



Annual General Meeting 2019

15.00hrs, Saturday 4 May

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

AGENDA



Introduction and welcome by Rob Hughes BMAA Chairman

Apologies for Absence

Minutes of the AGM 2018

Chief Executive's Report Geoff Weighell

Chairman's Report Rob Hughes

Promotion and Marketing Report Amanda Lord

BMAA Wings Award scheme Rob Mott

Treasurer's Report Derek Lamb

1. To accept the accounts for the period 2017 – 2018
2. To reappoint the auditors for the period 2018 – 2019
3. To accept the membership fees increase as proposed

Discussion

Awards

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 4 MAY 2019



PRESENT

On the platform: *Rob Hughes (7571)*, (chair of the meeting), *Richard Bisiker (8742)*, *Frank Thompson (9925)*, *Tim Burrow (2240)*, *Derek Lamb (11134)*, *Rob Grimwood (6573)*, *Geoff Weighell (2638)*, *Ben Syson (5542)*, *Rob Mott (5384)*, *John Teesdale (2566)* – plus over 60 BMAA members in the hall.

1 INTRODUCTION AND WELCOME FROM THE CHAIRMAN

Rob Hughes welcomed members to the meeting and confirmed that it was quorate.

2 APOLOGIES FOR ABSENCE

None.

3 MINUTES OF THE 2018 AGM, AND MATTERS ARISING FROM THEM

These were made available and taken as read.

Proposed by *Chris Wills (648)* that the minutes be accepted, seconded by *Jeremy Hucker (595)*, passed nem con.

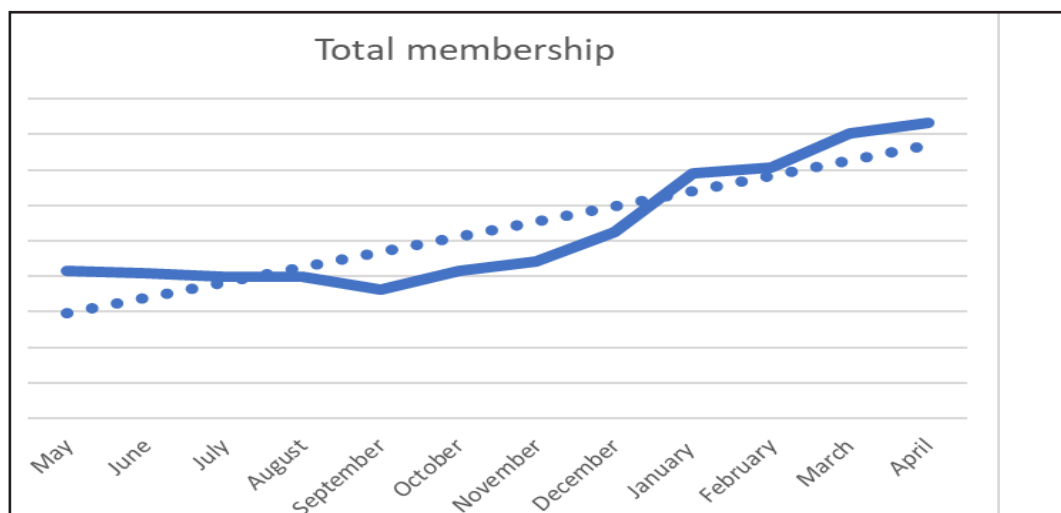
There were no matters arising from the minutes.

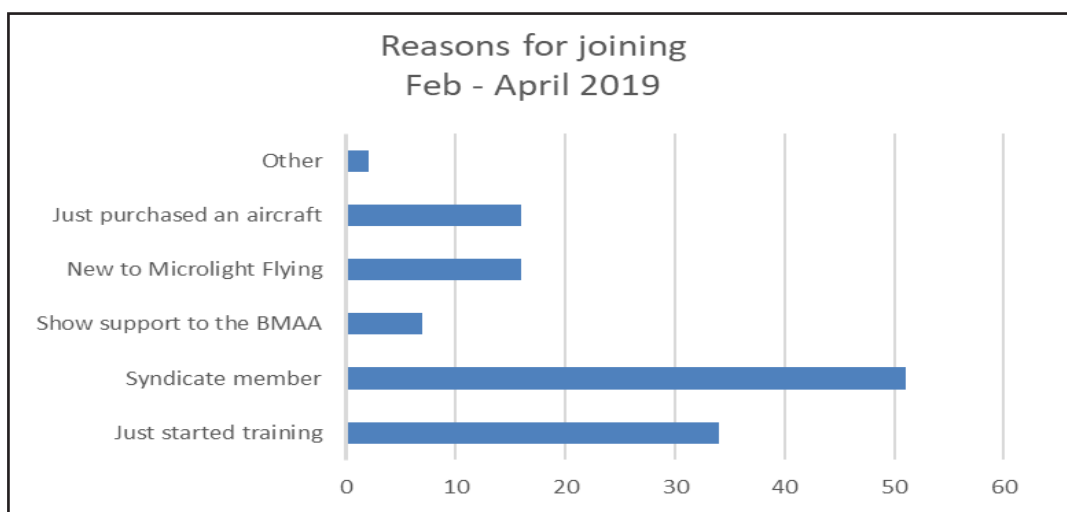
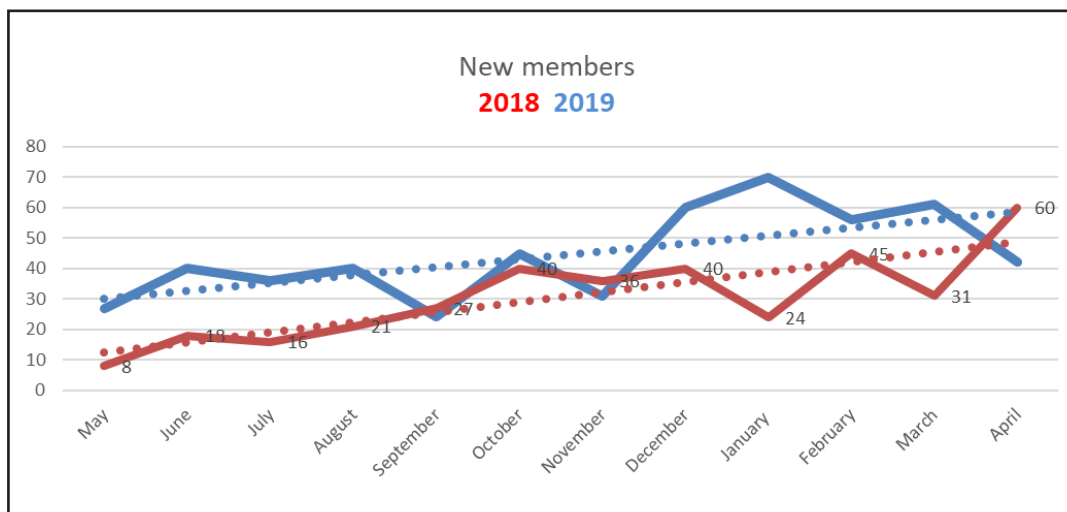
4 CHIEF EXECUTIVE'S REPORT

Geoff Weighell discussed the salient points of his section of the Annual Report.

He presented the following graphs showing membership trends, which he was pleased to report were now upwards, following several years of slow decline. The BMAA now had over 200 more members than this time last year, some but not all of the increase being attributable to the introduction of the requirement for everyone in a syndicate owning a BMAA-permitted aircraft to be a member.

