



Annual General Meeting 2023

13.00hrs, Saturday 29 April

Popham Airfield



BMAA Annual General Meeting 2023 - Agenda

1. Apologies for absence
2. Welcome & opening remarks – *Tim Burrow*
3. Accept the Minutes of the 2022 AGM
4. Chairman's report – *Tim Burrow*
5. Chief Executive's Report - *Rob Hughes*
6. Treasurer's Report - *Derek Lamb*
7. Member's Questions received in advance
8. Results of the Council elections
9. Proposals:

- i. 1: Approval of Accounts 2021/22

To approve the accounts as prepared by Ellacotts.

- ii. 2: Re-appoint Auditors

To re-appoint Ellacotts as auditors for 2022/23

- iii. 3: Membership fee increase

To increase membership fees by 7.5%

10. AOB
11. Date of next AGM

MINUTES OF MEETING

MINUTES OF THE ANNUAL GENERAL MEETING OF THE
BRITISH MICROLIGHT AIRCRAFT ASSOCIATION
HELD AT POPHAM AIRFIELD AT 13:06h ON 29 APRIL 2023



PRESENT

On the platform: *Tim Burrow* (chair of the meeting, 2240), *Rob Hughes* (7571), *John Waite* (8424), *Derek Lamb* (11134F), *Rob Grimwood* (6573), *Bill Davis* (557), *Cath Spence* (217) – plus approximately 70 BMAA members in attendance.

1-3 CHAIRMAN'S OPENING REMARKS APOLOGIES FOR ABSENCE MINUTES OF THE 2022 AGM

Tim Burrow welcomed members to the meeting and read out apologies for absence from *Geoff Weighell* (2638).

Minutes of the 2022 meeting had been made available online well before the meeting and were taken as read. Proposed *Rob Grimwood* (6573), and seconded *Andy Oliver* (9014) that they be accepted as a true record: passed nem con with one abstention and no one against.

There were no matters arising from the minutes.

4 CHAIRMAN'S REPORT

Tim Burrow drew members' attention to salient points in his section of the BMAA Annual Report (Appendix 1: 4) and welcomed two new members of staff to their first AGM: *Chloe Eriksen* as flight safety officer and administrator *Carole Chapman* who will be concentrating on permits. He paid tribute to both for the rapidity with which they had fitted into the team.

He drew attention to the potential bid for the World Microlight Championships in 2024 and urged members to offer their services in support.

Tim thanked *Eddie McCallum* for his service to the council. *Eddie* had decided to stand down from the council after three years and *Simon Heyes* had been elected unopposed to replace him, there being fewer candidates than vacancies. *Simon* was already making an active contribution despite not officially being a council member until the end of this AGM.

The Chairman told the meeting of proposals to change the Young Persons' Bursary so that the spending was spread more widely rather than concentrated on one winner. The idea was to emulate the system at Sywell, where local youth groups are invited to sample microlight flying and are introduced to the disciplines involved. The plan was to start with a pilot scheme in 2023, involving two or three of the most active clubs, and expand it in 2024, hopefully to the benefit of clubs nationwide.

Jeremy Rawlings (7643) expressed his support: he had attended the recent event at Sywell and felt it was a "brilliant day".

5 CHIEF EXECUTIVE'S REPORT

Rob Hughes concentrated his address on four areas of change which would have a big impact on the sport: 600kg, pilot licensing, airworthiness, and airspace. However, before dealing with any of those he provided an update on staffing, membership and the move to new premises.

Membership was broadly stable. He regarded this as good news, in the sense that a fall would have been understandable in the prevailing economic conditions.

The number of permit issues, however, continued to fall. It had peaked in the early 2000s and remained stable for around a decade, since when it had been falling by around 30 per year. His

goal was to halt that decline.

He believed that the advent of a permit two-seat flexwing in the form of the DeltaJet would help, this breed of aircraft having been absent from the UK market for several years, as there would once again be new flexwings available to schools. Twenty-one had been sold to date and, as evidence of his belief in its importance, he had given the manufacturers an “advert break” at the recent instructor seminar.

To explain how he saw the association fitting into the greater scheme of leisure aviation, he showed the meeting a chart of the various aviation organisations. He regarded them as “family”, his instinct was always to work with them when formulating responses to CAA proposals, for example.

He used a second chart to summarise the various functions of the BMAA and emphasise the importance of pilots supporting it. His chart differentiated between statutory responsibilities such as licensing and airworthiness and the optional activities which naturally followed from having an established organisation. One way or another, pilots had to pay for their flying, either to the CAA or an association; the latter was cheaper, quicker and brought with it other benefits.

Even those who didn’t need to be members because they were flying a non-permit aircraft, still ought to join an association, he believed. Maintaining flying freedoms was becoming more difficult every year and loss of freedoms would affect everyone.

He updated the meeting with the latest news and photos about the association’s move to new premises, along with history and pictures of the deteriorating Deddington premises, renovation of which had been deemed uneconomic. The move was ongoing at the time of the meeting and scheduled to be completed shortly afterwards; it was proceeding well and the staff were enthusiastic about the change.

The new premises were only three miles away and the move had cost members nothing. Existing email and phone numbers would be retained.

There had been intense activity on the 600kg front since the last AGM, with 15 types now approved, whereas the LAA had yet to approve any. The latest, the Pipistrel Virus, had been approved as recently as last Monday and was on site today. Upcoming approvals included the Sting, Shark, Explorer and Bushcat. In addition, Skyleader importer Inditu was in the process of obtaining CAA company approval, prior to the Technical Office starting work on its J400 and J600. Rob was at pains, however, to emphasise that the BMAA was not being “taken over” by heavier aircraft: “our family has just got bigger”, he said.

