



**MINUTES OF THE HISTORIC AIRCRAFT ASSOCIATION  
ANNUAL MEETING 2018  
HELD AT THE SHUTTLEWORTH TRUST, OLD WARDEN  
ON SUNDAY 22<sup>nd</sup> APRIL 2018 AT 10.30 hrs.**

**Members Present:**

Rick Peacock-Edwards (President)	Barry Tempest (Vice President)
Wally Epton (Chairman)	Colin Dodds (Deputy Chairman)
John Broad (Council Member)	Howard Cook (Trophies Member)
Andy Smith (PR & Newsletter)	Richie Piper (Webmaster)
Allan Vogel (Council Member)	Oliver Wheeldon (Ops Member)
Nigel Foster (Insurance Adviser)	Ian Atherton
George Bacon	James Black
Chris Bond	Mungo Chapman
Frank Cox	Martin Daniell
Andrew Edmondson	John Edwards
Sue Girdler	David Hawkins
Lawrence Hawthorn	Rob Hill
Max Hore	Anne Hughes
Toni Hunter	Tom Leaver
Steve LeVien	Russell Mason
Jim Munro	Rich Pillans
Stuart Powney	Paul Strickland
Taff Stone	Will Tomkins
Mike Vaisey	Lindsey Walton
Philip Whiteman	Matthew Whipp
Malcolm Ward (Secretary)	

**Also in Attendance:**

Melanie Bacon	Marion Edwards
Thea Walton	

**Apologies for Absence:**

Desmond Penrose (Vice President)	Prof Mike Bagshaw (Hon Med Adviser)
Tim Scorer (Hon Legal Adviser)	Jo Ayres (Visits Coordinator)
Peter Bailey	Dennis Baldry
Steve Bohill-Smith	Graham Boyle
Richard Clarkson	Stephen Crocker
James Dale	Keith Dennison
David-John Gibbs	Tony Morris
Roy Palmer	Robert Pleming
Paul Ross	Martin Slater
Steve Slater	Chris Thompson
Patrick Vanhamel	

## **1. CHAIRMAN'S OPENING REMARKS**

Capt Wally Epton opened the meeting by welcoming attendees to Old Warden; he expressed his thanks for the flexibility shown by HAA members in view of the short-notice change of date of the meeting. On behalf of the HAA, he thanked the Shuttleworth Trust for granting us the use of the Princess Charlotte Room for the Annual Meeting & Flying Forum and for generously allowing HAA members free access to view the Shuttleworth Collection.

## **2. APOLOGIES FOR ABSENCE**

The Secretary had received a total of 21 apologies for absence, these are listed above.

## **3. REVIEW OF ANNUAL MEETING 2017 MINUTES AND MATTERS ARISING**

The minutes of the 2017 Annual Meeting had been circulated to members for review; hard copies were provided at the meeting. No amendments or corrections were offered and there were no matters arising.

The Chairman moved the minutes for acceptance.

Proposed by John Broad.  
Seconded by Howard Cook.

Carried unanimously by the meeting.

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

The past year has been one of some considerable change in the organisation of your Association. The 2016/17 Strategic Review confirmed the overwhelming view that there was a need and relevance to the HAA today. The Strategic Review Task Force (SRTF) recommended that changes needed to be made if the Association was to be the "First Stop Shop" in the UK for historic aircraft owners, operators and continuing airworthiness and maintenance organisations.

The SRTF review identified that:

- The HAA should restore its position as the representative association of the historic aircraft community in the UK.
- The current Mission Statement ought to be modified to place greater emphasis on, and encompass both flight operations, and engineering of historic aircraft.
- Services to the historic aircraft community for flight operations and industry engineering, inclusive of continuing airworthiness should be the *raison d'être* of the HAA.
- There should be a new construct of the Association as proposed in the SRTF presentation at the 2017 AGM. There should be a management executive with 5

principal Teams or Working Groups dedicated to the various task functions as outlined in the new structure.

- The SRTF considered that whilst SAM had merit and could provide the historic aircraft community with many of the answers it sought, for the time being it had to be accepted that it was placed on hold since the CAA were not prepared to accept the concept.

