

# BMAA AGM 2012

## MINUTES OF MEETING



MINUTES OF THE ANNUAL GENERAL MEETING OF THE  
BRITISH MICROLIGHT AIRCRAFT ASSOCIATION HELD AT THE  
NATIONAL EXHIBITION CENTRE AT 13:00h ON 1 DECEMBER 2012

### PRESENT

On the platform: *David Bremner (chair of the meeting), Paul Dewhurst, Rob Grimwood, John Moore, Bob Perrin, Terry Viner, Joan Walsh, Paul Welsh, Rob Mott, Ben Syson, Pete Watson, Geoff Weighell* — plus some 80 BMAA members in the hall.

### AWARDS

Before the opening of the AGM proper, an award ceremony was held, with awards presented by *Terry Viner* except where otherwise indicated.

**BMAA Medal** “in recognition of long and distinguished service to microlighting” and **The Patricia Anne Trophy** “for the lady member who has distinguished herself in either flying or working for microlighting” both went to Joan Walsh, council member and proprietor of Saxon Microlights. Her citation read:

‘Joan Walsh has been a microlight instructor for 10 years, and has resisted the temptation to use the most sophisticated aircraft available, preferring to remain true to microlighting’s raison d’être – flying at minimum cost. She currently instructs in a Thruster T600N operating out of historic North Weald Aerodrome. Her calm, no-nonsense approach to instruction has proved very effective.

‘Joan has also been a pioneer in the use of flight simulation techniques to enhance her students’ training. She has a background in IT, and has used this to develop a fully functioning flight simulator emulating her Thruster. While not the first to do so, she has had to develop the software and hardware from scratch, and has gone further than any other microlight instructor in integrating it into her training programme.

‘And her calm, no-nonsense approach has been very much appreciated on the BMAA governing council, on which she has served from 2007 to 2012, with a short break from January 2009 to December 2009.

‘Joan has a calm, ordered approach to the analysis of problems, and this has been of huge value in council meetings when feelings ran high and the debate became emotional. While on council, she was tasked with dealing with member-to-member complaints, and she was able to deal with these to everybody’s satisfaction. Her experience as a magistrate has also been very helpful in this regard.

‘Joan has not always enjoyed the best of health, but she has always ensured that her students and her council responsibilities weren’t left in the lurch.

‘Never one to look for the limelight, her devoted service to the BMAA leaves microlighting very much in her debt.’

**The Steve Hunt Memorial Trophy** “for outstanding microlight achievement” to *Richard Rawes*. His citation read:

‘Richard Rawes started his flying in gliders and went solo in 1985 before receiving an RAF Flying Scholarship in 1986 where he gained his UK PPL(A). Richard started flying microlights in 1987 and then in 1994 he did an instructor course and became a microlight AFI.

‘During his time in the RAF, Richard was the founding member of Royal Air Force Microlight Flying Association (RAFMFA) and was RAFMFA secretary, RAFMFA operations member, RAFMFA Meridian Microlight Club founder and chairman.

‘Most of Richard’s flying in microlights has been when competing in national and international competitions. He started initially in 1990 in the two-seat class before changing in 1993 and competing in the solo flexwing class in his Chaser 508.

‘Richard has had unrivalled success in the solo class, winning the UK National Championships in 1994, 1995, 1997, 2000-2001, 2003-2008 and finally 2011.

‘Internationally, Richard won Bronze In the European Championships in 1995, silver in the World Air Games in 1997, Bronze in the World Championships in 1999, Bronze in the European Championships in 2000 and 2002, Gold in the European Championships in 2006, 2008 and 2010, and Gold in the World Championships in 2003, 2007 and finally 2012.’

**The Brian Cosgrove Award** “for the sport’s unsung hero or heroine”, to *Dr Garth Logan*. His citation read:

‘Day-to-day management of the NPPL licence activity is delegated to approved organisations by the CAA. The BMAA is an approved organization and as part of its approval has a responsibility to provide information, guidance and advice to members on matters relating to the medical requirements for NPPL microlight pilots. Dr Garth Logan has filled the role of BMAA Medical Advisor for 10 years, the last four unassisted. For no reward he has helped develop the guidance for pilots, helped monitor the system and implement changes for improvement, answered possibly thousands of individual questions and written to many general practitioners on behalf of members to help them with NPPL medical applications. Recently Garth has helped to select two more NPPL Medical Advisors and has worked with them to maintain a service to members without which the BMAA would not be able to hold the approval.

‘Garth continues to support the BMAA as an Organisation Medical Advisor, taking an oversight role and providing support to his colleagues. Without Garth’s entirely voluntary dedicated input there would be many microlight pilots sitting on the ground without a medical, and as such the BMAA Council can see no more fitting reward than the Brian Cosgrove Award, to show its appreciation and to say thank you on behalf of the members.’

**The BMAA Engineering Trophy** “for the best non-professional design submission” to *Chris Wills*. His citation read:

‘The recipient of the 2012 BMAA Engineering Award is Chris Wills, member 0648. It is awarded for the modifications Chris has made to his Escapade to improve performance in competition – approved by Major Modification 2398 in 2012, and Minor Modification 1342 in 2010.

