (1776), *Eddie McCallum* (2063), *Bill Davis* (557) – plus 59 BMAA members on line, able to contribute when switched in by the host.

1 APOLOGIES FOR ABSENCE

Jerry Kinder (10988).

2 CHAIRMAN'S OPENING REMARKS

Rob Hughes (7571) summarised the contents of his report in the BMAA Annual Report (*Appendix 1, p4*), explaining that the BMAA had come through a very challenging year in good shape, thanks to three groups of people.

Firstly, the staff, whose flexibility, willingness to work from home and, where asked, willingness to furlough, had allowed the association's level of service to members to continue at a high standard. Secondly, the Council, whose members were working better together than at any time in his experience; he singled out the Treasurer for particular thanks. Thirdly the members, for remaining loyal to the association even when they were unable to fly.

With restrictions reducing and 600kg microlights on the horizon, he looked forward to better times ahead.

3 MINUTES OF THE 2020 AGM

These had been made available online well before the meeting and were taken as read (proposed *Harry Cook* (10964), seconded *Ken Crompton* (5394)). They were passed nem con by an online poll: 3 abstentions and no one against.

There were no matters arising from the minutes.

4 CHIEF EXECUTIVE'S REPORT

Geoff Weighell (2638) drew the meeting's attention to his section of the BMAA Annual Report (*Appendix 1, p3*). He discussed several points in more detail and also informed members of developments since the report had been written.

At the 2018 AGM a target of increasing membership by 100 a year for five years had been agreed, and although Covid had dented progress, Geoff reported that three years on we are still 171 to the good. License issues had dropped considerably due to Covid, but schools were now very busy so there was every prospect of the rate of issue recovering. Other associations had seen significant drops in membership, but "our membership has stood by us".

Covid apart, one of the biggest challenges of the year had been the great amount of work involved in introducing 600kg microlights, not just for him but for *Rob Mott* (5384F). That work was paying off: the change would have positive results for many microlights already in the BMAA fleet and in addition he believed that the BMAA was currently the only association working to bring new types of aircraft into the UK on the strength of the change.

To facilitate trade in both directions, when formulating the new rules close attention had been paid to overseas regulations, particularly in Germany and the Czech Republic. Frustratingly, the

start date for 600kg had been delayed by the CAA, largely due to the change of definition of a microlight, and the implications of that for existing machines. Pilot licencing changes had been kept to a minimum, though some differences training would probably be necessary.

Work was ongoing to finalise operational requirements for ab initio training on homebuilt microlights and it was hoped to finish the BMAA's element of this work within two months.

Also ongoing were revisions to BMAA's technical approvals from the CAA; changes would go out to members soon for consultation.

The association had been "continuously badgering the CAA" to be realistic regarding time-dependent currency, licencing and training issues which had affected pilots unable to fly due to Covid regulations. He reported that the BMAA had had considerable success in this regard.

There had been a number of accidents as pilots got back into the air after the first lockdown; the association had tried hard to prepare pilots for the end of the second lockdown and so far these efforts seemed to be bearing fruit.

Unannounced changes by the CAA to its pilot medical declaration system, compounded by subsequent software errors, had caused a great deal of difficulty for pilots trying to renew. He had had a "robust meeting" with the CAA on the subject and the Department of Transport was fully aware of the failings.

He paid tribute to the staff for their efforts to serve members throughout what had been a difficult year. Flight Training Liaison & Safety Officer John Teesdale had retired due to eyesight problems and a replacement was being sought.

Tackling airspace issues, particularly the rapid increase in demand for airspace by drone operators, needed enormous resources, far beyond what the Deddington staff could provide. So the BMAA had assembled a team of volunteers and was working with other airports associations, all of whom have similar concerns.

He concluded his address by appealing for volunteers to help develop the Wings Awards scheme. The Chairman then paused the agenda to take questions on the reports delivered so far.

Harry Cook (10964) wanted to know why he couldn't swap the regulation of his aircraft from LAA to BMAA: *Rob Mott* replied that there the two associations had a gentlemen's agreement not to poach each other's machines, though there had been a few exceptions. He suggested Harry talk to the Technical Office directly.

Geoff Hill (5563) told the meeting that an *Airspace Alerts* column would be appearing in *MF* from now on.

5 TREASURER'S REPORT

Derek Lamb summarised the association's financial position, as detailed in the Annual Report (*Appendix 1, p14*). He drew members' attention to the Draft Financial Statements and Management Information (*Appendices 2 and 3 respectively*).

In essence, the BMAA had had a much better year than it had dared hope. Members had remained loyal despite their flying being severely restrained by Covid, the Deddington staff have played a blinder and kept everything working more smoothly than it had any right to, and the future looked bright thanks to the imminent arrival of 600kg. He warned, however, that the negative effects of Covid could continue for some time to come.

A positive outcome to the year had looked extremely unlikely when the first lockdown occurred. Income had plummeted and the Treasurer explained that he had had to examine a number of "what if" scenarios, the worst of which envisaged the association fighting for its very survival. In the event, income recovered strongly in the summer and this, plus two exceptional items in the form of a legacy and the sale of a Build-a-Plane machine, was enough to round out year-ending August 2020 with a substantial surplus – quite unexpected, but very welcome.

In the light of this, the Council decided to propose no increase to subscriptions for 2021, other than a £1 adjustment for inflation.

6 MEMBERS' QUESTIONS, INCLUDING THOSE RECEIVED IN ADVANCE

Jeremy Hoyland (4229) asked whether we were willing to talk to the LAA again about a merger, to which the answer was yes, but the initiative would have to come from the LAA, since it was the one which had twice broken off negotiations.

Laurie Hurman (2565) asked why *MF* arrived in a plastic bag rather than something degradable. The answer was that the printer is currently only set up for plastic, though this may change. In the meantime, it was quite acceptable to put the poly bag in the recycling.

Tam Carr (12417) asked about the future of the Wings scheme which, though successful, needed development in his opinion. *Geoff Weighell* was quick to agree: volunteers are being sought and there is a form on bmaa.org for those interested to complete.

Several members contributed to a lively discussion about instructor ratings. *Paul Dickinson (12524)* and *Andrew Fell (5343)* believed an "AFI light" rating was needed below AFI, for potential instructors to get the feel of instruction as a possible career, and for experienced flexwing pilots to help new pilots who owned sub-70 aircraft. *Spencer Harvey (5841)* agreed, adding that flexwing instructors found it difficult to make a living by just teaching.

Geoff Weighell replied that he had raised this with the CAA some years ago and been rebuffed, but he still liked the idea. The CAA was proposing a licencing review later this year, which would be good opportunity to raise the matter again. A similar arrangement is already in operation in gliding.

Steve Uzochukwu (9656) asked whether the new rating being proposed was what LAA and BHPA called a coach, but Geoff pointed out a crucial difference, namely that hours logged with an LAA coach did not count towards a licence.

Harry Cook asked whether instructing experience could count towards a Wings award: *Rob Mott* confirmed it already was.

Victor Carmichael (5271) warned against dilution of instruction standards, feeling that there was no substitute for a structured course and that the basic AFI rating had been proved to work well.

Discussion then moved to the future of the Deddington HQ. Would a rented building be more cost effective than the present freehold? Did the BMAA need a physical headquarters at all?

Owain Johns (362) and *Spencer Harvey* both felt it did not, but *Geoff Weighell* disagreed.

Home working was less than ideal: it limited the interaction needed for technical and project development. Also, physical documentation had to be stored somewhere. However, he agreed to look at the rent versus ownership balance.

Norman Burr (2324) opined that dispensing with a central hub would be a huge mistake; over time it would lead to loss of efficiency and morale.

Owain and Spencer also asked about long-term strategy, in particular how to reach people who had acquired savings during lockdown and were keen to try something new. *Richard Bisiker (8742)* explained that the priority was increasing membership through additional promotional work, more gathering of information through member surveys, more assistance to schools and greater use of social media.

Tim Burrow (2240) added that promotion consultant *Amanda Lord (1260F)* had been targeting this specifically via a specialist social media group; Covid regulations permitting, it was intended to back this up by taking the trailer and staff to school events.

