



Annual Report 2015

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CEO Introduction

Geoff Weighell



We publish this Annual Report so that the BMAA members know what has been done on their behalf by their representatives throughout the year. As well as telling members what has been achieved it also gives us an opportunity to outline plans and aspirations for the future.

Throughout the Report each contributor, the BMAA Chairman, the Treasurer and members of the BMAA Staff, have reported their achievements in their particular areas of responsibility. As you will see the BMAA hasn't stood still twiddling its thumbs over the last 12 month but has continued to look for opportunities to make operating a microlight in the UK simpler and less expensive. Our input to regulatory review this year has been significant and we have had results and expect more just around the corner. We continue to work with other aviation representatives to promote a united front where appropriate to help strengthen the voice of recreational aviation.

In the Report you will also read about other activities that the BMAA has undertaken that are not about rules and regulation but things we do to encourage participation and provide benefits to members. This is equally important.

We continue to encourage early participation in aviation by young people through the flying bursary scheme, which this year in conjunction with the Geoffrey de Havilland Flying Foundation and the British Women's Pilots Association will have awarded over £20,000 towards training, and the New Horizons build-a-plane project led by Terry Viner. Our first aircraft is now built and flying and the second scheme is in preparation.

The BMAA was set up over thirty five years ago to be the focal point for activity to support its members. The BMAA is not there to serve itself, it is the tool of the membership. The direction that the BMAA takes is governed by the BMAA Council and so when you have read this report if you believe that there should be any change to direction or emphasis please do contact a member of the Council and have your say – you are important.

Geoff Weighell

Chairman's Report

David Bremner



2015 has seen some good flying weather, some very enjoyable BMAA events – I thoroughly enjoyed my day out at Duxford and would recommend it to anyone who hasn't been there before – and some truly excellent work by the BMAA office, much of which is detailed on subsequent pages, so I won't repeat it here. But on behalf of

Council I would like to publicly thank every one of the staff for their contributions to a really good team.

There is much to look forward to next year. We are continuing to work on reduction of the bureaucracy associated with operating a two-seat microlight and improvements have been made in the matter of regular reweighing and we anticipate improvements in the conduct of check flying.

One recent development is the approval by Council of a proposal by Dave Robbins and our newly co-opted member Spencer Harvey to come up with a co-ordinated and funded policy for a coherent marketing strategy for microlighting and the BMAA. Marketing is inevitably a rather speculative investment and the returns are likely to be long-term, but Council was persuaded that the time was right for such an investment for a number of reasons, and the proposal is framed in such a way as to minimise the risk and ensure that we get maximum bang for our buck. Marketing has been the subject of much debate among members over the years and we hope this will be not only popular with members but an essential part of the BMAA's strategy in the years to come.

Finally, there will be a good deal of TV coverage of the World Air Games in Dubai in December. Microlighting will play a prominent part, and will, we hope, prove an eye-catching formula for demonstration events for microlighting at national level. Don't miss it!

May I finally wish all of you a Happy Christmas and a New Year that involves loads of flying that is both challenging and safe.

David Bremner

Chief Technical Officer's Report

Ben Syson



The Technical Office has had a very busy year, gaining a brand new airworthiness approval from the CAA and streamlining airworthiness procedures for the benefit of the membership as a whole, all in addition to its routine approval work for individual members.

BCAR A8-26

The BMAA is the very first organisation to obtain BCAR A8-26 approval from the CAA. A8-26 is a new requirement designed for organisations such as the BMAA that support recreational aviation in the UK. The Technical Office put in a lot of effort revising our existing technical procedures to ensure that they are compliant with this new requirement.

Oversight of manufacturers

This new A8-26 approval will allow the Technical Office to expand its scope of work into areas currently performed directly by the CAA. The idea is that it can perform these tasks at least as effectively as the CAA, but at a significantly reduced price. One of these areas is the oversight of existing CAA-approved Microlight manufacturers. The Technical Office has commenced working with the CAA in this area.

Routine projects

Projects of note include fitment of a D-Motor on an X'Air Falcon (currently in flight test) and a reverse-engineered replacement sail for an orphan flex-wing. Note that, although A1 manufacturer projects are down, a whole-aircraft type-approval project is currently in progress.

New types

The Bionix 13 and Savannah XLS amateur-built Microlights have received full BMAA approval. The Flight Design CTSL (P&M Aviation) and Sherwood Scout (TLAC) have received type-approval as factory-built Microlights.

