



Annual Report 2013

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Chairman's Report

David
Bremner

2013 has been a year of change at the highest level, most of which has been to the good.

For the first time, the European Aviation Safety Agency has adopted a policy which recognises that not everybody in aviation expects the same level of safety. In other words, you can expect a greater level of regulation if you are a pedestrian walking past an airfield or a passenger in a commercial flight than if you are the pilot of your home-built aircraft. The British, both among the regulators and in sport aviation, have been among the most vocal for the adoption of this policy, which should help to ensure more proportionate regulation for sport flying in the future.

And we're already seeing the results. By the time you read this, it's likely that deregulation will have been extended to all single seat microlights, not just the very lightweight ones. And in 2014 we expect a new CAA standard for sporting organisations to have been approved which will apply to us. Part of that standard will open up the possibility of our carrying out the supervision of microlight manufacturers, thereby making it much cheaper and easier to become a manufacturer.

One change has not been so good. For the first time the CAA is required to charge for its approval of the airworthiness offices of the BMAA and LAA, and this has involved some protracted negotiation between the CAA on one side, and ourselves and the LAA on the other. I would particularly like to commend our CEO Geoff Weighell for his rôle in these negotiations. As a direct result of his hard work with the LAA the initial CAA proposal to charge £206 per permit renewal has been dropped to £5, and he's negotiated a reduction in our licensing approval fee which is larger than the new charge for airworthiness!

The Tech Office has not been idle either, and are working on a number of moves to make life easier for us, but they will explain these in more detail in their own part of the report.

We have a truly excellent team in the office, and I'd like to make sure they know how much their efforts are appreciated by myself and all of the members.

There are some signs that the economy is at last beginning to recover, and that this is starting to filter through to our beleaguered manufacturers, and we are looking forward to becoming more involved in their approval process.

We hope that the improvement in the economy will help to boost membership of the BMAA, but we are also very much focussed on extending member benefits to try and ensure that everyone who is interested in microlighting is a member of the BMAA.

And finally I'd like to wish all of you a Merry Christmas, a Happy New Year and lots of accident-free flying hours in your logbook.

David Bremner

Chief Executive's Report

Geoff Weighell

At this time last year we were facing the prospect of a significant increase in CAA fees for airworthiness approvals. As the Chairman has written there was a proposal to increase the CAA fee for permit renewals by over £200 for each aircraft. That would equate to almost £400,000 extra each year for BMAA members to find. It hasn't been a speedy process but by working with the Civil Aviation Authority and the Light Aircraft Association we have developed a new system for the oversight of Permit to Fly aircraft that will reduce costs by recognising that we, the owners and operators, are aware of the risks that we take and are intelligent enough to be able to make reasoned judgements about those risks. The result is less regulatory oversight and less cost.

The opportunity to discuss matters of such importance face to face with the regulator is a great step forward in our working relationship with the people who ultimately have such an influence on what we can and cannot do as we enjoy our sport. Particularly throughout 2013 the CAA has been prepared to listen to the representatives of recreational pilots and shown by their actions that that they do so. Through internal reorganisation the CAA has developed a focal point for General Aviation and is in the process of building a new General Aviation Unit. This is good for us as it should mean that we can have more immediate contact with specialists who have a better understanding of our needs, and we don't get shoved behind the interests of the airlines when business gets busy.

The first obvious sight of the new approach to risk based regulation is the proposed expansion of the SSDR category of microlight to include all single seat microlights. A simple change of wording within the Air Navigation Order could herald a new era of home based development and open the door for the importation of foreign built single seat microlights.

The BMAA is working in cooperation with the LAA and the CAA to review other regulations looking for the opportunity to bring them into line with the risk based approach. Noise regulations and routine weighing requirements are high on the list. Changes in the CAA requirements for routine calendar based check flying are under consideration by the BMAA too.

Whilst we see the potential for greater freedoms for the technical side of our sport there is a worrying outlook for the airspace that we fly in. There have been several Airspace Change Proposals made or under development which, if they go ahead as planned will have potentially damaging effects on our ability to fly as unhindered as we do now. The Southend proposal will have a significant effect on the airspace available for flight training for schools to the west of London and squeeze transit routes tracking north-south to the east of the London controlled zones. Inverness and Farnborough also want to establish controlled airspace, each of which bring their own changes to the way that our recreational aircraft operate now. As an individual association and a member of the General Aviation Alliance the BMAA responds to these proposals to exert as much influence as possible on the final outcome. Changes to the Rules of the Air, due to take place in December 2014 to align the UK with the rest of Europe, will also affect how VFR traffic can operate within

controlled airspace and so makes the task of response even more complex and important.