Doug Coppin (10466F) commented that many microlighters were also bikers and that they should be offered cheap rates for trial flights, perhaps by advertising in motorcycling magazines.

Amanda Lord told the meeting that the BMAA was considering attending the MCN Festival this year, but Rob Hughes sounded a note of caution about advertising, believing that it can be exorbitantly expensive.

Spencer Harvey asked what efforts had been made to attract sub-70 pilots into membership. *Tim Burrow* replied that Wings & Wheels had worked well at St Michaels for several years, and also hosted paramotor pilots.

Finally in the general discussion, *Joan Walsh (1265)* raised a rather complex point about council election procedures and potential loss of continuity if there were too many vacancies at once. Rob Hughes agreed to discuss it with her after the meeting.

7 RESULTS OF REMOTE VOTING

Geoff Weighell announced the results of the remote voting, as follows:

to approve the 2019-20 accounts: For 223, against 2, abstentions 1

to reappoint the auditors: For 417, against 6, abstentions 3

to increase the annual subscription by £1: For 372, against 53, abstentions 1.

7 PRESENTATION BY GWYN CARWARDINE

Rob Hughes then handed the floor to *Gwyn Carwardine (353)* for five minutes, to explain his concerns about the CAA's Mandatory Occurrence Reporting (MOR) procedures. Before doing so, however, he explained that in earlier discussions with Gwyn on the subject, he had found his approach combative rather than co-operative; he had twice refused to talk to the BMAA directly.

Gwyn began by saying he was prepared to engage, but wanted things done in writing. He summarised his microlighting experience of over 30 years, including flexwing instruction, and then explained that despite the principle behind infringement reporting being a "just culture", with the object of improving safety by not assigning blame, this was not happening in practice.

He was not against improving safety, but CAA had to respond fairly, proportionately and legally.

No account was being taken of transponder accuracy, which was only correct to 150ft. Thus a pilot whose believed he was flying legally could nevertheless find himself accused of infringement, as the CAA did not allow for this tolerance.

Also, the outcome from investigations was often inconsistent and disproportionate. There was no appeal against a CAA ruling and he believed the CAA was not operating within the law.

MOR reports were heard in private by a "secret group", the Infringements Coordination Group (ICG). Outcomes ranged from a warning letter to an interview which could lead to further action. The warning letter about an infringement report asked for information in such a way that it encouraged the recipient to incriminate themselves, after which the ICG could arbitrarily dish out punishments, including a provisional suspension. He believed this was the sanction of choice because there was no appeal against it; the proper route was a CA939 form.

The principle of "no blame" was so important that it was written into EU law and the relevant statute was, despite Brexit, still valid in the UK. So the CAA had no right to use the original report to determine blame.

Not only did the system treat pilots unjustly, it also discouraged engagement. He believed transponder usage had reduced as a result. There was no requirement in law for pilots to provide information, but this right was not explained. Pilots should be innocent until proven guilty.

He wanted the BMAA to "robustly challenge" the CAA in conjunction with other associations and to provide legal representation for members; he would be willing to pay a higher sub to achieve this.

Rob Hughes and *Geoff Weighell* both responded, explaining that the CAA's two most common actions, 72% of the total, are either no action or an advisory letter, suggesting that "just culture" was being followed. The ICG was not secret – Geoff had been invited to sit on it – and the CA939 procedure was not appropriate for minor infringements as it took matters straight to court.

An appeal process did exist, though it was acknowledged that it is not well explained in *CAP1404*, despite the latter's recent revision. Indeed, in Geoff's opinion, the language in the CAA's warning letter was "dreadful, it frightens people". He had written his own version of the warning letter and the CAA was currently considering it.

Rob acknowledged that transponder tolerances (125ft, he told the meeting, not 150ft) were an issue, though it was always open to the accused to get their unit independently tested, albeit at their own expense.

He then summarised what he understood to be the CAA's approach to enforcement. The CAA

maintained it had a legal obligation to investigate MOR, and that a flying licence was a privilege not a right. Holders must at all times demonstrate that they met the standard to enjoy that privilege. If a pilot appeared to infringe and then refused to cooperate, as was his right, the authority had no choice but to work with the evidence that it had, and remove that privilege. Geoff added that he had helped a number of members accused of infringement and did not believe the CAA's approach was unlawful. Illegality could only be established by a test case. The Chairman then pointed out that the presentation and its ensuing replies had been going on for 36 minutes.

Gwyn agreed to work with Deddington on the problem.

8 DATE OF NEXT AGM

Microlight Fly-in & Trade Fair, Popham Airfield, May 2022, precise date to be confirmed.

The chairman closed the meeting at 12:11pm.

Minutes prepared by Norman Burr

APPENDIX 1

ANNUAL REPORT



BMAA Annual Report 2021

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Chief Executive Introduction

For a little over a year now the staff members of the BMAA have been working within constraints imposed by the Covid-19 virus, which of course has affected the whole world. We effectively left the office in March 2020 and even now the office building is only used as absolutely necessary to reduce the chances of cross infection among the staff. During this period of over a year members of staff have been able to maintain a great service to members, almost as good as normal, using the systems that we have been putting into place over the past few years. We are able to remotely accept, process, and deliver almost everything needed whilst working from our homes, with occasional visits to the office where hard copy, gradually becoming a thing of the past, is necessary.

On the ground floor Aaron Bliss has been holding the fort, answering the phone, dealing with mail, processing NPPL applications and generally looking after the place. Kelly Thacker and Karen Judd have been primarily working from home dealing with permits, memberships, enquiries and a myriad of other tasks needed to keep us going. The Technical Office has been shared by rota between Roger Pattrick, Rob Mott and Mark Bailey and, although challenging, between them they have managed to maintain a good flow of all the airworthiness tasks to keep the fleet flying. I will take this opportunity to thank all members of staff for their continued diligence and hard work during what has been an extremely difficult period.

You will be able to read elsewhere in this report the financial details of the BMAA as a Company during the period from September 2019 until the end of August 2020, our financial year. With less spent on promotion, lower expense costs due to limited travel for much of the period, staff salaries supported for several weeks by Government Furlough payments, the sale of one of our New Horizons builds, and a legacy, the final numbers look quite good. It has been an exceptional year and it is unlikely that the current year will show the same degree of positive balance. However, we also recognise the continued support of the membership during the prolonged periods when flying has not been allowed. Paying membership fees when your aircraft is grounded could be a straw too much, but our membership has continued to show support to enable the BMAA to continue to operate and maintain support for members. Other associations have not been so fortunate.

We set out in 2018 to increase membership levels and have managed to do so consistently until Covid-19. Lack of flying, lack of training and general disruption has had an effect on membership levels which has been disappointing but not catastrophic. I believe that once the UK starts to return to normal we will see membership increasing once more.

Even during the no fly periods we have been continuing our representation with the regulators, the CAA, on several fronts. The 600kg project will soon be completed allowing new and exciting aircraft to be classed as microlights and available in the UK from abroad as well as home grown examples. We have been working very closely with the CAA to make sure that licensing, airworthiness and manufacturing requirements are as liberal as possible, reducing barriers and cost. Of course not every member will want a “plastic fantastic” from a Czech manufacturer and the new regulations will enable some of the more classic types to be modified to take advantage of the new weight allowance making them a more useable aircraft. We hope the 600kg system will be in place ahead of the 2021 AGM in May.

Another topic which has been taking up much time is that of airspace and various plans to establish both temporary and permanent segregated volumes. This year we have seen a significant plan for extended airspace at Brize Norton and Oxford rejected as being ill devised and without sufficient regard to other airspace users. We have also seen a spate of application for Temporary Danger Areas to provide segregated airspace for numerous drone trials. I have been fortunate to manage to gather some interested members to form a BMAA Airspace Team to help respond to airspace proposals. The plan is to assess each one and respond in an educated manner to reduce impact on our members’ flying. However, with the undoubted forthcoming increase in drone usage we are going to have to find a way to live

with them, rather than try to shut them out. They won't be going away.