‘These include various aerodynamic improvements to reduced drag, and a flap gap fairing to improve take-off performance.

‘Chris’ modifications are well thought through and well engineered, and supported by competently compiled engineering submissions.’

**The Keith Negal Award** “for getting things done” was not awarded this year but was belatedly presented to 2011 winner *John Moore* (who was unavoidably absent from the 2011 AGM) for his work on Spamfield and the Round Britain Rally.

**BMAA Photographic Awards** for the best pictures in the *Microlight Flying* photographic competition in the past year were presented by Consulting Editor *Norman Burr*, as follows:

- 1 “CT in Lake District” by *Jon Hilton* (June issue). He received a framed and titled print of the photo. His citation read ‘The ever-adventurous Jon Hilton set off for a trip in his CT from Barton to Eshott, and on the way back, this CT from Eshott kept him company over a forbidding Lake District.’
- 2 “White cliffs tractor” by *Geoff Hall* (January issue). Geoff was not present but will be mailed

a titled print of his photo. His citation read 'Geoff Hall took this shot of a tractor working on the edge of the White Cliffs of Dover. Perfect contrast, composition and movement.'

- 3 "Where angels fear to tread", by *Clive Mason* (March issue), taken at Gap Tallard. Clive was not present but a titled print of his photo was collected on his behalf. His citation read 'Clive Mason took this shot at 7.45am after taking off from Pegasus France at Gap-Tallard. And before you all write in saying he was being marginal, he had clear vis to the ground and a safe landing site, as you can see at the bottom of the photo.'

**The John Hudson Trophies** "for the winners of the Round Britain Rally" went to *Annabel Cook & Guy Gratton* (flexwing class) and *Tim Walker & Marcus Furniss* (fixed-wing class).

**The Queens Cup** "for maximum distance in the USSR" went to *Dan Curtis*. Terry Viner read the following citation:

'The Queens Cup is on loan from HM the Queen to the RAeC. Member organizations of the RAeC bid each year to hold a competition for the cup and this year it was awarded to the BMAA's Ultralight Single Seat Rally (USSR). The winner of the cup was Dan Curtis, who took off from Wolverhampton very early on the Saturday morning in his modified Chaser and flew all the way to Dundee and back by lunchtime on the Sunday. He then flew home to York in order to be present at a business meeting first thing on the Monday morning.'

**A World Record Certificate** "for speed in a closed circuit and speed over a 15km course" went to *David Broom & John Lawrence*.

There were no awards for the Nationals this year, as insufficient rounds had been held for the competition to be considered valid.

Paramotor awards were then presented by *Andy Phillips*, competition director for the British Paramotor Championships for the last five years and (until July 2012 when he handed over the job to Dave Hill) chairman of the Paramotor Competition Committee.

**Bronze Award** in the 2012 World Championships to *the British team*. This was accepted on behalf of the team by the several members present.

**Paramotor Championship Award** "for the winner of the BMAA Paramotor Nationals" to *Dean Eldridge*.

**Gold Award** "for the winner of Fly Games World" in Canada to *Dean Eldridge*.

He also announced that *Michel Carnet* had achieved a World Record for the under 50km closed circuit in 2012, and that *Barney Townsend* would be the new alternate paramotoring delegate for CIMA.

## **APOLOGIES FOR ABSENCE**

*Rob Hughes, Chris Draper*. The Chairman sent his and the association's best wishes to Chris Draper, who is recovering from a serious motorcycle accident.

## **MINUTES OF THE LAST AGM**

These were made available and taken as read. Proposed by *Chris Finnigan* that they be accepted, seconded by *John Moore*, agreed nem con.

## **MATTERS ARISING FROM THE MINUTES**

None.

## **CHAIRMAN'S ADDRESS**

Chairman *David Bremner* gave a summary of his statement in the association's annual report. The statement reads as follows:

"Two thousand and twelve will be remembered for a number of excellent public events. The Diamond Jubilee in July was very memorable despite appalling weather, and was smartly followed by what was generally acknowledged as one of the best Olympic Games in recent history. And

microlighting had its own success on the PR front with the televising of the Round Britain Rally, entitled 'The Real Magnificent Men in their Flying Machines'.

"But the dreadful weather during the Diamond Jubilee weekend stayed with us, giving us the wettest summer on record, and of course the Olympics caused major restrictions on our freedom of the skies in the South East for a couple of months. And the continually poor weather forecast was replicated in a continually poor financial forecast.

"The effects of these can be seen in the BMAA's statistics. The number of permit renewals was significantly down on last year, presumably because of the weather and the Olympics, and the number of new aircraft sales was also very low, presumably because we're all feeling the pinch in our pockets. And for the first time we are starting to look at the BMAA membership figures, because a run of successive small reductions, insignificant in themselves, has led to a 10% drop below our historic peak of 4000.

"But all things considered it could have been a lot worse. Despite the weather, the schools are doing steady business, and there's been no drop in the numbers of students getting their licences.

"And here at the BMAA there have been a good many developments during the year, and a great many more to look forward to.