Without flying sites our sport would be obsolete. Over the last 12 months many members have contacted us for assistance with planning and other potential problems. A recent planning application to build houses around an airfield at Stratford upon Avon was rejected largely because of the detrimental effect it would have on use of the strip. A wind farm development in Scotland was also rejected at appeal by the Inspector who said that the potential for risk from the downwind rotor wash was sufficiently significant to raise doubt for the safety of aircraft using the strip. This was a decision that will help other people similarly threatened. We get a huge amount of help with planning advice from Steve Slater of the General Aviation Awareness Council (GAAC), a charity to whom we contribute and a very worthy cause for member donations.

This year as well as exerting influence on fees, regulation, airspace and planning the staff members of the BMAA have continued to process airworthiness paperwork and licence applications. The day to day administration tasks are carried out as quickly as possible and we are proud of the service that we can give. A project for 2014 is to replace the association database with a more modern piece of software and try to link this to the website and shop to make it more useable for the members. This is not a new idea, and will be quite costly. However the current database will be unsupported within two years and so it is timely to begin the change now.

As you will see from the Treasurer's report the income was slightly less than the expenditure this year. The aim of the financial plan is not to increase savings beyond a point where we have enough in the bank to be secure, which is what we have now, but to be responsible with the budget so that the BMAA is not put at risk. The small deficit this year has achieved this aim and the Treasurer's recommendations for the coming year are made to continue with the policy,

Finally I would like to put on record my thanks to the BMAA staff and appreciation of the work that they continue to put in to make the BMAA run and keep our members flying. We don't have a huge staff and they all feel the pressure at some time throughout the year as seasonal fluctuations put more demand on their time. Yet all the staff continue to work with good humour to provide an excellent service for the membership, for which we should all be appreciative.

Happy flying in 2014.

Geoff Weighell

Chief Technical Officer's Report

Ben Syson

Staffing

The Technical Office is staffed with 2 full-time engineers: Adrian Jones and me. Al Payne provides admin support for us and Rob Mott, the Chief Inspector. 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

226 standard minor modifications were approved in the last 12 months. This follows 199, 254, 426, 360 and 385 approvals in 2012, 2011, 2010, 2009 and 2008 respectively. 51 minor modifications were approved in the last 12 months. This follows 49, 58, 74, 89, 73 and 68 minor modification approvals in 2012, 2011, 2010, 2009, 2008 and 2007 respectively.

31 major modifications and repairs were approved in the last 12 months. This follows 30, 29, 31, 37, 37, 41 and 33 major modification approvals in 2012, 2011, 2010, 2009, 2008, 2007 and 2006 respectively.

17 amateur-built completions were approved in the last 12 months. This follows 11 in 2012, 18 in 2011 and 21 in 2010, but a more significant decrease from 31 in 2009 and a peak of 68 in 2006. Annual amateur-built project registrations are running in low double figures.

5 A1 manufacturer projects were approved in the last 12 months. This follows 7, 6, 7 and 4 A1 manufacturer approvals in 2012, 2011, 2010 and 2009 respectively. Note that three significant projects – one brand new type and two major modifications – are essentially complete but not yet fully approved (awaiting finalisation by the applicant).

Note: the data for the last 12 months are for the period 1 November 2012 through to 31 October 2013. The data for 2012 and 2011 are also 1 November to 31 October, but older data are 1 December to 30 November.

New Types

At the time of writing the VLA Sky Ranger Nynja, Savannah XLS and Tanarg / Bionix 13 amateur-built types are all in flight test.

The 500kg MAUW Sky Ranger Nynja – the BMAA's first VLA approval project – is largely complete, with the first customer example to be constructed in the New Year. Note: the Nynja project is being overseen by the CAA as part of the process of gaining full approval to handle VLA projects.

BCAR A8-26

The BMAA has been working closely with the CAA and the LAA to develop a set of requirements – BCAR A8-26 – specifically for 'Organisations Supporting Recreational Aviation' such as ourselves. BCAR A8-26 has recently been finalised and we intend to transition our approval to this over the coming

months. This will place our CAA approval on a more formal, well-defined footing than our previous 'special' approval, and presents us with the opportunity to extend our approval to perform such tasks as oversight of manufacturers for example.