Moving on to airworthiness, he gave further details of the EASA Part 21-Light proposals mentioned in the annual report. These had been produced in response to complaints from manufacturers and owners that the EASA Part 21 regime was too onerous – hence some Flight Design aircraft being transferred to the microlight register – and constituted a major change in approach, being based on a self-declaratory system similar to that which has operated in France for many years. If adopted, manufacturers would find it much easier to bring new machines to market. Although the UK is not part of EASA, the CAA is considering adopting the proposals, which would replace the current A8-26 approval under which the Technical Office currently operates.

The CAA licence review was continuing. The thinking at the moment was to change the system to two different licences: PPL Light which would include microlights and would be sub-ICAO, and PPL, which would include ICAO. Moreover, as the PPL Light would be based on the existing microlight syllabus and count towards the full PPL, it would be possible to train on a microlight and progress. He expected that route to have great appeal to people who are currently obliged to train on ancient Cessnas at high hourly rates, so instructors, examiners and the association itself all needed to prepare accordingly. It was also possible that the system similar to the now-lapsed arrangement that had allowed LAPL holders to upgrade, could be reinstated.

A final decision was still a year away.

Rob then updated the meeting regarding airspace issues, particularly drone operations BVLOS. Drones were anticipated to become a huge industry worth £42bn per year in ten years. The

proposal was to institute a Surveillance Mandatory Zone (SMZ) in any area where they were operating (analogous to a TMZ), within which all aircraft had to have electronic conspicuity (EC). An obvious question was, who had the primary responsibility to keep out of the way, pilot or drone?

The area covered by SMZs was also an issue. Initially the zones would be small, but it was acknowledged that over time they might join together to create a much larger zone.

In the longer term, he expected all aircraft to have to carry ADS-B. The design of the EC itself was a particular challenge, as he knew only too well from sitting on the working group trying to find a solution. Ideally, one box would be developed which every form of aircraft could carry, see and respond to. In practice, given the variety of systems already in use, it was a very complex problem. For instance, would the EC be a box that you buy, a system you subscribe to, or simply a standard? The deadline for finding the answers was 2025, though the drone industry was pressing for an earlier result.

Frequency issues were a further complication, as the frequencies currently mandated by legislation were proving unworkable.

He then took questions from the audience. *Jeremy Hucker (595)* asked whether there might be a charge for having EC? *Rob Hughes* said there was currently no intention to do so, though the question was certainly valid as the mere fact that each aircraft was being tracked made charging technically feasible. It was worrying that the government's response to one suggestion, that EC be run via a network of ground stations, was to expect "the industry" – ie pilots – to pay for the network.

John Hunt (2501) wanted to know whether purchase of the new building in advance of selling the old one had involved a bridging loan. *Rob Hughes* replied that the association's cash reserves had made that unnecessary, helped by the fact that they were always more buoyant in the summer than the winter.

John Hunt also opined that the BMAA should cease using a server, as in his experience there were better alternatives. *Rob Hughes* expressed satisfaction with the present arrangements but took note of his comments.

Graham Daniel (13084) asked if someone currently going for an A licence should hold off or wait for the licensing changes to come in? *Rob Hughes* advised against waiting, believing that as the negotiations progressed they were likely to slow, as the amount of detail to be resolved became apparent.

6 TREASURER'S REPORT

Derek Lamb summarised the association's financial position, as detailed in the Annual Report (*Appendix 1, p13*). He pointed out that his figures were historical as they referred to the year ending 31 August 2022; as already discussed, quite a lot had happened since.

Overall, the association was in a "very sound financial situation", with assets of £673k. Unlike some recent years, 21-22 had no exceptional factors to distort the figures. Turnover at £722k was up 5.6%, cost of sales up 9.6% and administrative expenses up 7.6%. These figures illustrated an issue which everyone is currently facing, namely inflation.

Expenditure was down, principally for two reasons. Appointment of a Flight Safety Officer was delayed by lack of a suitable applicant, happily now solved, and planned repairs to the building did not go ahead because it became clear that it would be uneconomic. If those figures were discounted, the association was pretty close to break even in 21-22, which is consistent with its status as a not-for-profit company.

Turning to the balance sheet, he pointed out that the BMAA's liquid assets represented about two-thirds of the total, with most of the rest accounted for by the building. The latter had a book value of £187k but looked likely to generate some £350k when actually sold. The high level of liquidity had ensured that the new building could be purchased without resorting to a bridging loan.

Later in the meeting members would be asked to vote on a subscription increase which was larger

than might have been hoped, but which he believed was necessary to maintain the situation described above. Some work had had to be done on the new building to prepare it for occupation but costs had been mitigated by the Chairman and Chief Executive doing some of it themselves. Next year's accounts would certainly show an increase in liquidity and overall assets.

He was confident that the association was a stable and well run organisation but there was no room for complacency. The advent of the DeltaJet and 600kg were both good news in terms of future growth, but he emphasised that the association had absolutely no intention of "neglecting our current fleet", because "those are the planes that most of us fly".

While the association could control its income and overheads to a large extent, the factor showing the biggest increases was the one it had least control over, cost of sales. This was relevant to subscription rates, which would be voted on later. Inflation was running at 10% but predicted to halve by the end of the year. The association had adopted a halfway figure of 7.5% as the proposed subscription increase for the year, about as low as he felt it wise to go if a loss was to be avoided.

Rees Keene (1883) observed that a large cash pile would tend to be eroded by inflation. *Derek Lamb* agreed and confirmed that cash reserves needed to keep pace with inflation; when the dust had settled on the move, asset management would be reviewed.

In the light of the fraud recently suffered by the LAA, *Rees Keene* also asked if there was any risk of the BMAA suffering similarly. *Tim Burrow* said that the BMAA's financial systems were very different and much less susceptible to such problems.

