

# HELICOPTER CLUB OF GREAT BRITAIN



Ryelands House  
Aynho  
Banbury  
OX17 3AT.

2nd October 2015

Markus Haggenev  
Sports and Marketing Director  
FAI - Fédération Aéronautique Internationale  
Maison du Sport International  
Av. de Rhodanie 54  
1007 Lausanne  
Switzerland

Dear Markus

I have returned from the 15<sup>th</sup> FAI World Helicopter Championship. I write to you out of concern that the CIG Commission is currently unable to hold a "Category One" competition within the scope of the FAI Sporting Code.

Before I continue, I am writing with the hope this document will be used constructively and that both the Commission and the sport benefit from it, this is not a letter of complaint, more a cry for help.

I witnessed and experienced what some might say are small inconsequential departures of the sporting code, however, I believe this not to be the case.

I have three concerns:

1. Failure of the Event Director and Jury to implement the Sporting Code
2. The CIG Group is so small the Code of Ethics policy could be compromised.
3. How one member of the Russian delegation was given free access to all aspects of the event, judges briefings, scoring room, running orders, chief judges room etc.

***Examples of departures from the sporting code.***

The following are examples of departures from the sporting code observed, the list not exhaustive.

**Chapter 2 General Rules and Regulation 1.0 Participants Sub Sec 1.7**

***Each crew member must be in possession of a valid FAI Sporting Licence, issued by the National Aero Club in which they are registered as a member and are citizens or residents of NAC's country. A crew whose members represent different NAC's may be accepted by CIG as an International crew. There must be no changes of crews/countries within 3 years.***

One crew representing Russia was listed as a representative of Belarus during the 14<sup>th</sup> World Championship held in Russia not 3 years prior to the Polish event. The Russian competition was held from 21<sup>st</sup> to 26<sup>th</sup> August 2012 and the Polish event was held from 12<sup>th</sup> to 16<sup>th</sup> August 2015.

I understand the revised General Section states 24 months but our Commission voted at some stage to further qualify a 3 year time period to further constrain and reinforce the General Section in order to synchronise with the frequency of Helicopter World Championship event.

**Chapter 2 General Rules and Regulation 13.0 Competition Rules Sub Sec 13.15**

***The required equipment for all events, specially described in the event rules and their annexes, will be provided by the Organizer. No other equipment should be used by the competitors. All equipment which will be used by crews during the respective events must be available for inspection at the event briefings. Any lines or markings for all events, fixed equipment such as the slalom course, the fender rigging course or the dog house, must be in place and available for inspection by competitors and officials at least one hour prior to the departure of the first competitor. A plan of how the course is to be laid out (including freestyle box) should be given to the Jury President at least 24 hours prior to the first departure.***

After the Fender briefing, the British crews along with others, walked over to the Fender course to inspect. It was noted the containers were not in their place. I asked the Technical Director what the situation was and he advised the course was not complete. He said he was waiting for approval by 3 crews from different nations to agree positions. I informed him it was the organiser's choice provided they were both the same and the Jury approved. The event commenced as soon as the last container was placed by the constructors not giving time for inspection. The course was not available for inspection for at least one hour before the event commenced. (See Annexe 1).

This was brought to the attention of the Championship Director prior to the event commencing by the British Team Manager. His response was "What do you want me to do about it?" to which the reply was "Stop the event". He then replied he couldn't do that. A complaint was made to the Championship Director, which was accepted by him but never processed by him and remains unanswered. (See Annexe 2).

The Jury, once becoming aware of the breach of rule *Chapter 2 General Rules and Regulation 13.0 Competition Rules Sub Sec 13.15*, and after some 20 crews had passed the start, decided to stop the event in line with *International Jury members' handbook Chapter 2 Jury duties Section 2.2. The functions of the Jury during the event, Sub Sec 2.2.2 Enforcement of the FAI sporting code*. This was to perform some measuring task in order to approve the course (maybe a little late!) but it is worth noting they failed to implement **Event 5.3 Fender Rigging Section 5.3.3 Manoeuvring through the course - The pilots will take off and after passing the Gate "D" (marked by flags)**.

