

# EAA 245 NEWSLETTER

OTTAWA, ONTARIO



April 84.

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CARB HEAT - Hot Air and Flying Rumours  
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Meetings - 3rd Friday at the National Research Council Building Auditorium,  
100 Sussex Drive, Ottawa, 8 pm

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EAA Chapter 245 Meeting  
16 Mar 84  
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- Meeting was opened shortly after 8 PM by President Eric Taada
- Attendance: 26, including guest speaker Chick Bidgood (plus member-speaker Lionel Rogildoux) and visitor Bill Roderick from Canadian Aerosport Tech Committee.
- A letter from Pat Cianfaglione thanking the chapter for its contribution to the Canadian Cancer Society in memory of Frank was read by Eric. She talked of his long interest in aviation and homebuilding right up to his death. The Zeneth project that he was working on is going to be continued by his sons.
- Another tax bill has been received from West Carleton County, based on a \$20,000 assessment. The chapter hangar has been assessed as a public facility, which carries a higher tax rate than a private facility. Current taxes are approximately \$450 per year. Anyone who can help to address the problem of having a lower tax rate applied would be most welcome! Taxes last year were \$214.37
- Gord Standing reported briefly on our financial status:

Chequing account: \$1299.29

Savings account: \$3000

(changed from a capital account to obtain  
an extra 3% interest)

- Membership now stands at 52 (as of April 6th)
- A fly-in breakfast is being held on Sunday June 17th. Volunteers are needed. Hopefully the Flying Farmers will stop by enroute to a pot-luck fly-in lunch at Rockcliffe and tour of the National Air Museum.

Other local area fly-in in June are:

Smith Falls (breakfast) - June 3rd  
Rockcliffe (lunch) - June 3rd  
Cobden - June 10th  
Winchester - June 24th

Terry Peters  
Secretary

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President: Eric Taada 749-4264 Vice President: Jim Butler 829-5750  
Secretary: Terry Peters 745-7466 Treasurer: Gord Standing 224-2879  
News Letter: Dick Moore 820-4586 (home) - 231-4299 (work)  
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Notes on importation of aircraft and aircraft parts from Lionel Robidoux's presentation.

Lionel, past president of our chapter and builder of a Thorpe 18, works for Customs and Excise and offered some worthwhile tips on simplifying the process of importing aircraft and a/c parts into Canada.

There are two separate approaches that may be taken - private or commercial importation. With private importation no documentation other than a bill of sale is required, but without proof of the value of the goods being imported there is more chance for dispute over the duties or tariffs applicable. If a commercial invoice is used (available from customs when leaving Canada or from any local customs office), the seller attests to the value of the goods bought. An entry "fair market value" against the purchase price may be attested to by the vendor's signature. The commercial invoice also provides the opportunity to classify imported goods for the most favourable duty arrangement, as reflected in the extract from the customs tariff items for aircraft and aircraft parts, which we've included in the newsletter. Commercial invoices are apparently particularly useful at night or on weekends when senior customs officials may not be available.

It should be noted that fabric, dope, paint etc. are not considered a/c parts and cannot be classified under the aircraft and a/c parts tariff items.

Tariff item numbers should be included in the commercial invoice identifying parts imported (eg 44059-1 for batteries).

There are no customs duties on light aircraft or engines provided they are not of a type made in Canada.

Lionel cautioned that in the US an A & P engineer can certify an engine at for example, 2000 hours, and give it another 2000 hours, but cannot state that the engine has been "majored". Only a certified shop can do this. There is a risk therefore of importing an engine on the assumption that it has received a major overhaul when it has not.

Homebuilts cannot be imported. (Presumably this defeats one of the purposes for which the EAA movement was established - education).

Terry Peters  
Secretary

Vice President: Jim Butler 829-2750  
Treasurer: Gold Standing 224-2879  
(home) - (work) 281-4299

Any part of an aircraft can be imported provided it has an 8130-3 tag. This tag is signed by a local FAA representative on the basis that it has a log book and/or its history is traceable. This tag is the only one the DOT recognizes.