"The change in the articles of association has consumed a lot of council's time, and isn't the sexiest of achievements, but it was long overdue and ensures that you have a legal right to a hand on your association's purse-strings.

"Elsewhere, the CAA is firmly committed to a process of devolving much of the control of sport aviation to those who understand it best, and in the case of microlighting, that's us. Already members of the BMAA Technical Office are accompanying the CAA on manufacturer audits with a view to taking over the process which, when complete, should make life easier and cheaper for manufacturers.

"And elsewhere we are looking at easing the requirement for regular reweighing and for check flying, and at making it easier to design electric SSDL aircraft.

"We're also carrying out a survey of BMAA members to find out how best to maximize membership of the association.

"So you can see that the BMAA has a lot of balls in the air on your behalf, and 2013 should see many of the resultant improvements in place."

## **TREASURER'S REPORT**

Treasurer *Rob Grimwood* began by giving a summary of his statement in the association's annual report. The statement reads as follows:

"The BMAA's financial year runs from 1 September to 31 August. During the financial year 2011-2012 the BMAA accounts show that a small surplus has been returned, in round figures just under £8000, similar to, but fractionally less, than last year's surplus of £13,000. The turnover of the BMAA was just under £657,000 so the margin equates to around 1.2%. It makes sense that the profit this year is less than last year, since the fees were not increased last year.

"Our net current assets are £276,000 of which £26,000 is the Fighting Fund. Of this £85,000 is in an account paying a positive rate of interest and other options are still being considered for some of the remaining reserves, although this is proving difficult. It is not considered that BMAA reserves should be placed anywhere that the capital is at risk and so small returns, due to the current low interest rates, are all we can expect at the moment.

"A financial forecast for the year 2011-2012 was prepared and reviewed by the BMAA council. This forecast predicted a profit of around £18,000; we actually ended up with a profit of £8000. The main reasons attributed to this were a reduction in membership income, a reduction in airworthiness income and costs related to staff training. Membership income is down in part due to the introduction of the Young Person and Student Pilot memberships. Airworthiness we believe was down in part because the Olympics stopped many people revalidating their permits during the summer months and finally staff training costs were due to one-off courses for the CTO and

## Administration Department

### Income

Shop & General sales	6,409
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### Costs

Stock cost of sales	2,551
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Council & CEO	73
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Depreciation	8,653
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Office running	34,750
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IT	6,149
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Overheads	121,753
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	<u>173,929</u>
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**Total Administration  
Department**

**(167,520)**

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

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

All costs are monitored to look for best value. For example a recent investment in IT has allowed us to increase our use of cheap email as a replacement for expensive postal costs and we review the cost of stationary supplies and other consumables throughout the year.

## Membership Department

### Income

Membership fees	228,506
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Show income	58,356
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Other events	1,517
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	<u>288,378</u>
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### Costs

Council	5,277
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Advertising & Promotions	1,891
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Representation UK & O'seas	3,472
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CEO

Shop	23
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Commissions	180
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Competition/Events	9,344
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Show	61,042
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Royal Aero Club	4,622
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Overheads	31,434
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	<u>117,285</u>
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**Total Membership Department**

**171,094**

The Membership department income activity comes from membership fees and other sources where the activity is undertaken for the benefit of BMAA members, such as the Flying Show, Round Britain Rally etc.

Costs attributed to the membership department are those resulting from running the membership system and such activity as representing the member's interests in regulatory and other interest areas.

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

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

This year we are trying to reduce costs by having non expiry membership cards as opposed to sending out a new card each year.

(continued overleaf)

## Engineering Department

<b>Income</b>	
Mods & Homebuilds	14,097
<b>Costs</b>	
CTO/Tech & research expenses	163
Representation UK & O'Seas	44
Overheads	139,596
	139,804
<b>Total Engineering Dept</b>	<b>(125,707)</b>

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

Without a resource to approve designs, whether they be new aircraft, modifications or repairs, BMAA members would have to pay the higher costs of CAA fees and possibly suffer slower turnaround times for applications. Having an engineering department staffed by engineers who are also microlight pilots benefits the speed and proportionality of the approach to applications.

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

## Airworthiness Department

<b>Income</b>	
Airworthiness	261,766
Inspector fees	5,410
Seminar fees	195
	<u>267,371</u>
<b>Costs</b>	
CAA	1,914
Check Pilots Excess claim	1,000
Inspector Coordinator	1,997
Representation UK & O'Seas	22
Seminar expenses	35
Overheads	37,972
	<u>42,939</u>
<b>Total Airworthiness Dept</b>	<b>224,432</b>

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

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

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

## Flight Training Department

<b>Income</b>	
Examiner & Instructor fees	7,026
CAA NPPL income	29,373
Seminar fees	596
	<u>36,994</u>
<b>Costs</b>	
Representation UK & O'Seas	329
Seminar expenses	45
Panel expenses	1,474
Overheads	37,304
	<u>39,153</u>
<b>Total Flight Training Department</b>	<b>(2,159)</b>

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

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

There are specific staffing requirements for the department and an annual approval fee to the CAA. Overall the activity in this financial year has made a slight loss although due to fluctuations within the timing of certain activities this is not always the case.

