

Re: CFPBS or FW: 1498-2 BALMER BURROWS Inspection Notice, or ATS-16-17-00037764. or ????
E Mail record:

From: Jacob Balmer [<mailto:jakethebosun@gmail.com>]

Sent: April-14-17 6:28 PM

To: Al Mahon <allan@md-ra.com>

Subject: Re: CFPBS or FW: 1498-2 BALMER BURROWS Inspection Notice, or
ATS-16-17-00037764.

Its getting to the end of April now, surely 8 months is long enough for this to drag on?

I have just prepared a letter to my Member of Parliament and to Minister Marc Garneau outlining all the details and highlighting the fact that this is simply unacceptable.

George

From: Jacob Balmer

T0: Minister Transport Canada,

cc Larry Bagnell MP

April 14, 2016

I completed a small "Amateur-Built" aircraft last summer and had your people do the final inspection back in August 2016. (With fees and travel costs for your MDRA inspector we paid you in excess of \$ 2500.00 in fees.

The paperwork for that aircraft is still held up in your system! This is simply not acceptable by any standard it simply does not take 8 months to do a simple CofR and CofA. Someone is making a point because I complained to you 3 months ago.

Please...Please...look into this. It discredits Transport Canada and all Government services, politicians and the public.

J George Balmer

On 2017-04-15 7:44 AM, allan mahon wrote:

To: George,

I have been following the process of your amateur built project since being contacted by Transport Canada NWT. Validation and documents to support the use of a once commercially produced aircraft where requested regarding the BALMERS BURROWS amateur built project.

As late as April 13, 2017, our PNR MD-RA regional representative has been requested by TC PNR, to provide a complete report with regards to the BALMER BURROWS amateur built aircraft to support why this project is eligible to receive a Special Certificate of Airworthiness/ Amateur Built.

Re: CFPBS or FW: 1498-2 BALMER BURROWS Inspection Notice, or ATS-16-17-00037764. or ????
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I too have a file with a list of many items that has led to the lengthy time line the BALMER BURROWS project has been subjected to. At no time has MD-RA Inspection Service, and/or the delegated inspectors caused or contributed to the delays you are claiming.

Most recently (April 13, 2017) during the "Peer Review" process an item of non-conformance has been identified. Ie: C of R information does not match the information found on the aircraft Data Plate. The inspecting delegate or the Peer Review delegate will be in touch to request this item be corrected.

Unfortunately, the SCof A/AB cannot be released until all non-conformance issues are corrected.

Regards

Allan Mahon

On Apr 15, 2017, at 5:59 PM, George Balmer <jakethebosun@gmail.com> wrote:

So a "Peer Review" took 7 1/2 months? And during that review (which took place only 2 days ago) you found a problem?

And now, I think you are inferring, that takes MDRA off the hook and makes us responsible for the delay?

That reasoning is not logical, or reasonable by any measure. From any public perspective it is irresponsible!

George

From dsmurray51@gmail.com April 15, 2017

Mr. Balmer,

I received your file three days ago and reviewed it the same day. There are several corrections needed in the file and I sent a e-mail directly to your inspector so the he can address the corrections. It is my intent to move your file through the process as quickly as possible. Your assistance in making the corrections will be appreciated.

Regards

Doug Murray

MDRA Peer Reviewer for PNR

From; Jacob Balmer

T0: Minister Transport Canada,

Re: CFPBS or FW: 1498-2 BALMER BURROWS Inspection Notice, or ATS-16-17-00037764. or ????
E Mail record:

cc Larry Bagnell MP

April 17, 2016

Can I ask that you try to expedite some kind of action on this. We have been waiting 8 months since this aircraft was completed for your Government to licence it.

Before it turns into another messy round of "...He Said...She said..." of ass covering, which I anticipate it will, let me assure you we have sat here in the Yukon, again and again, under the impression this process was complete and that our documents were forthcoming. It seems that was wrong, again.