Amateur-built very light aeroplanes

A 500kg, non-Microlight version of the Sky Ranger Nynja has previously been approved in principle. Although the first UK example is still under construction, a few Sky Ranger Nynjas have been completed with the light aeroplane modifications incorporated. Their owners have opted to register them as

Microlights for the moment. Two other non-Microlight, amateur-built types are under investigation by the Technical Office. If all goes to plan, they should be cleared for construction in the near future.

Weighing

The BMAA has introduced new aircraft weight and balance procedures. The most visible change is the scrapping of mandatory 5-yearly re-weighs. However this is not the only change. Arguably more significant is a change in emphasis (for in-service weight and balance monitoring) from a 'legal' to a 'safety' view of weight and balance. For more information see TIL 012 on the BMAA website.

Check flying

After much consideration - and consultation with the membership - the BMAA Council has agreed to pursue adoption of an owner check flight system. This is as a replacement for the current, authorised-Check-Pilot check flight system. The system chosen was designed by the Technical Office and BMAA Chief Executive.

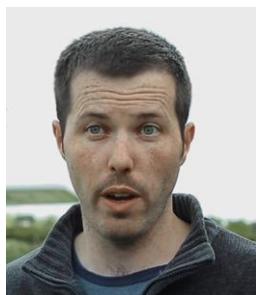
E Conditions

The BMAA has supported the Royal Aeronautical Society in its discussions with the CAA to develop new test flight conditions for experimental aircraft up to 2000kg. These 'E Conditions' as they are known are intended to allow experimental aircraft to fly without the overhead of a CAA-approved organisation. E Conditions are in the final throes of becoming reality. In future, the Technical Office may add E Conditions to A8-26 approval to help stimulate the development of new UK Microlights and light aeroplanes.

Miscellaneous

The Technical Office has assisted with a few special projects this year. These included: assisting with the obtaining of CAA permission to exceed 60° of bank for flex-wing pylon racing at the World Air Games, and engineering approval for jumping from a flex-wing Microlight for a Nat-West promotional video related to the Rugby World Cup.

Ben Syson



A8-26 Continued Airworthiness

Following on from the very end of 2014 work continued on the BMAA A8-26 approval, the main deliverables being producing a new company Exposition, Technical Procedures Manual and Quality Manual.

One of the main changes has been the official introduction of a Quality System, as opposed to multiple individual references as before. The new Quality Manual produced in-house contains internal auditing criteria as well minimum requirements for in the field aircraft and personnel oversight.

During mid 2015 the BMAA achieved approval and took receipt of a new certificate and authorisation to adopt the regime, the ultimate outcome being that the organisation has a better-defined approval and an increasing scope of work. The new approval will allow the BMAA to extend its continued airworthiness capabilities to heavier aircraft. Our aspirations are to align as closely as possible with current procedures, i.e. those currently used for Microlights. There is good argument for this approach as it would cause much confusion to have differing requirements for VLA versions of the same Microlight type.

SIGMA 2.2

Earlier in November a large update to SIGMA (2.2) was released. The new document is currently live on the BMAA website. The two largest sections of SIGMA are 4.0 (Inspections) and 5.0 (Engineering Knowledge). The latter section is well documented and only required minor updates on new practices for new types entering the system. Section 4.0 has been completely reviewed. It incorporates some of the changes required by A8-26 and now refers in detail to the latest inspection schedules for all types, powered parachutes, flexwing and three axis.

Weighing of Microlights

Following a complete review of Microlight weighing procedures, conducted jointly with the LAA, a fresh proposal has been introduced, which is endorsed by the CAA. This marks a change in both thinking and practice. The weighing of types will now be more considered and less monotonous, the main principle being to account for any weight change in real time.

BMAA Inspector Appointments & Renewals

This year Inspector applications and appointments have remained steady. Since the introduction of SIGMA there has been a gradual overall reduction in the size of the inspectorate and this year that trend has ceased. New appointments are being made and the process continues to be successful at supplying active inspectors into the system and retaining them beyond initial authorisation.

Notices, Alerts & Information Dissemination

Dissemination of noteworthy material has continued in the form of notices and alerts being posted on the BMAA website. All information is displayed in the public domain for the benefit of all.

