

# Historic Aircraft Association



**MINUTES OF THE HISTORIC AIRCRAFT ASSOCIATION  
COUNCIL MEETING  
HELD AT WEST LONDON AEROCLUB  
TUESDAY 15<sup>th</sup> SEPTEMBER 2015 AT 18:30 HOURS**

**Present**

Wally Epton  
Wendy Hinchcliffe  
Ken Peters  
Richie Piper  
Chris Royle  
Andy Smith  
John Broad  
Bill Fisher  
Dennis Neville  
Mike Vaisey  
Russell Mason  
Nigel Foster  
Tim Scorer  
Malcolm Ward

Chairman  
Membership Secretary  
Treasurer  
Webmaster  
Special Projects  
PR and Publicity

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

**In Attendance**

David Taudevin

	<b><u>Action party/parties</u></b>
<b><u>Chairman's Opening Remarks</u></b>	
Prior to opening the meeting, the Chairman reminded Members that any details and discussion of matters arising during this meeting were to be treated as confidential.	
<b><u>Item 1. Apologies for Absence</u></b>	
The following Council Members and Advisors had tendered their apologies for absence: Colin Dodds (Deputy Chairman), Prof. Mike Bagshaw (Hon Med Advisor), Roger Hinchcliffe, Martin Slater and Steve Slater.	

<p><b><u>Item 2. Minutes of the last Council Meeting</u></b></p>	
<p>The minutes of the previous meeting, held on 30th June 2015, were approved as an accurate record and have been posted on the website.</p>	
<p><b><u>Item 3. Shoreham Accident</u></b></p>	
<p>The Chairman opened the discussion by asking Council members to observe a minute’s silence, as a mark of respect for the victims of the Shoreham accident.</p> <p><u>HAA Statement.</u> The HAA had posted a statement on the HAA website shortly after the accident. Council took the view that this was still appropriate and that further comment at this stage was unnecessary and undesirable.</p> <p><u>Media Enquiries.</u> Media interest had been intense in the aftermath of the accident. The President, Chairman, Secretary and other Council members had been approached by national and local media seeking comment, or in some cases, asking for immediate telephone interviews. All had been declined and referred to the HAA statement on the website. The initial frenetic pace of media enquiries had subsided, but was likely to return as the inquests re-opened to take evidence later in the year. In the medium term, the HAA would be prepared to work with responsible journalists, to ensure that appropriate, informed comment was available to counteract the sensationalist and often misinformed speculation that had featured in many of the media reports so far. Looking further ahead, under SAM the HAA would have a more direct role in airworthiness and would need to have a plan to deal with media enquiries. The Chairman requested the Deputy Chairman, Colin Dodds (in absentia) to ensure that a media reaction plan was incorporated into the HAA rules.</p> <p><u>CAA Restrictions.</u> The CAA had announced a review of air display safety and had swiftly imposed 2 mandatory directives. Firstly, flying displays over land by vintage jet aircraft were henceforth to be limited to flypasts: “high energy” aerobatics would no longer be permitted. The terms “flypast” and “high energy” aerobatics had not, however, been defined, which had not served to ensure clarity in the rules and objectivity in their application. Nevertheless, it was recognised that the CAA had striven to make their response understandable to the public, without resorting to lengthy definitions of terms. The second action by the CAA was promulgated under CAA Safety Directive SD–2015/003, which instructed operators of UK civil-registered Hunters to cease flying until further notice. This de facto grounding of all UK civil-registered Hunters was judged to be appropriate as an immediate precautionary measure. However, the CAA did not appear to have defined any criteria for the lifting or easing of the ban. In the absence of any evidence to indicate that there might be a generic problem with the airworthiness of the Hunter type, it was agreed that the Secretary would draft a letter for the Chairman to</p>	<p>Deputy Chairman</p> <p>Secretary</p>

raise the issue with the CAA.	
<b><u>Item 4. Self Administration Working Group</u></b>	
<p><u>Progress Update.</u> On the same day as the Council meeting, 15 September, the SAM WG had briefed the CAA on the first draft of the Exposition and Self-Administration Manual (ESAM.) Hard copies of the ESAM were handed to Council Members and Honorary Advisors present; additional copies would be provided to those Council Members unable to attend. All Council Members were requested to study the draft ESAM and to provide comment to the Chairman<sup>1</sup>. The meeting with the CAA had been very positive and the CAA was willing to proceed with the proposal, subject of course to further work to demonstrate that the HAA was competent to take on the task.</p> <p><u>Discussion.</u></p> <p>It was queried whether the ESAM and other documentation should refer to the HAA, or to Historic Aircraft Industry Support Ltd. It was explained that the relationship between the 2 organisations was set out in the ESAM document.</p> <p>The question of individual Council members' legal liability was raised. Expert advice was that the company formula was the appropriate one to apply: liability would exist where a duty of care had been broken. Company Directors should be covered by liability insurance in the discharge of their duties, but such insurance would not cover acts of negligence outside the execution of their duties as directors.</p> <p>The meeting was asked whether the draft ESAM had been subject to review and comment by historic aircraft operators. The Chairman indicated that several operators had seen the draft ESAM in their capacity as SAM WG members, but that the draft ESAM was at this stage solely intended for discussion between the HAA and the CAA.</p> <p>The question of the need for A8-26 approval was raised. It was emphasised that the ESAM provided a system of management: the ESAM was compliant with existing regulation and did not require the additional layer of A8-26 approval.</p> <p>With regard to the need for a business plan, it was made clear that the HAA would only invest time and effort in the production of a formal business plan once we were confident that the CAA was willing to accept the principles of SAM and proceed with a formal delegation to the HAA.</p>	All

<sup>1</sup> Text in the draft entered in red is provisional and should not be taken as definitive.

