



BMAA Annual Report 2020

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INTRODUCTION

GEOFF WEIGHELL CHIEF EXECUTIVE

The BMAA was formed 40 years ago to support the new form of recreational aviation that was springing up throughout the UK. Microlights, or as first known Minimum Aircraft, were being developed in all shapes and sizes and rather like their pilots were seen by the more dull, or less adventurous, sectors of aviation as extreme, weird and to be shunned. I remember that the hang gliding fraternity banned the thought of any power flying from any of the club sites and the PFA at the time didn't want anything to do with us. So, in need of representation the pioneers formed the BMAA and here we are today, a strong body of aviators with a healthy organisation which is respected by those that matter and lots of good things to look forward to.

The BMAA has in all ways shown its resilience during the ongoing Covid-19 pandemic. No one last year could have dreamt that there would be an eight week prohibition of flying, with an additional six week delay before dual flying and instruction could restart. If it hadn't just happened I still wouldn't believe it. To protect the association's financial position we had to take unprecedented measures. Out of our seven full time staff, five were placed on the government's furlough scheme and as a result were salary capped. Those on furlough found this frustrating, preferring to be at work but unable to assist. Our thanks must go to them for their willingness to accept the situation and support the association for the long term.

Two of us, Karen Judd and myself, stayed on to keep as much of a normal service going as possible. Whilst there was no flying there was very little airworthiness or licensing work and so we managed to keep up with the other tasks that continued to come our way. Karen worked extremely hard and above and beyond the call and we all recognise that and thank her for it.

We mustn't forget the support that the members gave through the lockdown period as well. It would have been easy for some to opt out of membership for the duration and save a few pounds, but very few did. Although the direct cost of staff was lowered by furlough other costs such as insurance, rates, copier hire etc. still have to be paid and the loss of revenue from permit revalidation and NPPL income was very severe. The members also stepped up to support the magazine by submitting articles to fill space that would otherwise have been filled with current flying activity. All in all the members demonstrated their support for what is a great organisation of which to be proud.

Looking ahead we have lots of work to do. You will read later in the report about the 600Kg changes and how they will affect us. Work has already started on preparations and we have been approached by manufacturers looking to bring aircraft to the BMAA. Other ongoing work includes completing the project to allow amateur built microlights to be used more widely as school aircraft, continuing to develop the Wings scheme, and then the less interesting but nonetheless necessary monitoring and influencing of regulation with potential changes due when the UK leaves EASA in January. That together with doing our best to protect airspace and airfields makes for a busy time.

The rest of this report is written by our Chairman, Treasurer and members of staff detailing what has happened to your association throughout the last year and plans for the future, I hope that you find it interesting and informative.

Geoff Weighell

BMAA CE

CHAIRMAN'S REPORT

ROB HUGHES

This past year has been dominated by two main topics:

COVID19 has disrupted our lives and microlighting is not immune to it, either. Your Council and Chief Executive acted quickly to minimise its negative effects on the association while also lobbying government to lift restrictions on flying as soon as safely possible.

We took the decision a few years ago to update our IT and internal systems and this investment has certainly paid itself back as our valued staff members adjusted to working from home. Most of the association work can be carried out remotely though we retain a presence in the office. We monitor service levels very closely and they have not suffered. We owe our staff members a great deal of thanks for this.

The situation is ongoing and we need to remain vigilant but it is a great relief to see the reports come in of people enjoying their flying and those of us working in our industry doing so safely. We all hope to consign C19 to the history books soon but we must remain vigilant.

For the second time in roughly ten years, LAA approached us with a view to merging the two associations. Sadly, they chose to pull out of the process before we were able to put any decision to our members. We had made good progress during talks and despite the need to compromise and also see the end of our 40 years of our microlight-specific focus, we were sufficiently encouraged by the potential upside to consider the proposal very seriously. We remain disappointed in the outcome.

A third topic that BMAA has raised with CAA for many years did bear fruit with the increase in weight limit for factory-built microlights to 600kg. This is a very exciting time for our activity and BMAA is at the forefront of developments. We already set the current microlight syllabus and examinations; we enable the instructor network, issue licences, maintain an inspector network and process the technical aspects of microlight flying. We will have to adjust – slightly – our procedures to accommodate this weight increase but we are ready to deliver for microlighting across its entire range, from the lightest all the way up to 600kg.

Meanwhile, BMAA remains very active with more routine work. Membership is largely steady and, after a period of some losses and also some heavy investment, finances are also steady under the watchful eye of our Treasurer.

The Wings proficiency scheme is 'taking off' and we were conducting numerous training seminars under our 'BMAA Courses' banner before restrictions were introduced. We also recently uploaded a video on how to conduct a check flight to our YouTube channel.

Our social media presence is also growing with regular updates and news items. Our flagship magazine 'Microlight Flying' and its sister e-MF are both thriving and have continued to keep us informed without any sign of turbulence even when we were grounded.

There have been some changes in personnel. Council member Frank Thompson stepped down after many years of service and Eddie McCallum was duly elected to take his place. We also welcomed a new member of the technical team in Mark Bailey and wish him well in his work with us.

And, as always, the lobbying and the more 'political' representation continues. Our CE, Geoff Weighell, reports back constantly on his dealings with CAA/DfT as well as a long list of other representative bodies. We are keen and active members of the European Microlight Federation. I too ensure we are plugged into the network, including through the Royal Aero Club and the international microlight commission, CIMA.

This past year has been particularly busy and challenging and I predict the next 12 months will be equally busy as we help to introduce heavier microlights into the British fleet for us all to enjoy. Your association leads the way and we are dedicated to making British Microlighting thrive and grow in the future.

