



**MINUTES OF THE HISTORIC AIRCRAFT ASSOCIATION  
ANNUAL MEETING 2019  
HELD AT THE IMPERIAL WAR MUSEUM, DUXFORD  
ON SATURDAY 27<sup>th</sup> APRIL 2019 AT 10.00 hrs.**

**Members Present:**

Rick Peacock-Edwards (President)	Sir Gerald Howarth (President-Elect)
Wally Epton (Chairman)	Desmond Penrose (Vice President)
Barry Tempest (Vice President)	Howard Cook (Trophies Member)
Stephen Crocker (Representation)	Tim Elkins (Secretary-Elect)
Lawrence Hawthorn (Commercial)	Toni Hunter (Membership Secretary)
Richie Piper (Webmaster)	Steve Slater (LAA)
Taff Stone (Engineering)	Oliver Wheeldon (Operations)
Nigel Foster (Hon. Insurance Adviser)	Tim Scorer (Hon. Legal Adviser)
James Black	Graham Boyle
Agnes Csandi	Martin Daniell
Andrew Dixon	John Edwards
Sue Girdler	Tom Leaver
Steve LeVien	Jim Munro
Ken Peters	Robert Pleming
Robert Powell	Jeremy Pratt
Jonathon Whaley	Malcolm Ward (Secretary)

**Also in Attendance:**

David Kynaston (CFG President)	Marion Edwards
--------------------------------	----------------

**Apologies for Absence:**

Sir John Allison (Past President)	Prof Mike Bagshaw (Hon. Medical Adviser)
James Arnott	John Bailey
Peter Bailey	Guy Black
Steve Bohill-Smith	Rex Coates
Mungo Chapman	Frank Cox
James Dale	Keith Dennison
Trevor Gilpin	Gerald Hackemer
Dave Hawkins	Andrew Holman
Bruce Hutton	John Laughton
Phill O'Dell	Thomas Leaver
John Mitchie	Goff Moore
Tony Morris	David Nickson
Paul Ross	Andy Smith
Mike Vaisey	Allan Vogel
Dewi Williams	

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

Capt Wally Epton opened the meeting by welcoming attendees to Duxford. On behalf of the HAA, he thanked John Brown, the Director of the Imperial War Museum, for allowing us to hold our Annual Meeting and Flying Forum in the "Airspace" Conference Centre and for generously allowing HAA members free access to the superb facilities at Duxford, as part of the General Aviation Safety Day. The arrangements for this year's Annual Meeting of the HAA represented something of an experiment, with the BADA AGM taking place in parallel: many of the day's wider events would be shared with BADA members and the IWM's guests.

## **2. APOLOGIES FOR ABSENCE**

The Secretary had received a total of 29 apologies for absence, these are listed above.

## **3. REVIEW OF 2018 ANNUAL MEETING MINUTES AND MATTERS ARISING**

The minutes of the 2018 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 Howard Cook.  
Seconded by Taff Stone.

Carried unanimously by the meeting.

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

*In a departure from previous practice, the Chairman's report (and those of the Secretary and Treasurer) were not read out verbatim at the meeting. Copies had been distributed prior to the meeting: in order to make efficient use of the time, only a brief summary of the reports was made before taking questions. The full text of each report is contained in these minutes.*

The Association has had a steady year of activity with the main developments in our lobbying interests being initiated through the All Party Parliamentary Group for General Aviation Heritage Working Group. (APPG GA HWG) The work on Self-Administration is still on hold at the CAA with the regulator unwilling to progress it further for the time being. The Shoreham accident still casts a shadow over the air show scene and aircraft restoration activities although aircraft restorers specialising in piston powered historic aircraft are still holding their own. This shadow does not look like going away for some time. The result of the CAA's continuing restriction upon the display of swept wing jet aircraft has resulted in several heritage jets being sold out of the country. However despite the regulator's risk-averse approach to heritage ex-military jet displays we are beginning to see signs of a potential resurgence in this sector with enthusiastic owners persevering in their attempts to bring jet aircraft onto the UK civil register and the air show circuit. This is perhaps in the hope that these restrictions might be eased soon. The HAA will offer every encouragement

and support that we are capable of mustering through our lobbying of the Government using the opportunities the APPG GA HWG can provide.

