

# The Eagles Nest!

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 – <a href="mailto:president@eaa1051.org">president@eaa1051.org</a>
Vice President	Jim Walker – Valley – <a href="mailto:eaa.baldeagle@gmail.com">eaa.baldeagle@gmail.com</a>
Secretary	Larry Bogan – Valley – <a href="mailto:secretary@eaa1051.org">secretary@eaa1051.org</a>
Treasurer	Eric Sawler – Valley – <a href="mailto:treasurer@eaa1051.org">treasurer@eaa1051.org</a>
Director	Christoph Both – Valley – <a href="mailto:christoph.both@acadiau.ca">christoph.both@acadiau.ca</a>

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## 2022 Memberships!

We are now well into 2022 and I wanted to pass a gentle reminder that many past members are not yet current on this year’s dues. The Board has retained the annual membership fee at \$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@eaa1051.org](mailto:treasurer@eaa1051.org)”

Please include your name and your email address in the comments 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

Future editions of The Eagles Nest will be emailed to current Chapter members only so if you haven’t gotten around to sending in your dues, there’s no time like the present!

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## New News

1. The US has adopted a ground based ADS-B system while Nav Canada is settling on a satellite based system. One of the benefits of the ground system is the ability to pass much more weather and traffic data than is practical with a satellite system. There is a Canadian non-profit organization that is encouraging the development of private ADS-B ground based stations for Canada. The Scotia Eagles Board is considering the merits of having us develop and put into service a Nova Scotia ground station to provide an economical alternative for general aviation flyers. No concrete plans to proceed at this time as details such as a location and initial and continuing operating funding need to be considered but this may be a worthy long-term project for Scotia Eagles to take on. This topic will be discussed with the members once we can resume in-person meetings but if you have any thoughts at this time that you would like to share with the Board, please pass them along! You can find more information at <http://cifib.ca/> where details on the first stations that are set up in Ontario can be found.
2. Newsletter – as you can see, our newsletter content is growing. However, 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. You'll see that Nick Nyenhuis has stepped up to share his progress on his RV-10 under the builder updates but there's lots of room for more builders to pass on their progress!
3. The Board has selected 11 June as the date for our planned Young Eagles event with a weather backup of June 18. We are looking for three volunteers to take on the organization of the event: a booking and flight coordinator, an advertising coordinator to get the word out to the fledgling Eagles and a facilities coordinator to organize the setup and BBQ during the event. And of course, volunteers to take the Young Eagles flying! 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 if you're willing to help inspire the next generation of flyers and aviation enthusiasts.
4. Why let the kids have all the fun? An idea has been proposed to have a "Mature Eagles" event potentially during a summer fly-in to provide an opportunity for busy adults who have never experienced the joy of light aircraft flying to take off and see Nova Scotia up close and personal. The Board has this idea on our list to consider once we have the Young Eagles organized and I wanted to pass on this possible event to the membership well ahead of time. This too will need organizing but likely will be much lower key and simpler than the Young Eagles.
4. We are waiting for the Provincial Government to follow the recent European precedents and cancel the State of Emergency which will allow us to return to normal social interactions – and hold our first in-person meeting in over a year. As soon as this takes effect, we will be contacting the members with more details on our first meeting. Until then, we will be communicating with the members by email and newsletters.
5. I recently received a few boxes of historical Scotia Eagles documents from Paul Blinn, a past Scotia Eagles President, who found them safely tucked away in his home. Among the interesting items was the "Wing Nut Award" established in the early days of the Scotia Eagles to recognize

members' first flight in their home built aircraft. Looking at the plaque, the awards stop in 1997. I'm sure at least one Scotia Eagle has completed and flown an aircraft in the last 20+ years! Have any of you made it over that impressive hurdle but not been added to the Wingnut Award? If you have taken off since 1997, let us know and we will be adding your name and aircraft to the list of first flights!



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### Update from EAA Canadian Council – February, 2022

By Jack Neima

Planning is well underway for AirVenture 2022 after a successful return in 2021, notwithstanding the lack of international participation, most notably from Canada. Next to the US, Canada is traditionally the highest attending country by a wide margin. This year will be the 75<sup>th</sup> anniversary of the US Air Force, the 50<sup>th</sup> anniversary of Van's Aircraft, and the 30<sup>th</sup> anniversary of the Young Eagles program. These will all be recognized and will figure prominently in the AirVenture program. The dates for AV this year are July 25-31 and we are planning to once again have a strong Canadian presence with our highly visible tent near the center of the grounds.

Young Eagles activity is clawing its way back out of the pandemic pit. We flew 61,000 YE's in 2019 and that number fell to just over 6,000 in 2020. Last year it rebounded to 30,000 and the expectation is that Chapters will be back on track in 2022 for renewed growth in one of EAA's most popular programs. There are plans to launch a Canadian Young Eagles award in memory of Lloyd Richards from Timmins, ON who we lost in 2021 and who was in the top 5% of Young Eagle pilots world-wide and by far the most active YE pilot in Canada with well over 2,500 YE's flown.

They are planning another "One Week Wonder" project with a Sonex kit lined up for completion during AV. As usual there will be a large number of coolest aircraft on the planet and a partial list includes an ME262, ME109, both B29s, and F100 and many more.

We had hoped to have the ever-popular Canadian Snowbirds team at AirVenture in 2022 but it looks like they are fully committed in Canada for the 2022 season. There are tentative plans to have the perennial favourite Snowbirds at AV 2023.

