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Suspension of Mr Kirk's Licences

Someone's view

It is Mr Kirk's submission to the CAA Licencing Department that they have been given significantly contradictory and erroneous information from the USA even before you read the police quotes recorded..

Whereas the FAA confirmed, more than once, he had committed no US aviation offence, by landing in a field at Crawford, Texas, some other US Authorities have knowingly engaged in nefarious conduct so as to have him re arrested, a week later, purely on a pretext to have him deported. This is clearly indicated in the papers so far released to the CAA some of which, **but not all**, have been disclosed to Mr Kirk.

What is significantly disturbing in all this is Mr Kirk was refused the right to a 'caution', the right to 'make a statement', have independent medical examination throughout his three weeks custody. His 10 days in solitary confinement without any access to telephone, to inform his family where he was, create or receive mail, use his \$4000, have visitors, contact the British Embassy, have legal representation or independent medical examination at his expense, is fact. The deliberate policy of '**minimum audit trail**' from the moment guns were pointed at his head leaves Mr Kirk in further difficulties with the CAA who may decide to act only on what they are given knowing the RCJ is just a mild inconvenience.

This fear is real owing to the 'huge assumptions' revealed in the numerous, yet to be published, CAA memos by the Licencing Department, so far released to Mr Kirk when he knows the Royal Courts of Justice will conduct their 'responsibilities', in his lodged Judicial Review Application, in a manner to which both he and many, many others have been so accustomed.

Japan police have the GPS proof his engine failed over mountains, not even fit for a cub to land, many miles from Kanazawa and the US police have his GPS and camera to support his innocence once more.

The US Department of Homeland Security, created post 9/11, blocked almost any media coverage in the US, refused to submit any documentary evidence to support their allegations for his removal from the US, now needed for the CAA and RCJ, on their repetitive argument that:

"NO British holiday-maker on the 'Waiver Visa Scheme', whilst in custody for deportation, is allowed access to a lawyer or any legal redress. This is agreed by Her Majesty's UK Government".

Enquires within the UK General Aviation indicate widespread confusion on bi annual validation of a pilot's licence when using a US instructor on either a UK issued or on a 'piggy back' US licence, like Mr Kirks, in order he could fly the US registered Piper cub.

Has the CAA ever experienced a UK pilot who, having obtained a UK CPL purely on flight safety grounds, then went to the US and passed all relevant US ground exams and US medical purely to fly safer in foreign airspace under different air Law, without even applying for a US licence? Mr Kirk needs to know.

Where was the alleged '**criminal intent or financial gain**' attempted by Mr Kirk in anything the Federal Aviation Authority have supplied you? Who informed you he was returning on the 7th May and when?

Yours faithfully,

Maurice J Kirk