

**FEATURED  
SPEAKER AT  
CHAPTER  
MEETING**

**Breathing Life  
into a Dying Air-  
port. . .**

Rob Greisdale, President & CEO of the High River Regional Airport Corporation tells how a group of intransigent volunteers refused to let their airport die.

Join us at the High River Airport, Excel Hangar, Thursday June 2, 1900 h.

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**Cayley's future Astronauts** visit HRRR for ground school (see Page 6)

# EAA Chapter 1410

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## A New Generation of Flying

Although Troy Branch is a few years younger than Bob Hoover, Flying comes to mind as Troy describes his flying adventures in his past thirty something years.

*"I've just always wanted to fly" confesses Troy Branch, "ever since I was ten years old ,strapped wings to my back and launched from a picnic table."*

Troy did indeed capture the interest of Chapter members who turned out in record numbers at the local chapter meeting on May 5th at the High River Airport.

Troy's presentation took us from his early childhood attempts at 'winged flight' to flying (and building) the Avid Flyer and the RV-9,

now getting the finishing touches. In between came all kinds of RC's, hang gliding and flying the powered parachute. Troy has already experienced a good deal of what aviation has to offer, and he looks forward to



Above, 10 Year old Builder gets ready for the First Flight.



Above, the beautiful homebuilt Avid Flyer, stands ready for action.

Right, set to go on skis

doing it all; his commercial license, his IFR endorsement and then his 'dream flight' where he overflies his hometown with his own homebuilt RV-9. Troy will continue his love affair with flying.

Continued Page 5



*\*Uncontrolled  
airspace is to a  
pilot, what the  
apple was to Eve*

*Troy's RV-9, newly  
assembled.*

*Airframe: Van's  
Aircraft (slow-build)  
Engine: Lycoming O-  
320-H2AD*

*Prop: Sensenich Fixed  
Pitch 72/80*

*Building Hours: 1200  
(estimated)*

*Project started  
March 18, 2004*

*First Flight: (June or  
July), 2005*

*Troy's Aircraft will  
be one of the Beta  
testers for EAA's  
XP3 Flight Test  
Program*

*\*Traffic patterns  
flown are proof  
positive that you  
can't totally  
legislate aviation.*

*\*If Airplanes Could  
Talk, by Lauren  
Paine Jr.*

## Our member's project: RV-9



As many builders do, Troy began the RV-9 in his garage and used his basement for storage. Being a 'time and motion' guy, Troy maximized his building hours by building both wings simultaneously. Fortunately, Troy didn't duplicate errors from one wing to another, but he did encounter a major snag getting the wings out of the basement and onto the lawn for initial assembly, and had to disassemble a basement window.

Final assembly will take place at the High River Airport and Phase I flight testing will be carried out from there.



The Panel: One of the most daunting tasks for most homebuilders is the assembly of the panel. Troy has opted for simplicity with the option of adding IFR when his flying moves to that level. Left, another challenge is the engine mount with modifications to accommodate the somewhat unusual H2AD model.



## President's Message

During AirVenture, Oshkosh last summer several of us were asked to meet with Transport Canada officials to consider the effect or fall-out of the Light Sport Plane (LSA) and Sport Pilot (SP) Rule announced at this venue. At this meeting we proposed to bring the Canadian recreational aviation community together for an 'industry' viewpoint. We put together a list of organizations and spokespersons, trying to be as inclusive as possible. These included: UPAC, LAMAC, RAA, COPA, EAA, and Industry Spokespersons.

From this list, Transport Canada (TC) called a first meeting held in Ottawa on September 29, 2004. At this first meeting, a consensus was reached by the participants to evaluate a risk assessment of the new American rule's effect on our Canadian recreational aviation community. It quickly became apparent that the groups and individuals had widely different views and agendas. The positive outcome of the meeting was a commitment for the players to work together for a common good and to face TC with a united front, at least in areas of common interest and agreement.

Members left the meeting with various action plans, primarily issues of consensus between members with respect to the concerns over 'how to react' to the Light Sport Plane and Sport Pilot Rule.

A second meeting was convened, Feb. 7 and 8, 2004, again in Ottawa. Further progress was made on several issues. A formal "Canadian Recreational Aviation Council" was established from members with Canadian interests in aviation, for a united industry group in ongoing discussions with Transport Canada.