There were no flags! It's a very small anomaly but as I will explain small anomalies can manifest with large consequences. (See Annexe 3).

Here is one such example.

**General Section of the Sporting Code 2016 edition adopted by CIG March 2015**

**Chapter 3 Sporting Licences 3.1 Sporting Licence 3.1.3 Issue of sporting Licences**

***ISSUE OF SPORTING LICENCES. Each NAC has the delegated power to issue FAI Sporting Licences on proof of identity to those of its individual members who are either citizens or residents of that NAC's country. A Sporting Licence shall only be considered issued and valid, if the holder is listed on the FAI Sporting Licence database by the NAC that is issuing the particular Sporting License. The information in the database must include, but is not limited to, the name of the issuing NAC, the name and contact details of***

***the holder, a number given by the NAC and the date of expiry. A Sporting License may be issued for one air sport discipline (see 2.2 above) or for multiple air sport disciplines. This information must be clearly indicated in the Sporting License database. An FAI Sporting Licence shall be recognised by all NACs.***

There are four sporting licences that I and my NAC have checked the database for using the spellings of the competitor's names as listed in running orders and final rankings.

These names are as follows:

Anita Paar (AUS) Crew Number 4

Aleksey Mochanskiy (BEL) Crew Number 7

Sergei Tupikov (RUS) Crew Number 32

Chu Kin Hang (INT) Crew Number 12

The above may seem a relatively small oversight or misdemeanour, however, if these competitors had not been allowed to enter competition the final results in the team events alone would be affected as follows (See Annexes 4&6):

Published

Without Sporting Licence Valid

1. Russia
2. Belarus
3. Ukraine
4. Germany
5. Poland
6. Great Britain
7. Austria
8. Czech Republic

1. Russia
2. Ukraine
3. Germany
4. Belarus
5. Poland
6. Great Britain
7. Czech Republic
- Austria would not qualify for the team event.*

Obviously, individual places would also be affected with no less of an impact on those concerned.

### **Example of Conflict of Interest**

I wrote to the Chief Judge on various matters seeking rule clarification. One of the subjects referred to standard equipment used in the helicopter and whether extension lap belts were part of standard equipment and if their use was permitted. The written response from the Chief Judge was they will not be allowed. (See Annexe 5).

Upon arrival at the competition, I was informed that this decision had been reversed. I asked the Chief Judge and he told me the Russians have used the extension belts in competition for years, that they had trained with them and it was only fair they were allowed to use them they had spent time and money training this way. He compared the acceptance of use, and reasons for the allowance to a decision made during the last plenary meeting not to change a rule regarding the 360 degree turns in the Precision. The reason this rule was not changed to accommodate some extra text was because no rule can be changed unless for safety reasons within 1 year of a competition. I believe it's not comparable but the Chief Judge was convinced after discussion with the Russian delegation member.

He then asked me to help him and protest this decision, which I did. The Event Director advised he was aware that this protest was coming and his decision was to allow the extension lap belts as they had been used before in competition and therefore were acceptable.

The next day, 13<sup>th</sup> Aug 2015, I was approached by Irina Grushina (RUS) asking me my why I had lodged this protest. She informed me it was like a "bomb had gone off under the Russian team" and that it also affected the Polish and Austrian/German International crew, both of which have been trained by the Russian trainers. The conversation was a repeat of the conversation, nearly word for word, that I'd previously had with Event Director and the Chief Judge. After our conversation, I decided to withdraw the protest as the lack of professionalism demonstrated by the organisers discussing the protest prior to a Jury hearing concerned me as to how proceedings would continue therein.

At CIG level there were reservations as to whether this event should have ever taken place. Without dwelling too much on the subject, the organisers did not comply with the most basic of requirements of **Chapter 3 Organisation and Venue Rules Section 1.0 General Section Sub Section 1.2**. *There should be at least 4 officials experienced in the discipline who are able to provide their knowledge and experience in respect to organizing Championships.* However, people with good intent, including me, wanted the Polish bid to be successful in the light of no other bids on the table. This was a Commission mistake.

