

**MINUTES OF THE HISTORIC AIRCRAFT ASSOCIATION
ANNUAL MEETING 2013
HELD AT THE SHUTTLEWORTH TRUST, OLD WARDEN
ON SATURDAY 16th MARCH 2013 AT 10.30 hrs.**

PRESENT

1 Steve Bohill-Smith
 2 Graham Boyle
 3 John Broad
 4 Martin de la Harpe
 5 Carol de Solla Atkin
 6 Brain Dixon (BAPC)
 7 Colin Dodds (Deputy Chairman)
 8 Wally Epton
 9 John Farley
 10 Bill Fisher
 11 Robert Fray
 12 Steve Hague (BAPC)
 13 Roger Hinchcliffe
 14 Wendy Hinchcliffe
 15 Steve Le Vien
 16 Mike Lousada (BAPC)
 17 Russell Mason (Secretary)
 18 Neil McCarthy
 19 Dennis Neville
 20 Rick Peacock-Edwards (Chairman)
 21 Ken Peters (Treasurer)
 22 Stuart Powney
 23 Jeremy Pratt (AFE)
 24 Chris Royle
 25 Tim Scorer (Hon. Legal)
 26 Martin Slater
 27 Andrew Smith (Press & PR)
 28 Brian Smith
 29 Bill Taylor
 33 Barry Tempest
 34 Mike Vaisey
 35 John Watkins
 36 Barton Wild

APOLOGIES

Howard Cook
 John Davy
 Peter Hellier
 Edward Layr
 Robb Metcalfe
 David Ogilvy
 Desmond Penrose
 Richard Piper
 Keith Sissons
 Steve Slater

Also in attendance

Horace Darlington (North'n Aero Workshops)
 Geoffrey Kilner (North'n Aero Workshops)
 Bob Richardson (North'n Aero Workshops)
 John Thompson (North'n Aero Workshops)
 Tony Gee (GASCo / BGA)
 Trevor Gilpin
 Haim Merkado

The Chairman, Wally Epton, opened the meeting by welcoming everyone to Old Warden, and thanked the Shuttleworth Trust for hosting the event.

2. APOLOGIES FOR ABSENCE

The Membership Secretary had received a total of 10 apologies for absence, these being listed above. The Chairman specifically wished to pass on the HAA's best wishes to Council Member Keith Sissons who is still recovering in hospital from a fall over the Christmas period.

3. REVIEW OF ANNUAL MEETING 2012 MINUTES AND MATTERS ARISING

The minutes and matters arising of the 2012 Annual Meeting were reviewed, and there were no matters arising.

The minutes were moved for acceptance:

Proposed by Wally Epton

Seconded by Ken Peters

Carried by the meeting.

4. THE CHAIRMAN'S REPORT

HISTORIC AIRCRAFT ASSOCIATION

ANNUAL MEETING 2013: CHAIRMAN'S REPORT

Here I am again reporting as your Chairman once more after a break of 3 years, and during the Annual Meeting you are going to have the opportunity to formally endorse my election that was announced at last year's Autumn Symposium. This means I move into the Chair officially for the second time although I commenced chairing Council meetings after October last year when Rick Peacock Edwards handed over to me formally at the Annual Symposium. Rick is keen to remain an active member of Council and participate as a member of the HAA Executive Committee. He took over from Cliff Spink as our President at the Symposium who becomes an Honorary Vice-President. We are very fortunate to have such high profile historic aircraft pilots in the top echelons of our organisation. It always helps to have some clout when you are lobbying the Government or the CAA.

It is my pleasure and privilege to report that we have continued to build on the success of previous years, and that because of largely external factors, we have begun to make rapid progress for the Association toward sensible regulations governing our sector of aviation. Before going further, I want to offer my sincere and personal thanks to the Council for all their support to the Association and for having the faith and trust in me by asking that I take the Chair once again. Their enthusiasm in steering the Historic Aircraft Association forward is infectious, and their unrelenting hard work towards keeping our old aeroplanes flying for all to enjoy is to be commended. When they asked me to step up once again I just found it impossible to refuse as they were very persuasive.