Rob Hughes

BMAA Chairman

ANNUAL REPORT – ADMIN TEAM

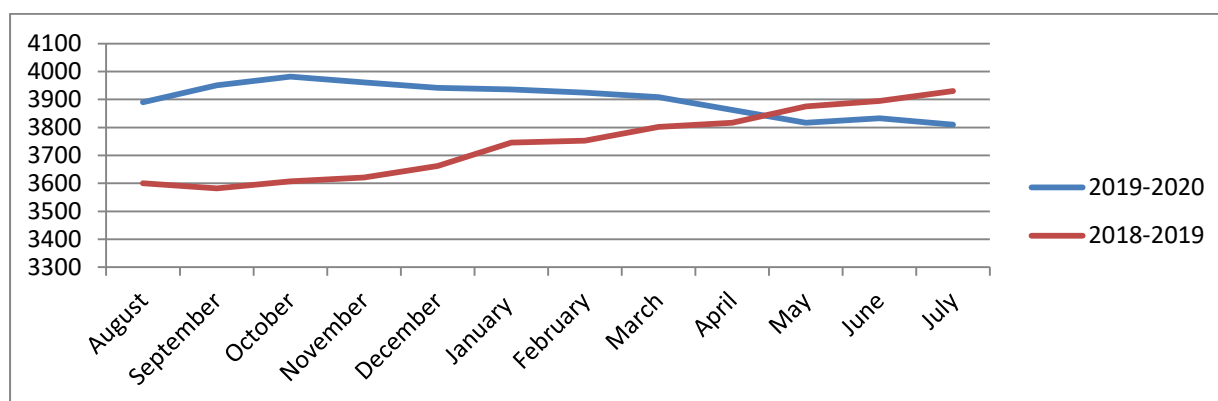
KELLY THACKER OFFICE MANAGER

It has been another busy 12 months for the admin team; myself, Karen Judd and Aaron Bliss.

MEMBERSHIP

The current membership stands at 3810 including family members. We had 381 new members between May 2019 and April 2020 and have also had 69 new members since March 2020 which is fantastic given the country's lockdown for Covid-19.

The graph below shows the total number of BMAA members from August 2018 to the end of July 2020. There has been a steady state until the Covid-19 effect of spring 2020, which we believe was due to the exceptional circumstances.



Since October 2019 each Microlight school now receives a copy of MF for the club house and this has been well received.

Karen has completed and implemented a school database separate from the membership database. This helps to ensure that we can contact the correct people at the schools during events and promotions.

We are still hoping to add the member's expiry date and membership numbers to their individual online accounts. Although we haven't achieved this yet it will be worked on moving forward.

We have now recalled all the membership packs from all the schools and we have sent the schools the new BMAA tri-fold membership leaflets. We will continue to use the membership packs at events and shows.

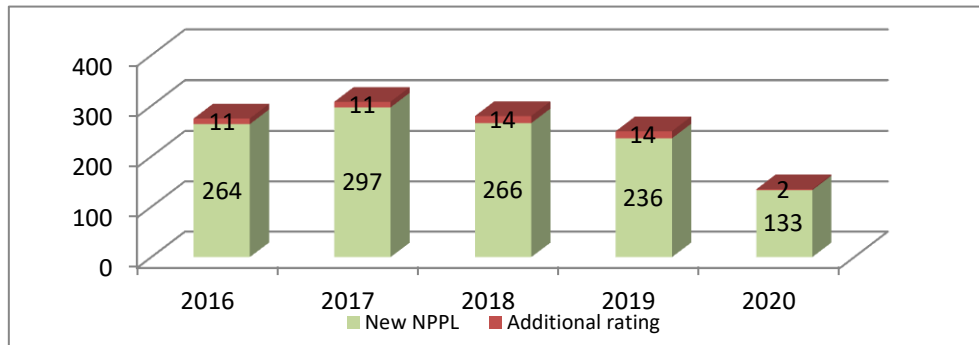
LICENSING, INSTRUCTOR AND EXAMINER

There were 267 NPPL applications in total from May 2019 to end of July 2020. These numbers were of course affected significantly by the Covid-19 lockdown, which meant only 2 were processed in April, none at all in May and 5 in June; a time of the year we would normally expect 30-50 applications per month. The positive news is that this certainly looks to have recovered since lockdown has eased. A glut of new applications has been received

in the opening week of August.

The BMAA has issued 46 licences in 2020 so far until the end of July, 159 in total since we were awarded the approval by the Civil Aviation Authority. The drastic reduction in waiting times has been met with relish by new licence holders.

The graph below shows the number of NPPL applications through the BMAA over the last five years between September and July.



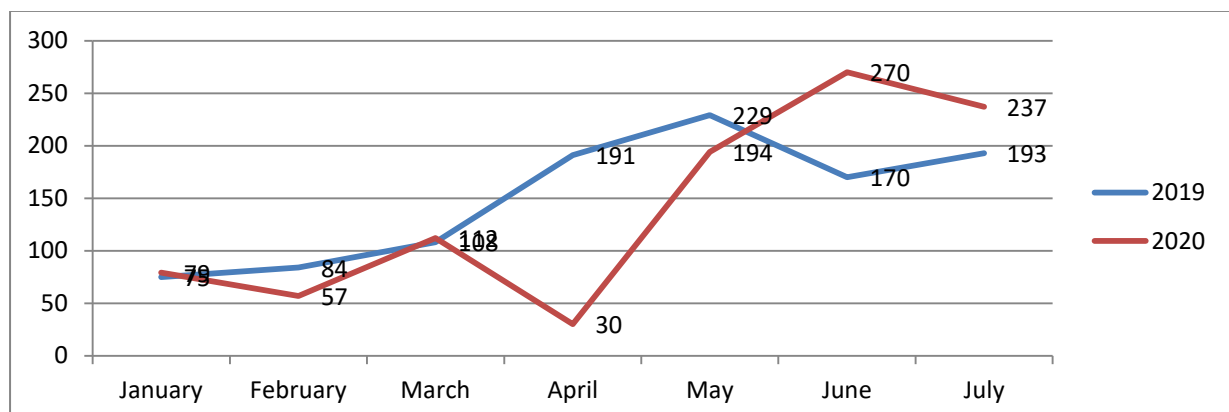
As of the end of 2019, the decline in flexwing training has reversed slightly, going from 17% to 20% of licence applicants. The number of BMAA members compared to non-members at time of licence application has gone up to around 57%, and this welcome trend has continued in the first half of 2020. The BMAA LIAC has converted over 100 licence applicants to BMAA members with discounted offers since 2015.