<p><u>SAM WG Reporting.</u> At the previous meeting, the Secretary had been requested to review previous Council minutes, to establish what direction had been given to the SAM WG on reporting back to Council. He had done so and had provided a response in a Secretary’s note to the previous minutes to the effect that: “...a review of previous Council minutes back to 2011 has not uncovered any specific reporting directive for the SAM WG.” He was asked to add to that statement a reference to Para 8. (b) of the HAA Rules, which states:</p> <p style="text-align: center;">“Sub-Committees or Working Groups shall report to the Council and their decisions shall be subject to confirmation by the Council.”</p> <p><u>Further Work.</u> The next step would be to rework the statement of compliance, which was planned to be done within the next 2 weeks. A further meeting with the CAA would be held in November, which would be a full working day for the CAA and the HAA SAM WG to review and refine the documentation package.</p>	
<p><b><u>Item 5. HAA Trophies</u></b></p>	
<p><u>DSMT Nominations.</u> Nominations for recipients of the 2015 award of the Darrol Stinton Memorial Trophy were discussed. Colin Dodds would collate the nominations and seek the votes of Council members. The recipient would be decided in time for the award to be announced at the Symposium on 31 October.</p> <p><u>Trophy Nomination Process.</u> The possibility of opening up both the nomination and, possibly, the voting process for the DSMT and the Conrod Trophy to the wider membership was discussed. Colin Dodds had previously been asked to look into this, but was unavailable to give his views. It was pointed out that an open vote would not necessarily serve the best interests of the HAA and that the process might be subjected to adverse comment on social media. A better option might be to give members the opportunity to nominate recipients and for Council to then vote on the shortlist of nominees.</p>	
<p><b><u>Item 6. Annual Symposium 2015</u></b></p>	
<p><u>Topics and Speakers.</u> All but one of the speakers were now confirmed. The topics and running order had been agreed as follows.</p> <p style="text-align: center;">Hunter Ops in Aden - Tony Wilkins.</p> <p style="text-align: center;">90 Years of the deHavilland Moth - Stuart McKay, to be followed by a brief talk on “Moths in the Movies” by Council Member Steve Slater.</p> <p style="text-align: center;">The Award of the DSMT, followed by the lunch break.</p> <p style="text-align: center;">The Bristol Scout - David Bremner.</p>	

<p>The Blenheim Resoration - John Romain (if available)</p> <p>John had previously indicated that he would speak if he was in the country, but that he might be required to be overseas at the time of the Symposium. If he was unavailable, “Smudge” Smith would deliver the presentation. Chris Royle would shortly be writing the speakers, to ensure that they had all the necessary details about the venue and timings.</p> <p><u>Admin.</u> The Symposium had been publicised on the major on-line forums; adverts had also been placed in <i>Aeroplane</i> and <i>Flyer</i>. The Chairman, Treasurer and Secretary had visited the RAF Museum, to discuss the ongoing use of Hendon as the venue for the Symposium, beyond 2015. The Museum had confirmed that the HAA would continue to enjoy privileged terms for the use of the RAF Museum’s facilities, although direct costs, such as those for staff cover outside of normal hours, would be passed on in full. For this year’s Symposium, it had been agreed that the HAA would issue car passes to attendees, thus freeing up Museum staff from this task and making check-in a one-stop-shop for our guests. The target for ticket sales was 150, of which approximately 50 tickets had been sold so far. The Membership Secretary agreed to send a reminder to those who had attended last year’s Symposium. Those Council members who had not yet purchased tickets were asked to do so promptly. The offer of a dozen free tickets (excluding lunch) to the London Region of the ATC had been accepted. Biographies of the speakers would be required, for inclusion in the insert for the Symposium programme.</p> <p><u>Sponsorship.</u> Offers of sponsorship had been received from Haywards Insurance, Vintage Engine Technology Ltd and WJE Associates: these were gratefully acknowledged. Possible leads with Marshalls and Vauxhall Motors were still being explored by the Chairman and Steve Slater, respectively. The projected ticket revenue was £3900, based on 90 tickets at the non-members’ price of £30 plus 60 tickets at the members’ price of £20. The cost of catering had risen to £4200, with other costs expected to be around £700, leaving a revenue gap of £1000 to be filled by sponsorship. The capacity of the venue was 224, so any additional full-price ticket sales over and above the target of 150 would help to defray costs. However, it was important to keep the numbers of complimentary tickets to a minimum, as the cost of these would directly erode the already slender margins for the event. Moreover, any shortfall below the target of 150 ticket sales or any significant increase in the ratio of members to non-members attending would create a funding shortfall, which would impact on the funds available for other projects.</p>	<p>Chris Royle</p> <p>Membership Sec All</p>
<p><b><u>Item 7. Finance</u></b></p>	
<p>A full financial statement was not available, but the Treasurer reported that the finances were sound, with a balance of approximately £12,000. He requested Council members to provide him with inputs for the budget for 2016/17.</p>	<p>All</p>