I have been asking myself once again, why do these guys put in this effort and why do they have so much passion and energy to want to work for the HAA for so little reward. Having returned to the Chair I am reminded that there is no desire for power, or expressions of self-importance within the Council. In fact it is quite the contrary. Your Council are a modest and self-effacing bunch of pilots and engineers who are motivated by a desire to keep heritage and historic aircraft in the air. If they have any vested interest at all it is a motivation to keep their

own aircraft flying, and to see that all of us are not hindered nor denied the freedom of flying these interesting aircraft that we care for.

The Council that does most of the meaty work between regular meetings through sub-committees or working groups has been tuned a little since I was last in the Chair. Russell Mason has continued to act as your Secretary and is now ably assisted by Chris Royle who takes the minutes at our regular Council meetings. Andy Smith joined Council last year as our new PR/Media member taking over from Steve Slater who as many of you know is now Chairman of the Vintage Aircraft Club and so busy with other stuff that he just felt he could not cover the HAA as well as keep his day-job going. The Constitution and Association Rules working group completed its work some time ago and so is now dormant but can be resurrected if needed. The Annual Symposium is managed each year by a project group led by myself and is working actively on this year's plans for that event which has come to be something everyone really looks forward to each year. I can report that this year's programme is being mapped out and is looking extremely good. In particular last year we changed the catering arrangements because we felt that the RAF Museum catering was disappointing to the point where delegates expressed their disgruntlement openly. We expect the same caterers we used last year to be providing the food at this year's Symposium so rest assured that the standards we set will be maintained. The date is to be moved back in the calendar to November, which is when we always used to hold the Annual Symposium, so a date for your diaries is the 16th November.

Our Events and Visits co-ordination group continue to provide some excellent visits each year. During the past 12 months there have been visits to the Jet Age Collection, Retro Track and Air at Gloucestershire Airport, and recently a visit to the Aircraft Restoration Company at Duxford courtesy of the owner John Romain who is a very active member of the HAA.

In addition, the air safety executive and regulatory working group have been busy dealing with issues such as over-flights by historic aircraft of populated areas. In collaboration with the LAA, they have been working on obtaining approval for flights by historic aircraft – especially ex-military aircraft – in IMC and at night. Our liaison with other organisations continues and we maintain representation with the Vintage Aircraft Club, Air Display Association, European Federation of Historic Aviation, Classic Jet Operators Association plus we have Council members who liaise with the Royal Aero Club, EFLEVA, General Aviation Safety Council, Aircraft Owners and Pilots Association and the Guild of Air Pilots and Air Navigators.

The HAA Council continues to look after the affairs of the Association, and within Council the Executive Committee comprising the President, Chairman, Secretary, Treasurer and PR/Media Member meet more regularly to deal with immediate matters and keep the Action Log moving forward.

I am pleased to report that we are retaining 2 of our Honorary Advisors in Tim Scorer as our HAA Solicitor and Russell Mason as our Insurance expert. Council felt that we would do well to invite Professor Mike Bagshaw to be the HAA Honorary Medical Advisor and following an approach to him he has very kindly accepted.

The Deputy Chairman Colin Dodds heads up the Conrod Trophy selection committee and since last year he also takes care of nominations for the new Darrol Stinton Memorial Trophy. At the beginning of last year as most of you know we lost a wonderful Council member with the sad death of Darrol Stinton who was without doubt our Founding Father. Last year we approached his family and asked if we could create a special award in his memory that would be known as the Darrol Stinton Memorial Trophy to which they graciously agreed. Council decided that this was an opportunity to separate the annual award to an individual or organisation presently covered by the Conrod Trophy, into two awards. From this year on we shall have two awards. The Conrod Trophy will be presented at our Annual Meeting and

Flying Forum to the organisation that has made an outstanding contribution to the restoration and preservation of Historic Aircraft. The Darrol Stinton Memorial Trophy is to be presented annually at our Symposium to an individual that the Council recognises as making a significant contribution to the furtherance of continuing flight operations of Historic and Heritage Aircraft in the UK.

I am pleased to report that on the subject of awards we have been tidying up another area of recognition that has been bothering me for sometime. I have re-aligned the award of Honorary Vice-President status to those who have either served the HAA as President, or in the majority opinion of Council wish to honour an individual for their contribution to the work of the HAA. We have at present 4 Honorary Vice Presidents namely, Sir John Allison, John Farley, Desmond Penrose and Duncan Simpson.