Looking ahead I can see some exciting and some challenging times. The BMAA is in good form at the moment to take advantage of the exciting times as well as facing the challenging ones. Ultimately the structure of the workings of the BMAA is here to support the membership and I believe we will be able to do that throughout the coming year.

Finally, I hope that you find the rest of this report helpful and informative.

Geoff Weighell

BMAA Chief Executive

Rob Hughes
BMAA
Chairman

Chairman's Report

I ended my 2020 AGM report to you by saying: *"This past year has been particularly busy and challenging and I predict the next 12 months will be equally busy."* COVID19 had already invaded our lives and we were in the first lockdown but 2020/21 was indeed particularly busy and challenging for our staff and council members.

Adjusting to a new way of living brought social and financial challenges. On behalf of you all, I will start by thanking our Chief Executive and our staff members for their understanding, flexibility and support. We had updated the BMAA in previous years with digital services, scans of old paperwork, a new database and other up-to-date systems in order to deliver the best service to our members. This has really paid off in the last 12 months as our staff members transitioned to home working with ease. We owe them a great deal of thanks.

I have served you on Council for a number of years now and I cannot remember a time when Council has worked better together. We don't agree all of the time and individual members are encouraged to speak up, oppose or otherwise question the status quo or proposed changes. This is a healthy state to be in. Over the last 12 months Council has met via Zoom and faced difficult decisions to ensure the viability of our club. With the help of our Treasurer, we have been able to withstand a major shock to our system and live on to represent our members into the future. My second thanks, therefore, go to the volunteer Council members who give up their time for you and for microlighting.

Of course, flying has been severely restricted and events were cancelled. The social aspect of our sport had to be played out via social media and the frustrations through being grounded were obvious. Events are already planned for the second half of 2021 as we expect to return to some sense of normality. I am writing this report on the day that flying resumed in the UK and at last we can feel the air beneath our tyres as we look forward to long, windless summer days.

Our CE Geoff Weighell reports on some of the activities from within the office. Staff members have taken advantage of the drop in routine administration to improve working practices and tackle the 'would be nice' projects that normal work patterns preclude.

There has been great progress in major projects too, not least the expansion of our fleet to 600kg. In conjunction with others, BMAA technical staff and volunteers have hammered out the regulatory requirements for this wider range and we have been encouraged by the interest shown by manufacturers and importers. The 600kg system should go live around the same time as this AGM and, once again, BMAA has been a major influence, right from the start of the process six years ago.

My last thanks go to you, the members. The last 12 months have been tough but we look forward to a very bright future. BMAA will represent pilots in machines from 70kg to 600kg. We will continue to argue for proportional regulation, oppose unnecessary restrictions and work to make microlighting in the UK as accessible and as enjoyable as possible. You have stood by us in the last year and together we will make up for lost time.

I wish you all blue skies and safe flying.

Rob Hughes

BMAA Chairman

**Roger
Patrick
BMAA CTO**

Chief Technical Officer's Report

The BMAA Technical Office has been kept busy this year, in spite of the reduced amount of flying and remote working that has taken place.

Remote working is currently the norm and has meant learning numerous types of Video Conferencing platforms, 5 at my last count, but has shown that this type of meeting is the way forwards with reduced impact on time and travel, although occasionally the technology has got in the way as I am sure many members will have found.

Mark Bailey who started at the beginning of 2020 has worked extremely well under the challenging conditions and was made a signatory for standard minor modifications, weight reports and also the issue of Certificate of Clearance. He has also been working on some minor modifications and major modifications. Hopefully with the easing of restrictions as the year progresses we can further his education about all things microlight.

Projects Major & Minor

Since the last Chief Technical Officers report (August 2020) we have completed the following:

27 Major Projects

54 Minor Projects

93 Standard Minor Modifications

The major projects have included the completion of 5 new amateur built aircraft, numerous repairs, some autopilots and a couple of new ideas. One of which was the adaptation of the Skyranger Nynja Push Pull throttle arrangement to the earlier Skyranger model which whilst looking similar did involve some re-engineering to accommodate the aircraft differences under the skin.

For minor projects a common theme has been the Ignitech Ignition Modules which, whilst the unit is acceptable does require some thought on the actual installation and positioning of the units. We have also approved heated seating in a Skyranger, numerous EFIS type instruments, strobes, electric starters, repairs etc.

Manufacturer Projects

We have approved the Ikarus C42C which is imported by The Light Aircraft Company, this required a detailed structural check of the differences from the previous C42B model, and also complete flight test and spinning program. Currently the spinning requirements for microlights are not required in Germany hence a full program was required in this respect.

Other manufacturer projects that we approved were as follows:

A selection of different autopilots for the Eurofox aircraft.

Swift 3 modification for the Skyranger Swift factory built aircraft.

Sherwood Ranger approval of an overhead wing tank and wing locker.

In addition to the above a lot of time is now being taken working with the manufacturers in preparation for the new microlight definition and increasing the all up weight of a number of models. We have also assisted the manufacturers by lobbying the CAA to allow the flight of some microlight aircraft at the new higher weights, and the C42C, the Eurofox and the new Sportstar have now all been flight tested at increased weights ready for the changes. Work is also progressing on a new weight shift aircraft that is being introduced by Flylight this year.

600kg and the New Microlight Definition

We have been involved in a lot of meetings developing the new regulations for the 600kg definition which is expected to be rolled out in the next couple of months. One of the biggest sticking points has been working on the legal definition for the Air Navigation Order to try and ensure that existing light aircraft do not suddenly become microlights, and we are now in the hands of the Department For Transport to see what proposals they will accept.

We have also been heavily involved in reviewing BCAR Section S for the new 600kg definition, and a major part of this review has been to compare the UK rules with the German and Czech codes to try and ensure that there is a common consensus across the codes to make it easier for more types to have UK approval. It will however not be a complete acceptance as some items such as spin testing are not required in Europe. Detailed discussions regarding the differences are now taking place with the Czech authorities ready for the completion of BCAR Section S Issue 8.

The Technical Office has also been talking to a number of European Manufacturers to discuss the introduction of new types into the UK. These meetings have been conducted over Zoom and have included the CAA. Part of the requirements will still involve CAA Company Approval, however the CAA have said that for European Companies that have EASA approvals this should be more a tick box exercise. We are trying to ensure that this is the case and are working closely with all concerned.

All in all lots to do with plenty of new exciting projects to complete and introduce into the UK scene. Just need things to continue to improve and hopefully we will all get out and about more to view these projects.

Roger Pattrick

BMAA Chief Technical Officer

Rob Mott
BMAA CI

Chief Inspector Report – Continued Airworthiness

This report will provide a brief overview of what has been implemented over the last twelve months. Secondly, provide insight into future plans regarding the BMAA's continued airworthiness system and strategy.

Inspector Seminars

Given the remote working challenge, BMAA has had to switch to an online format for delivering Inspector Seminars. Using ZOOM BMAA has provided the following online talks, called Zoominars:

- BMAA Inspector Zoominar – Betts & Brooks Testing – DEC 2020
- BMAA Inspector Zoominar – AAIB workshop – FEB 2021
- BMAA Inspector Zoominar – Weight & Balance – MAR/APR 2021

Feedback from the BMAA inspectorate has been very positive; we continue to use this format in the future, although it won't replace physical seminars.

The BMAA inspectorate is the unsung hero of our members' organisation and sport; without them, the BMAA could simply not function. Inspecting an aircraft is a difficult task. As an aircraft owner myself, I implore you to do your part, making the task more manageable. Prepare your aircraft and documentation before the inspection, listen carefully to their advice and act on it. Their wise words come from many years of hard-earned experience.

The BMAA Tech Office and staff are incredibly grateful to our inspectors. We thank them for their hard work and commitment, particularly notable due to the challenging circumstances.

Notices, Alerts & Information Dissemination

Thankfully the end of 2020 and early 2021 has been relatively quiet regarding alert 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

Due to the Government restrictions, over the last year, BMAA has only been able to visit a handful of locations. Hopefully, this will change as 2021 progresses and we reach 2022.

