

The Work Continues 1980 - 1999

The work of spreading the messages of air safety and continuing airworthiness was developed and built upon enabling IFA to grow and flourish.

1980

In April, Mr. Don Smith attended the Flight Safety Foundation Seminar in Dallas, Texas at which he established useful contacts. In June he accepted an invitation to speak at the Aviation Technical Education Council (ATEC) Conference in Anchorage, Alaska (ATEC is an organisation of aviation maintenance and avionics schools throughout the USA.) It was an opportunity to acquaint a new area of the aviation community with IFA's aims and objectives.

In November, the 11th IFA Conference/AGM were held in London hosted by British Caledonian Airways, together with co-hosts Rolls Royce, Airbus Industrie and Dunlop Limited. The conference theme was 'Airworthiness and the Industry'. The Welcome Address was given by Mr W. (Bill) Richardson (Engineering Director, British Caledonian Airways) and the Opening Address by Mr. H.A.C. Thompson (Chief Surveyor UK CAA). Over one hundred delegates attended and the Executive Director reported a continual rise in IFA's membership to 50 members.

Sir Peter N Masefield became the IFA President for the period, 1980-83, replacing Mr. Yoshi Funatsu.

Mr. Roy Rowden, Chairman of the IFA Working Party set up in Tokyo a year previously, presented their report. This included a proposal to amend ICAO Annex 10 Para's 8 & 11. The members present discussed the report and an amended report was prepared for presentation to ICAO later in the year. The members at the AGM adopted the final draft of the IFA Constitution & Rules. It was in book form and was later distributed to all members.

Mr. Y P Tsang, from HAECO was awarded the first IFA International Aviation Scholarship and was sponsored by Boeing Commercial Airplane Group in Seattle, for one year's work experience. He spent time in various departments commencing with Maintenance and Planning, then moved to Support Equipment Design Engineering, Technical Requirements Engineering Department, Maintenance Publications, Field Service Engineering and finally to the Boeing Field Flight Line. The experience which he gained was highly applauded by HAECO.

1981

On 9/12 February the Executive Director, represented IFA at the AIRMEC Conference in Zurich, and in October, he represented IFA at the IATA Annual General Meeting in Nice, at both venues promoting the IFA aims and objectives.

On 24 & 25 November, the IFA Executive Committee held a two day meeting in Hong Kong which was hosted by Cathay Pacific Airways. Sir Peter Masefield, the current President, agreed to remain in office for a further one-year term.

There was no Conference in 1981,

1982

The 12th IFA Annual Conference and AGM was held on 18-21 April in Lond Beach, USA. The main sponsor was McDonnell-Douglas, with co-sponsors Lockheed-California Company and The General Electric Company. The theme was 'Economics with Safety'. The Opening Address was given by Mr. M Fenello (Deputy FAA Administrator) and the Welcome Address by Sir Peter Masefield.

At the AGM a new IFA project was announced. The 'IFA Reference Standards'. One of the subjects that would be included in the new documents was the 'International Transfer of Aircraft'.

At the meeting of the Scholarship Panel, the second IFA International Aviation Scholarship (1982/3) was awarded to Mr. Steve Ottaway from Britannia Airways. He spent time with the Boeing Commercial Airplane Group where he gained valuable experience.

In November the Mr Don Smith attended the IATA Annual General Meeting in Geneva, meeting several potential IFA members.

1983

In April IFA representatives attended the AIRMEC '83 Conference in Düsseldorf. Mr Don Smith presented a paper entitled 'International Airworthiness'.

The 13th IFA Conference/AGM was held in Singapore on 12-14 June. Delegates from 18 different countries attended with sessions based on the theme of 'Advanced Technology- The Airworthiness Problems'. The conference was hosted by the Association of Singapore Licensed Aircraft Engineers (now the Singapore Institute of Aerospace Engineers), Singapore Airlines and Malaysian Airlines. The Welcome Address was given by Sir Peter Masefield.

The conference was divided into three sessions chaired by Mr Stewart John, Mr Roy Rowden, and Mr Craig Beard.

At the AGM in Singapore Mr. M Gunasekera, from Air Lanka was the third Engineer to be selected for the IFA International Aviation Scholarship. He spent a year with Lockheed Aircraft Company in California.

Mr. John McDonald, one of the original Global Vice Presidents, succeeded Sir Peter Masefield as the IFA President for 1983/5.

The IFA Executive Committee once again met in Hong Kong on 3-4 November, hosted by Cathay Pacific Airways with eleven members attending. The committee reluctantly received the resignation of Sir Geoffrey Roberts as IFA Patron. Sir Peter Masefield, subsequently agreed to replace Sir Geoffrey as Patron.