They are also sent directly to all active members of the inspectorate. It is planned to extend this service to cover all relevant MPDs (Mandatory Permit Directives) as currently it is not possible to simply search for these per type. Naturally it would aid both members and Inspectors alike if these critical documents could be grouped on a per-type basis. Another important method of publicising such information is via the BMAA Microlight Flying magazine.



Permit renewals & registrations

Technically permit revalidations have dropped by a fraction (1.12% which equates to 21 fewer renewals than last year). New aircraft deliveries are also down (6.78% which equates to 4 less than last year). On a positive note the number of new amateur build registrations has increased by 13.33%.

Due to the transition onto the CAA POL system (see the next page), it is now entirely possible to complete processing without having to print the submission, which saves resources. This has presented a few new challenges, particularly the development of an internal system to track all applications, irrespective of how they entered the processing queue (i.e. by direct mail, fax or email). Recent proposed changes to the Air Navigation Order (ANO) may allow organisations, such as the BMAA, to actually issue aircraft Permit to Fly certificates. This could save time with regard to replacement certificates and also with new aircraft entering the system for the

first time.

CAA Permit to Fly Online

Last year the BMAA transitioned to the new CAA Permits Online (POL) facility. Generally the new system works well and continues to allow the BMAA to provide a good level of service to our members. Corrections to aircraft records have also settled now that the system has been running for more than twelve months. Normally the changes are accepted and processed within 24 hours.

Airworthiness Forms

Last year shortly after the introduction of POL, new airworthiness forms were launched. Over the subsequent twelve months the new forms have been tweaked following feedback from the inspectorate. The new format has been extended to cover powered parachutes in addition to flexwing and three axis types.

Permit to Fly Revocations

Rolling on from last year the BMAA has continued to receive letters of notification of Permit to Fly revocations from the CAA. In all cases the aircraft involved had changed hands, i.e. been sold to a new owner. For one reason or another, the change of ownership notifications had not been completed. After a fixed time period the CAA will suspend the Permit and if no correcting action is taken they then actually revoke the certificate. This has a large 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 a 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 say when compared to renewing a Certificate of Validity and there is also an additional cost.

So prevention is certainly better than cure, so always ensure completion of any change of ownership and respond promptly to any CAA correspondence. If you think you might be affected by this, please contact the BMAA Tech Office for assistance.

Future Plans

Now that the BMAA has successfully gained its A8-26, the organisation will be looking to make steps towards extending its continued airworthiness

capabilities to include VLA types. SIGMA updates will continue along with the general move to review of content and split procedures from reference information.

More attention and focus will be placed on the spot inspection campaign, of which some of elements are to be conducted 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 planned for the inspectorate and membership. Such courses will be for new aircraft types, existing types and power-plants alike. Development work started on a short practical course covering basic and common activities regarding aircraft maintenance and building will continue.

Rob Mott

Pete Watson

My day to day business as Safety Officer for the BMAA:



- Email and postal contact regarding safety issues.
- Reviewing risk assessments for BMAA events.
- Writing articles for the MF magazine.
- Accident and Incident review meetings with other members of staff in which we monitor common accident trends and compile summaries for publication on the BMAA web site.
- Being available to advise members on safety issues, plus helping to pass on to other members' safety tips & experiences.
- Attending the flying instructors 'Training Committee' meetings.
- Preparation of material for talks and displays.
- Revising the club safety officer details list.
- The publishing & revision of the BMAA club/ school safety officer handbook.
- Contacting other organisations to compare safety issues.
- Working with the CAA, AAIB & GASCo on microlight safety issues.

Accidents and incidents

At the time of writing (November 2015) 56 accidents were reported to the BMAA in 2015. Most accidents resulted in damage to the aircraft only. The largest grouping of accidents (as per the last four years) involved a loss of control at some point during the landing phase of the flight; 25 in this period. The marked difference this year is that there were 22 reports of engine failures (normally around four a year), about which we do not have the causes at this time. It is felt that a lot of these accidents could have been avoided had the pilot spent more time in preparation for the flight, by way of consideration of weather, being current and in particular 'go around practice' and it would appear engine pre-flight checks.

Those members interested can access more information on accident & incident from the BMAA website, (Flight Safety-accident & incident summaries). With consideration given to the number of hours our members fly (around 90,000 a year), we are still a safe activity.

General Aviation Safety Council (GASCo)

I represented the BMAA at the GASCo council meetings and have attended their Safety Evenings. The BMAA strongly supports the activities of GASCo, a charity that takes a lead role in providing important safety guidance to pilots.