I am pleased to report that the 2017/18 HAA Council have set about the task of re-organisation to meet the recommendations of the SRTF. The HAA Rules and Regulations have been updated. These revisions are to be presented at this year's AGM for membership acceptance. As you are probably all aware the website has been completely revamped and is more vibrant, interactive, and user friendly. Further changes are planned to enhance the site and allow payment of membership fees on line.

Subject to ratification by the HAA membership the Council is to be re-organised into a new Management Committee with 5 principal Teams or Working Groups to manage the activities of the Association. The Management Committee is to comprise the President, Chairman, Secretary, Treasurer the 5 Team/Working Group Leaders, and up to 3 floating members who will be invited to attend when there are particular projects in progress that require their input. The Team/Working Groups are structured to provide coverage of Operations, Engineering, Representation, Marketing and Commercial activities of the HAA. This means the Management Committee will normally be no greater than 9 persons with the option to increase to 12 persons. The position of President will be retained with entitlement to attend regular Committee meetings and hold a vote. Our Vice-Presidents will also be invited to participate in meetings as indeed our Honorary Advisors will also but without entitlement to vote. The services of our invaluable advisors covering insurance, legal and medical are retained and the Management Committee will be inviting them to participate in Association deliberations by providing their expert advice as they have so generously in the past.

This re-organisation has prompted some of our long-serving, hard-working and loyal Council members to retire thus making way for new blood on the Council and future Management Committee. I would like you all to recognise the excellent work over many years of Colin Dodds retiring from the Deputy Chairman role, Wendy Hinchcliffe who has been our Membership Secretary for 5 years or more, Dennis Neville as our Engineering and Ops member, and John Broad who retires as our VAC and EFLEVA liaison representative. All these individuals have given such excellent service to the HAA and deserve our thanks and recognition.

Regrettably another of our Founding Forefathers passed away earlier this year and we were deeply saddened to lose Vice-President Duncan Simpson in January. Duncan was very supportive of the activities of the HAA and quizzed me frequently on our campaign for delegated responsibility. He firmly believed that the HAA and BADA should be responsible for safety and in particular air show safety. Not surprising from one who founded the HAA on the principle of self-administered safety oversight of pilots flying historic aircraft. His wisdom and advice will be very much missed by me personally and I am sure by all HAA members.

It is with equal sadness that we have received news of the death of Council Member Bill Taylor who had been suffering from a debilitating illness. For some time since falling seriously ill, Bill had not been able to actively contribute to HAA work due to his condition. I personally valued Bill's technical expertise highly and his huge contribution to the HAA will be sorely missed by the leadership and general membership of the Association. Our thoughts go to his brother and friends who mourn his passing. We particularly want to offer whatever help we can to DHSL following the loss of their outstanding leader.

The new HAA is going to need the support of members standing for election to the Management Team and lead in the 5 Teams. We already have some volunteers who I hope will be able to lead and contribute to the new look HAA. The important roles of Treasurer on the management Committee and Membership Secretary in the Commercial Team need to be filled and quickly. I do hope that members will step forward and help in these vital activities. I must offer the appreciation of the membership to the current Secretary Malcolm Ward who has taken on both these functions in the interim whilst we search for volunteers to take over.

I am indebted to the support we have received from Vice-President Sir John Allison who at a meeting on the 18th October last provided the Secretary and myself with the benefit of his clear and incisive suggestions about what the HAA should do to be more relevant to the historic and heritage aircraft community. Sir John recommended that the HAA should identify and try to define what an historic aircraft is in the UK today. The conclusion was that we probably should have a list of historic and heritage aircraft defined by type rather than trying to grapple with a generic description. HAA Council Member Andrew Smith has begun work on this task and has compiled a list of types currently flying, and in particular has noted those aircraft that are no longer to be seen in UK skies. I am indebted to Andy in taking the initiative on this important project as this will be a major target for urgent action and the Management Committee can use Andy's data to start on this work immediately.

