



**BRITISH MICROLIGHT
AIRCRAFT ASSOCIATION**

Annual General Meeting 2024

14.00hrs, Saturday 4 May

Popham Airfield



BMAA Annual General Meeting 2024 – Agenda

1. Apologies for Absence
 2. Welcome & opening remarks
 3. Accept the minutes of BMAA AGM 2023
 4. Chairman's report – *Tim Burrow*
 5. CEO's report – *Rob Hughes*
 6. Treasurer's report – *Rob Hughes*
 7. Members' questions in advance
 8. Results of Council election 2024
 9. Proposals
 1. Approval of accounts 2022/23
 2. Re-appoint Auditors
 3. Membership fee increase
 10. AOB
 11. Date and time of next AGM
-

MINUTES OF MEETING

MINUTES OF THE ANNUAL GENERAL MEETING OF THE
BRITISH MICROLIGHT AIRCRAFT ASSOCIATION
HELD AT POPHAM AIRFIELD AT 14:03h ON 4 MAY 2024



PRESENT

On the platform: *Tim Burrow* (chair of the meeting, 2240), *Rob Hughes* (CEO, 7571), *John Waite* (8424), *Derek Lamb* (11134F), *Rob Grimwood* (6573), *Simon Heyes* (12560), *Giles Fowler* (11005), *Cath Spence* (1215F), *Kelly Thacker* (Business Manager) – plus approximately 60 BMAA members in attendance.

1 & 2 APOLOGIES FOR ABSENCE, WELCOME AND OPENING REMARKS

Rob Hughes introduced the individuals on the platform. Apologies from *Joan Walsh* (1265F) and *Ginge Sunley* (1265F) were noted.

3 MINUTES OF THE 2023 AGM

Tim Burrow welcomed members to the meeting and asked for a proposal to accept the minutes of the 2023 AGM, which had been made available online well in advance and were taken as read. Proposed *Geoff Hill* (5563), and seconded *Cameron Spence* (12151F) that they be accepted as a true record: passed unanimously.

There were no matters arising from the minutes.

4 CHAIRMAN'S REPORT

Tim Burrow drew members' attention to the salient points in his section of the BMAA Annual Report (Appendix 1:3), in particular the need to change accountants part way through the financial year.

The other big event of the financial year, the move to new premises, was accomplished very successfully. The changover went smoothly and there was no disruption to services, a tribute not only to the planning of the operation but also to the constructive attitude of the staff, who he thanked wholeheartedly. Compared to the old offices, the working environment had vastly improved.

The Technical Office remained as busy as ever, with no sign of 600kg work relenting, and had processed an impressive number of new and modified aircraft since the last AGM, as listed by the CTO in the Annual Report (Appendix 1:5). The Association was planning to increase staffing to help with the workload.

The Instructors' Seminar had been completely rebranded this year and participants responded well to the revised format. Safety campaigns, in particular the Belt Up campaign regarding seat belts, had been very well received.

Undoubtedly the biggest upcoming event was the 2024 World Microlight Championships at Deenethorpe. He had been working with the core team of organisers throughout the winter but nearer the time the event would need a substantial amount of help, not just from volunteers but also from sponsoring companies. He was pleased to report that he now amassed had a long list of helpers for the event and thanked everyone for their commitment; it was not too late for others to become involved.

He told the meeting that the airfield would be Notamed for the duration of the event; visitors were welcome and flying in was possible, but would of necessity be controlled.



5 CHIEF EXECUTIVE'S REPORT

Rob Hughes began his address by paying tribute to the dedication and enthusiasm of BMAA's team of staff and contractors, which he was pleased to say was unchanged from last year apart from Geoff Weighell's very welcome return, as quality manager.

Membership numbers had been up and down, but had fallen by about 150 over the year. While this was a worry, it had happened against a background of all the other flying associations suffering considerably more. We needed to bear in mind the broader economic situation, and the fact the microlight flying was a luxury item.



Membership



British Microlight Aircraft Association www.bmaa.org



Permits



British Microlight Aircraft Association www.bmaa.org

Of greater concern was number of permit issues, which continued to fall at about 40 per year and was now 600 lower than its peak in 2008. “That’s fairly disastrous”, he said, as it meant fewer members, fewer permit fees, fewer aeroplanes, fewer people flying. He believed the reason was a mixture of increasing syndication and increasing popularity of SSDR.

“My stated aim when I got here was to flatten that curve.”

He was pleased to report, therefore, that the number of permits issued went up in 2023, by about 30. The advent of the DeltaJet, of which 30 had now been sold or ordered, had helped. In future numbers would be boosted by the considerable number of new aircraft types which were coming to the UK, many of them in display at this event. His aim was a further increase in 2024.

He then moved on to discuss the move to new premises (*pictured right*) at Adderbury.

The relocation had been achieved at no cost to the BMAA: Deddington had been sold for £350,000 less some tax, while the new premises had cost £250,000 plus some £28,000 to modify and equip the building to suit our purposes. After all costs, fees, etc, the association had gained approximately £20,000 by moving from a “dingy, damp dungeon” to a modern, well heated, well insulated building. Running costs were broadly unchanged.