Air Accident Investigation Branch (AAIB)

I continue to receive their summaries and reports on microlight aircraft. These are analysed and commented on by the team at Deddington, after which they are published on the BMAA website in the section 'Flight safety'.

Safety Days & Fly-ins

I organised and hosted a safety day and a microlight fly-in at Fenland Airfield in Lincolnshire, which were both well attended. Speakers for the safety day came from the CAA, NATS, ATC Fenland and the BMAA. Further BMAA Safety Days are planned for 2016.



BMAA Fenland Safety Day 2015

Finally

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, especially to newly qualified pilots . Help is being given by our flying instructors and club safety officers to impress upon our members to stay current and keep improving skill levels, no matter how experienced the pilot. There are also great benefits from attending an engine service course run by many of our engineers and mechanics which are most informative and fun.

Pete Watson

The National Microlight Championships

Spencer Harvey

This was a surprisingly well attended and successful year, considering the marginal weather during most rounds, with a really interesting mix of old and new pilots and aircraft. This diversity reflected in the results with a new British Champion pairing of Mark & Chloe Fowler in the dual seat class, while Adrian Jones claimed the single seat class in his first full year of competitions. The Father and Daughter pairing, flying a GTR Explorer have been knocking on the door of the world beaters for a few years, and have now entered, and deserve to hang around in this exclusive company. Adrian has shone in his first year and, along with the second and third place competitors in the single seat class, have proved that you can be extremely competitive in aircraft designs of over twenty years old that can be purchased for modest money.



A highlight this year was a newly devised weeklong competition against a French team called the Frananglaise. A really enjoyable event with challenging tasks devised from the warped imagination of Rob Keene. This event has huge potential

and it would be great to see it develop with a reciprocal competition on French soil next year. The social aspect formed an important part and Rob knows how to entertain and throw a party. I needed to go on a diet and detox for a fortnight after to determine some equilibrium.

By the time you read this, there will be six British pilots with two purpose built Union Jack embossed Quik R's sitting in Dubai preparing for a spectacular pylon race event, culminating in an engine off spot landing. This event heralds a new dawn in competition challenges, as interest has been expressed in hosting this spectacle during British events. Keep an eye out for the adrenaline fuelled footage coming back from the Dubai marina soon.

In addition, the organisation of the World Microlight Championships, being held here in the UK, is well underway, and although a venue is proving to be a problem, our imagination and organisation abilities



are embedded from previous successes and the anticipation around the world

microlight community remains high. This event will provide a superb opportunity to achieve exposure and promote our hobby.

The importance of these events should not be underestimated; not only do they provide fun and exhilaration for competitors and spectators, but they stimulate interest and exposure for our sport that would ordinarily be difficult to provoke. The BBC Breakfast TV filmed article by Mike Bushell that was initiated by Owen Johns, the Simon Mayo Radio 2 Show interview of Martin Jady and a beautifully photographed double page spread in the Western Daily Mail organised by Rob and Rees Keene would not have happened without competition flying.



While the exotic international events continue to excite and provide ambition, the primary purpose of our home-grown microlight competitions remains the same. To encourage and provide an excuse to do lots of flying, while simultaneously testing and

improving your abilities. The social side is as important to some as the competing, and I would include myself in this category. The amount and level of participation is entirely up to you; although, there are undiscovered world champions among you.

Pictures by Paddy O'Rourke and words by Spencer Harvey

BMAA Events 2016

The BMAA continues to promote microlight flying as a fun sport and social activity.

Spamfield, a significant event in the microlight calendar, took place once again at Sandown on the Isle of Wight. Largely organised by the Hampshire Microlight Club on behalf of the BMAA the event was a success, despite adverse weather. Demonstrations by world champions in the skills of precision flying added to the event and will hopefully encourage other pilots to hone their skills.

For the second year the BMAA Bonus day took place at Duxford with BMAA members flying in and enjoying a significantly reduced combined landing and museum entry fee. Organised by Rick Goddin the event was well attended and members of the public were able to have-a-go in the BMAA flight simulator which was also in attendance. The 2016 event is already being planned.

