

BMAA COUNCIL MEETING MINUTES
6th December 2021, 0930



1. Welcome

Present:

Tim Burrow (TB) Chairman
Derek Lamb (DL) Treasurer
Richard Bisiker (RB)
Rob Grimwood (RG)
John Waite (JW)
Rob Hughes (RH) BMAA CEO

Apologies:

Bill Davis and Ed McCallum

Conflicts of interest

RG & JW declared an interest in PRO24, ab-initio training in kit-built aircraft.

2. Agenda approval, additional items

None.

3. Approval of previous minutes

September: Proposer DL, Seconder JW, unanimously approved.

November: Proposer DL, Seconder RG, unanimously approved.

4. Action list

537 BMAA Forum. The host had contacted RH with a view to delete the forum to gain server space.

RH to arrange for FTP download of a copy and save to a format that could be accessed.

560 Amanda Lord to provide a proposal with costs for the promotional kit bag.

[Others as per the action list]

5. Reports:

a. Chief Executive Officer

Attended a Panel of Examiners zoom meeting. The Panel has reduced from 8 to 6 with Dave Garrison indicating he intends to retire shortly. RG stated that the panel expects to recruit one new member soon. There is a need for more FIC instructors.

RG will have trained 4 new flexwing instructors in the last 12 months.

One new applicant for the BMAA flexwing instructor bursary. The candidate had performed well at the pre-entry exam and the recommendation is to support the candidate; he pays for the first half of the course and the BMAA bursary of £2000 is available for the second half.

ACTION 579a: RH to notify candidate of his successful application and to inform his chosen school of the arrangement.

One existing candidate; he performed adequately at pre-entry and the recommendation is to reimburse course costs up to £2000 on successful completion.

ACTION 579b: RH to contact sponsor school to confirm they undertake to mentor and employ the candidate once qualified. RH to contact the candidate with details of BMAA's offer.

Financial auditors, Ellacotts, signalled a fee increase to bring auditing fees onto a commercial level, having charged below-market fees out of goodwill for many years. Current fees are £3,950 and the proposed new fee will be approx. £7,000.

Ellacotts suggested that BMAA are not audited and instead Ellacotts could prepare end of year accounts and submit them to HMRC for an expected fee of ca. £2,000.

ACTION 580: RH to obtain alternate quotes from other auditors.

SSDR: there is insufficient evidence regarding Single Seat Deregulated aircraft; statistics plus reasons for de-registering.

ACTION 581: RH to gather statistical and anecdotal evidence.

Consider the system for deregulating aircraft. Currently, owners complete a form on the BMAA website for Technical Office to check the aeroplane's suitability before recommending that CAA change its registration status. Consider implementing a more robust system to include an inspection/audit of the aeroplane to confirm its suitability.

Airspace4All Memorandum of Understanding – agreement to continue with this arrangement and to evaluate the benefit to BMAA after 12 months.

BMAA Freedom rally

To be taken in conjunction with the overall plan for 2022 and to include other events. BMAA is already connected with the following:

Popham – airfield manager Mike Pearson has already been in contact to explore marketing opportunities.

Spamfield – was previously branded BMAA.

Freedom Rally (Enstone). Contact Paul Fowler to investigate intentions for 2022.

Darley Moor hosted an SSDR fly-in in 2021.

ACTION 582: RH to liaise with Darley Moor with the intention of collaborating and including in BMAA's targeted marketing in 2022.

BMAA Competition team – sponsorship

No change to the current policy of offering part-sponsorship to BMAA members (who have been so for at least 12 months) up to the value of their entry fee with a maximum sponsorship value of £5,500. In return, BMAA will ask for publicity, photos, daily reports and post-event Microlight Flying article.

b. Treasurer

2021/21 was a one-off situation. The end of year account shows a surplus of £63,807. This is somewhat misleading due to many extraordinary events: Government grant (£25,000), lower expenses and a vacant FTL&SO position. Without these extraordinary sources of income or reduced expenditures, the final result would have been just above break-even. BMAA finances are otherwise in a healthy state.

c. Chief Technical Officer

The BMAA CTO suggested a step-up in insurance requirements for 500kg+ microlights. RG asked for clarification.

ACTION 583: Roger Patrick to confirm requirements.

d. Chief Inspector

Various reports and documents were reviewed. Rob Mott proposed the following:

Proposal 1: to offer half price permit fees for SSDR aeroplanes to re-register. Agreed unanimously.