Check Flying

The CAA has, this year, removed the absolute requirement for a check flight as part of Permit to Fly revalidation. This means that a check flight can be dispensed with in cases where there is an alternative means of confirming that the aircraft is airworthy. I have clarified the requirement with the CAA and advised the BMAA Council on options for changing the current BMAA check flying system.

SSDR Extension

The BMAA has been working closely with the CAA to remove the empty weight and wing loading limits from the single-seat deregulated Microlight definition.

BCAR A8-1 Proposal & Aircraft Weighing Proposal

These proposals were mentioned in last year's report. They remain with CAA who has said that it will address them after the BCAR A8-26 project.

Technical Office Charging Scheme

As of 1st December the Technical Office will change its member charging scheme for all types of modification and repair approval: minor, major and series major. The cost will be £30 per hour of Technical Office time, charged in half hour increments, minimum charge £15 per disparate modification or repair.

The reason for the change is that the current flat fee of £50 per modification or repair (buying up to 4 hours' work) is seen as a disincentive for owners to make straightforward changes to their aircraft (or to seek approval for them). Note that the majority of minor modifications and repairs are completed in no more than one hour. The change was proposed by the Technical Office in the light of experience and feedback from members, and agreed by the BMAA Council.

Standard Minor Modifications

A new Standard Minor Modification for the installation of a fuel pressure gauge has been introduced. Note that, due to a change in the law, all new radio installations must be 8.33 kHz channel spacing compliant.

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.
The publishing of the BMAA 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 2013) thirty seven accidents were reported to the BMAA in 2013, most accidents resulted in damage to the aircraft only. Three occurred during training in solo operations. By far the largest grouping of accidents (as per the last two years) involved a loss of control at some point during the landing phase of the flight, twenty-two in this period. It is felt that a lot could have been avoided had the pilot spent more time in preparation for the flight, by way of consideration of weather, being current and go around practice.

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, have written an article for their publication, 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 also continue to receive their summaries and reports on microlight aircraft. These are analyzed and commented on by the team at Deddington.

Safety Days at East Fortune & Boston

One of this years safety days was held at East Fortune Airfield, East Lothian, Scotland, 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. The other was held at AAA Microlights, Boston.
I propose to hold two safety days in 2014, one in the South and one in the Midlands.

Fatalities in Microlight Aircraft

There have been several deaths in microlights over the past year, the BMAA

sends its sincere condolences to the family and friends of those killed. We are awaiting the final reports on these accidents from the AAIB.

Finally

I took over from Kim Taylor at the end of February 2012 and have tried to continue the good work he started. I would like to emphasize that basis of our safety day presentations and MF magazine safety articles is always on gaining and upgrading our flying skills. Help is also needed from our flying instructors and club safety officers to impress upon our members to stay current and keep improving one's skill levels no matter how experienced the pilot.

Fly safe and have fun

Pete Watson

Chief Inspector's Report

Rob Mott

This report will provide a brief 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

This year has seen a rise in new Inspector applications. Some minor tweaks have been made to the appointment process, allowing an adaptive approach dependent upon the candidates' background and demonstrated ability. The new system continues to be successful at supplying active inspectors into the system and retaining them beyond initial appointment/authorisation.

BMAA Inspector Alerts & Notices

Over the last twelve months the following BMAA service bulletins have been generated all of which are currently available on the BMAA website:

NOTICES	ALERTS
Variation of Permit to Fly Conditions	#45 - Skyranger Control Cable Shackle & Elevator Joiner
BMAA SBs 2443, 2446 & 2447	#44 - Castrol 2 Stroke Oil Recall
SIGMA 2.1.1	#43 - MPD 2013-003-E Rotax Cylinder Head Inspection
Inspector Forum	#42 - Bing Carburettor Floats
	#41 - P&M SB132 Issue 3 Sail Reinforcement

Service Bulletins

Over the last twelve months the following BMAA Service Bulletins have been generated, all of which are currently available on the BMAA website:

- 2443 Inspection of Kievprop composite propeller blades
- 2446 Fitment of carbon monoxide detector and inspection of exhaust for condition
- 2447 Fitment of fuel primer bulb bypass
- 2462 Inspection for material type - Control Cable Shackles & Elevator Joiner

SIGMA 2.1.1

Back in April an update to SIGMA (2.1.1) was released after being accepted by the CAA. The new document is currently live on the BMAA website. A brief summary of the changes can be found below:

- Minimum appointment age introduced (18 years).
- Apprenticeship & quadrennial auditing:
 - Discretionary element to Apprenticeship phase regarding experienced candidates.
 - Ability to pre-empt the quadrennial audit expiry by up to 3 months, without losing the renewal date. In keeping with other areas of the BMAA Airworthiness System.
 - Persons who may conduct quadrennial audits: Senior Inspector, the BMAA Chief Inspector, the BMAA Chief Technical Officer. Or

by another Inspector or person with the prior consent of the Chief Inspector.