SADLY, THE ANNUAL BMAA INSTRUCTOR SEMINAR WAS DELAYED FROM ITS USUAL DATE AND ULTIMATELY CANCELLED DUE TO COVID-19. PERMITS

Since May 2019 the admin team has been processing the permit revalidations. We have implemented a new procedure for logging and completing each permit that comes to the office.

We have processed approx. 1300 permit revalidations since May 2019.

The significant effect of Covid-19 as a result of no flying can be seen on the graph below relating to Permit revalidations processed over the same period 2019 and 2020.



EVENTS

Unfortunately almost all of the 2020 events were cancelled due to Covid-19 including Popham and the LAA Rally

We have cancelled the SSDR Rally this year. We don't feel confident hosting the event this year. We plan to hold the event next year when we hope that the risk of Covid-19 will have decreased.

OTHER ADMIN NEWS

BMAA bursary awards have been allocated to 3 people for 2020. Thanks to the Geoffrey de Havilland Flying Foundation for supporting one of the candidates with an award of £1,500.

Kelly has been trained on how to process Flex Wing weight report to help Technical Office if required.

C/O address member benefit is still proving popular and we now have 25 members paying to use the BMAA address on G-INFO

Our Facebook group now has 976 members.

The admin team has worked well during the lockdown due to Covid-19. Aaron is based in the office Monday to Friday and Karen and Kelly have worked from home and found we can work effectively this way.

Kelly Thacker

Office Manager

ANNUAL REPORT - FLIGHT TRAINING LIAISON AND SAFETY OFFICER

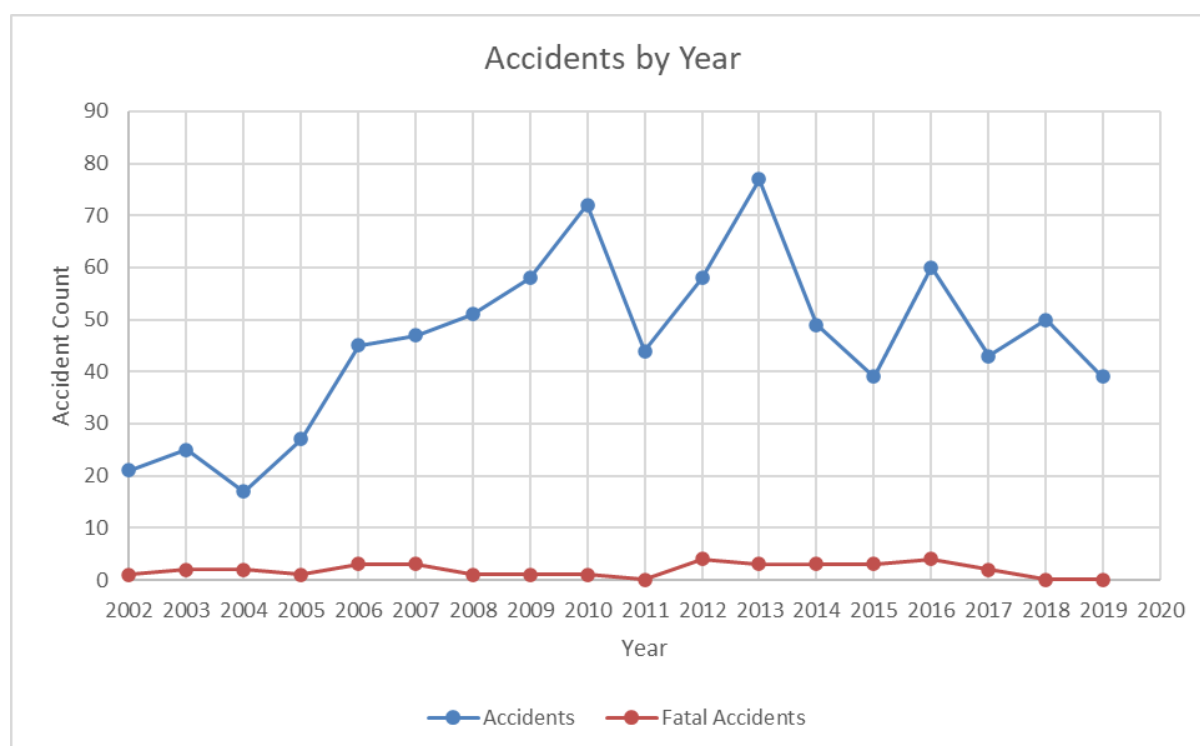
JOHN TEESDALE

2019 ACCIDENT STATISTICS.

Unfortunately, 2019 did not follow 2018 as a fatality free year for UK registered microlights, although the two fatal accidents both happened outside the UK.

Both accidents involved EV97 Eurostars. One loss of control in VMC in France, and another still being investigated by the Irish AAIB in Ireland.

