

| Name                  | City, Province      | Phone        | Plane #1                   | Plane #2                  |
|-----------------------|---------------------|--------------|----------------------------|---------------------------|
| Baldock, Robert 'Bob' | Surrey, BC          | 604-576-5675 | Vans RV-6 C-GRLB           | Cessna 172                |
| Baron, Fred           | Cloverdale, BC      | 604-536-0232 | Lazair C-ICHC              | Beaver Ultralight C-IDRK  |
| Bell, David           | Victoria, BC        | 250-383-2578 |                            |                           |
| Bell, John            | Delta, BC           | 604-596-8373 |                            |                           |
| Boulanger, Tom        | Bumaby, BC          | 604-420-2164 | Luscombe 8E C-FHFU         |                           |
| Bowles, Ian           | North Vancouver, BC | 604-904-9636 |                            |                           |
| Briggs, Don           | North Vancouver, BC | 604-561-5817 | Zenith CH601HD C-FWSS      |                           |
| Castles, Chris        | Victoria, BC        | 250-598-0530 |                            |                           |
| Colley, Raymond       | Delta, BC           | 604-948-1235 |                            |                           |
| Connelly, Shawn       | Surrey, BC          | 604-535-9603 |                            |                           |
| Cox, Joan             | Delta, BC           | 604-596-7635 | Aeronca Champ C-FGVP       | Vans RV-7                 |
| Cutting, Bob          | Richmond, BC        | 604-275-1603 |                            |                           |
| Dawson, Cliff         | Vancouver, BC       | 604-736-5870 | Pietenpol                  |                           |
| De Geus, Neal         | Langley, BC         | 604-888-4601 | Challenger II              |                           |
| de Visser, John       | Richmond, BC        | 604-277-4377 | Cessna 170A C-FZMZ         |                           |
| Doughty, Alex         | Delta, BC           | 604-946-2159 |                            |                           |
| Elgood, Terry         | Vernon, BC          | 250-503-5188 | Elgood Monoplane #3 C-GTEF | Tiger Moth Replica C-FATG |
| Foley, Bill           | Langley, BC         | 778-298-4967 | Piper Warrior C-GIYH       |                           |
| Foley, Carol          | Langley, BC         | 778-298-4967 | Piper Warrior C-GIYH       |                           |
| Gebenus, Helmut       | Delta, BC           | 604-590-8201 |                            |                           |
| Henderson, Cyril D.   | Richmond, BC        | 604-272-6884 | Taylorcraft BC12-D C-FMGT  |                           |
| Hennessy, Doug        | Delta, BC           | 604-816-0459 | Piel Emeraude              |                           |
| Herman, Bernie        | New Westminster, BC | 604-521-7376 | Minicab GY-20 CF-ELF       | Vans RV-3                 |
| Hindle, Gordon        | White Rock, BC      | 604-535-0592 | Rutan Vari-Eze C-GRDN      |                           |
| Hinsch, Fred          | Richmond, BC        | 604-520-7662 | BD-4 C-FHBD                |                           |
| Kennedy, Lew          | Langley, BC         | 604-514-1149 |                            |                           |
| Keon, John T.         | Surrey, BC          | 604-536-8589 | Rotonway Executive         |                           |
| Lalonde, Bob          | Surrey, BC          | 604-590-2902 | Rand KR2                   | Jodel D11 CF-BRE          |
| Leh, Francois         | Squamish, BC        | 604-813-7742 | Various                    |                           |
| Lemieux, Guy          | Surrey, BC          | 604-535-7990 | Cessna 172                 |                           |
| Lins, Jose            | Port Coquitlam, BC  | 604-468-7185 | Vans RV-7                  |                           |
| Little, Vern          | Surrey, BC          | 604-531-3969 | Vans RV-9A C-FVRL          | Harmon Rocket             |
| Macready, John        | North Vancouver, BC | 604-984-6428 | Cessna 140 C-FPJP          |                           |
| Marchant, Harris      | Langley, BC         | 604-514-1210 |                            |                           |
| Marshall, Peter       | Langley, BC         | 604-530-7144 | RV-8                       |                           |
| Matsumoto, Kimball    | Richmond, BC        | 604-551-8183 |                            |                           |
| McGowan, Dan          | Vancouver, BC       | 604-324-3348 | Aeronca 7CCM Champ CF-JHJ  |                           |
| McHenry, Tedd         | Surrey, BC          | 604-574-4764 | Vans RV-6                  |                           |
| McNamara, Robin       | West Vancouver, BC  | 778-279-6006 |                            |                           |
| Meyer, Beat           | Vancouver, BC       | 604-263-7790 | Thurston Seafire C-GLBM    | Republic RC-3 C-GHQU      |
| Morrison, Ken         | White Rock, BC      | 604-538-8818 | Cessna 172 C-GAMN          |                           |
| Munzel, Mark          | Vancouver, BC       | 604-325-4771 |                            |                           |
| Munzer, Eric          | Langley, BC         | 604-530-8038 | BD-4 C-GNMS                | Domier DO-27              |
| Neff, Michael         | Port Coquitlam, BC  | 604-464-6534 | Vans RV-7                  | Vans RV-4 C-FNEF          |
| Nicholas, Tim         | Surrey, BC          | 604-240-3271 | Jodel D11 C-GSMV           | Coot A                    |
| Novak, Tim            | Richmond, BC        | 604-271-8586 | Stinson 108-2              |                           |
| Ohm, Gerald           | Port Moody, BC      | 604-939-1461 | Vans RV-3 C-GRFY           |                           |
| Peel, Greg            | Delta, BC           | 604-948-5057 |                            |                           |
| Post, Dirk            | White Rock, BC      | 604-536-6129 | Cavalier SA 102.5          |                           |
| Prior, Bruce          | Bumaby, BC          | 604-437-4219 | Cessna 150 C-FWLZ          |                           |
| Prior, Jean           | Bumaby, BC          | 604-437-4219 | Cessna 150 C-FWLZ          |                           |
| Prior, Rob            | Langley, BC         | 604-530-5665 | Vans RV-6 C-FRBP           | Vans RV-7                 |
| Regier, Hugo          | Surrey, BC          | 604-583-6696 |                            |                           |
| Routh, Alex           | Vancouver, BC       | 604-290-4765 | Piel Emeraude CF-CWL       |                           |
| Rutu, Imrich          | Delta, BC           | 604-940-7741 |                            |                           |
| Saxton, Tim           | Surrey, BC          | 604-576-0626 | Murphy Moose               |                           |
| Schlesinger, Victor   | New Westminster, BC | 778-882-7848 |                            |                           |
| Sleeman, Peter        | Richmond, BC        | 604-273-1635 | Boeing A75 Stearman CF-OMH | Piper PA-12 CF-PCT        |
| Spence, Eleanor       | Bumaby, BC          | 604-298-2541 |                            |                           |
| Taylor, John H.       | White Rock, BC      | 604-         |                            |                           |