Proposal 2: to increase the fee to de-register from £27 to the equivalent of half of the permit fee. Decision postponed and instead further information sought.

e. Administration

RB suggested that statistical information be expanded to highlight historical behaviour and trends.

f. PR & promotion

Report reviewed. Council agreed to wait until Amanda Lord's event and marketing plans were completed.

g. Activity graphs

New format graphs were well received. RH may add other comparative graphs in future.

6. Activities

a. New Horizons

No contact with Howard Jones / Rugby ATC. JW offered to visit if needed.

Matt Commander / Benenden: progressing well. Expected first flights in Easter 2022 with students flying in the following term.

New contact; Nigel Walker at Kings High School, Warwick. JW stated he was willing to help/attend an introductory meeting. Consider the timescale after meeting Mr. Walker.

Discussion regarding the New Horizons project: Was it still relevant and useful to either the BMAA or the schools or was there a need to review the system? No decision.

b. Publications

Despite an unfortunate personal situation, Ian Norris continued to work well and to deliver MF effectively. Some social media reports that magazines were arriving late; Geoff Hill had asked for a feedback system (on the BMAA website <https://www.bmaa.org/missing-mf>) which should be published more widely.

7. Directors' activities

Discussion regarding term limits for directors. Following a proposal in 2015, the Articles were amended to state: *20.3 An Elected Director who has served two consecutive terms, or who has resigned as a Director at any time, may not stand for re-election at the next election cycle.*

This is no longer in the BMAA's best interests.

ACTION 584: RH and RB to investigate an extraordinary members' vote to remove this constraint before the 2022 Council election process.

RB stated that he had been a member of council for 6 years and felt now he needed to devote more time to his other obligations and interests. He will not stand for re-election in 2022.

8. Any other business

PRO24 – ab-initio flight training in kit-built aircraft. The survey results were discussed. The CAA requirements were unacceptably onerous and far more restrictive than for all other microlight flying.

ACTION 585: RH to challenge the CAA requirements on the basis that they have actively hindered instructors' intentions and also contradicted the consultation's aim of quote:

The CAA believes this consultation represents a comprehensive yet proportionate set of requirements and, by implementing the safety mitigations proposed by the BMAA and the LAA provides a sound basis for maintaining appropriate safety standards of airworthiness as well as ensuring that training

and testing for pilots is more accessible. The change could have a positive impact on the flight training sector, including potential cost savings that could encourage greater student up-take.

Flight Training Liaison and Safety Officer – the position remains vacant following John Teesdale's resignation. RG will review the personnel specification (and consider the option of splitting the role into two) before the position is re-advertised.

ACTION 586: RG to review personnel specification.

There followed a discussion regarding the relationship between the CAA, Panel of Examiners, Training Committee, BMAA and Instructors. RG stated he considered he was a BMAA instructor, though his approval is through the CAA. The Panel of Examiners had the duty to maintain training standards and identified areas of weakness through safety reports and other feedback. The Training Committee addresses such weaknesses.

RG considered that there was no need – nor the capacity – to organise an instructor seminar in March 2022. Instead, the BMAA should prepare for one in Autumn 2022. RG hoped that the role of Flight Training Liaison (and Safety?) Officer would be filled in the coming months and that this new person would be responsible for providing the content of the seminar. In the meantime, RG proposed that the BMAA prepare a bulletin and newsletter to cover any immediate training needs. RG suggested that Geoff Weighell be invited to write the material, at which point RH emphasised Geoff's state of health and that we should not be expecting Geoff to perform such roles.

Light aircraft (or GA) instructors with a microlight rating are able to instruct on microlights. This is of concern as these instructors do not have contact with the Panel of Examiners and therefore the Panel cannot uphold training standards where necessary. There is, however, no suggestion as to how to remedy this situation.

TB suggested a review of the Panel of Examiners and Training Committee system; the current arrangement meant that there was no one in position to provide training material and instead RH was reliant on an outside contractor. RG asked for a Zoom meeting with RG, RH. Paul Dewhurst and Fiona Luckhurst to resolve the current problems.

ACTION 587: RH to organise the meeting.

9. Date & time of next meeting

Dates of BMAA Council meetings 2021/22

Start at 0930 unless otherwise stated. 06 December 2021 (Monday) ZOOM 28 February 2022 (Monday) TBC

25 April 2022 (Monday) TBC

30 April 2022 (Saturday) AGM, POPHAM AIRFIELD

Meeting closed at 1515.

Rob Hughes
BMAA CEO