



**MINUTES OF THE HISTORIC AIRCRAFT ASSOCIATION
ANNUAL MEETING 2020
HELD VIA ZOOM VIDEO CONFERENCING
ON SATURDAY 31ST OCTOBER 2020 AT 10.00 hrs.**

Members Present:

Sir Gerald Howarth (President)
Wally Epton (Chairman)
Rick Peacock-Edwards (Immediate Past
President)
Barry Tempest (Vice President)
Malcolm Ward (Treasurer)
Gerhardt Ekermans (Treasurer Elect)
Lawrence Hawthorn (Commercial)
Richie Piper (Webmaster)
Andy Smith (PR Officer)
Toni Hunter (Membership Secretary)
Taff Stone (Engineering)
Steve Slater (LAA)
Oliver Wheeldon (Operations)
Tim Scorer (Hon. Legal Adviser)
Andrew Edmondson (Engineering Elect)
Sue Stowe (Visits Elect)
Tim Elkins (Secretary)
Sue Girdler
George Bacon
Dewi Williams
Goff Moore
Graham Boyle
John Broad
Ken Peters
Mr Humphreys
Rich Pillans

Apologies for Absence:

Prof Mike Bagshaw (Hon. Medical Adviser)
Jim Munro
Dave Rigg
Chris Thompson
David Nickson
Mike Vaisey

1. CHAIRMAN'S OPENING REMARKS

Capt Wally Epton opened proceedings by welcoming attendees to the meeting which for the first time is being held remotely due to the current pandemic. The Annual Symposium was scheduled to take place today but had been cancelled for the like reason.

Tim Scorer (Hon Legal Adviser) confirmed that a quorum was present (25 members) and the Chairman indicated that in any event he would have exercised his discretion under the Association's Rules to proceed with the meeting notwithstanding had there not been a quorum.

2. APOLOGIES FOR ABSENCE

The Secretary had received a total of 6 apologies for absence, these are listed above.

3. REVIEW OF 2019 ANNUAL MEETING MINUTES AND MATTERS ARISING

The minutes of the 2019 Annual Meeting had been circulated to members for review. No amendments or corrections were offered and there were no matters arising.

The Chairman moved the minutes for acceptance.

Proposed by Sue Girdler.

Seconded by Richie Piper.

Carried unanimously by the meeting.

4. THE CHAIRMAN'S REPORT

In accordance with 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.

This report now covers a longer period than the standard 12 months of an annual report since the Covid19 pandemic situation we find ourselves in has resulted in disruption to the routine of our calendar of events. I am therefore reporting on HAA activity from 28th April 2019 to 31st October 2020.

For the last Annual Meeting we combined our Flying Forum activity and the Annual Meeting day with the British Air Display Association and the Imperial War Museum Duxford. The General Aviation Exhibition and Safety Day was a great success. It was hoped to repeat the exercise for the 2020 Annual Meeting but regrettably Covid19 has scuppered that and we must look to next year to see what can be managed. It is still our aim to make the combined event a permanent arrangement in our calendar. Let's hope that we can achieve this in 2021.

During the past eighteen months your Management Committee has been very active in attending to matters of organisation and governance that needed to be brought up-to-date. Committee member Lawrence Hawthorn has been particularly helpful in this regard bringing his wider business experience to the table. Supported by our legal advisor Tim Scorer they have between them re-written some of our constitution together with a revision of our rules and regulations and brought our management of Association affairs more in line with modern governance requirements. The Management Committee is now in a much better position to move agreed decisions and policy forward through better governance into actions for the benefit of the Association membership.

Most recently your Committee has made an excellent attempt to define historic aircraft for the better classification of those aircraft requiring special attention. The HAA has always worked from the premise originally identified by founding member Darrol Stinton in 1978 that aircraft demanding uncommon knowledge or skill when preserving them for display in working order carry little or no burden of airworthiness, so that in-flight safety depends more on the man and machine than is the case with CofA aircraft. Committee members Andrew Smith and Steve Slater have worked to categorise the many aircraft types that fall into Darrol Stinton's original definition. Their new HAA List of 'National Treasures' identifies a Top Ten aircraft that should be classified as National Treasures based on social relevance, uniqueness and historical value. The list has a second tier of aircraft types with 'Significant Historical Importance' which effectively if they were an historic building would have a "Blue Plaque" on the wall outside. The next 3 categories list aircraft as 'Significant', 'Noteworthy' and 'Important'. Steve and Andy are continuing their work to list the variety of aircraft to be categorised in this way.