We have arranged for framed certificates signed by the President to be presented to each of them in recognition of their status within the HAA. Council have agreed that for future retiring Presidents they will also be recognised with a certificate. In this regard Cliff Spink has been duly appointed a Vice President of the HAA as a retiring President. Council further wished to recognise the special contribution made to the work of the HAA by David Ogilvy, and have agreed to honour him with a Vice President award with effect at this meeting.

Probably the most significant development in the work of the HAA has been the recent progress by the Engineering Group. Last year saw a number of meetings with the CAA Airworthiness Division at Safety Regulation Group HQ. This led to the proposed changes to BCAR's A8-20 in a bulletin issued by Airworthiness Policy late last year. The Engineering Group was planning to hold an industry stakeholders conference early in 2013, and this was brought forward rapidly to respond to the proposed changes to A8-20. At the turn of the year it became apparent that CAA Airworthiness and Operations had been working on a new Regulatory Approach to Recreational Aviation and produced a study paper for the CAA Board called "RA2". This was a comprehensive study that took account of the diversity of general aviation particularly in the recreational and adventure areas of activity, and considered how these activities might be better regulated under a risk based management of devolved regulation.

At the February 2013 HAA Engineering Conference the subject of RA2 was debated and how it compared with the New Zealand system of risk managed regulation under NZ Part 115 Regulations. It became clear that the CAA was considering the adoption of regulations for Adventure Aviation that would be fit for purpose and not based on commercial aviation regulations adapted to use with modifications, exemptions and special approvals. The HAA had already taken advice from colleagues in New Zealand and it was clear that their system was just what was needed in the UK to solve a whole raft of regulatory burdens that were costing the UK industry time and money. The HAA is therefore embracing the principles of Adventure Aviation in an effort to work with the CAA Board and Group Director of SRG to introduce a new set of regulations fit for purpose for historic aircraft operations and continuing airworthiness. This will form the basis for continuing airworthiness of historic and heritage aircraft, and address the pressing need for more expeditious and less costly systems for the manufacture of substitute parts.

Adoption of Adventure Aviation and "fit for purpose" regulations has therefore become our number one priority in the work of the HAA for its membership and for the wider historic aircraft community and industry stakeholders.

In this respect our continuing liaison with other organisations such as the LAA, EFLEVA, Royal Aero Club, the General Aviation Safety Council, AOPA of course, the Air Display Association the Vintage Aircraft Club and the Classic Jet Operators Association is more vital than ever in this changing regulatory environment. We are confident that our active contribution and liaison

with these other general aviation organisations is worth the time, effort and money that we put into them because we must work together to ensure the right regulations are provided for Annex II permit to fly aircraft

As an important footnote I would like to mention the sterling work of our Membership Secretary Wendy Hinchcliffe who in addition to maintaining our membership system has recruited new members and contributed to a modest increase in membership numbers. Wendy has on her own initiative introduced a Technical Register for the benefit of members and the wider historic aircraft community. This initiative is gathering pace and has been posted on the HAA website. Wendy is immensely keen to make a success of this Register and build it up even further. The Technical Register is a positive step towards sharing the information and skills that we need to cherish in historic aviation activities.

Lastly I always like to give the Guild of Air Pilots and Air Navigators a mention in my report, and I am happy to tell you that by progression I am now a Past Master like our President Rick Peacock-Edwards, and the retiring President Cliff Spink is now an Immediate Past Master in the Guild following a very successful year as the Worshipful Company's Master during 2012/13. I am also pleased to acknowledge that Steve Slater has been accepted into the Livery and will be clothed later this year. So the HAA continues to be well connected with aviators amongst us who are influential in the City of London through GAPAN.

IN CONCLUSION

THE HAA HAS ONCE AGAIN HAD A GOOD YEAR

THE FUTURE

I mentioned similar things in my report of 2008, but some are still relevant:

Plenty to do in the future – flying never stands still

I am now very happy to take any questions.

Wally Epton
Chairman
HAA

March 2013

The Chairman's report was moved for acceptance.

