



Annual General Meeting 2018

15.00hrs, Saturday 5 May

**Popham Airfield,
Coxford Down,
Winchester SO21 3BD**

AGENDA



1. Apologies for absence.
2. Welcome by the BMAA Chairman, Andy Aiken.
3. Acceptance of the Minutes of the 2017 AGM. View the draft Minutes [here](#).
4. Proposals to be voted on by the BMAA members present.
 - A. Proposal to change Article 19.2.5 of the BMAA Articles of Association.
 - B. Proposal to approve eligibility for a second co-option as required by Article 19.2.5 of the BMAA Articles of Association.
 - C. Any other proposals received in accordance with the Articles of Association.
5. Interim Annual Report by Board members and BMAA staff. CE Report available to [head here](#).
6. Open discussion.
7. BMAA Awards.

Close 1700

MINUTES OF MEETING

MINUTES OF THE ANNUAL GENERAL MEETING OF THE
BRITISH MICROLIGHT AIRCRAFT ASSOCIATION HELD AT
POPHAM AIRFIELD, COXFORD DOWN, WINCHESTER SO21 3BD
AT 15:00H ON 5 MAY 2018



PRESENT

On the platform: *Andy Aiken (5417)* (chair of the meeting), *Rob Hughes (7571)*, *Richard Bisiker (8742)*, *Frank Thompson (9925)*, *Tim Burrow (2240)*, *Geoff Weighell (2638)* – plus other BMAA staff and some 70 BMAA members in the hall.

1 APOLOGIES FOR ABSENCE

None.

2 WELCOME FROM BMAA CHAIRMAN ANDY AIKEN

The Chairman welcomed members to the meeting and expressed his pleasure at seeing such a healthy number of attendees. He explained the circumstances surrounding this, the first BMAA AGM to be held in May, and apologised to members for the fact that, as a result of bringing it forward from its traditional December date, there had not been time to give sufficient notice for members to nominate candidates for the Council.

With three seats left vacant after the 2017 AGM, one of which was filled by the co-option of Tim Burrow, this meant that the normally eight-strong Council had been operating with just six members. At this AGM, Rob Grimwood had reached the end of his term and Tim was obliged under the BMAA's rules to stand-down at the first AGM following his co-option, which would leave the 2018-19 Council with just four members if no one else joined.

Council members are automatically directors of the BMAA and with only four directors it would be difficult to conduct the business of the Association over the next year until the 2019 elections are held. Therefore item 4 on the agenda of this meeting would ask members to vote on two resolutions (published on the BMAA website and notified to members by email on 19 April) which would enable the Council to co-opt additional directors.

3 MINUTES OF THE 2017 AGM, AND MATTERS ARISING FROM THEM

These were made available and taken as read. *Norman Burr (2324)*, who wrote the minutes, told the meeting he had made an error in reporting the unsuccessful motion put to the meeting during Any Other Business, in that he had not mentioned the number of votes against. *Rob Hughes* explained that, with votes against being clearly far more than those in favour and those abstaining, the number of hands against had not been counted on the day. It was agreed that for clarity, the voting statistics should have included the words 'against: a substantial majority'.

Proposed by *Rob Hughes* that the minutes thus amended be accepted, seconded by *John Rose (2611)*, passed nem con.

4 PROPOSALS TO BE VOTED ON

4A Changes to Article 19.2.5

The Chairman described the present rules surrounding co-option of Council members, and why the Council believed they had become problematic.

Currently, Article 19.2.5 of the BMAA's articles of association (AoA) restricted the Council's ability to co-opt and fill any vacant Council places by imposing a limit of two co-optees. In the present situation, with only four elected members, this rule prevented the formation of a full eight-person Council. So the motion asked members to approve a change to the AoA to allow more co-optees, so that a full Council could take office. He pointed out that co-opted members were required to

stand for election at the end of their co-opted term if they wished to continue, so they could not hold a place on the Council for ever without ever having been elected by the membership.

The present wording of 19.2.5 was as follows:

Methods of appointing directors: Up to two other persons (if any) as the Board may from time to time in its sole discretion co-opt to the Board until the next annual general meeting, provided that the total number of directors at any one time shall not exceed the maximum number (if any) fixed by these Articles. Co-opted directors shall be entitled to vote at meetings of the Board and may be co-opted beyond their initial term with the approval of the Voting Members in a general meeting.

The proposed wording was as follows:

Methods of appointing directors: Other persons (if any) as the Board may from time to time in its sole discretion co-opt to the Board until the next annual general meeting, provided that the total number of directors at any one time shall not exceed the maximum number (if any) fixed by these Articles. Co-opted directors shall be entitled to vote at meetings of the Board and may be co-opted beyond their initial term with the approval of the Voting Members in a general meeting.

A motion to adopt the revised wording was proposed by Andy Aiken and seconded by Richard Bisiker.

A lively discussion ensued, with a number of members questioning the lack of democratic accountability that could arise if a majority of the Council was not directly elected. The Chairman pointed out that the choice of co-optees would be made by Council members who were themselves elected, but the meeting felt this was not enough of a safeguard, so the proposer agreed to amend the motion to permit up to 50% of the Council to be co-opted.

The wording thus revised is as follows:

Methods of appointing directors: Other persons (if any) as the Board may from time to time in its sole discretion co-opt to the Board until the next annual general meeting, provided that the total number of directors at any one time shall not exceed the maximum number (if any) fixed by these Articles, and that the number of co-opted members shall not exceed 50% of the total number of Board members at the time of co-option. Co-opted directors shall be entitled to vote at meetings of the Board and may be co-opted beyond their initial term with the approval of the Voting Members in a general meeting.

The revised motion was passed by a large majority: Against 0, Absentions 7.

4B Eligibility for a second co-option as required by Article 19.2.5

The Chairman then turned to the position of *Tim Burrow*, who after the 2017 AGM had offered to be co-opted as a Council member. Tim wished also to be a candidate for co-option for 2018-19, but under Article 19.2.5, his candidature needed the members' approval. The Chairman emphasised that approval did not mean that Tim was automatically co-opted, merely that he was eligible for consideration along with any other member who put themselves forward.

Motion: That *Tim Burrow* be a candidate for co-option to the Council for 2018-19.

Proposed by *Andy Aiken* and seconded by *Rob Hughes*. Passed unanimously.

4C Any Other Proposals

None.

5 INTERIM ANNUAL REPORT

As only five months had elapsed since the last annual report, Chief Executive *Geoff Weighell* read out an interim annual report (see *Appendix 1*), which had already been published on bmaa.org.