Also in its second year the SSDR Rally held at Enstone attracted a good crowd of aircraft and people. The event was well supported by manufacturers who also gave some of the very interesting presentations in the Enstone Flying Club clubroom during the windier periods of the weekend and evening. A magnificent BBQ was devoured on the Saturday night. Plans are going ahead for event three on the weekend of 15-17 July 2016.



Deepak with his SSDR Motor Glider Microlight at Enstone

Treasurer's Report

Rob
Grimwood



The BMAA financial year 2014-2015 ended on 31st August 2015, therefore we currently sit three months into the next financial year 2015-2016. This report looks into summarising the 2014-2015 financial year and then goes on to introduce new fee structures for this current year in order to meet our financial goals.

We ended the 2014-15 year having made a profit of a fraction under £29,000 as opposed to the previous year where we made a smaller profit of £7,600. Our current financial strategy is to trade at zero profit level, so we have done better than expected. The profit we have made this year is equivalent to around 4% of our income.

Although we have made more profit than planned this can be explained by three main things;

1. The New Horizons schools plane building project made a profit of £4K which was not budgeted for.
2. There is approx. £6,000 a year budgeted for supporting the British Microlight Team at international competitions. This year only one entry was supported meaning we actually paid over £5,000 less than budgeted. However we will spend £2,400 on supporting the British Team in the World Air Games this December in Dubai.
3. In October this year, at the request of our accountants, we had the Deddington property valued. When it was last valued for accounting purposes some time ago it was valued at £300,000 which has been as the depreciating value ever since. The recent valuation is £200,000. This has two effects; the first is that we remove the depreciation on the property this year from our budget, about £7,000, and secondly our member's funds have been reduced as a result by £46,500, which was equivalent to the difference in property value in the accounts. Although we do not necessarily agree with the valuation, as it seems a bit low, it was done by a professional valuation company and at the end of the day it has no real bearing on the actual worth of the property if we were to put it up for sale.

Without these three things listed above we would have made a small profit of around £13,000, which would have been about right. I think what this shows is that

although we returned more of a profit than desired we still have a good command of our accounts and understand where our money is going.

The main differences in this financial year were;

Income

- Membership up £6K
- MF down £3K – actually less than expected
- Airworthiness up £14K
- Type approval work down £7K – the work we do for manufacturers
- Seminar fees down £2.5K – no instructor seminar
- Mostly income very similar to last year and quite predictable

Expenses

- Consultancy fees up £9K – Quality Manager for A8-26 approval
- MF up £2K
- Competitions down £4K
- Promotions down £6K
- CAA up £4K - £5 per permit now fully phased in
- 'This is Microlighting' up £2K – new print

Overheads

- Staff salaries and NI up £12K
- Event expenses up £3K – Largely due to costs associated with going to the flying show now we do not run it.
- Office expenses down £10K – Largely due to reallocation of part time labour costs.
- Property Maintenance up by £4K – this includes £5K that we have allocated on kitchen modernisation
- Donations down £5K – money we initially gave to MFF

Recommendations for this financial year

Recently the CEO and myself have been through the budget and review together and we have added figures where we know them and we have predicted other figures as best we can and added an increase of 2% to most expenses. We have budgeted an additional £30K to IT for a new database (our current database becomes unsupported very soon) and a provision for web improvement (which will

allow better member service). This figure we hope is conservative and we will save some money from the current website that we have in the budget as well. Without putting up any fees and with this £30K IT provision the budget shows a small loss of £10,500 for this year. Both myself and the CEO are happy with the budget and we are happy there is nothing unknown missing.

Since my time as Treasurer we have made a profit of just over £40K whilst trying to trade at zero profit level. I therefore think it important not to increase this anymore unless Council changes its financial strategy.

My recommendations to Council were therefore NOT TO INCREASE any fees this year and look to make a small loss of around £10K this financial year in order to offset some of the profit we have made in the last few years. I'm sure you will all be pleased to know that this was agreed upon and therefore there will be no BMAA fee increases this year!

We have recently started to put into place a PR and Marketing strategy to promote Microlighting and the BMAA. The overall vision of this is to end up employing a paid member of staff to oversee this at an appropriate level. At Council we have agreed a rough budget for this financial year. This will have the effect of further increasing the loss we expect to make this year but we were happy that it was a good use of some of our member's money.

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 2015.

Administration Department

Income

Shop & General sales	6,184
Build A Plane	3,788
	<u>9,972</u>

Costs

Stock cost of sales	1,597
Council & CEO	0
Depreciation	5,890
Office running	31,974
IT	6,014
Overheads	<u>129,660</u>
	175,135

Total Administration Department (165,163)

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. Overall cost reduced by £10,000 this year.

