

DRAFT

Historic Aircraft Association



**MINUTES OF THE HISTORIC AIRCRAFT ASSOCIATION
MANAGEMENT COMMITTEE MEETING HELD VIA TELECONFERENCE
ON WEDNESDAY 12th August 2020 AT 18:30 HOURS**

Participants

Sir Gerald Howarth	President
Wally Epton	Chairman
Lawrence Hawthorn	Commercial
Stephen Crocker	Representation
Howard Cook	Trophies
Toni Hunter	Membership
Tim Scorer	Hon. Legal Adviser
Andy Smith	PR Officer
Taff Stone	Engineering
Barry Tempest	Vice President
Allan Vogel	Committee Member
Malcolm Ward	Treasurer
Gerhardt Ekermans	Treasurer Designate
Tim Elkins	Secretary

	<u>Action</u> <u>party/parties</u>
<u>Chairman's Opening Remarks</u> The Chairman welcomed participants to the meeting.	

<u>Item 1. - Apologies for Absence</u> Apologies for absence had been received from: Steve Slater (Committee Member) Oliver Wheeldon (Ops) Nigel Foster (Hon Insurance Adviser: Richie Piper (Webmaster) and Prof Mike Bagshaw (Hon. Medical Adviser).	
<u>Item 2. - Minutes of the Last Meeting and Matters Arising</u> 2.1. <u>Previous Minutes.</u> The draft minutes of the meeting of the Management Committee held on 8th July 2020 via teleconference were approved.	

D R A F T

<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>Due to the continuing pandemic it was agreed that the Flying Forum could not reasonably be held this year and the next event would be in 2021.</p> <p>The Annual Meeting also could not reasonably be arranged as a traditional meeting and in accordance with the minutes of the last meeting and the update note sent to members after the last meeting, would as an exceptional case, have to be held remotely via “Zoom”. The HAA Rules require that members be given not less than three months notice of the meeting. It was felt that this would delay a meeting beyond where the MC and the membership would wish. Again as current circumstances are exceptional Tim Scorer advised that a shorter period of say two months would be acceptable. It was agreed that the Annual Meeting via “Zoom” would be held on the date originally planned for the Symposium ie Saturday 31st October 2020. A time of 10.00am was agreed.</p> <p>Tim Scorer and the Secretary were requested to prepare the appropriate notices and agenda for the meeting. The Reports of the Chairman, Treasurer and Secretary should be emailed to the membership in advance of the meeting.</p>	<p style="text-align: right; color: red;">Tim Scorer Secretary</p>
<p><u>Item 4. – Symposium 2020 Preparations</u></p> <p>Allan Vogel reported that the RAF Museum at Hendon has confirmed that they could only accommodate up to 30 people due to Social Distancing and there could be no food or sit down meal provided. In the light of this it was decided that it was impractical for the event to proceed this year. The Chairman confirmed that he would write accordingly to the Speakers and Sponsors. The Secretary will confirm our cancellation to the Museum and ask Richie Piper to make the appropriate note on the website.</p>	<p style="text-align: right; color: red;">The Chairman Secretary</p>
<p><u>Item 5. – Constitution/Governance Update</u></p> <p>Various matters needed to be discussed. A wide ranging debate ensued and is summarised as follows:</p> <p>LH had emailed the Management Committee asking that the roles of the President and Vice President be better defined. He felt that the MC lacked clarity on communication and roles generally. The President and Vice President cannot be effectively supported in the absence of clarity.</p> <p>TS reported that he was working on updating the HAA Rules as he had been requested to do and further had been liaising with LH with regard to prescribing roles in the Association</p> <p>Both TS and LH raised concerns about a matter which had been the subject of emails to the MC sent prior to this meeting by Steve Slater, Professor Mike Bagshaw and Nigel Foster re SAM, and a letter sent by Sir Gerald to Stephen Hillier the incoming Chair of the CAA the response to which had been circulated to the MC on the date of this meeting. LH had twofold concerns, first that any letter sent on behalf of the HAA should have the prior approval of the MC and should only be written on behalf of the HAA and not other bodies ie don't mix representations when dealing with organisations such as the CAA. Secondly that SAM had been promoted by the HAA for some time but it must be recognized that it wasn't current HAA policy to pursue it. The CAA response confirms that SAM is not going to happen in the short term. We should focus on our internal set up and be a united effective team and aim to create a strong diverse membership and robust revenue</p>	<p style="text-align: right; color: red;">Tim Scorer</p>