A major part of the membership drive was the decision to employ a Promotions & Marketing Coordinator. *Amanda Lord (1260)* was hired in May 2018, and would be addressing the meeting





herself shortly. Her role was to review all the BMAA promotion and communication activities with the aim of encouraging more people into microlighting and more pilots to join the BMAA.

One task was to create a better working relationship with schools and encourage them to introduce students to the BMAA early in their training – at present only half of licence applicants were members. In addition, plans were being drawn up to take the face of the BMAA out to more public events during the coming months.

Communications with members had been improved through the BMAA's Facebook Group, by relaunching the Forum and using the website to carry news as well as other information.

The association had actively and successfully pursued several initiatives with the CAA. A new microlight frequency had been launched (129.835) and in October the CAA had agreed that in principle the BMAA would be authorised to issue microlight pilot licenses on its behalf, and permits to fly for new aircraft.

He then adjourned his report to allow *Mark Shortman* of the CAA to address the meeting.

Mark Shortman explained that hitherto, permits to fly had been issued by the CAA. Following the government's Red Tape Challenge, this been changed so that from 1 May permit issue had been delegated, the first time any non-governmental aviation body had been given such a responsibility. Ownership of TADS had been similarly delegated. He presented a certificate commemorating the event to Chief Technical Officer *Ben Syson* and Chief Inspector *Rob Mott*.

Geoff Weighell resumed, explaining that delegation of issuing pilot licences had been delayed by Brexit-related work at the CAA, but was progressing.

Discussions were ongoing about raising the microlight weight limit, following the change to the EU regulations that would enable this, and extending the use of homebuilts for training. The latter was proving complex but nevertheless he reported encouraging progress with both projects, which

were due to report in November and September respectively.

A vital part of the CE's job was representing microlight pilots regarding legal and airspace issues. The BMAA is a member of the General Aviation Alliance and is also represented on the All Party Parliamentary Group for General Aviation. A success so far had been a significant influence on the National Planning Policy Framework which guides aerodrome planning policy.

He was pleased to report the inauguration of the BMAA Wings Awards scheme, developed by in conjunction with *Rob Mott* and *John Teesdale* and launched at the BMAA Instructor Seminar in February. Designed to encourage BMAA members to improve their flight planning, aircraft handling skills and understanding of aviation safety, it has four levels of award – Bronze, Silver, Gold and Diamond – and to qualify for each level pilots needed to gain achievements from a selection of flight, educational and safety tasks. The initiative had been awarded PROUD status by the CAA.

Another initiative from 2018 was the pilot courses successfully launched by *Rob Mott*, the aim being to produce a series of courses designed primarily for the membership, but also of interest to the wider aviation community. Thirteen courses had been completed to date, with over 100 attendees gaining their completion certificates.

The second New Horizons build-a-plane project had now been completed, by the girls of Benenden School in Kent. The aircraft was now flying in a training school and had amassed over 100h to date. It was hoped that two similar projects would be completed during 2019.

Finally, he reported that the young person's flight bursary, which in 2018 gave two young people awards towards their training, had attracted over 30 applicants for 2019.

A member asked about the effect of a rise in weight limit to 600kg on existing licence holders. *Geoff Weighell* replied that the intention throughout the negotiations had always been that any changes agreed should not disadvantage any existing licence holder.

Terry Viner (5699) asked whether, when the BMAA took over licence issuing, the CAA's portion of the fee would stay with the BMAA. *Geoff Weighell* replied that the financial split had yet to be decided but in his opinion was unlikely to change.

5 CHAIRMAN'S REPORT

In a brief address, *Rob Hughes* summarised the principal changes which the association had experienced during the year. Council members *Andy Aiken (5417)* and *Gavin Teasdale (0842)* had resigned due to pressure of work, and he was also sad to lose staff member *Jo Syson*. *Amanda Lord* had joined the staff in a marketing capacity and there had been other developments on the marketing front, including a new trailer, a new logo and – soon – a new simulator.

Another priority was to improve communication with members, and in this context *Terry Viner* asked why the contact names were no longer printed in *MF*. The Chairman explained that the decision had been taken to make the best use of space in the magazine, and that the information was still available on the website.

A member asked what would happen to the old simulator and was told by *Frank Thompson* that it would be sold.

6 PROMOTION & MARKETING REPORT

Promotion & Marketing Coordinator *Amanda Lord* addressed the meeting as follows.

"Good afternoon and thank you for attending the AGM this afternoon. I want to just update you on what I have been doing for the BMAA since I started as a part-time consultant last October. My role as Marketing & Promotions co-ordinator encompasses many different opportunities, therefore a decision was made after conducting the schools survey last summer to prioritise certain initiatives, of which the major items are:

- events;
- youth and women in microlighting;
- creation of better communications with schools, clubs and members;

- reviewing our publications.

“So let’s start with events for 2019. Hopefully you have had a look at the new exhibition trailer which over the next few weeks will house a new flexwing simulator. We are also planning to have some new promotional film footage produced to show in the trailer. All in all, this gives us a marketing tool for events of all kinds, starting with the Instructor Seminar on 12 February, Duxford Safety Day on 27 April and of course Popham this weekend. This will be followed by:

- Food & Flying Festival, Shobdon 6-7 July in conjunction with Steve Evers of Swift Light Flight Microlight School. This event attracted 8000 visitors last year;
- Scotland’s National Airshow at East Fortune, 27 July, in conjunction with Jill & Gordon Douglas;
- LAA Rally at Sywell, 30 August – 1 September.

“In addition to these aviation events we are also planning on attending two *Countryfile Live* events, at Blenheim Palace on 1-4 August and Castle Howard on 15-18 August. The demographic at these non-aviation events is the correct target audience for microlighting and we plan to have both the trailer and a flexwing at both shows. I am really pleased to be representing the BMAA at these events and looking forward to see the reaction from a non-aviation audience.

“Regarding the youth programme, there are two initiatives that I have targeted and am having particular success with.

“Firstly, I have created a list of instructors who are – or who are willing to become – DBS checked, so they can fly with minors. I have had a very positive response from Air Scout groups all over the UK. The plan is to team up local microlight schools with local Air Scout team leaders and squadrons to create educational fun days for Beavers, Cubs and Explorers aged between 8 and 18, without involving as much red tape as it seems the Air Cadets are tied up with.

“Secondly, the Aviation Skills Partnership is now targeting youth groups and I have been in talks with the youth programme manager to set up courses that encourage 14-16 year-olds to attend a one-day course about basic pilot skills, and then use the practical class work as an introduction to a 30 minute flight in a fixed-wing microlight. These courses should be up and running by the end of May.

“On p38-39 of the May 2018 *MF* there is a lovely write-up of what Tim Wiltshire and the team at Get High Volare are aiming to achieve with their charity-based flying clubs, basically raising funding from sponsors, donations and their own charity shops to fund trial flights to encourage inner-city, local and under-privileged children to have an experience of flight. The BMAA is very happy to support the GHB team in their endeavours.

“It seems more and more women are being encouraged and are actually participating in all types of aviation, including microlighting. We have female examiners, instructors, pilots and students, and I would like to celebrate this fact and encourage more women to understand that this is an achievable activity. We have a women’s focus group for debate and discussion, and in March a new Facebook group was started called ‘Women in Microlighting’, This is open for all to join, the aim is that all female pilots or students can feel supported, ask questions and share information.

“I have also gathered stories from several of our female members of how and why they started flying microlights. These stories I hope to have featured in women’s magazines to entice other women into the sport.