## Safety Department

<b>Income</b>	
	0
<b>Costs</b>	
Representation UK & O'Seas	338
Overheads	<u>16,778</u>
	17,116
<b>Total Safety Department</b>	<b>(17,116)</b>

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

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

## Publications Department

<b>Income</b>	
MF Magazine	44,420
This is Microlighting	811
MF Website	<u>103</u>
	45,333
<b>Costs</b>	
MF Magazine costs	110,143
This is Microlighting costs	3,644
MF Website costs	3,800
Overheads	<u>3,032</u>
	120,619
<b>Total Publications Department</b>	<b>(75,286)</b>

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

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

Although costs are up slightly on last year we now also offer the Mf eNews which is a further member benefit.

(continued overleaf)

## BMAA Summary of accounts year end August 31<sup>st</sup> 2012

<b>Turnover</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
Membership fees	240290.80	239851.61	228505.85
Magazine Income	44008.88	46359.87	45333.41
Equipment hire income	21.28	183.47	175.14
PR marketing and sales	7653.66	4838.09	4320.73
Airworthiness docs fees	267439.06	286269.28	275862.56
Inspector fees	4961.93	5625.19	5410.07
The Flying Show	47093.41	62319.10	58356.00
Events Income	41224.23	3844.41	1441.55
Overseas membership fees	0.00	0.00	0.00
Comps and sponsorships	421.12	258.36	75.00
LIAC NPPL (CAA)	29911.65	29389.22	29372.53
Examiner fees	2312.15	1982.70	3596.19
Instructor fees	2920.86	3419.24	3429.81
Seminar fees	0.00	695.86	790.87
<b>Sub total</b>	<b>688259.03</b>	<b>685036.40</b>	<b>656669.71</b>
<b>Cost of sales</b>			
Magazine/newsletter	105195.53	105131.98	117750.68
PR marketing and sales	4956.13	3838.40	3723.44
Airworthiness & technical docs	4956.34	2834.67	4623.20
Comps and events	99349.31	77609.80	71083.14
Postage and stationery	10355.44	8682.58	7599.02
Consultancy	900.00	0.00	0.00
Check pilot insurance	0.00	0.00	1000.00
Flight Training Voucher Scheme AGM		333.00	943.48
CAA annual fee	5409.96	26.74	5845.17
Safety costs	1166.88	1514.06	1828.70
Panel expenses	2937.03	880.79	1474.14
Club commissions	820.00	640.00	180.00
<b>Sub total</b>	<b>236046.62</b>	<b>201492.02</b>	<b>216050.97</b>
<b>Trading Profit</b>	<b>452212.41</b>	<b>483544.38</b>	<b>440618.74</b>
Interest received		-1029.09	1913.07
<b>Gross profit</b>	<b>452212.41</b>	<b>482515.29</b>	<b>442531.81</b>
<b>Expenditure</b>			
Office utilities and insurance	9271.13	8894.16	9454.74
Other insurance	61413.26	61863.00	52863.15
Repairs to property	36197.26	3446.70	2408.16
Wages	285410.04	296759.75	255940.00
Social Security	27445.63	26836.52	24279.45
Pensions	9990.99	9785.95	8480.29
Plant and machinery hire	6759.80	6991.29	6899.00
Telephone	3386.98	3236.48	3489.72
Repairs and renewals	237.61	274.92	316.16
Office and travel	42136.58	25319.46	31705.77
Amalgamation costs	0.00	0.00	0.00
Legal	0.00	400.00	0.00
Audit	3245.00	3245.00	3364.00

investment in BMAA Medical Advisors. We have updated our forecast based on current trends and if nothing changes and we do nothing, we stand to make a loss this year of around £8000. It is impossible to be precise with a forecast.

“A big fundamental question we have asked ourselves at council is; how much profit should we be aiming to achieve each year? With plenty of reserves and with no current or foreseen expensive projects on the horizon, and in the current poor financial climate, we came to the conclusion that the BMAA should operate to achieve a zero profit margin, but not reduce its current reserves. Therefore we are currently exploring ways to address the predicted loss this year.

### **Department Reports**

“To help understand where income and expenditure are generated we have created reports for the activities which form the basis of the functions of the BMAA. Actual income and costs are allocated to the activity where they occur and a proportion of overheads are allocated based upon the staffing requirements of each activity.

“Some activities will show a significant cost, whilst others make an overall positive contribution to the income of the BMAA. Because the BMAA is run for the benefit of all members and offers potential benefits to all, such as availability of airworthiness services, it is accepted that a degree of subsidy for some activity from other income will be needed.

“This report shows financial states of the activity groups and the summary of the final annual position of the BMAA at the most recent year end, 31 August 2012.”

The Treasurer then asked the meeting to approve the accounts. Proposed *David Broom* and seconded *Kirk Sutton* that this be done. Approved nem con.