BMAA Permit to Fly Certificates

It is now coming up to two years 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 March 2021, BMAA Tech Office has issued 70 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 has increased the capabilities of its current database system. The 'Where Is My Paperwork Service' WIMPS is available for;

- [PERMITS](#)
- [MODS & REPAIRS](#)
- [NPPL](#)
- [WEIGHT REPORTS](#)

This provides real-time application progress status. Utilising the database to a greater efficiency level is vital 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 BMAA website's members' area.

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, Pipistrel Virus SW 127 & Pipistrel SW 115. Below is a list of approved designs.

BMAA VLA Type List		
Type	MTOW	Numbers
SkyRanger Nynja LS	473-500kg	5 (flying)

SkyRanger Swift LS	473-500kg	2 (flying)
Pipistrel Virus SW 127	600kg	1 (flying)
Pipistrel Virus SW 115	750kg	1 (test flying)
Registered builds (in progress)	473-600kg	3 (in-build)
New designs	473-600kg	2 (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.



CHECK FLIGHT VIDEOS

Fixed-wing

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, initially formed in 1988, and he has 10,000+ hours in his logbook.

The 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 use your aircraft, dedication to airmanship and sharing of valuable expertise to produce the footage and patter for the video. Working together, you have created something that will very helpful to Microlight pilots for years to come.

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

Flexwing

Following on from the fixed-wing success, BMAA is delighted to support a new video produced by Rob Grimwood (Exodus Airsports) and John Waite on the subject of performing a Flexwing Check Flight to the BMAA schedule. The video was a combined effort from Rob Grimwood & John Waite. Both are current members of the BMAA Council.

Rob is a Microlight examiner-examiner (yes, he examines the examiners!) Approaching his third decade of flying, which started due to a BMAA flying bursary. Now a multiple time Microlight World Champion, representing the UK at numerous international competitions and runs his successful business, Exodus Airsports, based at Plaistows Farm, just north of London.

John has a rich experience with Microlights, both 3-axis and weightshift. He has recently

completed a SkyRanger Nynja, G-CLNW, only a few months prior. This his first attempt at video editing, which makes this valuable and informative video all the more impressive.

The BMAA is very grateful to both for your efforts with this project. Working together, you have created something that will very helpful to Microlight pilots for years to come.

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

Importation

At the end of 2020, BMAA undertook the first importation of a previously constructed amateur-built aircraft. The aircraft in questions was a UK specification SkyRanger Nynja built and operating on the Irish register (EI). After scrutineering by the BMAA Tech Office of the build paperwork, inspection and full flight test, the aircraft was brought onto the UK register (G) and given a BMAA Permit to Fly Certificate.



Powered Parachutes (Paratrikes)

As stated last year, a project has been under way internally at the BMAA to increase representation and promotion of this discipline. The project aims are:

- to increase the number of designs of two seaters available.
- expand the instructor and examiner network.
- Promote and support the discipline.
- Refresh the current training syllabus.
- To encourage younger pilots and provide them with cost effective flying.

We currently have the UK CAA's ear due to 600kg, and there is an appetite for change, as EASA no longer binds the UK CAA. It is an excellent time for the BMAA to push this discipline forward, adding it to the growing list of milestones (Microlight hiring, VLA, SSDR, BMAA Permits, Pilot Licences, Amateur-build training & 600kg).

It is time for the UK Paratrike revolution to begin.

If you are interested in this please do contact me directly robert@bmaa.org



BMAA is on Instagram!

Like YouTube, Instagram lends itself to showing off our fantastic flying photos. Please check out the new BMAA Instagram page and be sure to click the follow button.

[BMAA Instagram](#)

FUTURE PLANS

BMAA Aircraft, New & Existing

We are very enthused with the developing 600kg project 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 in excess of 14 major certification projects (new types) at the latest count.

Electric Aircraft

BMAA is in the initial stages of discussing three new electric projects, what this space for news and developments.

Ab Initio Flight Training on BMAA Amateur-built Aircraft

Good progress is being made on allowing individual BMAA amateur-built aircraft for non-owner ab initio flight training. BMAA will continue to progress this and hopefully start authorising airframes soon.

Rob Mott

BMAA Chief Inspector

Report for the Admin Team

It has been a strange 8 months for the admin office. 2 members of the admin team are working from home and only attending the office once a week if required. 1 member of the team stills works in the office Monday to Friday.

Membership

The current membership, at March 31, stands at 3695 including family members. We have had 150 new members join since 1st September 2020, which is fantastic given the country's lockdown for Covid-19

The last plastic membership cards were issued in August 2020. This has been generally well received with a few queries regarding non receipt of membership cards and few negative comments.

The School/Clubs database, originally set up for the mailing of a "Club " magazine, has been added to and now includes the email address and telephone number of the School.

The option to pay by monthly direct debit was made available to renewing members from September 2020. We now have 146 members on monthly direct debit.

An automated email has been set up to send birthday wishes to members.

Licensing, Instructor and Examiner

There were 116 NPPL applications in total processed from Aug 2020 to end of March 2021.

These numbers were of course affected significantly by the Covid-19 lockdown.

The summer months of 2020 saw some recovery in application numbers as restrictions were eased, but only really September came close to the average expected at this time of year.

The BMAA has issued 94 licences between August 2020 and March 2021, and 253 in total since we were awarded the approval by the Civil Aviation Authority.

The decline in flexwing training returned, after a brief pick-up from 17 to 20% in 2019, by the end of 2020 this was back down to 19%.

BMAA members compared to non-members at time of licence application has gone up from 57% to 69% in 2020, and this welcome trend has continued in the first part of 2021; currently standing at 77% member ratio from 13 applications thus far.

The BMAA LIAC has converted at least 107 licence applicants to BMAA members with discounted offers since 2015.

The new Microlight theoretical exam papers were printed and successfully sent out to 104 examiners from the BMAA office, with the CAA invoiced for our labour and materials.

Permits

Permits slowed down considerably in the first part of 2021 due to the national lockdown.

However March 2021 has been a lot busier and I believe that April will be an extremely busy month for revalidations.

Since August of 2020 the admin team has processed 701 permit revalidations for our members.

Events

We are hoping that events can go ahead in 2021.

Popham is scheduled for 14th and 15th August 2021 instead of the usual May weekend

LAA Rally is scheduled for 3rd to 5th September 2021

The BMAA SSDR Rally is scheduled for 9th to 11th July 2021 at Enstone

Other Admin News

Wings badges are still being awarded. Since August 2020 we have awarded the following:

- 7 – Silver
- 2 – Bronze
- 2 – Strip Skills certificates

C/O address member benefit is still proving popular and we now have 27 members paying to use the BMAA address on G-INFO

Our Facebook group now has 1049 members.

Kelly Thacker

BMAA Office Manager

Geoff Hill
Editor

MF annual report 2021

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.

Outside the membership, positive comments include this from *Pilot* Editor Philip Whiteman: "Enjoying your magazine - it's a good read and I love the wit you salt it with" – a nice thing to hear from a fellow editor which I passed on to the team.

When the first Coronacrisis lockdown struck in February 2020, 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 then the SSDR Rally 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.

Further lockdowns had no discernible effect on the quality of content, apart from placing a planned series of flight tests on hold.

Apart from all that, we continue to have 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, for which I'm very grateful. It means a lot.

On the day-to-day team, as always, Norman keeps me right, Ian does a brilliant job on design and in spite of health problems at home, yet again went above and beyond the call of duty to source extra content for both eMF and MF.

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.

The only bad news is that Merv decided in February 2021 to give up flying for personal reasons, and therefore felt he couldn't continue to contribute to MF.

He's a huge loss, but Paul has agreed to take over sole responsibility for Airfield of the Month if needed, and I'll put a request in MF to find a replacement for Merv.

Pagination

As those of you with long memories will know, MF was reduced from 52 pages to 48 in 2013 because of a drop in advertising revenue.

Then Mike Morris was appointed as our advertising manager at the start of 2020, and applied himself to his task with the enthusiasm of a starving greyhound chasing Bugs Bunny.

As a result, in spite of lockdowns, ad revenue by November was up by over £2500 on February MF. With four extra pages only costing £771 to print, it was a no-brainer for me to ask Geoff and Derek if we could return to 52, and they agreed immediately.

