

Historic Aircraft Association



MINUTES OF THE HISTORIC AIRCRAFT ASSOCIATION MANAGEMENT COMMITTEE MEETING HELD VIA TELECONFERENCE ON WEDNESDAY 8th July 2020 AT 18:30 HOURS

Participants

Lawrence Hawthorn	Acting Chairman
Howard Cook	Trophies
Nigel Foster	Hon. Insurance Adviser
Toni Hunter	Membership
Tim Scorer	Hon. Legal Adviser
Steve Slater	Committee Member
Andy Smith	PR Officer
Taff Stone	Engineering
Barry Tempest	Vice President
Oliver Wheeldon	Ops
Allan Vogel	Committee Member
Malcolm Ward	Acting Secretary

	<u>Action party/parties</u>
<p><u>Chairman's Opening Remarks</u></p> <p>Lawrence Hawthorn welcomed participants and explained that Wally Epton had asked him to chair the meeting, as he was unavoidably detained on business. The two of them had discussed a number of points that the HAA should concentrate its efforts on, in order to reinvigorate the pursuit of its aims and to achieve its mission. New HAA Strategy, tactics and actions were being worked up by Wally Epton and Lawrence Hawthorn for full involvement of the Management Committee in a face to face meeting during August. Date to be set. He expressed the view that monthly meetings would help the committee to maintain momentum. The aim should be for the HAA to position itself as the trade association for the historic aircraft industry, recognising that SAM had been parked and was likely to remain so. Compiling the recent response to the CAA's consultation on CAP 632 had been a challenge, but was an example of the HAA making its voice heard. If the HAA was to succeed, it was important to share the workload amongst all committee members, recognising that all were volunteers, with many other demands on their time. The ambition should be to create an environment in which historic aircraft could be kept flying: having a strategy was one thing,</p>	<p>Wally Epton Lawrence Hawthorn</p> <p>All</p>

but it needed to be the right strategy and the committee needed to be action-orientated.	
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<p><u>Item 1. - Apologies for Absence</u></p> <p>Apologies for absence had been received from: Wally Epton (Chairman), Tim Elkins (Secretary), Gerhardt Ekermans (Treasurer Designate). Richie Piper (Webmaster) and Prof Mike Bagshaw (Hon. Medical Adviser).</p>	
<p><u>Item 2. - Minutes of the Last Meeting and Matters Arising</u></p> <p>2.1. <u>Previous Minutes</u>. The draft minutes of the meeting of the Management Committee held on 3rd June 2020 via teleconference were approved.</p> <p>2.2. <u>Matters Arising</u>. Progress on the open actions is recorded under the relevant agenda item.</p>	
<p><u>Item 3. – AMFF 2020 Arrangements</u></p> <p>The date and venue for the 2020 Annual Meeting & Flying Forum (AMFF) was still undecided. The de Havilland Museum (Salisbury Hall) had been rejected, as the conference room was too small for our purposes. Middle Wallop had been proposed as an alternative and might be suitable. However, there remained great uncertainty over whether a physical gathering would be possible and advisable in the Autumn: any second wave of the corona virus would probably make this impossible. Even if a physical meeting were feasible, it might not be the right thing to do, given the age profile of the association’s members. Also, it was felt that the AMFF might struggle to achieve a quorum, especially if it were to be held soon after the annual symposium, which was always a greater draw. The possibility of a remote meeting via zoom was discussed. Andy Smith, Howard Cook and Steve Slater agreed to consider the options for dates, venues and style of the 2020 AMFF and to make recommendations to the next meeting.</p> <p><i>(Secretary’s note: the discussion on the AMFF was taken out of sequence, but is recorded under the original agenda item for ease of reference.)</i></p>	<p>Andy Smith Howard Cook Steve Slater</p>
<p><u>Item 4. – Lottery Funding Application</u></p> <p>Allan Vogel reported that the Heritage Lottery Fund had decided to allocate funds solely to Covid-19 relief projects. Accordingly, there was no prospect of any bids from the HAA being successful. However, it may be possible to submit an application next year assuming COVID was no longer a factor. Allan agreed to flag this opportunity when appropriate to the Management Committee in the future.</p>	<p>Allan Vogel</p>
<p><u>Item 5. – Governance Update</u></p> <p>Tim Scorer reported that he had, as agreed at the last meeting, circulated a copy of the current HAA rules, with a request for suggestions as to how these</p>	