On issues regarding the LSP and SP, we established two committees to evaluate the LSA and SP: One; to look at harmonization of Canadian and American rules and regulations. (Jack Dueck, EAA Canadian Council was nominated to this committee.) And two; to evaluate the new concept of using a driver license as medical compliance for pilots flying the LSA category. (Denis Browne, Chair of the EAA Canadian Council was nominated to this committee.) LAMAC (Light Aircraft Manufacturer's Canada) proposed a new category of aircraft that would encompass the LSA, but larger in both gross weight and passenger carrying capacity, for evaluation by the first committee. A synopsis of this meeting's results was published in EAA's Sport Aviation and Sport Pilot magazines.

Last Tuesday, May 10, 2005, we again met in Ottawa. The two committees tabled their results as follows:

1. With respect to the LSA, Canadian manufacturers' can manufacture aircraft for export to the USA under our Bi-lateral Agreement with USA. They also must meet

the USA industry consensus standards as listed by ASTM. Canadian pilots can fly these aircraft registered in the USA with their Canadian pilot's license. The sticky part is the operation of US registered LSA in Canada. If these aircraft are type-certificated or amateur-built, we have agreements in place for their operation in Canada. If, however, they are LSA-special or LSA-experimental, they need to have a specific individual flight approval before entering Canadian airspace. This similar to the arrangement we used to have with amateur-built before the TC and FAA agreed to a blanket flight authority that we now carry in letter form in our respective aircraft.

The sport pilot is not recognized by Transport Canada. Only if the US pilot has a valid pilot's licence, can he fly the LSA in Canada. This will definitely prevent a constituency of LSA operations in Canada. (Those operating with a drivers' license as medical compliance.) This is being addressed, as Arlo Speers, (Chief, Recreational Aviation, Special Flight Operations) stated, "I don't see it as a showstopper. . . I think we can get from here to there; we're just going to have to build a bit of a bridge to get across that creek."

2. This brings us to the report of the second committee. Should we consider a different variation of medical requirement to operate recreational aircraft in Canada? The committee obtained data showing that about 1/2 of 1% of aircraft accidents are attributed to medical factors. In addition, a 1997 TC Civil Aviation Medical review of accidents revealed that there had been two accidents in a 10-year period that were probably attributed to medical factors, each of which involved a pilot with a pre-existing medical condition not declared to the medical examiner during the pilot medical examination. Consequently, is the current medical examination, every so many months, really effective? Would your own family doctor be in a better position to evaluate your medical condition? The committee will continue to gather data and report to the council at our next meeting.

LAMAC (Light Aircraft Manufacturers, Canada) presented their proposal for a new category of aircraft, the "Personal" aircraft. The basic parameters would be: 1800 kg (3968 lbs.) maximum

**Light Sport Plane:** is a broad category encompassing: ultra lights, advanced ultra-lights, balloons, gliders, amateur-built, type-certificated, and two new categories of Light Sport Plane: Light Sport Plane – Special, and Light Sport Plane – Experimental. All must fit within the parameters of: a maximum flying weight of 599 kg, (1320 lbs, 1430 lbs for seaplanes, maximum stall speed 45 knots, and maximum speed of 120 knots.

**Sport Pilot Certificate:** Flight authorization with lower flight time requirements, and a driver's license for medical eligibility.

The above is a 'broad brush' synopsis of the rule. Additional qualifiers are present and applicable to the many variants of the new LSA and SP Rule.



## From the Tech Desk: Featured Article

### The MD-RA Inspection Process for Homebuilt Aircraft

By: Doug Murray

Frequently we hear of builders who have almost completed their project and then ask, "How and where do we register them?" Frequently we have builders purchase a partially built aircraft in the US and when importing it into Canada find out that their project fails to meet Canadian registration requirements. The following is a reduction of the MD-RA inspection process. We thank Doug Murray for supplying this material.

**Letter of Intent:** Before you start your project, you need to file a "Letter of Intent" with the MD-RA. This means that an official file is opened for your project. If you are building from a kit supplier, chances are pretty good that the kit has been approved by Transport Canada, as meeting the amateur-built requirements.