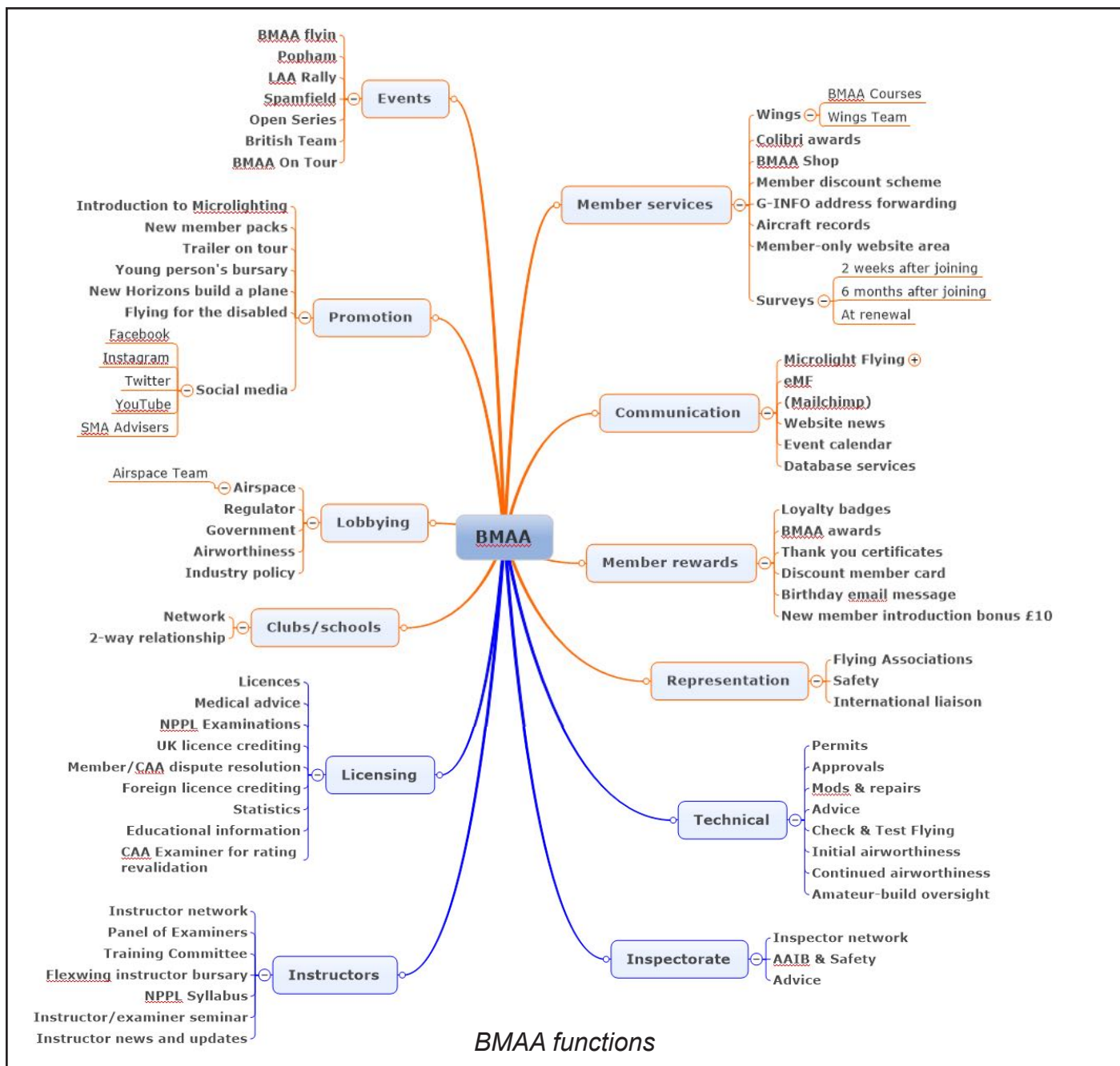
Rob went on to highlight the importance of working with other aviation organisations, particularly the LAA. He found the general aviation umbrella group, the General Aviation Alliance, very useful and showed the meeting a list of its members. He was strongly supportive of improving its effectiveness.

His next chart was an analysis of the BMAA’s various functions (*see next page*). The items in blue were the association’s vital functions, the reasons why members paid subscriptions – technical staff, instructor administration, the inspectorate – all the legal requirements that the CAA had tasked the association with handling on its behalf. The items in orange were the non-essentials, and were a good illustration of how much the BMAA provided in return for members’ subscriptions.

Turning to technical matters, we were now two and a half years into the 600kg regime and whereas traditionally the BMAA had approved one or two new designs each year, since August 2021 the technical office had approved a total of 14 (mostly heavier versions of existing types). Moreover, another 13 were in progress; he updated members regarding progress on each. He showed the meeting lists of both current and pending approvals (*see next page*).

To counter fears that the association’s emphasis was shifting to more expensive machinery,





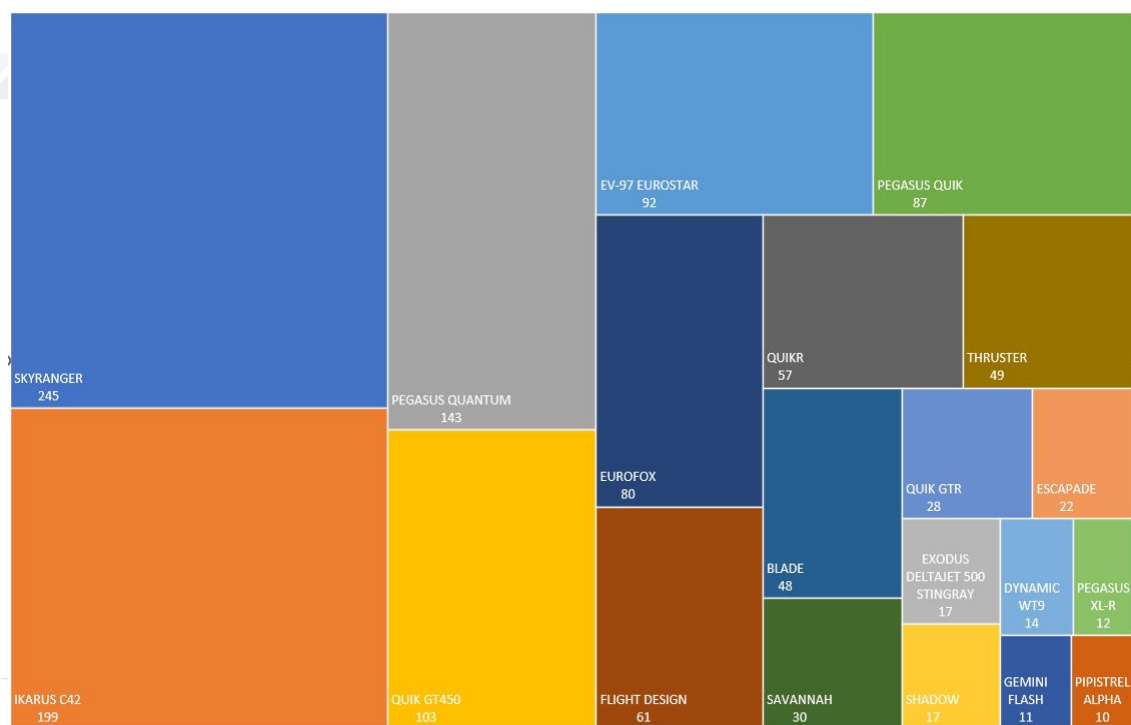
Approved

- Eurofox 2K with Rotax 915iS engine
- Eurofox 3k with Rotax 915iS engine
- Eurofox 499kg and 525kg
- Skyranger 600 Swift, Nynja variants with Rotax 912 UL and ULS
- Syrranger Nynja 500kg
- Ikarus C42C at 560kg
- Ikarus C42B at 540kg
- Exodus DeltaJet 500 Stingray with BMW R1200
- Sportstar SLM with Rotax 914 UL engine.
- TL3000 Sirius
- TL Sting
- Pipistrel Virus 127
- Pipistrel Alpha 525
- Dynamic LSM 914

