



Annual Report 2012

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Chairman's Report

David Bremner

2012 will be remembered for a number of excellent public events. The Diamond Jubilee in July was very memorable despite appalling weather, and was smartly followed by what was generally acknowledged as one of the best Olympic Games in recent history. And microlighting had its own success on the PR front with the televising of the Round Britain Rally, entitled 'The Real Magnificent Men in their Flying Machines'.

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

The effects of these can be seen in the BMAA's statistics. The number of Permit renewals was significantly down on last year, presumably because of the weather and the Olympics, and the number of new aircraft sales was also very low, presumably because we're all feeling the pinch in our pockets. And for the first time we are starting to look at the BMAA membership figures, because a run of successive small reductions, insignificant in themselves, has led to a 10% drop below our historic peak of 4,000.

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

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

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

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

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

We're also carrying out a survey of BMAA members to find out how best to maximise membership of the Association.

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

David Bremner

Chief Executive's Report

Geoff Weighell

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

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

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

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

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

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

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

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

Part of the work that Rob and I did together was a technical audit of the far flung Scottish microlighters. North of the border, even north of Manchester, has been seemingly left to its own devices for a long time and with rumblings of illegal activity we were prompted to make the trip and find out for ourselves. In July we visited three schools and audited six inspectors and school aircraft. The standards that we found were extremely high both in the people that we met and the aircraft that we viewed. There was a real enthusiasm for getting it right, and this was reflected in the standard of aircraft audited, and a frustration

that a few rogue pilots operating completely outside the clubs were giving microlighting in Scotland a poor reputation. On our return the details were reported to the CAA and will form part of their enforcement measures.

The generally poor financial climate has continued as we all know and the BMAA accounts show a decrease in income from both membership and routine airworthiness. However it might not be as bad as the first impression might lead one to think. Membership numbers are slightly down, although we still have 400 new members this year. The introduction of the student member discount accounts for some of the reduction in income but we hope that these new members will stay with us for the future. We have started a research program into BMAA membership that we hope will let us understand what drives the membership so that we can improve retention. New aircraft registrations for regulated aircraft are very similar to the last two years, much lower than six or seven years ago but at least some new aircraft are being sold. The good news is that new licence issue is up and with existing pilots adding microlight ratings to existing licences the total number of new microlighters is the same as last year. This is significant when considered against the drop in PPL issues for conventional light aircraft.

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

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

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

Geoff Weighell

Staffing

The Technical Office is staffed with 2 full-time engineers: Adrian Jones and me. This level of staffing is appropriate for the current workload. The length of the project queue has been essentially good all year: typically around 1 to 3 weeks, with the time approximately proportional to the size of project.

Projects

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

199 **standard minor modifications** were approved in the last 12 months. This is down from 254, 426, 360 and 385 approvals in 2011, 2010, 2009 and 2008 respectively. 49 **minor modifications** were approved in the last 12 months. This is a small reduction on previous years: 58, 74, 89, 73 and 68 minor modifications were processed in 2011, 2010, 2009, 2008 and 2007 respectively. These reductions would support the belief that the large number of minor modifications in previous years was partly as a result of the regularisation of existing modifications, rather than new modifications.

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

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

7 **A1 manufacturer projects** were approved in the last 12 months, very similar to 6 in 2011 and 7 in 2010, but up from 4 in 2009. These approvals included 2 new types: the Medway Microlights Clipper and the P&M Aviation Quik GTR.

New Amateur-Built Type

The EuroFOX – the BMAA's first all-new amateur-built type for a number of years – was fully approved earlier in the year. There are now 3 BMAA EuroFox examples with Permits to Fly and 6 under construction or in testing. The Bionix – the latest Air Création wing for fitment to the Tanarg trike – was also approved this year.

VLA Capability

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

BCAR A8-1 Proposal

BCAR A8-1 contains the requirements for UK manufacturers and importers of factory-built Microlights. Historically BCAR A8-1 was used for approving all UK 'Primary Companies', irrespective of size or complexity of product. However it is now only used

for Microlight manufacturers and importers. A proposal has been submitted to the CAA to tailor BCAR A8-1 specifically for Microlight manufacturers and importers. It is hoped that this project will reduce the cost of obtaining and maintaining a BCAR A8-1 Microlight approval.

Aircraft Weighing Proposal

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

Ben Syson

Safety Officer's Report

Pete Watson

I am employed for two days a week as the BMAA Safety Officer

Day to day business

Email and postal contact regarding safety issues.
Reviewing risk assessments for BMAA events.
Writing an article for the MF magazine.
Accident and Incident review meetings in which we monitor common accident trends and compile summaries for publication.
Being available to advise members on safety issues.
Preparation of material for talks and displays.
Revising the safety officer details list and hope all have now been contacted.
The revising and publishing of the club/ school safety officer handbook.
Contacting other organisations to compare safety issues.
Working with the CAA, AAIB & GASCo.