“Turning to communications, in marketing we know that ‘Communications is Key’. We have tried to open communication lines for members and schools; on social media we have concentrated on Facebook, with a new group for BMAA members, and have also focused attention on the main BMAA page.

“The recent schools survey gave me a general understanding of what is required to connect with schools. I focus on the ideas and discussions I listened to during my one-to-one interviews. The Instructor Seminar had a great turnout and we had some very positive feedback. I

have been keeping the schools and instructors up to date with regular newsletters and communications about new initiatives, support with social media and just offering a general line of contact to me and the BMAA.

“Regarding publications, *MF* is a wonderful communication tool to the members. The *MF* team and I had a review after the school survey and one result was the addition of the Micro Quiz, allied to more coverage of safety and technical matters, Geoff Hill and the team do a great job of keeping *MF* bright, educational and a great read.

“Our publicity material now includes a leaflet on the new Wings Scheme, a new membership leaflet that is due shortly and a completely revised version of the BMAA’s *This is Microlighting* guide, which is being launched here at Popham. It gives an overview of the sport including its history, learning to fly, type differences and what the BMAA gets involved with, all aimed at people beyond the microlight fraternity. It will be used by the office as a support tool at events, especially at non-aviation events, while schools can use it for giveaways to those taking trial flights and for general enquiries.

“There are many other initiatives going on in the background. The results of marketing always take time to filter through but I can assure you that the BMAA team and I are working hard to enhance, educate and open up with world of microlighting to new members and encourage existing and past members to renew and continue supporting the BMAA.

7 BMAA WINGS AWARD SCHEME

Chief Inspector *Rob Mott* introduced the BMAA Wings Scheme and showed a promotional video – now available on the BMAA YouTube channel – explaining it. The scheme was free to members and he was pleased to report that it had been given CAA PROUD status. It was hoped the Wings Awards would encourage pilots to improve and extend their skills. *John Teesdale* then presented the first awards, to *David Cawdery*.

8 TREASURER’S REPORT

Derek Lamb summarised the association’s financial position, as detailed in the Annual Report. While it was basically sound, a loss had only been avoided last year because of a one-off legacy donation of £50k. Without that, the BMAA would have lost £13k, compared with £9k the previous year. This pattern of increasing losses was evidence, he believed, of the need to raise subscriptions this year, as costs were under control – broadly in line with inflation.

He proposed an increase of £6pa in the single-year standard rate, with proportionate increases to other categories, as shown in Appendix 2 of these minutes. These rises, although the largest for several years, would do no more than bring subscription rates back to the 2010 figures, once inflation was taken into account; the intervening years had seen either no increase or a below-inflation figures.

A vigorous discussion ensued as to whether the increase was justified, some members doubting its necessity while others pointed out the need to ‘speculate to accumulate’ in order to increase membership and hence subscription income.

The wisdom of retaining the same auditors was also questioned, the argument being that as the existing firm had served the BMAA for many years, there could be a case for a fresh approach. *Geoff Weighell* replied that the present auditors knew the association’s affairs very well and had recently undergone some staff changes which should introduce some new blood into the oversight.

Derek Lamb then put three motions to the meeting.

First, **that the accounts for 2017-18 be accepted** (proposed *Derek Lamb*, seconded *Geoff Weighell*). This was passed unanimously.

Second, **that the existing auditors be re-appointed** (proposed *Rob Hughes*, seconded *Derek Lamb*). This was passed nem con.

Thirdly, **that the subscription be increased by £6pa, with equivalent rises for other**

membership categories, (proposed *Derek Lamb*, seconded *Geoff Weighell*). This was passed by a large majority (2 votes against).

9 ELECTION RESULTS

The Chairman explained that with six candidates standing for six places, there had been no need for an election, so the following had been elected unopposed to serve until 2022:

Richard Bisiker (8742), Tim Burrow (2240), Bill Davis (0557), Rob Grimwood (6573), Derek Lamb (11134) and John Waite (8424).

10 DATE OF NEXT AGM

Microlight Fly-in & Trade Fair, Popham Airfield, 2020, date to be confirmed.

This ended the formal part of the AGM, at 5:10pm.

Minutes prepared by Norman Burr

AWARDS

The Chairman then presented the following awards:

The Steve Hunt Memorial Trophy, awarded for “outstanding microlight achievement”, went to *Michael Stalker*.

Citation from Colin MacKinnon:—

Michael has been an inspiration to people at Strathaven airfield with his adventures in a Quantum 912, such as Strathaven to Land’s End and back in a single day, to the Faroe Islands and from coast to coast and back in the USA.

With his c2c2c2018 blog, I am sure he is now passing that enthusiasm and inspiration around the world.

The Keith Negal Award, “for getting things done”, was awarded to husband and wife team *Doug and Mandy Coppin*.

Citation from *David Allen*:—

I have known Doug and Mandy for the past 10 years, and during that time worked alongside them organising the BMAA Nationals competition held at Eshott and known as Eshott Escapades, and their help and professionalism was outstanding.

In 2016, they decided to organise a flying event called Fly the Tyne in aid of a North East-based charity called Streetwise, which provides a range of health and wellbeing support services for young people aged 11-25.

It was organised with the help of the CAA and Newcastle International Airport, which allowed about 40 microlights to fly around and through their airspace.

It was a huge success, with pilots from all over the UK and Ireland taking part, and Mandy and Doug decided to organise it again in 2018 with 100 microlights.

Again, it was a great success, with attendees from the Republic of Ireland and a large contingent from Northern Ireland and Scotland.

I have flown in both events, and the amount of time and effort that has gone into organising and running them must be enormous. They bring together fellow aviators and enthusiasts from throughout the country and advance the BMAA community greatly. Mandy and Doug are great ambassadors for the flying community and the betterment of mankind.

Tim Burrow, who also nominated Doug and Mandy, added:—

With over 100 aircraft registered for 2018, the team created a promotional YouTube video, agreed very detailed plans with ATC, including a dedicated controller, and use of

Newcastle's Director frequency on the day. They also created an instructional video to demonstrate the route and waypoints, and supported that with full route mapping and SkyDemon routing for everyone to use.

Added to that was the military precision with which Eshott airfield was set out on the day, with food, marshals, marked parking spaces for 100 aircraft, fuel on site for everyone, evening entertainment, media coverage both at the airfield and on the Millennium Bridge along the Tyne – and I've not even started on the marshalled take-off procedure, all done with accuracy to the nearest second to maintain constant spacing between aircraft, with every 10th aircraft reporting to Newcastle ATC.

Events like this don't just happen: they take a herculean effort from a very small team led by inspirational people. This was an amazing event for the Streetwise charity in the North East, it was a fantastic platform for our great sport to be a part of, and going by the unbelievable effort that everyone made battling their way from all over England, Ireland, Scotland and Wales to get to Eshott in less than ideal conditions, it was clearly an event that had really captured the hearts of those participating.

Doug and Mandy have unquestionably demonstrated their strength as an organising team who are passionate about microlights and have a relentless drive to get things done.

The Brian Cosgrove Award "for the sport's unsung hero or heroine", to Colin Johnson. Citation from nominator Tom Dawson:–

Colin has provided backup to Fly-UK for as long as can be remembered.

Not only did he develop the computer system that is used by everyone to enrol on the flights, order T-shirts and caps and make payments, but he also developed the Fly-UK locator.

This programme is designed for low data use on simple mobile phones so that pilots can record which airfield they have arrived at and where they expect to be that night and the following night.

This lets participants and followers of Fly-UK see the progress that is being made and gives airfields an indication of who is heading their way so that they can organise accordingly.