If you are buying a partially built airplane from someone, you will need a Bill-of-Sale or a release signed by the vender, giving the MD-RA permission to release information to you, the new purchaser. In the latter case make sure you list the make, model and serial number, so that a paper trail from the original manufacturer of the kit and materials can be followed. The intent is to verify the airplane as meeting the 51% rule during its construction. Download your Letter of Intent from the MD-RA website.

**51% Inspection:** If you are repairing an airplane, or re-building an airplane as an amateur-built, you will need to prove that the majority of the project is actually constructed by you. This inspection involves a series of check-off items that the inspector evaluates. If the total sum of checked off items shows the majority (51%) as under your construction, and the minority (49%) as pre-built, your project qualifies as amateur-built. If your project does not meet this rule, you will need to adjust your work plan to the point where it does.

If your project kit is from the list of eligible aircraft, you do not need to take this step. Request 51% inspection on-line.

*The intent is to verify the airplane as meeting the 51% rule during its construction*

**Pre-cover Inspection:** This inspection can apply to either components or sub-components such as a boxed spar. The intent is to have an inspector check any and all items before being covered, after which inspection becomes impossible. If this inspection passes, you can proceed with the aircraft.

There is one exception to this rule. If the sub-assembly is closed in the factory by the original kit-plane manufacturer, it is not subject to inspection. This does not apply to components of aircraft other than

those of the kit-plane manufacturer. Complete the on-line pre-cover inspection report and submit it with payment to the MD-RA.

*Covered assemblies or sub-assemblies for partially completed aircraft purchased and imported from the USA will not qualify as amateur-built in Canada.*

Covered assemblies or sub-assemblies for partially completed aircraft purchased and imported from the USA will not qualify as amateur-built in Canada, since the USA does not require a pre-cover inspection of their builders.

Note: Helicopters are subject to an interim inspection as well. Contact the MD-RA for additional information.

**Final Inspection:** The final inspection is done when the aircraft is fully complete, fuelled and in all aspects ready for flight. This means that you will have all placards attached, weight and balance report ready, fuel-flow test completed, and all access covers, cowlings, etc. off for inspection.

Make your application for this inspection at least two months before the anticipated inspection date. This allows time for the MD-RA to issue you the documents that you will need to apply for and receive your Certificate of Registration. You will also be sent additional documents to help you prepare your aircraft for the final inspection.

When you have received your C of R, you can arrange the inspection date with your appointed inspector. Upon inspection, you will be left with the Inspection Report, listing any deficiencies that you must confirm corrected by signature before your flight authority can be issued. When all deficiencies have been corrected, the inspector will forward your documentation to the MD-RA Chief, and he will issue the flight authority.

At this point your involvement with the MD-RA is done and you will now be dealing with Transport Canada for your region. The flight authority will authorize flight under special restrictions for phase one, or the first 25 hours. During this period you will explore the flight envelope of your aircraft under test conditions, including the 'climb test'. When you have completed phase one, you can apply to Transport Canada to have the flight restrictions removed.

#### Need more help?

Call 1-877-419-2111, 519-457-2909

Fax: 519-457-0980

e-mail [mdra@md-ra.com](mailto:mdra@md-ra.com)

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## Chapter Volunteers

**Jim is Vice President of Chapter 1410 and Val is his very able assistant.**

**The Gunnlaugsons build roads, farms and airplanes. They usually attend Chapter Meetings from Lethbridge in their beautiful SuperCub. Jim is a unrepentant ultralite flyer (Lazair and Murphy Maverick) and Val likes flying a '150 and, occasionally, western riding.**

**Their current project is an Europa and we look forward to seeing it fly in the near future. Jim and Val's many talents were especially helpful in establishing our charter and filing the documents with the Government of Alberta.**

**Val & Jim are always ready to help out, have fun and share great ideas for all things EAA.**

### MD-RA Inspection....cont'd

#### Inspection Fee Schedule:

Inspection	Fee	GST	Total
Information Package	\$13.75	\$0.96	\$14.71
Letter of Intent	38.50	2.70	41.20
51% Determination	164.00	18.48	282.48
Sub-Assembly	204.51	14.25	217.76
Pre-cover/Pre-paint	264.00	18.48	282.48
Final (includes \$220.00 for C of A)	660.00	46.20	706.20
Supplementary (re-visit) for any Inspection	143.00	10.01	153.01

All fees are collected by MD-RA Inspection Services. VISA, MasterCard, Postal/Bank Money Orders, or personal cheques.