Sir John also considered that the "Holy Grail" of delegated responsibility and safety oversight under the SAM proposal should be more convincingly presented if the Association was to persuade the historic aircraft community it was worthy of support. As Sir John reminds us, the aircraft owners, operators, and maintainers in the main know what they are doing, and are meeting high safety standards. Sir John's question was what would the HAA SAM system offer to persuade them to change? Sir John has offered to help the HAA find the right answers to these questions and we are grateful for his enthusiastic interest in the Association.

We should all be encouraged by the continuing work of the All Party Parliamentary Group for General Aviation (APPG-GA) under the inspirational leadership of Grant Shapps MP and the new GA Champion at the Department for Transport Byron Davies. The APPG-GA recently expanded its role to include heritage aviation as an additional key objective in its campaign. The Heritage Working Group (HWG) held its first meeting and elected Dr Robert Fleming to the Chair. I am a member of this group as is HAA member Stephen Crocker, and the BADA Chairman John Turner. We will attend meetings to represent the interests of the HAA and the heritage aircraft community. The APPG-GA HWG recognises that Aviation heritage has a vitally important story to tell, one that is unique in Europe and that there are two components: flying aviation heritage, and aviation heritage that is ground-based, although possibly capable of movement under its own power. (Think of Bruntingthorpe). The HWG understands that aviation is naturally exciting and attractive, in

particular to the young, and that aviation heritage has an important part to play in inspiring the young to take up technical interests, especially as it is geographically dispersed, and in the form of air displays, it comes as entertainment.

The APPG-GA HWG knows that to be appreciated fully, and to generate inspirational excitement, historic aircraft need to be seen flying, and manoeuvring to display their capabilities. Airshows organized around the country have proved an enduring popular spectator entertainment, at which historic aircraft are demonstrated alongside more modern examples. Stricter regulatory oversight from the CAA has recently added significant costs for airshows, causing a reduction in the number of smaller airshows because of the impact on financial viability. It has also resulted in valuable historic aircraft being sold and moved abroad, much to the loss of UK heritage. I must mention in this report the sterling efforts of our Member for Regulatory Affairs – Barry Tempest – who has tirelessly campaigned to persuade the CAA to change its tack on regulation of smaller air shows. He has achieved much in this area, and whilst the CAA have felt the prickliness of Barry's consistent criticism of their less than expert management of historic aircraft and airshow safety, Barry has gained the respect of the CAA CEO. Responses to Barry's firm approach to safety and regulatory questions are now beginning to show how correct he has been and how unnecessarily defensive the regulator has been. Barry's understanding of general aviation safety matters and small air show needs has brought about considerable alleviation from the CAA's draconian stance since Shoreham.

The current risk-averse oversight that had been exercised by the CAA for some time, and was recently increased since the ghastly Shoreham accident, will I predict continue to throttle historic aircraft activity. This is affecting historic aircraft both in operations and airworthiness whether involved with airshow activity or not. We must therefore continue to work closely with our BADA friends and the APPG-GA HWG to combine our efforts in a campaign to facilitate the transfer of operational and airworthiness risk-based safety management from the regulator to the HAA.

My belief is that safety oversight should be the province of those at the 'coal face' who know and understand historic aircraft well. It is unfair to place this responsibility upon the regulator that is limited by resources and limited by experience to effectively manage safety of historic aircraft activity. I do not suggest this with total confidence that the HAA together with the historic aircraft community as it is today, would be ready to switch tomorrow into the role of safety oversight administrator. However I do believe that the historic aircraft community could, given the opportunity under a delegation, soon adapt to the role and together with CAA cooperation, provide a more appropriate safety oversight system at much less cost. In my view total reliance on the CAA to regulate and manage safety is a less than responsible attitude by the community, but understandable given the past history of how aviation safety has been governed. The HAA must therefore evolve into an authoritative and responsible body that will be capable of accepting delegation and offer equal if not higher safety standards for historic aircraft acting as the administrator of safety oversight for the CAA.