Remembering that Vice President Sir John Allison recommended 2 years ago that the HAA should define what an historic aircraft is in the UK today, and apply some criteria to ensure consistent tests are applied in accordance with that criteria. I think that Steve Slater and Andrew Smith have come up with the right formula to define the criteria that is needed. We hope that every aircraft having historical significance will be catalogued according to this list. One may ask what is the importance of this? Our work with the All-Party Parliamentary Group for General Aviation has drawn us to providing the definition of an historic and heritage aircraft just as Sir John suggested. The right sort of criteria is required to gain Parliamentary and Government support in our activities. I think we are closer to getting the nation and the Government to understand what is important to the heritage of this country with the preservation of historic aircraft in flying condition. By providing the appropriate definition criteria, and listing the aircraft types according to this criteria which is what the Slater/Smith listing will do, I think we are moving closer to defining what historic aircraft are and what they mean to the public.

There have been some changes to the Management Committee during the past 18 months and I am saddened to report that we lost a stalwart and long-standing member of Council/Management Committee with the passing of VP Colin Dodds. His obituary has been posted on the website but I wish to add to this report my own recognition of the long and valuable service that Colin gave to the HAA and to myself over many years as Deputy Chairman. Colin was highly knowledgeable of historic aircraft and his book on Rapide aircraft is acclaimed as an authority of the De Havilland type.

We welcome the return to Committee work as a potential member looking to be elected, Andrew Edmondson. Andrew had to stand down a while ago due to pressure of work, but now finds he has the time to offer his support once again as Engineering Lead. In that respect Kevin (Taff) Stone is leaving the Committee - again because of work in his professional commitments. Taff is offering to support Andrew Edmondson since they have always been very much a team in their work on the VTTS. Co-opted to the Committee and seeking election as Treasurer is Gerhardt Eckermans who is to replace Malcolm Ward. Malcolm has served the Association so admirably well over the years as both Secretary and Treasurer. I wish to record my thanks to Malcolm for all his invaluable support to me and the Committee during his more than 5-year tenure of office. He deserves due recognition for his excellent administrative contribution in addition to the wisdom and experience that he has brought to Committee discussion and deliberations both within and outside our meetings.

Stephen Crocker who has been a very valuable member of Council and the Committee for several years especially in his expert contribution to the SAM project has decided to stand down. Due to pressure of his Welsh Government Tourism Office work combined with the tyranny of distance Steve has found that he has less time than he would like to serve on the Committee. Steve is still willing to support the HAA from a South Wales when required outside of Committee. We are grateful for his energetic and huge contribution to the proposed delegation to the HAA of safety management oversight. As this is "on the back burner" for now it is logical that Steve should step back and direct his energies to other pursuits whilst maintaining his Association connection with historic aircraft. I wish to record my personal thanks to Steve for all his enthusiastic work on SAM and hope that he will be able to join us on Committee again at some time in the future.

Our programme of events for the past 18 months went well up to January of this year. Committee member Oliver Wheeldon and the Jet Operators Association combined with the HAA to stage the North Weald JetFest in September 2019. Lively Autumnal weather made life a bit difficult for the participants but despite this a successful event was staged and provided excellent exposure for the HAA. A marquee that provided much needed shelter was managed by HAA Committee members and attracted a great deal of interest from the public attending the JetFest. Committee member Toni Hunter with her partner Taff Stone were very pro-active in encouraging people to join

the HAA. We were also able to host briefly the local mayoral party and explain to the mayor of Harlow the work of the HAA.