Total accidents have dropped compared with last year. Tentatively, I think we may be seeing a longer-term downward trend since the peak 10 years ago. Of course, we don't know the number of hours flown, so this may just reflect less flying. We do know, from a survey of schools that even though there was poor weather at the end of 2019 there was the same amount of flying as in the same period the year before. For the first three months of 2020 there was only half the amount of flying as in the same period in 2019.



This year, there's been an increase in the proportion of accidents from mechanical causes, usually an engine or propeller problem, in particular following maintenance, which could be due to a lack of knowledge.

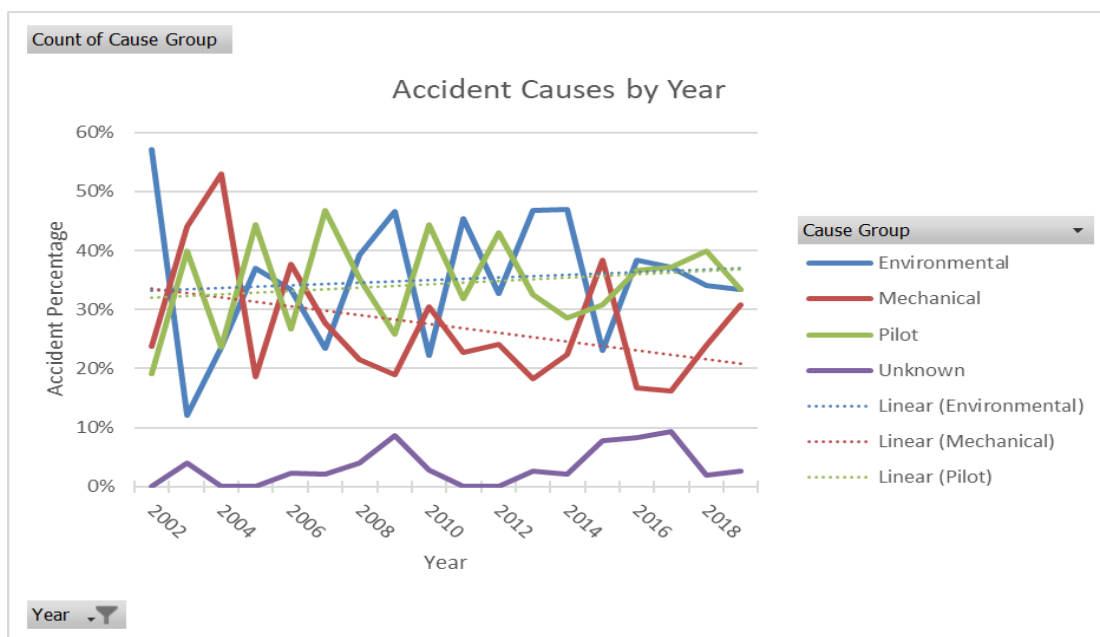
This ties in with a problem we have encountered recently of aircraft owners not knowing much about maintenance/servicing of their aircraft. This problem is being revealed in several areas.

- Inspectors have flagged it up.
- We had a report from a member who wanted to buy an aircraft. After looking at several, he reported back to BMAA that none of the owners had a clue about maintenance and none of the log books he looked at were properly filled in.
- Examiners are reporting back from GST ground oral exams that candidates have little knowledge of maintenance.

We think there are several contributory reasons;

- More "GA" instructors who don't know about Permit to Fly maintenance,
- More training aircraft being rented from a third party,
- More syndicate aircraft where again, maintenance is "someone else's problem."

When we are satisfied we have identified where the problem is, we will put in place measures to fix the problem through instructor testing, post-license courses and MF features.



NEW NPPL GROUND EXAMINATIONS

The CAA was very slow to respond when we submitted our proposed new exams for their approval. Consequently, the launch of the new exams is now 18 months overdue.

We have finally received these back and after much to-ing and fro-ing, we are planning to launch at the end of August 2020

COVID 19

I was suspended from BMAA work from 1 April until 1 July. The Covid lockdown and fallout afterwards has of course caused havoc with the normal programme and many events including the Instructor Seminar and the Competitions have been cancelled. Consequently, there is nothing to report on these.

MF SAFETY SLOTS.

Several members had requested more stories in MF where people had learned from their mistakes, so I made a request for members to share their experiences, starting off with an event of my own.

It took a bit of persuasion to start the ball rolling but after a while the stories started to come in. Since then, the *"Did I tell you about the time ..."* series, which is the Microlight version of *"I learned about flying from that"*, has proved popular.

I have been analysing the Human Factors in these stories and continue to push the message that more than 70% of accidents are caused by HF.

DAY-TO-DAY CORRESPONDENCE

I continue to work with clubs, schools and individual members on Safety and Training matters, providing information and guidance as required.

THE YEAR AHEAD

During recent negotiations with CAA regarding the proposal to use amateur built Permit to Fly Aircraft for remunerated flight training, CAA produced statistics which we believe to be wrong, but were unable to quickly and conclusively refute. This left us on the "back-foot".

We intend to work on a database of information that will enable us to quickly and easily extract statistics when needed.

(Thanks to Stuart Buchanan for assistance with the Safety statistics)

John Teesdale

Flight Training Liaison and Safety Officer

ANNUAL REPORT – INITIAL AIRWORTHINESS

ROGER PATTRICK CHIEF TECHNICAL OFFICER

The BMAA Technical Office has had a very busy year, not helped by the strange times that we have all found ourselves in. This is my first year as Chief Technical Officer following the departure of Ben Syson who had been with the BMAA for over 10 years.

Mark Bailey was recruited as a new Design Approval Engineer and he is currently undergoing training in the various procedures and busy getting to grips with the large range of types that we administer.

