

MINUTES OF THE HISTORIC AIRCRAFT ASSOCIATION
COUNCIL MEETING
HELD AT THE WEST LONDON AERO CLUB ON
THURSDAY 12th DECEMBER 2006 at 16.00 hrs

Present

Wally Epton	Chairman
Colin Dodds	Deputy Chairman
Stuart Powney	Secretary
Ken Peters	Treasurer
Dennis Neville	
Barry Tempest	
John Broad	VAC Representative
Peter Thorn	
Keith Sissons	

Item 1. Apologies

Sir John Allison	President
Bill Taylor	
Rick Peacock – Edwards	
Darrol Stinton	
Martin Slater	Classic Jet Operator's Association Representative
Mike Vaisey	
Russell Mason	

Item 2. Review minutes of Council Meeting of 12th October 2006

The minutes were reviewed by those present and accepted.

Item 3. Matters arising

New HAA tie – Wally distributed new ties to Council members present, with the proviso that the cost would be advised when Ken Peters has worked out what it should be. All present agreed the new tie is very good and an improvement on the old style tie.

Gipsy major engine status – Unfortunately as Mike Vaisey was unable to attend this meeting, there is no further information at this time.

Action: Mike Vaisey monitoring.

Display Authorisations – Wally summed up the results of the Working Group to date, by reaffirming the stance that HAA should continue to provide guidance and advice to members on DA's. The issue of DA's should remain the remit of the CAA. The President does not support the reengagement with DA's to HAA. The Chairman and Council support this view. Times have changed since HAA originally handled the DA system, and since that time the industry has grown enormously, making the required resources beyond the scope of HAA in its current form. HAA should be able to continue with an advisory and consultative role to the CAA, with respect to DA holders and the monitoring thereof. A list of HAA members who are also current DAE's having the specialist expert knowledge, should be made available to the CAA when required.

Mode 'S' transponders – Further to Barry Tempest's information at the last meeting, Council was informed that a recent PFA Executive Committee meeting highlighted the fact that there were in fact some 6,000 responses to the proposals. PFA and GA Alliance are working hard to lobby CAA for better consultation on the subject of Mode 'S', for better and more consistent liaison with the GA community, in order to obtain better feedback. HAA Council decided to await the results of the further actions of PFA and GA Alliance.

GASCo – The situation was resolved and agreement reached that GASCo should remain a non-political organisation.

Item 4. Symposium 2006

Following a review of the Symposium all present agreed that once again it was a very good day. The event had been called into question by some parties in terms of whether or not the event was in fact a "symposium". One definition of a symposium is "A meeting or conference for discussion of some subject"

Alternatively a symposium may be defined as follows:

"A collection of opinions expressed, or articles contributed by several persons on a given subject or topic."

After some discussion it was agreed that the members of HAA council who had originally decided to call this annual event a Symposium had chosen well. Either definition describes the HAA Autumn meeting and the title of Symposium was appropriate.

Council also agreed unanimously that the Symposium is a very important event on the calendar and should be retained.

From the discussion the Question arose: Should the AGM be the more appropriate forum to discuss the future direction of the HAA? Council agreed to utilise the AGM in this way and try to increase the interest to raise attendance.

Conclusions reached were that the Symposium needed: Improved publicity,
And Symposium 2007 will be on November 17th.

Item 5. Symposium 2007

The Chairman summarised the discussion under Item 4 by confirming that for 2007 the HAA would continue in the present format of the Symposium. It should comprise once again of four speakers. It was also agreed to continue with the RAF Museum Hendon, as the venue, as long as the HAA continues to be made welcome.

Speakers – All Council members were requested to look for suitable quality speakers. Several suggestions were made by members of Council including a possible European speaker suggested by Colin Dodds, Edwin Boshoff of the Duke of Brabant's Air Force, a B25 pilot and a test pilot by profession, and Professor Reg Austin, designer of the Westland Wasp and Lynx. Keith Sissons suggested Douglas Page, an ex-Short's test pilot who flew the Belfast amongst other types. Pete Thorn suggested Gunther Rall, a German pilot he has knowledge of. Wally Epton suggested we should return to the Vimy presentation if possible.

Regarding the discussion or debate that had been included in the 2006 Symposium programme, it was agreed, that the best place for such an item is the AGM in March.

Barry Tempest suggested we reinstate the Symposium lunchtime 'expert' slot if a suitable volunteer can be found from the members. This idea was generally supported as a good idea and should be progressed.

Ken Peters suggested a small working group of Council members should be assembled to deal with Symposium details, especially publicity and sponsorship. This received general agreement and Wally agreed to explore further sponsorship ideas also.

Action: Chairman, Secretary, Treasurer and Public Relations members to form working group and attend to future Symposium detailed planning.

Item 6. HAA Going Forward

The Chairman introduced the subject as a follow-up to the Presidents comments at the Symposium. Do we require changes, and if so, what changes will benefit the Association and its members? Wally put forward a case for forming alliances with selected organisations, on a level playing field with equal standing; the intention is not to undermine other organisations intentions or authority, but to share common ground and support each other in times of need – lobbying, etc.

Keith Sissons suggested making our relationship with the Air Display Association more formal. This was supported by those present, and Barry Tempest suggested that Wally write a letter of proposal to the ADA, for strengthening ties and formalising the liaison.

