

Historic Aircraft Association



**MINUTES OF THE HISTORIC AIRCRAFT ASSOCIATION
COUNCIL MEETING
HELD AT WEST LONDON AEROCLUB
TUESDAY 8th DECEMBER 2015 AT 16:00 HOURS**

Present

Wally Epton
Colin Dodds
Wendy Hinchcliffe
Ken Peters
Richie Piper
Chris Royle
Andy Smith
John Broad
Dennis Neville
Martin Slater
Steve Slater
Mike Vaisey
Nigel Foster
Russell Mason
Tim Scorer
Malcolm Ward

Chairman
Deputy Chairman
Membership Secretary
Treasurer
Webmaster
Special Projects
PR and Publicity

Hon. Insurance Advisor
Hon. Insurance Advisor
Hon. Legal Advisor
Secretary

	<u>Action</u> <u>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.	
<u>Item 1. Apologies for Absence</u>	
The following persons had tendered their apologies for absence: John Farley (Vice-President), Bill Fisher, Roger Hinchcliffe, Bill Taylor and Prof. Mike Bagshaw (Hon Med Advisor).	

<u>Item 2. Minutes of the last Council Meeting</u>	
The minutes of the previous meeting, held on 15 Sep 2015, were approved as an accurate record and have been posted on the website.	
<u>Item 3. Self Administration Working Group</u>	
<p><u>Progress Update.</u> The notes from the meeting with the CAA on 15 Sep 2015 had been distributed to Council members. The CAA SAM Project Team had convened on Fri 4 Dec 2015 to review the ESAM documents, prior to taking the SAM proposal forward. A further Joint HAA and CAA SAM Workshop Meeting was slated to take place during the third or fourth week of Jan 2016. Progress on SAM had been understandably slowed by the CAA GA Unit having to prioritise its work on the consequences of the Shoreham accident, which had reduced their capacity to attend to other business during the past 3 months.</p> <p><u>ESAM Review.</u> There was an outstanding action on Council Members to study the draft ESAM and to provide comment to the Chairman. Some comments had been received: the Chairman acknowledged these and assured Council that they were being acted upon. For those who had yet to formulate their views, it was agreed that a deadline of 19 Jan 2016, the date of the next Council meeting, would be set, in order to have a coherent position to present to the CAA in the New Year.</p> <p><u>Discussion.</u> The terminology of referring to passenger flights in historic aircraft as “adventure flights” was not popular, but the Chairman pointed out that this had been agreed in principle with the CAA, to differentiate them from conventional Air Transport operations. Nevertheless, there was a move towards referring to such flights as taking place under “informed consent”, to better align with EASA terminology, so this might become the term to be used under SAM.</p> <p><u>Further Work.</u> The question was raised as to whether the HAA should take the opportunity to conduct a thorough revision of the draft ESAM and the application letter, taking account of comments received, until the CAA was able to devote more resources to the proposal. The Chairman agreed that revisions would be made and that these would be circulated to Council members in electronic copy, rather than incurring the expense of producing further sets of hard copies of the documentation. He concluded by stating that, although progress might seem slow, the pace was about right for the magnitude of the task.</p>	<p>All</p> <p>Chairman</p>
<u>Item 4. Annual Symposium</u>	
<u>Review of 2015 Symposium.</u> The Symposium had been very successful. An on-line survey of attendees had shown the event to be very popular with our members and guests: it was regarded by many as the best Symposium yet. Some constructive comments had been received; these were discussed at a wash-up meeting held on 12 Nov 2015. The Secretary	Secretary

