

LEONARD LAWRENCE.

Leonard Lawrence (Former British Aerospace BAe146 and Boeing 757/767 Pilot).

**Collegium Basilea (Institute of Advance Study) Basel Switzerland
Journal of Biological Physics and Chemistry 11 (216-220).**

Len Lawrence. His story was one of costly legal battles to prove that his brain injury was due to chemical exposure and that he was not mentally unfit. What emerged was a story of incompetence by the medical profession, who lacks knowledge of the symptoms following exposure to neurotoxins and the unfairness of the legal profession in not allowing him to see data concerning his own personal records in their reluctance to take those culpable.

Leonard Lawrence.

Leonard Lawrence was born in the United Kingdom in 1955 close to London Heathrow Airport. At the age of eighteen he joined the Royal Navy leaving with an exemplary discharge. He gained his Private Pilot's Licence in 1985 and later became a civilian flying instructor. He flew as a professional pilot from 1989 to 2004 the British Aerospace HS125 a twin-engined mid-size corporate jet, now marketed as the Hawker 800, the British Aerospace BAe146 and the Boeing 757/767.

In 1997 he began to experience neurological health problems including short term memory difficulties unaware that his former employer British Aerospace had signed a Secret Settlement Agreement regarding aircraft fumes. In 2007 the Australian Senate located the Secret Settlement Agreement made on the 3 September 1993. The existence of this Secret Settlement Agreement had been denied to Lord Tyler's House of Lord Committee and the Australian Senate inquiry

After being medically grounded by the United Kingdom Civil Aviation Authority in 2004, during the period 2004 to 2006, Leonard Lawrence was kept under the jurisdiction of the Official Solicitor of the Senior Courts and District Judges at Slough County Court. A report by the United Kingdom Law Society, Solicitors Regulatory Authority, concluded "Issues raised by Mr. Lawrence are significant and should be investigated and responded to on the basis that they indicate areas in which the legal system appears to have failed to sufficiently protect an extremely vulnerable adult"

Whilst Leonard Lawrence was being held by Slough County Court and the Official Solicitor the British Airline Pilots Association (BALPA) held the conference detailed below, a link can be found on the Aerotoxic website.

Proceedings of the British Airline Pilots Association (BALPA) Air Safety and Cabin Air Quality International Aero Industry Conference held at Imperial College, London, 20-21 April 2005.

[BALPA – Contaminated Air Protection conference proceedings – PDF Download.](#)

The Earth Needs Rebels Radio Show.

United Kingdom Hospital Medical Director.

Report, Leonard Lawrence.

Mr Lawrence has been heavily exposed to organophosphates. He was medicated to the extent that he lost mental capacity. During the period the Official Solicitor of the Supreme Court acted as his Guardian ad Litem three Court of Protection medical certificates (CP3's) had been obtained but not registered with the Court of Protection. He was, therefore, for nearly 18 months regarded as a mentally ill patient without access to the Court of Protection. During this time considerable amounts of his assets went missing.

United Kingdom Consultant Hematologist.

Dear Mr Lawrence I am sorry that we will not be able to accept you as a donor. This is because of your history of organophosphate poisoning that has left you with on-going nervous system problems.

United Kingdom Professor and Consultant Immunologist.

Clearly Mr Lawrence has been through a great deal because of his organophosphate poisoning and related matters.

Professor Abou-Donia Professor of Pharmacology and Cancer Biology and of Neurobiology.

(Testing paid for by the British Airline Pilots Association).

Tau and MBP suggest the presence of moderate brain injury. Consistent with chemical-induced nervous system injury.

Emeritus Professor of Medicinal Chemistry Malcolm Hooper.

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In the Lawrence case there appears to be sound grounds for legal action and significant compensation claims for mistreatment and false diagnoses and an appalling failure of the duty of care.

Graham C Holt Collegium Basilea (Institute of Advance Study) Basel Switzerland.

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Dr David Bennett Director of Trauma Centre (UK) Director Emergency Trauma Services.

Dear Len, thank you for keeping me updated and of new matters arising concerning Ops. My wish is that sooner rather than later someone is GOING TO TAKE THIS SERIOUSLY. NEVER GIVE IN, but stand resolute and strong in bringing down these corrupt and deceitful persons who were responsible for all your hurt and pain too. Rest assured I am alongside you in exposing this unlawful and criminal activity.

The Aerotoxic Association.

Provides support for sufferers of Aerotoxic Syndrome and their carers. The main aim of the Association is to offer previously-unavailable, targeted support to individuals, which some other organisations have found 'inconvenient' to offer. A well-established web site www.aerotoxic.org has been available since 2007. Numerous enquiries are received from aircrew

and passengers who have developed serious ill health after flying but often spend many years having routine medical tests which are not specific enough to detect the invisible damage from breathing neurotoxic oil fumes. The illness can be experienced on a single flight.. The victims and neurological specialists, most of whom are unfamiliar with the condition, often fail to understand the cause of the ill health which often leads to serious misdiagnoses and mistreatments. Recently, several high profile court cases have commenced in the US, which has brought about a renewed interest in the issue.