1984

In January, IFA appointed Mr. Ian Millar as Executive Director. Mr Don Smith resigned on health grounds but accepted the less onerous task of Assistant Executive Director and continued to maintain the existing European Secretariat. Mr. Ian Millar set up and operated a Secretariat office in Melbourne Australia.

The 14th IFA Conference/AGM were held in Canada in Vancouver. The theme was 'International Transfer of Aircraft' with the Opening Address given by IFA President, Mr John F McDonald.

There were two sessions chaired by:

1. Dr. E R Major - The International Transfer of Aircraft.
2. Mr Stewart John - Environment Effects on Continuing Airworthiness

Mr. Al-Sabah, an engineer from Gulf Air, was the fourth recipient of the IFA International Aviation Scholarship (1984/5) award. He was placed with the Lockheed-California Company at Burbank, California, for one year, where he gained a vast amount of experience.

Subsequent to the Vancouver IFA Conference, which received seven papers on the subject of the International Transfer of Aircraft, a sub-committee was set up under the Chairmanship of Mr. Bob Oldani of the Boeing Commercial Airplane Group. They held their first meeting at the UK-CAA offices in Redhill, England on 25 March 1985.

1985

On the 1 January, the IFA Melbourne office closed down and Mr Ian Millar reverted to V.P. Australia. The Secretariat continued to be managed by Mr Don Smith, who, with improved health, was appointed as Assistant Executive Director/Treasurer with added responsibility for publicity including the editorship of the IFA Newsletter, now revitalised and renamed the IFA NEWS.

Also from 1 January, Mr. Kenneth Anderson, V.P. Europe, accepted the additional title of Executive Director. Mr. Ken Anderson was at that time Principal of Anderson Associates having earlier retired from BCAL where he was Economics and Systems Manager.

Mr. Ken Anderson and Mr. Don Smith attended the AIRMEC '85 exhibition in Düsseldorf, in February/March and the Paris Air show in June of that year, promoting IFA's aims and objectives at both events.

The IFA Executive Committee once again held their meeting in Hong Kong on 11/12 March which was hosted and sponsored by Cathay Pacific Airways and HAECO and at that meeting, it was agreed to rename the Committee the Executive Council. In addition, at that meeting Mr. Frits van der Jagt introduced a paper entitled "Marketing Approach" which included a change to the IFA logo.

Mr. Ken Anderson and Mr. Don Smith represented IFA at the 41st IATA-AGM in Hamburg October 1985. Many contacts were made with members, potential members and the Aviation Press.

The 15th IFA AGM/Conference was held in Amsterdam 4-7 November 1985. The best attendance so far, with a record number of 250 delegates and the IFA Corporate membership now

stood at 70 representing 33 countries.

There were two themes:

- a) 'Maintenance of Aerospace Structures, Now and in the Future'
- b) 'Airborne Software Development-Manufacturer and/or Operator'

During the AGM, Mr. Jo Cornelis, V.P. Engineering, Fokker Aircraft was made President in place of Mr. John McDonald who had completed his term of office. Dr. Ted Major was appointed IFA V.P. Technical and reported to the AGM regarding discussions he had had with ICAO relative to the IFA project "Transfer of Aircraft and Continuing Airworthiness".

With the establishment of a grade of 'Honorary Member' the Executive Committee invited Sir Geoffrey Roberts to be the first Honorary Member.

Subsequent to the Amsterdam Conference IFA published its first Annual Report for 1985. The report contained the minutes of the AGM together with the IFA Officers reports.

Mr. Nicholas Plummer, an Engineer from Air Niugini, was awarded the 1985/6 and 5th IFA International Aviation Scholarship. He spent a year gaining experience with Fokker at Amsterdam.

1986

On 1 January, the IFA Membership Subscription fees were increased from US\$300 to US\$500. Subscriptions for Professional Societies remained at US\$100.

On 13-14th January, Mr Don Smith went to Singapore on behalf of IFA, to address the delegates of the Asian Engineering and Maintenance Conference. The title of his paper was "The Role of IFA in International Airworthiness".

On 2-5 November the IATA AGM was in Geneva, Mr. Don Smith attended as IFA's representative making some useful contacts.

The 16th IFA Conference/AGM was held in Kuala Lumpur on 17-19 November. Malaysian Airlines were the principal hosts and the venue was the Pan Pacific Hotel. The theme was "The Development, Life Improvement and Safety of Landing Gear, Tyres, Wheels and Brakes, and Protective Finishes".