Behind the scenes myself and Steve Crocker continue to work both through the APPG GA Heritage Working Group, and directly with the Department for Transport to seek better ways of managing the risks involved in keeping historic aircraft flying. The Government's Aviation Strategy Green Paper is evolving within the Department for Transport and we have been fortunate to be invited to comment and provide input. This has enabled us to keep alive the concept of a risk-managed approach to historic aircraft flying. We have had the opportunity to present the HAA's views on the advantages of this approach to regulations and oversight as opposed to the current risk-averse approach in practice today. We are hopeful that under the stewardship of the GA Champion Byron Davis, and other luminaries in the DfT, the Aviation Strategy Paper, will provide the direction needed to bring about useful change. We are encouraged by the inclusion of a dedicated section on heritage aviation that was not there before we lobbied.

Last year the Management Committee took steps to work a little closer with the British Air Display Association. (BADA) Many HAA members are also members of BADA and vice-versa. The aims of BADA to present historic aircraft at air shows are much the same as ours, and so working together on areas of common interest is very logical. This has resulted in this year's Annual Meeting being held at Duxford alongside our BADA colleagues who we will be joining for the Safety Forum sessions after our respective AGM's have taken place. Both BADA and ourselves were motivated to hold our meetings and Safety Forum as part of the Imperial War Museum's General Aviation Exhibition and Safety Day. The liaison that will be achieved on the 27th April with the IWM Duxford and the BADA is significant and the hope of your Management Committee is that such a combined event will become a permanent item in our calendar. It may not be at Duxford each year, nor will it necessarily be held at our alma mata Old Warden, but wherever it is held the location will be appropriate to historic aircraft activity.

We have been steadily strengthening our Management Committee during the past year and we have been fortunate to have gained a new Secretary-elect with Tim Elkins volunteering to take over from Malcolm Ward should the membership deem fit to elect Tim. Also Lawrence Hawthorn has offered his services as Head of Commercial Team and with Oliver Wheeldon applying his energies to the Operations Team we have added strength to our Management Committee and team direction. The Jet Operators Safety Forums organised by Oliver and member Mark Petrie have been particularly successful and provided focus on the difficulties historic jet aircraft operators are facing. With swept wing jets limited to fly-pasts only and other jet aircraft effectively being confined to seaside air shows, there is less than desirable opportunities for historic jet aircraft owners to show off their heritage aeroplanes and earn revenue from appearances that helps to offset costs. These are aspects the HAA needs to lobby hard to have changed and thereby enable the public to see these historic jets being displayed and allow the owners to defray their operating costs by earning air show appearance money.

The Engineering Team is still looking to recruit a leader and whilst there are several members with technician experience to give advice what the Engineering Team really needs is an aircraft engineer with historic restoration and airworthiness experience to lead the team. This is particularly important when it comes to representing HAA engineering interests at the CAA and DfT and even the AAIB in their investigations. I have offered to

take this lead temporarily until the right person can be found. We had a very strong engineering team 5 years ago that lobbied hard and very successfully on matters that were of considerable concern to the historic aircraft community. I am keen to see this representation revived and I am proposing that we should return to staging our maintenance and engineering conferences that we held annually up to 2016. I would like to see us hold a conference in February 2020 and we shall be working to accomplish this.

Our Annual Symposium held in October 2018 was another great success. Excellent speakers like Ian Black, Rusty Waughman, Stephen Milne and Eric Verdon-Roe gave us unique insights into flying and operating historic aircraft whether as a wartime pilot, a cold war pilot, as a producer of an historic aircraft movie or as the living link to a pioneer of aviation. We are very fortunate to be able to attract such interesting speakers who have such experience and knowledge to pass on to our membership. The Symposium has become such a highlight in our yearly calendar and will I hope remain so. We are shifting the Symposium Team around a little for this year since Alan Vogel who has been managing the event for the past 3 years has to take a step back due to his business activities taking him out of the country quite often leaving him little spare time for HAA work. He has asked me to take over temporarily this year as Team Lead and I am content to do this. Alan will stay as a team member along with Andrew Smith, Richie Piper, Tim Elkins, Malcolm Ward, Toni Hunter, Taff Stone and Jo Ayres. Our splendid catering company – Lifestyle Catering have decided to cease trading and we must find alternative catering arrangements for 2019 and beyond which is going to be quite a challenge. I am sure we can find a solution and continue to maintain the high standard that we have set.