The Annual Symposium held once again at the RAF Museum Hendon in October last year provided some excellent Journeys into Historic Aviation from our line-up of speakers. Our own Committee member Allan Vogel together with Major Gary Jackson gave an excellent account of the D-Day commemorative flights by Piper Cub "Grasshoppers", and John Lilley presented 'The Peoples Mosquito'. HAA Honorary Medical Adviser Professor Mike Bagshaw had us all thinking about 'Does "G" stop pilots thinking, whilst philanthropic warbird owner Keith Perkins provided down-to-earth realities of keeping warbirds flying. Star of the day was without doubt WWII Mosquito Pathfinder pilot Colin Bell DFC. The HAA was really fortunate to have a veteran pilot to speak about his wartime experiences of flying. Regrettably I have to report that the only disappointment of the 2019 Symposium was the food. Our regular caterers had decided to cease trading in 2018 and the replacement caterers provided by the RAF Museum were unable to meet the standards that we had grown used to. This matter has been addressed and if we had been able to stage our Symposium this year the project team were confident that the standard of catering would have been restored. We look forward to the return of the Annual Symposium in October 2021. The speakers who had been lined up for 2020 have all kindly agreed to speak next year.

One of our losses to Covid19 this year has been the Annual Meeting under the same roof as BADA and the cancellation of our Flying Forum that would have been a combined event. We will be hoping to resurrect the concept of a combined HAA/BADA event again in 2021 that will provide a venue for both our AGM's and a joint Flying Safety Forum.

The presentations of our annual Trophies are to go ahead but are to be staged at locations with social distancing and limited numbers attending. Recipient of this year's Conrod Trophy has already been announced and is to be presented by our President, Sir Gerald Howarth to Shuttleworth Events Ltd in due course. This year's recipient of the DSMT is yet to be announced.

HAA representation to the CAA and Department for Transport continues as an active part of our lobbying role. The most recent CAA GA Partnership Group video conferencing meeting that I attended as your representative included a question and answer session of over 2 hours with the newly appointed Chairman of the CAA Board Sir Stephen Hillier. Sir Stephen answered questions about support for historic aircraft and air shows that were tabled by our President Sir Gerald. During his conversation Sir Stephen made reference several times to his support in principle of delegating safety oversight functions where appropriate and offloading these day-to-day responsibilities from the CAA. His reasoning for this was that the CAA is facing major challenges with the airlines in crisis over Covid19; UK Brexit, and the move out of EASA by end 2020. To manage these challenges would require considerable resources from

the CAA which the Authority could barely afford. Added to which Sir Stephen was concerned that GA did not fully contribute to the cost of providing safety oversight by the CAA, and the true cost was still being underwritten by the airline charges that produced the greater part of the CAA income through the "user pays" principle. To offset the costs of GA Sir Stephen expressed his desire to delegate where possible.

To us in the HAA this should be a clear signal that acceptance of operational safety and airworthiness oversight ought still be in our purview as an essential service to historic aircraft owners, operators, restorers and maintainers. SAM is still on our "back burner" and if Government and the CAA want to offload some of those costly safety management and airworthiness oversight responsibilities that strain their resources, then the HAA industry through delegated responsibility, should stand ready to meet the challenge and provide the service.

A final point about representation is that your Committee responded to the CAA call for consultation on their revision of CAP632 with a detailed submission. Receipt of the HAA submission was acknowledged and the new version of CAP632 has just been released. We are studying the new version and hopefully the comments submitted by the HAA will have been taken into consideration but when writing this report it was too early to state if our lobbying had been effective. We will post further comment on the website concerning CAP632.

SUMMARIZING MY REPORT FOR 2020 I WOULD SAY:

- **THE PAST 18 MONTHS HAS BEEN DISRUPTED BY COVID19 BUT WE HAVE CONTINUED TO MAKE YOUR CONCERNS KNOWN THROUGH THE APPG GA HERITAGE WORKING GROUP, THE CAA GA PARTNERSHIP GROUP AND DIRECT CONSULTATION.**
- **WITH OUR ANNUAL SYMPOSIUM 2019 WE AGAIN ENJOYED SUCCESS BUT LESS SO WITH OUR VISITS THAT WERE CURTAILED BY COVID19 RESTRICTIONS. WE HOPE TO RETURN TO NORMAL WITH A 2021 PROGRAMME SOON.**
- **WE CONTINUE TO WORK CLOSELY WITH OUR BADA COLLEAGUES AND FOLLOWING THE SUCCESS OF LAST YEAR'S ANNUAL MEETING AND FLYING SAFETY FORUM WE LOOK FORWARD TO FURTHER LIAISON IN 2021.**
- **MANAGEMENT COMMITTEE CHANGES ARE PROVIDING ADDITIONAL STRENGTH TO OUR ORGANISATION PARTICULARLY IN THE AREAS OF MODERNISING OUR COMMITTEE GOVERNANCE AND OUR GENERAL RULES AND PROCEDURES.**