There were two technical sessions chaired by:

1. Mr. Stewart John - Development, Life Improvement and Safety of Landing Gear
2. Mr Mike Kerry - Protective Finishes

The conference was well supported with some one hundred and fifty delegates from 69 countries, membership at this time was a total of 86 from 32 different countries

The Scholarship Administrator, Mr Len Gore announced at the AGM the sixth IFA International Aviation Scholarship for 1986/7 was to go to Mr. Tim Graham, of Motor Holdings (Aviation) Ltd., New Zealand. Tim was placed at Rolls Royce, Small Engine Division, at Leavesden, England, for one year where he gained a vast amount of experience with Rolls Royce helicopter engines and he also visited a number of helicopter companies in the UK and had the opportunity of designing and fitting an engine modification.

1987

The IFA Executive Council met near, Gatwick, UK on 6 April 1987. The Chairman, Mr Stewart John welcomed two new members to the Council. Mr. Alan Troughton from British Aerospace, and Mr. John Saull, from the UK-CAA

The 17th IFA AGM/Conference was held in Karachi on 9-11 November. Pakistan International Airlines hosted the conference, together with Airbus Industrie and General Electric Company. The theme was "Trends and Airworthiness Aspects of Aircraft Interior Engineering".

The Opening Address was given by the IFA president, elect, Sir John Dent, and the Welcome address by Air Marshall M.A. Daodapota, Managing Director, PIA. IFA's total membership was now 91 corporate members.

IFA announced at the AGM that the UK Charity Commissioners had accepted IFA's Constitution and IFA could now register as a UK based Charity. IFA was allocated registration Number 296354.

The following Officers were named as IFA Trustees:

Mr. David Davis, Technical Director, Dowty Rotol Ltd
Mr. Basil Lockwood-Goose, Marketing Manager, Dunlop,
Mr. Alistair Mackenzie Retired Chief Surveyor UK-CAA
Mr. Alastair Pugh, Executive Vice Chairman BCAL Group PLC

The 1987/88 7th IFA International Aviation Scholarship was awarded to a Malaysian Licensed Aircraft Engineer, Zaifil Hasmi Mohd. Hasmi. He was employed by the Malaysian Airline System in Kuala Lumpur. The IFA Scholarship Administrator, Mr. Len Gore flew directly from the Karachi Conference to Kuala Lumpur, to present him with a Certificate. He was later placed with the General Electric Company's Engine Maintenance Centre in Ontario, California for one year's experience.

Following the Karachi Conference, Mr Ken Anderson (IFA VP Europe and Executive Director) visited New Zealand where he addressed a joint meeting of the SLAET (NZ) and the Royal Aeronautical Society. Whilst in Wellington, he had discussions with the then Director of Civil Aviation, Air Commodore McIntyre, on IFA Developments, with particular reference to the increasing interest of Airworthiness Authorities in IFA. IFA at that time had 14 Airworthiness Authorities that were members. The following day, he met Mr Jim McCrea Divisional Manager Operations, Air New Zealand, with whom he discussed IFA developments and the increasing demands for rationalisation of Airworthiness Requirements.

Dr. Ted Major, V.P. Technical represented IFA at a symposium on Air Safety, organised by the Transport Commission of the EEC in Brussels on 26-27 November.

1988

On 13 January, Dr Ted Major attended the JAA/Future Airworthiness Procedures (FAP) meeting at Heathrow airport.

In July, IFA made a submission to the ICAO Continuing Airworthiness Panel. They later announced that they wished to address other areas of the CAP Work Programme not covered in their first submission, particularly in relation to possible revisions to the following ICAO Documents, insofar as they relate to continuing airworthiness:

Annexe 6 (Operation of Aircraft),
Annexe 8 (Airworthiness of Aircraft)
Airworthiness Technical Manual

The 18th IFA AGM/Conference was held in the UK in Irvine, Scotland, on 31 August to 2 September. The Theme was 'Propulsion & Auxiliary Power.' The conference was hosted by Caledonian Air Motive with co-hosts, Boeing Commercial Airplane Company, Rolls Royce plc and HAECO.

The three Technical Sessions were chaired by:

1. Mr. Kelvin V. Kellaway
2. Mr. Jim Rainbow
3. Mr Roy Rowden

It was announced at the AGM that due to rising administration costs and increased activity on the part of its Officers, IFA was forced to make its first increase in annual fees for 3 years. The Corporate Members Annual subscription was increased to \$550.

The 8th IFA International Aviation Scholarship was awarded to an engineer from Air Malta but, before arrangements could be made he left the company. Therefore, the selection was cancelled.

On the last day of the conference, IFA issued a Press Release on the subject of Aviation Safety Initiatives. Sir John Dent the current IFA President, said: 'I believe the progress in this area of creating a single international standard of airworthiness will help manufacturers and the airlines and will in the long run improve aviation safety around the world'

The first meeting of the IFA Technical Committee was held on 11 October. Dr Ted Major chaired this meeting.