As a result, Ian no longer has to squeeze a quart into a pint pot every month, the pages look more open and spacious with photos and headlines having some room to breathe, and I increased the photo comp from two pages to four, meaning that more readers get to see their pics in print.

As Derek said, the mag also feels more substantial, and in the wake of the failed LAA merger talks, sends a message to all and sundry that the BMAA is thriving in spite of that and the

Coronacrisis.

Finance

When the first lockdown started, Geoff 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, MF spending in the current BMAA financial year which finishes at the end of August is £981 at time of writing, and although once flight tests can resume I have one lined up for every month to the end of the year which will have to be paid for, I doubt that I’ll come anywhere near the £4,400 allowance.

Geoff Hill

Microlight Flying Editor

BMAA Financial Report 2019/2020

The 2019/20 financial year was a turbulent one for the BMAA. No member will be surprised to hear that the Covid lockdown had a highly damaging initial effect on the association's finances, particularly on cash reserves. On the positive side members will be pleased to hear that it was later counter-balanced by the opportune, and very welcome, second tranche of the legacy left to the association by Dr Ian Brewster a couple of years ago.

When the lockdown took effect last March it could not have come at a worse time of the financial year. Seasonal variations mean that the finances are always at their lowest ebb as winter ends, and they recover as preparations start in spring for the summer flying season. Cash reserves were already below the desired level from the previous year's loss, and the lockdown meant that income from airworthiness (permits) and licence fees dropped away. With cash reserves being depleted at a high rate council took the difficult decision to furlough the majority of the staff, with the CE, who took a 20% reduction in salary and Karen Judd remaining to keep the association open. It was not known at this stage when or if income would recover in summer.

All measures were considered to reduce cash outflow and this included putting all work contracted out on hold. To increase cash income one of the build-a-plane projects was sold just above cost which brought in a cash injection of £28,334. Fortunately members stood by the association and the drop in membership income by those deferring payment was not high.

It was a relief when lockdown was lifted that there was an immediate demand for services. Staff returning from furlough put in an immense effort and income recovered to near normal levels. It was at this point that the legacy came in and with the aircraft sale income cash reserves recovered to a prudent level. This gives an adequate sum to get through the known seasonal variation and still retain a good buffer for unforeseen events. Accounting requirements require sums like the legacy of £48,931 to be treated as income, and this is the biggest contributor to the surplus of £90,906 on turnover for the year of £701,303. Historically, legacy amounts are used for tangible objectives rather than being used to fund running costs. The full draft financial statements for the year are available on the website to all members, for approval at the AGM.

While these appear unexpectedly good results, we are mindful that the Covid issues are by no means played out. The knock-on effects of the two subsequent known lockdowns will affect the next financial year. Council will therefore continue to adopt a conservative stance on income and expenditure.

After substantial Council debate it was agreed that a proposal be put forward to the AGM to increase membership fees by the inflation rate. This will result in £1 per annum for a standard membership. Increases are never welcome, but major costs have increased by in line with inflation, with insurance costs by an even larger amount. This increase is recommended as prudent in the circumstances, mindful of the effects Covid has had on the incomes of many members.

Details of income and expenditure are provided by the CE below.

Derek Lamb

BMAA Treasurer

BMAA Financial Report by Interest Department

Membership Department			
Income			
Membership fees	284,277		The Membership department income comes from membership fees and other sources where the activity is undertaken for the benefit of BMAA members.
Show income	0		
Other	0		
Donations	0		
	284,277		
Costs			
Council	3,373		Costs attributed to the membership department are those resulting from running the membership system and such activity as representing the member's interests in regulatory and other interest areas.
Promotions	0		
Simulator Costs	362		
Representation UK & O'seas	249		
Shop	0		The cost of events is also included to balance the income from events.
Commissions	740		
Competition	0		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.
Shows	0		
Royal Aero Club	0		
WMPC	0		
Overheads	26,646		
	31,370		
Total Membership Department	252,907		

Engineering department			
Income			
Mods & Homebuilds	8,800		The Engineering department can be considered to be a loss leader in financial terms.
Type Approval Work	977		
Other	21		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.
	9,798		
Costs			
CTO/Tech & research expenses	390		Having an engineering department staffed by engineers who are also microlight pilots benefits the speed and proportionality of the approach to applications.
Representation UK & O'Seas	13		
Overheads	84,707		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.
	85,110		
Total Engineering Dept	(75,312)		

Airworthiness Department		The Airworthiness department is responsible for the on-going airworthiness of the BMAA microlight fleet.
Income		
Airworthiness	271,722	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.
Inspector fees, Assessments & Audits	5,608	
Seminar fees	0	
	277,329	
Costs		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.
CAA	7,635	
Chief Executive	0	
Chief Technical Officer	0	
Chief Inspector	376	
Chief Check Pilot	0	
Technical & Research	118	
Representation UK & O'Seas	0	
Seminar expenses	0	
Overheads	111,055	
	119,184	
Total Airworthiness Dept	158,145	

Flight Safety Department		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.
Income		
	0	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.
Costs		
CI/Safety Officer	5,839	
Representation UK & O'Seas	125	
Wings	0	
Overheads	11,020	
	16,984	
Total Safety Department	(16,984)	

Flight Training Department		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		
Examiner & Instructor fees	3,231	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.
CAA NPPL income	20,777	
Seminar fees	21	
	24,028	
Costs		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.
CAA	2,243	
CEO/Safety Officer	5,696	
Promotions	0	
Representation UK & O'Seas	0	
Seminar exps	4,362	
Panel & Training Committee exps	1,026	
Overheads	32,079	
	45,406	
Total Flight Training Department	(21,378)	

Publications Department		
Income		
MF Magazine	21,550	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.
This is Microlighting	0	
MF Website income	525	
	22,075	
Costs		
MF Magazine costs	118,277	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.
This is Microlighting costs	990	
MF Website costs	7,428	
Advertising Commission	8,189	
Overheads	5,456	
	140,341	
Total Publications Department	(118,266)	
Administration Department		
Income		
Shop & General sales	23,388	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.
Donations	48,931	
	72,319	
Costs		
Stock cost of sales	2,501	Included will be such items as the availability of heating, lighting, water, telephones and communications and premises costs.
Council & CEO	73	
Depreciation	9,194	
Office running	29,464	
IT	19,050	
Sale of Asset (profit) loss	(1,738)	
Overheads	58,317	
	116,862	
Total Administration Department	(44,544)	
Training Department		
Income		
Courses & Admin Fee	(117)	To support the Wings initiative, and flight instructors, the BMAA has promoted some educational courses.
	(117)	
Costs		
Instructors	0	Although this has been a minor part of the BMAA overall finances the product is considered more important than the financial outcome.
Overheads	0	
	0	
Total Training Department	(117)	
Promotions Department		
Income		
	0	This Department is responsible for BMAA promotion activity.
Costs		
Stock cost of sales	381	2020 costs reflect the reduction in promotion due to COVID-19 restrictions.
Promotions	3,075	
Shows	0	
Overheads	7,626	
	11,082	
Total Promotions Department	(11,082)	

Representation Department		
Income	0	An asset rarely seen but always there is the representation of the BMAA in matters affecting the ability of members to continue to fly in relative freedom.
Costs		
Representation UK & O'seas	564	There is significant representation in matters such as airspace planning and changes, medical and licence issues and planning for airfields.
CEO	897	
Overheads	31,004	
	32,465	
Total R Department	(32,465)	

BRITISH MICROLIGHT AIRCRAFT ASSOCIATION LIMITED
COMPANY LIMITED BY GUARANTEE
DETAILED TRADING AND PROFIT AND LOSS ACCOUNT
FOR THE YEAR ENDED 31 AUGUST 2020