<p>could be improved. He had received no responses: however, several committee members stated that they had not received the message. He would re-send the request. He stressed that the current rules were by no means unworkable, but that the review offered an opportunity for all committee members to have their say in how the rules could be reframed, to better reflect the way that the HAA wished to work in future. Responses were requested no later than the end of July. Lawrence Hawthorn thanked Tim for his initiative and stressed that all committee members had a role to play in adapting the HAA for the future and that it was important all respond to any requests for input by the given deadline to any colleague's work if we are to be an effective team.</p>	<p>Tim Scorer</p> <p>All</p>
<p><u>Item 6. – New CEO/Development Manager Update</u></p>	
<p>Lawrence Hawthorn reported that following his discussions with Wally Epton, the proposal for the HAA to appoint a CEO would not be proceeding.</p>	
<p><u>Item 7. – Navy Wings Proposed Liason</u></p>	
<p>Lawrence Hawthorn stated that his recent engagement with the leadership of Navy Wings had been well received. Following the transfer of the fleet to the civilian register, Navy Wings was facing the same challenges as other historic aircraft operators. Authority to manufacture replacement parts without the support of the original equipment manufacturers (OEMs) was a major obstacle. Steve Slater pointed out that gaining A8-21 accreditation would allow this, although the process was not straightforward. Public access to the aircraft was also a challenge, although Navy Wings was looking to move the aircraft to a location closer to the Fleet Air Arm Museum, which it was hoped would make public access less of an issue. LH will feedback the comment on A8-21 to Navy Wings.</p>	<p>Lawrence Hawthorn</p>
<p><u>Item 8. – Continuing Representation/CAA General Aviation Partnership</u></p>	
<p>Lawrence Hawthorn reported that Wally Epton would be representing the HAA at the next gathering of the CAA's so-called GA Partnership, which was expected to be the last such meeting. Steve Slater stated that this had failed to live up to its name, with the CAA not really being receptive to empowered engagement from the stakeholders.</p>	
<p><u>Item 9. – Membership Update</u></p>	
<p>Toni Hunter reported that one new member had joined the Association since the last meeting and that two more were in the process of joining. The roll-out of the Microsoft 365 Office system was imminent: she would provide notes for committee members, to explain how to make the most of the facilities provided by the tools for collaborative working. The cost of the individual licences was around £22 per person, per year: this would be covered by the committee member's individual subscriptions. The question was raised of whether the President and other honorary members would be provided with licences at the HAA's expense. Malcolm Ward reminded the meeting that the current HAA Rules allowed the Management Committee to</p>	<p>Toni Hunter</p>

<p>co-opt non-members onto the committee, but that the President was required to be a member of the Association. The meeting considered that it was inappropriate to expect the President to pay the normal subscriptions and, accordingly, agreed that these should be waived. (Treasurer & Membership Secretary to note.)</p> <p>It was agreed that those who were expected to represent the HAA should be able to communicate via an HAA e-mail address, which would require the purchase of an Office 365 licence. It was therefore decided that licences should initially be purchased for the core committee members, but not at this stage for the President, Vice-Presidents or the Honorary Advisers. Toni Hunter was authorised to purchase the licences accordingly. The existing info@haa-uk.aero address would be retained as a group mailbox.</p> <p>Lawrence Hawthorn reminded the meeting that members' subscriptions were the main source of income for the HAA. To secure the resources for the HAA to fulfil its mission, it would be necessary to expand individual membership and to explore corporate membership. One way of getting wider recognition for the HAA would be to appoint regional representatives, to engage with historic aircraft owners and operators outside of the south-east. Steve Slater pointed out that a team of around 20 regional representatives would constitute 10% of the current membership: it was agreed that the key to expanding the membership base of the HAA would be to provide greater clarity on what the Association had to offer. The Treasurer stated that, although the HAA's income was precariously close to the normal annual expenditure, there was a significant balance in the Association's accounts, which could be invested in projects to promote future growth. Toni Hunter and Howard Cook both reflected on their experience with offering "up close and personal" access to iconic aircraft (Vulcan and Spitfire, respectively). Allan Vogel reported that the Skymaster restoration trust had been inundated with volunteers. There was clearly a demand for opportunities for the public to engage with historic aircraft operation and restoration. It was agreed that a small team should be formed to identify potential workstreams. Toni Hunter, Howard Cook and Allan Vogel kindly agreed to work together to define the "offering" to volunteers and potential HAA members and to examine the different markets for HAA membership. They would report back to the next meeting, with pragmatic suggestions for moving forward. The effective use of social media was seen to be key to engaging a wider audience, but this was acknowledged to require a lot of effort.</p>	<p>Treasurer Membership Sec</p> <p>Toni Hunter</p> <p>Toni Hunter Howard Cook Allan Vogel</p>
<p><u>Item 10. – Newsletter Update</u></p> <p>The next newsletter was in course of production, but as usual, more content was urgently needed. Lawrence Hawthorn had arranged for Navy Wings to produce an article; Malcolm Ward would write a review of Rick Peacock-Edwards' book, "Rate of Climb"; Lawrence Hawthorn had also arranged Roger Bade to produce an article and images on his 1946 Yakolev 12. Howard Cook agreed to write a report on the forthcoming drive-in airshow at Old Warden; and Allan Vogel offered to contribute an article on historic aircraft on the move. Additionally, Steve Slater agreed to pass the contact</p>	<p>Lawrence Hawthorn Malcolm Ward Howard Cook Allan Vogel Steve Slater</p>