Beyond his computer skills, Colin is always on hand during the event with his toolkit, and has helped many pilots continue the trip after a technical mishap.

He was the ringleader in a band of 15 pilots who removed a Rans from the most north-westerly beach in Scotland by dismantling it and carrying the parts for 4½ miles across the Scottish moorland.

He is always ready with his spanners or soldering iron, and his fixing of a bent front brake on a flexwing at Sark airfield with a claw hammer from his on-board toolkit has become a Fly-UK legend!

The BMAA Engineering Trophy "to the best non-professional design submission, in the opinion of the Technical Office", to Ralph Chesters, for his design and airworthiness submission of a two-axis Dynon autopilot installation in a CTSW.

Comment from the tech office:–

The physical installation – servo locations, mounting brackets and connections into the control system – was thoughtfully designed, lightweight and functional, while the airworthiness submission was comprehensive and correct.

The BMAA Medal, the association's highest award, given "in recognition of long and distinguished service to microlighting", went to Gerry Breen.

Citation from Terry Cook:–

Gerry may no longer be a BMAA member, having been diagnosed with a serious illness some time ago. Despite that, he has given more to our sport than almost anyone else and can easily be considered the Godfather of Microlighting.

From his very early days of powered hang gliding in 1976, through the formation of the

BMAA's predecessor in 1979 to his school in Portugal until 2015, he has passionately promoted the sport, demonstrating its challenge and safety and steering it through the bureaucratic minefield of regulation.

With numerous records, race victories and even James Bond film stunt flying, Gerry is the consummate professional and has done much to ensure that not only is our sport safe, but it is seen to be safe.

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

"Month after month, dozens of great images flocked in for the photo competition, giving us hundreds to choose from. It was a hard but happy task, and the top three should feel proud of being picked as the best of the best.

"Third was Backwater Reservoir by *Andy Mackinnon*, a really dramatic image of Andy on a rather refreshing flight from Perth accompanied by *Jim Crosby*, just about visible in the bottom right.

"*Jim Crosby* featured again in the second-placed shot, taken by him of fellow microlighter *Alex Cuthill* trying a spot of paramotoring.

"Paramotoring doesn't feature much in MF, but we all thought this was a brilliant pic and worthy of the cover, particularly since both Jim and Alex are BMAA members and microlight owners.

"And first was a unique shot by *Wilfred van Beek*, taken as he flew over the statue of Christ the Redeemer overlooking Rio de Janeiro in Brazil. It was so good that for once I was glad we didn't have an ad on the back page, which meant we were able to use this as a wraparound – a first for *MF*."

None of the winners was present to accept the award in person.

APPENDIX 1

ANNUAL REPORT



BMAA Annual Report

2019

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Introduction

Geoff Weighell Chief Executive

During the period from May 2018 until the end of April 2019 the normal work of the BMAA to serve the needs of the members and protect their privileges through engagement with regulators and Government has continued. Additionally, following the call from members at the 2018 AGM, there has been a concerted effort to increase membership of the BMAA.

Regulation In October 2018 we met with the CAA and agreed that in principle the BMAA would be authorised to issue Pilot Licenses for microlight pilots on behalf of the CAA and to issue a Permit to Fly for all new aircraft. We asked for these tasks to reduce the waiting time that members have had to wait for the CAA to issue these documents. Licenses have taken up to six weeks to be issued of late leaving recently qualified pilots unable to exercise the privileges that the licence will give them. We hope that these delegations, the first of their type, will be completed during May.

Other regulatory activities that we have initiated are the potential to raise the microlight weight limit following the change to the EU regulations that would enable this, and extending the potential use of amateur built aircraft within the flight training role. Both of these projects are ongoing; due to report late in 2019. We believe that in their own way each will help invigorate microlight activity within the UK.

Membership At the 2018 AGM the BMAA Council agreed to take steps to increase membership by 500 over 5 years. To achieve the promised growth the step was taken to employ a Promotions and Marketing Coordinator. Amanda Lord was hired in May 2018. Amanda's role is to review all the BMAA promotion and communication activities and see how they can be improved to encourage more people into microlighting and more pilots to join the BMAA. One task is to create a better working relationship with microlight schools, to help them where we can, and encourage them to introduce students to the benefits of supporting the BMAA early in their training. At the moment only 50% of those applying for a pilot's licence are members, so there is an obvious gap to fill. We have improved our communications with members through our Facebook Group, relaunched the Forum and use the website to carry news as well as the other wealth of information. We have plans to take the face of the BMAA out to more public events during the coming months as well as aviation events so that we are meeting members of the public who might otherwise not hear about and be encouraged to take up microlight flying.

Representation Increasing volumes of airspace and reducing numbers of aerodromes are a threat to all recreational aviation within the UK. The BMAA is represented wherever possible that influence can be made to bear to prevent further negative impact. The BMAA is a member of the General Aviation Alliance (GAA), possibly the most influential body when dealing with the regulator on these matters. We are also represented on the All Party Parliamentary Group for General Aviation whose aim is to directly influence law through their membership within Parliament. A success so far has been a significant influence on the National Planning Policy Framework which guides planning policy in relation to aerodromes.

Activities

BMAA Wings Awards

During 2018 members of the BMAA staff, Rob Mott, John Teesdale and Geoff Weighell, developed the BMAA Wings award scheme. This was formally launched at the BMAA Instructor Seminar in February 2019. The scheme is designed to encourage BMAA members to continue to improve their flight planning, their aircraft handling skills and their understanding of aviation safety. The aim throughout is for the BMAA member to become a safer and “better pilot”. The Wings scheme has four levels of award. Bronze, Silver, Gold and Diamond. To qualify for each level the pilot will gain achievements from a selection of flight, educational and safety tasks. After the first Bronze Award each level becomes slightly more demanding encouraging pilots to expand their skills and knowledge, whilst having fun and becoming a “better pilot”. This initiative has been awarded PROUD status by the Civil Aviation Authority.

The BMAA Wings award scheme is open to all BMAA members at no cost. You will need to be a qualified pilot to receive an award, but if you are a student pilot you can already be recording Aviation Education and Safety achievements that you can use towards your Bronze award when you have qualified as a pilot.

You can learn more about the achievements and how to progress towards each award directly on the BMAA website: www.bmaa.org/wings

BMAA courses

Last year a new initiative was successfully launched by Rob Mott, BMAA Pilot Courses. The aim of the project being to produce a series of pilot courses designed to primarily benefit the membership, but also the wider aviation community. The courses will cover an ever-widening range of aviation relevant topics, delivered by experts and offered to BMAA members at discounted rates. Since the start of the project we have completed 13 courses with over 100 attendees gaining their completion certificates.

New Horizons – Build a Plane

During 2018 the second New Horizons Project was completed by the girls of Benenden School in Kent. The aircraft is now flying in a training school and has amassed over 100 hours.

There are two other projects running which we hope to have completed during 2019, and we have been approached by other potential hosts for further projects. Details of how to get involved are listed on the BMAA website [at this link](#).

Young person’s flight bursary

In 2018 we gave awards to two youngsters towards their flight training. The 2019 award process has attracted over 30 applications which are undergoing a selection process at the moment. Further details of the award process are on the BMAA website. [Follow this link](#).

In the rest of this report you will read of some more of the detail of the work carried out by staff members and volunteers making the BMAA work for its members.

Chairman's Report

Rob Hughes

The last 12 months have been busy for both your volunteer Council as well as our employed staff members and I am pleased to report on a number of initiatives that point to how the BMAA is evolving and positioning itself for the future.

