



BMAA Annual Report 2019

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Introduction

Geoff Weighell Chief Executive

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

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

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

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

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

Activities

BMAA Wings Awards

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

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

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

BMAA courses

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

New Horizons – Build a Plane

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

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

Young person’s flight bursary

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

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

Chairman's Report

Rob Hughes

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Annual Report – Admin Team

Kelly Thacker Office Manager

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

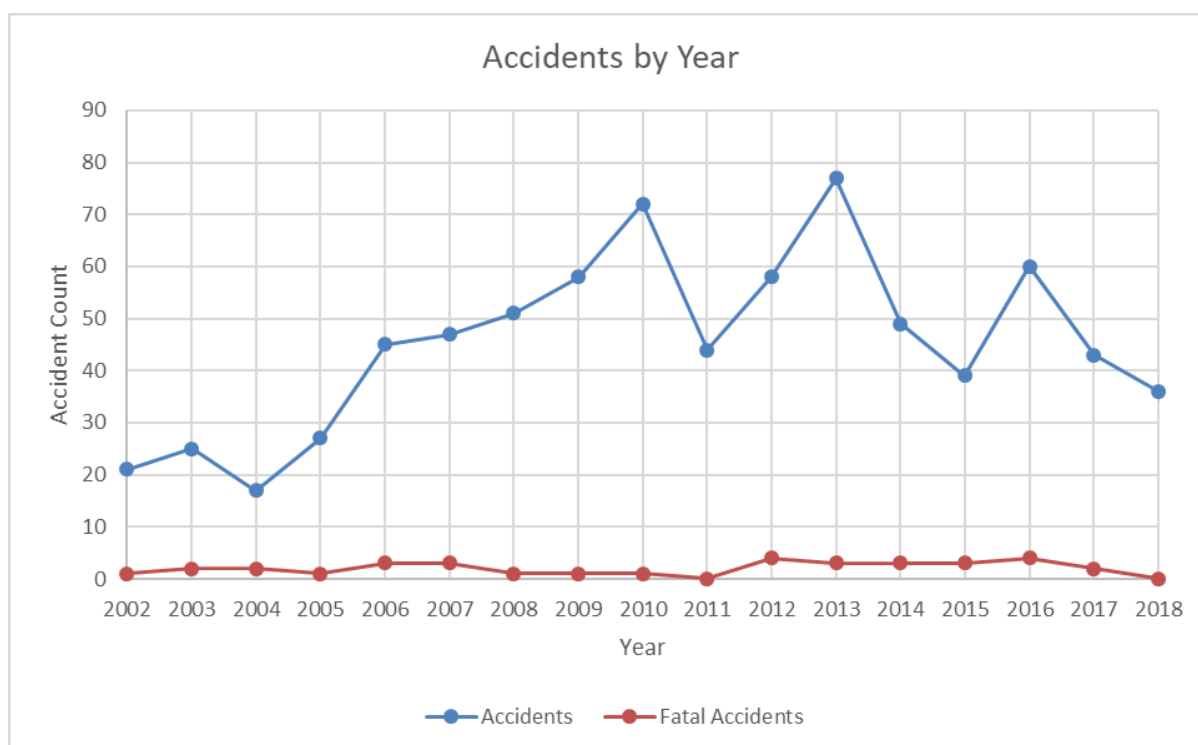
Bursary applications have been collated and closing date for applications for 2019 was 31st March. These have now been sent to the panel for selection.

Annual Report - Flight Training Liaison and Safety Officer

John Teesdale

2018. The first Microlight Fatality Free year since 2011

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



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

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

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

BMAA Safety Evenings/days

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

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

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

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

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

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

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

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

Annual Report - Technical Office

Ben Syson Chief Technical Officer

The Technical Office has had another busy year.

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

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

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

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

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

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

Annual Report - Continued Airworthiness 2019

Rob Mott Chief Inspector

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Future plans

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

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

Finance report

Provided by Geoff Weighell

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

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

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

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

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

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

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

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

Administration Department

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

Within every organisation there is a cost to just being in existence. At the BMAA we call this the Administration cost, where income and expenditure cannot be directly allocated to a particular main activity but is needed by all. Included will be such items as the availability of heating, lighting, water, telephones and communications and premises costs.

Membership Department

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

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

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

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

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

Engineering Department

Income

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

Costs

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

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

Without a resource to approve designs, whether they are new aircraft, modifications or repairs, BMAA members would have to pay the higher costs of CAA fees and possibly suffer slower turnaround times for applications.

Having an engineering department staffed by engineers who are also microlight pilots benefits the speed and proportionality of the approach to applications.

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

Airworthiness Department

Income

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

Costs

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

Total Airworthiness Dept 173,579

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

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

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

Flight Training Department

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

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

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

There are specific staffing requirements for the department and an annual approval fee to the CAA. The BMAA Training Committee is funded from this department and is run by volunteers who work to support and advise microlight instructors.

Flight Safety Department

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

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

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

Publications Department

Income

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

Costs

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

Total Publications Department (96,329)

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

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

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

Administrative expenses

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

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

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

Company Structure

BMAA Ltd

Company No: 01678351

Company address: The Bullring
Deddington
Banbury
Oxfordshire
OX15 0TT

Directors (at 16/04/2019):

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

Chief Executive	Geoff Weighell
Company Secretary	Geoff Weighell