Regrettably our visits programme has not been so active during the past 12 months and your Management Committee have addressed this you will see in the minutes of our latest meeting. There were reasons why the visits programme had languished and we are determined that during the next 12 months these important “behind the scenes” visits will be back on the calendar. Watch out for news of these on the website and in our regular Newsletters.

It was with great sadness that during the past year we lost Bill Taylor who finally succumbed to the debilitating illness that took him out of action in 2017. We had learned that the brain tumour was incurable but nonetheless Bill’s untimely death was a great loss to the historic aircraft community to which he had given so much. We were also much saddened by the death of Roger Hinchcliffe much loved husband of our previous Membership Secretary Wendy. Roger was an expert historic aircraft restorer and airworthiness technician whose contribution to the HAA and the Management Committee was highly valued. He will be missed.

Our Trophies and Awards member on the Management Committee, Howard Cook is doing a splendid job of researching and nominating individuals for the Darrol Stinton Memorial Trophy and finding those organisations that deserve recognition with the award of the Conrod trophy. Both Howard and the Management Committee would be pleased if more of our membership got involved with nominating worthy recipients of these awards. The grass roots membership suggestions would then make it so much easier for the Management Committee to select the deserving individual or organisation as appropriate. We need your participation in this process and your support to recognise the right people. Howard will be circulating via the HAA website and email etc to invite nominations for the next Darrol Stinton Memorial Trophy award for 2019. Please do help us in this process.

I reported last year that Sir John Allison recommended that the HAA should define what an historic aircraft is in the UK today. We have discussed this since then and come to the conclusion that a generic description does not suit the purpose and so we are working on drawing up a list of types that would qualify. It is slow progress and it is still evolving. Hopefully before the end of this year that work will be complete, and we should have a list of types that qualify as important to the UK heritage and history of aviation.

Another change facing us is the retirement of our current President, Air Commodore Rick Peacock-Edwards. Rick has been an inspiring leader of the HAA and has through his connections and contacts amongst the hierarchy of the aviation and Government been very helpful in ensuring the HAA is duly recognised and listened to. Rick will automatically become a Vice President of the HAA and still be with us to lend advice and guidance in our deliberations. To fill his shoes would be ordinarily very difficult and we are fortunate that Sir Gerald Howarth with his keen interest in historic aircraft and his support for the Vulcan has agreed to take over from Rick. Subject to membership approval Sir Gerald should be our new President following the AGM on the 27th April.

I could not end this report without mention of 2 very active and energetic members of our Management Team. Firstly I want us all to recognise the excellent contribution that our Secretary and Treasurer Malcolm Ward makes to the work of this Association. He provides the steadfastness, accuracy and dedication to steering this Association along a true course. His Minute taking and administration are outstanding and as your Chairman I find his steadying influence invaluable each time I come up with a crazy suggestion or idea. I must also mention my thanks to our "Webmaster" Richie Piper who does a great job of communicating effectively and in a timely manner through his postings on the HAA website and with Facebook bulletins. Our communication with the membership is in my view a hundred fold better than it was 2 years ago.

#### **SUMMARIZING I CAN REPORT:**

- **THE PAST YEAR HAS BEEN STEADY PROGRESS WITH OUR CONCERNS BEING VOICED THROUGH THE APPG GA HERITAGE WORKING GROUP.**
- **CONTINUED SUCCESS AT OUR REGULAR EVENTS BUT LESS SO WITH OUR VISITS. THIS IS BEING ADDRESSED AND THE 2019/20 PROGRAMME WILL BE OUT SOON.**
- **WE ARE WORKING MORE CLOSELY WITH OUR BADA COLLEAGUES AND THIS YEAR'S ANNUAL MEETING AND FLYING SAFETY FORUM IS PART OF THAT PROGRESS TO CLOSER TIES.**
- **MANAGEMENT COMMITTEE CHANGES ARE SET TO PROVIDE ADDITIONAL STRENGTH TO OUR ORGANISATION AS WITNESSED AT THE TOP WITH A CHANGE OF PRESIDENT PENDING.**
- **OUR WORK ON ENGAGING WITH HISTORIC AIRCRAFT STAKEHOLDERS, VIA OUR TROPHIES AND AWARDS RECOGNITION TOGETHER WITH WORKING CLOSER WITH BADA AND THE JET OPERATORS, CONTINUES.**

I look forward to enjoying historic aviation with you all and doing what we can to keep our heritage aircraft flying.