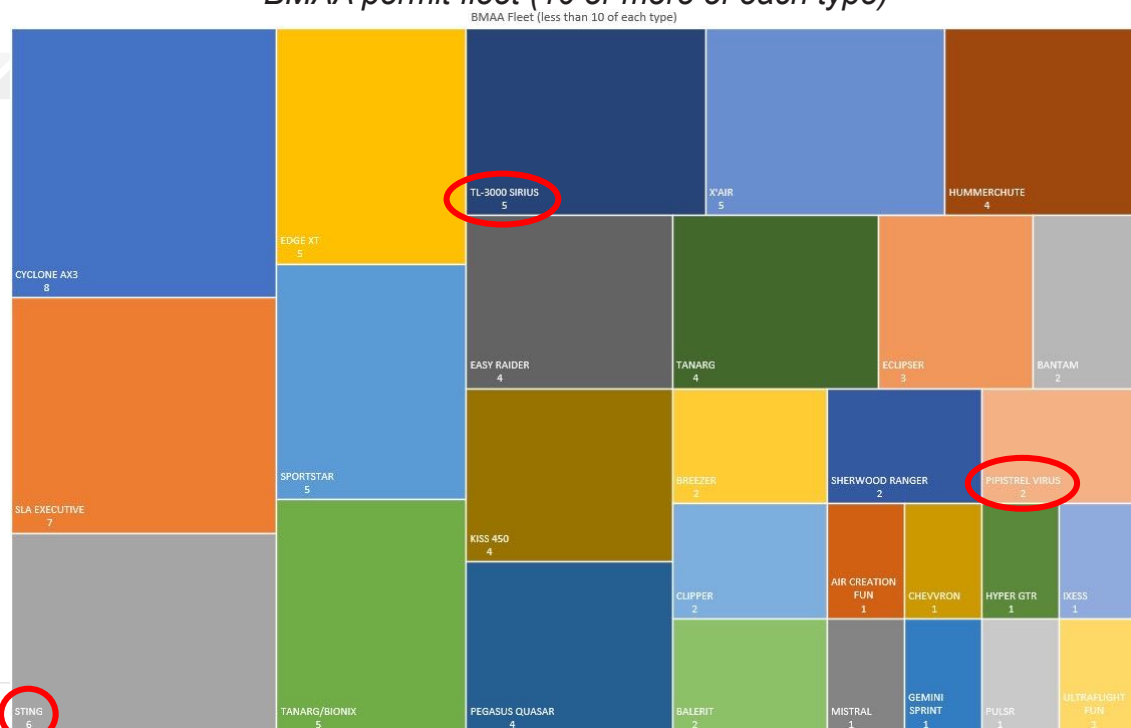
New Projects being worked on:

- Shark
- Bobcat
- Skyleader 400 and 600
- Dynamic 915
- JMB VL3
- KFA Explorer
- Bushcat
- Stampe SV4-RS
- Groppo Trail & G70
- Stratus P17/Echoplus
- Savannah SR
- Ellipse
- Bristell

Aircraft approvals



BMAA permit fleet (10 or more of each type)



BMAA permit fleet (fewer than 10 of each type)

he then presented a tree map (*shown above*), to illustrate the different numbers of the various designs in permit. This showed that the overwhelming majority of the BMAA permit fleet was made up of established designs such as the Skyranger and Quantum. The number of more exotic aircraft was growing, but he assured members that the association had no intention of allowing more mainstream microlights to be sidelined.

Growth in aircraft numbers was also coming from a big rise in sub-70s and SSDRs, aircraft for which the BMAA had no statutory responsibility and whose owners were often non-members. Nevertheless the association firmly supported these sectors, believing that they drew people into the sport who might otherwise never have got involved in flying. Some of those would go on to

become members and perhaps fly permit aircraft – indeed one such pilot had recently become a BMAA instructor.

Turning to regulatory matters, he reported that EASA had produced a document called *Part 21 Light*, which proposed a self-declaratory system. This would be a huge change, but as yet there were no details. In parallel, the CAA's had set up a working group to review UK airworthiness regulations, a task that would include examination of the EASA proposals.

Of more immediate importance was the CAA's ongoing licence simplification review. Within NPPL, the system was clear and straightforward, the complications came with the myriad licences that applied to other forms of flying, and the credits that applied when a pilot was moving from one category to another. The CAA's target was to create a new single licence covering all these groups within the UK, leaving the existing PPL to cover those with ICAO requirements.

The CAA's proposals would recognise crediting and seamless training. At present, although landing a Skyranger, for example, was harder than landing a Piper, the skills learned in a microlight could not be credited against the licence requirements for heavier forms of flying. The proposals would end this illogicality and thus had enormous positive implications for the sport in terms of both microlight numbers and membership numbers, as well as opening doors for members who wished to try alternative forms of flying.

Although this change would not affect the typical microlight pilot, it was nevertheless “massively important” and he implored members to get involved with the consultation process – the deadline was imminent: 22 May. The BMAA's position was set out on the CAA's consultation portal but members were free to agree or disagree with it as they wished: the important thing was to participate.

After the consultation the CAA would decide which existing licence the new licence would be modelled on: NPPL, LAPL or SEP. The CAA's preferred route was the NPPL. Then the implementation stage would commence, to finish in spring 2025, with the new system coming into operation in 2026.

Another licencing matter deserving attention was the difference between a sub-ICAO licence and an ICAO licence. The BMAA's position was that if the training microlight pilots have all had could be counted, there would be a five-hour gap between the two. At present, anyone wanting an ICAO licence had to spend money and time repeating training they had already undertaken.

Next he discussed airspace. “There is massive government pressure to change UK airspace to make the UK the best drone environment in the world”, he said, the intention being to facilitate deliveries, air taxis and, later, autonomous air taxis.

In due course there would be RPAS BVLOS (remotely piloted aircraft systems, beyond visual line of sight), integrated airspace (IAS), surveillance mandatory zones, and compulsory electronic conspicuity (EC).

The deadline for delivery had been extended to mid 2025 but he thought this was still far too optimistic because the issue was extremely complicated; it seemed the more work they did, the more complicated the situation became.

EC was particularly problematic; he was part of the CAA technical coordination group dealing with it. The original idea of all crewed aircraft having a 1090MHz ADS-B transponder and all uncrewed ones an 978MHz ADS-B transponder had been dropped because it wouldn't have worked. Current thinking was to coordinate existing devices, perhaps via other aeroplanes in the air, rather than attempt an imposed standardisation. So devices like FLARM, or even mobile phones, might be useable. There was no single answer.

He finished his address by urging members to encourage other pilots to join the BMAA. The forthcoming legislative changes made it particularly important for flyers to have representation.

Rob then invited questions from the audience.

Geoff Hill asked if there was any movement regarding Ireland's requirement for visiting pilots from Northern Ireland to have a Class 2 Medical. Rob replied that the Irish authorities had been approached but had refused to consider a change of policy.

John Hunt (2501) asked whether the Technical Office was spending a disproportionate amount of time approving new hotships compared to looking after more mainstream microlights – for instance the issue of permits to test fly on new Skyrangers, which he knew from experience were experiencing long delays.

“Maybe,” replied Rob: he acknowledged the problem. However, he believed 600kg represented the future of lightweight flying in the UK and that if the association had not taken it on board, the work would simply have gone elsewhere, to the long-term detriment of the association. Much of the workload – which he accepted was considerable – had been farmed out, to reduce the pressure on the Technical Office, and the association was advertising for an extra member of staff.