Next he announced rises in subscriptions and fees (summarized as below) and asked the meeting to approve a £2 rise in single-member one-year subscription:

- discount for student pilots from 50% to a £15 discount;
- permit fees will go up by the rate of inflation (actually half the rate of inflation, taking into account that they were not increased last year), making £126 for 390kg aircraft and £148 for 450kg aircraft;
- all other general fees such as NPPI applications and examiner interviews will go up by inflation;
- direct debit discount to go from £6 to £3 this year and zero next year; a one-off discount of £6 for agreeing to direct debit payments would continue;
- a £2 rise in subscriptions for a single member for one year, with proportional rises for other membership categories, reflecting a 3% inflation rate, taking standard membership from £65 to £67 (still £2 lower than the LAA).

Proposed *John Moore* and seconded *Guy Gratton* that the £2 rise in single-member one year subscription be implemented. Approved by a large majority (4 votes against).

Thirdly, the Treasurer asked the meeting to approve the re-appointment of the existing auditors, Ellacotts. Proposed *Chris Wills* and seconded *Ben Syson* that this be done. Approved nem con.

Finally, he asked if there were any questions. There were none.

### **CHIEF EXECUTIVE'S REPORT**

*Geoff Weighell* gave a summary of his statement in the association's annual report. The statement reads as follows:

“During the year members will have read my monthly reports in *Microlight Flying* magazine under the *Dedicated* column header. As the year draws to a close a review of those reports shows the main influences on my working time and that of the BMAA staff.

“No one will have failed to spot the London Olympics in 2012. One of the first meetings that I attended on behalf of the BMAA in 2007 was hosted by NATS and one member of the meeting broached the subject of the Olympic airspace arrangements. It seemed so far away at the time as to be unreal, but over the following five years the subject grew and became more of a reality.

“As we now know the result of all the planning was a severe limitation to the amount of recreational flying available to our members close to the Olympic venues, partly due to the requirements for advance planning and lodging flight plans and partly due to the requirement for transponders. The poor weather for much of the period would have stopped some of the flying anyway but the unavailability of the airspace was a real frustration to many. There has certainly been a knock-on effect to businesses that rely on flying taking place for income and the BMAA has suffered a financial penalty from delayed permit revalidations.

“On the positive side, however, the planning and interaction between the many departments of the authorities and the member associations has brought about a better understanding of recreational aviation and the professionalism of those who did fly has not gone unnoticed by our fellow aviators and the regulators.

“The BMAA staff work throughout the year to keep the day-to-day membership services running as effectively and efficiently as possible. We have been able to make some significant improvements in the turnaround time for permit to fly revalidations by developing a system whereby we can accept applications by fax or email. For many years we were only allowed to accept original documentation for such applications but CAA have now allowed us to use other options. We have also had more of the staff approved to carry out the revalidations and so even during the peak periods, spring and early summer, we have nearly always been able to give a one- to two-day turnaround.

“There have been staff changes this year too. Most recently Maria Schaathun became very seriously ill and, with a convalescence period of up to a year forecast, she has decided to return to her parents in Norway until she is fully fit again. We all wish her well for a full recovery.

“Kim Taylor left his job with us as Safety Officer and returned to work with the Royal helicopter flight. The new BMAA Safety Officer is Pete Watson, a keen microlight pilot, who started with us in March 2012. Pete has settled into the job very well and has held his first BMAA Safety Day at Kemble. Pete has more activity planned for 2013 and I hope that he will get the support of all the club safety officers in his efforts to eradicate microlight accidents, or at least the very avoidable ones.

“This time last year we were partly into a program of training for Rob Mott, who was plugging most of the gap left by the resignation of the Chief Inspector. I am very pleased to say that Rob has now completed his training and his appointment as Chief Inspector has been confirmed by the CAA. It was an interesting year working with Rob and I believe we have significantly improved the management of the BMAA inspectorate. It was also interesting that in the same way that the CAA seemed to set the goal very high when Ben Syson was stepping up to be appointed as CTO, they also looked for an even more convincing standard than ever from our new CI.

“Part of the work that Rob and I did together was a technical audit of the far flung Scottish microlighters. North of the border, even north of Manchester, has been seemingly left to its own devices for a long time and with rumblings of illegal activity we were prompted to make the trip and find out for ourselves. In July we visited three schools and audited six inspectors and school aircraft. The standards that we found were extremely high, both in the people that we met and the aircraft that we viewed. There was a real enthusiasm for getting it right, and this was reflected in the standard of aircraft audited, and a frustration that a few rogue pilots operating completely outside the clubs were giving microlighting in Scotland a poor reputation. On our return, the details were reported to the CAA and will form part of their enforcement measures.

“The generally poor financial climate has continued as we all know and the BMAA accounts show a decrease in income from both membership and routine airworthiness. However it might not be as bad as the first impression might lead one to think. Membership numbers are slightly down, although we still have 400 new members this year. The introduction of the student member discount accounts for some of the reduction in income but we hope that these new members will stay with us for the future. We have started a research program into BMAA membership that we hope will let us understand what drives the membership, so that we can improve retention. New

aircraft registrations for regulated aircraft are very similar to the last two years, much lower than six or seven years ago but at least some new aircraft are being sold. The good news is that new licence issue is up and with existing pilots adding microlight ratings to existing licences, the total number of new microlighters is the same as last year. This is significant when considered against the drop in PPL issues for conventional light aircraft.