A brief discussion followed, during which *Terry Viner* (5699) pointed out an omission, namely a mention of the facility for members to pay monthly. *Geoff Weighell* confirmed that this was now available for new members and would become available for existing members shortly.

6 OPEN DISCUSSION

Owain Johns (0362) asked what the Council was doing to counteract the ageing membership demographic and falling membership numbers.

Rob Hughes announced that an interview of a candidate for the post of Marketing Co-ordinator was imminent. He pointed to the success of the 2017 Daily Telegraph Outdoor & Leisure Show and told the meeting that this year the association would be visiting several county shows, often in co-ordination with local schools. *Frank Thompson* and *Tim Burrow* added that to facilitate display of an aircraft they were obliged to concentrate on venues with landing facilities.

Norman Burr asked if there were any plans to have a BMAA presence at this year's Parafest. The answer was no, but following a discussion it was agreed to remedy this omission and add it to the schedule.

Mike Morris (2008) urged the Council to ensure that the new Marketing Co-ordinator was able to put digital promotion first.

Owain Johns believed it was vital that the BMAA's strategic plans had measurable outcomes; several members echoed his sentiments. *Andy Aiken* said that to ensure this, the forthcoming Council meeting would set targets. *Norman Burr* suggested that a net increase of 100 members per year would be a reasonable starting point.

Rob Hughes told the meeting that five people had offered to be co-opted to the Council. He asked if any of the candidates objected to their names being made public, then promptly withdrew the statement amid general hilarity at the self-defeating nature of the question.

In alphabetical order the candidates were *Tim Burrow*, *Rob Grimwood (6573)*, *Derek Lamb (11134)*, *Gavin Teasdale (0842)* and *John Waite (8424)*. The next Council meeting would decide the names of the successful four.

Spencer Harvey (5841) asked why *Andy Aiken* had replaced *Rob Hughes* as Chairman. The Chairman replied that he was not in a position to explain the votes of individual Council members. Several members pointed out that several candidates and Council members belonged to the club at Plaistows, and that it would be healthier for the association to have a more representative Council. *Rob Hughes* acknowledged that such a concentration was not ideal but pointed out that the Council could only choose from the names available.

Ruth Devlin (10679) informed the meeting of the serious difficulties which the latest Irish Aviation Authority medical requirements were placing on Northern Irish microlight pilots, and asked for the BMAA's support. *Geoff Hill (5563)* reminded the meeting that the details were printed in the May 2018 edition of *MF*. *Geoff Weighell* summarised the problems and informed the meeting of a possible solution, which he would raise with the CAA, namely to change the wording on the UK self-declaration to give the CAA's implicit support. This might be enough to satisfy not only Ireland but also Slovakia and Denmark, which were proving similarly unreceptive to the current UK self-declaration.

7 BMAA AWARDS

Frank Hodgson (0305) presented Colibris to *Ed Warnell (0970)* (silver) and *Julian Drewe (10256)* (bronze).

The Chairman presented the following awards:

The BMAA Engineering Trophy "to the best non-professional design submission, in the opinion of the Technical Office", to *Tony Dowling (8775)*, for a set of avionics-related modifications, including an EFIS and a Pilot Aware. *Geoff Hill* accepted the award on his behalf.

Comment from the Technical Office:—

Modification submissions were comprehensive and clear, with excellent use made of annotatted sketches and photographs.

The Brian Cosgrove Award "for the sport's unsung hero or heroine", to *Raphael O'Carroll (0936)*. Citation from nominator *Neil Barriskell (9143)*:—

Not only is Raphael O'Carroll, the CFI at Kernan Aviation, singularly responsible for the development of microlight flying across the west of Northern Ireland over more years than he would care to remember, his passion for the sport, warmth of character and at times bloody mindedness in the face of outrageous stupidity from the local council and neighbours has seen Kernan become, in my mind, exactly how all microlight clubs should be.

I started at Kernan in 2002, have seen the club go from a wee field with a very iffy caravan to what it is today, thriving, friendly and a part of the community, all communities!

This has been achieved through the hard work of both Raph and Betty, his wife, and at times through very difficult circumstances. You will have seen in MF how they lost their daughter to brain cancer, a tragedy that few ever recover from. While I know the whole family will carry this for ever, they have also used this to drive on with a plethora of fundraising activities that have engaged all within the club, both flying and non.

The Keith Negal Award, created in 2010 in honour of the long service that Keith gave the BMAA. At his request, it is awarded "for getting things done". Awarded to *Dan Subhani (10014)*.

Citation from *Dave Broom (4400)*:—

I'd like to nominate Dan Subhani for whichever award you deem appropriate (although I guess that Keith Negal would have appreciated Dan's work the most) for the outstanding effort he's putting into reviving Sandown and the Spamfield microlight rally.

Having worked with Dan most of last year I can vouch first-hand for his infectious enthusiasm and ebullient nature! Not only is he putting Sandown back on the map for all types of GA, he's endlessly promoting microlighting in all its forms.

He definitely deserves some recognition for the effort he's put in, and I know it would mean a lot to him to get an award from the BMAA.

The BMAA Medal, the association's highest award, given "in recognition of long and distinguished service to microlighting", to *Nigel Beale (0327)*.

Citation from nominator *Richard Rawes (3315)*:—

Nigel has been at the forefront of microlight aviation since its inception. He has provided unstinting support to the sport and wider industry by the provision of engines, aircraft and freely available technical advice. Although in business, the continued development of the sport has remained core to his principles. Recognition of Nigel's contribution to our global success is long overdue.

BMAA Photographic Awards, for the best pictures in the *Microlight Flying* photographic competition, were introduced by *Geoff Hill* with the aid of a projector:

"Every year at *MF* Global HQ, we're amazed at the quality of pics for the monthly photo competition, and this year we're as amazed as ever, with hundreds of fabulous images from all over the globe.

"It's achievement enough to win the monthly competition, so to come in the top three in the annual competition is something to be very proud of.

"Third this year was *Steve Grimshaw (9918)* with his shot of a grassroots machine in The Fun Fly Zone, microlight central at Oshkosh, living up to its name. 'This example, piloted by Corey Cassavant, is a 1990 Quicksilver MXLII-VANT with a Rotax 503 DCDI engine – but 'm sure you all knew that anyway,' said Steve. Well, Norman might, but I certainly didn't.

"Unfortunately Steve couldn't be here because whoever organised Popham rather foolishly picked the same date as a Grimshaw family celebration. Honestly.

"Second, by the very narrowest of margins, was a glorious early autumn shot of Glencoe by *Michael Stalker (10236)*. 'Low-level flying here is simply stunning, but best done at the weekend, when there is less chance of meeting a Typhoon (or two) coming the opposite way,' said Michael.