<b><u>Item 8. Membership</u></b>	
The Membership Secretary reported that some members still had not paid their subscriptions for the current membership year, including some high-profile members of the Association.	
<b><u>Item 9. HAA Events &amp; Public Relations update</u></b>	
The latest newsletter had been issued: it included details of the Symposium to promote the event amongst the membership. A visit to Peter Teichman's Hangar 11 collection at North Weald had been arranged for 24 Oct 2015. Numbers were limited to 12, so it was agreed that the wider membership would be given priority over Council members in compiling the list of participants.	
<b><u>Item 10. Website Update</u></b>	
<p>The Webmaster had completed an initial tidy up of the website: he had posted updated profiles of Council members and had ensured that the information on the forthcoming Symposium was accurate and up to date. Further development of the website was under review; an initial scoping meeting had been held with Ubiquity to examine improvements such as making the site more suitable for viewing on mobile devices. The indicative costing was £5,000. The Webmaster asked for direction from Council as to the functionality required of the website. It was queried, for example, whether the Website should be a corporate vehicle to promote the HAA, whether it should include a forum for members to post points for discussion and whether it was desired to be able to collect payments directly via the website. In view of the complexity of the issue, it was agreed to postpone detailed discussion on the issues to the next meeting. The Treasurer pointed out that, whatever functionality was expected from the website, the costs would have to be budgeted for. It was also suggested that, if the expenditure on the website was to be of the order of the indicative costing, that the HAA should seek competing quotations from other web companies. The Webmaster agreed to look in more detail at what could be done to enhance the functionality of the website and whether the cost could be spread over more than one financial year.</p>	Webmaster
<b><u>Item 11. Review of Open Actions</u></b>	
<p><b>Action Log – outstanding items were, where appropriate, covered under the relevant Agenda Item. Please refer to the Open Action Log for these updates. Items that did not fall under a specific Agenda Item were as follows.</b></p> <p><u>Royal Aero Club</u> - It had been agreed at the previous Council meeting that a final decision would be taken at the September meeting on whether or not the HAA should continue to maintain its membership of the Royal Aero Club. Council took note of the lack of tangible benefit from our membership and agreed that the annual fee of £200 would be better spent</p>	Please review the Action Log in association with these minutes.

elsewhere. The Secretary agreed to write to the Royal Aero Club to inform them of this decision.	Secretary
<u>Apprenticeships and Youth Education.</u> John Broad, in cooperation with Dennis Neville, had drafted a paper for circulation to the historic aircraft industry, to stress the HAA's support for apprenticeships (for over-18s). Pressure of time precluded any detailed discussion of the paper at the meeting. It was therefore agreed that copies would be circulated to Council members for comment and that the Secretary would add the topic to the agenda for the next meeting.	All Secretary
<u>NATS Briefing.</u> NATS had accepted the invitation to provide a briefing to the 2016 AMFF, provisionally scheduled for 19 March 2016. It was unclear at this stage who would be giving the briefing. Russell Mason kindly agreed to continue to liaise with NATS, through his attendance at meetings of the GA Safety Council.	Russell Mason
<b><u>Item 12. Any Other Business</u></b>	
No topics had been raised for discussion under AOB.	
<b><u>Closing Remarks</u></b>	
Eric Stenson, a long standing member of the HAA, had passed away on 1 <sup>st</sup> Sep 2015 and his funeral had been held at Amersham on 15 <sup>th</sup> Sep 2015. Council had been represented by Ken Peters and Tim Scorer.	
<b><u>Date of Next Meeting</u></b>	
The next meeting will be held on <b>8<sup>th</sup> December 2015, commencing at the earlier than usual time of 16:00 hours</b> at West London Aero Club, White Waltham, Berkshire. The meeting will be followed by the Council Christmas dinner.	

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:-*

Annual Symposium, RAF Museum Hendon  
Council Meeting & Annual Dinner  
Council Meeting  
Annual Meeting and Flying Forum,  
Shuttleworth Collection, Old Warden

31<sup>st</sup> October 2015  
8<sup>th</sup> December 2015\*  
19<sup>th</sup> January 2016  
  
19<sup>th</sup> March 2016

*Council Meeting*  
*Council Meeting*  
*Council Meeting*  
*Council Meeting & Annual Dinner*

*26th April 2016*  
*28th June 2016*  
*13th September 2016*  
*6<sup>th</sup> December 2016\**

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