

Minutes

of a meeting of the TIGHAR Board of Directors
held on

Thursday , September 24, 2015

at

TIGHAR HQ
2366 Hickory Hill Road
Oxford, PA 19363

The meeting was called to order at 10:14 EDT by Executive Director Ric Gillespie. Attending in person were Ric Gillespie, Pat Thrasher, Lee Paynter, Tom King, and Skeet Gifford. Attending via phone and Facetime were Bill Carter and Dawn Johnson. Russ Matthews was unable to attend due to a previous commitment.

Old Business & Reports

All board members except Lee Paynter and Dawn Johnson were up for re-election. Board members Gillespie, Thrasher, King, Gifford, Carter, and Matthews were re-elected by acclamation.

The Minutes of the April 21, 2014 conference call board meeting were submitted and accepted.

A resolution thanking Bill Carter for his service defending against the Mellon lawsuit was passed by acclamation.

Bill cautioned that Mellon's complaint to the IRS could surface at some time in the future but is probably nothing to worry about.

John Masterson's bill has been paid in full. He has switched firms. Bill will send instruction that Masterson will retain all the records indefinitely in his new firm.

A discussion about Phoenix International affirmed the board's intention to sue for scope of work/breach of contract/negligence. The statute of limitations in Virginia is five years. We are looking for a small to mid-size firm, in Virginia if possible, to take the case on a pro bono or contingency basis.

A discussion of the Devastator Project resulted in an agreement that the board will schedule a conference call to discuss the future of the project with Russ when he is available.

Regarding the Maid of Harlech, Ric will email Matt Rimmer to find out if the aircraft is covered again. We need to touch base and possibly pay a visit to the RAF Museum facility at Cosford to see how the conservation of the Dornier is going. We need to update the project on the website and make progress toward a recovery.

Tom led a discussion of the current trend toward virtual rather than physical recovery of historic properties and its possible application to historic aircraft. He will talk to exhibitors and museums who are using this technique. Russ may be able to ask WHOI (Woods Hole Oceanographic Institution). Lee observed that relieved of budgetary pressures of recoveries, TIGHAR could do a lot more projects.

Financial Reports were submitted and accepted.

The Membership Report was submitted and accepted. Current membership is approximately 1,170. Renewals remain strong.

New Business

Membership campaign:

Ric emphasized that TIGHAR's priority right now has to be attaining sustainability. The organization needs a base of 5000 members to cover operating expenses. In the coming months we'll launch a membership campaign based on a professional demographic analysis of our current membership to identify the target audience most likely to respond to direct mail and electronic solicitation.

The Future of TIGHAR

Tom had a question about Executive Committee compensation which Ric answered to the board's satisfaction. The board suggested that there should be a section the TIGHAR website that provides more information about how TIGHAR operates and where contributed dollars go. There should also be more information on the website about the new TIGHAR HQ and its potential as a facility for aviation historical research and studies.

The board discussed the need to develop a Succession Plan for TIGHAR and agreed that the first step is to grow the organization to the point where someone other than the current Executive Committee would be willing to take on the job.

The board agreed that the TIGHAR board of directors needs to be expanded to include board members who will engage in development. Several potential candidates were discussed and will be approached to inquire whether they are interested in serving.

Some parts of the TIGHAR Bylaws need to be updated. Ric will draw up and circulate proposed changes. The possibility of officially changing the name of the organization to The International Group for Historic Aircraft Research or something similar was considered and rejected due, in part, to the need to re-file with the IRS. The logo could be changed without officially changing the name. The acronym TIGHAR itself is a d/b/a.

The board discussed ways in which TIGHAR might monetize the TIGHAR website. One way would be to charge non-members for access to information. Pat will find out the cost of making the necessary changes to the website to implement a pay-per-view plan in some sections. Further discussion is needed.

Niku IX?

The board reviewed the results of the Niku VIII expedition and Tom King's report "Results thus far of 2015 TIGHAR/Betchart Visit to Niku And Tentative Plans for 2017". After some spirited discussion the board reached a consensus that further field work at Nikumaroro could be included in a future tourist cruise by Betchart or some other provider if an acceptable contract could be negotiated.

The meeting was adjourned at 16:22 EDT.