Permit to Fly Revocations

Earlier in the year the BMAA received the first, of a batch, of letters of notification of Permit to Fly revocations from the CAA. In all cases the aircraft involved had been sold to new owners. For one reason or another, the change of ownership notifications had not completed. After a fixed time period the CAA will suspend the Permit, if no correcting action has been taken they then actually revoke the certificate. This has a knock on effect; in order for the aircraft to fly again a new (and full) Permit to Fly application has to be made to the CAA via an suitably authorised organisation (i.e. Type Approval holder). This will ultimately normally be the manufacturer or the BMAA. In either case it can take considerable time to rectify when compared to renewing the Certificate of Validity, there is also an additional cost.

Best advice is to ensure completion of any change of ownership and to respond promptly to any CAA correspondence. If you think you might be affected by this, please contact the BMAA Tech Office for assistance.

Variation of the Permit to Fly Conditions

The BMAA is in the process of assisting the Civil Aviation Authority to publicise variations to the national Permit to Fly conditions of UK Microlight aircraft. The CAA released two letters (Jan 2012 & Dec 2012) describing the variations back in 2012. The aim of this article is to present all the information in one place.

- A. Microlight aircraft are no longer subject to the prohibition of over flight of the congested area of a city, town or settlement.

Naturally all other rules of the air still apply (i.e. glide clear, 500ft rule, etc. as stated in the Air Navigation Order). The prohibition still applies to aircraft operating on a permit to test (issued by the BMAA) or is under-going modification approval. This change was made as the CAA decided the levels of safety currently achieved by Microlight aircraft are considered to be acceptable.

- B. Conditions of the Permit to Fly Part 3.(ii) intentional stalls from level flight now simply states 'stalls' rather than 'intentional stalls from level flight'.

This was changed solely to 'stalls', as the former wording could be interpreted to suggest that any other type of stall was not permitted (i.e. stalls in a turn, or stalls in a descent/gentle climb for example).

Owners/operators are permitted to neatly draw a line through the now void restrictions/conditions. Or you can apply for a new Permit to Fly Certificate at a cost of £46 (correct at the time this report was generated). We have been and will continue to send out copies with permit renewals (both electronically and via post). Electronic copies of the original CAA letters can be downloaded from the BMAA website. If for some reason you did not receive them with your permit renewal, please contact the main or technical office and we will provide assistance.

Jabiru 2200A Engine Seminars

Late 2013 saw multiple BMAA Inspector seminars held at Southery airfield in

Norfolk. The subject being the Jabiru 2200A air cooled four stroke engine, hosted by Roger Lewis and David Burnett of Jabiru Workshop Ltd.

The course was based around the rebuilding of the engine on a large screen projection, in addition a majority of the engine's component parts being available to inspect and handle. This was accompanied by explanations of the engine's workings, modifications, defects and in service experiences. The course was specifically tailored to the requirements of the Inspectorate and their challenging task of inspecting differing installations. The courses were very successful and well received by all; hence there are plans to run more in 2014.

Facts & Figures 2013

Current Inspectors	124	
Inspectors currently in training		12
New Inspector appointments	6	
Inspector upgrades	14	
New applicants and enquiries	27	
Total Permits processed (30/09/2011 to 30/09/2012)		1869
New Permits produced (30/09/2011 to 30/09/2012)	45	

Future

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

- Conversion to A8-26 structure - organisation supporting recreational aviation.
- SIGMA updates - General review of content, including auditing techniques and splitting procedures and reference information.
- Continuation of 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.
- Implementation of CAA Permit to Fly online – this will lead to the review of all forms and content required for the Certificate of Validity renewal process, emphasis on simplicity and effectiveness.
- 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

We have just come to the end of the financial year 2012-13 which finished at the end of August. If you look at the company accounts you will see that we have made a small loss of approx. £1,750 compared with a profit last year of £7,700.