1989

On 2 June members of the IFA Technical Committee attended a meeting at the RAeS in London between the Used Aircraft Certification Conformity Committee (UACC) and IFA. Then, on 5 June IFA sent a representative to attend the 6th Annual US/Europe Authorities/Industry meeting at Bordeaux, France. In addition, on 26 June Ted Major attended a conference in London organised by the Parliamentary Advisory Council for Transport Safety. These meetings were milestones in the efforts being made to maintain and increase IFA's influence in International Airworthiness and Safety.

Four Technical Committee meetings took place during 1989. At their 4th meeting in July 1989 Dr Ted Major advised that IFA had produced a new publicity brochure. 'What is IFA?' explaining IFA's aims, objects, constitution and modus operandi. The brochure was distributed to all current members and to potential members.

Dr Major also reported that the IFA Technical Committee was liaising with the following groups:

- a) The 'Used Aircraft Committee' (USA).
- b) The Flight Safety Foundation, resulting in IFA participation in a joint project 'FSF/IFA Co-operative Project in Continuing Airworthiness Assurance.'
- c) The 'International Transfers of Aircraft Committee' (ITAC) under the auspices of the Aircraft Industries of USA (AIA) and Europe (AECMA).
- d) The annual USA/Europe Airworthiness Authorities/Industry meeting which discusses airworthiness matters of mutual concern.
- e) Supporting the work of the European JAR Maintenance Committee and commenting upon its proposals and recommendations.

The 19th IFA AGM/Conference was held in Seattle 17-20 September, hosted by Boeing Commercial Airplane Company with McDonnell Douglas acting as co-hosts. The Theme 'Airframe Structures Present and Future'. The conference was in two sessions.

Session One, chaired by Prof. A.J. Troughton

Session Two by Dr. E.R. Major.

Mr Joe Sutter took over as IFA President, from Sir John Dent. IFA was once again honoured to have a President with such a distinguished career.

Joe Sutter brought with him, as a member of his team, Mr. H A (Bud) Parker. His joining the IFA Technical Committee provided a font of information for the Committee

Geoffrey Lionel (Len) Gore, IFA's Scholarship Administrator retired at the Seattle AGM and was replaced by Don Hammond, Projects Manager, Air New Zealand. Don has had a long association with IFA having served on the Executive Council. Len Gore had served long and tirelessly for the IFA Scholarship, since its inception in 1977. In recognition of his service and dedication, Len was made an Honorary Member.

Two Scholarships were presented due to the failure of the previous year's award. Mr. Geoffrey Atiken, from Air Nuigini was placed with GEC Rochester UK for one year and Mr. Sundararajan Mehesh, from Air India was placed with the Boeing Commercial Airplane Group in Seattle. These award winners spent one year at the respective host organisations gaining valuable experience in their chosen fields.

1990

From 1 May, Mr. Jim Rainbow, Monarch Aircraft Managing Director, became Executive Director, replacing Ken Anderson who retired.

On 24 July a joint UK-CAA/IFA meeting was held at Gatwick Airport to discuss the ICAO- Continuing Airworthiness Panel and future action by IFA.

On the invitation of the FSF, IFA held its 20th Executive Council Meeting at the FSF headquarters in Washington DC on 4th May. 18 members of the Council attended.

The 20th IFA AGM/Conference were held in Toulouse on 17-20 November and was hosted by Airbus Industrie with co-hosts being Aerospatiale, Boeing, Rolls Royce, SNECMA, and Desoto Inc.

The conference consisted of three Technical Sessions.

Session 1 Chaired by IFA president-Elect, M. Jean-Claude Malroux

Session 2 E.R. Major,

Session 3 Mr. John W Saull.

The theme of the conference was 'Human Factors in Airworthiness, Design, Engineering and Maintenance' with a sub theme of 'Interpretation of Information'

It was announced at the Toulouse AGM that Mr. Manzoor Hussain from Pakistan International Airlines was the 11th IFA International Scholarship award winner for 1991/92. He was placed with Honeywell Phoenix Arizona USA, commencing his period of experience on January 1992'

Mr. Tom Nylund, one of IFA President Mr. Joe Sutter's Seattle team, proposed the five IFA Initiatives that had been drawn up for presentation to IFA Members and other interested parties

The five white papers were on the following subjects:

- * Continuing Airworthiness Assurance
- * World Aviation Certification Standards
- * Standardisation of Airworthiness Records for Transfer of Aircraft
- * Reduction of Accidents
- * Human Factors

Dr Ted Major, Chairman of the Technical Committee, announced that he was to retire and that Professor Alan Troughton was to replace him at the end of 1990.