Proposed by: Bill Taylor
Seconded by: Roger Hinchcliffe
Carried unanimously by the members present.

5. THE SECRETARY'S REPORT

HAA Secretary's Report 2013

President, Vice Presidents, Chairman, Ladies and Gentlemen.

As the Chairman recorded earlier, 2012 was another successful year with, as ever, the Symposium as a highlight. We promised to get the catering right and this time I believe we excelled and we intend to try and repeat this in 2013 bringing you a gourmet lunch bookended by some fascinating speakers!

I wish to record the great support I have had from Council during the course of the year, especially the Treasurer and Membership Secretary, along with new Council recruit Chris

Royle who has ably stepped in to the Minute taking role during the odd occasion I have been unable to attend Council meetings.

Talking of Council Members it is imperative that we bring in some new (perhaps younger?) blood to Council and I would like to ask for any willing volunteers to come forward - it is not an onerous task by any means; actually quite the opposite.

The past year has seen the HAA organise some superb 'Behind the Scenes' visits to aviation establishments during the year and we intend to do the same, and more during 2013-14.

The recent visits to ARC (thanks to John Romain) and BBMF proving ever so popular and oversubscribed, thus the interest is definitely out there for these special and exclusive events. Many thanks.

Russell Mason
Secretary HAA

March 2013

The Chairman moved that the Secretary's report be accepted.

Proposed by: Stuart Powney
Seconded by: Chris Royle
Carried unanimously by the members present.

6. THE TREASURER'S REPORT

HAA Treasurer's Report 2013

As you have heard from our Chairman we have enjoyed considerable success over the past year. Our membership has grown and we have managed to hold several events that have proved both popular to our members and significant ones like the symposium and our engineering conference at Duxford. Financially we made a modest income compared with previous years as we did experience some significant expenses as we have endeavoured to offer more events for our members. Our two main income streams are membership subscriptions and the Symposium. The latter whilst well attended we did face a situation replacing the caterers at the last minute incurring additional costs but the quality of food provided was well received and we benefitted from some excellent sponsorship support.

There was an increase in the membership due to the sterling efforts of Wendy Hinchcliffe, our Membership Secretary. Wendy's commitment and attention to detail is very much appreciated and she has virtually eliminated the number of non-payers.

Other significant figures in the report show a donation to the Blenheim restoration and the Imperial War Museum for their kind assistance in providing their conference facilities for our engineering conference last month. We have also renewed our website domain name for a further five years.

In summary, I would like to use this opportunity to thank all those that have supported us during the year particularly our Symposium sponsors who we greatly appreciate in helping us make a success of this popular event. I would welcome any questions on the report, thank you.

Ken Peters
Treasurer HAA

March 2013

The Secretary moved that the Treasurer's report be accepted.

Proposed by: Chris Royle
Seconded by: Bill Fisher
Carried unanimously by the members present.

A statement of the accounts is attached to these Minutes

7. ELECTION OF OFFICERS

The following offered themselves for re-election:-

| | |
|------------------------|-------------------|
| Chairman | Wally Epton |
| Deputy Chairman | Colin Dodds |
| Secretary: | Russell Mason |
| Treasurer | Ken Peters |
| Membership Secretary | Wendy Hinchcliffe |
| PR/Media Secretary | Andy Smith |
| All above proposed by: | John Broad |
| All above seconded by: | Tim Scorer |

Motion carried unanimously by those present.

The Chairman noted, that contrary to the Agenda, all Council members had agreed in 2012 to stand for a three year term, thus their re-election was unnecessary as all had a further two years to stand. Council members continuing to stand and act on behalf of the HAA:-

| | | |
|--------------------|----------------|---------------|
| John Broad | John Farley | Bill Fisher |
| Robb Metcalfe | Dennis Neville | Stuart Powney |
| Tim Scorer | Keith Sissons | Martin Slater |
| Steve Slater (VAC) | Bill Taylor | Barry Tempest |
| Mike Vaisey | | |

Two new nominations for Council have been received, from Chris Royle and John Romain.

Proposed by: Stuart Powney
Seconded by: John Broad

Both carried unanimously by the members present.