Last year the BMAA council agreed that the policy for this financial year was to try to trade at zero profit level, which for all intent and purpose we have achieved. As a fraction of this year's turnover, £600,000, our loss equates to 0.3%. What this shows it that we place a fair degree of confidence in our yearly budget and review which is prepared by the CEO and myself.

Broadly speaking the year progressed as usual with nothing major coming up that was not expected.

Our fixed assets stand at £265,866 and our net current assets are £274,153 equating to total assets less current liabilities of £540,019.

From a BMAA activity point of view we did very similar to the last financial year. Permit revalidations remained steady but new permits were the lowest ever at only 43. Membership shows a small reduction of almost 100 per year over the last few years and we are at our lowest number since 2006. However, this year it was new members which accounted for the greatest reduction when compared to last year. Licensing remains fairly constant.

The big thing which happened this year was that we saw a significant reduction in Microlight Flying 'MF' income, which was down by £12,000 (25%) on last year's figures. We mitigated against this a bit by reducing the number of pages to save some costs. We have budgeted for a similar reduction in MF income for the next financial year.

Next year sees two significant changes which will affect us financially.

Firstly, in April next year we shall have for the first time an Airworthiness Approval Fee which is £3,410. There will also be an increased CAA fee per permit revalidation rising from £1 to £5 per permit.

Secondly, at the moment we get charged an NPPL administration fee of £5,600 but this is going to reduce to an estimated £1300.

Therefore, effectively this reduction in NPPL fee will cancel out the new airworthiness approval fee.

Budget and Review

As previously discussed we have prepared a detailed spread sheet with all the figures for the next financial year. If we do not know the exact figure for next year we have predicted it as best we can, in most cases we have put up expenses by inflation at 3%.

Overall it shows a reduction of income by £10,000, mainly due to us predicting a further reduction in MF income. We predict expenditure to go up by £1,500. So after taking into account this year's loss we need to generate an extra £13,000 to break even next year. If you add onto this the capital provision of £2,000 per year for IT and a contingency of £10,000 we actually need to generate £25,000 extra.

Therefore in order to achieve this council has decided the following fee changes.

1. Pass on the CAA permit fee increase of £4 directly to the members after April

2014.

2. In line with last year's proposal cancel the discount for members renewing by Direct Debit.

3. Increase Membership fees by inflation 3%, £2. **This will need to be voted upon and agreed at the AGM**

4. Increase permit fees by inflation, 390Kg will go up by £4, 450Kg will go up by £4.50.

5. NPPL fees up by inflation, £3.

6. Increase all other fees by 3%.

All in all these increases generate just under £22K, giving us a contingency of around £7k instead of the ideal £10k. However, hopefully this short fall will be mitigated by the MF income not falling by as much as we have budgeted for.

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 2013.

Administration Department

	£	
Income		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.
Shop & General sales	7,526	
Costs		Included will be such items as the availability of heating, lighting, water, telephones and communications and premises costs.
Stock cost of sales	2,740	
Council & CEO	33	
Depreciation	11,166	
Office running	36,165	
IT	9,310	
Overheads	125,472	
	184,886	
Total Administration Department	(177,36)	All costs are monitored to look for best value.

Membership Department

	£	
Income		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.
Membership fees	236,650	
Show income	61,778	
Other events	350	
	298,778	
Costs		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.
Council	6,574	
Promotions	2,535	
Representation UK & O'seas	3,813	
Shop	88	
Commissions	1,090	The cost of events is also included to balance the income from events.
Competition Event	3,589	
Show	62,098	
Royal Aero Club	3,710	
Overheads	30,583	
	114,081	
Total Membership Department	184,697	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.

Engineering Department

	£
Income	
Mods & Homebuilds	11,750
Costs	
CTO/Tech & research expenses	544
Representation UK & O'Seas	44
Overheads	146,890
	147,478
Total Engineering Dept	(135,72)

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	270,200
Inspector fees	5,655
Seminar fees	
	275,855
Costs	
CAA	1,817
Chief Executive	69
Chief check pilot	0
Chief Inspector	538
Technical & Research	174
Representation UK & O'Seas	44
Seminar expenses	0
Overheads	38,589
	41,230
Total Airworthiness Dept	234,625

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	6,180
CAA NPPL income	28,824
Seminar fees	417
	<u>35,421</u>
Costs	
CEO	0
Promotions	0
Representation UK & O'Seas	267
Seminar exps	0
Panel & Training Committee exps	2,516
Overheads	32,805
	<u>35,588</u>
Total Flight Training Department	(167)

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.