	2020	2019
£	£	£
Turnover		
Membership fees	284,276	266,936
Magazine income	22,096	18,169
PR, marketing and sales	6,530	14,460
Build a plane project income	28,334	-
Airworthiness document fees	281,499	283,083
Inspector fees	5,608	5,368
LIAC NPPL (CAA)	20,777	28,136
Examiners fees	1,736	1,998
Instructor fees	1,495	1,171
Seminar fees	21	4,815
Competitions and sponsorships	-	330
Legacy donation	48,931	-
	701,303	624,466
Cost of sales		
Airworthiness and technical	11,992	2,024
Build a plane project costs	27,420	-
Safety costs	796	1,257
Panel expenses	1,026	2,220
Magazine and newsletter costs	118,277	111,690
Postage and stationery	6,308	9,189
Club commissions	740	1,320
PR, marketing and sales	23,367	36,529
Civil Aviation Authority	13,612	14,805
Competitions and events	4,517	5,612
Test pilot insurance	4,279	3,920
	(212,334)	(188,566)

BRITISH MICROLIGHT AIRCRAFT ASSOCIATION LIMITED
COMPANY LIMITED BY GUARANTEE
DETAILED TRADING AND PROFIT AND LOSS ACCOUNT
FOR THE YEAR ENDED 31 AUGUST 2020

	2020	2019
	£	£
Administrative expenses		
Wages and salaries	245,982	308,601
Social security costs	20,670	26,824
Staff recruitment costs	183	475
Staff training	1,955	1,074
Staff pension costs defined contribution	10,394	11,754
Repairs and renewals	818	480
Rates	10,297	10,227
Property repairs and maintenance	1,828	220
Other insurance	44,046	41,648
Trailer storage costs	1,500	-
Hire of equipment	5,320	5,490
Computer costs	19,050	14,193
Office and travel expenses	12,173	21,000
Subscriptions	5,932	5,787
Legal and professional fees	1,167	940
Consultancy fees	5,658	30,670
Audit fees	3,709	3,684
Charitable donations	2,283	2,228
Bank charges	10,090	8,503
Telephone	3,495	3,495
Depreciation	9,194	8,399
Profit or loss on sale of tangible assets	(823)	-
	414,921	505,692
Summary		
Gross profit	488,969	435,900
Other operating income		
Government grants receivable and released	16,858	-
Administrative expenses	(414,921)	(505,692)
Operating profit/(loss)	90,906	(69,792)

Company Structure

BMAA Ltd

Company No: 01678351
Company address: The Bullring
Deddington
Banbury
Oxfordshire

OX15 0TT

Directors (at 26/09/2020):

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

Company Secretary	Geoff Weighell
-------------------	----------------

Employed Staff (at 26/09/2020):

Chief Executive	Geoff Weighell
Chief technical officer	Roger Patrick
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

APPENDIX 2

DRAFT FINANCIAL STATEMENTS



Draft Financial Statements at 09 March 2021 at 16:01:59

Company Registration No. 01678351 (England and Wales)

BRITISH MICROLIGHT AIRCRAFT ASSOCIATION LIMITED

COMPANY LIMITED BY GUARANTEE

FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 AUGUST 2020

BRITISH MICROLIGHT AIRCRAFT ASSOCIATION LIMITED

COMPANY LIMITED BY GUARANTEE

COMPANY INFORMATION

Directors	Mr R Grimwood Mr R Hughes Mr R Bisiker Mr D Lamb Mr T Burrow Mr W Davis Mr J Waite Mr E McCallum	(Appointed 11 May 2020)
Secretary	Mr G Weighell	
Company number	01678351	
Registered office	The Bullring Deddington Banbury Oxfordshire United Kingdom OX15 0TT	
Auditor	Ellacotts Audit Services Limited Countrywide House 23 West Bar Banbury Oxfordshire England OX16 9SA	
Bankers	HSBC 17 Market Place Banbury Oxfordshire OX16 5ED	

Draft Financial Statements at 09 March 2021 at 16:01:59

BRITISH MICROLIGHT AIRCRAFT ASSOCIATION LIMITED
COMPANY LIMITED BY GUARANTEE
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BRITISH MICROLIGHT AIRCRAFT ASSOCIATION LIMITED
COMPANY LIMITED BY GUARANTEE
DIRECTORS' REPORT
FOR THE YEAR ENDED 31 AUGUST 2020

The directors present their annual report and financial statements for the year ended 31 August 2020.

Principal activities

The principal activity of the company in the year under review was that of administration of the assets of the British Microlight Aircraft Association for the benefit of its members.

Directors

The directors who held office during the year and up to the date of signature of the financial statements were as follows:

Mr R Grimwood	
Mr R Hughes	
Mr R Bisiker	
Mr F Thompson	(Resigned 6 May 2020)
Mr D Lamb	
Mr T Burrow	
Mr W Davis	
Mr J Waite	
Mr E McCallum	(Appointed 11 May 2020)

Charitable donations

During the year the company made donations to the following:

GASCo - £2,283 (2019 - £2,228).

Statement of disclosure to auditor

So far as each person who was a director at the date of approving this report is aware, there is no relevant audit information of which the company's auditor is unaware. Additionally, the directors individually have taken all the necessary steps that they ought to have taken as directors in order to make themselves aware of all relevant audit information and to establish that the company's auditor is aware of that information.

This report has been prepared in accordance with the provisions applicable to companies entitled to the small companies exemption of the Companies Act 2006.

By order of the board

.....
Mr R Hughes
Chair

Date:

BRITISH MICROLIGHT AIRCRAFT ASSOCIATION LIMITED
COMPANY LIMITED BY GUARANTEE
DIRECTORS' RESPONSIBILITIES STATEMENT
FOR THE YEAR ENDED 31 AUGUST 2020

The directors are responsible for preparing the annual report and the financial statements in accordance with applicable law and regulations.

Company law requires the directors to prepare financial statements for each financial year. Under that law the directors have elected to prepare the financial statements in accordance with United Kingdom Generally Accepted Accounting Practice (United Kingdom Accounting Standards and applicable law). Under company law the directors must not approve the financial statements unless they are satisfied that they give a true and fair view of the state of affairs of the company and of the profit or loss of the company for that period. In preparing these financial statements, the directors are required to:

- select suitable accounting policies and then apply them consistently;
- make judgements and accounting estimates that are reasonable and prudent;
- prepare the financial statements on the going concern basis unless it is inappropriate to presume that the company will continue in business.

The directors are responsible for keeping adequate accounting records that are sufficient to show and explain the company's transactions and disclose with reasonable accuracy at any time the financial position of the company and enable them to ensure that the financial statements comply with the Companies Act 2006. They are also responsible for safeguarding the assets of the company and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

BRITISH MICROLIGHT AIRCRAFT ASSOCIATION LIMITED
COMPANY LIMITED BY GUARANTEE
INDEPENDENT AUDITOR'S REPORT

TO THE MEMBER OF BRITISH MICROLIGHT AIRCRAFT ASSOCIATION LIMITED

Opinion

We have audited the financial statements of British Microlight Aircraft Association Limited (the 'company') for the year ended 31 August 2020 set out on pages 6 to 13. The financial reporting framework that has been applied in their preparation is applicable law and United Kingdom Accounting Standards, including FRS 102 *The Financial Reporting Standard applicable in the UK and Republic of Ireland* (United Kingdom Generally Accepted Accounting Practice).

This report is made solely to the company's members, as a body, in accordance with Chapter 3 of Part 16 of the Companies Act 2006. Our audit work has been undertaken so that we might state to the company's members those matters we are required to state to them in an auditor's report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the company and the company's members as a body, for our audit work, for this report, or for the opinions we have formed.

In our opinion the financial statements:

- give a true and fair view of the state of the company's affairs as at 31 August 2020 and of its profit for the year then ended;
- have been properly prepared in accordance with United Kingdom Generally Accepted Accounting Practice; and
- have been prepared in accordance with the requirements of the Companies Act 2006.

Basis for opinion

We conducted our audit in accordance with International Standards on Auditing (UK) (ISAs (UK)) and applicable law. Our responsibilities under those standards are further described in the *Auditor's responsibilities for the audit of the financial statements* section of our report. We are independent of the company in accordance with the ethical requirements that are relevant to our audit of the financial statements in the UK, including the FRC's Ethical Standard, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Conclusions relating to going concern

We have nothing to report in respect of the following matters in relation to which the ISAs (UK) require us to report to you where:

- the directors' use of the going concern basis of accounting in the preparation of the financial statements is not appropriate; or
- the directors have not disclosed in the financial statements any identified material uncertainties that may cast significant doubt about the company's ability to continue to adopt the going concern basis of accounting for a period of at least twelve months from the date when the financial statements are authorised for issue.