1991

On January 15, the IFA Officers and Members were saddened to learn that Len Gore, Honorary Member and the first Scholarship Administrator had passed away in New Zealand. In his memory, the IFA Scholarship was to be renamed the 'IFA Len Gore Scholarship'

In June 1991 IFA was represented by Professor Alan Troughton at the 8th FAA/JAA meeting in Holland.

Also in June the Technical Committee held a meeting at the CAA offices at Gatwick Airport. The main items on the agenda for discussion were The ICAO Airworthiness Panel, The International Transfer of Aircraft and the ICAO Article 83 biz. all items that were being actively dealt with by the TC.

The 21st AGM/Conference was held in Auckland New Zealand on 20-23 October. The following companies were our hosts: Air New Zealand, Desoto Aerospace Coatings, Air 2000, Monarch Aircraft Engineering, Boeing Commercial Airplane Group and MOT NZ. The theme of the conference was 'Working Together to Stop Aircraft Accidents' there were four technical sessions:

1. Accident Investigation and Data, chaired by Mr Ron Yates AM.
2. The Data Speaks -Lessons and Solutions chaired by Mr. John W Saull.
3. 'Safety Through Technology' chaired by Capt Alan Travell.
4. 'Working Together' chaired by Prof. Alan Troughton.

Two people were awarded with the 1991/92 (twelfth & thirteenth) IFA Len Gore Scholarship award. Mr. John Bayley, licensed aircraft maintenance engineer from Britannia Airways. He was placed with SNECMA, in France for a period of twelve months and Mr.Lim Tow-Ming also a licensed aircraft maintenance engineer, from the Association of Singapore Licensed Aircraft Engineers (Singapore Airlines). He was placed with Airbus Industrie at Toulouse for twelve months experience

Mr. Jean-Claude Malroux, Senior President Corporate International Relations of SNECMA, took over as IFA President for 1991/1993 Mr. Joe Sutter having reached the end of his two-year term of office.

In recent years members had intimated a desire for enhanced services from the Secretariat and from the Technical Committee. The dilemma was to meet this demand without having to resort to increased membership subscriptions, which might produce an adverse response and lose both membership and resources. In 1991, IFA announced the establishment of a Trust Fund with a goal of securing a 1.5 million US Dollars (£1m) investment. The purpose was to provide a capital sum, for investment, the income from which would be used to fund a full-time Secretariat. At that time nine IFA members had contributed £150,000 to the Fund.

1992

On 12 March the Executive Council held its Meeting in Brussels. The venue was chosen so that the Council could meet with Officers of the FSF who were in Brussels at this time for the fourth Annual European Corporate & Regional Aircraft Operators Safety Seminar. Due to the worldwide economic situation, consideration was made as to whether it would be appropriate to combine the IFA and FSF annual conferences/seminars.

During the Brussels seminar the IFA Executive Director presented a paper entitled 'Harmonisation of Rules - is it Working?'

On 8/9th April five members of the Executive Council visited FSF headquarters to further discuss the proposal of a joint conference and to put together a suitable agenda, the proposed location was Long Beach, USA and was scheduled for 2/6 November.

Professor Alan Troughton, the Technical Committee Chairman, attended the 9th JAA/FAA joint Harmonisation meeting in Toronto in 1-5 June.

8th June saw both the Executive Council and Technical Committee holding meetings at Gatwick Airport, UK with final approval being gained for the Joint Conference with FSF.

The 22nd AGM and the first joint IFA/FSF conference was held at Long Beach California on 2-6 November. The Theme was 'Safety & Technology-Harmony or Discord'. The attendance was greatly increased to some three hundred delegates of which 46 were IFA members.

The 1992/93 IFA Len Gore Scholarship fourteenth winner was Mr. Au-Yong Ting Bong, from the Hong Kong Aircraft Engineering Company. He was to be attached to British Airways at London Heathrow for three months and to Boeing Commercial Airplane Company, at Seattle, for a period of nine months.

The current IFA President, Mr. Jean-Claude Malroux introduced the possibility of IFA becoming a Non-Governmental Organisation (NGO) such as the Red Cross and Amnesty International. etc this would be put to the vote at the 1993 AGM.

The Technical Committee at their meeting in Long Beach proposed an IFA Information Service should be established. This service would make members aware of all relevant NAP's/NPRM's so that they could comment on them through their normal channels via airline organisations (ATA, AEA, IATA) or manufacturing organisations (AIA, AECMA).

The Chairman of the Technical Committee, Professor Alan Troughton announced that IFA had joined the Used Aircraft Certification Committee (UACC).

The committee's membership was increased at Long Beach by the addition of Brian Perry, a retiree from the UK-CAA and now an Airworthiness Consultant.

Sir Peter Masefield requested that he wished to retire as the IFA Patron. The Executive Council then asked Mr. Joe Sutter (see photo) to act as Patron in Sir Peter's place, which he agreed to do.