O W (Wally) Epton  
Chairman  
HAA

21<sup>st</sup> April 2019

There were no questions on the Chairman's report. The report was moved for acceptance.

Proposed by: Desmond Penrose.  
Seconded by: Steve LeVien.

Carried unanimously by the members present.

### **(Post-meeting note:**

The following question on the Chairman's report was received ex-committee from our Past-President, Sir John Allison: *"With respect to my recommendation that the HAA needs to define what it considers to be an historic aircraft, I find myself baffled as I cannot perceive the logic of your methodology. In deciding type by type what is and what is not "Historic" you have to be applying some criteria, even if subconsciously, otherwise no decision can be made. Also, how can you be sure that consistent tests are being applied without a set of criteria?"*

The Chairman's response was: *"The Management Committee will re-visit this subject. We will seek to establish suitable criteria that should be applied in deciding how to define an historic aircraft. We will try as far as is possible to ensure that the criteria will support consistent tests when deciding if an aircraft is to be considered of historic importance or not."*

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

The last year has been a game of two halves. Membership of the HAA stagnated, as we missed the hands-on management of our previous Membership Secretary, Wendy Hinchcliffe. However, as many of you will be aware, Toni Hunter stepped forward to fill the vacant position late last year and she has been very active since then, updating the membership records and placing them into a new format. If you have not paid your subscriptions this year, please do so as a matter of priority. The visits programme fell by the wayside last year: we are well aware that behind the scenes visits to iconic aircraft collections are part of the draw to our members and we have some good ideas for visits this year. If you have any suggestions to offer, please let us know. On the positive side, the 2018 Symposium was widely praised as one of the best ever: numbers attending were slightly down on 2017, but those who joined us at Hendon in October were treated a first-class programme of presentations. The Newsletter goes from strength to strength, with the latest issue being a bumper 12 pages. If you have not received your copy of the April newsletter, it is because we do not have your postal address! The HAA website serves as the primary method of communicating with the members, augmented by our Facebook page and occasional e-mail broadcasts. We now have two years' experience in selling symposium tickets through the website and there is no reason why we cannot take

membership applications and payments via the website. However, on-line payments are not free and, moreover, they require careful management to ensure that the funds received can be traced to the right member. Payment of membership renewals by standing order remains the preferred option.

After four years as the Secretary of the HAA, I have decided to stand down. I am grateful to my successor, Tim Elkins, for stepping forward to take over: I am sure that he will bring a fresh perspective and fresh ideas to the management committee.

Malcolm Ward  
Secretary

22<sup>nd</sup> April 2019

There were no questions on the Secretary's report. The Chairman expressed his gratitude for Malcolm Ward's sterling work and excellent support to him as Chairman during his four years as Secretary. The Chairman then moved that the Secretary's report be accepted.

Proposed by: Rick Peacock-Edwards.  
Seconded by: Richie Piper.

Carried unanimously by the members present.

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

This Report reflects the financial position of the HAA as at the end of the Financial Year 1 March 2018 - 28 February 2019.

For the second year running, Income for the year exceeded our expenditure by over £1,000, around 12% of our gross turnover. The financial position of the HAA therefore continues to go from strength to strength, with a healthy bank balance and significant financial reserves. However, there are financial clouds on the horizon: Membership revenue took a sharp dip during the year: many of our members failed to renew their membership on time, although there was a steady trickle of late renewals throughout the year. The costs of the symposium were broadly unchanged from last year, but ticket sales were slightly down from the previous year. Symposium sponsorship in 2018 was the same as 2017, after allowing for the roll-over of payments from the previous year. The main reason why we made a 12% "profit" in 2018 was due to the committee keeping a tight rein on admin costs: running several of our committee meetings as teleconferences has saved the cost of the room hire and refreshments; the website continues to provide an efficient means of communicating with the membership at minimal cost, although future upgrades will require expenditure to keep the website relevant and up-to-date. But we have sufficient current assets to cover all foreseen expenditure for the short to medium term, without dipping into our reserves.

