

The Eagles Nest!

Issue #5

June 2022

News from Scotia Eagles EAA Chapter 1051

"A welcoming community for all aviation enthusiasts to meet and share their passion for aviation with like-minded people."

2021 Executive:

President: Todd Simms president@eaa1051.org

Vice President: Jim Walker z2030@protonmail.com

Secretary: Larry Bogan secretary@eaa1051.org

Treasurer: Eric Sawler treasurer@eaa1051.org

Director: Christoph Both christoph.both@acadiiau.ca

June 11 Young Eagles Day – The Chapter held a Young Eagles day on a beautiful sunny Saturday

A separate note has been sent to our volunteers but a public acknowledgement of our many volunteers is certainly in order.

Pilots – Paul Easson, Mike Leduchowski, Bob Rowe and Clark Brander who flew in from Port Hawkesbury(!) together flew 28 kids (ages 8 to 17) in their aircraft. What a great result on EAA's International Young Eagles Day!

Flight Ops – Jack Neima drove in from Halifax to coordinate Flight Ops with the help of three marshalls: Ian Patrick, Dan Daigle and Patrick Gilbert. Thank you all for your organization and dedication that kept the ramp safe and efficiently managing the multiple aircraft and flights. Darren Scott and his wife joined us and helped with the set

up and tear down of the site and putting all the planes back where they belonged.

Registration – Larry Bogan and Lianne Neima (who also drove down from Halifax) made the essential administration flow in an easy and organized manner that streamlined the check in and equally important post-flight certificate and log book presentations so well they made it look easy!

Volunteer Recruitment – Christoph Both not only recruited pilots for the day but helped them navigate the EAA procedures to get accredited. The radios he procured saved a lot of running around and kept confusion to a minimum

Hospitality – Eric and Georgina Sawler, Gudrun Both and Elizabeth Walker had the BBQ area treating the hungry attendees to timely and tasty summer food. A very special Thank You to Eric and Georgina for donating the food and drinks for the day, we greatly appreciate your generosity!

Presentations – Jim Walker had an excellent airfield map with airplane models he used to explain flight procedures to the Young Eagles and Paul Easson graciously donated an airplane to use for presenting a brief explanation of how airplanes fly to the Young Eagles

Media – Krystal Bell and Luca Cederberg took copious quantities of photos of our Young Eagle Day which will allow us to prove it actually happened – and remember how to do it again next time! Ian Swimmer joined us too and took professional video of the activities and conducted some interviews as well. Thank you all for your help!



We set out to fly 25 Young Eagles between 9:00 am and 1:00 pm. We sort of failed: we flew 28 Young Eagles between 9:00 and noon! All of our 5 standby kids got airborne and two kids weren't able to attend but a spectacular success overall! With an abundance of engaged and energetic volunteers, we had a smoothly running event that looked like we had been doing them for years. I guess we'll have to plan another event to see if we really are that good at running a Young Eagles Day!

2022 Memberships

Know anyone who wants join Scotia Eagles and enjoy the company of aviation enthusiasts? Membership is only \$30.00 which can be paid by e-transfer or by mailing a cheque, if preferred.

E-transfers can be paid using the following information:

- Name – “Scotia Eagles EAA”
- email address – treasurer@eaal051.org

Please include your name and your email address in the comments or memo so we can properly record your dues and keep you on our membership email list.

We're happy to take cheques if it's more convenient for you, they can be mailed to:

Scotia Eagles
C/O Todd Simms
1636 Highway 201
South Greenwood, NS
B0P 1R0

New News

1. Newsletter – We welcome your suggestions for content or submissions, especially if you are building a plane and are interested in sharing your trials, tribulations and progress. Trip reports are always welcome not to mention inspiring!
2. Scotia Eagles and AVFA hosted the first fly-in of the season on 25 May at Freedom

Aviation. 14 Wing ATC joined us at 1:00 pm for a presentation on operations in the Terminal area and Control Zone. Lots of questions answered and confusion clarified.

3. Fly-ins Scheduled for May – September!

We have set up a fly-in schedule in partnership with AVFA. We'll be looking for presenters for each event to discuss an item of interest at each fly-in. Have a topic you'd like to present? Let us know if you'd like to offer a topic and we'll find a time for you this summer. Of course, you're welcome just to fly in or come and attend to meet up with friends and sit in on the presentation. Hope to see you this summer!