Membership Department

Income

Membership fees	255,255
Other events	834
	<u>256,089</u>

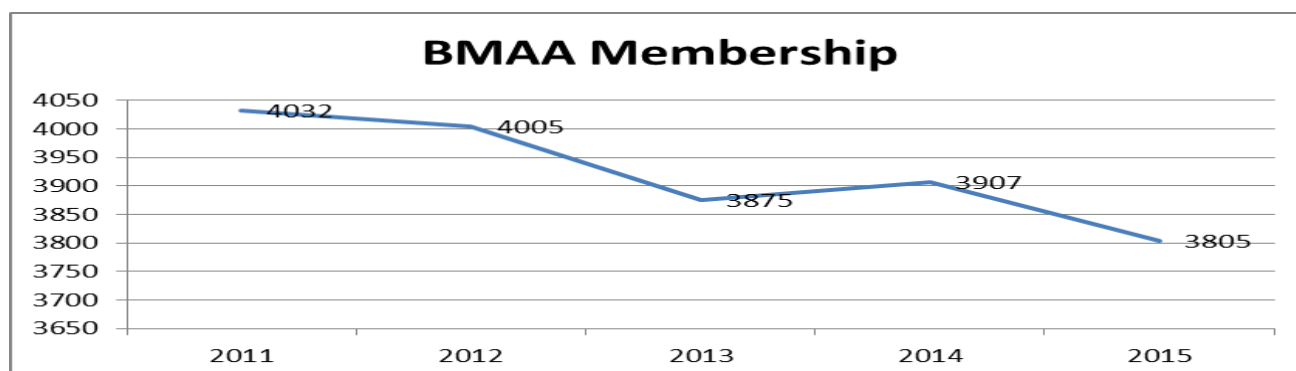
Costs

Council	5,339
Promotions	494
Representation UK & O'seas	2,422
Shop	0
Commissions	1,560
Competition Event	847
Royal Aero Club	4,022
Overheads	<u>25,618</u>
	40,302

Total Membership Department 215,787

The Membership department income activity comes from membership fees and other sources where the activity is undertaken for the benefit of BMAA members. Remember no Flying Show as BMAA no longer run it. 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	9,324
Type Approval Work	1,699
	<u>11,023</u>

Costs

CTO/Tech & research expenses	9,558
Representation UK & O'Seas	0
Overheads	152,512
	<u>162,070</u>

Total Engineering Department (151,047)

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	291,147
Inspector fees	5,332
Seminar fees	0
	<u>296,480</u>

Costs

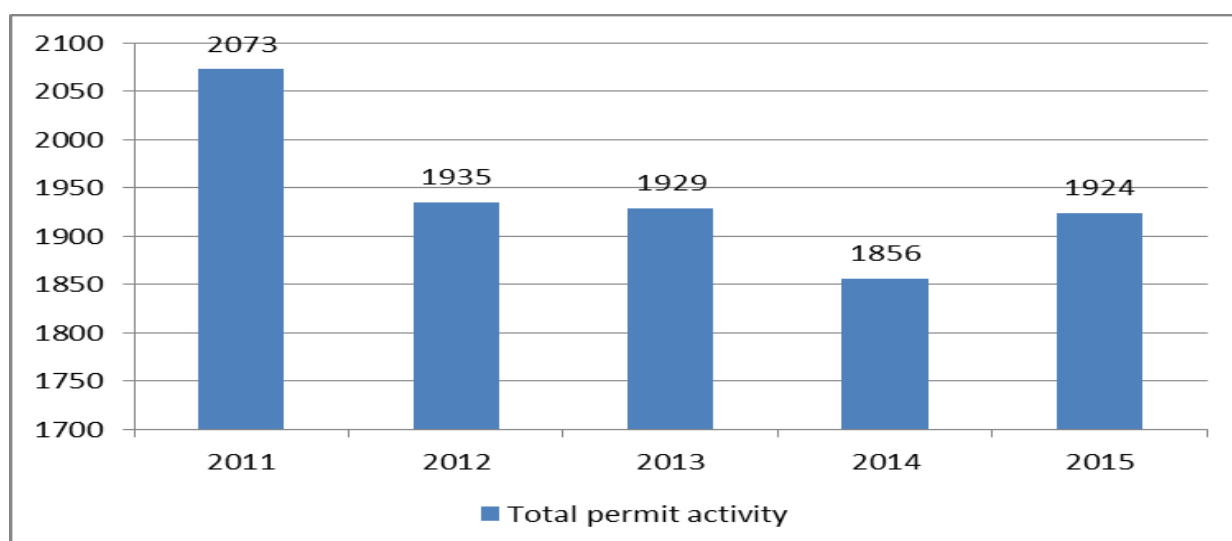
CAA	9,981
Chief Executive	42
Chief Technical Officer	292
Chief Inspector	433
Technical & Research	320
Representation UK & O'Seas	0
Seminar expenses	0
Overheads	43,939
	<u>55,006</u>