The EAA Canadian Council is working with EAA Headquarters in an effort to get the Canadian Recreational Pilot license recognized by the FAA to allow rec pilots to fly to the US, hopefully putting the license in the same category as the US Sport Pilot certificate. Talks had been ongoing, pre-pandemic, but they stalled with the launch of Mosaic so it is hoped to get these going again with participation by both FAA and Transport Canada. Stay tuned for more news on this.

The Canadian Council's Chapter Liaison officer, Phil Johnson, is continuing to meet with chapter presidents and vice-presidents and hopes to have more online meetings with this group of dedicated volunteers. The last group call in late 2021 had about 70% of Canadian chapters represented.

Our Canadian social media presence (Bits & Pieces, Facebook, Telegram, and Instagram) have really taken off and our Media Chair, Chris Moran, reports that the tools are becoming a "hungry monster". Chris estimates that 60-70% of readers are from outside of Canada but it looks like the content is what people want to read. We were delighted to see Nova Scotia's own Demetri Neonakis get some well-deserved attention for his aerial artwork in the January edition of Bits and Pieces. If you haven't subscribed to these excellent newsletters, we encourage you to do so. You won't be disappointed. There's lots happening here on the east coast, and we would love to see some of our activities shared with a national and international audience. Think about sharing your interesting stories.

Two Canadian chapters were successful in 2021 in getting Ray Scholarships (US\$10,000 each) awarded to deserving Canadian youths aspiring to become pilots and there are applications being prepared for 2022.

Looking forward to a return to "more normal" conditions in the Maritime aviation scene in 2022. Blue skies and fair winds everyone!

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## Builder Updates

1. Todd Simms in Greenwood is still building a Bede BD-4C four seat aircraft in his very small two car garage. The flight controls are the longest phase of the build and after a year and a half the end is nearer than it was in the last newsletter but there is always the unexpected. The outboard half of the right aileron wasn't straight, it was curving up. The fix was to drill out the rivets on the trailing edge, unscrew the skin from the ribs and loosen the bolt holding the outer rib in place and adjust it to bring the skin in line and then re-rivet the skin. When we loosened the rib bolt we discovered this:



Not what you want to see when you open a flight control! So, out came the wood glue and clamps and 24 hours later the rib was ready to be re-installed and adjusted. Once it was reassembled we put it and the flaps back on the wing and re-installed the wing which leads to .....

2. Ailerons and flaps have – finally! – been rigged and the gussets that are located in the inboard air frame corner to beef up the aileron torque tube bell crank area are in the final stages of being cut to allow the torque tube and flap pin to pass through with no obstruction. So close to being done!
3. While sorting out the ailerons and flaps, progress was also made on the brake lines. In the BD-4, the lines run from the pilot side pedal reservoirs to the copilot actuators and then out to the brakes. This means drilling holes in the nose gear box area to get the pilot side lines over to the copilot side and then run them back through the nose gear box into the centre control tunnel and back to the main gear box where they split and are routed down to the brakes along the back of the gear struts.



Pilot brake valve/reservoir with temp line



Copilot brake valve with lines from pilot side



Brake lines passing through the nose gear box. The two unattached lines will be connected to the copilot actuators and run down to the brakes.



Right brake line running aft from tunnel through the main gear box and down to the gear strut and brake.

4. The rudder control return springs weren't working so I sourced some new ones from the aviation aisle at Home Hardware. Much less tension and with a bit of fiddling, they are working well to keep the tension on the rudder cables.



5. So I was hoping that I'll have completed the flight controls before this edition of The Eagles Nest. Close! Not quite done, but I can see the end from here! Hopefully I'll be able to pass on how I finished up the controls in the next issue.

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### **RV-10 Project – An Exciting Return!**

Nick Nyenhuis started building an RV-10 back in 2008. The RV-10 is a 4-seat total performance kit plane designed by Van's Aircraft (Nick is building from a Standard kit, as opposed to a Quick Build kit). Family, home projects, deployments, etc. always came first and tended to put the project on hold from time to time. However, this Christmas he happily dove back into the project. We wanted to share a little update with our EAA chapter.

Progress: Total build hours to date = 1,768

- Management/tail cone kit – *complete, except for fairings*
- Wing kit – *complete, except for internal components, wiring, plumbing, plus the bottom skin (which had been left off for access)*
- Fuselage kit – *complete, except for top cabin cover, etc.*
- Finishing kit – *hoping to order this kit soon*

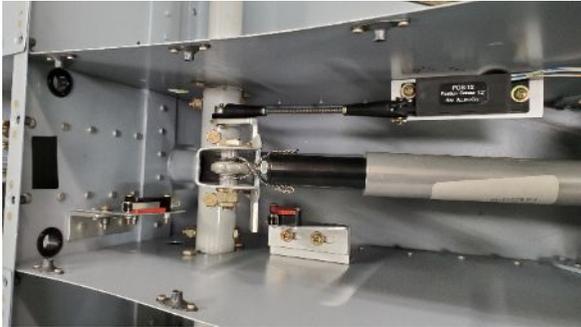
Some of the things Nick has been working on this Christmas break: cabin floors, baggage door, soundproofing / insulation, rudder pedals, control systems, aileron hinge bracket modification, running conduit for wiring plus related research and design. Here are a few photos...



Major structures laid out for EAA tour (Feb-2018)



Removing protective coverings



Flap control



Rudder pedals and control system

Anyone interested in checking out this project can follow Nick's experimental aircraft builder's log at <http://www.mykitlog.com/nbnrv10> (you'll find more pictures here). Feel free to contact Nick:

Email: [nbnrv10@gmail.com](mailto:nbnrv10@gmail.com) Cell: 902-824-3192 Address: 2289 Old Mill Rd, South Farmington, Nova Scotia

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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!

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