“The Young Person Bursary proved very popular in its second year, with four training awards being made. It is great to see young enthusiastic people making the effort to achieve their pilot’s licence through their own efforts and the help that we can give them is truly appreciated. As always, there is a limit to what funds we can make available, so any donations from members are always welcome.

“For the future the aims of the BMAA are focused towards reducing the effect of regulation and becoming far more involved with managing regulation for the benefit of the members. A greater involvement with manufacturing is our first key target, which we have already started working on. We hope that we can provide a more understanding oversight environment for new and existing manufacturers which will result in less time committed to regulation with less expense. This may lead to less expensive aircraft. We are also questioning other routine requirements such as the check flying process and calendar-based weighing, to see where improvements can be made.

“So, another flying year coming to an end and challenges ahead for all of us. The BMAA staff will do all it can to make sure that microlight flying continues to be a safe and affordable pastime for the members as we wish you a merry Christmas and light wind New Year.”

The Chief Executive then asked the membership if there were any questions. There were none.

## **CHIEF TECHNICAL OFFICER’S REPORT**

Ben Syson, Chief Technical Officer, presented the following report.

### **Staffing**

“The Technical Office is staffed with two full-time engineers: Adrian Jones and me. This level of staffing is appropriate for the current workload. The length of the project queue has been essentially good all year: typically around 1-3 weeks, with the time approximately proportional to the size of project.

### **Projects**

*Note: the data for the last 12 months are for 1 November 2011 to 31 October 2012. The data for 2011 are also 1 November to 31 October, but older data are 1 December to 30 November.*

“A total of 199 standard minor modifications were approved in the last 12 months. This is down from 254, 426, 360 and 385 approvals in 2011, 2010, 2009 and 2008 respectively. Forty-nine minor modifications were approved in the last 12 months. This is a small reduction on previous years: 58, 74, 89, 73 and 68 minor modifications were processed in 2011, 2010, 2009, 2008 and 2007 respectively. These reductions would support the belief that the large number of minor modifications in previous years was partly as a result of the regularization of existing modifications, rather than new modifications.

“In the last 12 months, 30 major modifications and repairs were approved. This is very similar to previous years: 29, 31, 37, 37, 41 and 33 major modifications were processed in 2011, 2010, 2009, 2008, 2007 and 2006 respectively. A notable approval was the Jedi Racing replacement fuel tank for the orphan Shadow type.

“Eleven amateur-built completions were approved in the last 12 months. This is a drop from 18 in 2011 and 21 in 2010, but a more significant decrease from 31 in 2009 and a peak of 68 in 2006. This matches the decline in amateur-built project registrations to a low-point of 7 in 2010, although registrations have since picked up, with 15 in the last 12 months and 16 in 2011.

“Seven A1 manufacturer projects were approved in the last 12 months, very similar to six in 2011 and seven in 2010, but up from four in 2009. These approvals included two new types: the Medway Microlights Clipper and the P&M Aviation Quik GTR.

### **New Amateur-Built Type**

“The EuroFox – the BMAA’s first all-new amateur-built type for a number of years – was fully approved earlier in the year. There are now three BMAA EuroFox examples with permits to fly and six under construction or in testing. The Bionix – the latest Air Création wing for fitment to the Tanarg trike – was also approved this year.

### **VLA Capability**

“The 500kg MAUW Sky Ranger Nynja – the BMAA’s first VLA approval project – is in progress with flight-testing approved to be started. The Nynja project is being overseen by the CAA as part of the process of gaining full approval to handle VLA projects.

### **BCAR A8-1 Proposal**

“BCAR A8-1 contains the requirements for UK manufacturers and importers of factory-built microlights. Historically BCAR A8-1 was used for approving all UK ‘primary companies’, irrespective of size or complexity of product. However it is now only used for microlight manufacturers and importers. A proposal has been submitted to the CAA to tailor BCAR A8-1 specifically for microlight manufacturers and importers. It is hoped that this project will reduce the cost of obtaining and maintaining a BCAR A8-1 microlight approval.

### **Aircraft Weighing Proposal**

“A proposal has been submitted to the CAA to remove the mandatory 5-yearly weighing requirement for microlights. If accepted, this change will bring microlights into line with other types of light aircraft, whose weight and balance are primarily tracked by calculation. However, some types – for example those of composite construction whose weight can increase due to moisture absorption – might still require regular re-weighing.”

He told the meeting that since preparation of the report, the CAA had agreed in principle that batteries could be counted as fuel weight, which should facilitate electric-powered flight, particularly of SSDRs.

*Kirk Sutton* then asked if, to be consistent, fuel tanks could also be discounted from the empty weight, on the grounds that, as fuel containers, they were analogous to batteries. *Ben Syson* replied that such an interpretation was a nice idea, but would be unlikely to stand up in court. *Kirk* then suggested that the 115kg empty weight limit for SSDRs be replaced by a 300kg MAUW; there was no reply to this from the platform.