Other information

The directors are responsible for the other information. The other information comprises the information included in the annual report, other than the financial statements and our auditor's report thereon. Our opinion on the financial statements does not cover the other information and, except to the extent otherwise explicitly stated in our report, we do not express any form of assurance conclusion thereon.

In connection with our audit of the financial statements, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the audit or otherwise appears to be materially misstated. If we identify such material inconsistencies or apparent material misstatements, we are required to determine whether there is a material misstatement in the financial statements or a material misstatement of the other information. If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact.

We have nothing to report in this regard.

**BRITISH MICROLIGHT AIRCRAFT ASSOCIATION LIMITED
COMPANY LIMITED BY GUARANTEE**

INDEPENDENT AUDITOR'S REPORT (CONTINUED)

TO THE MEMBER OF BRITISH MICROLIGHT AIRCRAFT ASSOCIATION LIMITED

Opinions on other matters prescribed by the Companies Act 2006

In our opinion, based on the work undertaken in the course of our audit:

- the information given in the directors' report for the financial year for which the financial statements are prepared is consistent with the financial statements; and
- the directors' report has been prepared in accordance with applicable legal requirements.

Matters on which we are required to report by exception

In the light of the knowledge and understanding of the company and its environment obtained in the course of the audit, we have not identified material misstatements in the directors' report.

We have nothing to report in respect of the following matters where the Companies Act 2006 requires us to report to you if, in our opinion:

- adequate accounting records have not been kept, or returns adequate for our audit have not been received from branches not visited by us; or
- the financial statements are not in agreement with the accounting records and returns; or
- certain disclosures of directors' remuneration specified by law are not made; or
- we have not received all the information and explanations we require for our audit; or
- the directors were not entitled to prepare the financial statements in accordance with the small companies regime and take advantage of the small companies' exemption in preparing the directors' report and take advantage of the small companies exemption from the requirement to prepare a strategic report.

Responsibilities of directors

As explained more fully in the directors' responsibilities statement, the directors are responsible for the preparation of the financial statements and for being satisfied that they give a true and fair view, and for such internal control as the directors determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, the directors are responsible for assessing the company's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the directors either intend to liquidate the company or to cease operations, or have no realistic alternative but to do so.

Auditor's responsibilities for the audit of the financial statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs (UK) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

A further description of our responsibilities for the audit of the financial statements is located on the Financial Reporting Council's website at: <http://www.frc.org.uk/auditorsresponsibilities>. This description forms part of our auditor's report.

BRITISH MICROLIGHT AIRCRAFT ASSOCIATION LIMITED
COMPANY LIMITED BY GUARANTEE
INDEPENDENT AUDITOR'S REPORT (CONTINUED)

TO THE MEMBER OF BRITISH MICROLIGHT AIRCRAFT ASSOCIATION LIMITED

Use of our report

This report is made solely to the company's member in accordance with Chapter 3 of Part 16 of the Companies Act 2006. Our audit work has been undertaken so that we might state to the company's member those matters we are required to state to them in an auditor's report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the company and the company's member for our audit work, for this report, or for the opinions we have formed.

Charlotte Toemaes BSc FCA (Senior Statutory Auditor)
for and on behalf of Ellacotts Audit Services Limited
Chartered Accountants and Statutory Auditor

Countrywide House
23 West Bar
Banbury
Oxfordshire
England
OX16 9SA

Date:

BRITISH MICROLIGHT AIRCRAFT ASSOCIATION LIMITED
COMPANY LIMITED BY GUARANTEE
PROFIT AND LOSS ACCOUNT
FOR THE YEAR ENDED 31 AUGUST 2020

	2020 £	2019 £
Turnover	701,303	624,466
Cost of sales	(212,334)	(188,566)
Gross profit	488,969	435,900
Administrative expenses	(414,921)	(505,692)
Other operating income	16,858	-
Profit/(loss) before taxation	90,906	(69,792)
Tax on profit/(loss)	-	-
Profit/(loss) for the financial year	<u>90,906</u>	<u>(69,792)</u>

Draft Financial Statements at 09 March 2021 at 16:01:59

BRITISH MICROLIGHT AIRCRAFT ASSOCIATION LIMITED
COMPANY LIMITED BY GUARANTEE
BALANCE SHEET
AS AT 31 AUGUST 2020

	Notes	2020 £	£	2019 £	£
Fixed assets					
Tangible assets	3		197,879		206,816
Current assets					
Stocks		60,536		88,357	
Debtors	4	27,647		33,535	
Cash at bank and in hand		356,913		209,933	
		<u>445,096</u>		<u>331,825</u>	
Creditors: amounts falling due within one year	5	<u>(57,663)</u>		<u>(46,404)</u>	
Net current assets			387,433		285,421
Total assets less current liabilities			<u>585,312</u>		<u>492,237</u>
Provisions for liabilities	8		<u>(22,000)</u>		<u>(19,831)</u>
Net assets			<u><u>563,312</u></u>		<u><u>472,406</u></u>
Capital and reserves					
Profit and loss reserves			<u><u>563,312</u></u>		<u><u>472,406</u></u>

These financial statements have been prepared in accordance with the provisions applicable to companies subject to the small companies' regime of Companies Act 2006.

The financial statements were approved by the board of directors and authorised for issue on and are signed on its behalf by:

.....
Mr D Lamb
Treasurer

Company Registration No. 01678351

BRITISH MICROLIGHT AIRCRAFT ASSOCIATION LIMITED
COMPANY LIMITED BY GUARANTEE
STATEMENT OF CHANGES IN EQUITY
FOR THE YEAR ENDED 31 AUGUST 2020

	Profit and loss reserves £
Balance at 1 September 2018	542,198
Year ended 31 August 2019:	
Loss and total comprehensive income for the year	(69,792)
Balance at 31 August 2019	472,406
Year ended 31 August 2020:	
Profit and total comprehensive income for the year	90,906
Balance at 31 August 2020	<u><u>563,312</u></u>

Included within profit and loss reserves are £185,168 of undistributable reserves.

BRITISH MICROLIGHT AIRCRAFT ASSOCIATION LIMITED
COMPANY LIMITED BY GUARANTEE
NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 31 AUGUST 2020

1 Accounting policies

Company information

British Microlight Aircraft Association Limited is a private company limited by shares incorporated in England and Wales. The registered office is The Bullring, Deddington, Banbury, Oxfordshire, United Kingdom, OX15 0TT.

1.1 Accounting convention

These financial statements have been prepared in accordance with FRS 102 "The Financial Reporting Standard applicable in the UK and Republic of Ireland" ("FRS 102") and the requirements of the Companies Act 2006 as applicable to companies subject to the small companies regime. The disclosure requirements of section 1A of FRS 102 have been applied other than where additional disclosure is required to show a true and fair view.

The financial statements are prepared in sterling, which is the functional currency of the company. Monetary amounts in these financial statements are rounded to the nearest £.

1.2 Turnover

Turnover represents subscriptions paid and other income received during the year, exclusive of Value Added Tax.

1.3 Tangible fixed assets

Tangible fixed assets are measured at cost, net of depreciation and any impairment losses.

Depreciation is recognised so as to write off the cost of assets less their residual values over their useful lives on the following bases:

Freehold property	2% on cost
Plant and machinery	33% and 10% on cost
Fixtures and fittings	10% on cost

The gain or loss arising on the disposal of an asset is determined as the difference between the sale proceeds and the carrying value of the asset, and is credited or charged to profit or loss.

1.4 Stocks

Stocks are stated at the lower of cost and estimated selling price less costs to complete and sell. Cost comprises direct materials and, where applicable, direct labour costs and those overheads that have been incurred in bringing the stocks to their present location and condition.

