

**MINUTES OF THE HISTORIC AIRCRAFT ASSOCIATION  
ANNUAL MEETING 2015  
HELD AT THE SHUTTLEWORTH TRUST, OLD WARDEN  
ON SUNDAY 29<sup>th</sup> MARCH 2015 AT 10.30 hrs.**

**PRESENT**

Rick Peacock-Edwards (President)  
Wally Epton (Chairman)  
Colin Dodds (Deputy Chairman)  
Russell Mason (Secretary)  
Wendy Hinchcliffe (Membership Sec)  
Andrew Smith (PR/Media Sec)  
Dodge Bailey  
Chris Bond  
Steve Bohill-Smith  
John Broad (VAC & LAA)  
Howard Cook  
Dave Reid  
Martin de la Harpe  
Chris Royle  
John Farley (VP)  
Bill Fisher  
Dennis Baldry  
Andrew Edmondson  
Max Hore  
Roger Hinchcliffe  
Martin Daniell  
Richard Piper  
Steve Le Vien  
Bill Taylor  
Jim Munro  
Dennis Neville  
Desmond Penrose  
Jeremy Pratt  
Barry Tempest  
Matt Wood  
Austin Trueman  
Malcolm Ward  
Nigel Foster  
Hazel Foster

Also in attendance

John Penney  
Heather Penney  
Val Bramley

**APOLOGIES**

Ken Peters (Treasurer)  
Tim Scorer (Hon. Legal)  
Martin Slater (CJOA)  
Steve Slater (VAC)  
Neil McCarthy  
Eric Steenson  
Anne Hughes  
Roger Mills  
Richard Clarkson  
Thomas Clarkson  
Frank Chapman  
Keith Dennison  
Chris Rees  
Dick Bishop  
Hamish Monro  
Martin Holloway  
Peter Bailey  
Robert Pleming  
David Ogilvy  
Bob Harding  
Tony Morris  
Barton Wild  
Mike Vaisey  
Bruce Hutton  
Graham Boyle  
Chris Thompson  
Dewi Williams

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 27 apologies for absence, these being listed above. The Chairman specifically passed on the apologies of the Treasurer and the Hon Legal Adviser Tim Scorer.

## **3. REVIEW OF ANNUAL MEETING 2014 MINUTES AND MATTERS ARISING**

The minutes and matters arising of the 2014 Annual Meeting were reviewed, and there were no matters arising.

The Chairman moved the minutes for acceptance.

Proposed by Desmond Penrose

Seconded by Chris Royle

Carried unanimously by the meeting.

## **4. THE CHAIRMAN'S REPORT**

### **HISTORIC AIRCRAFT ASSOCIATION**

#### **ANNUAL MEETING 2015: CHAIRMAN'S REPORT**

It is my pleasure and privilege to report that we have had an interesting year where we have been part of a new approach to the regulation of GA and in particular historic aviation in the UK. Leading up to last year's Annual Meeting your Council had taken the decision in December 2013 to pursue the Australian model of Self-Administration as far as possible because it was considered to provide the best opportunity of bringing about rapid change to the way oversight was provided to the industry.

At that time we were already set upon a course of solving a whole raft of regulatory burdens that were costing the UK industry time and money. We had largely been dealing with Airworthiness issues when the CAA sent us two clear signals.

You may recall that prior to the Annual Meeting & Flying Forum last March the CAA had made an announcement in November 2013 that:

"The CAA was committed to delivering a program of culture change, deregulation and self-regulation, moving towards a model of supporting compliance rather than policing regulations, enhanced transparency, better value for money, and allowing the GA sector itself to take on more responsibilities for ensuring safety.

The CAA would lead a series of workshops with the sector which would identify further areas for either full de-regulation or contestability including the delegation of responsibilities, for example to professional associations as appropriate."

At about the same time the CAA GA Strategy Manager suggested that the HAA should consider with all seriousness the Australian system of Self-Administration for historic aircraft under delegated powers.

Those two signals were a pretty strong indication that the CAA were prepared to make monumental changes to the way GA and in particular historic aircraft were managed. It would have been naïve of your Council to have ignored them. So we set to work and within a short space of time thanks to being able to crib from the Aussies with Steve Crocker's help, we produced our Statement of Intent. This was submitted to the newly formed CAA GA Unit led by

its new Manager Tony Rapson. It said basically that we would provide the oversight services to the industry under delegated authority.