HAA participation in consulting with the CAA has continued but I have to report that it has been very much a one-way conduit. It is regrettable that the CAA General Aviation Partnership for example has devolved into regular meetings where the CAA fills the day with numerous presentations of what they are doing; what they have achieved, and how they intend to regulate general aviation in the future. Consultation is somewhat uni-

directional and there is little if any opportunity for input or discussion from the delegates representing the various GA groups. Only the AOPA and the GA Safety Partnership groups have succeeded in putting over stake-holders views at these meetings, with regrettably little effect. We will continue to participate and do our best to represent the historic aircraft stake-holders interests at these meetings.

Overall it has been an interesting and reasonably successful year for the Association, but one in which we have had to analyze our aims and objectives seriously. We have had to determine what the HAA is supposed to be to its members, what it represents to the historic aircraft community and the regulators. My report is one of positive change, - not as yet complete, but with promise of a stronger, more effective organization in the making. More support is needed and that support should come from the rest of the historic aircraft community to fully appreciate the benefits that are available in strong representation through a strong Association. We all need to be more positive in recruiting people involved in historic aircraft to join the HAA. Those of us who are members need to help strengthen the management of the Association especially in the offices of Treasurer, and Membership Secretary, that are currently vacant. The newly formed Working Group Teams need inspirational voluntary support and this needs to come from you as members. Please lend a helping hand and do what you can for your Association.

#### IN SUMMARY:

- 2017/18 HAS BEEN A PERIOD OF PROFOUND CHANGE AND THAT CHANGE PROCESS IS CONTINUING.
- WE STILL HAVE SOME WAY TO GO TO ENGAGE WITH MORE HISTORIC AIRCRAFT STAKEHOLDERS AND GET THEM TO BECOME MEMBERS.
- WITH THE RENEWED IMPETUS COMING FROM THE APPG-GA HERITAGE GROUP, THE HAA AND BADA SHOULD BENEFIT FROM PARLIAMENTARY SUPPORT TO ACHIEVE OUR GOAL OF A BETTER ENVIRONMENT IN THE UK WHERE HISTORIC AIRCRAFT AND AIR DISPLAYS CAN FLOURISH SAFELY AGAIN

O W (Wally) Epton  
Chairman  
HAA

22<sup>nd</sup> April 2018

The Chairman's report was moved for acceptance.

Proposed by: Lawrence Hawthorn.  
Seconded by: Tom Leaver.

Carried unanimously by the members present.

## 5. THE SECRETARY'S REPORT

Membership of the HAA is stable at around 200 members. This is a tribute to the sterling efforts of our outgoing membership Secretary, Wendy Hinchcliffe, and is 33% higher than the membership total when she took over, some 6½ years ago. Wendy has also been a

stalwart member of the small team of volunteers who organise the Symposium each year and we will miss her smiling face, greeting the delegates on arrival at the RAF Museum. She will be a hard act to follow: thank you Wendy.

The second phase of the update of the HAA website has been completed and the re-vamped website is now our primary means of publicising our work to the members and to other stakeholders. Because of the shrewd management by our Webmaster, Richie Piper, the second phase was accomplished without the need for additional funds, beyond those already allocated for the first stage of the project. One of the key features introduced in phase two has been the facility to take electronic payments for symposium tickets: the new system did confuse some of our members, but the teething troubles were soon ironed out and the on-line ticket sales saved a huge amount of time and paperwork for Wendy.

The visits programme organised by Jo Ayres was well supported, with a guided tour of the excellent collection of aircraft in the Boscombe Down Aviation Collection, which is now housed at Old Sarum. Several members took the opportunity to fly in, although the majority came by road. A first for the HAA was the visit later in the year to the Farnborough Air Sciences Trust museum, which has an impressive collection of aircraft, mostly stored outside with the inevitable consequences, but which also has custody of some of the historic buildings on the site. For me the highlight was the visit to the 24 ft wind tunnel, which was both impressive and nostalgic, having first seen photos of full sized aircraft suspended in the working section of the tunnel in my father's aero engineering books from the 1930s.