I'm delighted that we have filled the vacant 'PR & Marketing' position that had been a feature of the to-do list for far too long. Amanda Lord hit the ground running and her enthusiasm is infectious. We have confidence that her approach and commitment will bring positive benefits in the near future

We have purchased a new exhibition trailer, complete with a new flexwing simulator and (if deadlines are met!) you will have the opportunity to look round it at Popham. Amanda has drawn up a list of events to attend in 2019, including two major national shows with very high footfall and national awareness.

We are also refreshing the BMAA graphics and promotional material. We have adopted a new and more colourful logo that will be used across all of our publicity material to emphasise our brand and bring together all of the very many activities BMAA undertakes.

We have concentrated on sources of membership and identified schools as the provider of the majority of new BMAA members. As part of her remit, Amanda now contacts schools to reinforce in them all the benefits that BMAA membership brings and what we are doing to promote microlighting.

Your Council asked for the creation of a Facebook presence, both as a means to communicate current activities and also as a direct channel between members. I'm also personally really keen to get our YouTube channel properly up and running.

These initiatives form part of our push to revitalise the public face of our club; BMAA Membership levels have steadily decreased for the last ten years and your council accepted the challenge last year to reverse this trend.

The number of aircraft in permit has also decreased, probably due to SSDR, syndication and the general economic climate.

These factors meant income has fallen and your association has recorded financial losses for several years. The predicted financial outcome for 2018/19 is another loss; While some extra expenditure was pre-planned, others measures have been taken to balance the books. This has to stop.

Since the last AGM Council voted to bring membership rules more in line with other flying associations and we now insist that technical and permit services are provided to members only. Our CE estimates that this will bring 500 new syndicate members during 2019.

I pay great tribute to the members of staff who work so hard on our behalf and provide such high levels of service. I regret to report that Jo Syson has resigned to take up a new career as a horse-riding instructor; we will certainly miss Jo as a valued colleague but on behalf of all of us I wish Jo all the best for the future.

In the last few years there have been several initiatives to increase efficiency and reduce staff input on routine actions; for instance, a new database system linked to the website has brought many time-saving benefits as well as greater access for members to information on your aircraft and membership.

With this in mind, the CE has opted to not replace Jo's position and consequently to reduce staffing costs; Council will monitor the situation but we expect service levels to reduce slightly from 'lightning fast' to 'great' in the future.

Your Council has undergone some changes. Two members are leaving; we thank Andy Aiken for his contribution and hope that his new business is thriving. We also thank Gavin Teasdale and I expect him to offer his help again in the future, once his work commitments have reduced.

We welcome two new Council members for 2019/20; Bill Davis and John Waite have already been included in Council work and communications and will without doubt use their skills and experience for the good of microlighting in the coming years.

There is so much more to discuss – the new Open Series (developed from the previous competitions programme), the Colibri scheme, our brilliant magazine and its electronic sister e-MF, representation at RAeC and other bodies, consultations (not least on 600kg), international competitions, Spamfield, BMAA Awards, the new Certificate of Thanks for those who help us out... the list goes on.

Rest assured, Council is committed and constantly looking for ways to improve and develop. We need your input – get in touch and help us to understand what you want from your BMAA.

Fly well, fly safely... and fly a lot!

Annual Report – Admin Team

Kelly Thacker Office Manager

It has been a busy 12 months for the admin team with changes to procedures and responsibilities.

Membership The year started with the new GDPR rules being implemented and the office being extremely busy with queries from members about how to create their online accounts and opt in to receiving emails from us about events etc. We received approx. 400 emails and phone calls over a 4 day period with queries about the GDPR rules.

Karen Judd has now been producing the membership survey reports regularly and is continually reviewing the questions we send on the survey questionnaires to try and improve the number of responses.

Monthly memberships were introduced in the last 12 months. We now have 57 current members using the monthly direct debit facility.

We have received 271 new or very out of date returning members since the beginning of December 2018. We believe that this is largely attributable to the new permit rule. We have 64 confirmed responses that members have joined or returned because they are in a syndicate since the beginning of March 2019. Current membership, 31 March 2019, stands at 3798

We have now been sending out the Bronze, Silver and Gold badges to members for over 12 months and they have been very well received. We have backdated the Gold badges for members that have been a continuous member for over 20 years and this is ongoing.

We have been discussing the use of the membership packs by schools. We would prefer to recall the membership packs from the school and have them to be used by us at shows and events. In their place we have looked at a design of a tri-fold leaflet that schools could hand out to students that includes a membership application form and direct debit mandate. At time of writing this report the first draft of design is with Amanda Lord for feedback and assistance.

Licencing, Instructor and Examiner After the initial appallingly low application numbers from January to March 2018, April-December 2018 recovered somewhat to expected levels, and would have almost caught up with the previous year's total but for a terrible December with the worst application numbers on record. A good January has been dampened by a weak February and March this year unfortunately. The introduction of the new syllabus in January 2019 has caused a little confusion with logging of exercises, but otherwise has been well received. The error rate for NPPL applications, despite improvements and simplifications on the application form 102M, has crept up to 55%. Only around 50% of NPPL applicants are members at time of application, though a few of these later join, encouraged by the BMAA office with a letter and one-off discount. Flexwing training continues its worrying decline, plunging from 37% of all applications in 2010 to just 17% in 2018, and instructor tests on flexwing microlights were also at historic lows. New examiner authority issue and renewal procedures have now been put into place, and although more time-consuming, have not caused many issues for the office or examiners. The BMAA held a Flight Examiner seminar in January at the Windmill Centre in Deddington rather than the BMAA office, in order to allow for more attendees. 25 examiners and prospective examiners attended the event, hosted by Flight Instructor Examiners John Teesdale and Marcus Dalgetty, and gave generally glowing feedback.

Aaron Bliss completed a list of FAQ's within Licencing, Instructor/Examiner and Medical Declaration and added them to the website.

Licence application form 102M and the check list have been streamlined to hopefully make things easier for students applying for the NPPL. We are looking forward to the upcoming changes in the licencing department that will see us being able to issue initial NPPL's.

The new NPPL syllabus was launched before just before Christmas and has been well received.

The BMAA Instructor Seminar was held on 12th February 2019 and was attended by 116 instructors. It was well received and we had some very positive feedback which can be used to help us plan the event in 2020

Other Admin News We have rearranged the office to ensure more productive team working. All the boards that separated the desks have been removed to make a more open space to work more efficiently as a team unit.

The admin team are working on the new procedure for permit renewals after Jo leaves in May to ensure all staff are happy with what needs to be achieved.

We have all attended Popham, SSDR and LAA Rally in 2018 and we are busy getting ready for this year's events.

We have opened the registration for the SSDR at Enstone in July 2019 and we have people already registered their interest in attending.

We have been working on the design of the new Wings badges which has now been launched. The Bronze and Silver badges have been ordered.