Workshop meetings were set up the first being held in June of last year. It was clear from the outset that whilst the Manager of the GA Unit wanted to make progress there were mixed views from the staff of the CAA. Until quite recently this was the situation that prevailed. The senior managers were keen to get on with Self-Admin but their staff were less than enthusiastic.

There was also skepticism within the historic aircraft industry. There were operators who had been through some painful times getting the approvals they needed to get their aircraft into the air. These operators had paid good money to achieve the approvals and privileges they had obtained over long periods of gestation. It was therefore understandable that there were doubts about the merit of the HAA taking on Self-Admin and "SAM" was not embraced enthusiastically by all at the outset, and it still has a way to go yet.

The SAM Working Group strived to move this project forward during the past months, and with the appointment of Tony Rapson's new GA Policy & Strategy Delivery Senior Manager, Brian Hamilton progress looked promising. However the meetings did not prove to be as fruitful as hoped, and it was apparent that the resilience of the HAA to take on SAM was being questioned by both airworthiness and flight operations staff in the CAA.

At a recent high-level meeting called by Sir Gerald Howarth MP on behalf of the RT Hon Grant Shapps the senior executive of the HAA met with the senior executives of the CAA. In a straight talking session chaired by Sir Gerald I am pleased to report that the CEO CAA Andrew Haines made it quite clear that he wanted to delegate the authority to the HAA to undertake Self-Administration. He also reassured us that the CAA would work with the HAA to satisfy the requirements of competency, resilience, and commercial robustness that were necessary for the grant of delegated authority. This means that this work can go forward with renewed vigour. I shall soon be announcing a re-structuring of the HAA SAM Working Group to accomplish the tasks with members who have the expertise required to address the operations and airworthiness issues. We will of course be backed up in this work by our Hon Advisors of the legal, insurance and medical professions. Their expert advice as always is very much appreciated and I thank our Honorary advisors for their continuing support.

During the past year your Council have continued to provide sterling support in working towards the protection and promotion of the interests of all historic aircraft enthusiasts whether they be owners, operators, restorers, renovators, maintainers or people who are passionate about our heritage aircraft in this country. I may be guilty of repetition by issuing this message each year, but I am most grateful on behalf of the wider membership to say how much we all appreciate the support the Council gives to the HAA. How they maintain their enthusiasm and passion for this sector of General Aviation in the face of all the difficulties we come up against I just do not know. I continue to admire each and every member of our voluntary Council for the time and energy they put into this Association. Such dedication needs to be recognized and appreciated by the whole of the historic aviation community, because the members of Council are in the main not doing it to protect their own vested interests, but are largely putting in the effort for the benefit of all.

In mentioning some of those members of Council a big vote of thanks should go to our retiring Secretary Russell Mason who has done a truly magnificent job in reporting accurately on our meetings and activities. All of the minutes and reports are published on the HAA website so if you doubt my praise of Russell's contribution you only have to read his work yourself, and you will see what I mean. I wish his successor all the very best in keeping up the high standards Russell has set.

Without our Treasurer the HAA accounts would not be where they are today. I am grateful to Ken Peters in keeping the accounts in order, and indeed I am grateful too for the support our Membership Secretary Wendy Hinchcliffe provides in keeping our members on board. As many of you are aware our PR/Media Council member Andy Smith provides our Newsletter and other media coverage as well as organizing several "behind the scenes" visits each year. These visits are very popular and Andy does a great job putting them together.

Our Honorary Advisors team is being strengthened further with the offer from Nigel Foster of Haywards to join us as an additional Insurance Advisor. This means we will have two doctors, two insurance advisors and Tim Scorer as our Legal Advisor. Perhaps Tim would welcome some support from another lawyer to complete the pair's concept that we seem to have developed. Any volunteers? We are very grateful for the expertise of our Honorary Advisors in providing free advice to our Council. They are also available to members who might need expert consultation but remember this cannot always be freely given!