Spencer Harvey (5841) asked whether the association was making a good profit on the certification work. Rob replied that the BMAA was a non-profit organisation, but he assured the room that it certainly did not lose money on approvals. The easy route would be to hike fees to reflect the value of the product being certified – an argument put to him when he asked the LAA why its fees for his own homebuilt had risen from £300 to £800 – but he did not subscribe to it. He believed fees should reflect the value of the work being done, not the value of the product being worked on. Having said that, he had a lot of sympathy for the LAA technical office, which was itself extremely busy handling a large and very diverse fleet. He believed it simply did not have the capacity to take on new aircraft, witness the fact that it had yet to complete its first 600kg approval.

6 TREASURER'S REPORT

Rob Hughes explained that because of the resignation of *Derek Lamb* as Treasurer earlier this year, and the need for his replacement *John Waite* to step down shortly after appointment due to health issues, the Treasurer's post was currently vacant. Immediately after the conclusion of this AGM a council meeting would be held, at which he expected a new Treasurer to be elected. In the meantime he would present the Treasurer's report.

The council had decided to change the financial year end, so that it coincided with the calendar year. As a result, 2022-23 was a 16-month year, which had caused problems for him and the bookkeeper because it complicated year-on-year comparisons and complicated reporting.

Profits for 2022-23 were £168,000, versus £33,424 in 2021-22, boosted not only by the longer year but also by two exceptional items: the sale of the Deddington property and the sale of the second Skyranger New Horizons kit for £55,000. When all these items were stripped out of the profit figure, there was a surplus of approximately £19,000 (2021-22: £33,000), which he believed was a reasonable result.

Capital and reserves were now £699,932 (2021-22: £530,422), and cash at the bank was £557,023 (2021-22: £463,052). The BMAA was in a sound financial situation.

Now that the move had been accomplished, the investment policy regarding the reserves was being revised, with some funds placed in longer-term investments.

Turnover was £987k (equivalent to £740k on a normal 12-month year), versus £725k for 2021-22. Cost of sales was £264k (£198k 12-month equivalent, £218k for 2021-22). Overheads were £541k (£405k 12-month equivalent, £473k for 2021-22).

To aid comparison of 2022-23 and 2021-22, he showed the meeting a table (*reproduced overleaf*), which included a column of equivalent 12-month figures for 2022-23. He explained that some of the variation between the two sets of 12 month figures was due to the new accountant moving some items from one category to another, particularly subscription income. Formerly, the whole of a member's subscription was regarded as an asset on the day it was received, now it was deferred income, to be credited as an asset month by month as the year progressed. As a result, while the overall comparisons were valid, sector-by-sector comparisons were less reliable.

In summary, the BMAA was a company limited by guarantee, working on a not-for-profit basis, which is the most suitable for a membership association. It aimed for a zero surplus after inflation and exceptionals. The period of high inflation appeared to be over; nevertheless membership fees would continue to rise broadly in line with inflation, to ensure that there were sufficient funds to recruit another engineer for the Technical Office, which was the priority this year.

	2023	12 month	2022	
TURNOVER				
Membership fees	411,626	308,720	308,531	0.06%
Magazine income	52,081	39,061	47,842	-18.35%
PR, marketing and sales	10,455	7,841	6,573	19.29%
Airworthiness document fees	427,376	320,532	312,702	2.50%
Inspector fees	7,266	5,450	6,490	-16.03%
LIAC NPPL (CAA)	50,020	37,515	32,920	13.96%
Examiners fees	2,292	1,719	2,667	-35.55%
Instructor fees	14,645	10,984	8,227	33.51%
Profit on sale of plane	11,482	8,612	-	
	987,243	740,432	725,952	1.99%
COST OF SALES				
Magazine and newsletter costs	171,011	128,258	126,500	1.39%
Airworthiness and technical	11,911	8,933	532	1579.18%
Safety costs	22,828	17,121	918	1765.03%
Panel expenses	878	659	505	30.40%
Postage and stationery	12,678	9,509	8,156	16.58%
Club commissions	1,590	1,193	770	54.87%
PR, marketing and sales	21,464	16,098	55,476	-70.98%
Civil Aviation Authority	10,397	7,798	12,802	-39.09%
Competitions and events	6951	5,213	8,121	-35.81%
Test pilot insurance	5,207	3,905	5,207	-25.00%
	264,915	198,686	218,987	-9.27%
EMPLOYMENT COSTS				
Wages and salaries				
Staff NIC				
Directors remuneration				
Staff pensions				
Private health insurance				
	493,348	370,011	316,900	16.76%
ESTABLISHMENT COSTS				
Rent	2,000	1,500	1,500	0.00%
Rates	19,057	14,293	5,919	141.47%
Light, heat and power	4,669	3,502	-	
Insurance	79,224	59,418	60,056	-1.06%
	104,950	78,713	67,475	16.65%

Comparison of 2022-23 and 2021-22 financial years

The association was stable and well regarded, and ongoing risk assessments would be continued to ensure this was maintained. There were considerable growth prospects for 600kg aircraft but most of the fleet remained in the classic weight categories and support for current fleet remained the priority.

7 MEMBERS' QUESTIONS IN ADVANCE

None had been received, so Rob invited questions from the audience.

Owain Johns (0362) asked if it had been wise to change auditors. Rob replied that the association has stayed with the same auditors for many years because the partners in charge changed regularly, ensuring that the accounting outlook continued to be refreshed. The final change, however, had been to an accountant who was dissatisfied with his predecessors' approach; this in turn had prompted a broader review of the situation and the costly and time-consuming move to a different firm.

Owain also asked if, after such an upheaval, it was still possible to make reliable forecasts for turnover, cash flow, membership numbers, etc. He pointed particularly to the decline in membership.

Rob replied that it remained easy to make financial predictions because the BMAA was a semi-monopoly and its operations very predictable, with a stable turnover of around £700k per year. Membership decline was due largely to external circumstances and there was evidence that the council's efforts to stabilise the situation were bearing fruit.

Martyn Ingleton (4218) asked whether the accountants' historical errors had any taxation implications. Rob believed not, as subscription income was not taxable.

Spencer Harvey (5841) asked whether the BMAA was able to use deferred income for trading purposes. Did the concept imply that members could get a partial refund if they terminated membership before the end of the year?

Rob didn't know the answer to the first question, but told the meeting that the association did not normally offer refunds, though it exercised discretion in exceptional cases.

8 COUNCIL ELECTION RESULTS

Rob reported that as there were two vacancies on the council this year but only one candidate, *Giles Fowler*, there had been no need for a vote. Giles (*pictured right*) was thus elected "by acclamation".

There remained one vacancy on the council, which the council could co-opt an individual to fill. There would be a council meeting following the end of this AGM and he invited suggestions for possible co-optees.

9 PROPOSALS

Three motions were put to the membership, as follows:

- (1) **To approve the accounts as presented for financial year 2022/23.** Proposed *John Hunt*, seconded *Spencer Harvey*. Passed unanimously.
- (2) **To approve KM Business Solutions Ltd, 1st Floor, Block C, The Wharf, Burnley, Lancashire, BB11 1JG as the Auditors for financial year 2023/24.** For the record, Rob told the meeting that the same company audited the accounts of the Chairman, but he did not believe any conflict of interest arose. Proposed *Spencer Harvey*, seconded *David Broom (4400)*. Passed unanimously.
- (3) **To increase the regular membership fee by 4%; other membership categories to be increased at the same rate.** Rob explained that when the figure was decided, inflation was 3.9%. It had declined since and currently stood at 3.2%.