<p>details of the team restoring an N3N at Eshott. All of these actions to be completed ASAP, as the aim is to get the newsletter out by early August.</p> <p>Lawrence Hawthorn stressed that the newsletter was a vital part of the offering to HAA members. If sufficient high-calibre content could be secured, it would be good to consider expanding the newsletter to an A4 format. Electronic delivery was cheaper than hard copy and the magazine can be used as a marketing tool. It is the voice of the HAA and needs to be good calibre. Andy Smith agreed to examine what could be done to make the newsletter bigger and better: he would report back to the next meeting. It was also suggested that Andy Smith consider using a professional designer, to compare the difference on one edition. Lawrence Hawthorn had been impressed with the Navy Wings magazine and would see if he can circulate a copy for information.</p>	<p>Andy Smith</p> <p>Andy Smith Lawrence Hawthorn</p>
<p><u>Item 11. – Trophies</u></p> <p>Howard Cook reported that he had posted a request for members to submit their nominations for the Darrol Stinton Trophy.</p>	
<p><u>Item 12. - Any Other Business</u></p> <p>12.1. <u>Insurance.</u> As part of the HAA’s preparation for the response to the CAA’s proposed revisions to CAP 632, Lawrence Hawthorn had asked Nigel Foster for his comments on the insurance market’s perception of the risks associated with the civilian operation of ex-military aircraft. Nigel stressed that his comments were a personal view. He indicated that the insurance market had tightened, as aviation insurance had not covered its costs in recent years. Underwriters tended to look at the financial bottom line and did not delve deeply into the competence of individual pilots. Moreover, insurers would proceed on the understanding that the applicant’s organisation was in compliance with all relevant regulations and requirements: they would not double check, for example, an operator’s risk-management system.</p> <p>12.2. <u>Scampton Development.</u> Oliver Wheeldon briefed the meeting that the RAF had now decided to retain the airspace overhead Scampton for Red Arrows practice, after the airfield itself closed and the Reds moved to Waddington. Consequently, redevelopment of the site for housing or as a civilian airfield was not feasible. He explained that he and colleagues had formed a consortium, which was negotiating with the council on proposals for heritage use of the site. He offered to provide a confidential briefing to the committee, with a view to exploring what the HAA might be able to contribute to the plans. Lawrence Hawthorn welcomed the offer and stressed that, whilst the HAA would not be able to take a financial stake in the project, we might wish to act as a champion, lending our support and influence. Oliver agreed to circulate a confidential summary of the proposals and to subsequently brief the committee on the details and opportunities for HAA engagement and circulate the trustee role profile they wish to fill.</p>	<p>Oliver Wheeldon</p>

<p>12.3 <u>Symposium</u>. The symposium had not been placed on the agenda for this meeting, but was clearly a key topic for the HAA. It was agreed that the risks to holding such a major event were still significant, despite the recent relaxation of the Covid-19 lockdown. Two<u>Three</u> speakers had been confirmed (Michael Fopp, <u>Matt Jones</u> and David Cyster). Additionally, Lawrence Hawthorn reported that, as agreed at the last meeting, he had approached Navy Wings: they had agreed to provide a speaker, whose name would be confirmed in due course. Allan Vogel agreed to liaise with the RAF Museum, to seek their view on the feasibility of proceeding with the current plans, including the practicality of social distancing in the Museum's lecture theatre. Moreover, with the mature demographic of HAA members and guests, it was far from clear whether we would attract a viable turnout. It was agreed that we would set a cut-off date, by which a GO/NO GO decision would be made and that, until then, we would proceed on the understanding that the symposium would be held at Hendon on Sat 31st October. Andrew Smith would lead a sub-committee of Allan Vogel, Steve Slater and Howard Cook to make recommendations to the Management Committee by the next meeting.</p>	<p>Lawrence Hawthorn Allan Vogel</p> <p>Andrew Smith Allan Vogel Howard Cook Steve Slater</p>
<p><u>Date of Next Meeting</u></p> <p>In order to maintain momentum on the recent initiatives and to monitor progress on the current actions, it was agreed that the committee should meet monthly in future. The next meeting would be held on Wed 12th August, at the usual time of 18:30.</p>	
<p><u>Chairman's Closing Remarks</u></p> <p>Lawrence Hawthorn expressed his grateful thanks to the committee for their active contribution to what had been a very full meeting. He stressed that we were currently working through a hard phase, but expressed the view that the committee had proved itself as a decision making forum: we now needed to put those decisions into action.</p>	

Lawrence Hawthorn
Acting Chairman

Malcolm Ward
Acting Secretary

The dates for forthcoming events are as follows. All meetings (unless otherwise detailed) start at 18:30. The intention is to alternate face to face meetings with teleconference meetings:-

<i>Meeting</i>	<i>12th August 2020</i>
<i>Meeting</i>	<i>2nd September 2020</i>
<i>Teleconference</i>	<i>7th October 2020</i>
<i>Annual Symposium, RAF Museum Hendon</i>	<i>31st October 2020</i>
<i>Committee Meeting & Christmas Dinner</i>	<i>9th December 2020*</i>

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