Andy Smith continues to produce the newsletter, which aims to complement, rather than to reproduce, the material available on the website. We have had a couple of bumper editions this year, with twice as many pages as usual. If you have any articles or suggestions for what you would like to see in the newsletter, Andy would be pleased to hear from you.

Each year, the Symposium goes from strength to strength and this year was no exception. Allan Vogel assembled an excellent mix of speakers on the theme of "Historic Aircraft in the Airshow World." The revised arrangements, whereby we take lunch in the Cosford room, allowed all delegates to sit down for lunch, which is a great improvement on the previous standing buffet. Sponsorship was slightly down this year, but we still made a small operating profit on the day.

It is often said that the CAA is not listening to the historic aircraft community, so I am pleased to report that they have listened to - and acted on - responses to this year's proposed charging scheme. The HAA and others lobbied for a reduction in charges applied to one-item displays, arguing that the grass roots urgently needed to be protected from the increases, if they were to continue to provide a pathway for new entrants to the display world to gain experience. The CAA not only agreed to this, but allowed larger displays with one or more novice display pilots to be exempt from additional charges, if the display item took them into the next band of charges. That is not only good news, but it demonstrates that lobbying can be successful.

We announced at last year's annual meeting that a review of the HAA's future strategy and direction was under way. This was completed in the late spring and the changes to the HAA rules tabled here today mark the start of the implementation of that new strategy. However, we are still open to suggestions as to how we can better serve you, the members.

In conclusion, 2017 was a very successful year for our association. With your help and

support, 2018 will be even better. Thank you for your attention: I would be happy to answer any questions.

Malcolm Ward  
Secretary

22nd April 2018

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

Proposed by: Jim Munro.  
Seconded by: Stuart Powney.

Carried unanimously by the members present.

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

This Treasurer's Report reflects the financial position of the HAA as at the end of the Financial Year 1 March 2017 - 28 February 2018. Once again, this report has been compiled by the HAA Secretary, as Acting Treasurer.

Members will recall that over £1,000 of sponsorship for the 2016 Symposium was not collected until after the end of the financial year. This was reflected in last year's end-of-year balance and has resulted in an inflated balance for this year. However, even allowing for this, our income exceeded our expenditure by over £1,500, some 12% of our gross turnover. The financial position of the HAA is therefore very strong, with a healthy bank balance and significant financial reserves. We continue to drive down the running costs of the Association, with the second phase of the development of the website having been delivered at no extra cost and as we make more use of teleconferencing for our meetings, thus saving on the cost of arranging and facilitating physical meetings. After allowing for the distorting effect of the late payment of 2016 sponsorship, the 2017 Symposium still made a small profit. However, although the number of members and guests attending was very encouraging, sponsorship was significantly lower than in recent years. We cannot run a high-calibre event at an affordable price without significant commercial sponsorship. The funds earmarked for the implementation of the HAA's new strategy and structure have, so far, not been spent. Membership revenue is slightly down on the previous year. Nevertheless, we have significant cash reserves, amounting to over 2 years' worth of membership fees, so the HAA's finances are sound and provide the resources to embark on new initiatives, if approved by the membership.

Malcolm Ward  
Acting Treasurer

22<sup>nd</sup> April 2018

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

Proposed by: Russell Mason.  
Seconded by: Taff Stone.

Carried unanimously by the members present.

## 7. ELECTION OF COUNCIL MEMBERS AND OFFICERS

a. Members Standing Down. The Chairman expressed his thanks to those members of the HAA Council, who were standing down this year: Colin Dodds, Wendy Hinchcliffe, John Broad, Dennis Neville and Bill Taylor. Colin Dodds had served a lengthy period as Deputy Chairman and, although the post of Deputy Chairman was not included in the revised structure, Colin's long and committed service had been recognised by the invitation for him to serve as a Vice President of the HAA. Colin accepted the invitation, which was warmly endorsed by the meeting. Wendy Hinchcliffe had served as Membership Secretary for over six years, during which time she managed to significantly increase the numbers of members. Wendy was also a valued member of the team organising the annual symposium. John Broad had served on Council for many years, providing a focal point for the HAA's liaison with the VAC, EFLEVA and other heritage organisations. Dennis Neville had provided valuable advice to council on engineering issues as well as representing the grass roots display community. Bill Taylor has served the HAA for a long time and had given much valuable support both in his capacity as the head of deHavilland Support and on wider issues. Bill had been obliged to stand down because of ill health and, as mentioned in the Chairman's report, had sadly passed away one week prior to the Annual Meeting. To all of those standing down from Council, the Chairman expressed his sincere thanks for their hard work.