Total Airworthiness Department 241,474

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	6,368
CAA NPPL income	30,609
Seminar fees	0
	<u>36,977</u>

Costs

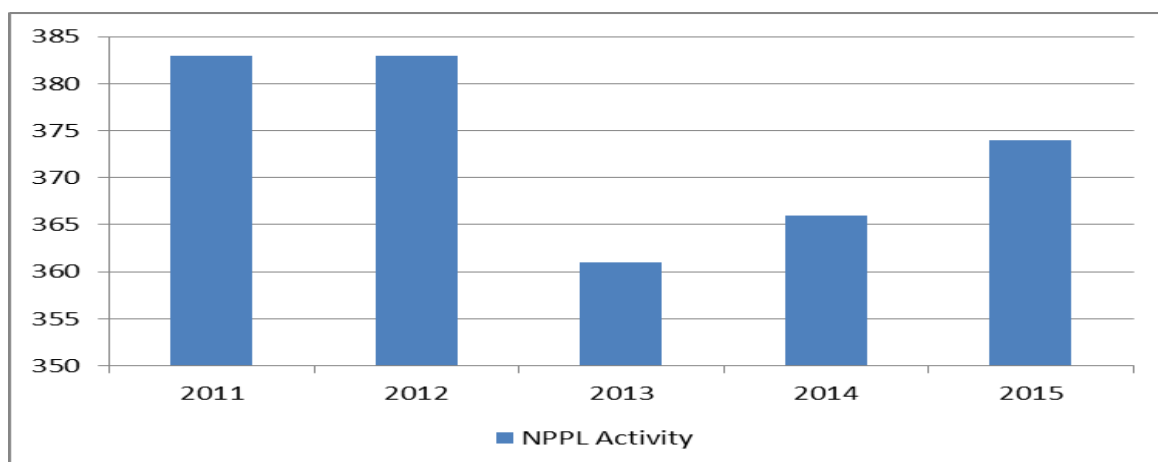
CEO	0
Promotions	0
Representation UK & O'Seas	9
Seminar exps	0
Panel & Training Committee exps	2,718
Overheads	26,938
	<u>29,665</u>

Total Flight Training Department 7,312

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.



Flight Safety Department

Income

0

Costs

CI/Safety Officer	302
Representation UK & O'Seas	177
Overheads	22,094
	<u>22,574</u>

Total Safety Department (22,574)

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	24,225
This is Microlighting	1,238
MF Website income	184
	25,646

Costs

MF Magazine costs	108,609
This is Microlighting costs	2,026
MF Website costs	6,848
Overheads	5,036
	122,519

Total Publications Department **(96,872)**

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.

BMAA Summary of accounts year end August 31st 2015

DETAILED PROFIT AND LOSS ACCOUNT

		2015		2014
	£	£	£	£
Turnover				
Membership Fees		255,254		249,088
Magazine income		24,863		28,726
PR, marketing, sales		5,538		4,815
Airworthiness document fees		302,171		294,370
Inspector fees		5,445		5,431
The Flying Show		-		(757)
LIAC NPPL (CAA)		30,609		28,580
Examiners fees		2,883		1,460
Instructor fees		3,485		3,565
Seminar fees		-		2,417
Competitions and sponsorships		1,391		-
Build a Plane project income		29,751		-
		661,390		617,695
Cost of sales				
Airworthiness and technical	1,736		2,760	
Safety costs	1,130		1,552	
Panel expenses	2,167		1,157	
Magazine and newsletter costs	108,369		105,332	
Postage and stationery	8,093		7,185	
Club commissions	1,560		1,070	
Competitions and events	1,036		4,919	
PR, marketing, sales	15,705		18,318	
Build a Plane project costs	25,963		-	
Civil aviation authority	12,267		5,878	
Check pilot insurance	17,490		17,490	
		(195,516)		(165,661)
Gross profit	70.44%	465,874	73.18%	452,034
Administrative expenses		(436,957)		(444,519)
Operating profit		28,917		7,515
Other interest receivable and similar income				
Bank interest received		-		188
Profit before taxation	4.37%	28,917	1.25%	7,703