On the subject of regular weighing of microlights, *Guy Gratton*, a former CTO, contributed from the floor by explaining that it was brought in by David Marshall of the CAA around 1994 and was made routine in 1999 because at that time there were a considerable number of overweight and, more importantly, out of cg, microlights in the fleet. *Guy* did not feel that that was any longer the case, and agreed that the requirement should now be lifted, but was concerned that an exception be made for composite aircraft, whose weight can increase year on year. *Ben Syson* reassured him that the intention was to make just such an exception, with the frequency agreed on a type-by-type basis.

## **CHIEF INSPECTOR’S REPORT**

*Rob Mott* gave a summary of his statement in the association’s annual report. The statement reads as follows:

“This report will provide a brief chronological overview of what has been achieved and provide an insight to future plans with regard to the BMAA’s continued airworthiness system and strategy.

### **BMAA Inspector Appointments & Renewals**

“During the latter part of last year substantial changes were made to the way in which Inspector applications are processed. This new approach has proved to be successful in a number of ways. Initial workload per applicant is lower than previously as more emphasis is placed on the candidate to familiarize themselves with the requirements once pointed in the right direction. With the assistance of a local inspector they gain experience and a good appreciation of what is involved with the job. When ready they are invited to undertake an assessment, during which all the main

activities/responsibilities are reviewed. This gives a good opportunity to document the candidates' ability and make observations to be held on file. Generally the process is empowering for the prospective Inspector, as the applicant not only demonstrates to the BMAA that they are capable, but also to themselves. This is resulting in a high conversion and retention rate due to increased confidence.

### **Permits through the wires**

“Last Christmas the BMAA announced a change of procedure, agreed with the CAA, allowing members to apply for the revalidation of a certificate of validity (CoV) by electronic means as well as through the post. This means original documentation need not be sent, although it is recommended that it be retained until the new CoV is delivered. When requested, the new CoV can also be emailed to the owner, meaning that you do not necessarily have to wait for the original to arrive via the post. We hope that the membership is pleased with this development as it has certainly improved turnaround times and helped to save some material and postage costs to the association.

### **Conditions of the Permit to Fly**

“Earlier this year the BMAA was informed by the CAA of a change to the conditions of the permit to fly upon which all microlight aircraft operate. The BMAA has been actively assisting with the task of informing owners about of the removal of the condition ‘the aircraft shall not be flown over an assembly of persons or over congested area of a city, town, settlement, except to the extent necessary in order to take-off and land at a Government or a licensed aerodrome in accordance with normal aviation practice.’ To note all other rules still apply, such as the low flying rules and glide clear rule, etc. This brings us inline with most other forms of aviation.

### **Flylight Airsports Seminar**

“The first BMAA Inspector Seminar of 2012 was held at Sywell aerodrome in Northamptonshire. The level of attendance was very good at around 45 people, which is around a third of the BMAA inspectorate. The seminar focused on two BMAA amateur-built aircraft ranges, the SkyRanger and Air Création. Paul Dewhurst of Flylight Airsports gave the technical and in-depth presentations. The day was split in two, with the morning focusing on SkyRanger and the afternoon on Air Création aircraft. For each range Paul provided some background and a brief, but informative history/evolution of each range. This developed to cover ‘items to be aware of’ during the construction of the respective types and finally considerations for permit revalidation inspections, demonstrated from service experience.

“Paul provided copies of the construction manuals, pilot operating manuals and maintenance manuals for the inspectors to look through and ask questions about. As well as presentations, various airframes were prepared and offered to add a more practical element to the day. Ben Syson and Adrian Jones from the BMAA Technical Office provided an insight into the BMAA homebuilding system from the association’s point of view. The idea of this was to help give the overseeing build inspector an idea of how the paperwork is processed in the office.

“Presentations from the seminar can be found on [www.bmaa.org/pwpcontrol.php?pwplD=8853](http://www.bmaa.org/pwpcontrol.php?pwplD=8853).

### **BMAA Website Development**

“Much work has been devoted to developing the BMAA website for both inspectors and members alike. The new Inspector Zone contains useful documents as well as links to helpful websites and reference publications. It acts as the main notice board for notifications, defect alerts, and service bulletins as well as a starting point for individuals interested in becoming an inspector. Areas of the zone include:

- Inspector notices and alerts
- CAP661 and mandatory permit directive notifications
- BMAA service bulletins
- Inspector map
- TADS/HADS feedback reporting

- Seminars
- Reference information
- Becoming a BMAA inspector
- Do you have a burning question?

“A link to the Inspector Zone can be found at [www.bmaa.org/pwpcontrol.php?pwplD=8851](http://www.bmaa.org/pwpcontrol.php?pwplD=8851).

### **Aircraft Surveys**

“As stated last year, a sizeable objective of 2012 was to extend the BMAA’s oversight of aircraft out in the field. Focus has been mainly on aircraft operated for the purposes of instruction and hiring under the guidelines of *Technical Information Leaflet 032*. We are pleased to report that a satisfactory standard has been witnessed across the surveyed selection. Around 50% of the work has been in conjunction with the CAA. Visits have included the following places: Tamworth, RAF Mona, RAF Halton, Aylesbury, Deenethorpe, Strathaven, Perth, East Fortune and Nantwich. Additionally the BMAA has audited some amateur-built completions as a part of this initiative.