b. Members Standing for Re-Election. Three members of Council had reached the end of their current 3-year term, but had indicated their willingness to stand for re-election for a further term. They were: Richie Piper, Steve Slater and Andy Smith. It was agreed that a single vote would be taken on the re-election.

It was proposed that the HAA should re-elect Richie Piper, Steve Slater and Andy Smith as members of the HAA Council.

Proposed by: Malcolm Ward.  
Seconded by: Stuart Powney.

Carried unanimously by the members present. Richie Piper, Steve Slater and Andy Smith were therefore duly re-elected as members of the HAA Council for a further term of three years, until April 2021.

c. New Candidates. Three members had volunteered to serve on the HAA Council. They were: Howard Cook (Trophies); Stephen Crocker (Representation) and; Oliver Wheeldon (Ops). As candidates standing for election, it was deemed appropriate to take a vote on each of them individually.

i. It was proposed that the HAA should elect Howard Cook as a member of the HAA Council.

Proposed by: Wally Epton.  
Seconded by: Rick Peacock-Edwards.

Carried unanimously by the members present. Howard Cook was therefore duly elected as a member of the HAA Council for a term of three years, until April 2021.

ii. It was proposed that the HAA should elect Stephen Crocker as a member of the HAA Council.

Proposed by: Andrew Edmondson.  
Seconded by: Malcolm Ward.

Carried unanimously by the members present. Stephen Crocker was therefore duly elected as a member of the HAA Council for a term of three years, until April 2021.

iii. It was proposed that the HAA should elect Oliver Wheeldon as a member of the HAA Council.

Proposed by: Wally Epton.  
Seconded by: Stuart Powney.

Carried unanimously by the members present. Oliver Wheeldon was therefore duly elected as a member of the HAA Council for a term of three years, until April 2021.

## **8. APPOINTMENT OF HONORARY ADVISERS**

The Chairman announced that there had been no change to the line-up of Honorary Advisers. Professor Mike Bagshaw and Dr Mike Trudgill continued to serve as Hon Med Advisers; Nigel Foster and Tim Scorer remained in post as Hon Insurance Adviser and Legal Adviser, respectively. HAA Rules do not require formal ratification by the membership for advisers invited to assist Council. Therefore, no vote was taken. However, the meeting joined the Chairman in expressing their thanks to the Honorary Advisers for their generous commitment in time and expertise, freely given for the benefit of the Association.

## **9. AMENDMENT TO HAA RULES.**

The Chairman stated that the HAA Rules had last been revised in 2010 and had stood the test of time. However, an update was now necessary, to bring the arrangements for the governance of the Association into line with the recommendations of the Strategic Review Task Force. The amendments proposed would enable the HAA to move from an 18-member governing "Council" to a "Management Committee" of eight core members, plus the President and up to three floating members. At the same time, the opportunity had been taken to resolve ambiguities in the current rules concerning proxy voting and the reimbursement of Council members' expenses. Finally, provisions for the governing body to meet via teleconferencing and for ballots to be conducted electronically had been incorporated into the revised rules. The revised rules had been circulated to members 7 days prior to the meeting; additional copies were available for scrutiny at the meeting.