Simon Heyes (12560) asked if the sale of the old office would produce a capital gains tax bill. *Rob Hughes* believed that corporation tax was more likely, but the matter had only just arisen and remained to be resolved.

7 MEMBERS' QUESTIONS, INCLUDING THOSE RECEIVED IN ADVANCE

Spencer Harvey (5841) asked why the association didn't seem to want to make a profit, something it was quite entitled to do even as a non-profit company. He pointed out that extra profits could be used to grow the association, to everyone's benefit.

Derek Lamb agreed that the association was allowed to make a profit, but pointed out that changing the articles of association to give it a profit motive would encourage HMRC to levy corporation tax, which BMAA currently does not pay. He also pointed out that virtually all the BMAA's income came from its members, so more profits could only come from higher subs and charges. He believed members only wanted to pay the minimum required to keep the association functioning well.

Tim Burrow added that while moving to a profit motive was not out of the question, changing the association's status to this effect would represent a fundamental shift and would not be undertaken lightly, though he acknowledged that it might open up opportunities. The matter would be kept under review.

Stephen Skinner (13909) opined that fees and subscriptions should rise in line with inflation, to avoid erosion of reserves.

Rob Hughes, knowing that *Steve Skinner* came from a gliding background, explained to the meeting that the BMAA had introduced corporate membership so that gliding clubs operating Eurofox tugs could join: subscription was be double the normal fee but would allow up to four aircraft to be permitted.

8 RESULTS OF COUNCIL ELECTIONS

Tim Burrow confirmed the results of the council elections. No vote had been necessary as the number of vacancies exceeded the number of candidates. Two people had left: *Mike Morris (2008)* resigned before taking up his position and *Eddie McCallum (????)* had decided not to stand again. Only one person, *Simon Heyes (12560)* had stood for election.

All council members became directors of the association, as was *Rob Hughes*.

9 PROPOSALS

A series of five proposals, as defined, proposed and seconded in Appendix 2, were put to the meeting. Results were as follows:

- (1) Approval of accounts 2022-23. Passed nem con.
- (2) Re-appoint auditors (*Rob Hughes* explained to the meeting that the type of audit would be decided by the council later). Passed, one opposed and three abstentions.
- (3) Membership fee increase by 7.5%. Passed nem con.

10 AOB

None.

11 DATE OF NEXT MEETING

Microlight Fly-in & Trade Fair, Popham Airfield, 4 May 2024, to be confirmed.

The chairman closed the meeting at 14:16pm.

Minutes prepared by Norman Burr

APPENDIX 1

ANNUAL REPORT



BMAA Annual Report 2023

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Chief Executive's report

Staffing

Our great strength lies in our staff members and there have been some changes to the team in the past year.

Amanda Lord had been working with us in promotions, social media and events and she indicated in early 2022 that she wanted to step down for personal reasons.

Amanda had been a great source of energy and enthusiasm but I turned her departure into an opportunity; bringing her function as well as that of advertising account manager in-house, we developed Kelly Thacker's role from Office Manager to Business Manager and she now acts as a highly-valued right-hand person to me in my role as CEO.

This created a vacancy for a Permit Administrator and we are delighted to welcome Carole Shepherd to the team. Carole is a keen aviator and glider instructor and had worked at a local gliding club for many years so she has slipped effortlessly into her new position.

Our Quality Manager Dave Simpson (who had served as BMAA Vice-Chairman previously) finally decided to actually retire and concentrate on flying his Balerit. Former CEO Geoff Weighell will return to the BMAA staff, though as an external contractor, in his place.

We also filled the vacant role of Flight Training Liaison & Safety Officer; Chloe Eriksen's previous aviation experience was as a military rotary wing instructor and, luckily for us, she lives in Deddington so is able to combine family life with helping BMAA members to fly more safely.

Airspace

The year has been a very busy one for the BMAA and it will only get busier. The airspace in which we fly is changing and the impact of this will be far-reaching. We don't own the airspace we use and we have to share it with others. Working out how to do this into the future is a topic that is concentrating many minds.

Remotely Piloted Aircraft Systems (RPAS) or – as many of us call them – drones are already flying in the UK and are currently separated from manned aircraft via segregated airspace. This is usually in the form of a NOTAM or temporary danger area (TDA). In future, all aircraft, whether manned or not and – crucially – when flown beyond the visual line of sight (BVLOS) will mix together in the same skies.

The Department for Transport has mandated its agency, the Civil Aviation Authority (CAA) to work out what the future of airspace will look like. All aircraft will likely have to be equipped with a form of electronic conspicuity to reduce the likelihood of getting too close to each other. This is not a simple task and I sit on CAA's Technical Coordination Group with the aim of ensuring that whatever solution is proposed is acceptable to microlighters.

Pilot Licence review

Pilot licensing may also undergo change as a result of the CAA's review. This is a multi-year process and the initial consultation indicates a desire for a 'PPL Light' licence based on the current NPPL system and then an ICAO-compliant PPL, but with the ability to seamlessly transition from 'light' to 'full' This could dramatically change microlight instruction as more pilots choose to start to learn on microlights.

Future airworthiness?

The final topic that is causing me to think well into the night concerns airworthiness. EASA is finalising the implementation of their 'Part-21 Light' airworthiness regime and it may be that the requirements of that system are lighter than the one we work to. While we sit outside of EASA, clearly the introduction of a less onerous airworthiness regime across Europe will cause the UK CAA to reconsider and this too may have significant consequences to British Microlighting.

I'll conclude by letting you into a secret; by now you will know that we have decided to sell Trek House, our home for the last 26 years, and to move to a modern office unit on a nearby business park. This makes financial sense as well as providing a more comfortable working environment for my colleagues. The 'secret' part is that I am currently sitting in the new office as I oversee the installation of new IT hardware and internet services. The wifi signal I am connected to is about an hour old so this is the first document to be created in our new home. Moving is always a bit stressful but the new premises will be an asset to British Microlighting as well as to the BMAA.

