



# Please, Transport Canada:

EIF is manipulating the task card system for monitoring aircraft safety.

Transport Canada should ground all Perimeter, Bearskin, Calm Air, and Kewatin Air planes for immediate inspection.

The First Nations peoples deserve safe and reliable air transportation. They deserve better.

Peoples' lives are at risk, so we will work tirelessly to defend them. Updates to come daily or every other day until changes are made.

# Transport Canada, is it legal to tape over a hole in the engine?

“I was involved in removing an engine from an aircraft and discovered a hole through one of the engine control cable housings. This is a serious issue, as it can result in corrosion of the inner cable and loss of control of the engine in flight. [EIF MGMT] instructed our crew to fill the hole with silicone and to tape the outside of the cable. This was a dangerous assessment and was left for our crew to accomplish and release the aircraft for service. No one on our crew would carry out this repair, and no one would release the aircraft, so the decision was made to replace the cable instead by [maintenance engineers].”

Free cash flow is **NEGATIVE**. Multiple sources with personal knowledge contradict Mike Pyle. He needs to **RESIGN**.

# Transport Canada, is it legal to fly with an over-temped engine ?

“When an aircraft called in from Oxford House and said they had over-temped their engine on takeoff from Thompson. They had continued their flight to Oxford House regardless. **The manual called for an engine replacement, but [EIF MGMT] told the pilot to fly back to Thompson and to snag the aircraft there as if it had happened on takeoff from Oxford House.** This resulted in two unsafe flights with passengers on board the aircraft.”

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# Transport Canada, is it legal to fly with cracks in the plane?

“When a mechanic inspected a control cable mounting bracket for all the engine control cables in the cockpit and found it to be cracked. There is no limitation to this finding, and the bracket must be replaced immediately upon discovery. [EIF MGMT] decided to leave the task card uncompleted and have no documentation of this finding, and scheduled the aircraft down a week later to replace this bracket instead. Failure of this bracket in the past has resulted in loss of control of engines and emergency turnarounds.”

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# Transport Canada, why allow EIF to cover up serious safety issues?

“In all three of these scenarios there were no reports of safety issues. This has become a norm in our department, a general feeling of complacency that has gone on for far too long. Our management team has cultivated this through personal attacks, discreditation, and punishment for following rules when it causes an operational delay.”

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# Which is worse?

## The cover-up or the crime?

“What was asked of me in the meeting was to **create plausible deniability** when creating task cards, to allow aircraft to be released when required for our operations, **even when an aircraft is unsafe for flight**. The burden of releasing an unsafe aircraft lies on the people who create and sign off on the task, not management. Our responsibility as Aircraft Maintenance Engineers is to follow the maintenance manual and keep all aircraft in a fit and safe state for flight, and there are clear limitations in our manuals that we adhere to.”

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