To summarise I would like to see the following actions considered:

1. The introduction and implementation of an FAI Standards of performance manual with full checklist system for competitions.
2. The status of the sporting licence database checked for entry and correct issue by NACs, and all scores affected in this competition revising and publishing.
3. The appointment of an independent adjudicator actively overseeing the competition.
4. Minimum qualifications for Jury members, with interview for suitability.
5. Regular rule awareness examinations with qualification status and ranking.
6. A qualified Jury pool capable of sitting on Jurys across all air sports.
7. At least one member of the Jury should be from another Air sport Commission.
8. Active implementation by FAI Secretariat of FAI Code of Ethics via questionnaire (Annual disclosure) available for public inspection.
9. Common registration process to all ASCs for competitors for competition entry.
10. Revision of the Jury Hand book, with more extensive check lists.

Leading from this, my concern is three key roles being held at WAG 2015, namely President of the Jury, Event Director and Chief Judge, are being held by the same individuals as at 2015 WHC . With this in mind, GBR has had one crew pull out already as they believe the competition will not be fair after their experiences at 15th WHC.

It is important to improve the image and reputation of FAI. How can FAI move forward attracting major sponsorship, TV coverage with the standards we currently work to? The media would have a field day at a basic failure during a world class high profile financially incentivised event.

I'm sure this will raise many questions of great concern, and why I feel I cannot address this at Commission level. I believe the Commission is so small it requires external assistance and I very much see the FAI as colleagues in this matter, I am not instigating a witch hunt more a structured solution.

A competitor should expect nothing less from FAI other than the opportunity to compete and be judged in a fair competition. As recently said by Lord Sebastian Coe, "Everything that happens in sport is underpinned by trust".

Sparks

Chairman of the Helicopter Club of Great Britain.  
CIG delegate for Great Britain  
Secretary to CIG  
Director of the Royal Aero Club of the United Kingdom

Direct contact information: +441926 857265 (office)  
+447966 259454 (mobile)  
david@djme.co.uk



## WHC 2015 SCHEDULE

(update for 13.08, 1700 hrs)

### Thursday, 13th of August:

9.00 – 19.00 - Event 1 - Navigation

20.00 – Polish Folk Evening Dinner – *Karczma Taberska in Janowiec*

### Friday, 14th of August:

9.00 – Judges Briefing – *Judges Briefing Room*

9.30 – Briefing Events 2 & 3 – Parallel Precision, Parallel Fender Rigging - *Pilot's Briefing Room*

10.30 – 13.00 - Event 3 – Parallel Fender Rigging

15.00 – 17.30 - Event 2 – Parallel Precision

19.30 – Helisport Party at The Airfield – *Pilot's Chillout Zone, sponsored by Amundsen Vodka*

### Saturday, 15th of August:

10.00 – Judges Briefing – *Judges Briefing Room*

10.30 – Briefing Events 4 & 5 – Parallel Slalom, Freestyle - *Pilot's Briefing Room*

12.00 – 14.00 – Event 4 - Parallel Slalom

14.00 – 15.30 – Demonstration Flights, Display show, Interviews

15.00 – 17.00 – Event 5 – Freestyle

20.00 – Official Gala Dinner - *"Palmiarnia" in Zielona Góra*

### Sunday, 16th of August:

10.00 – Judges Briefing – *Judges Briefing Room*

12.00 – 14.00 – Event - Heli Races (play-off)

14.00 – 15.30 – Demonstration Flights, Display show, Interviews

16.00 – Prize Giving Ceremony and Closing Ceremony – *Event Stage*

### Monday, 17th of August:

All day - Departures of participants







Complaint

Team GB

Event - Fender

Received

13:50

14/08/15

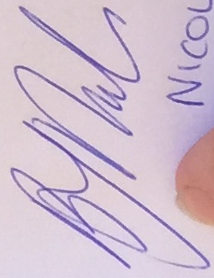
W. Hayward

Nature of complaint.

A crew from Team GB went to check the course prior to flying. The course was found to be incomplete, the Technical Director was called and the course was found to be incorrect. The crew who were ~~that~~ third in the running order, returned to prepare the aircraft whilst the course was being completed, in order to return to the ~~course~~ course and then be ready to fly. All crews checking the ~~the~~ course prior to this, along with those responsible for the layout, checked an incorrect course. No jury member was on the course. Without prior notice the competition started on a course different to the initial course.

