



## **ELECTION OF CANDIDATES FOR DIRECTORSHIP OF THE LIGHT AIRCRAFT ASSOCIATION LIMITED.**

**Please note:** There are eight candidates standing for the Board but only seven places available. You can therefore only vote for up to seven of the candidates.

### **Marcus de Ferranti**

**Proposed by:** Tim Hardy  
**Seconded by:** Steve Slater

A mechanical engineer by degree, Marcus started working life as an RAF fighter ground attack pilot flying Jaguars and Harriers. He then worked variously for GEC and the Government before starting his own business trading wholesale bandwidth in the early days of the internet. He then spent several years as a venture capitalist before returning to military aviation for six years, flying Hawks in an aggressor role for Royal Navy training, also becoming an instrument rating examiner. He now sits on various boards and lives in Hampshire.

He regularly uses his Vans RV-8, flying over 100 hours a year. As a long-standing supporter of the LAA he is keen to give back to the organisation and his unusually diverse background brings a useful mix of pilot, engineer, regulatory and commercial skills.

### **David Millin**

**Proposed by:** David Mole  
**Seconded by:** Mike Mold

My career within the motor industry led me to the United Arab Emirates where I was involved in after sales management. I started flying three-axis microlights in the UAE during the nineties and continued flying at Dunkeswell on my return. I joined an independent company distributing and wholesaling SCUBA diving equipment, eventually carrying out a management buy-out. My company remains one of the most significant within the recreational diving industry and has certainly honed my management skills.

I joined the Devon Strut and later moved onto SEP types (I own a Jodel) and became a member of the Strut committee. I have served as Chairman for a number of years and represented the Strut during the days of the National Council. I serve as a Board Member and my interest is focused on grass root flying, encouragement of the Struts and equitable use of airspace for GA.

## **Eryl Smith**

**Proposed by:** David Mole

**Seconded by:** Steve Slater

I have combined a professional background in civil aviation in airport management with a passion for recreational flying, obtaining my PPL in 1996. I now co-own an Aeronca Champ and am also a member of a C177 syndicate which enables me to maintain a wide knowledge of recreational, general aviation and airspace issues. I am an active member of the Andover Strut and am currently Strut Treasurer.

I have extensive knowledge of LAA matters having previously served as Association Secretary and as a member of the Marketing Sub Committee before being elected as a director, and most recently acted as LAA Rally Chairman. If re-elected I am committed to working on behalf of all members to enable the LAA to embrace the exciting opportunities and challenges we face as we continue to grow and evolve, whilst ensuring that the Association remains true to and connected with our grass roots membership.

## **Paul Bird**

**Proposed by:** David Gibby

**Seconded by:** Peter Morgans

I am a former engineering draughtsman, design engineer, heat treatment technician and college lecturer. I attained my PPL in 1974, joined PFA in 1980, and am past member of North Western and Lancashire Struts. I now live in Pembrokeshire and own a Robin ATL and work on a casual basis for three maintenance companies at Haverfordwest.

Served on the PFA Executive Committee / Board of Directors from. Having previously been a Board member (2004-2009), I offer my experience and service to the LAA again, so that I may assist in moving the Association forward in the post EASA/Brexit era. I would be particularly keen to mitigate some of the regulatory anomalies that have developed during several transitions.

## **John Brady**

**Proposed by:** Alan Hartfield

**Seconded by:** Mark Batin

With a career in military and civil aviation and having had a share in a Jodel and RV-6A, and now built an RV-8, I served on the Executive Committee of the PFA and then as a director of the new LAA from 2005. Having served for nine "periods" plus an extra year allowed by the Articles of the LAA, I retired in 2017 and was appointed Vice-President.

The Board has been short of directors in recent years having only six + CEO when the Articles allow 12 + CEO and that makes the distribution of responsibilities difficult and can be insufficient for a quorum at board meetings. I have told the Board I am willing to stand for election as a director again to redress this shortfall in numbers; I believe my experience would again be of value to the Association.

## **Brian Davies**

**Proposed by:** David Millin

**Seconded by:** Paul Kirkham

I have been an Association member since 1999 and joined the board in 2012. I served as chairman for four years and after retiring was elected as a Vice President. During my three years as VP, I have served as chairman of the Airworthiness Oversight Group and been heavily involved in the recent discussions with the CAA regarding our approval and have worked closely with Steve Slater on the future development of our engineering team. I have also served on the Rally working group during the last two years. I have the building bug and I am currently building my third aircraft.

I have recently become convinced that I could serve our members better if I was an elected member of the board and could use my vote in the best interests of the membership.

## **Christopher Holliday**

**Proposed by:** Alan Kilbride

**Seconded by:** Dave Allan

I work as an aviation consultant and hold three non-executive Director positions in the industry. I am passionate about managing safety and looking into sustainable technologies. I joined the LAA in 2018 and currently own a Rollason Condor and a share in a Reality Escapade. The LAA was pivotal in getting me back into the air when I restarted flying in 2018 after a very long layoff and has been a key contributor to making flying affordable for me. I am Strut Co-ordinator for the Vale of York Strut and believe my experience and skills could make a greater contribution to the future of our association.

Success would allow me to put more back into our association to help keep it strong into the future, underpinning affordable aviation for members. It would also broaden the geographic coverage of Board Members.

## **Ian Sweetland**

**Proposed by:** John Ellis

**Seconded by:** Craig Simpson

For the past 20 years, I have operated as an independent consulting engineer in various roles across large and small infrastructure projects, internationally and domestically. I learned to fly aged 40 and ordered a Van's kit in 2010 and started my second build in 2020.

As a member of the West of Scotland Strut, I have been managing an LAA sponsored research project, to value the market for GA in Scotland, and develop a strategy to raise the profile of GA with the Scottish Government. I've also represented the LAA, collaborating with the GAA and other GA bodies, in presenting an effective stakeholder response for the various Airspace Change Procedures underway in Scotland.

As a Director I would use my skills to assist the management and staff to deliver and enhance service to members. For instance, resource available within the membership might voluntarily assist LAA engineering in particular projects.