# TURN AND BANK



April 2010

## Importation from the US by Rob Prior

Importing an airplane from the US isn't difficult, but it can be a time-consuming process. The procedure is well documented, the documents available from MD-RA are very extensive and go into every little detail. I won't duplicate them here, but rather I will give an overview of the major points along with any "gotchas" that turned up during my import.

### General requirements

The basic requirements are simple enough that I'll copy the exact words of the exemption to Chapter 549 here:

"A Special C of A – Amateur-built may be issued in respect of an amateur-built aircraft constructed outside of Canada, where:

"the aircraft was constructed in accordance with standards of the State of construction, and the Minister finds them to be equivalent to [the Canadian standards];

"the aircraft was issued a permanent flight authority pursuant to the regulations of the State of construction, and has subsequently completed not less than 100 hours of air time; and

"the aircraft undergoes a complete inspection for compliance for these standards."

### Pre-purchase

Before you write the final cheque, there are a couple of things you should do. These don't have to be done ahead of time, but they could alert you to issues that might arise later during your import.

File a Letter of Intent with MD-RA. This opens a file with MD-RA, and you will be sent a package with all the information you'll need to complete the import successfully. This can even be done before you have chosen the aircraft, just to get the ball rolling.

Have a pre-purchase inspection done on the aircraft. Ideally, this should be done by a third-party with extensive knowledge of the type of aircraft you're considering. Local builders who have completed similar aircraft and local AME's who are familiar with the design are good candidates. This inspection should include a check for any AD's or Service Bulletins, for the airframe, engine, and propeller.

