

MINUTES OF THE HISTORIC AIRCRAFT ASSOCIATION
COUNCIL MEETING
HELD AT THE WEST LONDON AERO CLUB,
TUESDAY 25TH JULY 2006 AT 18.30 HOURS.

1. Present

Wally Epton	Chairman
Peter Thorn	
Keith Sissons	
Mike Vaisey	
Dennis Neville	
Barry Tempest	
Russell Mason	acting Secretary

2. Apologies

Darrol Stinton	
Rick Peacock-Edwards	
Sir John Allison	President
Colin Dodds	Vice Chairman
Ken Peters	Treasurer
Stuart Powney	Secretary

3. Review of the minutes of Council Meeting of 16th May 2006

The minutes were reviewed and considered an acceptable record of the meeting.

4. Matters arising

The Chairman voiced his thanks to Keith Sissons for his work in notifying magazines of the forthcoming Symposium.

Barry Tempest highlighted the recent article in the AOPA magazine 'General Aviation' with respect to the proposal of Europe-wide security background checks on all pilots and trainee pilots. No other members of the Council expressed any additional knowledge further to the AOPA article but obviously developments would be awaited before any official comment / action from HAA. Either way such an edict - if enforced - would affect all pilots.

Barry Tempest also reported that the CAA would now seem to be undertaking insurance ramp checks on aircraft owners/pilots, with a number of groundings recently known to have taken place with parties who did not possess suitable paperwork – you we have been warned!

Ties – The Chairman advised that these were now 'in transit' from the manufacturer and are expected to be available from the beginning of 3rd Quarter 2006. Final price has yet to be decided but will be established by the Chairman and Treasurer by the next Council meeting.

Action: Ken Peters and Wally Epton

Gipsy Major engine status – Mike Vaisey advised that the comment in the last Council Meeting notes from Ken Peters that that no further CAA action is taking place on this matter, is actually now not quite correct following another recent Gipsy Major crank failure in March 2006 involving a Chipmunk at Prestwick. This incident – thankfully non-fatal – is still subject to AAIB investigation and also involves Vintech's local CAA surveyor thus Vintech are monitoring the matter closely in association with the official Type Approval holder DH Support along with AAIB / CAA. Mike advised that the failure was in the same place as the previous failures but not down to corrosion but seemingly fatigue arising from a pitting node.

Action: Mike Vaisey

Auster family – Barry Tempest advised that there still had been no decision as to the Type Approval holder for the Auster lineage. Over 90% of owners wish for the type to go on to a permit but the CAA would clearly prefer the type to remain on full C of A's. Dennis Neville advised that DH Support had now agreed to take on the Type Approval for the Jackaroo thus eliminating another 'orphan' type.

EASA - Barry Tempest advised that EASA's extension in to FCL and Ops had now reached working group stage. Bill Taylor sits on the Engineering Working Group and the results of the Working Group's deliberations will 'shortly' be going out to consultation. Within these it is believed there is a suggestion that 'non-complex' aircraft will be defined as those below 5700kg, but this was considered too high by the Working Group members and further 'breaks' should be made at 2000kg and 750kg with decreasing regulation according to category.

CAA – Barry Tempest advised that the Light Aviation Airport Steering Group consultation is now available on the CAA website for review, with the next matter for this group to address being the limitation of flight training at licensed aerodromes only. Also now available is the results of the CAA Strategic and Regulatory review of General Aviation (all 171 pages of it – so be warned don't print it out!). Barry advised that one of the results of this review was the intention of the CAA to set up an 'Issues Log' on their website for agencies to log items/matters of concern with the CAA.

Display Authorisations – The Chairman outlined his belief, along with that of our President, that it must be a near-term aim of the HAA to wrest control back from the CAA of the issuing of DA's for the historic aviation sector. Accordingly he considered that a feasibility study should be produced to reflect this intention – including pros and cons – and then posted on the new CAA 'Issues Log'. To this end the Chairman proposed setting up a separate Working Group comprising of Colin Dodds, Rick Peacock-Edwards, Barry Tempest and himself to put together such a document for the 4th Quarter 2006 and also to allow it to be discussed as a topic at the HAA Symposium. Barry Tempest suggested that there may be a problem with the number of other organisations who may wish to undertake a similar task for their sector of display flying and in this context the Chairman recommended that full liaison be made with other such organisations as necessary.

Action: The Chairman

Mode S – consultation of this matter on the CAA website is open until the end of August. It was considered that whilst the safety argument was difficult to dispute with the recorded substantial increase in infringements of restricted airspace by GA aircraft of all sorts, this would seem to be another legislation being imposed before the ‘right equipment at the right cost’ was available to the GA community. All are encouraged to make measured representations on the CAA website accordingly.

Action: All

5. Symposium

Reference to the previous minutes should be made in respect of actions still outstanding to be undertaken by various parties. Pete Thorn had yet to make contact with John Farley as was the case with Russell Mason and Transair – Mike Vaisey advised that he may have a contact with Transair that he could tap. Keith Sissons recommended that in the forum discussion period, a member of the CAA be available to provide an update on the development of current regulations in display flying minima, and this was endorsed by the Chairman. Additionally the aforementioned discussion on DA’s was considered another item for this area of the day. The Chairman will approach Gulfstream with regard to sponsorship.

Action: All Council Members

NOTE: Pete Thorn has made contact with John Farley since the meeting, and he has accepted the invitation to speak at the Symposium.

6. Website

The Chairman advised that the site is now in place but the structure is still to be fully built – but that there is a good bank of pictures ready for inclusion.

Action: The Chairman & Treasurer

7. Classic Jet Operators Association

The Chairman advised that this association wished to come alongside the HAA and, as with the VAC, appoint a representative on to the HAA Council. Council endorsed this as being a constructive development as all such associations should be working together. In light of this discussion was held with respect to holding the next Council meeting at an alternative location and this may be Leicester, Wellsbourne Mountford or Coventry.

Action: The Chairman

8. AOB

Peter Thorn advised that he had a new email address which he would appreciate all to note – peter4thorn@btinternet.com

Date of next meeting 19th September 2006 at location to be advised.