8. APPOINTMENT OF HONORARY ADVISORS

The following offered themselves for election in the following positions:-

| | |
|--------------------------------|--------------------------|
| Honorary HAA | Legal Advisor Tim Scorer |
| Honorary HAA Insurance Advisor | Russell Mason |
| Honorary Medical Advisor | Prof. Michael Bagshaw |

Proposed by: Chris Royle
Seconded by: Dennis Neville

All carried unanimously by the members present.

9. ANY OTHER BUSINESS.

None had been notified in advance or received from the meeting attendees.

10. PRESENTATION OF HONORARY VICE-PRESIDENT CERTIFICATES.

New framed Certificates have been produced for hand-over to the Honorary Vice Presidents which hence forward and previously agreed would include past Presidents.

Sir John Allison
John Farley*
Desmond Penrose
Duncan Simpson
Cliff Spink**

* Presented at the meeting

** To be presented at a function the day after this meeting

In addition it was unanimously agreed by those present that one of the founding members of the HAA, David Ogilvy (Member No. 4) would also become an Honorary Vice-President.

11. The Conrod Trophy presentation.

The Chairman introduced the Conrod Trophy presentation for 2012-2013. As agreed at Council level, this year sees the HAA split their annual award with the Conrod Trophy being presented to the group or organisation who it was considered contributed the most during 2012-13 (or before) to the furtherance of historic/heritage aviation; the second trophy will be presented at the Annual Symposium in November and will be presented in memory of one of the founding-fathers of the HAA, Darrol Stinton. The Darrol Stinton Memorial Trophy will be presented to an individual who the Council deems has contributed the most on a personal level to the furtherance of historic/heritage aviation over the course of the previous year or indeed before this. The Trophy is a model of a Sopwith Camel, and aircraft that Darrol's family confirmed was his favourite aircraft.

Turning to the 2013 Conrod Trophy the Chairman advised that twelve nominations had been received and voted on by Council. In reverse order, the three finalists were the Cody Flyer team led by David Wilson at FAST; John Romain and his team at ARCo, Duxford and with the winning finalist being the Northern Aeroplane Workshops. The Cody Glider project and ARCo were considered highly worthy contenders, but the committee vote was swung by the quality of the NAW work, and the dedication of this voluntary group of enthusiasts.

Formed in 1973, it was the intention of Northern Aeroplane Workshops' founder, John Langham of Harrogate, to restore, or build from scratch, an airworthy aircraft for The Shuttleworth Collection, with the volunteer workforce to be based in Yorkshire. The then manager of Shuttleworth (David Ogilvy) was approached and it was agreed that instead of a restoration, a new build would be the project providing manufacturer's drawings could be obtained.

A full set was sourced and so was born the Sopwith Triplane replica that first flew on 10th April 1992 by pilot John Lewis. In those early days thought of another project was never discussed but as the Triplane was reaching the final stage of assembly discussions turned to a second project. Shuttleworth agreed however this time sourcing the suitable drawings took

considerable time. Eventually they were collated and manufacture of components for the Bristol M1c Monoplane was commenced. This replica completed its maiden flight in the hands of Andy Sephton on September 25th 2000.

The Shuttleworth Collection again agreed to Northern Aeroplane Workshops' third and now final undertaking, a Sopwith Camel that is nearing completion, and will move to Old Warden in the summer of 2013 for assembly.

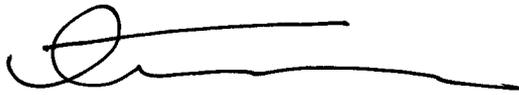
Project Leader Bob Richardson was joined by Geoffrey Kilner, John Thompson and Horace Darlington (senior Engineer) to be presented with the trophy by HAA Chairman Rick Peacock-Edwards. Sad to report, and unknown during the voting, 2013 marks the final year of the Northern Aeroplane Workshops, and once the Camel leaves their premises their work is essentially done and along with it their long association with Shuttleworth. In their 40 years, the group have never won any award or recognition for their endeavours but the HAA is delighted to finally recognise their outstanding achievements.

The President closed the Annual Meeting by 12:00 hrs.

Meeting closed, followed by the Flying Forum

Minutes by:

Russell Mason, Secretary
Dated 31st March 2013



CHAIRMAN
WALLY EPSON 29/03/14