Accidents and incidents

At the time of writing (October 2012) sixty-five accidents were reported to the BMAA in 2012, including those not classed as "reportable". Five persons were fatally injured in microlight aircraft (two of which were members of another organisation), seven were seriously injured and six were slightly injured. Most accidents resulted in damage to the aircraft only. Six occurred during training, including both dual and solo operations. By far the largest grouping of accidents (as per last year 2011) involved a loss of control at some point during the landing phase of the flight, thirty-six in this period. Those members interested can access more information from the BMAA website, (Flight Safety, Accident & Incident Summaries). With consideration given to the number of hours our members fly, we are still a safe activity.

General Aviation Safety Council (GASCo)

I represented the BMAA at the GASCo council meetings. I also took part in a seminar to review the content of their Safety Evenings for the next year's program.

Air Accident Investigation Branch (AAIB)

I have had a meeting with the Chief Officer of the AAIB to reconfirm our organisation's ongoing commitment to safety. I also continue to receive their summaries and reports on microlight aircraft occurrences.

Safety Day at Kemble

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


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

Fatal Microlight Crashes

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

Finally

I took over from Kim Taylor at the end of February 2012 and have tried to continue the good work he started. My plans for 2013 include more contact with the club/ school



safety officers (but not to interfere with their work), to promote/ help each club/ school have their own “ safety day / evening “. I would like to emphasize that basis of our safety day presentations will be on gaining and upgrading our flying skills.

Fly safe and have fun

Pete Watson

Chief Inspector's Report

Rob Mott

BMAA AGM Report – Continued Airworthiness 2012

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

BMAA Inspector Appointments & Renewals

During the latter part of last year substantial changes were made to the way in which Inspector applications are processed. This new approach has proved to be successful in a number of ways. Initial workload per applicant is lower than previously as more emphasis is placed on the candidate to familiarise themselves with the requirements once pointed in the right direction. With the assistance of a local inspector they gain experience and a good appreciation of what is involved with the job. When ready they are invited to undertake an assessment, during which all the main activities/responsibilities are reviewed. This gives a good opportunity to document the candidates' ability and make observations to be held on file. Generally the process is empowering for the prospective Inspector, as the applicant not only demonstrates to the BMAA that they are capable, but also to themselves. This is resulting in a high conversion and retention rate due to increased confidence.

Permits through the wires

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

Conditions of the Permit to Fly

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

Flylight Airsports Seminar

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

Paul provided copies of the Construction Manuals, Pilot Operating Manuals and Maintenance Manuals for the Inspectors to look through and ask questions about. As

well as presentations, various airframes were prepared and offered to add a more practical element to the day. Ben Syson & Adrian Jones from the BMAA Tech Office provided an insight into the BMAA homebuilding system from the Association's point of view. The idea of this was to help give the overseeing, build inspector, an idea of how the paperwork is processed in the office.

Presentations from the seminar can be found here:

<http://www.bmaa.org/pwpcontrol.php?pwplD=8853>

BMAA Website Development

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

- [Inspector Notices & Alerts](#)
- [CAP661 & Mandatory Permit Directive Notifications](#)
- [BMAA Service Bulletins](#)
- [Inspector Map](#)
- [TADS/HADS Feedback Reporting](#)
- [Seminars](#)
- [Reference Information](#)
- [Becoming A BMAA Inspector](#)
- [Do you have a burning question?](#)

A link to the Inspector Zone can be found here:

<http://www.bmaa.org/pwpcontrol.php?pwplD=8851>

Aircraft Surveys

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

Facts & Figures 2012

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

Future

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

- Next addition of SIGMA - General review of content, including auditing techniques and splitting procedures and reference information.
- Online defect reporting service, currently being tested.
- Continue spot inspection campaign in collaboration with the CAA, these audits will prioritise school and hiring aircraft. Other objectives are to audit a small number of amateur built aircraft during the construction and/or flight testing



stages.

- Microlight seminars are to be planned for the inspectorate and membership alike. Courses for new aircraft types, existing types and powerplants.
- Inspection requirements for new BMAA VLA (Very Light Aircraft) types to be established.

Rob Mott

Treasurer's Report

Rob
Grimwood

The BMAA's financial year runs from the 1st September to the 31st August. During the financial year 2011 – 2012 the BMAA accounts show that a small surplus has been returned, in round figures just under £8,000, similar to, but fractionally less, than last year's surplus of £13000. The turnover of the BMAA was just under £657,000 so the margin equates to around 1.2%. It makes sense that the profit this year is less than last year since the fees were not increased last year.

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

A financial forecast for the year 2011-2012 was prepared and reviewed by the BMAA Council. This forecast predicted a profit of around £18,000; we actually ended up with a profit of £8,000. The main reasons attributed to this were a reduction in membership income, a reduction in airworthiness income and costs related to staff training. Membership income is down in part due to the introduction of the Young Person and Student Pilot membership. Airworthiness we believe was down in part because the Olympics stopped many people revalidating their permits during the summer months and finally staff training costs were due to one off courses for the CTO and investment in BMAA Medical Advisors. We have updated our forecast based on current trends and if nothing changes and we do nothing we stand to make a loss this year of around £8,000. It is impossible to be precise with a forecast.