Lionel recommended the use of air freight. Parts are well looked after and a broker is not necessary. Aircraft parts sent by air receive preferential rates because of long-standing agreements among air carriers. Ensuring that parts are prepaid (ie nothing owing) eliminates a number of problems too.

Dave Drain of Grass-Roots Aviation in Oshawa was mentioned as a source for aircraft parts - Lionel has a list of parts that Drain can provide. Their address is 648 Adelaide Ave W., Oshawa, Ont. L1J 6S2. Phone (evenings and Saturdays) 416 - 728-3990.

#### Notes on Chick Bidgood's presentation on ultralights.

Chick, with 3800 hours of bush flying experience, has been a Lazair dealer for three years and is presently operating out of Finch where he provides a three-day course for ultralight pilots. He brought video tapes of two TV broadcasts (20/20 and 10/Eyewitness news) which were most entertaining and educational.

Although the films showed some exciting ultralight aerobatics, Chick doesn't recommend aerobatics in any ultralight. There is some concern that weight limitations may be resulting in too narrow a margin of safety in ultralight designs.

An interesting addition to safety in flying ultralights is the ballistic chute - shown under test in one of the films. The chute allows a safe decent of both ultralight and pilot in case of structural failure.

Chick mentioned that the new Lazair with 9HP engines, although not able to climb on one engine, will maintain altitude. He is also handling the all-Canadian Toucan, beginning this summer. It can take off on one engine and climb at 300 fpm. With two engines operating, climb is 1100 fpm.

TALK TO EAA CHAPTER 245

Some Points on Importation of Aircraft and Aircraft Parts  
By Lionel Robidoux

The importation of aircraft or aircraft parts can be a relatively simple procedure and pleasant experience if a few key procedures are followed.

Class of Importation and Documentation for Federal Sales Tax and Duty Purposes

Importations are generally classed as "private" or "commercial" and the extent of documentation is dictated by the class of importation.

CLASS

DOCUMENTATION REQUIRED

Private: An importation is classed as "Private" where the goods being imported are for the importer's own personal use and not for resale (such as would be the case of a propeller, new or used, for your amateur-built aircraft).

Ordinary sales invoice from seller to buyer showing description of goods and price paid.

\*A commercial "MA" invoice is highly recommended even for "private" importations.

Commercial: An importation is classed as "Commercial" if goods imported are for resale.

\*Customs approved commercial "MA" invoice (usually available at Customs Ports). The exporter must certify on these invoices both the selling price to the Canadian purchaser and also the fair market value in country of export.

Customs Duties

Under present Customs Tariff provisions light aircraft and their engines, as well as airframe and engine parts, may be imported duty free from the U.S.A. and some other countries. The specific Tariff Items are as follows:

TARIFF ITEM

- 44045-1 Aircraft, n.o.p., not including engines, under such regulations as the Minister may prescribe.....
- 44049-1 Aircraft engines, n.o.p., when imported for use in the equipment of aircraft.....
- 44053-1 Parts of aircraft, n.o.p. ....
- 44057-1 Parts of aircraft engines, n.o.p. ....

N.O.P. NOT OTHERWISE PROVIDED

Tariff Item 44059-1 also provides an exemption from duty for various other key components such as batteries and tires, provided they are of a class or kind not made in Canada. The following is a list of the parts covered by the Tariff Item.

**TARIFF ITEM**

44059-1

- Auxiliary power units;
- Batteries;
- Bolts, cocks, cotter pins, eyelets, nuts, pins, rivets, screws, turnbuckles and clevis, washers;
- Brakes, with related operating gear;
- Carburettors;
- De-icing and anti-icing equipment;
- Direct or inertia starters with or without related operating gear;
- Distributors;
- Electric generators;
- Electric lamps
- Exhaust gas analyzers;
- Fittings and couplings;
- Forgings and castings;
- Fuel pressure warning devices;
- Hinges;
- Hydraulic jacks;
- Hydraulic pumps;
- Ignition coils;
- Instruments;
- Landing and navigation lights;
- Magnetos;
- Oil coolers;
- Pressure fire extinguishers;
- Primer pumps;
- Propellers and helicopter rotors;
- Radio for navigation and air traffic communication;
- Seats;
- Shapes or sections, rolled, drawn or extruded, and bars, rods, tubes, plate, sheet and strip, of any metal or alloy thereof;
- Spark plugs;
- Swaged wires and tie rods;
- Tires and tire inner tubes;
- Vacuum pumps with related operating gear;
- Voltage control boxes;
- Wheels;
- Parts of all the foregoing;

All of the foregoing when of types or sizes not made in Canada and for use in aircraft, aircraft engines, airborne aircraft equipment, or parts of aircraft, aircraft engines, or airborne aircraft equipment.....