There was some discussion about the need for a rise, in view of the size of the reserves, but



the need to increase the staffing of the Technical Office was acknowledged. Proposed *Geoff Hill*, seconded *Jeremy Rawlings (7643)*. Passed unanimously.

10 ANY OTHER BUSINESS

There was discussion about the differences training for conversion to 600kg; more than one member reported having been told different stories by different instructors.

Rob replied that the BMAA had no control over the syllabus or the instructorate, it merely administered it on behalf of the CAA, a function which included support of the Panel of Examiners. Arrangements for handling conversion were entirely up to that panel.

A panel member explained that of necessity the training was specific to each individual and each aircraft, so it was not possible to publish a simple formula.

11 DATE OF NEXT MEETING

Microlight Fly-in & Trade Fair, Popham Airfield, Saturday 3 May 2025, to be confirmed.

The chairman closed the meeting at 15:13pm.

APPENDIX 1

ANNUAL REPORT



BMAA Annual Report 2024

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**Rob
Hughes
BMAA CEO**

Chief Executive's report

Staffing

Following some changes last year, I am pleased to report none in the last 12 months! We have an excellent team, both in the BMAA HQ as well as external contractors. The list is available at:

<https://www.bmaa.org/the-bmaa/the-people-behind-the-scenes>

Office move

We are now very much settled in our new office. We took the opportunity to renew some IT infrastructure and ensure our systems are up to date so the service is better than before. We also benefit from a modern working environment that I know staff members enjoy.

Airspace

The Department for Transport has mandated the CAA to create an environment in which RPAS (remotely piloted aerial systems, or drones) can fly in BVLOS (beyond visual line of sight). In other words, the operator cannot see the RPAS as it may fly long distances. This requires a whole-of-airspace reorganisation, from rules of the air to categories of airspace and electronic solutions to try to minimise the risk of conflict between RPAS and other airspace users.

I am closely involved in many aspects; I sit on the CAA Technical Coordination Group looking into electronic conspicuity and act as the coordinator for the GA Alliance airspace policy group.

Representation is absolutely vital if we are not to be ignored and shoved into the corners of UK airspace while the Government presses on with its desire to make the UK an innovator in the sector.

Pilot Licence review

This consultation has reached stage 2 and the deadline for responding is 22 May. I urge you to take part; see the BMAA website for full details and guidance.

<https://www.bmaa.org/news/bmaa-news/caa-licence-simplification-consultation>

There is an opportunity to influence the CAA in a way that will benefit microlighting, perhaps even to make the NPPL (m) the automatic choice for anyone learning to fly.

600kg

The new weight limit continues to revitalise not just microlighting but also general aviation. We have approved many new types and continue to attract more suppliers. The microlight class is the major growth area in general aviation in the UK and offers cost-effective, accessible and eco-friendly aviation, particularly when compared to traditional, heavier aircraft types that still rely on leaded fuel.

Airworthiness

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

2023 turned out to be an odd year for many, with weather that never really settled and flying plans being scuppered and challenged at many points throughout the year. It seemed the only break in the pattern would be a lull to let the rain through.

Unfortunately, a rather strange chain of events also led us to look for new auditors in 2023. This didn't cause any issues regarding the running of the association, but it took staff time to resolve. We

now have new auditors appointed, and they have conducted the year-end financial reports for the outgoing year, which are presented separately by the Treasurer.

The bones of the issue started with Ellacotts (our long-standing auditors and the auditors appointed at the 2022 AGM) being very late issuing the accounts for the 2023 AGM, despite our repeated nudges.

However, the accounts arrived, were accepted and duly presented for the AGM and membership approval, which was voted upon and accepted.

Very shortly after this, when submitting the approved account to Companies House, a new partner within Ellacotts decided to change the format of the accounts and requested that we accept the change immediately to meet the filing deadline.

Whilst the format change did not affect the BMAA's financial position, the reporting structure materially changed the accounts we had previously presented to the membership.

We later challenged Ellacotts about the difficult position they had put us in regarding alterations to member-approved accounts 48 hours before a regulatory filing deadline. To our surprise, they accepted their shortcomings and resigned with immediate effect.

The board immediately looked for alternative auditors, had discussions with three firms and decided to appoint KM Accountants. Our new auditors have advised that neither reporting model is wholly incorrect; however, as the report for 2022/23 has been changed to a more current version, it would make sense to continue this format.

It is worth noting that the format of the reported accounts was never an issue for the board. It was Ellacotts' action at such a late stage to bring about this change after draft accounts had been submitted to the membership, voted on, and accepted. We all found this a very disappointing position to be in, after many years of otherwise cordial relations with Ellacotts.

On a brighter note, between the blasts of wind and rain, last year did see the Tech Office add to the ever-growing list of heavier, more slippery and ever more shiny toys for us to choose from. The Tech Office still remains heavily loaded with work, and plans have been in place for a large portion of last year to bolster capacity within the office, hopefully with an additional design engineer. (See Rob Hughes if you fall into this category of interested candidates)

The office relocation went extremely well, largely due to the meticulous planning and execution of it by the staff, and reported no loss of service throughout the transition. Now, with a full year under our belts in the new offices at Adderbury, the move has proven to be a success, and it was definitely the right decision to relocate. The whole team has now settled in and I believe, from reports, it is fair to say that everyone is pleased with the move and much happier in the much-improved working environment.

Thank you once again to all our staff in the office for another great year of achievements and consistent hard work, not just the Tech Office. This takes a whole team effort approach to enable the BMAA to do what it does. Admin, Memberships, Licensing, Marketing, Accounts, Safety Officer and even the CEO does a bit.

Let's remember one other significant piece of news for 2023: Owain Johns and Colin Johnson placed a bid for the UK to host the 2024 World Microlight Championships.

It may be that you are only now starting to hear about this, but let me assure you; winning the bid and successfully delivering on that promise takes a dedicated team a whole year.

Joined by Angela Cox as Chief Scorer and me as Chief Marshall, the four of us have been beavering away in the background for the best part of 10 months to reach this point.

This will be the largest event on the BMAA calendar for 2024. It is run entirely by member volunteers and enabled by the sponsorship and support of numerous industry manufacturers, distributors, and service agents.

By the time the championship goes live on 22nd July 2024, we will have received direct assistance, support and volunteer efforts from at least 50 members. That's a massive team effort. Thank you to everyone who is already involved, and if you wish to join us in what is promising to be a fantastic event hosting over 100 crew flying approximately 60 aircraft and representing no fewer than ten nations, please get in touch with any one of the four primary organisers: myself, Owain, Colin or Angela.

Finally, I wish you all a fantastic 2024 flying season. Please fly safe, and if the winter weather has held you away from flying for as long as it has for many, please seek all the assistance you need to get back into the air safely. An hour with an instructor is far cheaper than an hour with an insurance assessor.