"Michael couldn't be here either, but he had a slightly better excuse than a family gathering:

after shipping his Quik to Florida, he was flying it across the USA then back. As he put it: 'I will hopefully be somewhere around Yellowstone, trying to capture the 2018 photo of the year winning picture, so if I am at Popham, it means my USA trip has gone horribly wrong somewhere, or the weather has been ideal for the 8600-plus mile trip and I've completed it ahead of schedule! So my apologies, I doubt I will be there. Best of luck to the other two though.'

"A print of Michael's pic is now winging its way towards the US, addressed to the second geyser on the left in Yellowstone.

"And first was this dramatic shot of the first Quik in northern Norway, by *Jon Crawford (10625)*. When Jon was posted to a UK military training facility at the RNoAF base at Bardufoss, just south of Tromsø, he took his Quik with him – then went flying in -10°C.

"Jon, it was worth it for that photo, and we salute you!"

He presented Jon was presented with a framed print of his photo.

DATE OF NEXT AGM

Microlight Fly-in & Trade Fair, Popham Airfield, 2019, date to be confirmed.

The meeting closed at 5pm approximately.

Minutes prepared by Norman Burr

APPENDIX 1

INTERIM ANNUAL REPORT



BMAA AGM 2018

Chief Executive's Report to Members

Introduction

For several years I have produced an Annual Report with contributions from members of the BMAA Council, members of staff, the Editor of our magazine and sometimes contributions from other interest groups. As the 2018 AGM follows the 2017 AGM so closely, and is only partly through our financial year, that format is not appropriate at this time and so this report is different, being a summary of activity since last year written from my point of view as the Chief Executive.

BMAA - the background

When the BMAA was formed it took on the remit of representing the interests of a new group of pilots who flew what were mostly at the time powered hang gliders, with some odd-looking contraptions from far afield like the Eagle and Pterodactyl. No other organisation wanted to be associated with the “nutcases” flying these contraptions and pressure from the CAA for some sort of regulation was growing. The BMAA was formed and the “nutcases” had a voice. Ever since that time, almost 40 years ago, the BMAA Council members, along with volunteers and the BMAA employed staff, have continued to represent the interests of the BMAA members following the original remit. Keep microlight flying as simple and as cost effective as possible.

Regulation

The two main areas which attracted regulatory oversight were pilot training and airworthiness.

Pilot Training

Some may remember when the BMAA issued pilot certificates of competence. A basic certificate for local flying and an advanced certificate for cross country flying. In 1983 the CAA decided that microlight pilots should have CAA licences and, after initially imposing requirements similar to the light aircraft licence, were persuaded by the BMAA Training Committee to adopt a more suitable syllabus tailored to the type of aircraft that was being flown by microlight pilots.

Microlights have changed over the last 40 years. Faster, better handling, longer flight duration, more instrumentation, more comfortable to fly etc. The changes have prompted a review of the current training syllabus. The review has taken several years but is now close to completion. The interesting point is that despite the significant changes to the microlight fleet the syllabus is largely unchanged by the review. This does not mean that the review was not needed but demonstrates just how well the syllabus was written in the first instance.

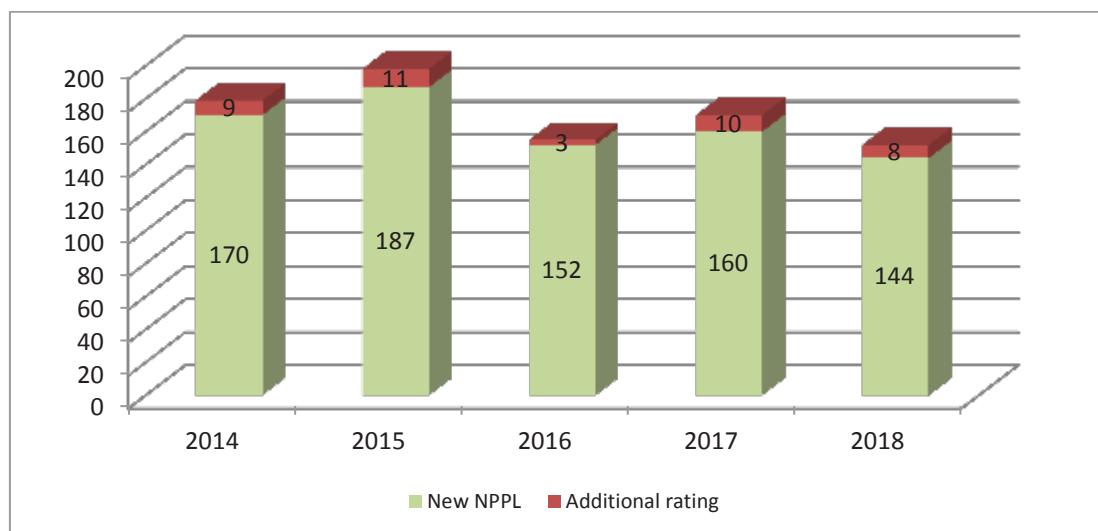
There will be some changes to the emphasis within the text to highlight areas which, with a better understanding, may improve safety and reduce accident rates. For example, there are

too many instances of aircraft overrunning a runway because the pilot set up the approach poorly. The emphasis on decision making has been highlighted in the new syllabus. Airspace infringements are a continuing problem in all aircraft types. In the navigation section the benefit of GPS enabled devices is now recognised and their proper use encouraged. An alternative qualifying cross-country flight is also included which is more appropriate to modern aircraft and how they are actually used.

The syllabus review has been conducted by the BMAA Training Committee. The committee is made up of volunteers working on behalf of the members. The review has been led by Fiona Luckhurst whose efforts on this project must be recognised and applauded.

Since the last AGM the Training Committee has also successfully run an Instructor Seminar for the microlight instructors and is currently undertaking a review of the NPPL examinations. The Microlight Panel of Examiners has met in 2018 and will be proposing some changes to the way that microlight flight examiners are appointed to achieve a more practical, skill-based, appointment that will be beneficial to new examiners.

In the field, over the first 7 months of the BMAA financial year microlight flight training has continued despite the poor weather and there have been 144 new licence applications and 8 applications to add a microlight rating to an existing licence. This is a little down on the same period last year, but not considered significant. The chart below shows the same 7-month period for the past 5 years for comparison.



Sub-70kg. In recognition of the common sense behind pilots taking training the BMAA is promoting the simple syllabus of the NPPL with operational limitations, and the existing instructor network, to pilots wishing to convert from hang gliding to flying the new breed of very light aircraft that fall into the sub-70kg class. There is no requirement for a licence to fly these aircraft, although they are effectively just light single seat microlights, but we consider training is sensible, even if not a legal requirement. The benefit of going through the training in this BMAA promoted way is the possibility of conversion to fly two seat microlights and heavier aircraft at a later date.