Fly safely and thank you for your continuing support as we face the changing world of aviation together.

**Tim
Burrow
BMAA
Chairman**

Chairman's Report

Another very busy year for both the BMAA and microlighting in general.

You will recall this time last year Rob Hughes had only been in the position as our new Chief Executive Officer for a handful of months so here we are now with a full calendar year under his belt and it's clear to see he has found his feet and is beginning to set down a couple of his own, very positive, personal influences on the shape and appearance of the BMAA.

We welcome a couple of new faces to the BMAA Team for the first time, following a decision to bring all the marketing and PR in-house, a role which Kelly Thacker has transitioned over to, meant we then welcomed Carole Shepherd into the office as an Administrator picking up some of the workload Kelly used to cover.

We also finally filled the Flight Training Liaison and Safety Officer (FTL&SO) position, I think this long-standing vacancy was well worth the wait. Chloe Eriksen joined us in September last year and brought with her a wealth of knowledge, experience and enthusiasm which is already proving to be a great addition to the team.

January this year saw the full BMAA office undergo one of its regular CAA Audits, a first for Chloe and Carole and in reality also for Rob Hughes as BMAA's Accountable Manager (That's CAA terminology for "the buck stops here"). The audit comprises rigorous testing, questioning and random inspections of paper trails and processes. It involves everyone in the office as all play a role in checking, issuing and archiving of the systems and processes the BMAA must follow to send out Pilot licences and Aircraft Permits.

The office passed with flying colours and received little more than one or two minor comments. A great achievement in both the training and handover of reins to our newest members and the great work Carole clearly did to impress the auditors so soon after joining us and finally of course the continued great work the team as a whole does in order to ensure we get things right every time.

At the AGM we must say thank you and goodbye to Eddie McCallum who has decided to step down from Council after serving for three years. At the same time and once the AGM concludes, we will then welcome Simon Heyes on board and wish him well in his steep learning curve as he takes up the reins and becomes a director of the BMAA. Thank you equally to both, without the volunteers we have who freely give their time, knowledge and experience, the BMAA could not achieve what it does.

We saw the British Team participate in the World Microlight Championships held in Hosin, Czech Republic. A very difficult competition this year where precision and timekeeping played a huge part in the task design; it was clear to see the host nation had really done some significant team training and managed to create a group of metronomes that could fly

microlights. The Czech team rightly dominated the top ranks in all classes with exceptional precision but to be fair Team GB fought a good fight and brought back some great results any nation should be proud of. Colin Johnson's week-long battle from the bottom of the table to a medal position was inspiring to watch. Well done to everyone that took part for Team GB, the support crew, sponsors and of course the flight crew themselves.

Owain Johns and Colin Johnson are currently working away in the background trying to assemble everything they need to put together a bid to the FAI (Federation Aeronautique Internationale) for the UK to host the World Microlight Championships in 2024. It is early days in the process but if they do manage to create a successful bid then this will be a great event for British Microlighting and something anyone and everyone can get involved with. Good Luck Owain and Colin.

Finally, possibly the biggest news item and most recent is the BMAA's decision to relocate to new premises. Whilst the offices in Deddington have served the association well since we bought them back in 1997, they are getting rather tired and in need of some significant investment to bring them back up to an acceptable working environment. With estimated expenditure in the region of £60k to £80k the Board and CEO felt that this did not make financial sense.

Somerville Court on Banbury Business Park is a dedicated modern office complex with great potential for the BMAA and a secure, warm, dry and comfortable place to work, expand and develop the association. Ohh, and the icing on the cake, it actually puts some cash in the bank and saves us money on annual running costs. Everyone's a winner.

Work in the building is currently under way, getting it ready for us and the planned move date is Wednesday 10th May. Fingers crossed all goes well and please bear with us for a few days on either side of the move whilst we negotiate any little niggles that are possibly going to crop up.

That is all from me, I hope you all have a fantastic flying summer, please fly safely, stay current and keep refining your skills as you strive always to become better pilots.

**Roger
Patrick
BMAA CTO**

Chief Technical Officer's Report

The BMAA Technical Office has been extremely busy during the previous year with no immediate let up in sight. This is all good news for the sport as it does mean that there are new designs and modified designs becoming available for members which increases the options available.

Working practices are now back to normal, although the ability to work remotely has added flexibility. The use of on line meetings is also now a regular part of the working practice which also saves on travel time and costs and reduces out of office time.

Light Sport Microlights

A large portion of the BMAA Technical Office time is taken up with the new Light Sport Microlight projects. Currently BCAR Section S is in a transition stage as the final Issue 8 has not yet been released, see progress report below. The new aircraft are being approved with a combination of BCAR Section S, CS-LSA and CS-VLA and also based upon the differences between the Czech UL-2 code and the German LTF-UL code both of which are specific for upto 600kg microlight aircraft.

In the last year the following major projects have been approved:

- Eurofox 2K with Rotax 915iS engine – This marks the first time that this engine has been fitted to a microlight on the BMAA fleet. This variant has also been approved for glider towing which is the primary purpose of this airframe and engine combination.

- Sportstar SLM with Rotax 914 UL engine.
- TL3000 Sirius – A composite aircraft with styling akin to the Cessna 172. This is the first approved microlight from TL Ultralights and also the first aircraft approved in the UK based on the Czech approvals and differences between the Czech code and BCAR Section S.
- Ikarus C42C at 560kg – This had been previously approved at 450/472.5kg but the build standard was such that existing aircraft essentially only require a weight and balance, placards and manual changes. These changes being processed by TLAC.
- Skyranger 600 has now been approved in both Swift and Nynja variants with the Rotax 912 UL alongside the previously approved 912ULS engine.
- Exodus DeltaJet 500 Stingray with BMW R1200 fuel injected engine – This is the first time that the BMW R1200 fuel injected engine has been type approved on a BMAA microlight, and also offers an alternative to the Rotax 912.