A discussion followed on the requirements of the General Data Protection Regulations (GDPR) and their applicability to the HAA. The Secretary referred members to the website

of the UK Information Commissioner's Office (ICO) - (<https://ico.org.uk/>) - which contained extensive detail on the provisions of the GDPR. The ICO defined what was meant by "personal data" and set out the various legal justifications for organisations to process and retain such data. Although other membership organisations had chosen to seek the explicit consent of their members to store data such as their names, addresses, telephone numbers and e-mail addresses, the ICO website stressed that consent was often not necessary and that other legal grounds for processing personal data should be sought where consent was problematic. Specifically, the ICO website stressed that where organisations opted to seek consent, it had to be based upon offering real choice and control: the only option for members not wishing their name and address to be stored by the HAA would be to forgo all communication with the Association: hardly a "real" choice. The ICO website explained that, where organisations had a contract to deliver services to individuals, this was a valid legal basis for retaining the individuals' personal data. The HAA had a contract with each of its members, whereby they applied for membership, agreed to be bound by the HAA Rules and to pay the annual subscriptions. In return, the Association agreed to provide the members the Newsletter, the Symposium, the Annual Meeting and Flying Forum, plus information via e-mail and the website. Therefore, it seemed most appropriate for the HAA to rely on its contract with the members as the legal justification for holding their personal data. Such data, of course, had to be safeguarded and made available to members on request; it was also essential to destroy any personal data relating to individuals who had ceased to be members. All of these provisions had applied under the previous Data Protection Act and had not been changed by the introduction of the GDPR. What was new, however, was the scope of penalties for breaches of the regulations. There was at least a theoretical risk to the HAA if it failed to comply with the regulations, although the UK Information Commissioner was on record as having stated that it was large corporations, not small businesses that were "in her sights." The question of indemnity insurance was raised, but it was confirmed that the HAA did not hold any such insurance and did not see the justification for this unless and until the Association moved towards the provision of airworthiness, safety or engineering services on a commercial basis. In conclusion, it was recommended to add a brief reference to the revised rules, to explain the HAA's approach to the handling and storage of members' personal data.

The Chairman moved that the draft revision to the HAA Rules, amended to specify the HAA's method of compliance with the GDPR, should be adopted.

Proposed by: Barry Tempest.

Seconded by: Taff Stone.

Carried unanimously by the members present. The draft revised rules, to include an extra paragraph on GDPR, were therefore duly adopted.

## **10. Terms of Reference for the Management Committee.**

The Chairman informed the meeting that a set of draft Terms of Reference for the Management Committee had been circulated, to ensure that members were kept informed

of the direction that was being taken. The draft Terms of Reference represented work in progress and had been presented today for information only. The Management Committee would draw its authority from the rules, as amended, so there was no need for specific endorsement of the Terms of Reference by the membership. Therefore, no vote was taken, but the Chairman stressed that he and the rest of the Management Committee were open to any questions or comments.

It was questioned whether each of the heads of the five new Management Teams (Ops, Eng, Representation, Marketing and Commercial) would automatically be members of the governing Management Committee. The Chairman confirmed that that was the case, although not all of the Management Teams had thus far been populated. A further question was raised on the practicalities of handling representation, with the myriad of organisations having an interest in historic aircraft. The Chairman confirmed that HAA members who had connections with other organisations had a vital role to play in representing the HAA's interests, whether as formal or informal members of the Representation Team. The direction would be set by the Management Team, including the Leader of the Representation Team, but all had a contribution to make.

## **11. HAA TROPHIES.**

The Chairman reminded members that the Darroll Stinton Memorial Trophy for 2017 had been awarded to Guy Black at the Symposium, in recognition of his great personal achievements in the restoration of many historic aircraft, most recently the magnificent DH9. This fittingly completed the picture, as Guy's company Retrotec had previously been recognised by the award of the Conrod Trophy. The Chairman then expressed his pleasure in announcing that the 2017/18 recipients of the Conrod Trophy had been chosen as Air Leasing, the Sywell-based company led by Richard Grace. Richard was unable to attend the meeting, as he was actively engaged in the work on the company's latest project, the P-47. It was therefore planned that the President and Chairman would present the Trophy at the next Duxford Air Display, where the P-47 was expected to appear.

## **12. ANY OTHER BUSINESS.**

No items of other business had been notified to the Secretary.

The Meeting was closed at 11:30.

Minutes signed on this.....day of March 2019

Chairman

Secretary