NEW TYPES APPROVED

There have been two new factory built types approved this year. The Sherwood Ranger from The Light Aircraft Company, a classic looking biplane powered by the D-Motor was approved by the BMAA Technical Office last August. The second factory built aircraft approved was the Skyranger Swift and Nynja from Flylight who have also gained CAA A8-1 Company Approval. The Technical Office assisted the CAA with the final approval process for the SkyRanger.

The EV-97 Eurostar SL was also approved as an amateur built kit aircraft.

PROJECTS MAJOR

Over 35 major modifications have been approved in the last year; this does include a number of flex wing sail repairs. Of the major projects Autopilots appear to be increasing in popularity and these have now been fitted into the Eurostar, Eurofox, and CT aircraft.

PROJECTS MINOR

There have been around 75 minor modifications approved in the last year, these have ranged from new EFIS systems to replacement colour matched seat belts for the Skyranger. In addition to Minor modifications there have been over 180 standard minor modifications approved.

REPAIRS

Flexwing sail repairs have dominated this year due primarily to the closure of P&M Aviation. The new owners of the P&M brand are now getting everything back on stream and there should be a CAA approved facility for these repairs available in the very near future.

MISCELLANEOUS

Since June 2019 the Technical Office has been responsible for issuing new Permit to Fly certificates, something that no other UK organization has been granted, and we have issued 47 certificates. The advantage for members has been that the issue of these has been much quicker than the previous system resulting in owners being able to fly their aircraft sooner.

An exemption from the requirement for microlight noise certificates was issued by the CAA, something that we have been campaigning about for a number of years now. This now makes it quicker and simpler to approve new engine/propeller combinations. It is hoped that in a few years this requirement will be enshrined in law.

600KG

The CAA have agreed to a new definition for microlight aircraft which will have a maximum take-off weight of 600kg with a corresponding stall speed of 45 knots. Currently we are heavily involved with the various working groups to finalise the airworthiness requirements for these heavier aircraft, and also looking at the possibility of some kind of harmonization with the other European Nation codes to enable a wider choice of aircraft for members. One notable exception to this however is that the UK is intending to allow weight shift aircraft to operate at this increased weight, but the major European countries have opted to leave weight shift aircraft at 450/472.5 kg.

There are currently over half a dozen new projects on the horizon awaiting the outcome of the new 600kg definition and its introduction by the CAA.

This change in definition will also allow existing types, subject to modification approval, to take advantage of the weight change with regard to parachute removal. The exact procedures are being looked at and will be published in time for the change.

So, very busy times ahead for the BMAA Technical Office.

Roger Patrick

Chief Technical Officer

ANNUAL REPORT - CONTINUED AIRWORTHINESS

ROB MOTT CHIEF INSPECTOR

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

INSPECTOR SEMINARS

Six of a planned nine BMAA Inspector seminars were conducted in 2019/2020.

Two on aircraft types, the Ikarus C42 conducted by The Light Aircraft Company (TLAC) at their headquarters in Little Snoring. The second was another familiarisation workshop on the Pipistrel Alpha Microlight, taking place at the distributor's (FlyAbout Aviation) base, Shipmeadow airfield in Norfolk. Both events proved to be very successful and beneficial to the inspectorate.

In addition to the aircraft seminars, two seminars were conducted at Deddington (BMAA HQ) to brief the BMAA Senior Inspectorate on issues and auditing procedures. This then naturally led to the planning of no less than four AAIB workshops for the rest of the BMAA Inspectorate, to be held at Farnborough (AAIB HQ). Two of the planned four went ahead in March 2020, unfortunately the April seminars had to be postponed. The BMAA would like to sincerely thank the AAIB for their support of our inspectorate and we very much look forward to completing the second round in the future.



The BMAA inspectorate is the unsung hero of our members' organisation and sport, without them the BMAA could simply not function. As an aircraft owner I implore you to do your part to make their difficult job, less so. This might simply be preparing your aircraft and documentation prior to the inspection, as well as listening carefully to their advice and acting on it. Their wise words come from many years of hard-earned experience.

The BMAA Tech Office and staff are extremely grateful to our inspectors; we thank them for their hard work and commitment, particularly notable due to the challenging circumstances of 2020.

NOTICES, ALERTS & INFORMATION DISSEMINATION

Thankfully the end of 2019 and early 2020 has been less busy for the production and dissemination of notices, defect alerts and Mandatory Permit Directives (MPDs). The BMAA website (www.bmaa.org) acts as a notice board for such publications, for the benefit of all. BMAA strives to send notifications directly to all active members (GDPR opted-in) and the inspectorate.

AIRCRAFT SURVEYS

Each year we audit on-site a number of aircraft within our fleet. This last year BMAA has audited aircraft in the following areas; Nympsfield, Hamilton Airfield (Kent), Stoney Lane (South Birmingham), Land Mead Farm (South Oxfordshire), White Waltham, High Wycombe, Chatteris, Sywell, Fisherwick (Lichfield), Darley Moor, Tatenhill and Enstone. Some of this work has been in conjunction with the CAA. BMAA is also committed to auditing amateur built projects and completions.

VERY LIGHT AIRCRAFT – VLA

Since 2011 the BMAA has had the ability to approve and oversee the operation of VLA types. 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. Below is a list of approved designs.

BMAA VLA Type List		
Type	MTOW	Numbers
SkyRanger Nynja LS	473-500kg	6 (flying)
SkyRanger Swift LS	473-500kg	2 (flying)
Pipistrel Virus SW 127	600kg	1 (flying)
Registered builds (in progress)	473-750kg	4 (in-build)
New designs	473-750kg	3 (in-build)

(Please note that a number of completed SkyRanger Nynja LS's are all currently operating as Microlights and not as light aircraft, this could well change in the future.)