Get copies of everything. The first inspection you do with MD-RA for an import is a "Documentation Review", so check MD-RA's list and make sure you have copies of everything they need. The paperwork can be scanned and emailed to MD-RA, and the review can be done in a couple of days. MD-RA will check that as far as the paperwork is concerned, the plane is qualified for import. The MD-RA, Transport Canada, and the FAA were all happy with good, legible digital photos of the documents. Sometimes these are better than photocopies.

Gotchas: These do not disqualify an aircraft from import, but the importer needs to be aware that they need to be present before the aircraft will pass a final inspection. Gascolator. Amateur-built aircraft in the US are not required to have a Gascolator at the lowest point in the fuel system, but Canadian regulations do require this. Control Limit Stops. I don't know

if this is an RV-specific problem or not, but many RV's imported from the US have been found with no limit stops on some or all of the controls. Data Plate. The original data plate stays with the aircraft, it will not be changed out for a Canadian data plate. Do not remove it, allow the owner to remove it, or deface it in any way.

### Pre-transport

Assuming everything went well in the inspection and documentation review, now you get into the paperwork for moving the aircraft from the US into Canada. I will only cover the case where the new owner will be flying the plane into Canada under Canadian markings.

The previous owner must de-register the aircraft in the US. They can call the local FSDO (local to where the aircraft is based) and tell them they wish to de-register their aircraft for export to Canada. There is a form to fill out and send to the FAA Headquarters in Utah, and the plane will be stricken from the US Register. Reminder: Make sure the owner doesn't remove or deface the data plate.

The new owner must register the aircraft in Canada, and choose the new Canadian markings. If you like, you can search for available marks on the TC website and pick a few options, and have them ready when you call TC. TC will need to wait until the FAA updates their database (usually a couple of days).

The new owner must apply to TC for a "Provisional Certificate of Registration and Flight Permit," valid for a set period of time. I arranged for 30 days, as the weather in January was a little unpredictable. Discuss your options with TC, they have some discretion in assigning the time limits. Note that this permit only takes effect the moment you cross the Canada-US border. It is not valid for flight in the US. It will specify a terminus, intended to be your home airport where the airplane will remain until the inspection is complete... DO NOT give the airport of entry unless that's where you want to stay!

The new owner must apply to the local FSDO to issue a Special Flight Authorization, which allows you to move your Canadian-registered aircraft through the US. Similar to the Canadian permit, this permit is only valid in the US. This was the only paperwork I had trouble with during my import, as the expert at the local FSDO retired the week before I called in, and the remaining staff had to learn the process before they would issue any papers to me. Again, there will be a time limit, but if you already have the Canadian permit you can probably talk them into aligning the US permit to match.

The new owner will need to apply the new Canadian markings, and obscure the US markings, before the plane is flown back. Plan ahead to decide what you'll be doing here. If the plane has the US markings painted on, you will need to cover them. A large piece of peel-and-stick vinyl will do just fine. Similarly, vinyl letters will do for your flight back. Staples sells letters in the correct sizes that will do for temporary markings.

The new owner will have to obtain insurance for the aircraft. Be clear with the insurer that the plane will be imported to Canada on a flight permit, and inspected once it's here. The insurance companies are familiar with the importation process, and know that import requires that the

airplane already be “proven” and inspected in the US before you can import it. Note that depending on the aircraft, the new owner may need to show proficiency on type with a checkride and/or dual instruction.

Gotcha: Taxes. When crossing the border in the aircraft, be prepared to pay the PST and GST (or HST) on the purchase price. Note that this applies even if the aircraft was built in Canada, exported to the US, and is being re-imported.

### Pre-inspection

Once the aircraft is safely in its hangar in Canada, you’re ready to start the final paperwork push. Now is when you make the minor upgrades that will bring the aircraft into compliance with Canadian regs. Gascolator, final markings, etc.