- **WE CONTINUE TO WORK ON PROVIDING VALUE FOR MONEY TO OUR MEMBERSHIP THROUGH EVENTS AND VISITS PLUS MAINTAINING OUR PRESTIGIOUS TROPHIES AND AWARDS RECOGNITION.**
- **OUR LOBBYING WORK CONTINUES UNABATED AND WE WILL CONTINUE TO STRIVE FOR RESULTS FOR OUR HISTORIC AIRCRAFT STAKEHOLDERS BOTH WITHIN OUR MEMBERSHIP AND WITHOUT.**

I must place on record that having enjoyed serving almost 15 years on the management of the HAA, and more recently as your Chairman I feel that when I reach my four score years next August I ought to be handing over to a younger Chairman. I therefore would like to give notice of my intended retirement by the time of the next AGM. Meanwhile 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

19th October 2020

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

Proposed by: Tim Scorer.
Seconded by: Malcolm Ward.

Carried unanimously by the members present.

5. THE SECRETARY'S REPORT

I prepared this report with mixed feelings. I have been privileged to act as HAA Secretary since the last AGM in April 2019, and have had large boots to fill in the shape of Malcolm Wards'! Malcolm has continued to be a source of advice and guidance and has served as a sounding board for me, while I have tried to pick up the reins after his excellent tenure. Our Chairman, Wally Epton, has similarly provided much guidance and advice on the workings of the Association.

On the other hand this has been a trying year on all levels for all of us, and this is reflected in the activity of the Association as members will have noticed. The Committee were hoping to build on the success of last year's excellent Symposium, but circumstance led to this year's event being shelved (and we had an excellent line up of speakers who we can hopefully carry forward to next year) plus it will not have escaped your attention that the AMFF at which this meeting should have been held in April was similarly cancelled, and

there has not been the opportunity to arrange any visits. As a result membership remains stagnant as Malcolm referred to in his report last year.

On the positive side looking forward, the Management Committee has been working hard (via Zoom!) with plans to revitalise the Association and it's focus, and to review it's various functions, including broadening and strengthening the membership which is core to continued growth and success. We are improving the Association's website and are seeking an enhanced presence on social media, all important these days, plus Toni Hunter has set up an intranet which will improve communication. Finally, I feel that we all cannot have been other than impressed by the fantastic bumper 40th Anniversary edition of the Newsletter produced (not without great effort) by Andy Smith earlier this month.

Having very much marked time this year, I sincerely hope that the next 12 months will end on an improved note, and we will have had a much better and more active 2021 to look back on and review.

Tim Elkins
Secretary
HAA

13th October 2020

There were no questions on the Secretary's report. The Chairman then moved that the Secretary's report be accepted.

Proposed by: Steve Slater.
Seconded by: Malcolm Ward.

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 2019 - 29 February 2020.

For the third year running, income for the year has exceeded our expenditure by over £1,000, leaving the association with a healthy bank balance. Despite falling membership numbers and the associated decline in revenue, the increase in our finances has been achieved by cutting expenditure where we can. However, the HAA does not exist to make a profit: it exists to promote the safe flying of historic aircraft in the UK. The committee has recently taken several steps to better organise the way we manage our internal business and the way we engage with external stakeholders: these initiatives will inevitably require additional expenditure, so please do not expect my successor to report another bumper "profit" next year.

After five years on the management committee and its predecessor, the HAA Council, I am standing down this year. It has been a privilege to serve the organisation and to play a small part in carrying on the good work started by Darrol Stinton four decades ago, when he convened a small group of "good eggs" to oversee improvements to the safety record of historic aviation in the UK.

Malcolm Ward

Treasurer
Historic Aircraft Association

Steve Slater commented that the accounts revealed a slow decline in income but rapidly decline in expenditure which meant the Association had the resources available to fund its expansion plans.

Proposed by: Tim Scorer.
Seconded by: Lawrence Hawthorn.

Carried unanimously by the members present.