Current projects that at the time of writing are nearly approved:

- Pipistrel Virus 127 – This is essentially the EASA type Approved Virus 121 but with the Rotax 912UL engine and different instrument options.
- Eurofox 3k with Rotax 915iS engine – this is the nosewheel variant of the Eurofox, and will also be approved for glider towing. During this process approval for banner towing is also being carried out. (Note that special CAA permission for Banner Towing is required and it cannot be carried out commercially)
- Dynamic LSM 914 – This is based on the EASA Type Approved variant and the German LTF UL version, and will also include a glider tug option.
- C42B at 540kg – These aircraft will require some factory modification work for this option, and the extent of this will depend upon the build standard of each aircraft.

New Projects being worked on:

- TL Sting – Currently undergoing flight testing for UK approval.
- Shark – This is being imported by TLAC. The first UK specific example is expected later this year for final confirmatory flight testing and approval.
- Pipistrel Alpha 525 – This is to be approved at 525kg and increase from the previously approved 450/472.5kg variant. Work is well advanced on this and the first example should be in the UK shortly.

Projects that are lined up to commence work when time and the available data allows:

- Skyleader 400 and 600
- Dynamic 915

The following amateur built projects are also being reviewed/awaiting data:

- KFA Explorer
- Bushcat

There are also a number of other projects that are in early discussion stages details of which will be published at the appropriate time.

On Going Technical Office Approvals

The Technical Office has also continued with supporting the current members and manufacturers aircraft and have completed the following in the past year:

Major Modifications 48

Minor Modifications 81

Standard Minor Modifications 120

Mark Bailey, Design Approval Engineer, has been completing the majority of this work as we continue to expand his capabilities as his experience grows.

The Major projects include completed amateur built types, and also amateur built conversions. Also included are a number wing sail repairs to the flex wing fleet caused by either damage or general degradation.

We are also continuing the various weight increases from 450kg to 472.5kg for the SkyRanger and C42 fleet of aircraft. Note that this is by application to the BMAA Technical office in the first instance, see TIL 600 for details.

BCAR Section S Issue 8

I have been involved in the working group for the new issue of BCAR Section S, and this is now ready for final issue by the CAA, subject to any internal CAA scrutiny. This has been a long process as the aim was to align as closely as possible with the German and Czech Airworthiness codes, although after the public consultation process a number of changes were made that diverged from this, although they should be relatively easy to accommodate for UK Permit to Fly aircraft.

So all in all a very busy year and currently due to continue this trend, which whilst creating work for the Technical Office does also indicate that the UK Sport is thriving.

**Rob Mott
BMAA CI**

Chief Inspector's Report

NEW INSPECTORS

2022/2023 was a record year, nearly approaching double digits for new appointments. We are focusing on coverage, attempting to plug holes where we are light on inspector numbers. Recruitment and applications are strong with candidates from all corners; Cornwall, NI, Shetlands & the tip of Kent. Indeed, this is excellent news and bodes well for the future of all microlighting activity.

Aircraft Surveys

In 2022/2023, BMAA survey locations have included; Stratford Upon Avon, Yatesbury, Sleaf, Finmere, Defford, Hunsdon, Little Snoring, Clench Common, Damyns Hall & RAF Halton. No less than 15 airframes were reviewed. I am pleased to report that high standards were observed in all cases.

This oversight will continue for 2023/2024 with an overarching plan for BMAA to visit all flight schools over the next five years. Whilst visiting flight schools, we will also sample privately owned aircraft. This critical task is mandated as part of our CAA approval and is therefore not optional. If your aircraft is randomly selected, please comply with our requests to perform a basic review. Finally, CAA also performs this oversight independently of the BMAA.

BMAA Build-A-Plane #5: G-WDUS

The 5th BMAA Build-A-Plane has been completed. BMAA Tech Office is very thankful to all involved with the project. The amazing Benenden/JWA team led by Matt Commander, Headcorn Airfield for their generous FOC hangarage and use of facilities. BMAA Inspector – Joe Thomas and BMAA Test Pilot – John Hunt (for stepping in at such short notice - again). A special mention must go to Steve & Luke Williams (of EuroFOX UK) for their incredible support, assisting with last-minute tweaks and performing the reliability testing.



[Guide to Airworthiness \(TIL064\)](#)

The Guide to Airworthiness is the primary document for all BMAA owners, operators, pilots, providing an overview of responsibilities, descriptions of terms, and advice on various matters.

[600kg Differences Training \(TIL078\)](#)

The term Differences Training is used within the Air Navigation Order (ANO) to describe circumstances when training is REQUIRED BY LAW to be taken by an already licensed pilot when they choose to fly an aircraft with certain equipment or characteristics that the pilot has had no previous experience of.

Although the stipulated cases specified within law mandate training, pilots should always consider taking training whenever they choose to fly an aircraft with different characteristics, systems, controls, or equipment. A vast majority of mishaps result from incorrect pilot reactions or input that could have been avoided if specific training had been taken. Each pilot should use common sense; BMAA highly recommends to always undertake training, even if it is not legally required.



BMAA Inspector Seminar - TLAC

The Light Aircraft Company (TLAC) based at Little Snoring Airfield in northern Norfolk hosted the first (physical) aircraft seminar since COVID struck. The focus of the seminar, attended by around twenty inspectors, was that of the Ikarus C42, all models included; Alpha, Bravo and the new Charlie. Paul Hendry-Smith, (company owner) described all types in detail, from design and construction to "in-service issues" and noteworthy inspection points. All in all, an excellent learning opportunity, for which the BMAA sincerely thanks TLAC and their team. There are plans for another inspector seminar later this year and an "owner's day" to cover similar topics. Please see their website for details.



