

Od: David Monks djmelec1@gmail.com
Temat: Protest Support document 13 Aug 2015 BHT BELT
Data: 13 sierpnia 2015 21:20
Do: Wojtek Dobrzyński zoomsport@zoomsport.pl
Dw: brenda.nicoll@britishhelicopterteam.co.uk

DM

Begin forwarded message:

From: "Wolfgang.Perplies@t-online.de" <Wolfgang.Perplies@t-online.de>
Subject: AW: Pre Championship question notification.
Date: 30 July 2015 21:26:10 CEST
To: david@djme.co.uk, "David Hamilton" <david@davidhamiltonsurveyors.co.uk>, wolfgang.perplies@t-online.de
Cc: "Brenda Nicoll" <brenda.nicoll@britishhelicopterteam.co.uk>
Reply-To: "Wolfgang.Perplies@t-online.de" <Wolfgang.Perplies@t-online.de>

Dear David,

I see you are well prepared for the WHC in Poland.

Please receive my comments to your questions:

1. Sporting License

There will be no problem with your crew member. His sporting license is listed under UK.

Please note, that FAI Sporting Code General Section 2016 is not yet in use. See effective version 2014 from 13 March 2015 Chapter 8. But there is no difference in the statements in general.

I know only one case with competitors NAC change since WHC 2012 (Russia to Belarus). But there will be also no problem for a change back, because the effective version of GS knows the period of 24 months.

2. Standard equipment:

The extended seat belt is already since last National Championships under observation. They are not belonging to normal standard equipment as demanded in Chapter 2 Para 13.11 of our rules. These belts will not be allowed during WHC 2015 events. The installation will be controlled by the Technical Commission. That means the use afterwards will be counted as refusal to abide by a decision made by the technical advisers and use of forbidden equipment.

The Championship Director may disqualify the crew for these reasons.

From my side I have no objections to additional ballast in case a safe fixation is guaranteed and will ensure C and G within limits.

Looking forward to seeing you soon

best regards

Wolfgang

-----Original-Nachricht-----

Betreff: Pre Championship question notification.

Datum: Tue, 28 Jul 2015 19:41:54 +0200

Von: "David Monks" <david@djm-electrical.co.uk>

An: "David Hamilton" <david@davidhamiltonsurveyors.co.uk>, <wolfgang.perplies@t-online.de>

Dear Wolfgang,

I hope you are well. I have been reading the rules making sure our crews comply in all aspects of the regulations of the competition, this has lead to some questions which I would ask at the competition but feel would better be asked prior to the event knowing your time will be limited and required on operational matters.

Sporting Licence

My crewman holds an Irish passport, he is resident and works in England and has spent 8 days of the last 365 in Eire, the rest have been confined to the UK at his work base in Denham London where he is in full time employment as a commercial helicopter pilot. He holds a UK national insurance number which has been issued the UK Government and has never held a FAI sporting with any other county, I understand this qualifies him to hold the sporting licence issued by the Royal Aero Club of the United Kingdom under CIG and General Section Rules .

Points of Reference

FAI Sporting Code World and Continental Championships Rules and Regulations 2014/2015

Chapter 2 Para 1.7 Possession of a Licence

General Section 2016

Chapter 3, Para 3.1.3 Issue of Sporting Licence

Chapter 3, Para 3.1.3.1.2 Residency

Chapter 3, Para 3.1.3.6.4 Change of Representation

Whilst I write this I note there are changes to competitors NAC of representation since the last WHC which was less than 3 years ago. Has there been any dispensation given for this?

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Standard Equipment

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Our R44 Crew have asked if they can use an extension seat belt to the standard Robinson 3 point seat belt, and to add the addition of ballast in the rear compartment of the helicopter in order to assist with levelling the skids of the helicopter whilst flying the precision event.

I initially referenced the Flight Manual and note that a section 2 and section 6 refer to weight and balance. Section 6 states ballast can be added to adjust the C of G after calculation has been made to see if it is required to bring the aircraft in limits.

Section 2 States, with all doors installed a solo Pilot weight of 150lb (68KG) or greater will ensure C of G within limits.

If the addition of weight is not required for the safe conduct of the flight should it be installed to assist in

stabilising the helicopter for means other than stated in the Flight manual? Would this be penalised?

Regarding the extension belt I understand it is not a standard Robinson product and not listed as "standard equipment" for the R44 and suggested they may be in breach of a rule.

My major concern is that a flight conducted not in accordance with the flight manual or with the use of non standard equipment may be deemed as dangerous flying and ultimately disqualification.

Points of Reference

FAI Sporting Code World and Continental Championships Rules and Regulations 2014/2015

Chapter 2 Para 7.2

Chapter 2 Para 13.07

Chapter 2 Para 13.11

Can you give me your thoughts as to my crews validity as a UK sporting Licence holder, the use of non standard extension seat belts and the addition of ballast.

Regards

David Monks



Zielona Góra, 13.08.2015

20:05
LOCAL TIME

To:
BJ Nicoll
British Helicopter Team Manager

Answer to your complaint.

With reference to the complaint, I wish to inform you that I agree to use the extension seatbelts by crews taking part in the competition.

Decision is based on the experience of previous 14th World Helicopter Championships, during which the same regulations concerning the standard equipment of helicopters were in place and none of the crews have introduced complaints or protests in this regard.

Therefore, this competition permits the use of extensions belts.

Sincerely,

Wojciech Dobrzyński

Championships Director

From: Bettina Schleidt <bettina.schleidt@gmx.de>
Subject: Re: Your question via FB
Date: 7 February 2016 at 13:56:47 GMT
To: David Monks <djmelec1@gmail.com>

Hi David,

you may use the following part (without my personal comments to you), but I would like to encourage you to talk about my personal statement in private talks and from person to person... good luk, best regards, Tina

As team manager (in the group of all team managers) in the meeting we first got background information what happened with the Mil-2 and the fuel filter (and why) the belarussians planned to use for the Nav event. Then we were asked by the chief judge and jury what we would think of the idea to let the belarussians fly the nav event separately. The jury clearly handed over the decision what to do in this situation to us as team representatives and were very clear about this! I was together with one other country the only one that voted against this idea. I proposed to NOT judge/value the nav event that took part so far and so to try to "heal" that the belarussians could not fly (not their fault). This was the mandate I had after several discussions with my teams. For us it was a clear thing that in an (international) championship with clear rules and regulations you can not let some of the crews fly one course and some others fly another course under different conditions/time/weather (even if it was promised to us in the meeting that the two courses would be very similiar - how this??) - and what about communication about the course..

Unfortunately for example the chinese guys understood my (hopefully) constructive comments as being "unsportsmanlike".. and when I discussed it afterwards with Irina she said: All the teams trained so many years to take part in the championships and the nav event... how can you propose to not let them fly or not to assess the event at all?? This statement showed me that she did not understand my/our concerns. For me/us it was and is mainly a question of fairness, comparability and professionalism - and we do not talk about a training camp but an international championship with intl standards.

Dr.-Ing. Dipl. Psych. Bettina Schleidt
Industrial Psychologist, Commercial Helicopter Pilot
TO FLY IS HEAVEN - TO HOVER IS DIVINE.

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