FACTORY-BUILT AIRCRAFT SURVEY – FIRST OF TYPE

BMAA was able to assist the CAA and newly approved A8-1 manufacturer Flylight to gain the initial Permit to Fly Certificates for their first two factory-built SkyRanger Nynja's; G-CLOU &

G-CLPS. This was facilitated by the BMAA performing the final survey and furnishing a full report to the CAA, who would usually perform this task. CAA was then able to sign-off the approval note for the design and allow BMAA to raise the new certificates. We are very happy to see another UK Microlight manufacturer fully operational.

CHECK FLIGHT VIDEO

BMAA is delighted to support a new video on the subject of performing a 3-Axis Check Flight to the BMAA schedule. The video has been produced by [Ben Atkinson](#) and David Young ([Kemble Flying Club](#)). Ben is a professional radio presenter for Heart FM, has learnt to fly over the last couple of years documenting his journey on YouTube. David, is one of the UK's most experienced flying instructors, he has been operating his school at Cotswold Airport (Kemble) since 1995, originally formed in 1988 and he has 10,000+ hours in his logbook. BMAA is very grateful to both Ben & David for their efforts on this project. To Ben, for the use of your equipment, countless hours of video editing and total enthusiasm to see it through. To David, for the kind use of your aircraft, your dedication to airmanship and sharing your flying expertise to produce the footage and pattern for the video. Working together you have created something that will be very helpful to Microlight pilots for years to come.

[You can watch the video on the BMAA YouTube Channel](#)

BMAA PERMIT TO FLY CERTIFICATES

It is now just over one year on since the BMAA realised aviation history last May (2019), becoming the first organisation ever (outside of the CAA) to issue National Permit to Fly Certificates and National Private Pilot Licences (Microlight). These are real milestones to celebrate for the organisation and all of its members who helped make it happen. From June 2019 to June 2020 BMAA Tech Office has issued 42 brand new BMAA Permit to Fly Certificates.

BMAA has a new area on the website dedicated to highlighting all the new aircraft that enter service each year: <https://www.bmaa.org/information-library/new-aircraft>

DATABASE DEVELOPMENT - CIVICRM

The BMAA aims to increase the capabilities of its current database system. The current notification methods for Permit processing will be extended to Technical Office services and possibly NPPL applications as well. The aim being to offer real-time application progress status. Utilising the database to a greater level of efficiency is key in order to deliver a higher service, even with increasing future demand due to 600kg.

Unfortunately, GDPR has limited the effectiveness of the online based 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.

GASCO SAFETY EVENING

BMAA was host to an excellent GASCo (General Aviation Safety Council) held at BMAA HQ in our conference room on 17th of Jan 2020. A total of 25 attendees came to see the presentation by Michael Benson, who is a long serving volunteer for GASCo. The evening was a great success. BMAA is very thankful to Michael and GASCo for putting on such a professional and helpful evening. All attendees went home with the feeling they were better prepared for the flying season ahead.



FUTURE PLANS

BMAA AIRCRAFT, NEW & EXISTING

We are very enthused with the recent notifications with regards to 600kg and what this means for future Microlight diversity. BMAA Tech Office is going to be extremely busy approving changes not only to existing airframes (allowing operations at increased MTOWs), but also to deal with, potentially, in excess of 14 major certification projects (new types) at the latest count.

POWERED PARACHUTES

Looking to increase representation and promotion of this discipline. The aims are to increase the number of designs of two seaters available as well as expanding the instructor and examiner network. If you are interested in this please do contact me directly.

INSPECTOR SEMINARS

The BMAA will look to run more seminars and are already committed to one on the Ikarus C42 and also two AAIB inspector workshops. Finally BMAA is tentatively hoping to develop a Shadow inspector seminar, in collaboration with the Shadow Flight Centre and LAA.

Rob Mott

Chief Inspector

BMAA WINGS SCHEME

ROB MOTT

Operating the Wings scheme is a joint undertaking by several of the BMAA staff and members. Rob Mott, John Teesdale and Geoff Weighell are responsible for content of the scheme. Kelly Thacker makes sure that applications are processed and awards sent out. We also have assistance from our Wings Ambassador Dave Cawdery, for which we are most grateful.

Launched in February 2019, up take and feedback on the scheme has been positive and encouraging.

BMAA Wings Awards	
Bronze	30
Silver	5
Gold	1
Diamond	1
Strip Skills	7



We congratulate all recipients of the awards and hope they take pride in displaying their well-deserved badges. BMAA Strip Skills course is now available at many locations around the country; BMAA has recruited 8 providers ranging in England, Scotland & Northern Ireland.

If you are not yet familiar with the BMAA Wings Scheme, it is designed to encourage BMAA members to continue to improve their flight planning, aircraft handling skills and understanding of aviation safety. The aim throughout is for the BMAA member to generally become a safer and *“better pilot”*. There are four achievement levels; Bronze, Silver, Gold and Diamond. To qualify for each level the pilot must complete a selection of flight, educational and safety tasks. Each award 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 be eligible to start your Wings journey, however 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 received your pilot licence.

BMAA has recently launched a new knowledge course and flight diploma called ‘Circuit Matters’. Focused on how to leave and return to the aerodrome correctly. We are seeking providers for this course. BMAA is looking to launch new topics; Radio Telephony Refresher course as well as both simple aircraft and engine maintenance courses.

You can learn more about how to progress towards each award on the BMAA website

EDITORIAL

The annual members' survey continues to say that MF is felt to be the most tangible benefit of membership, and rates all sections of the magazine highly.

There was obviously some concern during the BMAA-LAA merger talks that a merger and a joint magazine would mean the death of MF. We were very grateful for Chairman Rob Hughes' assurance during the talks that there was no way the BMAA Council would oversee the ruination of all that was good about MF.