Last year's Symposium at the RAF Museum was once again a huge success and whilst there is a team of Council members who make it happen, I want to mention Chris Royle who co-ordinates the planning and execution of not just the Symposium but also our annual Spring Conference at Duxford. We are also grateful to the Directors of the RAF Museum Hendon and the IWM Duxford for their support in permitting these events to take place in their prestigious historic aircraft centres of excellence.

A question that arose in Council during the past year was that of 'value-for-money' in the regular donations we make to other aviation organisations who are our allies. After much deliberation the Council considered that continued membership of the European Federation of Light, Experimental and Vintage Aircraft was no longer beneficial. It is important that the historic aircraft community has a voice in Europe but Council considered representation through EFLEVA had proved to be not relevant to our UK activities. Council therefore cancelled the HAA membership on the basis that we could continue to gain access to EASA regulatory bodies and committees through the good office of the European AOPA representative. As the HAA is a contributor to AOPA, and many HAA members are also members of AOPA, Council felt that our alliance with AOPA UK provided the representation in Europe that we needed at a reasonable cost.

Recently as part of the SAM project we set up the Historic Aircraft Industry Support CLG (limited by guarantee) as the vehicle that could be used in the future to launch the commercial activities of SAM. Thanks to Bill Fisher for making all the Companies House arrangements, our new limited company is registered and has a London address at the HQ of AOPA in Cambridge Street.

There will be separate reports on our two trophies that we now present each year, but as your Chairman I was delighted that the first recipient of the Darrol Stinton Memorial Trophy during 2014 was David Ogilvy, and that this year we are at last recognizing the fantastic contributions made to historic aircraft engineering by the Aircraft Restoration Company at Duxford. These trophies to be presented each year mean we now have established a pattern of recognition of both individuals, and groups for their contributions to keeping historic aircraft in the air.

In conclusion, 2014/15 has been an eventful year with huge culture change at the CAA and gradual culture change within the historic aircraft world here in the UK. The promise of SAM is set to revolutionize the way we do business in the near future. It will provide the opportunity for members of the general public to get closer to heritage aeroplanes and fly in them. This accomplishment alone is going to be a major achievement and the HAA is set to take the lead, providing its membership is prepared to take it on. There is still a great deal to be done, and above all we have an immense task of getting people in this industry to fully understand the benefits that membership of the HAA can bring in the future.

THE HAA HAS AGAIN HAD A GOOD YEAR AND HAS TAKEN GREAT STRIDES FORWARD FOR THE FUTURE – AS EVER – FLYING NEVER STANDS STILL AND WE WILL MANAGE IT OURSELVES, GIVEN THE CHANCE AND WITH THE DETERMINATION OF ALL HISTORIC AIRCRAFT STAKEHOLDERS.

I am now very happy to take any questions.

Wally Epton  
Chairman  
HAA

March 2015

The Chairman's report was moved for acceptance.

Proposed by: Richard Piper

Seconded by: Howard Cook

Carried unanimously by the members present.

## **5. THE SECRETARY'S REPORT**

### **HAA Secretary's Report 2015**

Vice Presidents, Chairman, Ladies and Gentlemen.

As the Chairman recorded earlier, 2014 was another interesting year for the HAA, with the Symposium as a highlight once more, including our highest ever attendance. Unfortunately I could not enjoy it, as I had to depart before the commencement of the day's events to finalise arrangements back at home for a large party of my own - something to do with my recent wedding but I digress....!

The Treasurer's report will record the financial details of the Symposium, but from a cultural point of view, most considered it one of the best we have arranged. With a leaning towards the anniversary of the commencement of the Great War, Russell Savory recalled the story of Stow Maries and the on-going challenges of restoring an airfield to its former glory - as against an aircraft that we more commonly hear about; Steve Slater recalled the interesting early days of the RFC's deployment to France; Shuttleworth's very own Dodge Bailey provided a fascinating insight into flying these frail but challenging machines and finally Paul Beaver recalled the exploits of the airborne assault glider squadrons during WWII, ably assisted by a gent who had been there and taken part, Horsa glider pilot Peter Clarke, who patently left a lasting impression on - what I am told - was an enraptured audience. All credit to the organising committee led by so ably by Chris Royle.