In order to qualify under any of the foregoing Tariff Items, the aircraft part must be in a completely fabricated condition. For example, ceconite cloth in random lengths does not qualify. It must have been fabricated into, say, an aileron or wing envelope.

There is one exception to the foregoing policy which would be of interest to ultralight aircraft builders. Under a recent change in Tariff Item 57456-1 woven fabric wholly of polyester filament yarns coated with resin may be imported duty free.

**Federal Sales Tax**

A Federal sales tax of 9% is payable on all light aircraft, engines and parts, on the duty paid value (exporter's selling price converted to Canadian funds, plus any Customs duty). The rate will increase to 10% effective October 1, 1984.

**Ministry of Transport/FAA Requirements**

Amateur built cannot be imported and licensed in Canada nor can these aircraft be exported and licensed in the U.S.A..

Certified aircraft may be imported into Canada from the U.S.A. but it is highly recommended that you notify MOT of your intention and get an OK for the particular aircraft and engine. There are many no-nos. A certified aircraft may be imported with a Certificate of Airworthiness for Export, or else under the ITRAN procedure which allows any required work to bring aircraft up to MOT certification standards to be done in Canada.

Imported aircraft parts for use on certified aircraft must be certified air-worthy and be supported by an FAA 8130-3 tag. The FAA "yellow" tag is not acceptable to MOT. If you have an aircraft or engine part which you want to export for use on a U.S. registered aircraft, our MOT AI99 tag is accepted by the FAA. These arrangements between MOT and FAA are covered by bilateral agreements.

made in Canada  
of the aircraft  
series, or a part  
.....  
E....

## BOOK REVIEW

It is not too frequent that this reviewer has the opportunity to do a favourable book review. As most of you know, when I review a book on aerodynamics, I go directly to a couple areas, for example, How is lift produced?, What are the forces on an aircraft in a climb?, etc., and if I find one or more of these areas lacking, I usually don't read further. I figure if the areas that I know are not correct how do I know that the areas I'm not familiar with are correct. It's a way of grading the contents and of not acquiring a lot of misinformation.

For the average pilot/builder/enthusiast, I've really only come across one book that I would highly recommend; that is, until now. That one book is Stick and Rudder by Wolfgang Langewiesche; the new book is Happy Flying, Safely by Duane Cole. Somebody once said that Langewiesche's book should be compulsory reading for all future pilots; I wholeheartedly agree with this. Duane Cole's book should also be in that class. Although each deals with a different aspect of flying, each has a strong and important message to tell.

Two items in Duane's book really caught my eye; one that reflects my own experience and one that really sounds sensible and one this reviewer never thought of.

Duane states, "From the day I passed my commercial, written in 1939, I have never worked another wind drift problem". How true! This reviewer got his pilot's licence the first time in 1946, wind drift problems weren't required then. We didn't have to do a cross country for the test. Spins and spot landings were required; much more skill required than in A-to-B flying (I guess that's why most of my flying is from A to B). The last time I worked out a wind drift problem was in 1973 when I got my pilot's licence for the second time. I believe this is a similar story for most pilots.

The second item was in regard to the legal visibility rules for VFR flying. Duane recommends a change in the rule from three miles to one and a half minutes. This means that for an aircraft travelling at 120 mph, the actual visibility would have to be at least 3 miles (2 miles per minute times 1.5 minutes), for an aircraft travelling at 60 mph, the minimum visibility could be 1.5 miles; for an aircraft travelling at 240 mph, the actual visibility would have to be at least 6 miles, etc. This goes along with Duane's recommendation that if the visibility gets poor, slow down; you may not be legal but you'll be a lot safer.