Airworthiness

The initial airworthiness of regulated microlights is controlled by the requirement to meet certain design and flight handling criteria. Ongoing airworthiness is the responsibility of the owner and is monitored by an independent inspection regime.

The BMAA provides an engineering service for members through the Technical Office. The three engineers who run the office all fly microlights and so appreciate what they are and how they are used. This experience allows them to bring a practical understanding to their role of approval and ongoing oversight.

Before airworthiness legislation was first introduced there were many more manufacturers of microlights than there are today. The requirement for manufacturer and design approval stopped some in their tracks and their designs ceased to exist. Although fewer manufacturers means less competition, and probably less innovation, the need for an improvement in the integrity of the aircraft was the driving force behind the regulation. The final straw in relaxed development was the in-flight failure of the Scorpion and Pathfinder Mk2 designs. Better to have design and manufacturing approval than unsafe aircraft.

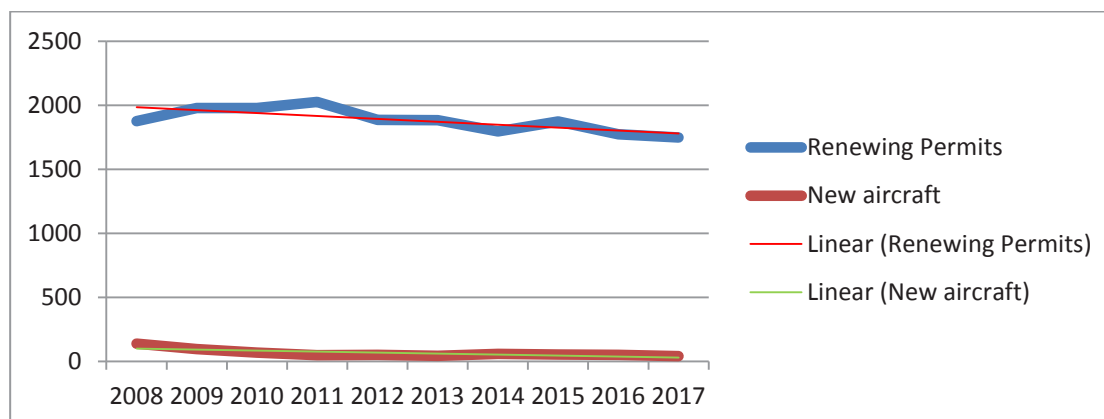
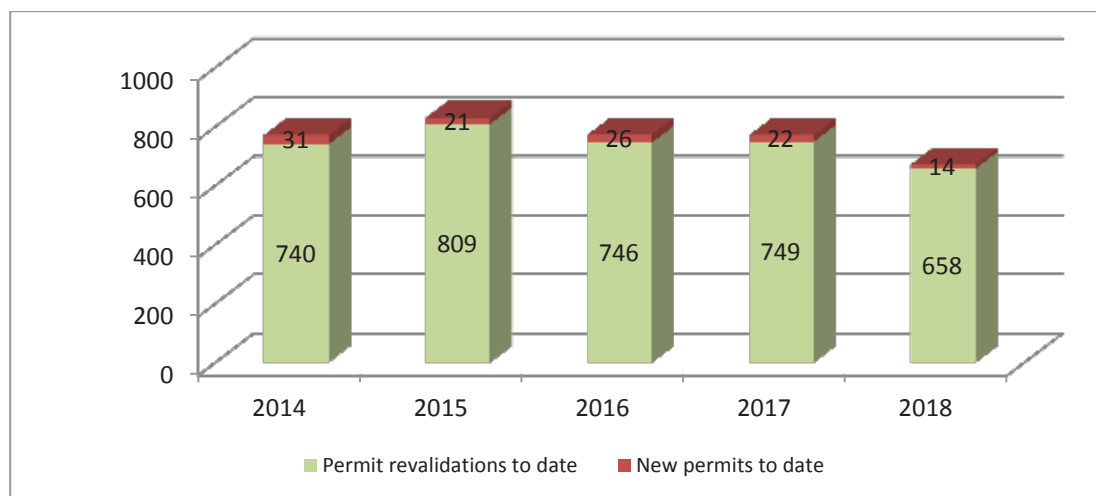
Of course, in recent years the BMAA managed to persuade the CAA that for single seat aircraft the risk of structural failure was suffered only by the pilot and so all single seat microlights were removed from airworthiness regulation. This category of microlights, commonly referred to as SSDR, has a good safety record and is unlikely to come back into airworthiness regulation. The somewhat disappointing knock on effect of SSDR has been the resignation of membership of the BMAA by some owners who now they no longer need airworthiness services feel that the other benefits, and the support of the Association that took them out of regulation, is an unnecessary cost. A study conducted two years ago showed that the change in legislation that allowed some two-seat aircraft to be turned into single seat aircraft and be deregulated costs the BMAA in excess of £2,000 each year through lost membership fees alone.

Like the licensing function of the BMAA the Technical Office handles routine applications for members. The most obvious income that helps to fund the work that the Technical Office does comes from Permit revalidations. Income offsets costs such as staff salaries, building and equipment, and of course insurance. To protect the Association in the event of an error by staff or approved or appointed persons the BMAA carries several insurance policies. The cost of insurance for the technical roles is in excess of £36,500.

Since the 2017 AGM the Technical Office has completed the approval of two new types. The Breezer microlight and the Nynja light sport aircraft. They have also been kept busy with other routine applications. AANs (factory mods): 4, MAANs (mods and repairs): 9, HBs (homebuilt completions): 3, Minor Mods: 18, Standard Minor Mods: 49.

Routine Permit to Fly revalidations for the 7-month period of the financial year show continued decline. Weather is a factor in completing inspections and check flights, although the new check flying system has made the process less weather dependent and has generally been welcomed by owners.

The graphs below compare permit activity over the same period for the last 5 years and the general trend since 2008.



Flight Safety Promotion

Safety in aviation is paramount. Flying any aircraft has risks. The weak link in flight safety is generally accepted to be the pilot. Although as reported earlier we can have confidence in the microlight pilot training syllabus and its delivery by the instructors, humans are fallible. No one gets younger and lessons taught in training don't always stay with you. Pilots need a continuous reminder of their own potential weaknesses and to be encouraged to do something to help maintain a good standard or improve on it.

