



**MINUTES OF THE HISTORIC AIRCRAFT ASSOCIATION
COUNCIL MEETING
HELD AT WEST LONDON AEROCLUB
TUESDAY 6th DECEMBER 2016 AT 16:00 HOURS**

Present

Wally Epton
Barry Tempest
Wendy Hinchcliffe
Allan Vogel
Chris Royle
Andy Smith
Jo Ayres
Richie Piper
Steve Slater
Martin Slater
John Broad
Dennis Neville
Ken Peters
Mike Vaisey
Prof. Mike Bagshaw
Nigel Foster
Tim Scorer
Malcolm Ward

Chairman
Vice President
Membership Secretary
Treasurer
Special Projects
PR Officer
Visits Co-Ord
Webmaster

Hon. Medical Adviser
Hon. Insurance Adviser
Hon. Legal Adviser
Secretary

In Attendance:
Steve Crocker

SAM WG

	<u>Action party/parties</u>
<u>Chairman's Opening Remarks</u>	
Prior to opening the meeting, the Chairman reminded members that details of the discussion of matters arising during this meeting were to be treated as confidential. He also reminded attendees that it had been decided to focus on just one item of business: a strategic review of the HAA. Routine business, including the review of matters arising from the previous meeting would be addressed at the following meeting in January 2017.	

<p><u>Apologies for Absence</u></p>	
<p>The following persons had tendered their apologies for absence:</p> <p style="padding-left: 40px;">Rick Peacock-Edwards (President), John Farley (Vice-President), Desmond Penrose (Vice-President), Cliff Spink (Vice-President), Colin Dodds (Deputy Chairman), Roger Hinchcliffe, Dr. Mike Trudgill (Hon. Medical Adviser) and Phil Hall (SAM WG).</p>	
<p><u>Item 1. The HAA - A Strategic Review</u></p>	
<p>The Chairman Thanked attendees for their written contributions on the subject of the HAA’s future strategy. Although some of these papers had been circulated at relatively short notice prior to the meeting, attendees confirmed that they had received the papers and had had the opportunity to study them. The Chairman invited attendees to expand on the key points of their papers. The full discussion is not recorded here, but the conclusions are summarised under the following headings.</p> <p>a. <u>Raison d’être</u>. The question was debated whether, if the HAA did not exist, we would set up such an organisation today. The HAA had expertise in display flying, in the maintenance and in the operation of Annex II aircraft, which fell outside of the regulation by EASA. However, it was considered that we did not know - and that we ought to find out - what the historic aircraft sector wanted from an association. As a starting point, statistics on the size and the scope of the historic aircraft industry were required. There was a need for an organisation to speak up for display pilots: no-one was currently doing so. BADA was felt to be the voice of the airshow organisers but not the pilots. It was observed that there was a group of high-profile warbird display pilots, who do get listened to by the CAA, but they do not formally represent the full spectrum of pilots displaying historic aircraft. The need for an effective representative body was all the more pressing, as the CAA had demonstrated that it was not listening to individual inputs. The meeting agreed that there was a need for an organisation like the HAA.</p> <p>b. <u>Mission Statement</u>. The revised mission statement of the HAA had been endorsed by Council in 2015. The meeting considered that the mission statement had been appropriate, but had not given enough weight to the role of the HAA in championing the interests of display pilots. In 2013, the HAA and the Honourable Company of Air Pilots had jointly run a seminar for display pilots: it was felt that this was an activity that should be undertaken again in future. The mission statement had included a programme of work for 2016, which with the exception of the implementation of SAM had broadly been delivered.</p> <p>c. <u>Self Administration</u>. The question as to whether the HAA’s work on SAM should be parked had been taken out of our hands: the CAA had effectively parked SAM for us. The regulator had indicated that it would not be willing to move forward with SAM until the consequences of</p>	

Shoreham had been dealt with, which was going to take many more months. It was reported that there was a measure of dissatisfaction with the CAA in political circles. The regulator was going through the motions with initiatives such as performance based regulation, but was not delivering fundamental change. Until the CAA was willing to proceed with the HAA's proposal for SAM, our hands were tied. However, it was felt that the HAA should maintain its focus on SAM, in order to be ready to take it forward at the appropriate time. A market survey, to establish what the industry wanted, was felt to be worthwhile. Tim Scorer kindly offered to contact the consultants carrying out a similar survey for the BBGA, to determine whether the scope and cost of a professional survey might suit the HAA. As an alternative, Richie Piper suggested that a simple survey conducted via e-mail or social media might go a long way towards identifying the demand for services that the HAA might provide under SAM.

Tim Scorer

d. Structure. The meeting agreed that the current Council of 18 full members was unwieldy. It was decided to work with a much smaller board, with sub-groups each under the leadership of one individual to manage specific issues, such as membership, engineering, the website, DA & DAE representation etc. These interim arrangements would take immediate effect, pending the next annual general meeting. The current HAA Rules were felt to be broadly suitable, without the need for major change. The location of council meetings was discussed: White Waltham was not favoured by all, but it was recognised that the historic aircraft movement was south-east centric: previous attempts to hold meetings outside of the south-east had not been successful. However, it was considered that the working level sub-groups could and should, in future, do much of their work via teleconferencing and off-line working. It was also agreed that terms of reference should be drawn up for council, or board, positions and for sub-groups and advisers, to ensure that lines of responsibility and accountability were clearly defined for all to see. The question of the appointment of professional, paid staff was briefly discussed: it was recognised that whilst some key skills might be best provided via paid appointments, the HAA simply did not have the revenue to fund such posts at present. It was commented that the LAA had around 15 paid staff, ranging from the CEO to admin staff: however, the LAA had a much larger membership and enjoyed a fairly secure income, with permit fees. Moreover, a great deal of the lobbying and influential work done by the LAA was still achieved by unpaid volunteers.