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

Department Reports

To help understand where income and expenditure are generated we have created reports for the activities which form the basis of the functions of the BMAA.

Actual income and costs are allocated to the activity where they occur and a proportion of overheads are allocated based upon the staffing requirements of each activity.

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

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

Administration Department

Income	
Shop & General sales	6,409
Costs	
Stock cost of sales	2,551
Council & CEO	73
Depreciation	8,653
Office running	34,750
IT	6,149
Overheads	<u>121,753</u>
	173,929
Total Administration Department	(167,520)

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

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

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

Membership Department

Income	
Membership fees	228,506
Show income	58,356
Other events	<u>1,517</u>
	288,378
Costs	
Council	5,277
Advertising & Promotions	1,891
Representation UK & O'seas CEO	3,472
Shop	23
Commissions	180
Competition/Events	9,344
Show	61,042
Royal Aero Club	4,622
Overheads	<u>31,434</u>
	117,285
Total Membership Department	171,094

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

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

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

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

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

Engineering Department

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

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

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

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

Airworthiness Department

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

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

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

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

Flight Training Department

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

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

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

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

Safety Department

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

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

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

Publications Department

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

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

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

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

BMAA Summary of accounts year end August 31st 2012

Turnover	2010	2011	2012
Membership fees	240290.8	239851.61	228505.85
Magazine Income	44008.88	46359.87	45333.41
Equipment hire income	21.28	183.47	175.14
PR marketing and sales	7653.66	4838.09	4320.73
Airworthiness docs fees	267439.06	286269.28	275862.56
Inspector fees	4961.93	5625.19	5410.07
The Flying Show	47093.41	62319.1	58356
Events Income	41224.23	3844.41	1441.55
Overseas membership fees	0	0	0
Comps and sponsorships	421.12	258.36	75
LIAC NPPL (CAA)	29911.65	29389.22	29372.53
Examiner fees	2312.15	1982.7	3596.19
Instructor fees	2920.86	3419.24	3429.81
Seminar fees	0	695.86	790.87
Sub total	688259.03	685036.4	656669.71
 Cost of sales			
Magazine/newsletter	105195.53	105131.98	117750.68
PR marketing and sales	4956.13	3838.4	3723.44
Airworthiness & technical docs	4956.34	2834.67	4623.2
Comps and events	99349.31	77609.8	71083.14
Postage and stationery	10355.44	8682.58	7599.02
Consultancy	900	0	0
Check pilot insurance	0	0	1000
Flight Training Voucher Scheme		333	943.48
AGM			
CAA annual fee	5409.96	26.74	5845.17
Safety costs	1166.88	1514.06	1828.7
Panel expenses	2937.03	880.79	1474.14
Club commissions	820	640	180
Sub total	236046.62	201492.02	216050.97
 Trading Profit	452212.41	483544.38	440618.74
Interest received		-1029.09	1913.07
 Gross profit	452212.41	482515.29	442531.81
 Expenditure			
Office utilities and insurance	9271.13	8894.16	9454.74
Other insurance	61413.26	61863	52863.15
Repairs to property	36197.26	3446.7	2408.16
Wages	285410.04	296759.75	255940
Social Security	27445.63	26836.52	24279.45
Pensions	9990.99	9785.95	8480.29
Plant and machinery hire	6759.8	6991.29	6899
Telephone	3386.98	3236.48	3489.72
Repairs and renewals	237.61	274.92	316.16
Office and travel	42136.58	25319.46	31705.77
Amalgamation costs	0	0	0
Legal	0	400	0
Audit	3245	3245	3364

Donations	2750	1565.41	15633.33
Advertising	5515	1025.83	250
Subscriptions	4853.39	5359.34	5669.73
Sub total	498612.67	455003.81	420753.5
Profit before interest & charges	-46400.26	27511.48	21778.31
Bank Interest and charges	4349.91	4560.02	5005.84
Depreciation property	6675.48	6675.48	6675.48
Depreciation plant and machinery	2195.94	2312.55	1314.72
Depreciation fixtures & fittings	702.36	597.26	662.45
Losses on fixed asset disposals			
Net profit (-loss)before taxation	-60323.95	13366.17	8119.82
Corporation Tax			382.6
Net Profits retained	-60323.95	13366.17	7737.22
Net current assets	328154.95	346664.44	380217.46
of which cash balances	267638.7	292750.98	300525.97

Report Compiled by Rob Grimwood - BMAA Treasurer

Company Structure

BMAA Ltd

Company No: 01678351

Bullring
Deddington
Banbury
Oxfordshire
OX15 0TT

Directors

Chairman David Bremner

Vice- Chairman Paul Dewhurst

Member of board

Chris Draper
Rob Grimwood
Rob Hughes
John Moore
Bob Perrin
Terry Viner
Joan Walsh
Paul Welsh

Chief Executive Geoff Weighell