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.

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.

WINGS – Relaunch is a great success!

Lastly, but certainly by no means least, is the relaunch of the BMAA WINGS SCHEME has been a resounding success. A dedicated group of volunteers, led by the very capable Cath Spence (now on BMAA Council), spent tireless hours improving the scheme from tip to tail, from undertaking an award level to making an application and expanding the number of courses available. As a member, you can read all about the developments in Microlight Flying and also check out www.bmaa.org/wings for all the latest info.

Chloe Eriksen Flight Training Liaison & Safety Officer

Report from the Flight Training liaison and Safety Officer

I joined the BMAA team in September 2022, and have been made to feel extremely welcome within the Microlight community since then. My very first day in 'the office' was at the LAA Rally at Popham, which served as an excellent opportunity to meet the key personalities in the Microlight flying world.

In order to gain a better understanding of the existing safety performance of the BMAA, I began by collecting safety data from across the sector with the aim of identifying the main problems areas for Microlight flying. This review mainly focussed on data from 2022, and the findings were presented to the Instructor seminar in January 2023 and then published in brief in the February edition of Microlight Flyer magazine.

From the reviewed data produced by the CAA, the highest occurrence for BMAA registered aircraft in 2022 was 'Navigational error', although this does not represent the greatest threat. The next highest occurrences were the 'MAC/ Airprox' category and 'Loss of control ground'. These statistics on landing issues tied in with the data from the AAIB on microlight incidents and accidents, with over half of them occurring during the landing phase of flight. This is an area we shall focus on with our membership in 2023, particularly emphasising the message of 'if in doubt, go-around', and also the importance of wind appreciation and landing site familiarisation.

The review also highlighted the need to guard against airprox, and this is another area in which we intend to promote best practice. This will involve advice on the correct use of ATC services and EC systems and also stressing the importance of a good lookout.

Looking ahead, we are expecting the increase to 600kg to feature in our safety implications as our members are able to fly bigger, faster and heavier aircraft. We shall also be looking to reduce the number of infringements, although the figures for BMAA microlight infringements did not increase from 2021 to 2022. This work will focus on systems management, effective cockpit management and pre-flight preparation.

Sadly, our fatal accident rate in 2022 was 2, and we are working closely with the AAIB on the investigations into these tragic events.

My main means of communication to the membership on safety matters is via the monthly MF magazine and articles so far have included a focus on Just Culture and the importance of incident and accident reporting, and the most recent on RT procedures, to make our members aware of the latest CAA Safety Sense leaflet.

We are about to launch a safety campaign for the spring/ summer season on the importance of wearing harnesses when flying and this shall be promoted via print and electronic media channels.

We have established a safety network of instructors and flying schools and will use this group to reinforce safety messages. I am also updating the safety officers' handbook as well as the incident reporting procedures.

As part of my regular work, I have attended meetings either in person or via zoom for GASCo, CHIRP and any other relevant safety forums. I also periodically review all Microlight safety data that is produced by these agencies, along with the CAA, and the AAIB, and aim to publicise relevant events through eMF, our webpage and Facebook.

On the training side of the house, we held a FI (R) Course syllabus seminar late last year and together with the panel of examiners will be conducting a re-write of this material. In addition to this, I am always looking at how training can improve flight safety.

It has been a pleasure to respond to those members who have reached out to me directly, either with queries, safety issues or reports. It is my hope that this engagement will continue.

Looking ahead, and along-side the training work, I shall continue to promote safe flying practices through all available channels.

Kelly Thacker
Office
Manager

Report from the Administration Team

This year we have all been back in the office full time and it has been great to be back together and working as a team.

Membership – Karen Judd

The current membership stands at 3845 including family members. We have had 387 new members join since 1st April 2022. We now have 211 members on monthly direct debit.

New corporate membership type created and 3 gliding clubs have set up memberships.

C/O address member benefit is still proving popular and we now have 30 members paying to use the BMAA address on G-INFO.

Family members who have provided a personal email address can now create their own website account and have access to the members' area.

Licensing, Instructor and Examiner – Aaron Bliss

There were 272 NPPL applications in total processed from April 2022 until 31st March 2023.

BMAA members compared to non-members at time of licence application currently stands at 68.4% members and 31.6% non members.

Kelly and Aaron are currently working on getting licence application details onto CiviCRM database to ensure a more streamline procedure and an easier way to compile statistics. This is an ongoing project as we are working with Circle Interactive to update the database to allow it to process the information we need. Aaron will also be getting approval from the CAA to change the layout of the recommendation form so this can also be produced by the database.

BMAA's Instructor Seminar was held in January 2023. The turnout was fantastic; we had over 100 attendees and a full programme of speakers throughout the day. We also held an evening meal the night before the seminar for any instructors that wished to attend and we had over 50% of instructors join us for dinner. We have received some positive feedback from instructors and also some good ideas for the seminar in 2024.

Permits – Carole Shepherd

Permits has been busy since April 2022 only slowing for the weather as we moved into winter of 2022.

We have seen an uptake in revalidation paperwork since the middle of March 2023 as we are now approaching the flying season.

Most permit renewals are turned around in 24 to 48 hours unless there are queries on the paperwork.

Since April 2022 the admin team have processed 1521 permit revalidations for our members. Carole Shepherd joined as an administrator in September of 2022 and has been issued a signatory status for permit revalidations by the CAA and she can sign off weight reports. She has settled into the role and the team really well. She is now concentrating her training on standard minor mods and licensing.

Events – Kelly Thacker

We are attending 9 events in 2023. We are of course attending Popham at the end of April where we will hold the AGM and Award presentations. We will be attending the LAA Rally and this will be at Popham Airfield on 18th to 20th August 2023

We are working with Alex at Elite events with Private Flyer Fest North and South. We have been offered free landing and entry to all BMAA members and the details have been sent to members through email, Facebook and MF.