Colin Dodds suggested the GA Alliance may be another way to strengthen the position of the HAA. Barry Tempest pointed out that the GA Alliance is an arm of the Royal Aero Club, and we are therefore by our affiliation to the RAeC already effectively aligned to the GA Alliance.

John Broad reminded Council that the majority of EASA Annex II aircraft are vintage and/or historic types, and that is where we should be directing our energies in support of those types. This could be achieved by forging stronger links with European vintage aircraft organisations. This point was greeted with approval from those present.

Capitalising on this suggestion, Wally recommended that we publicise Symposium 2007 in some European Societies and Associations in an effort to attract their members. This too could pave the way to European alliances. This suggestion was greeted with some enthusiasm by Council.

Barry Tempest will explore the possibilities via the RAeC in some of the areas we are looking toward. Dennis Neville suggested that we should not ignore the ability of Bill Taylor to connect with European organisations through EAS.

Ken Peters commented that we should make more of what we offer to prospective members.

Following discussions as a result of the constructive suggestions, Wally proposed we adopt a new mission statement to encapsulate what HAA is about:

Promote the interest in vintage aircraft whilst protecting the interests of the members. To achieve this, we should involve support groups for the operation of classic aircraft; The Sally B Support Group; The 'Catpack' with Plane Sailing; The Fighter Collection support group; and others.

Action: To be developed by Council for the AGM.

Item 7. HAA Website

Wally asks that each member of Council provides a suitable photo and brief CV to him by 10th January.

Wally confirmed that the structure of the website is now finalised. Stuart to provide the past two years Council minutes for adding to the website to Wally ASAP. The final wording is now ready to be put into the website framework. For example, an article penned by Darrol Stinton some years ago but still relevant – "Old but Safe".

Item 8. Threatened Fuel Tax increases

The EU is exerting pressure on the UK Government to increase tax on aviation fuel, especially Avgas. Apparently Avgas has been taxed at a much lower rate than Mogas, and the EU intends to redress this imbalance. However there are rational reasons for this and the intended increase will have a detrimental effect on GA, especially flying schools who will inevitably have to increase their fees to student pilots.

It is not yet known what the details are for the implementation of the proposed increases. A meeting is scheduled with the Treasury in the near future, and until that meeting has taken place, it is difficult to formulate a strategy. Barry Tempest has volunteered to monitor the situation and advise Council when more details are known. Depending on what the results bring, Barry will provide advice on how best to lobby local MP's to best effect.

Item 9. Any other business

Colin Dodds – HSDE are looking at the radiation hazards attached to old style instruments with luminous figures. Ken Peters confirmed that he has seen various items on a number of forums on this subject, and it would seem that the HSE are very serious about the matter. A discussion ensued amongst Council members, resulting in Mike Vaisey agreeing to write an item for the forthcoming website on the issue.

Old Sarum – The matter of planning issues which may affect the future of Old Sarum as an airfield, as identified by the RAeC was raised by Stuart Powney. The issue arises from the changes in Government policy on 'brown field' sites. The following extract is from the Letter reproduced by the RAeC in their communication:

"The consideration of the Old Sarum Airfield Conservation Area Assessment and Sustainability Appraisal Public Consultation agenda item will instead be brought to the Panel meeting scheduled to take place on **22 January 2007**. For clarity, the dates of all the meetings relevant to the Old Sarum issue are listed below:

- **Southern Area Committee** - 14 December 2006 at 4.30pm
- **City Area Committee** - 11 January 2007 at 6pm
- **Planning and Economic Development Overview and Scrutiny Panel** - 22 January 2007 at 6pm
- **Cabinet** - 31 January 2007 at 5pm"

The issue at stake here is the detail of the controversial Planning Policy Guidance document 3, issued by the Government, which has been revised and issued as PPS3, (Planning Policy Statement 3), omitting the crucial footnote –

*“However, this does not mean that the whole area of the curtilage should therefore be redeveloped. For example, where the footprint of a building only occupies a proportion of a site of which the remainder is open land (**such as an airfield or hospital**) the whole site should not normally be developed to the boundary of the curtilage.”*

The important words being in bold type face.

Pete Thorn has a contact at Old Sarum and it was decided that Pete and Stuart Powney should contact Old Sarum to determine if HAA can be of any assistance.

Action: Pate and Stuart

EASA Part 21 and Permit to Fly aircraft.

John Broad advised Council that the PFA is making representations to CAA because there are serious ramifications as a result of the legislation regarding the insuring of such aircraft. For example, Jodels are effectively uninsured as a result.

Wally asked that this issue be made an agenda item for the January 30th Council meeting.

Action: Stuart to add to January 30th Agenda.

CAA charging for 2007.

The closing date for submission of comments to the CAA proposed scale of charges for 2007 is December 15th. Barry agreed to submit comments on behalf of HAA.

Action: Barry Tempest.

Meetings for 2007: January 30th Council meeting; 17th March AGM; 8th May, 3rd July, 18th September Council meetings, Symposium 2007 17th November, 11th December Council meeting and Christmas dinner.

There being no further business the meeting was closed at 18.30.

The date of the next Council meeting is set for Tuesday 30th January 2007, 18.30 at White Waltham.

Wally Epton
Chairman

Stuart Powney
Secretary