Also big thank you is due to our various sponsors and event supporters, without whom the Symposium would not be possible and who of course defray the not insubstantial costs of the event - namely Vintage Engine Technology, Vauxhall Motors, Hayward Aviation Ltd, Cranfield Aerospace and WJE Associates - we will do all we can to keep them on board for the 2015 extravaganza!

The past year has seen the HAA continue to organise its 'Behind the Scenes' visits to aviation establishments with two visits to Aircraft Restoration Company's premises and a summer visit to Vintech's engine shop at Little Gransden - thanks to John Romain and Mike Vaisey respectively for facilitating these events, and their colleagues for accepting the disruption to their working day! Our thanks to Press & PR representative, Andy Smith for organising these visits and also for his excellent Newsletters.

Wendy Hinchcliffe continues to ably control our Membership activities and her endeavours have seen an encouraging growth in our Membership numbers in the past year; which have now reached just over 200 and continue to creep up.

We currently have 7 x Honorary Vice-Presidents; 2 x Honorary Medical Advisors - Professor Mike Bagshaw and Dr Brian Wallace; 2 x Honorary Insurance Advisors - myself and the soon to be appointed (hopefully), Nigel Foster, and finally 1 x Honorary Legal Advisor - Tim Scorer.

Renewals are starting to come in and Wendy will be more than happy to take any subs, either by cash or cheque today! We gratefully appreciate all your endeavours on this front Wendy!

As this is the final Annual Meeting that I will attend in the role of Secretary, I wish to offer a special vote of thanks to all my colleagues on Council for their, and especially the Chairman's, continued support and encouragement during my tenure in the job. However, I am pleased to say that I believe we have found a most able replacement - who we will formally introduce shortly - to continue and develop this key post for the HAA.

These are interesting and at the same time challenging times for the HAA and our wholesale direction and ethos could forever be altered in the coming 12 months as the sceptre of Self Administration dictates our hand. However, I wish to add a word of caution to those involved in this process - it is absolutely essential that we carry the current and future membership with us on this journey; we must listen and take on-board all divergent voices even if they are not what we wish to hear; make sure that the goal we wish to realise is to the benefit of the majority - it therefore must be attainable, marketable, within our resources and as cost neutral as possible - failure to embrace these objectives could have long lasting impact on the HAA both in its near and long-term future. This process clearly needs strong leadership and I do believe we most certainly have that in current Chairman but I remind all that this remains a democratic Association paid for and set up to the benefit of the Membership.

So after seven years of taking and writing up the Minutes and four years as Secretary I consider I leave the role in as good-a-shape as it was when it was handed over to me by my predecessor and fellow Plane Sailing Air Displays colleague, Stuart Powney. It has been a pleasure (most of the time!) undertaking the tasks I have been handed and I will continue to be a member of Council and Insurance Advisor when required but due to greater work commitments I am afraid my attendance will not be so frequent.

Many thanks to you all.

Russell Mason  
Secretary HAA

March 2015

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

Proposed by: Chris Royle

Seconded by: Malcolm Ward

Carried unanimously by the members present.

## **6. THE TREASURER'S REPORT**

### **HAA Treasurer's Report 2015**

Firstly my apologies for not being with you today as the last minute change of date due to the CAA conference clashing with our plans for this Annual Meeting caused problems with my diary.

It has been a very busy year for us, ranging from the self-administration project, arranging unique visits, and yet another very successful Symposium. Notably we ended the year with the highest ever level of membership of over 200.

Financially, we are not aiming to be a profit making organisation and whilst we are reporting a small trading loss for the year we do have considerable reserves which we wish to put to good use by investing in the future opportunities for our organisation and for the benefit of our members, such as the highly subsidised Symposium. As stated before, our main income streams are membership subscriptions and the Symposium and nothing has changed. Membership is growing thanks to Wendy's sterling efforts, for which I thank her, but we need more if we are not to review the current modest subscription rate. The Symposium attracted our highest ever audience of over 160 needing a move to the Halton Room at the RAF Museum. Whilst our catering costs grew in line with numbers we were somewhat down on the level of sponsorship compared with the exceptional level of last year. Ideally we seek more sponsors particularly if we are to continue to offer a superb aviation day out including an excellent lunch at bargain prices. However, I would like to use this opportunity to thank those sponsors who did support us most generously particularly those that continue to do so over the years.