In the end, though, with the LAA pulling out of the merger talks, I think everyone at MF breathed a very large sigh of relief that the magazine we work hard at and are very proud of was safe.

I think we've got a nice balance now, with the Safety and Tech sections given more prominence in answer to both lobbying by John Teesdale and the ongoing requests by members in the annual surveys for more tech and practical content.

Outside that, the Letters section continues to be particularly strong, with some brilliant letters in, which I feel is a great indication of how much members identify with the spirit of MF.

As a general rule, I've edited travel pieces down to two pages, since I think any more is off-putting unless they're exceptionally well written.

When the Coronacrisis lockdown struck, Geoff Weighell, Derek Lamb and the team at BMAA HQ took the very welcome view that although all but two of the staff were furloughed, MF was crucial both as a communication tool and to keep spirits up.

With no flying going on and Popham cancelled, I was obviously concerned that content would suffer, but my appeal on Facebook microlight sites for pre-lockdown stories and photos produced such a good response that in my view the opposite was the case.

As an aside, Geoff W's weekly email news updates were brilliant, and his Zoom meetings an excellent idea as well.

Apart from all that, I think we've got a great *MF* team which remains a pleasure to work with.

Derek, our man on the council, has been incredibly supportive and positive, as have Rob Hughes and Geoff Weighell, for which I'm very grateful. It means a lot.

On the day-to-day team, as always, Norman keeps me right, Ian somehow manages to squeeze a quart into a pint pot every month and still keep it looking light and airy, I couldn't

ask for two better reporters than Paul and Merv, and it's a tribute to Steve's tech pieces that even I as the least techie person on the planet find them fascinating.

PAGINATION

MF continues to be 48 pages, which it has now been since 2013, reduced from 52 due to a fall in advertising.

At our editorial team meeting in February 2017, Geoff Weighell said he would review the financial situation in August that year after discussion with treasurer Rob Grimwood to see if a return to 52 pages is possible, but no decision has been taken yet.

In the meantime, advertising revenue fell badly towards the end of Paul Henry's period as our ads man, partly because he was close to retirement and partly because he was very busy looking after a disabled daughter.

Ian then took over the reins, but found that between the takeover of Pagefast by MTP, a hugely increased commute and some health problems at home, he simply didn't have the time to do that as well as everything else.

It was a good solution, then, when Mike Morris was appointed, and although he was faced with the twin problems of getting ads back in then the crisis caused by lockdown, he has never faltered in his enthusiasm and innovation, which I'm sure will pay dividends soon.

FINANCE

The annual expenses budget had been £3,800 since we took on roving reporter Lawrence Bell in 2013, and I'd underspent it to the tune of £7,000, but with the appointment of Steve as technical contributor, I asked in 2018 for it to be increased to £4,000, which the council approved in September that year.

Since payments to contributors hadn't gone up since January 2013, I asked in 2019 for an increase in the expenses budget to £4,300, or £4,400 if possible, and the council approved the latter.

When lockdown started, Geoff W asked me to keep expenses as low as possible, so although Paul, Merv and Steve all offered to provide content for nothing, which was typically decent of them, the response from readers to my Facebook requests for words and photos was so good that it proved not necessary – apart from Paul's Airfield Quiz, which was a great idea.

Although my budget has now been unfrozen, spending in the current BMAA financial year which finishes at the end of August is £2,192.07 at time of writing, so I won't come anywhere near the £4,400 allowance.

Geoff Hill

Microlight Flying Editor

BMAA 2020 AGM FINANCE REPORT

DEREK LAMB – BMAA TREASURER

The BMAA found itself in an unusual situation with the postponement of the 2020 AGM in May due to the Covid-19 lockdown. The Financial Statements need to be submitted to Companies House annually by the end of May for the financial year ending the previous August. Membership approval of the accounts which is normally done at the AGM had to be done by postal ballot prior to the AGM to ensure the financial statements were submitted on time. The accounts approved for submission showed loss of £69,792 for the year compared with a profit of £37,260 the previous year, which included a Legacy donation of £50,148.

The significant swing in the year on year figures needs to be put into context of the factors which were known and reviewed at the previous year's AGM.

A particular concern at the 2018 AGM was the falling membership numbers and the meeting directed Council to undertake a campaign to reverse the trend. In particular a promotion campaign and engagement of a new person to direct it was agreed. It was clear that it would result in significantly higher costs in the first year with the intention that they would be recouped in following years. PR, marketing and sales rose from £13,448 in 2018 to £62,027 in 2019 on the back of a successful programme of events and social media interventions that undoubtedly raised the public profile of the BMAA significantly. Membership rose markedly, but it is difficult to quantify since it occurred at the same time that a change was made to require all syndicate owners of aircraft to be BMAA members.

Another factor contributing to the financial swing is the Legacy donation of £50,148 that was received in 2018. Council believed that it should not simply be absorbed into the reserves but be spent on a tangible project with a benefit into the future. A decision was taken to buy a custom trailer fitted with a new flex-wing simulator to replace the obsolete one that had served the BMAA for a number of years. This project tied in well with the promotion campaign and was used at a number of events.

Other factors which affected the results included an overdue upgrading of the BMAA computer systems and a drop in Magazine income following the retirement of the advertising manager due to family ill health.

With the above once off factors accounted for the individual departmental results show a good correlation with the previous year. This demonstrates consistent and effective financial controls commensurate with the not-for-profit objective of breakeven.