<p>was requested to circulate the notes of this meeting to Council members. Despite earlier concerns, some late sponsorship had enabled the Symposium to run a small surplus. The Secretary agreed to write to all of the sponsors, to thank them for their generosity and to explain the difference that their support had made to the success of the event. The proposed donation to the RAF Museum of £250 was approved by Council.</p> <p><u>Planning for 2016 Symposium.</u> The RAF Museum had agreed to the date of 29 Oct 2016 for next year's Symposium. An initial discussion on proposed speakers had identified several promising leads. The lunch would probably be split into 2 sittings next year, in order to accommodate more tables, so that attendees would not be obliged to eat standing up. It was felt that a small increase in the ticket price was necessary for 2016, in order not to be unduly reliant on sponsorship.</p> <p><u>Outreach.</u> It was suggested that the advertising for the event should be placed earlier next year, although it was acknowledged that this would be only possible if the key speakers and other details were fixed in advance. Editorial coverage was also helpful in promoting the event and this had been particularly positive in "Pilot" magazine this year. The offer of free tickets to youth organisations had not been taken up this year, but the date for 2016 had already been communicated to the London University Air Sqn and to the Young Air Pilots. The suggestion of producing a documentary record of the proceedings of the Symposium was welcomed.</p>	<p>Secretary</p>
<p><u>Item 5. Finance</u></p>	
<p><u>Financial Statement.</u> The Treasurer reported that the financial position of the HAA was healthy, with a current balance of approximately £13,000. Council members were reminded of the open action to provide the Treasurer with estimates for funds in the 2016/17 budget. It was agreed that a deadline of 19 Jan 2016, the date of the next meeting, would apply, so that the Treasurer could prepare the financial forecast in good time for the Annual Meeting.</p> <p><u>Treasurer Vacancy.</u> Ken Peters had indicated his intention to stand down as Treasurer at the 2016 AGM. A note had been circulated to HAA members, seeking a volunteer to take over the post: responses were awaited. It would be helpful to have a successor nominated early in the New Year, so that he/she could shadow Ken during the preparation of the accounts and financial statements for the Annual Meeting, which was a key phase of the financial year.</p>	<p>All</p>
<p><u>Item 6. Membership</u></p>	
<p>The Membership Secretary reported that membership now stood at 210, including 3 new members, who had been signed up at the Symposium. This represented a small increase on the previous year. However, some high-profile figures had, disappointingly, not renewed their membership from last year, and were still being hastened by both the Membership</p>	

Secretary and the Chairman.	
<u>Item 7. HAA Events & Public Relations update</u>	
<p><u>Visits.</u> Andy Smith reported that the visit to Peter Teichman’s Hangar 11 collection at North Weald on 24 Oct 2015 had been very popular. Those attending were given privileged access to the collection and were briefed personally by Peter on current aircraft and future plans. In view of the recent announcement that the Midair collection at Kemble had gone into receivership, the proposed visit to Midair would not be going ahead. Options for alternative visits were discussed, including other organisations at Kemble, plus venues further afield, such as Elvington or Brighton. Council members were requested to pass their ideas for future visits to the PR Member.</p> <p><u>Newsletter.</u> The next edition of the Newsletter would be issued in January 2016: contributions from Council members were requested.</p> <p><u>Certificates for Honorary Associations.</u> The calligrapher had finished the work to produce certificates for the HAA’s Honorary Associate Organisations: BBMF, RNHF, Museum of Army Flying, RAF Museum (Hendon & Cosford), IWM Duxford and Canadian Warplane Heritage. These were now ready for signature by the President, prior to being presented to the recipients.</p>	<p>All</p> <p>All</p>
<u>Item 8. Website Update</u>	
<p>The Webmaster reported that the update of the Website had been completed. A costed proposal for future enhancements to the Website had been received, but was not felt to offer convincing evidence of value for money. However, there was a need to make the Website less static and more useful as a business tool and a “shop window” for the HAA with, for example, better compatibility for viewing on mobile devices and the capacity to host videos and higher resolution photographs. It was agreed that a professionally hosted Website was required, but it was perhaps time to look at other providers as well as our existing company. It was also agreed that a one-off upgrade or a staged programme of work costing a few thousand Pounds might be a sound investment, as long as we had prior assurance of the affordability of the subsequent annual running costs. The Webmaster was asked to look at the options for enhancements to the Website and to come back to the next meeting with further detail. He also kindly agreed to produce a short article for the Newsletter, to draw members’ attention to the updated Website and to the fact that the Association’s primary means of communicating with our members was via the “MailChimp” bulk eMail tool. A significant number of members had opted out of receiving mails and this impeded our ability to keep them up to date with the work of the HAA.</p>	<p>Webmaster</p> <p>Webmaster</p>