Nevertheless, the HAA does not exist to make a profit, nor to guard large reserves of cash: our mission is to promote the safe flying of historic aircraft in the UK and we have a duty to devote our resources to that aim. The committee is actively considering a number of suggestions as to how we could best use some of the HAA's reserves to further the aims of the Association. We do not have a monopoly on good ideas and we would welcome

proposals from the membership: it is your money that we are spending.

Malcolm Ward  
Treasurer

22<sup>nd</sup> April 2019

Richie Piper proposed a vote of thanks to Malcolm Ward, for his management of the HAA's finances, in addition to his other role as Secretary: this was endorsed by all. There followed a discussion on how best to put the financial surplus of the HAA to good use. One proposal was to spend some of the money in canvassing for new members. Another suggestion was to invest in opportunities for young people to get "up close and personal" with historic aircraft, through STEM or apprenticeship schemes. Flying scholarships were not deemed to be a viable method of encouraging new entrants to historic aircraft flying, because the high cost of continuing to fly would be likely to put off all those who did not possess the resources to fund the initial flying themselves. The Chairman suggested that the HAA might wish to make a financial contribution to the direct costs of the regular schools visits to the Shuttleworth Collection at Old Warden. The efforts of the Aviation Experience Company at Sherburn-in-Elmet, introducing a new generation to vintage aircraft, were also mentioned. The Chairman thanked members for their suggestions and assured them that these and others would be considered carefully by the management committee. There being no further questions, the Chairman moved that the Treasurer's report be accepted.

Proposed by:       Richie Piper.  
Seconded by:      Howard Cooke.

Carried unanimously by the members present.

## **7. ELECTION OF MANAGEMENT COMMITTEE MEMBERS AND OFFICERS**

a. HAA President. The Chairman reminded members that our President, Rick Peacock-Edwards had decided to step down, after having served two full terms as President and one term as Chairman before that. He announced that the Association was privileged to have had Sir Gerald Howarth volunteer to take on the role of HAA President. As with all posts on the management committee, other than those of the Honorary Advisers, the HAA rules required that all appointments be endorsed by the membership.

It was proposed that the HAA should elect Sir Gerald Howarth to the position of HAA President.

Proposed by:       Wally Epton.  
Seconded by:      Tim Scorer.

Carried unanimously by the members present. Sir Gerald Howarth was therefore duly elected as HAA President for a term of three years, until April 2022. Sir Gerald graciously acknowledged the confidence that the Association had placed in him and pledged to help us to achieve our aims. There was much to do.

b. Chairman. Wally Epton had reached the end of his current 3-year term as HAA Chairman, but had once again expressed his willingness to serve for a further term, of up to three years, but with the option to step down early, as soon as a viable succession plan had been agreed. The outgoing President, Rick Peacock-Edwards, temporarily took the chair, to preside over the vote.

It was proposed that the HAA should re-elect Wally Epton as Chairman of the HAA.

Proposed by: Rick Peacock-Edwards.

Seconded by: Toni Hunter.

Carried unanimously by the members present. Wally Epton was therefore duly elected as HAA Chairman for a further term of three years, until April 2022.

c. Symposium Co-Ord. Wally Epton took the chair and reminded the meeting that, although Allan Vogel was standing down as leader of the symposium planning team, he had agreed to stay on as a member of the Management Committee. Because his current term of office expired this year, he would need to be re-elected by the membership.

It was proposed that the HAA should re-elect Allan Vogel as a member of the HAA Management Committee.

Proposed by: Malcolm Ward.

Seconded by: Oliver Wheeldon.

Carried unanimously by the members present. Allan Vogel was therefore duly re-elected as a member of the HAA Management Committee for a further term of three years, until April 2022.

d. Treasurer. Malcolm Ward had decided to stand down as Secretary, but had agreed to stay on as Treasurer for one more year, to ensure a smooth handover of the HAA's accounts. As his current term of office also expired this year, he would need to be re-elected by the membership, in order to continue to serve as Treasurer.

It was proposed that the HAA should re-elect Malcolm Ward as a member of the HAA Management Committee.

Proposed by: Sue Girdler.

Seconded by: Toni Hunter.