e. Branding. The HAA has an honourable history, but had in recent years become seen as somewhat moribund and less effective than desired, without widespread influence or recognition in the industry. A suggestion had been received to re-brand the HAA as the Historic Aircraft Operators' Association. However, given the preference for an inclusive organisation, this title was felt to over-emphasise the role of operators at the expense of engineers, restorers and others. It was reported that the name change from PFA to LAA had been successful, but that, in general, a 3-year hiatus in brand recognition was to be expected when a long-established name was

changed. The question of introducing the word “warbird” into the association’s title was immediately rejected as inappropriate and overly narrow. The current title was felt to describe what the organisation set out to do: we aim to be an **association** of those individuals and organisations involved in **historic**, as opposed to merely old or ex-military, **aircraft**. It was emphasised that there is a difference between branding and brand values: the HAA brand was viable, but its brand values were not widely recognised. Unless a better title can be found, that is demonstrably worth the loss in recognition that a new name would entail, the meeting felt that we should stick with the current title.

f. Membership. The membership of the HAA had been higher in previous years, but now seemed to be stuck at a relatively low level of around 200 paid-up members. This was a very small proportion of those involved in the historic aircraft sector. An analysis of membership demographics by the Membership Secretary had shown that, of 107 who had submitted a CV, 83 were pilots, with 47 flying light historic aircraft and just 14 flying “warbird” types. Only about 15% of members were display pilots at the time of joining the HAA. It was agreed that our target membership needed to reflect the aims of the association, whilst recognising that those who were not directly involved in the restoration, operation, maintenance and display of historic aircraft still had a role to play.

g. Finances. The current financial model of the HAA, with income derived from members’ subscriptions, augmented by sponsorship for the annual symposium, was not generating sufficient surplus to fund any projects on a commercial basis. The annual symposium had in recent years, attracted generous sponsorship, to enable the significant costs of this high-calibre event to be fully funded, without drawing on reserves. However, there was a reluctance to raise membership subscriptions, or to introduce two-tier subscriptions unless and until we had a clear plan to deliver value-for-money services to the aircraft operators and wider membership.

h. The Wider Context. The terrible accident at Shoreham had been a game changer for the display industry and had had far-reaching consequences for the historic aircraft sector. Many displays had been cancelled or scaled down in 2016, resulting in far fewer revenue hours for many operators. It was now more difficult for pilots to stay current on type and to maintain recency in display sequences. It was reported that many iconic aircraft were on the market, with buyers only evident in the USA and Australia. Moreover, the CAA had become not just risk-averse, but positively unwilling to consider new ways of working, citing the workload arising from Shoreham. Against this background, the HAA was facing an uphill struggle to secure the engagement of the industry: the Association is not seen as having any answers to the threats facing the historic aircraft sector.

i. Actions and Timescale for Implementation. The Chairman proposed that a task force be formed, to consider the future strategy of the HAA. In

<p>order to maintain appropriate objectivity, he suggested that the task force members should be drawn from outside the current Council. He proposed that the task force should be invited to review the contributions presented to the meeting and should be asked to make recommendations in time to be considered by the next routine meeting of Council. This was endorsed by the meeting: the Chairman agreed to seek appropriate volunteers to form the task force.</p> <p><i>Post-meeting note: at the Chairman's request, five influential individuals have agreed to assemble as the task force: Dodge Bailey, Cliff Spink, Phil O'Dell, Edwin Brenninkmeyer and Phil Hall.</i></p>	<p>Chairman</p>
<p><u>Chairman's Closing Remarks</u></p>	
<p>The Chairman expressed his gratitude to those who had served the HAA in what had been a challenging year. Despite all of the difficulties faced by the HAA and the wider historic aircraft movement, 2016 had seen a very successful Annual Meeting & Flying Forum; the Annual Symposium this year had been widely praised as one of the best ever, with a superb range of speakers on an important and interesting theme; the HAA Newsletter, the programme of visits and the website had all showcased the good work of the HAA. The Chairman thanked the team for their efforts and wished them all the best for Christmas and the New Year.</p>	

Wally Epton
Chairman

Malcolm Ward
Secretary

Please note that dates/timings of forthcoming meetings appear on the website under the 'Events/Meetings and Symposium' tab. However, planned dates for forthcoming events are as follows. All meetings (unless otherwise detailed) start at 18:30 and will be held at White Waltham:-

<i>New Board Meeting¹</i>	<i>18th January 2017</i>
<i>Annual Meeting & Flying Forum Old Warden</i>	<i>19th March 2017</i>
<i>Board Meeting</i>	<i>25th April 2017</i>
<i>Board Meeting</i>	<i>27th June 2017</i>
<i>Board Meeting</i>	<i>12th September 2017</i>
<i>Annual Symposium, RAF Museum Hendon</i>	<i>28th October 2017</i>
<i>Board Meeting</i>	<i>5th December 2017²</i>

¹ In keeping with the decision to streamline the conduct of HAA business, the next meeting will be attended by the core board members only, comprising: Chairman, President, Treasurer, Webmaster & Secretary. Subsequent dates are provisional and will be revised in the light of the Task Force recommendations. .

² The December meeting commences at 16:00 and will be followed by the Council Christmas Dinner.