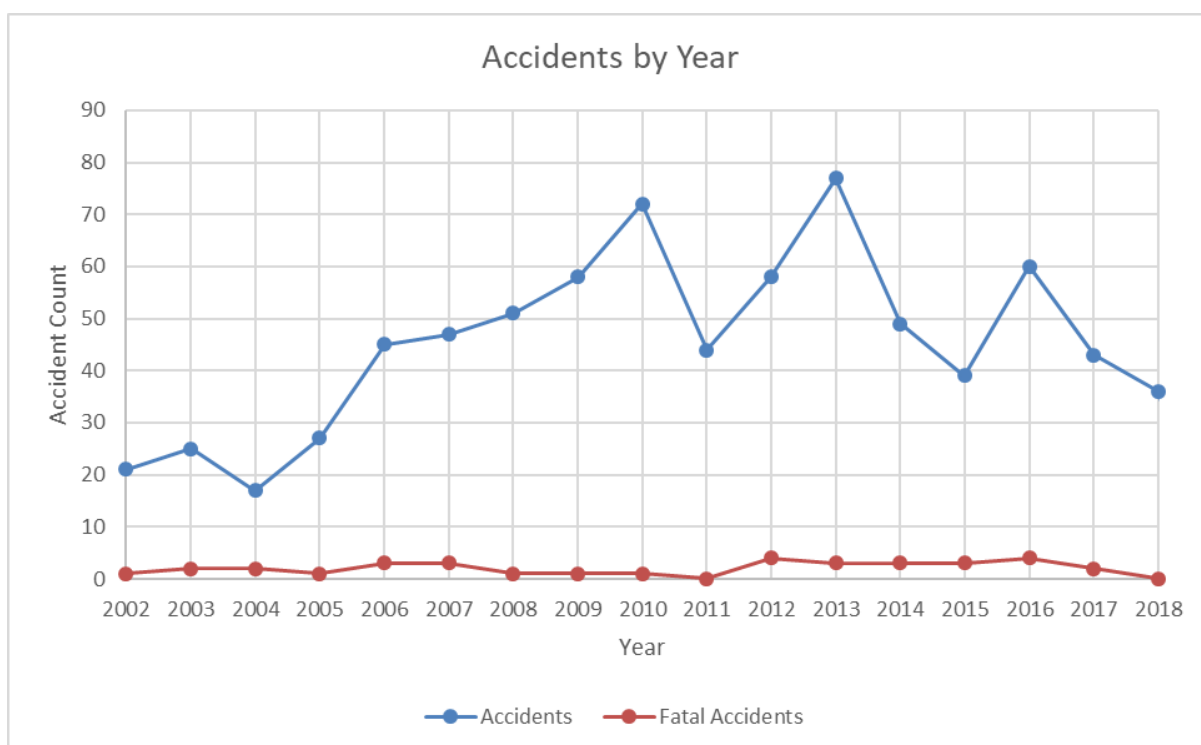
Bursary applications have been collated and closing date for applications for 2019 was 31st March. These have now been sent to the panel for selection.

Annual Report - Flight Training Liaison and Safety Officer

John Teesdale

2018. The first Microlight Fatality Free year since 2011

The best news of all is that 2018 was fatality free for Microlights, for the first time since 2011 and only the second since 2004. The total number of accidents is also steadily falling but we cannot draw too much from this, as we have no data for the total amount of hours flown over the same period. The graph below shows the trend since 2002.



The majority of non-training accidents continue to be loss of control during take-off or landing in gusty, turbulent or thermic conditions, mostly with significant crosswind. The new Strip Skills Diploma, a BMAA course and part of the Wings Scheme, has been designed to address this problem and is now operational, following official launch of the scheme at the Instructor Seminar in February. Only approved schools may deliver this course and to date four schools have been approved.

New BMAA NPPL (M) Syllabus of Training The launch was completed on schedule in time for Christmas 2018. Sales have been brisk and the document seems to have been well received. As of Jan 1st 2019, all new students are being taught in accordance with this new syllabus.

New NPPL Ground Examinations After a bit of a battle with CAA, they have now accepted our proposal to change to a part written question format. Human Factors, Air Law and Meteorology are close to being finalised. Aircraft Technical is still work in progress.

BMAA Safety Evenings/days

- SAC fly-in Perth. Geoff Weighell and I manned the BMAA stand at the SAC fly-in at Perth on 11 and 12 Aug. I delivered a talk on Safety which was quite well attended and well received. It was very interesting to talk to pilots and instructors to get an “out in the field” view.
- Full Sutton. I presented an evening talk about the BMAA to the LAA strut at Full Sutton on 13 March.
- Duxford Safety Day 27 April 2019. Geoff W, Frank Thompson (Simulator), Amanda Lord and myself will be representing the BMAA at this event which has been expanded this year to appeal to a wider audience.

SSDR Rally I attended the SSDR rally for the first time and thoroughly enjoyed being part of the BMAA team. I delivered a talk on safety on the Saturday morning but it was poorly attended compared to later talks on electric power etc. It was very interesting talking to pilots and I learned much about people’s thoughts on the BMAA.

GASCo/AAIB I attended a GASCo meeting on 31 July at AAIB Farnborough on behalf of BMAA. The tour of the hangar, with narrative by a member of staff was very educational and thought provoking. We were shown the wreckage from two microlight fatalities, which only served to reinforce my desire to improve safety.

CHIRP I attended my first CHIRP meeting with GW at Turweston on 1 Aug. This was very interesting and increased my enthusiasm to educate pilots in Human Factors as a means of improving safety.

Risk Assessments The first Risk Assessments and Method Statements for BMAA events this year (2019) have been approved, as many of the organisers have now been on BMAA First Aid courses and so can provide the necessary First Aid Provision which was missing last year.

MF Safety Slots The Safety Section is now enjoying feature status in a more prominent position towards the front of the magazine and I think reflects a more serious belief by the Association in the importance of flight safety material.

The 2019 Instructor Seminar – 12 Feb, Chipping Norton This event was well attended with a good mix of speakers and subjects. I presented a review of the new syllabus and an analysis of the 2018 Microlight accidents from an instructional viewpoint, concluding with training recommendations to try to prevent these types of accidents in the future

The year ahead This year we will work to extend the number of BMAA flying and knowledge courses with subjects such as Mountain Flying, Controlled Airspace and Flying Abroad. This work, which forms part of the BMAA Wings Scheme, is in line with our belief that the way to improve safety is through improving knowledge and skills.

Annual Report - Technical Office

Ben Syson Chief Technical Officer

The Technical Office has had another busy year.

BMAA Permits to Fly By the time of the AGM the Technical Office will have been approved to issue Permits to Fly by the CAA. This is primarily for brand new aircraft, but also comes in useful for cases where a Permit to Fly has been revoked. We've asked for this addition to our approval as the CAA can take a significant period of time to issue new Permits to Fly. We will have a 5 working day turnaround, with the anticipation that we will often be able to deliver next working day.

TADS management In addition to issuing Permits to Fly, the Technical Office is also taking over management of the TADS from the CAA. The TADS are the primary documents against which factory-built Microlights are inspected each year. This will enable us to keep these datasheets up-to-date, and correct known errors, in a much timelier manner than is currently the case.

Eurostar support The Eurostar situation is a bit of a mess. V1Flight is Evекtor's new UK distributor, but can't provide parts for the factory-built fleet while LSA remains the type-approval holder. We have been cajoling the CAA, Evекtor and LSA in an attempt to obtain a resolution. In the meantime, if parts are required the BMAA will do what it can to assist owners.

Routine projects As usual we have approved an eclectic mix of one-off modifications this year, including a couple of autopilots. We have approved a CKT exhaust for the Eurostar - teamEurostar and SL - as a BMAA 'series' major modification. We have also approved replacements covers for Thruster aircraft manufactured by Top Flight Sails. Contact the Technical Office for details of how to apply if you want to fit either of these modifications.