Tim Burrow
Chairman

**Roger Patrick
BMAA CTO**

Chief Technical Officer's Report

The BMAA Technical Office has had an extremely busy year, and this looks to continue throughout 2024. This has been a combination of new types and modifications to existing types primarily to operate at higher weights.

During the year the BMAA offices moved which was achieved with relatively little disruption which is a credit to all involved.

Microlight and Light Sport Microlight Approvals and Progress

In May of last year the UK Microlight airworthiness requirements CAP482 BCAR Section S Issue 8 was finally released which now covers microlight aeroplanes up to 600kg. For the lighter end there has been very little significant changes. Most of the significant changes being applicable to the heavier and faster end of the spectrum. The spin testing requirements have also been changed significantly and an Equivalent Level of Safety (ELS) option is also available based on EASA ELS for type certified aircraft. The BMAA Technical Office was heavily involved with the compilation of this document working with both the CAA and the LAA. The publication also provides clarity on the requirements.

In the last 12 months the following totally new types have been approved and issued with BMAA Permit to Fly Certificates:

Pipistrel Virus SW127 BCAR-S – A two seat high wing composite aircraft powered by the Rotax 912S. This aircraft is based upon the EASA Type Approved Pipistrel Virus SW 121.

WT9 Dynamic LSM 914 – This is a modified version of the EASA Type Approved WT9 Dynamic, but with a Rotax 914 engine, and a number of other minor changes.

TL2000 Sting S4 – A two seat low wing composite aircraft powered by the Rotax 912ULS engine. The aircraft is a UK specific variant of the TL2000 Sting S4A UK.

The following aircraft types have had a significant upgrades, primarily with regard to increase in AUW:

Ikarus C42C – Increase in AUW to 560kg, this was always intended to be approved at this weight, but had an interim approval at the original 450.472.5kg AUW whilst waiting for the final changes to the UK microlight definition. All UK C42C aircraft should transition to the higher AUW as there are no structural differences.

Ikarus C42B – increase in AUW to 540kg. This is subject to some structural differences from the original C42B, details available from TLAC.
Quik GTR – Increase in AUW to 472.5kg. No structural changes required.
Eurofox 3K with Rotax 915iS engine – previously only the 2K taildragger version had been approved but is now available.
Pipistrel Alpha 164A – Increase in AUW to 525kg. Currently it is not available for existing Pipistrel Alpha 164 aircraft to be up graded.

Projects in the final stages of approval completion:

Shark 600UK – A two seat tandem, low wing composite aircraft with retractable gear and the Rotax 912ULS engine.
WT9 Dynamic 915 – A two seat sided by side, low wing composite aircraft with either fixed or retractable gear and the Rotax 915iS engine.

Projects currently being worked on for approval later in the year:

Echoplus/Stratus P17 – An amateur built two seat flexwing aircraft.
Skyleader 400 and 600 – A pair of two seat side by side low wing metal aircraft, factory built.
Gropo Trail 600 – An amateur built two seat tandem, high wing, metal aircraft.
KFA Explorer – An amateur built two seat sided by side, high wing tube and fabric aircraft.

There are also a number of other projects, details of which will become available as they progress.

Other Technical Office Approval Approvals and Work

In combination with the above aircraft type approval/acceptance work we have also been dealing with individual member projects, new amateur built aircraft and also weight upgrades.

The following is a summary of the work completed in the last 12 months:

Amateur Built Aircraft Completed 6
Major Modification 40
Minor Modifications 80
Standard Minor Modifications 73

The number of aircraft that have had weight increases without significant design changes are approximately 220 in total since September 2021. This work has also recently been made more challenging by the changing attitudes of the French authorities with regard to overflight permissions, which have resulted in a number of designs having their AUW decreased, in some cases after an increase, so that the aircraft comply with the French microlight definition. Hopefully with some common sense applied this situation may become easier in the future.

**Rob Mott
BMAA
Chief
Inspector**

Chief Inspector's Report

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

NEW PERMITS - 2023

The BMAA now has four full years of data regarding new BMAA Permit to Fly Certificates:

YEAR	Permit Type						Construction Type		New Kits Registered
	NEW	Replacement	Change	Return from SSDR	Revocation	Total	Am-builds	Factory	
2020	25	3	7	2	3	40	8	17	10
2021	30	4	5	0	0	39	5	25	10
2022	48	3	9	1	2	53	5	43	6
2023	64*	1	4	0	1	70	4	60	12

*Includes 7 CTLS transitions

Breakdown of the 64 New Permits in Calendar Year 2023

A/C Type	EFOX	D-JET	C42	TL-ULT	CT	SKYR(F)*	SKYR(A)*	GTR/QUIK	VIRUS	WT9 LSM
Number	13	13	11	8	7	4	4**	2	1	1

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

OBSERVATIONS

- The overall amount of Permit to Fly certificate work has nearly doubled in the four years.
- The ratio of new factory aircraft to am-build completions is increasing. In 2023, the ratio was 15:1, i.e., 15 factory aircraft for 1 amateur build (this does include the CTLS transitions).
- The number of new kit registrations increased in 2023. Hopefully, this trend will continue.
- Control type breakdown of the 2023 deliveries. Of the total 64 aircraft; 50 Fixed-wing & 14 Flexwing.

Aircraft Surveys

In 2023/2024, BMAA survey locations have included; Westonzoyland, Wellesbourne, North Weald, Enstone, High Wycombe, Firms Farm & White Waltham. No less than 10 airframes were reviewed. I am pleased to report that, generally, good standards have been observed.

This oversight will continue for 2024/2025, with an overarching plan for BMAA to visit all flight schools over the next five years. While 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, the CAA also performs this oversight independently of the BMAA.

A8-1 APPROVALS

Civil Aviation Authority A8-1 is the favoured UK regulation standard for the production of factory-built microlights. Since the introduction of 600kg Light Sport Microlights in 2021, BMAA has taken a more proactive role in encouraging and assisting new manufacturers to deliver a greater variety of aircraft to the UK marketplace. In 2023, two new companies have gained CAA approval status; congratulations to both Zall JIHLAVAN Airplanes (Skyleader) and Ellipse Aero s.r.o. BMAA has just assisted two new applicants in submitting their applications to CAA: I.C.P. Srl (Savannah) and BRM Aero (Bristell). BMAA is continuing to work with other new companies. Keep a watch for updates published on BMAA media channels.

SERVICE BULLETINS & MPDS

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

- BMAA: DRAFT 2983 Semperit Fuel Hose, DRAFT 2996 ICP SB031 Savannah wing strut attachment cracking & replacement (*affected owners already notified*).
- Flight Design: SA-ASTM-CTLS-05 - Safety Alert Checking Nut on Stabilizer Control (*BMAA notified by CAA*).
- PSA: #147 Issue 3 Roll swage cables & #159 Hand throttle microswitch. #160 Hang bracket back stop.
- Rotax: MPD 2023-002-E Engine – Propeller Gearbox Magnetic Plug – Inspection / Propeller Shaft Replacement

- Flylight: #001 Cable replacements #002 BMW Gearbox, #003 Deltajet MTOW tempo 400kg + EMPD 2024-001-E

ELECTRIC AVIATION SYMPOSIUM – FLUX AVIATION

A possible glimpse into the future. Members of the BMAA Technical Team were invited to attend the inaugural Electric Aviation Symposium, an event kindly hosted by Flux Aviation on the topic of electric flight. A wide range of topics within the subject were discussed, including current and future projects, challenges facing the adoption and implementation of electric aircraft/microlights, and exploration of some unique advantages electrification has to offer. It was a successful and thought-provoking event that should become an annual occurrence..

