

The Eagles Next

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 - Valley – president@eaa1051.org
Vice President Jim Walker – Valley – eaa.baldeagle@gmail.com
Secretary Larry Brogan – Valley – secretary@eaa1051.org
Treasurer Eric Sawler – Valley – treasurer@eaa1051.org
Director Christoph Both – Valley – director1@eaa1051.org

New News

1. We have migrated our website to be hosted by EAA. Head over and take a look: <https://chapters.eaa.org/eaa1051>
2. We also have a facebook site for the Chapter: <https://facebook.com/groups/EAA1051> It's private but just send a request to join and we'll get you added.
3. Newsletter – as you can see, we're restarting a newsletter to pass news of interest in an organized manner that puts all the info in one place. Your suggestions for content or submissions, especially if you are building a plane and are interested in sharing your trials, tribulations and progress, are very welcome.
4. The Board has discussed hosting a Young Eagles event tentatively planned for June. We will be starting to organize dates, location, etc, in the new year. Interested in volunteering to inspire a love of aviation in our youth by taking them for what could be a first flight, or helping to organize and run the event? Please let us know, the more volunteers we have contributing the more successful the Young Eagles event will be. More details coming up in the new year and we'll pass them along to the membership as we get them solidified.
5. The current Provincial restrictions on meetings for organizations such as Scotia Eagles are a challenge to overcome. We are continuing to rely on virtual meetings until the Province relaxes their restrictions and we are able to resume in-person meetings. Once that happens, we will be resuming monthly meetings to allow us to get together and socialize before, during and after our meetings.

Past News

1. Scotia Eagles hosted a fly-in at Hillaton Airport on Aug 21st. Weather was great and we had a good turn out, some Nova Scotia flyers came in along with a couple of aircraft from New Brunswick. Provincial restrictions at the time were no more than 50 persons at a gathering, we managed 49! A great chance to meet, have a BBQ lunch and enjoy the company of other aviation enthusiasts. We raised a net of \$291 from the fly-in that will be used to partially pay our annual EAA dues, which will be a great help in meeting our \$440 annual fee. A special thank you to Paul Easson and Freedom Aviation for loaning us their BBQ shelter, Hillaton Airport for loaning us their BBQ – and airport for the day!, Jim and Elizabeth Walker, Larry Brogan and Eric Sawlor for their help in setting up, running and tearing down our fly-in area.



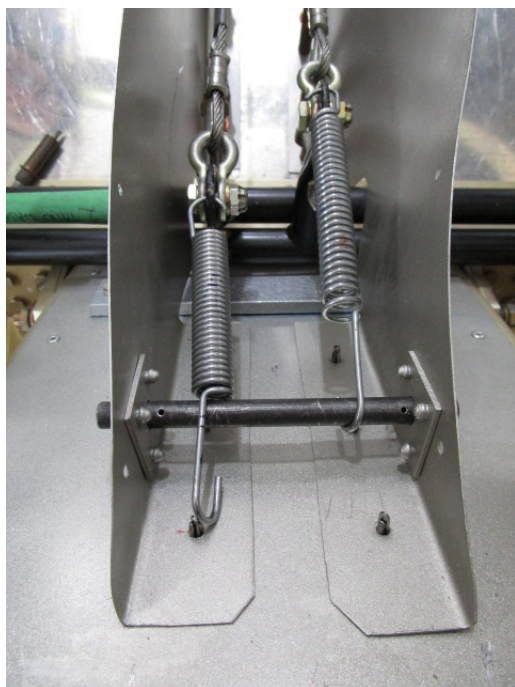
2. We will be discussing possible fly-in events for next year with AVFA with a goal of either helping each other host fly-ins, as we did last July assisting AVFA with a fly-in at Freedom Aviation in Greenwood, or building a combined calendar with each of us hosting fly-ins to provide Maritime aviators with an event to plan some of their flying around. If any members have suggestions for fly-in events they'd like to see, please pass them to the exec members as we'd be very interested in incorporating them into our annual calendar.

Builder Updates

1. Todd Simms in Greenwood is building a Bede BD-4C four seater aircraft in his ~~two-car garage-~~ home hangar. The flight controls are the longest phase of the build and after a year and a half the end is near!



2. The controls are a mixture of cable and rods. The rudder is cable from the pedals to a bell crank in the tail where the controls transition to a control rod that attaches to a bell crank on the bottom of the rudder. The ailerons are cables attached to the dual sticks that run in a square around the outside of the cabin and cross over in the passenger area. They are hooked up to bell cranks at the aft door frames. The bell cranks have control rods that pass upwards to bellcranks and attach to tubes that run out to and through the ailerons along the rear spar. Those tubes do double duty as the tube passes through the flaps and serves as the fulcrum for the flap operation. The flaps are hand selected with a lever in the top of the cabin, nothing fancy but simple to use. The stabilator control is the simplest, just tubes running from the sticks back to a bellcrank attached to the stabilator mount.
3. Right now I'm working on finishing the rudder controls, I need to attach return springs to the rudder pedals to avoid the pedals floating and losing tension on the cables. The springs supplied with the kit seem to have a tad too much tension (okay, if installed they're impossible to stretch!) so I have resorted to sourcing new springs from the aviation aisle at Home Hardware. Much less tension so I'm optimistic they will work better.



4. The right flaps wound up with a twist in them so I need to have them replaced by Bede (I paid to have them do the hard stuff, after all they have all the jigs etc and I've had lots of fun over the last year and a half doing the flight controls without having to build the flaps!). I'm expecting them before Christmas which will enable me to finish off the flap rigging and corner frame flap gussets.



5. I'm hoping with these issues settled and a few other small steps to finish, I'll have completed the flight controls before the next edition of The Eagles Nest. We'll see!