In 2017 John Teesdale was appointed by the BMAA as a Flight Training Liaison and Safety Officer. His role is to be more active in flight safety promotion than we ever have been before. Just recognising recurring causes of accidents and hoping that pilots will get better is not good enough. John's instructional experience in both fixed and flexwing microlights means that he can consider remedies and improvement programmes and put them into place. This is why the title includes Flight Training Liaison as well as Safety Officer.

To encourage pilots to improve their practical skills and knowledge the BMAA has almost completed ready for launch the BMAA Wings Scheme. Further-achievement schemes are not new in aviation, but other than the FAI Colibri scheme, essentially based upon competition type handling tasks, there is nothing available specifically for microlights. The BMAA Wings Scheme has several levels of achievement from Bronze to Diamond. Some of the steps to gain each award are flying based, each aiming to improve a pilot's knowledge, planning and handling skills. One of the first flying courses to be developed concentrates on brushing up on landing strip skills in recognition of the number of incidents occurring when pilots visit unfamiliar fields. Other learning areas focus on non-flying achievements all with a safety theme. Examples are a visit to an active ATC unit or attendance at a GASCo or BMAA Safety event.

BMAA Courses

In recognition that most pilots actually want to know more the BMAA has begun to



develop pilot courses. Recognition for development of the courses must go to BMAA Chief Inspector, Rob Mott. Rob started preparing engineering courses aimed mainly at Inspectors but has expanded his interest and developed other pilot courses. The emphasis of each course is always on giving benefit to the pilots who attend to help them become more knowledgeable about aviation.

First Aid for Pilots and Aviation Fire Courses are deliberately designed with aviation in mind. Flying Abroad and Radio courses are obviously beneficial to BMAA Members. These ground based courses all count for credit towards the BMAA Wings Scheme as well as being beneficial in their own right.

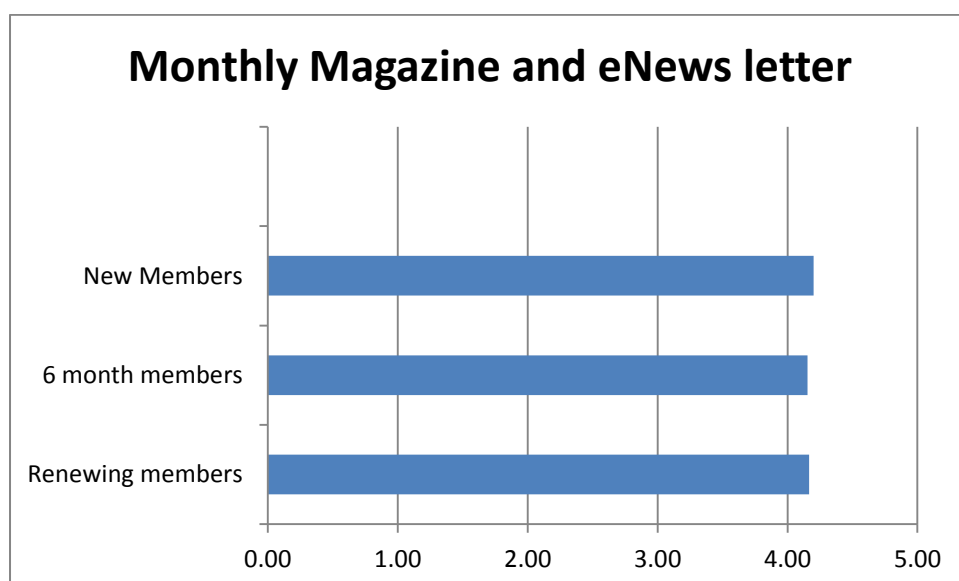
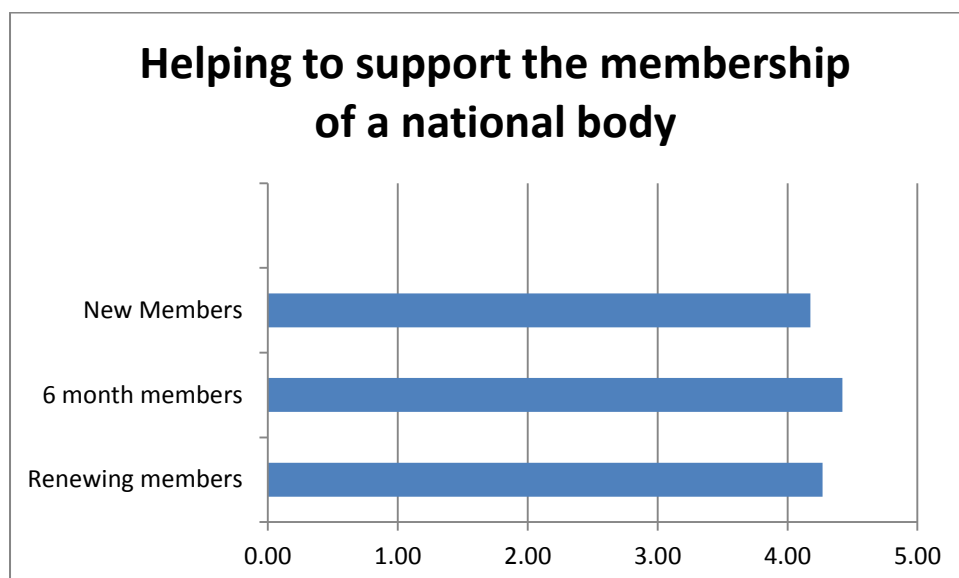
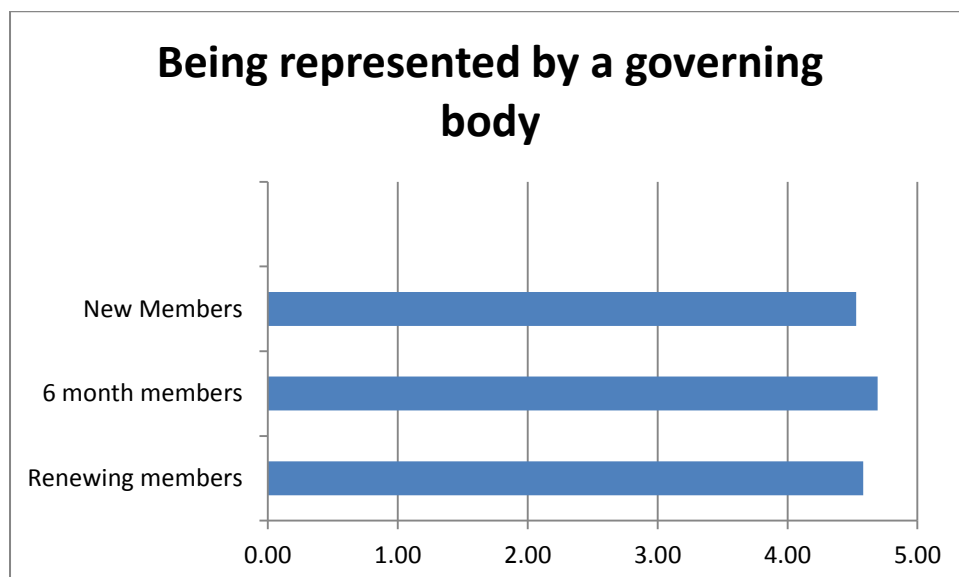
BMAA Membership