Chloe Eriksen Flight Training Liaison & Safety Officer

Report from the Flight Training liaison and Safety Officer

I have continued to attend the office or work from home on a part-time contractual basis.

In order to gain a better understanding of the flight safety performance of the BMAA, I collect safety data from across the sector. As part of my regular work, I have attended meetings either in person or online for GASCo, CHIRP and any other relevant safety forums. I also periodically review all microlight safety data that is produced by the CAA and the AAIB, and aim to publicise relevant events through eMF, our webpage and Facebook.

An important part of my work includes identifying flight safety issues within the microlight community from any one of these agencies or from the members and taking action to promote awareness and reduce further incidences. This process is continually ongoing.

From the data for 2023 produced by the CAA, once again, the highest occurrence for BMAA registered aircraft was 'Navigational error', although this does not represent the greatest threat. The next highest occurrences were the 'MAC/ Airprox' category and 'Runway incursion'. We shall continue to focus on aiming to reduce airspace infringements as well as airprox incidents by advocating thorough threat and error management and pre-flight planning.

'Landing issues' continues to feature as the most common factor in AAIB accident investigation reports for 2023, and this has been, and will continue to be an area of focus for the BMAA along with the importance of wind appreciation and landing site familiarisation. Loss of control in flight represents the highest threat to flight safety and the category most likely to result in serious or fatal injury. We are working with the CAA and other organisations to try and reduce these incidences. Sadly, there were 2 fatalities in 2023 from microlight accidents and our thoughts go out to all those who may have been affected by these tragic events.

The main means of communication to the membership on flight safety matters remains via the monthly MF magazine and articles in the last year have included a focus on how to avoid an infringement of controlled airspace, preventing an airprox and landing considerations. In order to increase our communication on flight safety and raise awareness of flight safety resources, in the last year we have launched the BMAA Flight Safety Newsletter. This brings together flight safety links and news from across the industry and includes the most recently published AAIB investigation reports.

With the help of Kelly, the BMAA webpage Flight Safety section has been updated and all safety newsletters and MF articles will soon be available to all via this link.

We reinforced the message of last year's 'Belt-up' safety campaign on the importance of wearing harnesses when flying with the addition of a short video highlighting the importance of maintaining as well as correctly wearing the full harness when flying.

Our instructor seminar was a great success, offering a content rich programme that was very well received. Guest speakers included representatives from the AAIB as well as GASCO's Chief Executive. The Panel of Examiners were instrumental in the success of the day.

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. This will be an important area to focus on in the future for both flight safety and training.

As ever, 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.

**Kelly Thacker
Business
Manager**

Report from the Administration Team

KT – Kelly Thacker – Business Manager

KJ – Membership Administrator

CS – Permit Administrator

AB – Licensing Administrator

General Admin News

The admin staff did an amazing job during the office move in May. Both CS and KJ joined the painting party and spent 2 days at the new office painting before we moved in. On moving day the whole admin team were moved in and back up and running with permits, membership and licence applications by lunchtime.

Membership – KJ

The current membership stands at 3706 including family members (up to end of March 2024). We have had 290 new members join since 1st April 2023. This includes 6 new corporate memberships. We now have 225 members on monthly direct debit.

New corporate membership type created and 10 gliding clubs have set up memberships.

C/O address member benefit is still proving popular and we now have 32 members paying to use the BMAA address on G-INFO

Licensing, Instructor and Examiner – AB

There were 240 NPPL applications in total processed from April 2023 until 31st March 2024

BMAA members compared to non-members at time of licence application currently stands at 73.3% members and 26.7% non members.

AB is now using the new licence recommendation form through the CiviCRM system so all new licence applications are added to the database. This cuts down on the need to fill in 6 different spreadsheets as reports can be issued from the database. We have been using the new system since May 2023.

The admin team have now back dated the applications for the previous 5 years into Civi to ensure reports are comprehensive and we are no longer using the old and outdated licence spreadsheets.

All statistics and reports are now being produced through the Civi database.

The 'Where is my Paperwork' section on the website for licencing is also now a live document pulled from the database instead of a pdf uploaded at the end of each day.

Instructor Seminar was held at in January 2024. The turnout was fantastic. We had over 100 attendees and a full program 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 received a lot of positive feedback with instructors telling us it was the best seminar they had been to in years. We are looking forward to the event in 2025.

The I&E guide is now available online on our website instead of printed format.

Permits – CS

Permits has been busy since April 2023 only slowing for the weather as we moved into winter of 2023

We have seen a small uptake in revalidation paperwork since the middle of March 2023 as we are now approaching the flying season, however the weather has not been great and permit revalidations are down Jan-Mar 2024 by 46 from Jan-Mar 2023

Most permit renewals are turned around in 24 to 48 hours unless there are queries on the paperwork. Since April 2023 the admin team have processed 1458 permit revalidations for our members.

Events – KT

The BMAA staff are attending 8 events in 2024 and I have attached the plan.

We are of course attending Popham at the end of April where we will hold the AGM and Award presentations. We will also be attending the LAA Rally and this will be at Leicester Airport on 30th August to 1st September 2024.

We have also launched the trailer hire policy. We have 3 confirmed bookings for 2024 and one enquiry.

Advertising – KT

We have 20 - 22 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 April 2023, we have lost 2 advertisers due to the companies no longer trading. All other advertisers have continued to renew their campaigns.

Marketing, Promotions and Social Media – KT

The new clothing website is up and running. By using Teamstore through Serious Sport we had the opportunity to offer a lot more clothing products to our members and we no longer need to keep stock in the office. All members can access the new store through the BMAA website.

A6 size postcards are being produced with the details of how to purchase new clothing items. This postcard also includes a QR code to the website.

One member has confirmed they purchased a t-shirt and they were very happy with the quality of the material and the embroidery of our graphic and logo.

We are currently selling the old stock of clothing we have in the office. We are marketing this as our Vintage Clothing Range and anyone who would like to purchase these items can email me directly.

I have carried out Instagram training to ensure we are using the platform more as I believe it is a great way to reach a younger audience of would-be microlight pilots.

I plan to carry out more training when required.

There is still some work to do on social media content that I hope to work on moving forward to ensure we are maximising the potential of Facebook, Instagram and our You Tube channel.

Our Facebook group now has 1195 members

Wings

Wings badges are still being awarded. Since April 2023 we have awarded the following:

- 8 - Bronze
- 3 – Silver
- 4 – Gold
- 1 – Diamond

Geoff Hill
Editor

Microlight Flying annual report for 2023/24

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.