DRAFT

<p>which are our two current weaknesses.</p> <p>Sir Gerald responded that he had written to the new CAA Chair as he had know him for years and as a lifetime RAF career officer he should be made aware of GA concerns. Sir Gerald felt that the response elicited had been positive and indeed better than anticipated. The CAA is facing a meltdown in the airline and travel industries and are taking back responsibility from EASA so GA is not going to be a priority for their senior management, and our interests and concerns need to be promoted to them regularly. As President Sir Gerald felt he had authority to write to the CAA representing the interests of the HAA.</p> <p>LH responded that it is a communication issue and no criticism of Sir Gerald was intended, but it comes back to the issue of tightening Governance. LH said his reading of the CAA letter was that it seemed to point us towards a tie up with the LAA on seeking increased regulatory responsibility.</p> <p>The Chairman indicated that he was comfortable with information being fed back to the MC, and for his part had promoted SAM at the last APPG GA HWG meeting as while it is on the “back burner” that does not mean that the HAA should not work on readying itself for when it is deemed right to openly pursue SAM again as and when that may arise. It should be kept simmering and worked on/reviewed ready for when it can be actively promoted.</p> <p>The Treasurer stated that there are a dichotomy of views: our exposition of SAM has not changed but the world has moved on – and not just in the aftermath of Shoreham. Is information being provided to the APPG in the HAA’s name which has not been cleared by the HAA? It’s a question of cart before horse. We need to internally approve our strategy and speak with a common voice.</p> <p>Sir Gerald commented that Stephen Hillier was appointed personally by Grant Schapps, and again the CAA has a myriad of daunting tasks to be undertaken under public scrutiny, and the HAA needs to review it’s appetite to push on the door Stephen Hillier has offered.</p> <p>LH proposed a Planning and Strategy meeting to be held as an all day affair. To build credibility the HAA must come up with stress tested solutions to take to the regulator. Commercial operators want a trade body that can represent the community across a broad spectrum.</p> <p>Stephen Crocker felt that while the MC prevaricates the membership is drifting away. The HAA needs to get out and generate members and revenue, it is after all a membership organisation. Rather than reviewing the Rules the priority should be to drawing up a selection of vital bullet points and pursuing them.</p> <p>LH referred back to a Planning and Strategy day and said that SAM would be a component of that.</p> <p>The possibility of holding a P and S day at Gloucester Airport was raised. The Secretary was asked to investigate and make the necessary arrangements.</p>	<p>Secretary</p>
<p><u>Item 6. – APPG Proposed Heritage Aircraft Register.</u></p> <p>Following the publication of the APPG plan proposing the creation of a Register of Historic Aircraft, the Chairman reported on his attendance at a recent meeting of the APPG GA Heritage Aircraft Working Group. Robert Pleming (APPG GA HWG Chair) and John Brown (IWM) had rather taken the wind out of the HAA’s sails and are progressing with the creation of a register via the IWM. This does take it out of HAA hands before the Association had had a chance to consider and formulate any proposal. Lawrence Hawthorn pointed out that this should be core HAA territory and</p>	

DRAFT

suggested that the IWM be approached with an offer to host the register and to work with them, as much of the relevant expertise lies with the HAA.

Andy Smith pointed out that there was nothing preventing the Association from creating its own register, and it would in the main involve collating information that was readily available. Stephen Crocker advised that he would like this to be added to the strategy plan and Lawrence Hawthorn added that a register would get people talking and form a focus. The HAA is a natural home for it and we really should host or at least co-host.

The Chairman agreed to go back to Robert Fleming and press for maximum HAA involvement.

The Chairman

Item 7. – Navy Wings Proposed Liason

Following on from his report at the last meeting, LH expanded on his discussions with NW. The HAA needs to engage with the industry and see if they genuinely would welcome the HAA as a trade body. The approach to NW had been very much a trial. The upshot is that NW have been very receptive and supportive of the idea of the HAA becoming more of a formal trade body. LH will have similar discussions with other stakeholders. He had arranged a conference call with NW involving Taff Stone and Oliver Wheeldon at which NW were asked for a note of their main issues/concerns. It was a productive meeting. NW clearly want to work with us and will be contributing material for the newsletter

NW's biggest challenge is not to be underestimated, they have a funding requirement of £15m per annum, and now they are outside the Navy have an income of £4m leaving a major shortfall to be filled by corporate sponsorship largely. LH has prepared a paper re sponsorship to hopefully assist.

