

## STATEMENT OF ATTORNEY FRANK CANNON

**RE: REPLY DATED 09.10.2014 OF MR TOM BUHROW AND  
WESTDEUTSCHER RUNDFUNK TO OUR PROGRAM  
COMPLAINT DATED 09.09.2014**

**I'm not disappointed by the reply, as I already expected something like this, as a result of my dealings with WDR as a monolithic institution over the last 3-month. Nevertheless I am surprised that they seem to be so ill informed. Their reply insults my intelligence.**

Here are a few first random remarks about their reply and the issue at hand:

1. "WDR did not at any time notify us of any changes to the agreement dated 5.6.2013. This means that they are in breach of the agreement. The English word "author" means author as in writer. Of course the writer is also the originator and original copyright holder. But the term "author" was used in this agreement very close to the German use of the word "Autor" as it is the term used for those freelance journalists working for WDR, as we were led to believe. So Mr. Buhrow's argument, here, is silly. He should know better as he has been the correspondent of ARD at Washington DC for quite some time, has he not?"

This means that he is being deliberately disingenuous, and to that extent, partisan in what he says. He is doing himself and WDR no favours in taking such a stance. This is making a bad situation worse."

2. "The audience has been deceived. This is crystal clear. Mr. Stumpf conducted his own interview (as evidenced by video that we have in our hands) but he did not use this interview in the final broadcast version. The questions (in German) that he has recorded after Prof. Abou-Donia left do not correspond to the questions he asked when he interviewed the professor. The part that was used then was clearly from the interview that Mr van Beveren conducted and again the question in between the two answers is different from what was edited into the version as appearing to come from Mr. Stumpf. That is deceitful. Mr Buhrow's reply is partisan."

3. "I was really amused where Mr. Buhrow tries to explain to me that "Hydraulikflüssigkeiten sind im Regelfall auf Mineralölbasis und werden im allgemeinen Sprachgebrauch – auch von Herrn van Beveren – als Hydrauliköle bezeichnet." This is laughable.

Engine oils for jet engines are ALL SYNTHETIC ONLY (as was even pointed out somewhere near the beginning of the documentary, where the timeline of the problem was being set out to the audience).

Please find the following in German from the Internet:

### **"Hydraulikflüssigkeiten in Flugzeugen**

*Erstellt am: 30.05.2006 | Stand des Wissens: 04.04.2013*

*IFL, TU Dresden - Professur Technologie und Logistik des Luftverkehrs, Prof. Dr.-Ing. H. Fricke*

*Für Verkehrsflugzeuge haben sich synthetische Hydraulikflüssigkeiten mit extrem hohem Flammpunkt als beste Lösung durchgesetzt. Diese synthetischen Flüssigkeiten sind Phosphorsäure-Ester eines aromatischen Alkohols und enthalten unter anderem Zusatzstoffe (Additive und Inhibitoren) zur Verbesserung des Viskositäts-Temperaturverhaltens und des Schmierverhaltens. [EnK194, S.487 f]*

*Weitere Eigenschaften sind:*

*Sie sind in einem Temperaturbereich von -50° bis +110° schmierfähig und fast viskositätsstabil, fast inkompressibel, schwer entflammbar, brennen nur weiter bei Temperaturen über 700° oder Zerstäubung, verdunsten selbst bei maximaler Betriebstemperatur nicht, schäumen fast nicht, greifen Epidermis und Schleimhaut des Menschen an (Entzündungen) und zeigen die sog. Weichmachereigenschaften (zerstören Kunststoffe, Gummisorten, Lacke, Klebstoffe und Dichtungsmittel).*

*Folgende Materialien sind gegen synthetische Hydraulikflüssigkeiten beständig:*

*Teflon (Polytetrafluoraethylen), Nylon (Polyamid), Araldit (Aethoxylinharz), Butylkautschuk, Epoxidlack, Polyäthylen-Propylen-Kautschuk und Viton (Fluorkautschuk). Die Hydraulikflüssigkeiten dieser Art sind violett eingefärbt und unter folgenden Namen auf dem Markt bekannt:*

*Aerosafe 2300 W,  
Skydrol 500 B und  
Exxon HyJet IV-APlus.*

*Hydraulikflüssigkeiten auf Mineralölbasis*

*Gemäß den Spezifikationen MIL-H-5606 oder MIL-H-6083 sind die Hydraulikflüssigkeiten auf Mineralölbasis weinrot eingefärbt.. In Verkehrsflugzeugen werden diese Hydraulikflüssigkeiten wegen des geringeren Flammpunktes lediglich für die Fahrwerks-Federbeinführung oder in geschlossenen Stoßdämpfern verwendet. Beide Flüssigkeitsgruppen dürfen nicht miteinander vermischt werden, um die Hydrauliksysteme nicht zu beschädigen."*

*"MIL" stands exclusively for MILITARY. This does not apply to civil aircraft. I'm pretty sure that Mr van Beveren would have explained that to the WDR management, if they would have deemed it necessary to ask. Apparently they did not.*

4. "Roman Stumpf, (being a fixed employee of WDR) was informed by Tim van Beveren during a telephone conversation in our (Dr. Mulder and me, Dr. Mulder understanding German) presence in London on March 30th, 2014 and again in the presence of Dr Mulder at London after the filming on April 2nd, that all parts of the

interviews with any member of our team had to be cleared by me, prior to any broadcast. So WDR must have known about it. Further: why did Mr van Beveren otherwise seek authorisation from me for the Monitor broadcast - as acknowledged by WDR? Mr van Beveren was crucial to our release of any information on Westgate, as we knew and TRUSTED him to understand its complexities and knew that he had an excellent grasp of his subject. We did not know any of the others and therefore we did not trust them "to get it right". That is why Mr van Beveren's position was so vitally important."

"It was interesting to learn now from WDR's own press release of 8th October 2014, that Dr. Stumpf is not only studying at this private university Quadriga but that he also received a grant. These grants are given by the industry. To my knowledge Dr. Stumpf is a fixed employed editor of WDR's department of economics and law. So is this not the most obvious conflict of interest?

I very much doubt that a similar situation would be possible with our BBC, meaning, for example, that a fixed employed BBC editor, working on an investigative and critical documentary (or any other program) about the aviation industry including, let us say, British Airways, Airbus and Rolls-Royce would be allowed or even tolerated to receive grants and study at a private institution run and supported by the very same entities that he is investigating. I may expand and explore this issue with some media-lawyer-friends over the next few days."

**Mr. Buhrow and the WDR Rundfunkrat will hear from us again soon; we have a month, and we will take every minute to hammer home to them where they are wrong with their opinion, legal assumptions and more important their whole attitude.**

**To the media and journalists: Please feel free to quote anything above, in the interests of utmost transparency, light and openness. Evil hides in the darkness!**

Best regards

Frank Cannon

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