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

Derek Lamb, who remains our representative on the council, also continues to be incredibly supportive and positive, and calls me every month before council meetings to check if there are any MF issues which need to be discussed.

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 Flight Line and MF. In design and production, Andrew Leatherbarrow just keeps getting better and better, with some brilliant-looking issues during the past year.

He's recently turned his hand to producing inspired images with the help of AI, and signed me up as his apprentice, which has proved very handy, since a suggestion by Norman at the MF team meeting at Popham last year for Ben Ashman to produce a monthly cartoon never really worked for various reasons. Even better, the AI solution is free, which helps the MF budget.

On the reporting team, Brendan Digney, Steve Uzochukwu and Cath Spence continue to produce great copy, particularly from Brendan and Steve for Techtalk. Cath has also just started a monthly Wings column, which will inspire readers to go for theirs under the BMAA scheme.

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. Since then, he's tried to find a successor on the Airspace Team, but with limited success, I suspect because it is a huge amount of work.

Pagination

This remains at 48 pages, which is always a bit of a squeeze, but will remain so because of the cost of printing more.

As Office Manager, Kelly Thacker is doing a splendid job of making sure that a healthy number of those pages are ads.

Finance

In August 2023, the council decided to change from a September to August financial year to a calendar year, January to December.

The MF expenses allowance was therefore extended from £4800 to £6400 until 31 December 2023. The actual spend was £5944.08.

The January to December limit is now £5100, or £425 per issue, and at time of writing I've spent £805.00 up to and including May MF, so well 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; or £260 for flight tests by Dave Unwin and Keith Wilson, because I need to pay for Keith's photos, whereas normally I try to get the photos free.

BMAA Treasurer

BMAA Financial Report 2023/24

The BMAA Treasurer's position as at 15 April 2024 is vacant, following a resignation due to health issues. It is expected the role will be filled on 4 May 2024.

The BMAA Council chose to change the BMAA's financial year from its previous September-August period to January-December. The accounts therefore cover the period September 2022 to December 2023. The resulting 16-month financial year was unusual for many reasons.

We sold Trek House in Deddington for £350,000 and bought Unit 6 Somerville Court for £250,000. After fees, taxes and some renovation and modernisation costs, the whole exercise is expected to be cash positive, returning approximately £20,000 to BMAA reserves. The figure is not yet exact as we are still taking advice on the tax payable.

The previous accountants, Ellacotts, changed their view regarding how we account for membership fees. Previously, we had considered the whole membership fee to be a BMAA asset from the time it was paid; the new opinion was that the membership fee was a credit – i.e. members who paid for a 12-month membership became creditors to the BMAA until they received their 12 months of service. Example: A member renews in January; at the May AGM, that member will have received 4 months of membership and has pre-paid for the next 8 months. The 4 months of membership fee is treated as a BMAA asset and the remaining 8 months as deferred income. This has no effect on the trading position of the BMAA but does affect the net current assets in the Balance Sheet.

BMAA's cash position is healthy and the CEO has moved the majority of the capital into interest-bearing savings accounts. With current interest rates, this should produce approximately £25,000 in savings interest in 2024 (this amount is subject to tax).

Profit & Loss

The 16-month financial year makes comparison with previous years difficult. Turnover increased from £725,000 to £987,000; a crude 12/16 adjustment produces a figure for comparison of £740,000.

The overall financial result for the 16-month year was £153,200 (£33,733 in 2022/3). This figure includes the sale of a Skyranger build-a-plane project (£55,000), surplus from the sale of property and also an extra 4 months of trading. The BMAA trading balance is positive during the spring and summer, then negative over winter; the 16-month year took in more positive trading months and therefore the result is exaggerated.

We consider that the underlying surplus for comparative purposes is approximately £20,000, a small amount compared to the turnover.

Balance Sheet

The balance sheet takes into account the trading surplus and therefore the net assets of the organisation has increased from £530,422 to £683,622. This is in large part due to the sale of Trek House which had a book value of £172,000 but realised £350,000 when sold.

Conclusion

The BMAA remains in a robust financial position and has weathered the changes and inflationary pressures of 2022/23.

The new office provides a more modern and efficient working environment for staff members with running costs similar to those of Trek House. We will strive to continue to deliver excellent service to our members as a result.

British Microlight Aircraft Association Limited

Profit and Loss Account for the Period from 1 September 2022 to 31 December 2023

	Note	2023 £	2022 £
Turnover		987,243	725,952
Cost of sales		<u>(240,846)</u>	<u>(218,987)</u>
Gross surplus		746,397	506,965
Administrative expenses		<u>(565,609)</u>	<u>(473,541)</u>
Operating surplus		180,788	33,424
Other interest receivable and similar income		<u>4,799</u>	<u>-</u>
Surplus before tax		185,587	33,424
Tax on profit		<u>(33,097)</u>	<u>-</u>
Surplus for the financial period		<u>152,490</u>	<u>33,424</u>

The above results were derived from continuing operations.

British Microlight Aircraft Association Limited

**(Registration number: 01678351)
Balance Sheet as at 31 December 2023**

	Note	2023 £	2022 £
Fixed assets			
Tangible assets	4	270,429	186,800
Current assets			
Stocks	5	28,304	62,242
Debtors	6	95,093	36,781
Cash at bank and in hand		<u>557,023</u>	<u>463,052</u>
		680,420	562,075
Creditors: Amounts falling due within one year	7	<u>(258,522)</u>	<u>(207,481)</u>
Net current assets		<u>421,898</u>	<u>354,594</u>
Total assets less current liabilities		692,327	541,394
Provisions for liabilities		<u>(8,705)</u>	<u>(10,972)</u>
Net assets		<u>683,622</u>	<u>530,422</u>
Reserves			
Other reserves		16,980	16,270
Retained earnings		<u>666,642</u>	<u>514,152</u>
Surplus		<u>683,622</u>	<u>530,422</u>

These financial statements have been prepared in accordance with the special provisions relating to companies subject to the small companies regime within Part 15 of the Companies Act 2006.

Approved and authorised by the Board on and signed on its behalf by:

.....
Mr T Burrow
Director

Company Structure (as at 01/04/2024):

British Microlight Aircraft Association Ltd
Unit 6 Somerville Court
Trinity Way
Banbury Business Park
Adderbury
Oxfordshire
OX17 3SN

Company No: 01678351

Executive Director:

Rob Hughes Chief Executive Officer

Non-Executive Directors:

Tim Burrow	Chairman
Cath Spence	Vice-Chairman
John Waite	
Derek Lamb	Treasurer (to February 2024)
Simon Heyes	
Rob Grimwood	
Giles Fowler	Co-opted February 2024

Company Secretary

Rob Hughes

Employed Staff

Chief Executive Officer	Rob Hughes
Business Manager	Kelly Thacker
Chief Technical Officer	Roger Pattrick
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	Geoff Weighell

Editorial

Editor MF and eMF	Geoff Hill
Assistant Editor	Norman Burr