These are only two examples of the common sense that the book displays. In this day and age when rules are either made or created just for the sake of making or creating new rules, whether they make any sense or not, it is refreshing to have somebody with Duane's background bring us, and we hope the rule makers, back to reality.

As I stated earlier, Duane's book is must reading for all pilots especially the VFR ones. I know that all will not agree with all that Duane says but nobody can say that the author doesn't have the real life experience.

← Bill Laundry

## SNIPPETS

- Gerry O'Neill of Standard Aero at Ottawa Airport is trying to minimize the effects of the current recession. He has installed an 800 number (1-800-267-1335) which he responds to weekdays and most Saturday mornings. Calls have been received from all across "Canada East" (Winnipeg to Halifax). Note that Chapter members get favorable consideration.

- Paul Poberezny likes it. Gogi Goguillot likes it. George Reid likes it. And I think its the best issue yet. EAAC's Spring 84 issue of Canadian Sport Aviation Magazine. 60 pages of info covering nuts and bolts, Christavia and 5/8 scale Hurricane construction; also a Quickie 2 flight test report.

- Microlights are creating a lot of news. Check that! Most of the news these days. There now are 3 Microlight dealerships based at Carp Airport:

1. Pegasus, dealers for Eipper who have an arrangement with the R.A. for running a training program.
2. Tony Taylor who has bought the Fields Air Service office and hangar is a Falcon (Microlight) dealer.
3. A Skyseeker franchise has been obtained by some commercial pilots who operate in front of Campeau's hangar. They claim to have 200 students enrolled at \$600 a crack.

Meanwhile, Bernie Arsenault of Micro Aviation at Limbour has issued a catalog of amateur building supplies. It looks useful.

- In the other side of the ultralight news. An inquest into the death of a Yukon ultra pilot has recommended tighter design and material standards for ultralights. DOT is trying to hold off on this to retain compatability with American regulations. However this seasons safety record will surely affect their approach.

- I was a member of MOPAC, but find that I'm overwhelmed with paper now. If some Chapter/MOPAC or UAAC member could keep us informed it would be appreciated.

- Jim Butler has acquired a Pazmany PL1 project that is 50% complete.

- Bill Argue used his versatile 8' snowblower to disperse our snow drifts last Sunday. Thank you, Bill.

- Jim Bradley is back from hibernation in Florida.

- Laurent Ruel's engine overhaul is well underway.

- Henry Beaudoin now has the most sophisticated seat I've ever seen in a cub. It slides like a rowing machine.

- Gord Standing is completing his final wing panel for the Flybaby biplane. commences full time retirement in May.

- Bill Laundry is retiring to London, Ont. in June. This is a non-trivial loss!



- Gary Fancy's second Skybolt is presently having fabric installed.
- Peter Plaunt has been talking about so many airplanes for so long that I'm convinced something's going to happen in 84.
- Rockcliffe's future appears less uncertain. There are about 150 tiedown spaces in the present plan and a new clubhouse to complement the aeronautical atmosphere around the Air Museum.

#### A Failed Experiment

After spending some weekends debugging an intercom for Gary Fancy's first Skybolt, I resolved to build a non-electric intercom for our "Capital Piet" Pietenpol. Having seen lids from tins of lye being used as earphones for gosport tubes, I felt convinced that David Clark's finest ear defenders (model 27) with a noise reduction rating of 22 dB coupled by 1/4" tygon tubing to a funnel would supply a hi-tech solution. Wrong! It didn't provide nearly enough speech level. So I ran both ears separately maintaining equal length hoses to minimize phase distortion. Wrong again! Plus the 4" funnel was awkward to handle. So I bought an RST 442B intercom from Jim Weir at Grass Valley, Ca. If anybody knows about impedance matching in fluid dynamics, please help me. The good news is that my prototype makes a good stethoscope for finding sticking valve lifters.

E.T.

#### CALENDAR

April meeting is on Friday the 27th due to Easter. Topic: Avionics.  
Location: NRC.

May meeting is Friday the 18th. Topic: Engines. Location: Carp.

June the 17th (Sunday) 8 a.m. is our Chapter breakfast at Carp.