The Executive Council recommended, and it was accepted, that the following members who had served IFA so diligently in the past should be made Honorary Members:

Sir Peter Masefield - For his support of IFA as past IFA President, IFA Patron & Trustee

Dr. Ted Major - For offering so much drive and support as past IFA Technical Vice President

Mr. Ken Anderson- For many years service as past VP Europe & IFA Executive Director

Mr. Frits van der Jagt, Fokker Aircraft - For his support of IFA as an Executive Council Member, also for his help in re-designing IFA's logo and corporate identity, his input into IFA receiving NGO status and for being the driving force behind organising and arranging sponsorship of the 1985 IFA Conference which took place in Amsterdam.

Mr. Mel Payne, Air New Zealand - for his work on the Technical Committee and Executive Council, also for being primarily responsible for the organisation of the Auckland AGM/Conference in 1991.

Mr. Mike Kerry, PMK Consultants for his contributions to both the Technical Committee and Executive Council.

1993

The 23rd IFA AGM and the 2nd Joint IFA/FSF seminar was held in Kuala Lumpur 8 -11 November .

The current IFA President Jean-Claude Malroux presented a paper stating the advantages of IFA becoming a Non-Governmental Organisation. (NGO) This was put to a vote and all the members present accepted the motion.

The Chairman of the Technical Committee, Professor Alan Troughton, reported that seventeen IFA Information Bulletins had been issued to date and were proving very popular with the membership.

Mr. Brian Perry, a member of the IFA Technical Committee was actively engaged at this time with discussions at meetings of the Flight Safety Foundation (FSF) Initiative on Controlled Flight into Terrain (CFIT) Working Group and a JAA Group dealing with Single-engine Commercial Operations.

Mr. Lim Kok Kong, an engineer from Malaysian Airlines was the fifteenth selection made by the IFA Len Gore Scholarship Selection Panel at Kuala Lumpur for the 1993/94 period. Mr. Lim Kok Kong was placed with Airbus Industrie, at Toulouse, for a one-year period of experience.

At the close of the Kuala Lumpur AGM Mr. Jean-Claude Malroux inducted his successor. Mr Stewart John as the IFA President for the period 1993/95.

Also at the Conference, Dr Ron Yates was appointed Vice President - Australasia, Mr Frank Jauregui took over from Mr Stewart John as Chairman of the Executive Council and IFA gained a

new member of the Secretariat, Mr. Maurice Hare who became Deputy Executive Director standing in for Jim Rainbow as required. He also took on the role of Treasurer from Mr Don Smith leaving Mr Smith to concentrate on Publicity, Marketing and general membership services.

1994

Professor Alan Troughton attended the 11th FAA/JAA Harmonisation Meeting in Boston on 6/10 June.

The Technical Committee's meetings on 3 March and 13 June at Gatwick Airport were well attended. Professor Troughton reported that the TC now had twenty members and was meeting three times a year. At that time, the TC was assisting the FSF with the problems of many Controlled Flights into Terrain (CFIT) accidents and Mr Brian Perry had participated in the CFIT meeting in Montreal.

The 3rd Joint IFA/FSF Conference and 24th IFA AGM was held in Lisbon, Portugal 31 Oct -3 November. The Seminar theme was 'The Management Challenge - Balancing Technology and Resources for Improved Aviation Safety'. The seminar was again well supported with four hundred delegates attending. The Welcome Address was given by Capt Osvaldo Oliveira, Head, Flight Safety Dept., TAP Air Portugal

It was announced at the AGM that IFA was now a Non-Governmental Organisation (NGO).

Mr. Christian Hall, from Monarch Aircraft Engineering was the sixteenth awardee for the 1994/5 IFA Len Gore Scholarship. He spent three months with Air New Zealand in Auckland and nine months with Boeing at Renton USA.

1995

In June 5-9, the Technical Committee Chairman again attended the meeting of the 12th FAA/JAA Harmonisation Conference in Seville. A report of this meeting was circulated to all IFA members.

In August IFA had the opportunity to spread the name of the Federation throughout China, when Mr Don Smith was asked to write an article for the 'China Aviation and Airport Development for China' publication.

The 4th Joint IFA/FSF Conference and 25th AGM was held in Washington, on 7-9 November with IATA participating for the first time. The Theme was 'Managing Safety'.

The 1996/7 IFA Len Gore Scholarship seventeenth award winner was Mr. M B Al-Khaja, from Emirates airline. The sponsorship was shared. Mr. Al-Khaja spent nine months with British Aerospace, at Bristol, two months with British Midland Engineering at Derby and one month at Rolls Royce, also at Derby. This spread of experience was very acceptable to Mr. Al-Khaja and to his company.