BALANCE SHEET - AS AT 31 AUGUST 2015

	Notes	2015 £	£	2014 £	£
Fixed assets					
Tangible assets			207,273		254,905
Current assets					
Stocks		1,704		26,538	
Debtors		21,050		22,916	
Cash at bank and in hand		397,107		321,764	
		<u>419,861</u>		<u>371,218</u>	
Creditors: amounts falling due within one year		<u>(65,910)</u>		<u>(63,943)</u>	
Net current assets			353,951		307,275
Total assets less current liabilities			561,224		562,180
Provisions for liabilities			<u>(31,221)</u>		<u>(14,496)</u>
			<u>530,003</u>		<u>547,684</u>
Capital and reserves					
Revaluation reserve			185,168		231,766
Profit and loss account			344,835		315,918
Member's funds			<u>530,003</u>		<u>547,684</u>

FIVE YEAR ACCOUNTS SUMMARY

FIVE FINANCIAL PERIODS TO 31 AUGUST 2015

	2015	2014	2013	2012	2011
	£	£	£	£	£
A Turnover	661,390	617,695	600,318	595,626	613,885
B Trade purchases	2,167	1,157	2,256	1,474	881
C Cost of sales	195,516	165,661	168,792	165,363	143,537
D Gross profit/(loss)	465,874	452,034	431,526	430,263	470,348
E Profit/(loss) before tax	28,917	7,703	(1,459)	8,121	13,366
F Tax	-	38	284	383	-
G Profit/(loss) after tax	28,917	7,665	(1,743)	7,738	13,366
H Dividends	-	-	-	-	-
I Total fixed assets (NBV)	207,273	254,905	265,866	265,715	273,082
J Stocks	1,704	26,538	1,027	2,008	1,832
K Trade debtors	2,605	4,861	26,078	-	-
L Trade creditors	14,925	14,060	31,051	-	-
M Current assets	419,861	371,218	374,044	376,413	356,863
N Current liabilities	65,910	63,943	79,825	100,366	95,921
O Net current assets/(liabilities)	353,951	307,275	294,219	276,047	260,942
P Long term finance	-	-	-	-	-
Q Net total bank borrowings	-	-	-	-	-
R Net assets/shareholders' funds	530,003	547,684	540,019	541,762	534,024
S Number of shares	-	-	-	-	-

Ratios	Formulae					
1 Gross profit/(loss)	D/A	70.44%	73.18%	71.88%	72.24%	76.62%
2 Profitability	G/A	4.37%	1.24%	0.29%	1.30%	2.18%
3 Return on capital employed	G/R	5.46%	1.40%	0.32%	1.43%	2.50%
4 Asset utilisation	A/I	3.19	2.42	2.26	2.24	2.25
5 Liquidity	M/N	6.37	5.81	4.69	3.75	3.72
6 Stock turnover period	J/C x 365	3	58	2	4	5
7 Sales credit period	K/A x 365	1	3	16	-	-
8 Purchase credit period	L/B x 365	28	31	67	-	-
9 Apparent tax rate	F/E	-	0.49%	-	4.72%	-
10 Gearing	P/R	-	-	-	-	-
11 Bankers' cover	(I+J+K)/Q	-	-	-	-	-
12 Net asset value per share	R/S	-	-	-	-	-

Financial report compiled by Rob Grimwood - BMAA Treasurer

Company Structure

BMAA Ltd

Company No: 01678351

Company address: Bullring
Deddington
Banbury
Oxfordshire
OX15 0TT

Directors:

David Bremner Chairman

Chris Draper

Rick Goddin

Rob Grimwood

Treasurer

Spencer Harvey

Rob Hughes

David Robbins

Vice Chairman

Terry Viner

Geoff Weighell

Chief Executive
Company Secretary



The first BMAA New Horizons aircraft - Completed and here ready for test flying