It was mentioned that there might be a benefit in Sir Gerald writing to the Navy re increasing their funding (which he indicated he would be happy to do) as this would add some third party perspective and LH will put this to NW and seek their consent. Sir Gerald added that the RAF fund the Red Arrows and the BBMF, but the Army and Navy don't do anything similar and he will be happy to add his weight to the argument.

LH went on to say that on the engineering side, NW are having to manage expectations as to which aircraft they can continue to maintain as airworthy. There may be mileage in creating an HAA panel of engineering specialists and heritage operators with a view to enabling future parts manufacture approvals under the aegis of the HAA in the style of the LAA approvals for Permit Aircraft.

Stephen Crocker made the point that this is covered in the SAM documentation and had already happened /been approved in Australia.

Sir Gerald pointed out that the stumbling block in the immediate future is the nervousness of the CAA generally and in particular the lack of any legal process of absolving the liability of OEM companies (eg Rolls Royce) who currently will not approve any such manufacture.

LH suggested the creation of a panel of say 10 experts as it will add credibility in any future proposal if such a body actually already exists. The HAA needs a plan to create and then test the problems.

The Chairman pointed out that the SAM proposed structure included a "Maintenance Review Board"

Sir Gerald advised that the HAA could be in the van of creating a new

Lawrence
Hawthorn

Sir Gerald
Howath
Tim Scorer

D R A F T

<p>responsibility system and both he and Tim Scorer offered to investigate the US model of capping OEM liability, which had been necessitated by the volume and cost of GA based litigation in the 1970's and 80's.</p>	
<p><u>Item 8. – Membership Mailing System update/MC BCC mailing decision</u></p> <p>Toni Hunter reported that the new 365 System was up and running and any teething problems should be reported to her. TH indicated that she had been tasked, together with Howard Cook and Allan Vogel, with improving membership numbers. A precursor is to understand what we can offer and to decide who we want as members. Organisations, owners or enthusiast? Ideally we want all three but what can we offer each goes to the crux of the problem. TH HC and AV will canvas the membership and LH suggested a survey in the next newsletter which is already being considered.</p>	<p>Toni Hunter Howard Cook Allan Vogel</p>
<p><u>Item 9. – Updates on Routine Business</u></p> <p><u>9.1 Financial Update</u></p> <p>The Treasurer reported that there had been no significant change since the last meeting.</p> <p><u>9.2 Membership Update</u></p> <p>As per 8 above.</p> <p><u>9.3. Visits</u></p> <p>No report</p> <p><u>9.4 PR and Newsletter</u></p> <p>Andy Smith reported that he was planning a “bumper” newsletter to celebrate the 40th Anniversary of the HAA. To be in A4 glossy format with 24 or more pages. He is getting good content submitted but as always more is welcome.</p> <p><u>9.5 Website.</u></p> <p>No report from Richie Piper who had had to tender his apologies for absence. LH requested that the website be “tidied up” The Treasurer confirmed that there were problems with the website contractor who had been tasked to do work that hadn't yet been done, and his input is needed to update the site. If needbe TS will send a letter.</p> <p><u>9.6 Trophies</u></p> <p>Howard Cook confirmed that due to the pandemic and the cancelling of both the Flying Forum and Symposium, that neither of the HAA Trophies would</p>	<p>Toni Hunter</p> <p>Treasurer Membership Sec</p> <p>Toni Hunter</p>

D R A F T

be awarded this year in line with other organisations.	
<p><u>Item 10. – AOB</u></p> <p><u>10.1 CAP 1395 SSAC</u></p> <p>The CAA has recently issued a consultation on updating the SSAC regulations set out in CAP 1395. TS volunteered to draft a response and will speak to Keith Perkins at Aerolegends, plus LH will canvas his contacts to see what our input should be in the light of SSAC operators concerns/needs. SC pointed out that the CAA had largely lifted the SSAC regulations from the HAA SAM proposal.</p> <p><u>10.2 Next meeting</u></p> <p>It was agreed that the next meeting should be as planned a “face to face” one at White Waltham on 2nd September 2020 at 18.30 hrs subject to WW being able to accommodate us. The Secretary will make the necessary arrangements.</p>	<p>Tim Scorer Lawrence Hawthorn</p> <p>Secretary</p>

Wally Epton
Chairman

Tim Elkins
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>2nd September 2020</i>
<i>Teleconference</i>	<i>7th 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.*