Apart from paperwork, some things need to be done before your final inspection:

- Weight and balance. Unless you have a recent weight and balance for the aircraft, or have reason to believe that the weight and balance you have is accurate, you should re-weigh the aircraft.
- Fuel flow test. The new owner will have to conduct a fuel flow test, to prove that the fuel system can supply the required amount of fuel in the most critical situation (climbout).
- Placards. If they aren’t present, the new owner will have to placard the aircraft following the requirements listed in the Exemption to Chapter 549.01 that allows the import of Amateur-built aircraft.
- Markings. If you placed temporary markings on your aircraft for the flight back, now is the time to make the change to your permanent solution. The requirements for markings are laid out in the CARs. There are a lot of clauses and sub-clauses, but they do boil down to a few simpler rules for amateur-built aircraft. Read through the section on markings and cross off those parts

that don’t apply, and it’ll boil down to what’s necessary.

Gotchas: Placards. Amateur-built aircraft in the US are required to be marked “Experimental” in large letters somewhere in the cockpit. If it’s painted on, keep in mind that the CARs require that it be removed or obscured before you get the aircraft inspected. A vinyl label may be acceptable here as well. Gross Weight. The gross weight of the aircraft declared on all forms must equal the gross weight as specified by the kit manufacturer. No changes are permitted during the import process, and officially if the aircraft was registered at a higher gross weight in the US it can still only be registered at the kit manufacturer’s maximum at time of import. There is a process for raising the gross weight of an Amateur-built aircraft after completion, it’s not difficult and you may explore that after the import is complete if so desired.

Bonus: The Exemption to Chapter 549 changes the wording to the “this aircraft does not comply with certified requirements...” placard. The wording is shorter, and the exemption only requires that the letters be 3/8” tall if the placard is being placed on the side of the aircraft. If it’s inside, it merely needs to be “readily legible from each passenger station.”

### Flight Testing

Once you’ve had your final inspection, and you have your Special Certificate of Airworthiness, you’re free to fly, with the following initial restrictions:

- Day VFR only
- Aerobatics prohibited
- Climb test required within 5 flight hours
- Climb test report must be submitted to Transport Canada

Note that on an imported Amateur-built aircraft, there is no 25 hour restriction, and no passenger restriction. The aircraft is assumed to be safe, as it has already proven itself through its inspection and flight history ▶

## RECREATIONAL AIRCRAFT ASSOCIATION OF CANADA Vancouver Chapter 85 General Meeting Tuesday 2 March 2010

Executives Attending: John Macready, Tim Nicholas, Jean Prior, Rob Prior, Gerald Ohm. In all, 37 persons attended.

Presentation: President Tim called the meeting to order at 19:42

Visitors: None

Correspondence:None

Treasury: None

Membership: Rob reported we have 82 members as of tonight. 56 are paid up so far. Renewals are open for 2010. All chapter members must be national RAAC members. Only one family member need be a national member. National membership is \$53.50. Chapter membership is \$65. Chapter family membership is \$110. Members are encouraged to pay their national membership directly to the national office. Chapter membership may be paid in cash or by cheque.

For national membership, go here:

RAAC, 13691 McLaughlin Rd Caledon, Ontario L7C 2B2

Telephone: 800-387-1028, 905-838-1357 Fax: 905-838-1359

e-mail: raa@zing-net.ca Website: http://www.raa.ca

Buildings:

Vice-President: The 2009 Awards Banquet will be held at the Terrace Room at the Delta Town and Country Inn on 20 March 2010, starting at 18:30. Banquet tickets \$5.00/person. 68 tickets have been sold. A guest speaker (Harry Hardy) will be at the banquet. He was a Typhoon pilot during WWII, and should provide an entertaining presentation. The banquet is also a way to celebrate the rebuild of the Round House.

Chapter Aircraft: The Turbi is down for maintenance.

DapCom: Next breakfast is prepared by Boundary Bay Flying Club. DAPCOM is looking for an aerator for the runway.

RAAC: RAAC requires an updated list of all RAA Chapter members.

Newsletter: None

Program: Video of uncontrolled airport procedures, followed by a video on bush flying. Next month will be about cross border flying.

Old Business:

New Business: The COPA AGM is planned to be held in either Abbotsford or Langley next year. COPA would like to use the Round House for a preliminary meeting prior to the AGM.

Adjourn: At 19:58

## Importing / continued from previous page

in the US.