Carried unanimously by the members present. Malcolm Ward was therefore duly re-elected as a member of the HAA Management Committee for a further term of one year, until April 2020.

e. New Volunteers. Toni Hunter had volunteered to serve on the Management Committee, to take over the vacant post of Membership Secretary. She had been enthusiastically co-opted by the Committee with immediate effect, but her appointment required the formal endorsement of the membership. Additionally, Lawrence Hawthorn had volunteered to take on the role of Head of the HAA's Commercial Team. And last but not least, Tim Elkins had volunteered to take over as HAA Secretary.

i. It was proposed that the HAA should elect Toni Hunter as a member of the HAA Management Committee.

Proposed by: Richie Piper.  
Seconded by: Oliver Wheeldon.

Carried unanimously by the members present. Toni Hunter was therefore duly elected as a member of the HAA Management Committee for a term of three years, until April 2022.

ii. It was proposed that the HAA should elect Lawrence Hawthorn as a member of the HAA Management Committee.

Proposed by: Malcolm Ward.  
Seconded by: Sue Girdler.

Carried unanimously by the members present. Lawrence Hawthorn was therefore duly elected as a member of the HAA Management Committee for a term of three years, until April 2022.

iii. It was proposed that the HAA should elect Tim Elkins as a member of the HAA Management Committee.

Proposed by: Barry Tempest.  
Seconded by: Howard Cook.

Carried unanimously by the members present. Tim Elkins was therefore duly elected as a member of the HAA Management Committee for a term of three years, until April 2022.

All other current Committee Members had been elected (or re-elected) at the 2017 or 2018 AGMs, so they still had at least one more year to serve.

f. Committee Members Standing Down. The Chairman re-iterated that the HAA was deeply indebted to the outgoing President, Rick Peacock-Edwards, for his long and active service to the HAA over many years. He explained to members that not only had Rick been a visible presence at many of our committee meetings and public events, but that he had also quietly used his influence behind the scenes to further the interests and the profile of the HAA. As a token of gratitude of the Association, Rick was presented with a set of whisky glasses, which the Chairman hoped would soon be filled. Finally, Tim Scorer expressed his personal thanks to the outgoing Secretary, Malcolm Ward for being the “glue” which had held the HAA together in recent years: this was endorsed by those present.

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

The Chairman reminded members that, with all of the recent changes on the Management Committee, we continued to receive the support and expert advice of our four 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. ANY OTHER BUSINESS.**

No items of other business had been notified to the Secretary. The Chairman permitted one brief announcement: Jim Munro reported that projects were underway to rebuild a Hawker Typhoon and a Westland Whirlwind: he hoped that these endeavours would be supported by the HAA and its members.

## **11. HAA TROPHIES.**

The Chairman invited the outgoing President, Rick Peacock-Edwards, to perform one last duty for the HAA by presenting the HAA's Conrod Trophy to this year's worthy winners, the Cambridge Flying Group (CFG). Rick reminded members that, whilst opportunities to fly historic aircraft are very limited for those who do not own an aeroplane, the CFG provided this opportunity. For 66 years the CFG had been instructing at Cambridge with its distinctive yellow and silver Tiger Moths and was now the only place in the world where pilots who did not own their own Tiger Moth could learn to fly on them from ab initio to PPL. The CFG was very much the benchmark for Tiger Moth instruction and many members had gone on to own their own Tiger Moths or other historic types; their instruction at Cambridge had contributed considerably to their flight safety. For the past 6 years the Sir Geoffrey de Havilland Flying Scholarship, supported by the Worshipful Company of Coachmakers and Coach Harness Makers, had been awarded to encourage a new generation of pilots to fly historic aircraft. Much had been achieved in getting hair colours other than male and grey in the clubhouse, and flying Tiger Moths! At the CFG it was recognised that, irrespective of skill, a common grounding in good airmanship contributes most to flight and ground safety. For their long standing contribution to historic aircraft flight safety, the creation of the opportunity to fly historic aircraft for those that do not own them and the Group's actions to develop a new generation of pilots flying vintage aircraft the HAA had chosen to award this year's Conrod Trophy to the CFG. Rick Presented the Trophy to the President of the CFG, David Kynaston.

The Meeting was closed at 10:50.

Minutes signed on this.....day of April 2020

Chairman

Secretary

Minutes produced 29<sup>th</sup> April 2019