<u>Date</u>	<u>Location</u>	<u>Hosts</u>
July 9th	Greenwood-FAS *	AVFA/Scotia Eagles
Aug 20th	Kings-Hillaton	Scotia Eagles/AVFA
Sep 10th	Greenwood-FAS	Scotia Eagles/AVFA

* **Guest Speaker** – Patrick Gilbert will discuss the challenges of towing gliders in an L-19
FAS = Freedom Aviation Society
AVFA = Annapolis Valley Flying Association

Builder Updates

Todd is still plugging away at his Bede BD-4C four seater aircraft, and has now made it to the last of the five sections of blueprints. Happy Days!

The lead balance weights for the Horizontal Stab, Rudder and Ailerons arrived. Before I get to balancing the controls, I need to get the wings on which I will do once I get the side skins, forward access panels and doors completed.

Forward access panels ...??? The plans have the skin forward of the door and below the forward side windows bonded to the frame which is great, until you need to service the brake lines, avionics, rudder pedals and controls, etc. A common mod is to make the forward upper portion of the skin removable. There is a substantial frame member that runs diagonally from the door down and forward to the opposite corner. I made the upper portion of the skin

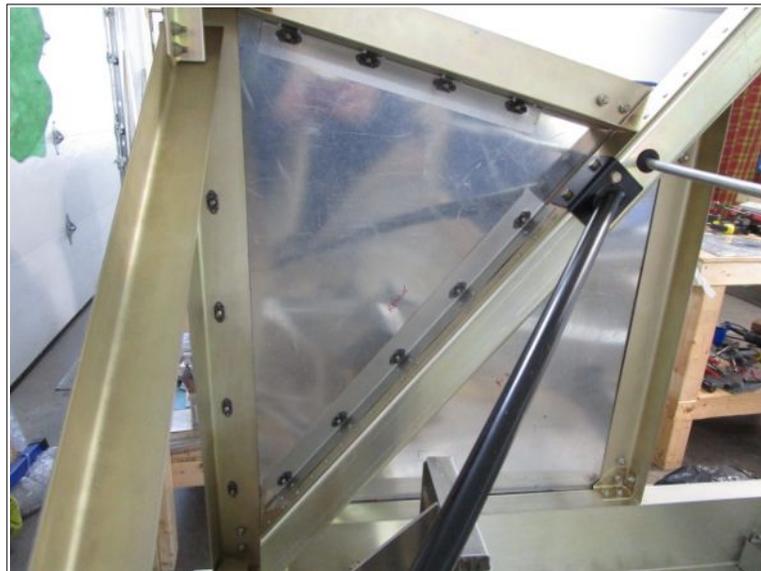
removable by cutting it in half on the diagonal and securing it with counter sunk screws. Well, I did



that eventually!

I had to do some digging and eventually, with the help of some other owners, found an old plan for making an access panel. I modified it to suit me as the plans had matured over the last 44 years! I made two L-braces to run along the upper edge of the diagonal and under the upper frame under the window. These got riveted to the frames. Originally, individual brackets were used but I figured it was quicker and simpler to just make a long run and put the nutplates in where I needed them to be. So, it was a simple matter of just drilling the screw holes in the L-brackets, attaching the L-brackets to the frame, backdrilling the screw holes in the skin, drilling/backdrilling the holes in the forward vertical frame, drilling the rivet holes for the nutplates, countersinking the rivet holes and screw holes in the frame and L-bracket and dimpling the skin to flush mount the screw heads. Okay, "simple" is a bit misleading but it got done!

I had an "oops" moment when I realized that the upper screw holes were too far from the skin edge for my dimpler yoke to reach. I also kept the nut plates low and very near the bend in the L-bracket to



keep the skin tight on the frame. While the yoke would reach without issue, the dies were too thick to fit in line with the screw holes. After a bit of panic, I found some 0.063" aluminum, drilled it out to 3/16", then used 1/4" and 5/16" bits to counter sink the hole then used it in place of the female die on the inside of the L-bracket screw holes.

For the skin issue, I took the male die, wrapped electrical tape around the stem and gently inserted and tightened it into my drill press. Then I used the press and the mounted the female mold on a block to dimple the top skin screw holes. It worked! (phew!!!)

I also made a removable section of skin at the rear of the fuselage to access the rudder and elevator controls. The plans have a visual inspection port





that is useless for anything else. After talking with the company engineer, I ordered some 0.032" sheet to replace the normal 0.016" skin, cut the skin on the left side back to a vertical stringer that the rudder controls are mounted on, and got to work drilling screw holes and dimpling skin. My trick with the drill press for dimpling came in handy again as I wanted one screw in the center or a diagonal frame piece to make sure there was no oil canning.

Well, the old saying about small changes take big time turns out to be true. Who knew! These inspection panels added 2+ weeks to my build but I think will pay off in ease of access many times over.



Are you building, overhauling or upgrading your aircraft? Send us a quick update on what you're up to and we'll share it with the members in our next newsletter!
