

HELICOPTER CLUB OF GREAT BRITAIN



Ryelands House
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Banbury
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5th February 2016

David Monks
63 Reeve Drive
Kenilworth
Warwickshire
CV8 2GA.

Dear David

I have noted all of the documentation for your forthcoming meeting in Lausanne has been published on the FAI website. I must say I was rather surprised considering the nature of your letter to the Commission. I have read through all of them and note several discrepancies in the actual "reporting" that has been recorded from the 15th WHC and would like to bring these to your attention as the delegate for the UK.

If I may start with Annex A, the undated copy of the Report by the President and members of the International Jury. My main concern, as the Manager of the British Helicopter Team, is a point that has been flagged up on page three under the banner of navigation event. If I may explain my understanding of proceedings in order to seek some clarity as I am currently unaware of any meeting regarding slow scoring. My concerns are two fold - where is the reporting of the fuel issue suffered by only those from Belarus and/or why was I not informed there was a meeting about a topic that I am totally unfamiliar with, namely the mention of slow scoring?

As I recall from the navigation, and as reported at the time, the team managers/representatives were called together by the Championship Director on the subject of the navigation exercise as those from Belarus had a technical difficulty for the navigation. This was alleged to be the fuel, also used in other helicopters but only rendering those from Belarus unflyable. This was a very strained meeting as the Championship Director deemed the issue of whether or not the teams from Belarus could fly an alleged alternate course the day after was the responsibility of the team managers/representatives to decide. The gathered individuals in the presence of the International Jury, offered several suitable suggestions to the matter which included all of the competitors flying the navigation again to ensure a point of fairness or the International Jury dealing with this matter as it was generally felt not to be fair to ask competitors to judge on whether or not the team should be allowed to fly. The suggestion of everyone flying again was not accepted despite there being an extra day to play with i.e. the day of races. As they

are not part of the event and had weather strained the proceedings then this day would have to be used for competition and not for racing. Secondly, I recall the Jury pointed out that it was not their position to deal with such a matter despite being asked to by Bettina Schleidt to deal with the matter and effectively telling those assembled that it wasn't in fact their job to do this as they deal with protests. Many of those present felt uncomfortable and unsporting like in their individual thought process and this was when I recall the "secret" vote was.

I recall no other matter being discussed at this meeting hence writing this to you. Perhaps the meeting was held without my knowledge and it was not deemed necessary for me to be informed? Perhaps someone took my proxy vote? I am unsure but nonetheless very concerned. For the sake of clarity, I did not vote for the Technical delegate to assist with scoring.

Having seen this as an inconsistency with actual proceedings, I've read through the remainder of the report and for what's it worth there are other inconsistencies, namely the protest and the complaint forwarded by me to the Championship Director. After getting him to accept them as he was aware of the rules in how to deal with this, my understanding is that any protest goes directly to the Jury. As you are more than aware, this also appears not to be the case as the event closed without our complaint for the fender being dealt with by the Championship Director.

For the sake of good order, there are inconsistencies I ought to point out in the fender report. I think it is worth remarking that at this point the Jury deemed themselves capable of adjudicating on whether a request for the course to be reflowed by all competitors was dealt with only by the Jury but they could not find it in themselves to do so for the navigation. It is also not noted that the Precision was flown one day late due to nervous meltdown in the organisers camp. It is also not mentioned that there was an incident at the races where a starting line tape blew up and the metal fixing that came loose caused damage to a Russian aircraft tail rotor.

I wish you luck in Lausanne in clearing up the sorry mess we were all subject to at the last WHC. Hopefully, only good can come of it all and a good plan for the future can be committed to as it would be a great shame to see any more British pilots quit because of the lack of ability to run a fair and decent competition by the Commission.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'B. Nicoll', with a long horizontal flourish extending to the right.

Brenda Nicoll

From: David Hamilton david@davidhamiltonsurveyors.co.uk

Subject: Re: Various

Date: 25 November 2015 at 17:17

To: Geißler Konrad geissler-kaufering@t-online.de, Irina Grushina igrushina1@rambler.ru, Jacques Berlo jacques.berlo@econophar.be, Hans-Pete Schöffler pitschoeffler@gmx.de, Wolfgang.Perplies@t-online.de, David Monks david@djm-electrical.co.uk

Dear Friends

I have only been able to check for emails intermittently. I do not know if I have seen them all.

I am most concerned with what has happened. Sergolene spoke to the whole Commission at the Plenary Meeting two years ago. It was stressed that it was vital that any test result should not be publicized before the whole procedure was completed including any final Appeal.

I was informed in the greatest of confidence as soon as FAI was informed. On the same understanding special permission was given to keep Konrad aware. Jacques is ours and FAI's Expert on doping and the FAI Advisor.

The broadcasting of the result and comments made in emails is unacceptable. It has caused great concern and, to me, serious embarrassment. Please ensure that this matter goes no further especially in Dubai.

This has come at a particularly difficult time for me. Not only have I been giving professional Expert Evidence overseas but my younger brother, my sole surviving broteher, was hit with a very aggressive cancer. Whilst I have been away he died 3 to 4 months before it was expected.

The family funeral is tomorrow, 16 hours after I get back. I will be out of contact until next week.

I am grateful to Konrad for representing me. I had to cancel being with you in Dubai because of the risk of not being at home at this critical time.

As you may recall before I became President I carried the proxy vote for China having a specially long and good relationship with them. Over the last 3 years I have been discussing with them the possibility of Hosting a Championship, World or Continental. Discussions are at an advanced stage. Konrad has been made aware of my discussions.

I persuaded them to send a small group to the 15th WHC.

I ask you not to contact the Chinese direct and certainly not make them any offers. I expect to have a full report for March. As part of my long term discussions it remains possible that 2 or 3 other Asian Countries will join our family.

Remember we are a 'Famiuly'. I hope all goes well in Dubai.

Kind regards

David Hamilton