<p><u>Item 9. Apprenticeships and Youth Education</u></p>	
<p>Council members had considered the paper on apprenticeships, produced by John Broad and Dennis Neville. A formal apprenticeship was only possible with the support of an academic partner, to deliver the theoretical element of training. There was an opportunity for the historic aircraft industry to take advantage of existing Ofqual accredited courses, set up by the Federation of British Historic Vehicle Clubs (FBHVC). The content of the paper was approved by Council and it was agreed that the Secretary should now distribute the paper to the historic aircraft industry, to stress the HAA's support for apprenticeships. Additionally, it was felt that a press release would help to raise the profile of the initiative: Andy Smith kindly agreed to submit a press release to the media. Finally, the Chairman asked the authors of the paper to write a short article for the HAA Newsletter, to ensure that our own members were aware of the HAA's stance on the issue.</p>	<p>Secretary</p> <p>PR & Media Sec</p> <p>John Broad and Dennis Neville</p>
<p><u>Item 10. Vulcan</u></p>	
<p>Council discussed the allegation that the Vulcan had performed a barrel roll during one of its last flights. It was understood that this was the subject of an investigation by the CAA and it was agreed that no action or comment from the HAA was appropriate at this stage.</p>	
<p><u>Item 11. Annual Meeting and Flying Forum</u></p>	
<p><u>Date and Venue.</u> The date of the 2016 AMFF was confirmed at Sat 19th March; the event would be held as usual at Old Warden. The Shuttleworth Trust had acknowledged that we had hitherto been given free use of the Princess Charlotte Room, but had pointed out that as a registered charity, the Trust was not supposed to provide its resources free of charge to outside organisations. It was agreed that an ex-gratia donation to the Trust of £100 would be appropriate. The Chairman agreed to speak to the Chairman of Trustees at Shuttleworth, to discuss this. In view of the observations from the Symposium, that some speakers were inaudible, it was agreed that the Secretary would investigate whether a PA system could be made available at the AMFF.</p> <p><u>Speakers.</u> Dave "Rats" Ratcliffe had agreed to be the principal speaker at the Flying Forum, following the formal business of the Annual Meeting. In addition, Barry Tempest would be giving his usual summary of airshow accidents. A short presentation on ADS-B as an aid to conspicuity in VMC was also planned, but it was unclear at this stage who would be giving the briefing: Russell Mason kindly agreed to continue to liaise with NATS to confirm the speaker, through his attendance at meetings of the GA Safety Council.</p>	<p>Chairman</p> <p>Secretary</p> <p>Russell Mason</p>

