

# BUSHCADDY EXONERATED BY TRANSPORT SAFETY BOARD



The 1-2020 Aviation Safety Letter edited by Paul Marquis of Transport Canada ran an article about wing failures on BushCaddy aircraft, authored by an unnamed inspector from the Transport Safety Board. The author definitely had a personal agenda, namely that Transport Canada does not adequately oversee the Amateur Built category, and in his haste to make his case he named Bushcaddy several times as being involved in fatal crashes and structural failures. The problem is that there has never been any fatality in a Bushcaddy, nor has there ever been a structural failure. Besides misnaming the planes as Bushcaddys the author also claimed that Bushcaddys need a thicker spar web. RAA has asked TSB for the author's engineering credentials but to date they have sidestepped answering.

RAA contacted the owner of BushCaddy to find out more and was told that after this article there was a deluge of emails and phone calls at all hours from owners demanding answers about the kits that they had bought from BushCaddy. Everyone assumed that if the TSB had written it and the Aviation Safety Letter had published it, the article must be true. Nothing could have been further from the truth.

RAA also requested and received the original TSB document written in French and saw that it contained the registration marks of every plane named in the article.

Paul Marquis had the article translated into English and had the marks deleted from the final copy, and he admitted that he had not checked any of the registrations. It took RAA two minutes with the online Transport Canada database to determine that not one of the planes was in fact a BushCaddy and we immediately brought this to the attention of TSB. TSB then rewrote the offending article, correctly leaving out any reference to BushCaddy. However there was nothing that sounded like an apology for the damage they had done. RAA then pressured Paul Marquis to delete the offending article from the online edition of the Aviation Safety Letter and this was done the next day, but with the statement that he had intended to do this all along. RAA also requested that the empty space be used for a retraction and an apology, and that the next issue of the Aviation Safety Letter also carry these.

The economy has been hard on private aviation and it is a shame that your tax dollars are being used by careless and thoughtless government employees to sink a good Canadian company. At BushCaddy the overhead continues and the employees all want to be paid. Meanwhile these government employees continue to draw their salaries and amass pensionable hours. If you hear anyone disparaging BushCaddy, please take the time to correct them. BushCaddy is a good Canadian manufacturer and they deserve to stay in business.