I would like to see the trailer and gazebo in use more and I am working on a trailer hiring policy if a school or club would like to borrow the trailer/gazebo but don't need/want BMAA staff to run the stand. This is still a work in progress.

Advertising – Kelly Thacker

We have 23 MF advertisers that are on 6 and 12 month advertising campaigns. The monthly income is around £2500 to £3000. This change is due to some advertisers being on a bi-monthly campaign. Since I took over advertising in August of 2022, some advertisers have not renewed due to various reasons such as cost and wanting to try different methods of adverts. We have 3 new advertisers in that time and all of them have renewed their campaigns for a second time.

Marketing, Promotions and Social Media – Kelly Thacker

I have now produced 5 postcards that can be handed out to people at events. These are much more cost efficient than the booklets. 2 postcards are about joining the association and the benefits and the other one is about Microlighting being low impact aviation.

I have produced postcards for 'Differences Training' and 'Guide to Airworthiness' both include the links to the booklets available on the website.

We no longer print the Wings booklets. We now have postcards to hand out to members that has a link on it to the Wings booklet that is on the website.

I have also updated 'The Official Guide to Microlighting' to incorporate the 600kg increase. We still have some of the older ones to use up but when new ones are ordered they will be more up to date.

There is some work to do on social media content that I hope to look at after the busy summer period to ensure we are maximising the potential of Facebook, Instagram and our You Tube channel. Our Facebook group now has 1183 members.

Other Admin News

Wings badges are still being awarded. Since April 2022 we have awarded the following:

- 12 - Bronze
- 8 – Silver
- 6 – Gold
- 2 – Diamond

Geoff Hill
Editor

Microlight Flying annual report for 2022/23

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. Long may it last.

On the BMAA Council, Rob Hughes is as supportive, helpful and pleasant to deal with as he was before he became CEO. Long may that last too.

Derek Lamb, who remains our representative on the council, continues to be incredibly supportive and positive, calls every month to check in on how things are going, and checks before council meetings if there's anything I'd like discussed.

As Norman has put it, he very successfully treads the fine line between being supportive, yet trusting us enough to stay at arm's length from the day-to-day operation.

The support of Rob and Derek means a lot to me and the rest of the MF team.

On that team, as always, Norman as Deputy Editor and Head of Pedantry is an invaluable source of information and wisdom based on his more than 40 years of involvement with Flightline and MF.

In design and production, Andrew Leatherbarrow has proved to be a worthy replacement for former Production Editor Ian Norris.

He has a great eye for design and a great sense of humour, and is slightly mad, so a perfect fit for the team.

On the reporting team, Brendan Digney, Steve Uzochukwu and Cath Spence continue to produce great copy, particularly from Brendan and Steve for Techtalk.

Adrian Whitmarsh was doing a brilliant job every month with Airspace Alerts, distilling squillions of Airspace Change Proposals into readable form, until he was felled by a stroke in autumn 2022.

Thankfully he's now well on the road to recovery, and hopes to resume duties soon.

Pagination

MF was reduced from 52 pages to 48 in 2013 because of a drop in advertising revenue.

In 2020, we returned to 52 pages, and where needed, with the welcome approval of Rob and Derek, on occasion to 56.

After Popham 2022, ads were brought in-house, with Kelly Thacker taking over as part of her new role as Business Manager.

Ads have stayed pretty steady since, but for financial reasons, in October 2022, Rob and the council decided that MF was to remain at a maximum of 48 pages until further notice.

Finance

In September 2022, Rob agreed to my request to increase the annual expenses allowance from £4,528 to £4,800, ie £400 per month.

At the time of writing, I'll have spent £2,166.47 to the end of April 2023, so significantly under budget, mainly due to a lot of good free stories from contributors.

A number of imminent flight tests, eg of LSMs, will soak up some of the rest, but I'll still come in under budget.

Other rates remain at £120 per 1000 words plus expenses, and flight tests at £230 plus expenses, as they've been since 2020.

Derek Lamb
BMAA
Treasurer

BMAA Financial Report 2020/2021

Profit and Loss Account (draft for approval overleaf)

After the difficult Covid years the BMAA finances settled down to match previous years more closely, although it was already clear at the last AGM that inflation was on the rise. This was contained in the 2021/2022 year but is turning out to be the biggest issue facing the association's finances in the coming year. We are a members' association registered as a Company Limited by Guarantee, a not-for-profit company with an objective over the years of breakeven.

In stable financial times budgeting and financial control is comparatively predictable, but it is significantly more difficult with the uncertainties of the effects of high inflation. This was Rob Hughes' first year as CEO and the attached results show these challenges are being successfully managed.

The financial reports show a surplus of £29,255. There were no extraordinary items of income or expenditure. The small surplus this year was a result of planned expenditure not being incurred rather than higher than expected income. The largest item in this category was the lack of expenditure planned for a Safety Officer. This is an important position in the association and there was council concern about the vacancy, which has now been successfully filled.

Another line item where higher expenditure was expected was property repairs and maintenance. The poor state of repair of the Deddington offices has been known for a while, but there had been council debate on the cost efficiency of major repairs. It was announced at the last AGM that council was looking at the viability of alternative office accommodation.

The news of the purchase of offices in Adderbury, some three miles from the existing offices, was announced at the time of the writing of this report. More detail will be announced at the AGM, but the decision not to spend large amounts on office repairs seems correct.

Turnover was £721,783, up 5.6%; Cost of Sales up 9.6%; and Administrative Expenses (Overheads) up 7.6%. These figures account for the lower surplus than the previous year.