### **Facts & Figures 2012**

“Current inspectors	127
Inspectors currently in training	6
New inspector appointments	4
Inspector upgrades	12
New applicants and enquiries	35
Total permits processed (01/09/11 to 31/08/12)	1885
New Permits produced (01/09/11 to 31/08/12)	50

### **Future**

“Looking to the year ahead, the following projects will feature:

**Next addition of SIGMA** – General review of content, including auditing techniques and splitting procedures and reference information.

**Online defect reporting service**, currently being tested.

**Continue spot inspection campaign** in collaboration with the CAA, these audits will prioritize school and hiring aircraft. Other objectives are to audit a small number of amateur-built aircraft during the construction and/or flight testing stages.

**Microlight seminars** for the inspectorate and membership alike; courses for new aircraft types, existing types and powerplants.

**Inspection requirements** for new BMAA VLA (Very Light Aircraft) types to be established.”

The Chief Inspector then asked for questions. *Chris Finnigan* asked whether the spot inspection process had been initiated in response to a perception of a particular issue or was just a general assurance that the fleet is airworthy. *Rob Mott* replied that the initiative had always been in process, it was not something new, but latterly had become more formalized.

He concluded by thanking everyone within the BMAA and CAA who had helped with his work during the year.

### **CHIEF SAFETY OFFICER’S REPORT**

*Pete Watson* discussed extracts from his statement in the association’s annual report. The statement reads as follows:

“Day-to-day business can be summarized as:

- email and postal contact regarding safety issues;
- reviewing risk assessments for BMAA events;
- writing an article for *MF* magazine;
- accident and incident review meetings in which we monitor common accident trends and compile summaries for publication;
- being available to advise members on safety issues;
- preparation of material for talks and displays;

- revising the safety officer details list (hopefully, all have now been contacted);
- revising and publishing the club/school safety officer handbook;
- contacting other organizations to compare safety issues;
- working with the CAA, AAIB & GASCo.

### **Accidents and incidents**

“At the time of writing (October 2012) 65 accidents had been reported to the BMAA in 2012, including those not classed as ‘reportable’. Five persons were fatally injured in microlight aircraft (two of whom were members of another organization), seven were seriously injured and six were slightly injured. Most accidents resulted in damage to the aircraft only. Six occurred during training, including both dual and solo operations. By far the largest grouping of accidents (as last year) involved a loss of control at some point during the landing phase of the flight, 36 in this period.

Those members interested can access more information from the BMAA website (Flight Safety, Accident & Incident Summaries). With consideration given to the number of hours our members fly, we are still a safe activity.

### **General Aviation Safety Council (GASCo)**

“I represented the BMAA at the GASCo council meetings. I also took part in a seminar to review the content of their safety evenings for the next year’s programme.

### **Air Accident Investigation Branch (AAIB)**

“I have had a meeting with the chief officer of the AAIB to reconfirm our organization’s ongoing commitment to safety. I also continue to receive their summaries and reports on microlight aircraft occurrences.

### **Safety Day at Kemble**

“This year’s Safety Day was held at Kemble. The perfect weather in the area allowed several of our members to fly in. Four different speakers made it an interesting day for all present; the emphasis of their talks was on improving pilot skills – see the report in *MF* November.

“I propose to hold three safety days in 2013, one in the South, one in the Midlands and the other in Scotland.

### **Fatal Microlight Crashes**

“The BMAA is awaiting the final official reports on microlight crashes in 2012. The French authorities have published a report of the Eurostar crash (G-DDDD) in 2011. The BMAA sends condolences to the family and friends of our fellow pilots who lost their lives in these accidents.

### **Finally**

“I took over from Kim Taylor at the end of February 2012 and have tried to continue the good work he started. My plans for 2013 include more contact with the club/school safety officers (but not to interfere with their work), to promote/help each club/school to have their own ‘safety day / evening’. I would like to emphasize that the basis of our safety day presentations will be on gaining and upgrading our flying skills.

“Fly safe and have fun.”

### **ANY OTHER BUSINESS**

*Kirk Sutton* asked whether the additional work which the CAA was proposing to delegate would be undertaken only on condition that some funding was available. *David Bremner* replied that the council was aware of the matter but discussions were at an early stage.

### **ELECTION RESULTS**

*Geoff Weighell* announced the results of the Council election, which had been validated by the Electoral Reform Society. A total of 620 votes were cast, including 13 which were deemed invalid.

David Bremner	552 (elected)
Rob Grimwood	535 (elected)
Kirk Sutton	419 (elected)
Rick Goddin	340 (elected)

Peter Kelsey 189.

New Council members would be appointed directors of BMAA Ltd after the meeting.

*David Bremner* thanked retiring council members *Joan Walsh* and *Rob Hughes* for their work.

**DATE OF NEXT MEETING**

To be announced, but likely to be held in conjunction with the Flying Show, as in recent years.

The meeting ended at 2:27pm.

*Minutes prepared by Norman Burr*