



Vintage Stuff

By Stephen Slater

You may recollect that a year ago, General Aviation reported on the activities of the Historic Aircraft Association, which was founded in the 1970s to further the safe flying and preservation of historic aircraft in the UK.

More recently the HAA has taken on a new role, working alongside organisations such as AOPA to lobby administrators in Britain and Europe to ensure that vintage flying activities can continue without being unnecessarily restricted by 'one size fits all' regulation.

One initiative has been direct dialogue on airworthiness standards between the CAA and the Historic Aircraft Association, in its role as a representative of the restoration industry and operators. This began early last year in an effort to introduce a more efficient regulatory regime for historic aircraft airworthiness.

These discussions now include operations manuals, maintenance schedules, and flight test schedules, which have been incorporated into discussion papers currently under review by the CAA Airworthiness Policy department. It points to a new era of dialogue between operators and legislators.

These activities were further boosted by the recent announcement of a Strategic Review of Safety Regulation by Gretchen Burrett, the Group Director of the CAA's Safety

Regulation Group. The review covers the entire style and ethos of how the CAA regulates civil aviation safety in the UK and working alongside AOPA, the HAA is helping provide a concerted voice on behalf of classic and vintage aircraft operators.

However the HAA is about more than legislation, it is also about like-minded

enthusiasts sharing their passion and knowledge. The Association organises a number of 'behind the scenes' visits to aircraft restorers each year and events such as the Annual Symposium at the RAF Museum, field fascinating speakers.

Last November's Symposium added new perspectives to the many recent activities surrounding the seventieth anniversary of the Battle of Britain and covered some fascinating new ground.

Speakers included HAA President Air Marshal Cliff Spink, providing first-hand views on flying fighter aircraft including the Spitfire, Hurricane and their enemy, the Messerschmitt Bf109. Author Brian Milton spoke of his seventeen interviews with survivors from the war who flew the Hurricane, while Matthew Whiteman, director of the BBC drama-documentary "First Light", gave added insight both the events in 1940 and their recent commemoration on BBC TV.

However the star of the event was Squadron Leader Tony Iveson DFC, who offered the unique perspective of one who both flew Spitfires in the Battle of Britain and Lancasters with the legendary 617 Squadron. While his presentation on flying Spitfires was impressive, Iveson added a new dimension when answering questions on his



**Top: HAA members discuss the finer points of historic aircraft at Sywell
Left: Tony Iveson, Battle of Britain Spitfire pilot, later 617 Squadron Lancaster pilot**



three long-range bombing missions against the pocket battleship Tirpitz.

The sharpness of Tony's memories summed up perfectly why it is so important to preserve our aviation heritage and, to record the first-hand knowledge of people who did so much with the aircraft we now regard as pieces of our history.

More information on the Historic Aircraft Association can be found on their website at www.haa-uk.aero ■

**Above: HAA President Air Marshal Cliff Spink
Right: film director Matthew Whiteman with
HAA chairman Rick Peacock-Edwards**



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