This is to the detriment of our crew who ensured correct course was flown.

We request a re-run of the course for our crew.



14/8/15

Nicoll TEAM GB



# 15th FAI WORLD HELICOPTER CHAMPIONSHIPS 2015 OVERALL TEAM

Przylep, Poland

12-15 AUGUST 2015

Call-sign	TEAM	Country	Score	TEAM TOTAL Events 1-4	
				Score	Place
02	Morgenstern Thomas	Austria	1061,1	2390,3	<del>7</del>
03	Kohle Philipp		787,7		
04	Steiner Siegfried Kumric Martin		<del>541,5</del>		
05	Paar Gunter Paar Anita	Belarus	1133,2	3085,0 3370,2	2
06	Hryshchanka Aliaksandr		1091,9		
07	Striyonock Vladimir		<del>1145,1</del>		
08	Buhayeu Uladzimir		859,9		
13	Rogonov Andrei	Czech Republic	866,3	2189,0	8
14	Mochanskiy Aleksey		538,6		
15	Danchanka Anton		734,5		
16	Laptseu Mikita		588,2		
17	Kurs Uladzislau	Germany	1128,6	3238,8	4
18	Malina Eduard		987,4		
19	Horáček Jakub		905,0		
20	Vomela Miloš		952,0		
21	Zumr Oldřich		1122,8		
23	Holub Jaroslav	Poland	1120,0	2987,5	5
24	Chejnovský Vladimír		842,1		
25	Vašťák Marek		1004,5		
26	Hájek Jan		863,0		
27	Ruebner Andreas	Russia	1194,1	3555,0	1
29	Wolff Holger		1177,3		
32	Eigner Martin		<del>1134,1</del>		
34	Strohmaier Thorsten		1183,6		
36	Fuhr Sebastian		1126,3		
41	Michnacs Felix	Ukraine	1130,7	3247,9	3
42	Weiß Frederik		1094,5		
43	Brand Helmut		1022,7		
44	Stegmüller Marcel	UK	885,9	2509,3	6
45	Schauff Michael		1031,4		
46	Szamborski Marcin		592,0		

## David Monks

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**From:** Wolfgang.Perplies@t-online.de  
**Sent:** 30 July 2015 20:26  
**To:** david@djme.co.uk; David Hamilton; wolfgang.perplies@t-online.de  
**Cc:** Brenda Nicoll  
**Subject:** AW: Pre Championship question notification.

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](mailto:david@djm-electrical.co.uk)>

An: "David Hamilton" <[david@davidhamiltonsurveyors.co.uk](mailto:david@davidhamiltonsurveyors.co.uk)>, <[wolfgang.perplies@t-online.de](mailto: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?

## Standard Equipment

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

## David Monks

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**From:** RAeC [secretary@royalaeroclub.org]  
**Sent:** 23 September 2015 21:01  
**To:** david@djme.co.uk  
**Subject:** Re: Sporting Licence Check

David,

Do you already know what the answer is?

In response to your query:

Anita Paar - the only entry relates to Gunter (husband I assume?)

Aleksey Mochanskiy - no record found assuming correct spelling.

Sergei Tupikov - two entries - one for Sergey and one for Sergei (both with same DOB). One was 2008 and one was 2012

Chu Kin Hang - no record found assuming correct spelling.

I hope this helps?

Regards

Dave

Sent using OWA for iPad

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**From:** David Monks <[djmelec1@gmail.com](mailto:djmelec1@gmail.com)> on behalf of David Monks <[david@djm-electrical.co.uk](mailto:david@djm-electrical.co.uk)>  
**Sent:** 23 September 2015 18:43:13  
**To:** RAeC  
**Subject:** Sporting Licence Check

Dave

Could you check to see if the following names have registered sporting licences on the FAI database within Rotorcraft and confirm either way.

Anita Paar (AUS)

Aleksey Mochanskiy (BEL)

Sergei Tupikov (RUS)

Chu Kin Hang (INT)



Regards

David Monks