Cost of Sales is largely driven by external financial factors and so more difficult to contain. The overall Profit and Loss results are satisfactory, though they indicate that continued careful management is needed to maintain our breakeven position.

Balance Sheet (draft for approval overleaf)

While the Profit and Loss account discussed above is important to members to assess the performance of the association over the year it is not required for submission to Companies House as part of the annual return. The Balance Sheet is a requirement, and reflects the going concern prerequisite.

Capital and Reserves have risen to £672,644, a 4.6% rise on the previous year. Fixed Assets have decreased to £186,800 due to continued depreciation allowances including the Deddington offices, and no tangible asset purchases during the year. The prime reason for the increase in Total Equity is the rise in Cash at Bank. At £463,052 this is high as a proportion of Total Equity even when the cyclical nature of cash holdings is considered (at their highest at financial year end in August which also reflects the point of downturn in summer flying activity). The high cash holding was based on the decision at the last AGM to look for alternative office accommodation. This has paid off in the association having cash reserves available for the purchase of the new building while the sale of the Deddington offices progresses subject to contract.

Summary and Outlook

The financial statements show that the BMAA is in a healthy situation currently with strong reserves and a good cashflow position. The biggest unknown is the effect of inflation on the budgetary constraints the association operates under. This is reflected in the membership fee increase proposal. Historically lower than inflation increases have resulted in deficits in following years, but with inflation forecast to drop this year it appears appropriate to limit the increase again in the next financial year.

The financial effects of the office move will be detailed in the next financial statements, but it appears on current projections that it will have a positive impact on Capital and Reserves without significantly diminishing cash holdings once completed. And of course, it will ensure that the association provides a good working environment for its staff to continue to deliver the excellent service members have come to expect.

BRITISH MICROLIGHT AIRCRAFT ASSOCIATION LIMITED
COMPANY LIMITED BY GUARANTEE
PROFIT AND LOSS ACCOUNT
FOR THE YEAR ENDED 31 AUGUST 2022

	2022 £	2021 £
Turnover	721,783	683,413
Cost of sales	(218,987)	(199,687)
	<u>502,796</u>	<u>483,726</u>
Gross profit		
Administrative expenses	(473,541)	(440,169)
Other operating income	-	25,000
	<u>29,255</u>	<u>68,557</u>
Profit before taxation		
Tax on profit	-	(4,750)
	<u>29,255</u>	<u>63,807</u>
Profit for the financial year		

BRITISH MICROLIGHT AIRCRAFT ASSOCIATION LIMITED
COMPANY LIMITED BY GUARANTEE
BALANCE SHEET
AS AT 31 AUGUST 2022

	Notes	2022 £	£	2021 £	£
Fixed assets					
Tangible assets	3		186,800		190,601
Current assets					
Stocks		62,242		61,027	
Debtors	4	36,781		29,701	
Cash at bank and in hand		463,052		441,018	
		562,075		531,746	
Creditors: amounts falling due within one year	5	(65,259)		(65,454)	
Net current assets			496,816		466,292
Total assets less current liabilities			683,616		656,893
Provisions for liabilities	8		(10,972)		(13,813)
Net assets			672,644		643,080
Capital and reserves					
Other reserves			16,270		15,961
Profit and loss reserves			656,374		627,119
Total equity			672,644		643,080

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

Company Structure (as at 01/04/2023):

British Microlight Aircraft Association Ltd
Trek House
The Bullring
Deddington
Banbury
Oxfordshire
OX15 0TT

Company No: 01678351

Executive Director:

Rob Hughes Chief Executive Officer

Non-Executive Directors:

Tim Burrow	Chairman
Bill Davis	Vice-Chairman
Derek Lamb	Treasurer
Rob Grimwood	
Eddie McCallum	
John Waite	
Cath Spence	

Company Secretary

Rob Hughes

Employed Staff

Chief Executive Officer	Rob Hughes
Business Manager	Kelly Thacker
Chief Technical Officer	Roger Patrick
Chief Inspector	Robert Mott
Design Approval Engineer	Mark Bailey
NPPL Administrator	Aaron Bliss
Membership Administrator	Karen Judd
Permit Administrator	Carole Shepherd

Contract assistance

Bookkeeper	Angie Parry
Flight Training & Safety Officer	Chloe Eriksen
Quality Manager	Dave Simpson

Editorial

Editor MF and eMF	Geoff Hill
Assistant Editor	Norman Burr

APPENDIX 2

AGM PROPOSALS



BMAA AGM Proposals 2023

PROPOSAL 1: Acceptance of 2021/22 Accounts

That the BMAA membership accepts the BMAA 2021/22 Accounts as prepared by Ellacotts LLP of
Countrywide House
23 West Bar
Banbury
Oxfordshire
England
OX16 9SA
and published in the 2019 BMAA annual report.

Proposed by
Mr Derek Lamb BMAA member 11134F
Seconded by
Mrs. Cath Spence BMAA Member 12151F

PROPOSAL 2: Appoint auditors

That the BMAA retains Ellacotts LLP of
Countrywide House
23 West Bar
Banbury
Oxfordshire
England
OX16 9SA
as auditors for the financial year 2022 – 2023.

Proposed by
Mr Derek Lamb BMAA member 11134F
Seconded by
Mr. Tim Burrow BMAA member 2240

PROPOSAL 3: Membership fee increase

The BMAA is a not-for-profit member association and aims to keep the administrative costs of microlighting as low as possible for our members. We set a budget for break-even and any surplus is re-invested.

Inflation is currently 10.1%. After considering the association's current position, financial commitments and, in particular, the wider economic situation, the BMAA Council proposes a below-inflation increase of 7.5% in membership fees. The change would take effect on 01 May 2023.

Proposed by
Mr Derek Lamb BMAA member 11134f
Seconded by
Mrs. Cath Spence BMAA Member 12151F