<p><u>Item 12. Review of Open Actions</u></p>	
<p>Action Log – outstanding items were, where appropriate, covered under the relevant Agenda Item. Please refer to the Open Action Log for these updates. Updated items that did not fall under a specific Agenda Item were as follows.</p> <p><u>Future Strategy.</u> The Secretary had produced a short paper, proposing a revised Mission Statement for the HAA. Council members were requested to review the proposal and to comment prior to the next meeting.</p> <p><u>Trophy Nominations.</u> The Deputy Chairman had sent a proposal to all HAA members, requesting nominations for the shortlist of recipients for the Conrod Trophy for 2016. The Deputy Chairman would circulate the shortlist for Council members to vote for their preferred candidate at the next meeting.</p>	<p>Please review the Action Log in association with these minutes.</p> <p>All</p> <p>Deputy Chairman</p>
<p><u>Item 13. Any Other Business</u></p>	
<p>Five topics had been notified for discussion under AOB.</p> <p><u>Liability Issues.</u> Concern had been expressed that Council Members could be exposed to claims for damages, if accidents occurred at an HAA-organised event. The Hon Legal Adviser outlined the three principal ways in which liability may arise: a breach of contract, statutory liability or negligence. In regard to contracts for HAA events, these were subject to negotiation and any liability taken on would have to be agreed. As such a breach of contract would result in liability. In the second case, statutory liability arose under an act of Parliament. An appropriate example was the Occupiers Liability Act imposing a responsibility on occupiers of premises to ensure the safety of those on the premises. Only if HAA became such an “occupier” would there be an exposure to this liability. In the case of liability in negligence, this relied on an individual or organisation failing to exercise their “duty of care”, which then led to injury. The HAA’s range of activities would not presently appear to expose them to a negligence claim, albeit that this might change and require review in the future, as would the need for liability insurance cover. The Hon Legal Adviser confirmed that in 21 years of existence the Lawyers Flying Association, which organised many more events than HAA, never considered that their activities would give rise to risks that needed to be covered by insurance. The Hon Insurance Advisors confirmed these views and it was agreed that the potential need for liability insurance in the future would be kept under review and would be considered as part of the plans for implementation of SAM.</p> <p><u>EFLEVA.</u> John Broad reported that EFLEVA were working on a proposal to secure the same rights for cross-border flights in</p>	

<p>Factory National Restricted Permit to Fly (FNRP) Aircraft as those already granted to Amateur Build aircraft. He agreed to keep Council informed on progress.</p> <p><u>REACH Regulations.</u> John Broad had tabled some information on the EU regulations on the Registration, Evaluation, Authorisation and Restriction of Chemicals (REACH). These regulations had the potential to limit the trade in legacy materials, such as acetate dopes or leaded AVGAS. Pressure of time prevented a full debate on the issue, which was therefore held over until the next meeting, as an agenda item in its own right. In the meantime, John kindly agreed to circulate to Council members a short summary of the current state of the REACH regulations and their potential impact on the historic aircraft industry.</p> <p><u>GASCo Report.</u> Russell Mason provided a resume of the most recent GASCo meeting. This included criticism of the form of words chosen by the CAA in applying restrictions to overland jet aerobatic displays. The reference to a ban on “high energy” manoeuvring was considered to be over-simplistic, as it wrongly implied that a low and slow manoeuvre was somehow safer than one flown with plenty of height and speed. The issue was noted: Council had observed at the previous meeting that the terms of the CAA restrictions on air displays were unclear and had not been defined.</p> <p><u>ATC Glider Grounding.</u> Council considered the protracted grounding of the entire fleet of Air Cadet gliders and motor gliders. Whilst the aircraft concerned are not historic and therefore do not fall within the HAA’s remit, it was clear that the Air Cadet organisation represented many future pilots and engineers, who would inherit our historic aircraft fleet in future. Formal intervention by the HAA was not deemed appropriate, but the Chairman agreed to ask the President to make enquiries.</p>	<p>John Broad</p> <p>Chairman</p>
<p><u>Closing Remarks</u></p>	
<p>The Chairman reflected on what had been a busy and productive year for the HAA. He thanked Council members for their hard work and, in closing the meeting, wished them and their families and friends a Merry Christmas.</p>	
<p><u>Date of Next Meeting</u></p>	
<p>The next meeting will be held on 19th January 2016, at West London Aero Club, White Waltham, commencing at the usual time of 18:30 hours.</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>Council Meeting</i>	<i>19th January 2016</i>
<i>Annual Meeting and Flying Forum, Shuttleworth Collection, Old Warden</i>	<i>19th March 2016</i>
<i>Council Meeting</i>	<i>26th April 2016</i>
<i>Council Meeting</i>	<i>28th June 2016</i>
<i>Council Meeting</i>	<i>13th September 2016</i>
<i>Annual Symposium, RAF Museum Hendon</i>	<i>29th October 2016</i>
<i>Council Meeting & Annual Dinner</i>	<i>6th December 2016*</i>

**The December meetings commence at 16:00 and are followed by the Council Christmas Dinner*