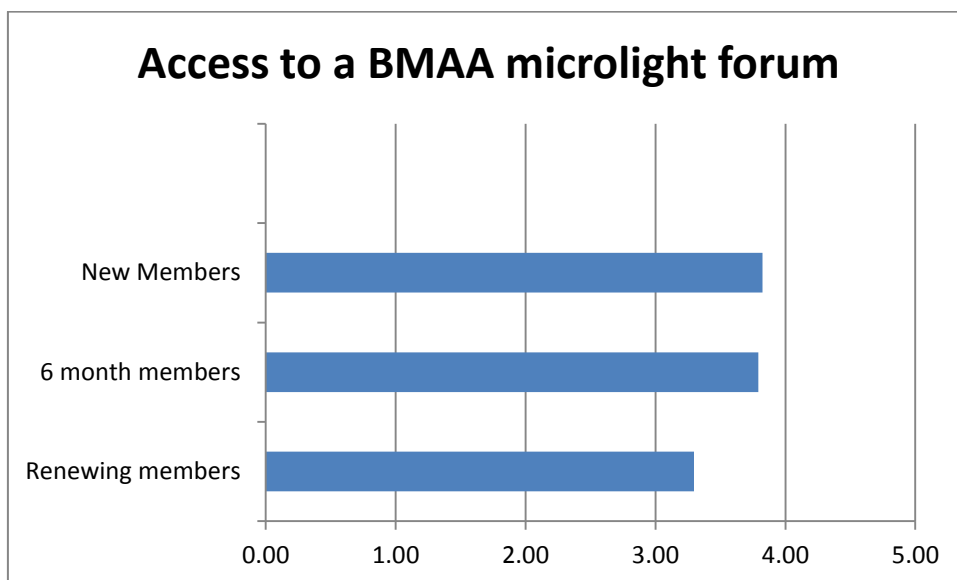
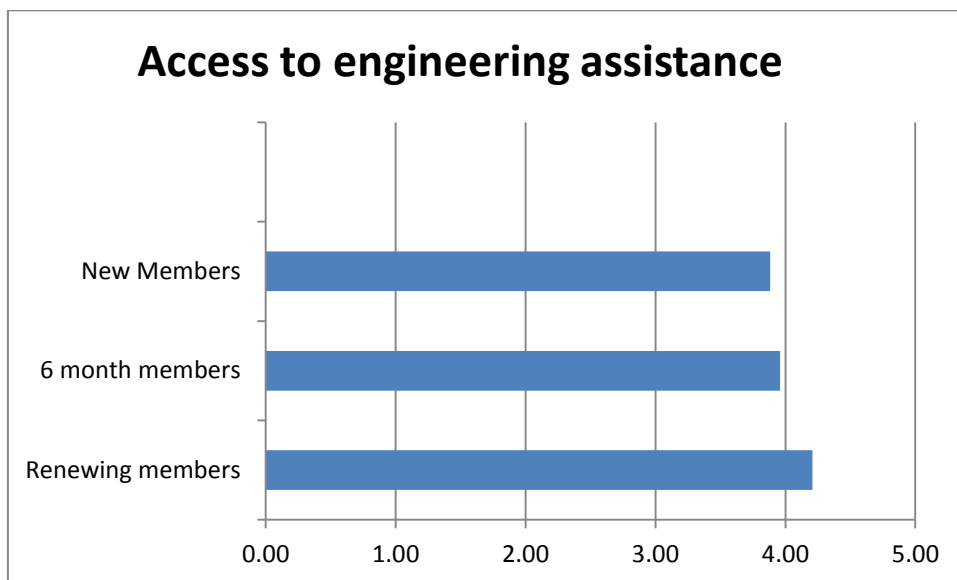
It is a fact that over the last few years membership of the BMAA has declined. The decline is not a plunge but a gentle slope. One reason already mentioned is the deregulation of all single seat microlights and the potential to change some two-seat aircraft to single-seat to become deregulated for airworthiness purposes. It is disappointing that microlight pilots would leave the organisation that has supported them apparently not giving any credit to the other work that the BMAA does on their behalf.

However, the BMAA cannot just accept that members will leave and shrug shoulders. All non-renewing members are contacted and invited to respond to a short survey so we can find out why they left. Sadly only a few respond to the survey. The majority of those that do have either given up flying or moved to a different class of aircraft.

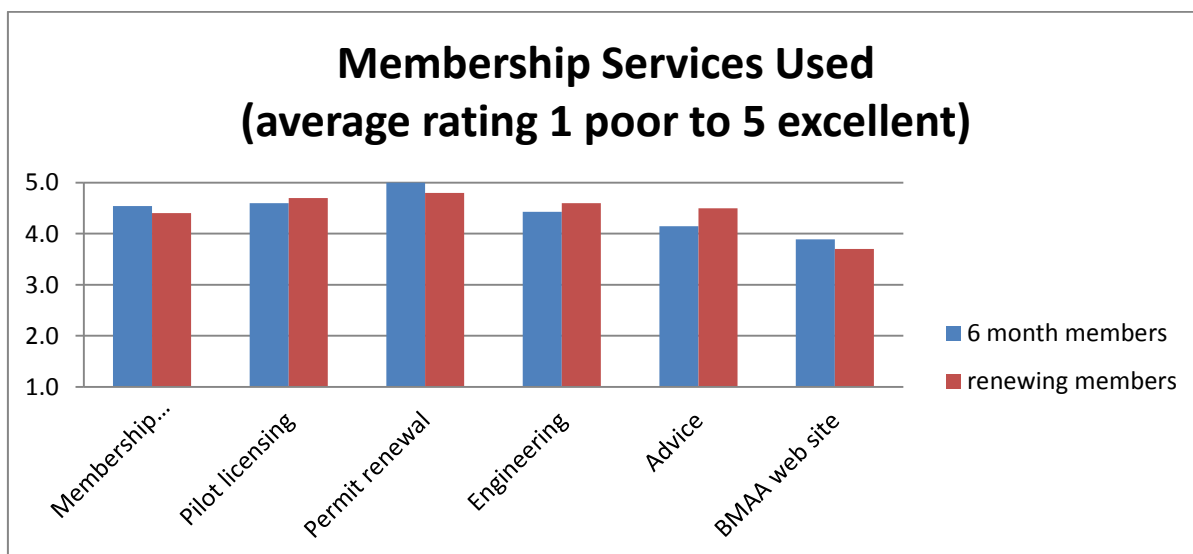
Other surveys are carried out when new members join, after a membership has run 6 months and at membership renewal. All responses are considered and reported to the Council. Reports have been on an annual basis until this year. Now they are on a quarterly basis.