Gotchas: When you submit your climb test report to Transport Canada, they will take your Special Certificate of Airworthiness and make you a new one. If you want it back on the same day, take it to them early in the morning and not late in the afternoon on a Friday... I almost found this out the hard way.

### The costs

So, at the end of the day, what does it cost?

- Reservation of Canadian marks (TC) \$50
- Letter of intent (MDRA) \$80
- Documentation review (MDRA) \$105
- Provisional Certificate of Registration and Flight Permit (TC) \$110
- Special Flight Authorization (FAA) \$0
- Certificate of Registration (TC) \$110
- Final inspection (MDRA) \$625
- Issue Special Certificate of Airworthiness \$250
- Total: About \$1330.



Rob Prior presenting member Terry Wilshire with the RAA's Mike Davy award for his tireless efforts on behalf of aviation in Canada and especially concerning Delta Heritage Airpark. He was also voted Most Valuable Member by the chapter. The Awards banquet was a great success, with an excellent prime rib dinner and Harry Hardy (a WW2 Typhoon Pilot) providing an engaging presentation.

## Upcoming Stuff!

April 11th is the next pancake breakfast, we host, so volunteers to serve would be nice. Contact one of the executive for more info.

### Canadian Museum of Flight-Spring Maintenance Seminar

What work you as an Owner/Pilot can do on your aircraft without taking it to an A.M.E.? What Transport refers to as ELEMENTARY WORK - will be demonstrated. Home builders will also pick up many good tips. The speaker will be Rick Church Of Langley Aero Structures Ltd.

Saturday April 17, 2010 at 10:00 At The DC-3 Clubhouse. A light lunch will be served. Cost is \$20.00 Per Person and tickets will be available at The

### Canadian Museum of Flight. - this is a fund raising event for the Museum

There is room for about 45 people. contact info: ph 604-532-0035 fax 604-532-0056

### Published today in Part II of Canada Gazette!!!!

We finally made it!!!! As of today, the Canadian Aviation Regulations have been amended to formally introduce the new Aviation Document Booklet. In addition to the administrative issues associated with the booklet, the new CAR 401.12(5) causes old format documents to expire in either of June or December of this year, depending on the type of licence or permit. These dates are the same ones that we’ve been marching toward

lately, but those dates now have the force of law.

You can find details of the changed regulations on the Canada Gazette website at: <http://www.gazette.gc.ca/rp-pr/p2/2010/2010-02-17/html/sor-dors26-eng.html> or <http://www.gazette.gc.ca/rp-pr/p2/2010/2010-02-17/html/sor-dors26-fra.html>

As a result of this publication, we can now modify any information provided to licence holders concerning the need to obtain booklets. We can replace our “you really should get a booklet soon” with statements like “you absolutely need to get a booklet soon”! Please modify any letters or other communications materials you might be using accordingly. We’ll look after changes to the national website.

## Membership List (continued from page 4)

| Name                | City, Province      | Phone        | Plane #1             | Plane #2 |
|---------------------|---------------------|--------------|----------------------|----------|
| Taylor, Roy A.      | Richmond, BC        | 604-274-0258 | Vans RV-6A           |          |
| Thompson, Larry     | Surrey, BC          | 604-574-5664 | Vans RV-6 C-GLYT     |          |
| Tinckler, Austin    | Surrey, BC          | 604-596-0239 |                      |          |
| Van Den Ham, Bert   | Aldergrove, BC      | 604-857-5658 |                      |          |
| Van Dijk, Gerard J. | Delta, BC           | 604-722-3791 |                      |          |
| Vogt, Henry         | Surrey, BC          | 604-583-6265 | Vans RV-9A C-FUHD    |          |
| Walker, Lynn        | Surrey, BC          | 604-581-9602 |                      |          |
| Walker, Sean        | Surrey, BC          | 604-536-3521 | Piel Emeraude CG-SEW |          |
| Weinkam, Daniel     | Coquitlam, BC       | 604-939-4745 | Cessna 140 C-FCUN    |          |
| Welscher, Siegfried | North Vancouver, BC | 604-980-5516 |                      |          |
| Wilshire, Terry     | Vancouver, BC       | 604-721-7991 | Volmer Sportsman     |          |
| Worden, George      | Surrey, BC          | 604-535-4409 | Vans RV-4 C-FEKW     |          |