Ballistic Parachute Recovery Systems (BPRS) Following an accident to a light aircraft fitted with a BPRS, the AAIB made a recommendation to improve the exterior markings on BPRS equipped aircraft to warn the emergency services of a live explosive device on-board. The CAA has subsequently developed updated placard and marking requirements, which they have now mandated. Placard packs are available from the BMAA.

600kg Last year the EU changed EASA's basic regulation so that factory-built aircraft up to 600kg can be regulated at a national level. Previously 472.5kg was the cut-off point. The BMAA is part of the CAA working group tasked with formulating a plan for the UK. We already have a few existing BMAA types that are anticipating getting a weight increase approved.

Annual Report - Continued Airworthiness 2019

Rob Mott Chief Inspector

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

Notices, Alerts & Information Dissemination 2019 has been another busy year for the production and dissemination of notices, defect alerts and Mandatory Permit Directives (MPDs). Various manufacturers and kit suppliers have been generating bulletins in response to in service issues.

The BMAA website (www.bmaa.org) acts as a notice board for such publications, for the benefit of all. Notifications are also sent directly to all active members of the inspectorate.

As mentioned last year all BMAA relevant airframe, engine and miscellaneous MPDs (Mandatory Permit Directives) have been collated and organised. All airframe MPDs have been incorporated into the relevant HADS or TADS, all of which are published on the BMAA website. Separately the engine MPDs have been listed according to power plant model. This helps to simplify the act of checking MPDs for both owners and inspectors alike.

SIGMA 3.0 A new version of the BMAA Technical Information Leaflet SIGMA (Standard Inspection Guidelines for Microlight Aircraft). The document has been completely refreshed in terms of formatting with the introduction of colour, graphics and illustrations. The content has been split into procedural information (section Alpha) and engineering knowledge (section Bravo).

Document link available here: www.bmaa.org/files/til_044_sigma.pdf

Aircraft Surveys Another busy year covering the following areas; Stratford, Gloucester, Manchester, Little Gransden, Kent, East Fortune, Derby, Enstone, Sussex, Shropshire and Norfolk. Some of this work has been in conjunction with the CAA. Like last year the BMAA is committed to auditing amateur built projects and completions.

AAIB Last October BMAA staff and Council were invited to the Air Accident Investigation Branch HQ at Farnborough. The aim of the day being to gain more familiarisation between the organisations. After a morning of presentations, the visitors were provided with an informative tour of the facilities and also investigation hangars. The day was a valuable exercise for both the BMAA and the AAIB. Both organisations are currently looking into the possibility of conducting member tours and safety days, more information will be available shortly.

Very Light Aircraft – VLA Since 2011 the BMAA has had the ability to approve and oversee the operation of VLA types. From that time a lot of design approval work has been undertaken, but no aircraft had achieved Permit to Fly status. The BMAA now has a growing squadron of VLA aircraft and types with Permit to Fly certificates. The current types are the SkyRanger Swift LS, SkyRanger Nynja LS and the Pipistrel Virus SW 127.

SSDR and back again The BMAA has successfully regained a number of Permit to Fly certificates, for aircraft that had been registered as SSDR. These aircraft have been restored to Permit to Fly status and are therefore allowed, once again, to take passengers as well as operate at their originally designed/intended MTOW. If you're interested in this process please contact the BMAA Technical Office for assistance and guidance.

Database – CiviCRM The new database has been running successfully for over two years now. All tasks from permit processing to membership admin and some forms of information dissemination are all performed and recorded on this system. Some developed features include real time permit revalidation application progress updates. Also new direct emailing of news items, event notifications and where appropriate important bulletin alerts. It is proving to be versatile and offers new levels of automation not previously available, hence increasing efficiency and reducing admin burden.

Unfortunately, GDPR has limited the capabilities of the system. If you are an aircraft owner please ensure you have provided GDPR consent via the opt-in tick box on the members' area on the BMAA website.

Inspector Seminars Two BMAA Inspector seminars were conducted in 2018. The first on the subject of the ULPower series of engines, run by the power-plant importers, Metal Seagulls, based at Sleaford airfield in Shropshire. The course covered history and development of the engine series. A detailed overview of the systems and features of the ULPower and finally any particular inspection requirements and in-service issues.

The second seminar was a familiarisation workshop on the Pipistrel Alpha Microlight. This took place at the distributor HQ, Shipmeadow airfield in Norfolk. The day proved to be very successful, so much so that another one is planned for May 2019.

Future plans

Inspector Seminars The BMAA is planning to run seminars on the Ikarus C42, Aerochute, electronic conspicuity and also AAIB visits.

Expansion of Light Aircraft Fleet Adding to the more airframes currently operating on a Permit to Fly, more aircraft are currently under construction, some of which will make it into the air in 2019/2020. Additionally, other new VLA types are currently undergoing certification.

Finance report

Provided by Geoff Weighell

During the BMAA financial year for 2017 to 2018 income fell short of expenditure by around £13,000. There was a reduction in membership and NPPL income and an increase in costs. The profit and loss summary published in this report shows the details. The report shows a profit of £37,260. This is due to an interim payment of a legacy left to the BMAA by a member Dr Ian Brewster, of £50,000 for which we are most grateful. As a members' association the BMAA does not set out to make a profit, but it cannot continue to make a loss year on year.

The Council has recognised the need to stop falling membership and promote the sport of microlight flying more widely to grow numbers of pilots and aircraft. To this end there has been an investment in promotional activity. The BMAA Council have taken several decisions to combat the fall in revenue.

Promotion The BMAA will be widening the scope of promotion to the public to try to attract more people into microlight flying and therefore into BMAA membership. A greater number of members means that costs can be shared by more people and allow the BMAA to be able to afford to keep representing its members and prevents increasing costs being borne by just a few. As part of the commitment to increasing the number of microlight pilots we have commissioned a purpose built exhibition trailer housing a new flight simulator that will be taken to events during 2019. The trailer is already booked for two national events visited by an expected 250,000 people at each event. It will visit other aviation events throughout the year as well.

Syndicate members From January 2019 all aircraft wishing to use the BMAA technical services must be wholly owned by BMAA members. This move will create an increase in members among those who fly microlights and are therefore benefiting from the work of the BMAA which is paid for by BMAA membership fees.

Licensing income The BMAA will soon be able to issue pilot's licenses on behalf of the CAA. This will create an extra income for the BMAA, possible in excess of £10,000.

Staff levels Following the resignation of Jo Syson the Technical Office administrator we have taken the decision not to replace the position. We believe that, without an unacceptable reduction in service level, the administration tasks can be managed by the existing staff.

Fees From January 2019 a general increase in all fees, other than membership fees, of around 3% has been applied. This figure just keeps up with inflation over the previous year and so aims to prevent further loss rather than create a surplus. At the forthcoming AGM the Council will propose an increase in membership fees. The membership fees have been static for almost two years and so in real terms have fallen by over 6%. The proposal will ask members to approve a fee increase for the basic single membership from £74 to £80. Other membership fees will be adjusted at a similar rate.

A detailed report of income and expenditure throughout the BMAA is published below.

Administration Department

Shop & General sales	6,461
Donations	50,051
	56,511
Costs	
Stock cost of sales	2,594
Council & CEO	75
Depreciation	6,432
Office running	34,293
IT	10,518
Sale of Asset (profit) loss	(3,912)
Overheads	79,837
	129,835
Total Administration Department	(73,324)

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.

Membership Department

Income	
Membership fees	236,669
Donations	97
	236,766
Costs	
Council	2,912
Promotions	250
Simulator Costs	163
Representation UK & O'seas	2,511
Commissions	600
Competition	0
Shows	2,687
Royal Aero Club	4,868
Overheads	29,711
	43,701
Total Membership Department	193,065

The Membership department income comes from membership fees and other sources where the activity is undertaken for the benefit of BMAA members.