The Technical Committee continued to discuss relevant issues at their 3 meetings. A decision was taken that with effect from December 1995 Technical Committee minutes were to be circulated to all IFA members.

It was also decided to make additional funds available to the Technical Committee to enable them to pursue issues such as electronic data, information technology. Through attending meetings with ARCA, ATA, and IATA and continuing to monitor the single engine operators issues and take part in the FSF initiative on approach and landing accidents.

On 1 December, Mr. John Saull, C.Eng. FRAeS, recently retired from the UK CAA, took over from Mr. Jim Rainbow as Executive Director. Mr Jim Rainbow became Chairman of Trustees.

1996

At the July meeting of the Technical Committee held at the UK-CAA offices at Gatwick Airport Mr. Frank Fickeisen, Consultant to Boeing, joined the Technical Committee. Frank would be continuing the work that the late Bud Parker started in filtering the NPA information Service. Mr. Frank Fickeisen, on behalf of IFA, attended the 13th Annual FAA/JAA Conference in San Diego, USA on 3/7 June 1996. Copies of his report were circulated to all IFA members. Mr. Brian Perry became the Technical Committee Vice Chairman. He chaired a meeting on the subject of Service Bulletins, identifying several problem areas.

In November Mr. John Saull, Executive Director, attended the IATA Annual General Meeting in Geneva. He reported that he was negotiating for IFA's attendance at the IATA Technical/Operators Committee meetings.

In 1996, the International Air Transport Association (IATA) joined IFA and FSF in the promotion of the annual air safety seminars. Therefore, on 11-14 November 1996 the fifth Joint IFA/FSF/IATA Air Safety Seminar and (26th IFA Conference) was held in Dubai, UAE. The theme was 'Best Practices & Processes' and was hosted by Emirates Airline.

The 1996/7 IFA Len Gore Scholarship winners, (the eighteenth & ninetieth respectively), were Mr. Peter Tooth, from Malev Hungarian Airlines and Mr Gareth King, from Lucas Aerospace. Peter Tooth was placed with the UK-CAA at Gatwick and the East Midlands Airport. Mr Gareth King was placed with Boeing Commercial Airplane Group at Renton for a period of 6 months (delayed to 1998 at his company's request)

Mr. Frank Jauregui resigned as Chairman of the Executive Council, and Mr. Barry Green (see photo) who had been Deputy Chairman for the past three years took his place.

Mr. John Saull reported to the AGM that prior to the meeting he had attended the FSF International Advisory Committee (IAC) in Dubai. He also stated that he was to become a member of the FSF ICARUS Committee on 'New Perspectives on Safety' (He became a full member in July 1998).

The Executive Council unanimously accepted Mr. John Saull's proposal that IFA should produce a video on the subject of 'Human Factors in Maintenance'. Funds would be made available from the Trust Fund.

Throughout the year the Technical Committee played a part in developing proposed rules for single-engine commercial operations in Europe through a JAA Working Group, it also assisted the FSF in its CFIT initiative. A Working Group, chaired by Mr. Brian Perry, TC Vice Chairman, was organised on Service Bulletins/Airworthiness Directives with particular reference to the drafting and criteria for mandatory and non-mandatory SBs/AD's

At the end of the Dubai AGM Mr. Stewart John handed over the Presidency to Mr. Craig Beard (see photo), who had recently retired from the FAA. Craig was to be the IFA President for 1996/8

IFA Executive Council issued a Press Release at the end of the Seminar, announcing that they would take up the challenge that Capt. Amjad Faizi, Pakistan International Airways had laid down in his paper to the Dubai seminar. He said that "the people who most needed help in improving world-wide safety performance were not present in Dubai" IFA would be inviting two members of Airworthiness Regulatory Authorities from the areas in which future seminars are to be held, to attend as IFA guests.

1997

On April 9/10, a five-strong team of Executive Council members attended a two-day agenda forming committee meeting at the FSF Headquarters in Washington. The meeting was to select papers for the forthcoming Washington IFA/FSF/IATA Air safety Seminar in Washington in November 1997.

Professor Alan Troughton attended the 14th JAA/FAA Harmonisation meeting in Berlin in June.

At the July Executive Council meeting Mr. Andrew McClymont, (see photo) Director Regulation & Strategies at Airbus Industries, was confirmed as the IFA Vice President, Europe.

On behalf of IFA, Mr. Frank Fickeisen attended a FAA meeting in Washington DC on the subject of Transport Fuel Flammability.

The 1997 Joint IFA/FSF/IATA Air Safety Seminar and 27th IFA Conference was held in Washington DC on 3-6 November. The Theme was 'Aviation Safety-Confronting the Future' the IFA president gave the Welcome Address.