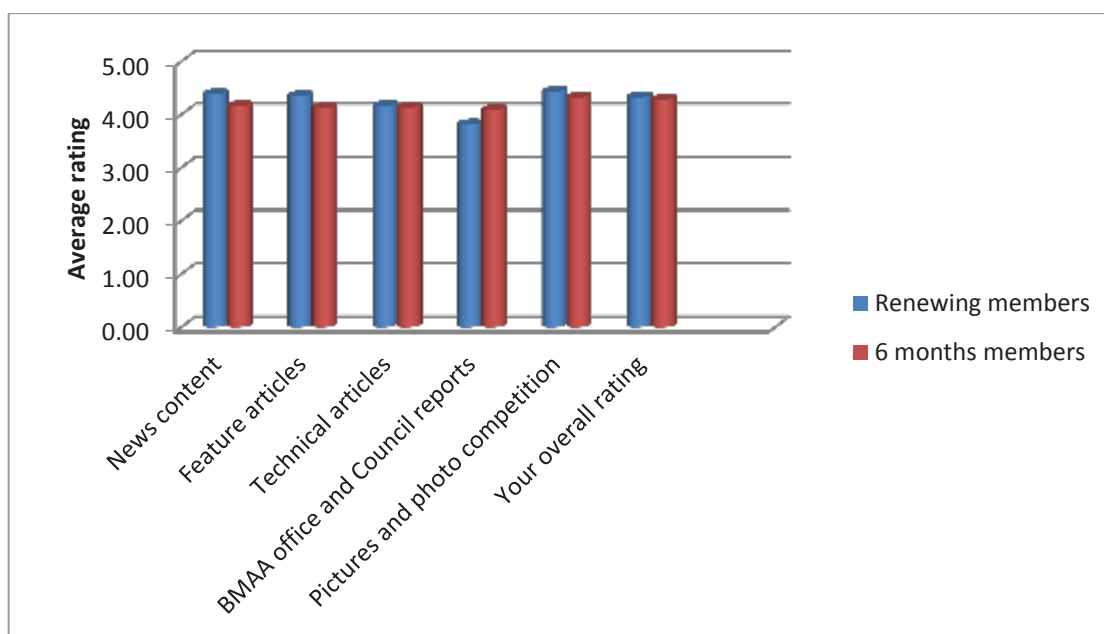
The surveys ask what is important to each member:





Likes and dislikes are recorded and attention is paid to them.





All comments on publications are passed to the editorial team who review them. Technical or regulatory issues are reviewed by the Council and staff. Those responsible do take notice of feedback.

Promotion

One of the Objects of the BMAA is to promote microlight flying. Promotion has to be cost-effective. Anyone can spend many thousands of pounds on advertising and reap very little reward, or at least cost-effective reward. The BMAA does not have many thousands of pounds to spend on promotion but does consider how funds can be best spent. The simulator is a great attraction and will be used throughout this year at some county shows and flying events. To get the best out of these attendances we try to encourage flying schools to partner up with us so that members of the public can make arrangements on the spot to take a flight.

The new website was launched this year. The emphasis of the site has been changed. It is designed primarily to promote microlight flying and in addition have a background information source. Judging by the increasing number of flight vouchers sold through the website the new approach seems to be working. The new website is also proving popular with members who own aircraft and inspectors as it allows them to view their aircraft records held by the BMAA. It is likely that with the introduction of the new General Data Protection Regulation coming into force in May 2018 some of this information will have to be restricted.



There is also a new bright image being used to promote microlight flying. You will see being used more and more on BMAA publications and goods.



it

We are using social media more to improve communications. We are still looking for an individual to coordinate our promotional activities, because at the moment they are rather uncoordinated. We are speaking with someone in the near future, so hope to get that place filled.

Regulations

At the beginning of this report I referred to the CAA imposing regulation on microlight pilot licensing and airworthiness. There are a lot more areas of regulation that impact on us specifically and all general recreational aviation of which we are part. At the moment we are actively involved in several regulatory discussions.

600kg. European regulation is soon to see a change that opens the door for National Authorities to redefine microlights within their State. The change has been on the horizon for about two years and we have been urging our National Authority, the UK CAA to consider making a change to the UK definition of a microlight, specifically with the aim of increasing payload. The primary benefit, particularly for three axis aircraft, is that they can be designed to carry more than a teaspoon of fuel when two people of average size are aboard. Sadly, the CAA are well behind all the other States in making any decision and so we are almost still at square one. However, a meeting is scheduled for early May to discuss and promote our ideas for changes. We hope we can influence a change.

Remunerated flight training in amateur built aircraft. For at least two years we have been asking the CAA to amend regulation to allow remunerated flight training in amateur built aircraft. That is, a school could use a kit-built aircraft to train pilots who are not owners and be paid for it. At the moment a person who owns, or part owns, such an aircraft can pay for training, but a non-owner cannot. The non-owner can be instructed in the aircraft but cannot pay for it. We believe that changing the regulation would have no safety implication but would help make flight training less expensive and therefore help promote microlight flying over other forms of recreational flying. I continue to hope that the CAA will see it our way soon.

Manufacturer oversight. Several years ago, the BMAA proposed to the CAA that we be approved to take on a role of overseeing microlight manufacturer approvals. The basis for this was to reduce costs, improve timeliness and hopefully offer a more aware approach with microlight experience. This is another request for regulation change that has stalled and is with the CAA.