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 less reason for a microlight pilot to be a member.

Engineering Department

Income

Mods & Homebuilds	5,173
Type Approval Work	5,025
	10,198

Costs

CTO/Tech & research expenses	675
Representation UK & O'Seas	0
Overheads	137,688
	138,363
Total Engineering Dept	(128,165)

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

Without a resource to approve designs, whether they are 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

Income

Airworthiness	278,929
Inspector fees, Assessments & Audits	5,568
Seminar fees	0
	284,497

Costs

CAA	8,770
Chief Executive	0
Chief Technical Officer	0
Chief Inspector	1,495
Technical & Research	0
Representation UK & O'Seas	0
Seminar expenses	224
Overheads	100,428
	110,918

Total Airworthiness Dept 173,579

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 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

Income	
Examiner & Instructor fees	5,111
CAA NPPL income	26,284
Seminar fees	3,959
	35,354
Costs	
CEO	70
Promotions	0
Representation UK & O'Seas	0
Seminar exps	3,895
Panel & Training Committee exps	3,289
Overheads	31,464
	38,718
Total Flight Training Department	(3,364)

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. The BMAA Training Committee is funded from this department and is run by volunteers who work to support and advise microlight instructors.

Flight Safety Department

Income	
	0
Costs	
CI/Safety Officer	17,122
Representation UK & O'Seas	256
Overheads	10,255
	27,633
Total Safety Department	(27,633)

The BMAA continues to improve 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

Income

MF Magazine	25,397
This is Microlighting	0
MF Website income	0
	25,397

Costs

MF Magazine costs	108,857
This is Microlighting costs	0
MF Website costs	6,990
Overheads	5,879
	121,726

Total Publications Department (96,329)

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.

BRITISH MICROLIGHT AIRCRAFT ASSOCIATION LIMITED
COMPANY LIMITED BY GUARANTEE
SCHEDULE OF ADMINISTRATIVE EXPENSES
FOR THE YEAR ENDED 31 AUGUST 2018

Administrative expenses

Wages and salaries	301,714	283,507
Social security costs	25,991	25,718
Staff training	256	-
Staff pension costs defined contribution	10,538	10,204
Repairs and renewals	465	465
Rates	10,169	9,593
Property repairs and maintenance	663	590
Other insurance	40,065	39,356
Hire of equipment	5,333	5,399
Computer costs	3,988	11,200
Office and travel expenses	24,173	24,599
Subscriptions	5,845	5,725
Consultancy fees	7,810	3,450
Audit fees	3,453	3,175
Charitable donations	2,471	2,100
Bank charges	6,489	3,536
Telephone	3,417	2,693
Depreciation	6,432	6,830
	459,272	438,140

BRITISH MICROLIGHT AIRCRAFT ASSOCIATION LIMITED
COMPANY LIMITED BY GUARANTEE
DETAILED TRADING AND PROFIT AND LOSS ACCOUNT
FOR THE YEAR ENDED 31 AUGUST 2018

		2018		2017
	£	£	£	£
Turnover				
Membership fees		236,671		242,724
Magazine income		25,397		27,576
PR, marketing sales		5,602		6,280
Build a plane project income		30,000		-
Airworthiness document fees		289,323		284,936
Inspector fees		5,568		5,672
LIAC NPPL (CAA)		26,284		28,972
Examiners fees		2,356		2,507
Instructor fees		2,755		3,208
Seminar fees		3,959		4,029
Competitions and sponsorships		413		318
Legacy donation		50,148		-
		678,476		606,222
Cost of sales				
Airworthiness and technical	2,077		1,817	
Build a plane project costs	26,088		-	
Safety costs	1,047		1,304	
Panel expenses	1,806		3,495	
Magazine and newsletter costs	108,857		108,605	
Postage and stationery	6,224		6,696	
Club commissions	600		1,150	
PR, marketing sales	13,448		29,270	
Civil Aviation Authority	13,617		13,724	
Competitions and events	4,267		6,300	
Test pilot insurance	3,913	(181,944)	5,116	(177,477)
Gross profit		496,532		428,745
Administrative expenses		(459,272)		(438,140)
Operating profit/(loss)		37,260		(9,395)

Company Structure

BMAA Ltd

Company No: 01678351

Company address: The Bullring
Deddington
Banbury
Oxfordshire
OX15 0TT

Directors (at 16/04/2019):

Rob Hughes	Chairman
Tim Burrow	Vice Chairman
Richard Bisiker	
Rob Grimwood	
Derek Lamb	Treasurer
Gavin Teasdale	
Frank Thompson	

Chief Executive	Geoff Weighell
Company Secretary	Geoff Weighell

APPENDIX 2

SUBSCRIPTION CHANGES

PROPOSED AT 2019 AGM

BMAA AGM 2019 – Proposal Increase the BMAA Membership fees as specified below.

The BMAA Council has considered the financial commitments of the Association and the potential for income for the next 12 month period. The Council has begun to implement plans to increase membership through requiring syndicate owners to become BMAA members and taking greater action to promote microlight flying to the general public. The BMAA has been aiming to run at financial break-even for several years and has not adjusted all income levels to maintain at least a balance with inflation. To ensure a sound financial future for the BMAA and to enable the Association to pursue its promotional activities the members of the BMAA Council propose a membership fee increase. The details of the current fees and the proposed fees are listed below for information. The proposal to the AGM is to adopt the proposed membership fees as shown below to take effect immediately.

Existing membership fees

Category	Duration	Fee £	£ Paid by Direct Debit New members	£ Paid by Direct Debit Renewing members
Single UK	One Year	74.00	68.00	74.00
Family UK	One Year	93.50	87.50	93.50
Student Pilot	One Year	59.00	53.00	Not available
Young Person	One Year	45.00	39.00	45.00
Single Overseas	One Year	84.00	78.00	84.00
Family Overseas	One Year	105.00	99.00	105.00
Single UK	Three Year	222.00	Not available	Not available
Family UK	Three Year	280.50	Not available	Not available
Single Overseas	Three Year	252.00	Not available	Not available
Family Overseas	Three Year	315.00	Not available	Not available

Proposed membership fees

Category	Duration	Fee £	£ Paid by Direct Debit New members	£ Paid by Direct Debit Renewing members
Single UK	One Year	80.00	74.00	80.00
Family UK	One Year	101.00	95.00	101.00
Student Pilot	One Year	65.00	59.00	Not available
Young Person	One Year	49.00	43.00	49.00
Single Overseas	One Year	91.00	85.00	91.00
Family Overseas	One Year	113.00	107.00	113.00
Single UK	Three Year	240.00	Not available	Not available
Family UK	Three Year	303.00	Not available	Not available
Single Overseas	Three Year	273.00	Not available	Not available
Family Overseas	Three Year	339.00	Not available	Not available

Monthly fees by Direct Debit are calculated as 1/12 of the annual fee plus £1 per month.

Proposed Membership fees paid by Direct Debit Monthly

	New annual fee	12 months of new fee	Annual cost monthly	Additional fee
Single UK	80.00	7.67	92.00	12.00
Family UK	101.00	9.42	113.00	12.00
Student Pilot	65.00	6.42	77.00	12.00
Young Person	49.00	5.08	61.00	12.00
Single Overseas	91.00	8.58	103.00	12.00
Family Overseas	113.00	10.42	125.00	12.00