Following up on the previous year's decision to invite two Airworthiness Regulatory Authority representatives, who might not otherwise be able to attend. IFA welcomed representatives from the Eastern Caribbean States, representing eight States of the Eastern Caribbean to the conference.

At this Executive Council meeting it was agreed to create a new membership grade that of "Honorary Fellow". The first two honorary members elected by the AGM were: -

Dr. Yoshi Funatsu, Past President 1978-1980,

Mr. Syed Ajaz Ali, Past President 1976-1978

1998

In January, IFA established a Website on the Internet (www.ifairworthy.org) where the full contents of the Information brochure including an enrolment form were made available.

After many months of intensive work by Mr. John Saull and his team an IFA 'Human Factors in Aircraft Maintenance' Video entitled 'Every Day' was produced by IFA. It was well received by members and non-members alike.

In June the Technical Committee Chairman, attended the FAA/JAA Harmonisation meeting in New Orleans.

IFA/FSF/IATA Agenda forming committee was held in Washington DC on 9/10 September to create the 'call for papers' for the following year's seminar scheduled to be held in Rio de Janeiro.

In November, the 6th joint IFA/FSF/IATA Air Safety Seminar was successfully held in Cape Town, South Africa. The theme was 'Aviation: 'Making a Safe System Safer'.

Following previous policy, IFA extended an invitation to two Airworthiness Authorities from the African continent to attend the Cape Town seminar. Mr. Maugo from the DCA Tanzania accepted.

At the Cape Town IFA AGM, Mr. Robert A (Bob) Davis became the 1998-2000 President. Craig Beard having completed his two-year Presidency.

Mr. Don Smith announced his intention to retire from his position as Director Membership in June 1999 or as soon as a replacement could be found and was operational. Don would continue to assist IFA with computer and consultancy services.

An annual Air Safety Award, 'The Whittle Safety Award', was established by IFA to honour the global aerospace community's most outstanding achievements in the field of air safety. A certificate and gold medal featuring Sir Frank Whittle (1909-1996), inventor of the jet engine, was produced. The first award was presented at the Cape Town meeting by the new IFA President, Mr. Robert Davis, to Mr Ahmad Abdulla Al-Zabin, Deputy Director General (Engineering Affairs) of Kuwait Airways Corporation.

It was announced at the Cape Town Executive Council Meeting, that the IFA Associate Member Grade was to be reinstated with immediate effect. The entry in the Constitution reads:

"Licensed or otherwise qualified aeronautical engineers who, in the opinion of the Executive Council, are of high standing in their professions and are calculated to further the aims and objectives of the IFA"

The first person to join IFA as an Associate Member was the immediate Past President, Mr. Craig Beard.

In his report to the Executive Council, Mr. Jim Rainbow announced that by August 1998 the Trust Fund had now grown to the sum of £208,000.

1999

The first meetings in 1999 of the Technical Committee & the Executive Council took place on 22 & 23 March respectively at the UK offices at Gatwick Airport.

A Strategic Alliance with the Aviation Training Association (ATA) was discussed at the March 23rd Council meeting and a Memorandum of Understanding was raised. This arrangement would allow IFA to use the ATA headquarters, at High Wycombe as their Secretariat. They would provide a 'virtual' office for IFA by servicing telephone calls, faxes, postal and e-mail. ATA would maintain IFA membership records and invoice members for annual subscriptions. They would act as a typing and distribution bureau for letters, reports, minutes, certificates etc, stock and dispatch IFA literature. This arrangement was progressed and by August 1999, it was up and running satisfactorily.

A further meeting of the agenda forming Committee was on 20/21 April 1999 to review the results of the 'Call for papers' and set the agenda for the Rio meeting.

On 11th June 1999, Mr. Don Smith, in his 80th year, and after 24 years working for IFA full-time retired. IFA marked Don's retirement by awarding him the highest honour of an Honorary Fellowship at a Dinner, on 5 August 1999.

In October, IFA, with the support of the UK CAA, hosted a training session on 'FAA Regulations' given by Aeronautical Repair Station Association (ARSA). Training Sessions were held in London and Derby on 12/14 October 1999. The training was for companies holding FAA Approval and other interested people. The syllabus covered a wide spectrum on FAR's and supporting legislation.

IFA held its first workshop in Rio in November 1999 during the Joint IFA/FSF/IATA Seminar. The subject was, "Training Program Probes Maintenance Human Factors". Attendees were invited from local industry-30 people attended. Simon Witts (British Regional Airlines), chaired the session helped by Cliff Edwards (Shell) and Heather Darwin (LineUp Aviation).

At the IASS conference held in Rio, Brazil Mr Kelvin Kellaway (see photo) was appointed as an IFA Trustee.