I know there are issues between Transport Canada and their own employees (the MDRA) that I can only speculate about the cause for and extent of, but the system is now dysfunctional when viewed from the taxpayers end.

What is more alarming is that to any logical reasoning person, 8 continuous months of delay by the Government has to be viewed as deliberate. We have tried in good faith to cooperate and comply with Transport Canada, but it is apparent there is no interest from Ottawa in delivering this. Why? We can only speculate.

This is my third aircraft construction and by far the most difficult. **In ALL** three constructions, the largest difficulty on each occasion has been in dealing with your Government. The first one (in 2000) took several weeks. The second one (in 2005) took almost a month. This one is still not resolved after 8 months.

How can you expect anyone to cooperate with a Government that refuses to do its job? And yet this is exactly what Transport Canada demands of us.

George Balmer

From: Jacob Balmer

TO: Minister Transport Canada,

cc Larry Bagnell MP

April 18, 2016

To expand on my complaint of having to wait 8 months now for Transport Canada to issue a simple licence for a new small aircraft, I want to make sure you understand;

My first aircraft construction, in 1999, took two weeks for Transport Canada / MDRA to licence, my second (in 2005) took three weeks, and this one (which should have been the easiest, it is a proven design after all) is still not licenced after 8 months of waiting?

Every time I inquire of you what has happened, the reason offered proves erroneous or petty, usually both.

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From my experience and observation anywhere in the Federal Government where the "Ministers Delegate" procedure has been put in place (and there are many), it has provided a level of liability isolation for the Ministry involved, but added administration and frustration to the public.

In my case I have only \$ **50,000.00** dollars at risk on bureaucratic whim, BUT I see **Air North** who seem to be in exactly the same situation, and who must have a \$ **1,000,000.00** or more invested in their ATR aircraft and can't get approval for them either (even though the same aircraft were used for an identical purpose in the NWT a short while back. Who benefits from this ? Not the public! Not the Carrier! But someone does ?

George Balmer

From: Jacob Balmer

TO: Minister Transport Canada,

cc Larry Bagnell MP

April 18, 2016

20:25:46

Tonight I received a call at home at 8 pm from Joe Villiger, the MDRA person who inspected this airplane in August 2016. (8 Months ago) He interrupted his daughters wedding plans to call me at home and try to help.

This is the second, or is it third time (I have lost track), I will be required to remove the data plate and purchase and install a new one (this time for the location of a period, and lower case letter). A log book entry needs to be moved (there are no other entries in this log book except these entries, a number could be included, and now an invoice number is apparently required for an instrument that was installed....and some other things that are identified as shortcomings.

AND

All of this is "**SPECULATIVE**" because the MDRA is not sure that Transport Canada officials will be satisfied with the whole process.

This is not about safety! This is not even about reality! This is Transport Canada at its schizophrenic best, allocating someone the responsibility but not the authority to make a decision. Then, predictably, sitting back and ensuring nothing proceeds. Recall my comment earlier that I am only out \$50,000.00 while some people (Companies like Air North) are playing exactly the same game for \$ 1,000,000.00.

I have to re-evaluate whether to continue, or to send my next correspondence to the media, or after that legal counsel.

George Balmer

Re: CFPBS or FW: 1498-2 BALMER BURROWS Inspection Notice, or ATS-16-17-00037764. or ????
E Mail record:

867-334-3555

From: Jacob Balmer

TO: Minister Transport Canada,

cc Larry Bagnell MP

April 18, 2016

20:47:42

At 20:20 I concluded my conversation with your representative and then, at 20:25, I communicated with you (the Minister, my MP, and the head of MDRA), by this format, and informed you of yet another new set of administrative delays.

Then at 20:30 I notified Len, my partner in this project, of your instructions and of this additional set of administrative delays.

Five minutes later, at 20:35, Len was taken to the Whitehorse General hospital with a heart attack.

I guess you win!

George