Flight Safety Department

	£
Income	
	0
Costs	
CI/Safety Officer	271
Representation UK & O'Seas	183
Overheads	20,719
	<u>21,173</u>
Total Safety Department	(21,173)

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	32,662
This is Microlighting	1,076
MF Website income	769
	<u>34,507</u>
Costs	
MF Magazine costs	109,400
This is Microlighting costs	1,531
MF Website costs	6,844
Overheads	3,370
	<u>121,144</u>
Total Publications Department	(86,637)

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.

This year the income from MF saw a significant decline, down by 25% on last year. We are keeping a close eye on this and hope as the economy grows so will the advertising from manufacturers.

BMAA Summary of accounts year end August 31st 2013



BRITISH MICROLIGHT AIRCRAFT ASSOCIATION LIMITED

TRADING AND PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 31 AUGUST 2013

	2013		2012	
	£	£	£	£
Turnover				
Membership fees	236,650		228,506	
Magazine income	34,886		44,420	
PR, marketing, sales	5,626		5,213	
Airworthiness document fees	281,950		275,863	
Inspector fees	5,655		5,410	
The flying show	(321)		(2,686)	
European championships			-	
Competitions and sponsorships	392		1,537	
LIAC NPPL (CAA)	28,824		29,373	
Examiner fees	2,546		3,596	
Instructor fees	3,634		3,430	
Seminar fees	417		791	
Equipment hire	58		175	
		600,317		595,628
Cost of sales				
Magazine and newsletter costs	109,399		110,308	
PR, marketing, sales	17,499		15,766	
Airworthiness and technical documentation	1,310		3,709	
Competitions and events	3,734		6,631	
Postage and stationery	7,988		7,599	
Check pilot insurance	16,952		10,110	
Civil aviation authority annual fee	7,500		7,759	
Safety costs	1,063		1,829	
Panel expenses	2,256		1,474	
Club commissions	1,090		180	
		168,791		165,365
GROSS PROFIT		431,526		430,263
Expenditure				
Office, water, insurance, heating and light	14,934		13,911	
Other insurance	37,702		38,297	
Repairs to property	200		1,084	
Wages	262,872		255,940	
Social security	25,365		24,279	
Pensions	9,083		8,480	
Hire of plant and machinery	5,992		6,765	
Telephone	3,022		3,490	
Repairs and renewals	430		450	
Office and travel expenses	33,874		32,798	
Legal fees			-	
Donations	3,208		3,633	
Donations to bursary fund	12,000		12,000	
Accountancy fees	-		120	
Audit	3,200		3,230	
Advertising	-		250	
Subscriptions	4,816		5,670	
Depreciation of freehold property	6,675		6,675	
Depreciation of plant and machinery	4,792		1,315	
Depreciation of fixtures and fittings	688		662	
Profit on disposal of fixed assets			-	
		428,853		419,049
Finance costs		2,673		11,214
Bank charges	5,553		5,006	
		5,553		5,006
		(2,880)		6,208
Interest receivable		1,421		1,913
		(1,459)		8,121
Corporation tax		284		383
NET PROFIT		(1,743)		7,738



**BRITISH MICROLIGHT AIRCRAFT ASSOCIATION
LIMITED**

**BALANCE SHEET
31 AUGUST 2013**

	2013 £	2012 £
FIXED ASSETS		
Tangible assets	265,866	265,715
CURRENT ASSETS		
Stocks	1,027	2,009
Debtors	79,545	73,879
Cash at bank and in hand	<u>318,976</u>	<u>300,526</u>
	399,548	376,414
CREDITORS		
Amounts falling due within one year	<u>(125,395)</u>	<u>(100,367)</u>
NET CURRENT ASSETS	<u>274,153</u>	<u>276,047</u>
TOTAL ASSETS LESS CURRENT LIABILITIES	<u>540,019</u>	<u>541,762</u>
RESERVES		
Revaluation reserve	231,766	231,766
Profit and loss account	<u>308,253</u>	<u>309,996</u>
	<u>540,019</u>	<u>541,762</u>

Company Structure

BMAA Ltd

Company No: 01678351

Bullring
Deddington
Banbury
Oxfordshire
OX15 0TT

Directors

Chairman	David Bremner
Vice- Chairman	Chris Draper

Member of board	Paul Dewhurst Rick Goddin Rob Grimwood Bob Perrin Kirk Sutton Terry Viner Paul Welsh
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Chief Executive	Geoff Weighell
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