From an expenses perspective you will see we support several organisations with subscriptions and donations. Several like AOPA, GASCo and GAAC support us but you will see we have dropped EFLEVA from our portfolio as we felt it did not demonstrate value for our members. The Self Administration project not only takes up considerable amount of time and effort, most being carried out on purely a voluntary basis, there are significant constant travel expenses which need to be covered. These are likely to continue for some time until the project can become financially self-sufficient.

In summary, I would like to use this opportunity to thank all those that have supported us over the past year.

Thank You.

Ken Peters  
Treasurer

March 2015

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
Treasurer	Ken Peters
Membership Secretary	Wendy Hinchcliffe

Proposed - Howard Cook

Seconded - Dennis Neville

Carried unanimously by the members present

The resigning Secretary, Russell Mason, introduced his replacement to the Membership, current member Malcolm Ward and moved that he be inducted as the new Secretary as from 30<sup>th</sup> March 2015.

Proposed - Russell Mason  
Seconded - Dennis Neville  
Carried unanimously by the members present

Council members continuing to stand and act on behalf of the HAA until re-election in March **2018** are recorded hereunder and no Council members were recorded as standing down:-

John Broad (LAA rep)	John Farley	Bill Fisher
Dennis Neville	John Romain	Chris Royle (AOPA)
Martin Slater (CJOA)	Steve Slater (VAC)	Bill Taylor
Mike Vaisey	Roger Hinchcliffe	Dennis Neville

Proposed - Barry Tempest  
Seconded - Malcolm Ward  
Carried unanimously by the members present

Three new nominations for Council had been received as follows:

Andrew Edmondson  
Proposed by: Wally Epton  
Seconded by: Roger Hinchcliffe  
Carried unanimously by the members present.

Richard Piper  
Proposed by: Wally Epton  
Seconded by: Howard Cook  
Carried unanimously by the members present.

Steve Crocker  
Proposed by: Wally Epton  
Seconded by:  
Not carried by the members present thus not invited to Council.

## **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 / Nigel Foster (Haywards)
Honorary Medical Advisor	Prof. Michael Bagshaw / Dr Brian Wallace
Honorary Secretarial Assistant	Val Bramley

Proposed by: Richard Piper  
Seconded by: Roger Hinchcliffe  
Carried unanimously by the members present.

## **9. ANY OTHER BUSINESS.**

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



## 10. The Conrod Trophy presentation 2015.

Recipient - The Aircraft Restoration Company (ARC)

The Aircraft Restoration Company is the largest aero-engineering company, based at Duxford, which itself has a long history of operating aviation services. The company, managed by John Romain, has a wide range of current CAA Approvals which it has used for the restoration and maintenance of many historic aircraft, both airworthy and static, for museums, collections and private owners, both here in the UK and overseas.

Among the most recent restorations has been the only remaining Bristol Blenheim, which John Romain took to the air again only a short time ago, after a superb rebuild by the ARC team. Hopefully this aircraft will be seen at displays for years to come.

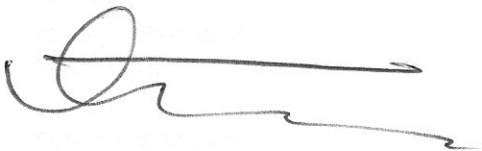
The list of aircraft for which the ARC team is responsible is of great interest to those in historic aviation. It includes several versions of Spitfire, a Hispano Buchon, a Harvard Mk4, Chipmunk, T28 Fennec and a superb DHC Beaver.

John Romain is not only an engineer, but a highly experienced historic aircraft pilot, with many hours flying on historic aircraft. He has for example, more than 500 hours at the controls of Spitfires alone. His leadership has brought the ARC to where it is today and they are a well deserved recipient of the Conrod Trophy 2015.

Unfortunately John Romain was not available to receive the Trophy at the Annual Meeting and instead the President will formally present the Trophy on the 22<sup>nd</sup> May to the whole ARC team. This will be in recognition of their dedication and commendable achievements with the wonderful restoration of classic British warbird aircraft.

The Chairman closed the Annual Meeting at 11:30 hrs

Minutes signed on this.....<sup>19th</sup>.....day of March 2016



Chairman



Secretary