1.5 Cash at bank and in hand

Cash and cash equivalents are basic financial assets and include cash in hand, deposits held at call with banks, other short-term liquid investments with original maturities of three months or less, and bank overdrafts. Bank overdrafts are shown within borrowings in current liabilities.

Changes in the fair value of derivatives that are designated and qualify as fair value hedges are recognised in profit or loss immediately, together with any changes in the fair value of the hedged asset or liability that are attributable to the hedged risk.

1.6 Employee benefits

The costs of short-term employee benefits are recognised as a liability and an expense, unless those costs are required to be recognised as part of the cost of stock or fixed assets.

BRITISH MICROLIGHT AIRCRAFT ASSOCIATION LIMITED
COMPANY LIMITED BY GUARANTEE
NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)
FOR THE YEAR ENDED 31 AUGUST 2020

1 Accounting policies

(Continued)

1.7 Retirement benefits

Payments to defined contribution retirement benefit schemes are charged as an expense as they fall due.

1.8 Leases

Rentals payable under operating leases, including any lease incentives received, are charged to profit or loss on a straight line basis over the term of the relevant lease except where another more systematic basis is more representative of the time pattern in which economic benefits from the leases asset are consumed.

1.9 Government grants

Government grants are recognised at the fair value of the asset received or receivable when there is reasonable assurance that the grant conditions will be met and the grants will be received.

A grant that specifies performance conditions is recognised in income when the performance conditions are met. Where a grant does not specify performance conditions it is recognised in income when the proceeds are received or receivable. A grant received before the recognition criteria are satisfied is recognised as a liability.

1.10 Provisions for liabilities

Provisions for the expected cost of bursary funds are charged against profits when a bursary has been awarded for microlight aircraft flying on or before the financial year end date, but not fully utilised by the person. The effect of the time value of money is not material and therefore the provisions are not discounted.

2 Employees

The average monthly number of persons (including directors) employed by the company during the year was 7 (2019 - 7).

BRITISH MICROLIGHT AIRCRAFT ASSOCIATION LIMITED
COMPANY LIMITED BY GUARANTEE
NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)
FOR THE YEAR ENDED 31 AUGUST 2020

3 Tangible fixed assets

	Freehold property £	Plant and machinery £	Fixtures and fittings £	Total £
Cost				
At 1 September 2019	200,000	60,740	10,863	271,603
Additions	-	257	-	257
Disposals	-	(3,192)	-	(3,192)
At 31 August 2020	200,000	57,805	10,863	268,668
Depreciation and impairment				
At 1 September 2019	16,000	39,875	8,912	64,787
Depreciation charged in the year	4,000	4,824	370	9,194
Eliminated in respect of disposals	-	(3,192)	-	(3,192)
At 31 August 2020	20,000	41,507	9,282	70,789
Carrying amount				
At 31 August 2020	180,000	16,298	1,581	197,879
At 31 August 2019	184,000	20,865	1,951	206,816

4 Debtors

	2020 £	2019 £
Amounts falling due within one year:		
Trade debtors	7,970	2,748
Other debtors	-	6,577
Prepayments and accrued income	19,677	24,210
	27,647	33,535

5 Creditors: amounts falling due within one year

	2020 £	2019 £
Trade creditors	20,885	23,707
Taxation and social security	13,542	6,469
Other creditors	-	4,618
Accruals and deferred income	23,236	11,610
	57,663	46,404

BRITISH MICROLIGHT AIRCRAFT ASSOCIATION LIMITED
COMPANY LIMITED BY GUARANTEE
NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)
FOR THE YEAR ENDED 31 AUGUST 2020

6 Members' liability

The company is limited by guarantee, not having a share capital and consequently the liability of members is limited, subject to an undertaking by each member to contribute to the net assets or liabilities of the company on winding up such amounts as may be required not exceeding £1.

7 Financial commitments, guarantees and contingent liabilities

At the reporting date the company had outstanding lease commitments for future minimum lease payments under non-cancellable operating leases of £21,530 (2019: 29,590).

8 Bursary fund provision

The Bursary Fund is used to encourage young people in to microlight aircraft flying. The total Bursary Fund balance at 31 August 2020 is £22,000 (2019 - £19,831). The amount above has been allocated to individuals and therefore meets the recognition criteria of a provision, being a present obligation from a past event, with a probable economic outflow of which there is a reliable estimate.

BRITISH MICROLIGHT AIRCRAFT ASSOCIATION LIMITED
COMPANY LIMITED BY GUARANTEE
NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)
FOR THE YEAR ENDED 31 AUGUST 2020

9 Related party transactions

Directors of the British Microlight Aircraft Association Limited are reimbursed expenses for attendance at meetings and other costs incurred as a volunteer to the company. During the year there was no material transactions not concluded under normal market conditions with any director.

10 The fighting fund

British Microlight Aircraft Association Limited control a bank account which is solely for the use of fighting to keep airfields open. As British Microlight Aircraft Association Limited do not have the use of these funds, it is not included on the balance sheet. At the year end the balance in the accounts was £15,935 (2019 - £16,316).

APPENDIX 3

MANAGEMENT INFORMATION



Draft Financial Statements at 09 March 2021 at 16:01:59

BRITISH MICROLIGHT AIRCRAFT ASSOCIATION LIMITED

COMPANY LIMITED BY GUARANTEE

MANAGEMENT INFORMATION

FOR THE YEAR ENDED 31 AUGUST 2020

BRITISH MICROLIGHT AIRCRAFT ASSOCIATION LIMITED
COMPANY LIMITED BY GUARANTEE
DETAILED TRADING AND PROFIT AND LOSS ACCOUNT
FOR THE YEAR ENDED 31 AUGUST 2020

	2020	2019
	£	£
Turnover		
Membership fees	284,276	266,936
Magazine income	22,096	18,169
PR, marketing and sales	6,530	14,460
Build a plane project income	28,334	-
Airworthiness document fees	281,499	283,083
Inspector fees	5,608	5,368
LIAC NPPL (CAA)	20,777	28,136
Examiners fees	1,736	1,998
Instructor fees	1,495	1,171
Seminar fees	21	4,815
Competitions and sponsorships	-	330
Legacy donation	48,931	-
	<u>701,303</u>	<u>624,466</u>
Cost of sales		
Airworthiness and technical	11,992	2,024
Build a plane project costs	27,420	-
Safety costs	796	1,257
Panel expenses	1,026	2,220
Magazine and newsletter costs	118,277	111,690
Postage and stationery	6,308	9,189
Club commissions	740	1,320
PR, marketing and sales	23,367	36,529
Civil Aviation Authority	13,612	14,805
Competitions and events	4,517	5,612
Test pilot insurance	4,279	3,920
	<u>(212,334)</u>	<u>(188,566)</u>
Gross profit	488,969	435,900
Other operating income		
Government grants receivable and released	16,858	-
Administrative expenses	(414,921)	(505,692)
Operating profit/(loss)	<u>90,906</u>	<u>(69,792)</u>

BRITISH MICROLIGHT AIRCRAFT ASSOCIATION LIMITED
COMPANY LIMITED BY GUARANTEE
SCHEDULE OF ADMINISTRATIVE EXPENSES
FOR THE YEAR ENDED 31 AUGUST 2020

	2020	2019
	£	£
Administrative expenses		
Wages and salaries	245,982	308,601
Social security costs	20,670	26,824
Staff recruitment costs	183	475
Staff training	1,955	1,074
Staff pension costs defined contribution	10,394	11,754
Repairs and renewals	818	480
Rates	10,297	10,227
Property repairs and maintenance	1,828	220
Other insurance	44,046	41,648
Trailer storage costs	1,500	-
Hire of equipment	5,320	5,490
Computer costs	19,050	14,193
Office and travel expenses	12,173	21,000
Subscriptions	5,932	5,787
Legal and professional fees	1,167	940
Consultancy fees	5,658	30,670
Audit fees	3,709	3,684
Charitable donations	2,283	2,228
Bank charges	10,090	8,503
Telephone	3,495	3,495
Depreciation	9,194	8,399
Profit or loss on sale of tangible assets	(823)	-
	<u>414,921</u>	<u>505,692</u>