The Chairman expressed the grateful thanks of the Management Committee and the membership at large to Malcolm for his years of service as Treasurer and indeed Secretary concurrently for a period until last year.

7. ELECTION OF MANAGEMENT COMMITTEE MEMBERS AND OFFICERS

a. Members due for re-election by rotation: None.

b. New Volunteers. Gerhardt Ekermans had volunteered to serve on the Management Committee, to take over the post of Treasurer from Malcolm Ward. He had been “shadowing” Malcolm for some months. Additionally, Andrew Edmondson had volunteered to serve as Engineering Officer in place of Taff Stone who had indicated a desire to stand down. And last but not least, Sue Stowe had volunteered to take over as Visits Co-ordinator. Each had been enthusiastically co-opted by the Committee during the year, but their appointments required the formal endorsement of the membership.

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

Proposed by: Oliver Wheeldon.
Seconded by: Malcolm Ward.

Carried unanimously by the members present. Gerhardt Ekermans was therefore duly elected as a member of the HAA Management Committee for a term of three years, until October 2023.

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

Proposed by: Taff Stone.
Seconded by: Steve Slater.

Carried unanimously by the members present. Andrew Edmondson was therefore duly elected as a member of the HAA Management Committee for a term of three years, until October 2023.

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

Proposed by: Sue Girdler.
Seconded by: Andrew Edmondson.

Carried unanimously by the members present. Sue Stowe was therefore duly elected as a member of the HAA Management Committee for a term of three years, until October 2023.

All other current Committee Members had been elected (or re-elected) at the 2018 or 2019 AGMs, so they still had at least one more year to serve.

c. Committee Members Standing Down.

Malcolm Ward (Treasurer) and Taff Stone (Engineering Officer) had both indicated that they would not be seeking re-election to the Management Committee. The Chairman proposed a vote of thanks to each of them for their years of valuable service which was enthusiastically endorsed by the members 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 required and each of the advisers had indicated a willingness to continue. 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.

(Post meeting note: the following discussion was held after Item 10 below)

The Chairman permitted a short discussion at the request of some of the members present. John Broad indicated that he upheld the interests of the HAA with the VAC and GASCO both of which he is involved with and asked that any HAA "issues" be communicated to him so he could highlight them with such other organisations. John is also a Trustee of The National Transport Trust and is happy to represent the HAA with the Trust which has input to the APPG with issues such as heritage vehicle fuels and mobile heritage parts. The Chairman thanked John for his input.

Steve Slater mentioned that he is also on the boards of GASCO and the General Aviation Safety Council so the HAA is well represented on a range of industry bodies.

Lawrence Hawthorn sits on the CAA Flying Display Focus Group and would be content to represent any matters the HAA wishes to raise with this group on air display and airshow matters and vice versa as and when required.

George Bacon stated that he sits on the APPG Heritage Working Group (as do the President and Chairman) and via BADA (of which the President is also the President) sits on various other forums. HAA members should be able to access a wide range of outlets. The three of them will be involved in a conference call meeting shortly with Sir Stephen Hillier (new CAA CEO) and should have input to the agenda to ensure HAA issues are kept to the fore.

10. HAA TROPHIES.

The Conrod Trophy: The President is shortly to present the Conrod Trophy to The Shuttleworth Collection Events Limited. The citation will be published in the minutes and on the website.

The Darrol Stinton Trophy: The Darrol Stinton Trophy will be held over for this year due to the continuing pandemic. All members will be have the opportunity to nominate potential recipients next year to the Management Committee.

In response to a suggestion by Steve Slater to explain the background to the trophies to members who may be new or unfamiliar with them, the Chairman commented as follows:

The Conrod Trophy was presented to the Association by the BBMF and is indeed a conrod from a Merlin engine. It is awarded to an organisation (as opposed to an individual – see below) making an outstanding contribution to the flying, maintenance, or refurbishment of Historic Aircraft.

The Darrol Stinton Trophy is presented to an individual who similarly contributes to the flying, maintenance, or refurbishment of Historic Aircraft.

In each case, the membership at large is encouraged to come forward with nominations, with the Management Committee making the final decision.

There being no further business the Chairman thanked the attendees for their time and declared the meeting closed.

The Meeting was closed at 10:45.

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

Chairman

Secretary

Minutes produced 2nd November 2020.