Fees for travel are payable directly to the inspector at the rate of \$0.35/km traveled.

GST Number 899959118

MD-RA Minister's Delegates — Recreational Aircraft  
2469 Aviation Lane, London, Ontario N5V 3Z9

### A New Generation...cont'd



**Troy and his dad, Dave Branch at the Chapter Meeting**

**The thrill of flying is only improved when our parents, our spouse, our children and friends encourage and support us to develop our skills and 'expand the envelop'. Conversely, it is truly fulfilling to see our children find the same thrill and satisfaction in flight, as we do.**



**Emma Branch takes the controls**

EAA 05002



**Chapter memberships are \$25 for singles and \$35 for families, along with current membership in EAA. Contact Jessica Pugh or any "Chapter Volunteer"**

**Attn: Jessica Pugh**  
**Box 6084**  
**High River, AB, T1V 1P7**  
**Ph: 403-601-6404**  
**Fax: 403-652-1085**  
**Email: Jessica\_Pugh@**  
**excelgeophysics.com**

Chapter Pres: Jack Dueck  
 Vice President: Jim Gunnlaugson  
 Sec/Treas: Brian Jones  
 Young Eagles: Jessica Pugh  
 Community: Rob Greisdale, Eileen Bahlsen  
 Newsletter: Jean Dueck, Doug Murray

*It is said that Orville yelled across the sand dunes at Kitty Hawk, "Tell me, Wilbur, which do I use to control the airspeed, the throttle or the elevator?"*

Flying Magazine Ed., Flying Wisdom

## UPCOMING EVENTS

June 2, 2005	EAA Chapter 1410 Monthly Meeting, High River Airport, 1900 h.
June 3 to 5, 2005	EAA's Regional Golden West Fly-in and Convention, Yuba City, CA
June 19, 2005	High River Fly-in, Young Eagle Flights, High River Airport
June 24 to 26, 2005	COPA Convention, Wetaskawin, AB
July 6 to 10, 2005	ESS Regional Northwest Fly-in & Convention, Arlington, WA
July 7, 2005	EAA Chapter 1410 Monthly Meeting, High River Airport, 1900 h.
July 25 to 31, 2005	Airventure, Oshkosk, WI
August 24 to 28, 2005	50th Anniversary of Homebuilt aircraft in Canada at Goderich, ON

There are many more events and fly-ins taking place throughout the summer and fall. If you have notices or events you would like to see posted, please contact the editors and we'll include them in the upcoming newsletters

## President's Message....cont'd

take-off weight, and 6 seats including pilot. The design, construction, maintenance and flight test would be to a new set of standards being developed by LAMAC. Should a particular model of the Personal Light Aircraft fall within the LSA in terms of the ASTM standards, then it would be eligible for export to the USA. The council agreed to review and provide feedback to LAMAC. LAMAC hopes to develop a document that can be presented to the CARAC process.

**What does this all mean to us?** Simply put, recreational aircraft are out-selling type certificated products by a huge margin. Government officials, while maintaining regulatory authority, want to offload operational responsibilities of non certified aircraft onto industry. Our future developments will be driven by our consensus. And our ability and willingness to work together as an 'industry front' will determine our success. The LSA and SP are but harbingers of our recreational aviation future.

## 1410 aeromart

**Aircraft Weight & Balance Scales:**  
**One set of 3 aircraft beam scales.**  
**Rent them for a weekend for a \$25.00 donation to the Chapter.**  
**Call 403-652-7333.**



*This advertising space is available to Chapter 1410 members.*

## Cayley Students Visit ... Cont'd.

Cayley School Grade 6 students, under the guidance of teacher, Beverly Depaoli, toured the airport, the terminal facilities, and inspected a newly built aircraft, The "Savanah", as part of their science study into aerodynamics.

We thank Eileen Bahlsen, Chapter 1410 Community Outreach Volunteer, for this support of the development of young aeronautical minds.

We also thank Eric Giles, builder of the "Savanah", for showing the students real aviation hardware.