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

Derek Lamb

BMAA Treasurer

Administration Department

Income

Shop & General sales 13,388

Donations 23

Total income 13,411

Costs

Stock cost of sales 9,853

Council & CEO 111

Depreciation 8,399

Office running 34,908

IT 14,439

Sale of Asset (profit) loss 0

Overheads 88,474

Total costs 156,184

Total Administration Department (142,773)

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 266,933

Other 1,372

Donations 57

Total income 268,363

Costs

Council 5,334

Promotions 27,983

Simulator Costs 1,993

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

Representation UK & O'seas	4,667
Shop	0
Commissions	1,320
Competition	1,447
Shows	12,578
Royal Aero Club	0
Overheads	<u>34,471</u>
Total costs	89,794
 Total Membership Department	 178,569

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	7,070
Type Approval Work	<u>401</u>
Income total	7,471

Costs

CTO/Tech & research expenses	1,028
Representation UK & O'Seas	0
Overheads	<u>135,162</u>
Costs total	136,190

Total Engineering Dept **(128,719)**

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	275,612
Inspector fees, Assessments & Audits	5,368
Seminar fees	0

Total income 280,980

Costs

CAA	8,245
Chief Executive	0
Chief Technical Officer	102
Chief Inspector	807
Chief Check Pilot	0
Technical & Research	202
Representation UK & O'Seas	0
Seminar expenses	0
Overheads	105,268

Total costs 114,623

Total Airworthiness Dept 166,357

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	3,169
CAA NPPL income	28,136
Seminar fees	<u>4,815</u>
Total Income	36,120

Costs

CAA	1,429
CEO	14
Promotions	0
Representation UK & O'Seas	0
Seminar exps	3,619
Panel & Training Committee exps	2,778
Overheads	<u>32,027</u>
Total costs	39,866

Total Flight Training Department (3,746)

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	18,278
Representation UK & O'Seas	674
Wings Scheme	1,721
Overheads	<u>10,808</u>
	31,480

Total Safety Department (31,480)

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	18,169
This is Microlighting	0
MF Website income	0

Total income 18,169

Costs

MF Magazine costs	111,690
This is Microlighting costs	1,348
MF Website costs	6,965
Overheads	6,244

Total costs 126,246

Total Publications department (108,078)

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.

Training Department

Income

Courses & Admin Fee	247
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Total income 247

Costs

Instructors	115
Oveheads	54

Total costs 169

Total Training Department 78

To support the Wings initiative the BMAA has promoted some educational courses.

Although this has been a minor part of the BMAA overall finances the product is considered more important than the financial outcome.

BRITISH MICROLIGHT AIRCRAFT ASSOCIATION LIMITED
COMPANY LIMITED BY GUARANTEE
SCHEDULE OF ADMINISTRATIVE EXPENSES
FOR THE YEAR ENDED 31 AUGUST 2019

	2019	2018
	£	£
Administrative expenses		
Wages and salaries	308,601	301,714
Social security costs	26,824	25,991
Staff recruitment costs	475	-
Staff training	115	256
Staff pension costs defined contribution	11,754	10,538
Repairs and renewals	480	465
Rates	10,227	10,169
Property repairs and maintenance	220	663
Other insurance	41,648	40,065
Hire of equipment	5,490	5,333
Computer costs	14,193	3,988
Office and travel expenses	21,959	24,173
Subscriptions	5,787	5,845
Legal and professional fees	940	-
Consultancy fees	5,172	7,810
Audit fees	3,684	3,453
Charitable donations	2,228	2,471
Bank charges	8,503	6,489
Telephone	3,495	3,417
Depreciation	8,399	6,432
	<u>480,194</u>	<u>459,272</u>

BRITISH MICROLIGHT AIRCRAFT ASSOCIATION LIMITED
COMPANY LIMITED BY GUARANTEE
DETAILED TRADING AND PROFIT AND LOSS ACCOUNT
FOR THE YEAR ENDED 31 AUGUST 2019

	2019		2018	
Turnover	£	£	£	£
Membership fees		266,936		236,671
Magazine income		18,169		25,397
PR, marketing and sales		14,460		5,602
Build a plane project income		-		30,000
Airworthiness document fees		283,083		289,323
Inspector fees		5,368		5,568
LIAC NPPL (CAA)		28,136		26,284
Examiners fees		1,998		2,356
Instructor fees		1,171		2,755
Seminar fees		4,815		3,959
Competitions and sponsorships		330		413
Legacy donation		-		50,148
		624,466		678,476
Cost of sales				
Airworthiness and technical	2,024		2,077	
Build a plane project costs	-		26,088	
Safety costs	1,257		1,047	
Panel expenses	2,220		1,806	
Magazine and newsletter costs	111,690		108,857	
Postage and stationery	9,189		6,224	
Club commissions	1,320		600	
PR, marketing and sales	62,027		13,448	
Civil Aviation Authority	14,805		13,617	
Competitions and events	5,612		4,267	
Test pilot insurance	3,920		3,913	
		-214,064		-181,944
Gross profit		410,402		
Administrative expenses		-480,194		-459,272
Operating (loss)/profit		(69,792)		37,260

Company Structure

BMAA Ltd

Company No: 01678351
Company address: The Bullring
Deddington
Banbury
Oxfordshire

OX15 0TT

Directors (at 04/05/2020):

Rob Hughes	Chairman
Tim Burrow	Vice Chairman
Richard Bisiker	
Bill Davis	
Rob Grimwood	
Derek Lamb	Treasurer
Frank Thompson	
John Waite	

Company Secretary Geoff Weighell

Employed Staff (at 04/05/2020):

Chief Executive	Geoff Weighell
Chief technical officer	Roger Patrick
Chief Inspector	Robert Mott
Office Manager	Kelly Thacker
NPPL Administrator	Aaron Bliss
Membership Secretary	Karen Judd
Design Approval Engineer	Mark Bailey

Contract assistance

Bookkeeper	Angie Parry
Safety Officer	John Teesdale
Promotions	Amanda Lord

Editorial

Editor MF and eMF	Geoff Hill
Assistant Editor	Norman Burr