Airspace and airfields

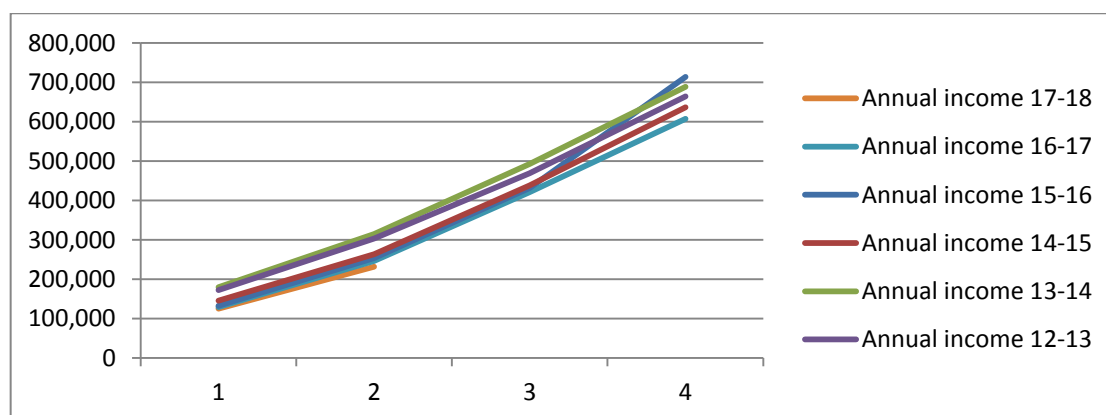
We need airfields to fly from and airspace to fly in. Without either one flying just doesn't happen. Together with other members of the General Aviation Alliance (GAA) we have been considering and responding to airspace change proposals where they may unduly restrict access to airspace for our members. Recently the pressure for a more coordinated approach to the establishment and use of airspace has increased. In January 2017 an All Party Parliamentary Group for General Aviation was formed and now has membership of around 150 MPs. The APPG has working groups for both airspace and airfield matters. We are engaged closely with both groups and are active in participating with their work. The recent Airspace Change Proposals by Oxford and Brize Norton have been criticised by the APPG as being unsafe. Support for general aviation at this level is welcome and we are committed to being part of the driving force behind it.

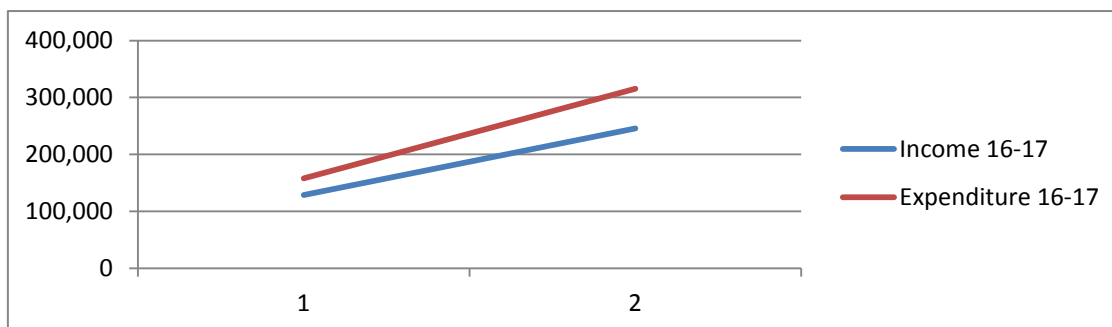
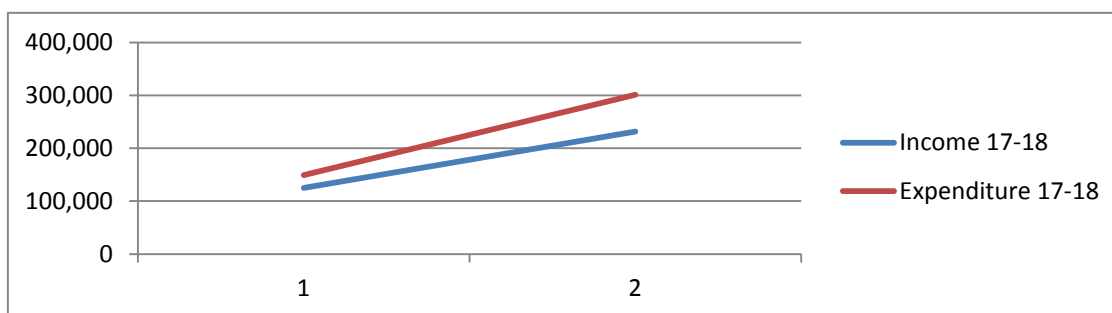
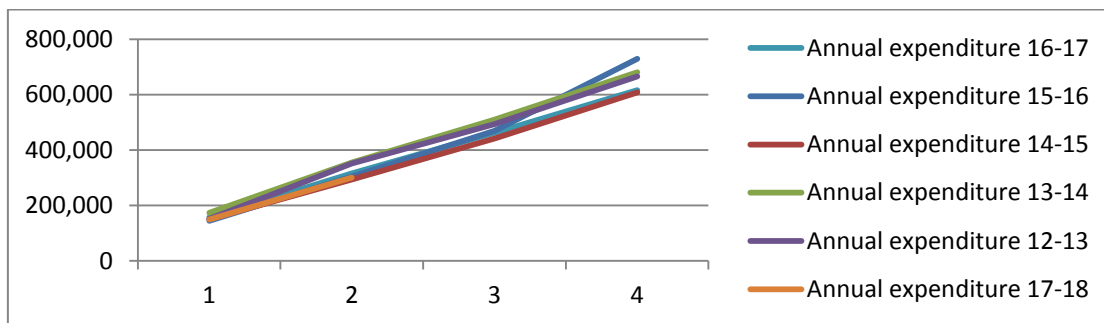
Finance

There is no getting away from the fact that to run any representative organisation there are costs. Each year I review income and expenditure and with the Treasurer, Rob Grimwood, prepare a financial budget for the year. Historically we know what our expected expenditure will be and we then try to set income levels to cover the expenditure but not make a positive margin. We set out to break even. The BMAA has reserves in the bank at a level approved of by our auditors. We don't need or want to increase the reserves which are just there to cover working costs in the event of a sudden loss of income.

The BMAA income follows a predictable pattern each year starting with a period where expenditure exceeds income followed by income catching up to hopefully break even. The slowly reducing membership affects income, although as we have only increased membership and airworthiness fees once in the last three years it is not a surprise to see that income has been falling behind expenditure. The plan to maintain reserves rather than grow them is deliberate.

The graphs below show the trends of income and expenditure and how this year is following the traditional pattern:





Summary

The day to day processing of licence applications and instructor and examiner information continues with a revised syllabus nearing completion.

The improved Technical Office systems combined with the new website make Permit processing faster than ever. Increasing responsibility in order to assist manufacturers, and addressing the 600kg option, is at a frustrating standstill waiting for the CAA to find time to progress.

We are making positive moves towards the goal of improving microlight pilots' knowledge and skills to improve flight safety, and soon hope to have the Wings scheme fully running.

We are actively reviewing our promotion of microlight flying and BMAA membership.

We are fully engaged at top levels with airspace regulatory matters and airfield support.

Our financial position is as expected , living within our means and being careful with members' money.