

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."

2022 Executive:

- President: Todd Simms (Valley)
president@eaa1051.org
- Vice President: Jim Walker (Valley)
eaa.baldeagle@gmail.com
- Secretary: Larry Bogan (Valley) –
secretary@eaa1051.org
- Treasurer: Eric Sawler (Valley)
treasurer@eaa1051.org
- Director: Christoph Both (Valley)
christoph.both@acadiau.ca

March Member Meeting

*26 March 2022 at 10:30 am
Greenwood Military Aviation Museum Library*

Agenda

- Introductions
- Young Eagles 11 June Update
- Points from the floor
- Presentation – SAR and You:

Cpl Benjamin Walker from 413 Sqn will be providing a presentation that will discuss the role of the Joint Rescue Coordination Center (JRCC) and SAR response workings, Day/Night/Maritime spotting, Equipment used, and preparedness.

2022 Memberships!

As of March 21st are finally able to resume holding in-person events again! All the more reason to

renew your membership and catch up with old and new friends at our monthly meetings. Membership is still 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@eaa1051.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

Starting April 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!

*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!

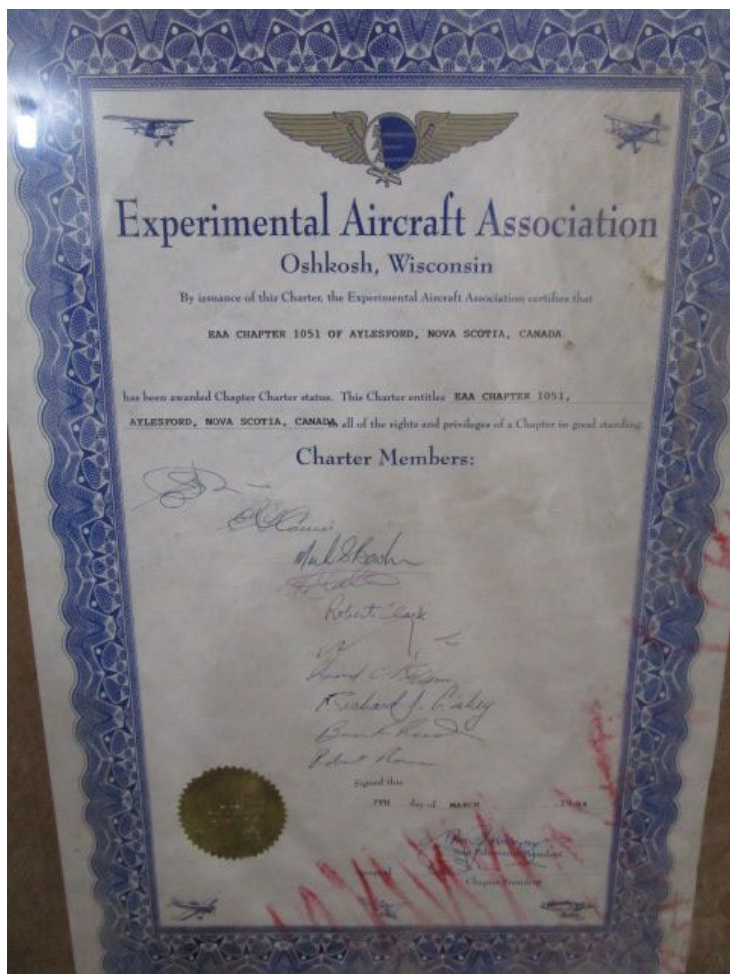
2. **Young Eagles Event -**

The Board has selected 11 June as the date at 14 Wing Greenwood for our planned Young Eagles event with a weather backup of June 18. We have some volunteers from the exec to take on the organization of the event: so now we are looking to see who may be available and willing to provide a

first flight experience to potential Young Eagles. 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 or run the event? Please let us know if you're willing to help inspire the next generation of flyers and aviation enthusiasts!

3. Historic Document.

I received another historic document from Paul Blinn, a past Scotia Eagles President, which includes the original founding certificate for Scotia Eagles. Some small water damage but still in pretty good shape after 28 years! I'm keeping it for safekeeping until we can find a suitable place to display it. Both the certificate and WingNuts award will be available to look over at our March Chapter meeting.



Update from EAA Canadian Council February, 2022

By Jack Neima

Everyone is anxiously looking forward to the post covid return of an active flying season capped by a bigger and better AirVenture. This year's Fly-in at Whitman Field at Oshkosh will be held July 25-31 and promises to be one of the best ever. Plans are underway for the return of EAA Canada and a full schedule of the usual events, including forums, the popular Canadian breakfast, Ice Cream Social, etc. are in the works. If you haven't crossed AirVenture off your aviation bucket list this may be the year to get there. It's everything and more than you have heard about.

The EAA Canadian Council is currently recruiting for more members and if you have an interest in volunteering to advocate on behalf of 6,000+ EAA members in Canada you are invited to put forward your name. The Council consists of about 8 people from across Canada who meet a few times a year to help bring a Canadian focus to EAA programs and activities and to facilitate communication and good working relationships between EAA Headquarters in Oshkosh and the Canadian membership. The work is not onerous and it's a great way to get to know some great like-minded aviators. If this sounds like something that would interest you, or if you have any questions, please feel free to contact me at any time at jackneima@gmail.com

There are two separate and distinct Canadian EAA entities. The primary one is the Canadian Council mentioned above which is chaired by Jeff Seaborn from Calgary and is EAA's primary voice in Canada. The second entity is EAA Canada Inc. which is a CRA registered Canadian charitable organization. EAA Canada Inc is led by Chris Moran from Ontario who is supported by a board of directors representing a broad cross section of aviation interests and which has as its mission to raise funds for scholarships and other philanthropic endeavors. EAA Canada Inc and the Canadian Council work closely to support general aviation in

Canada with a particular focus on encouraging aviation careers for Canadian youth. With the ability to issue tax deductible receipts EAA Canada Inc. can offer a great option for people who want to support these endeavors.

Don't forget to subscribe to Bits & Pieces, EAA Canada's monthly online newsletter. Bits & Pieces remains one of EAA's most read online publications and is open to anyone to subscribe, whether they are EAA members or not. Check out <https://pages.eaa.org/index.php/email/emailWebview> for more information and to review archived editions. We are always looking for new content and invite everyone to submit stories that would be of interest to aviators across Canada.

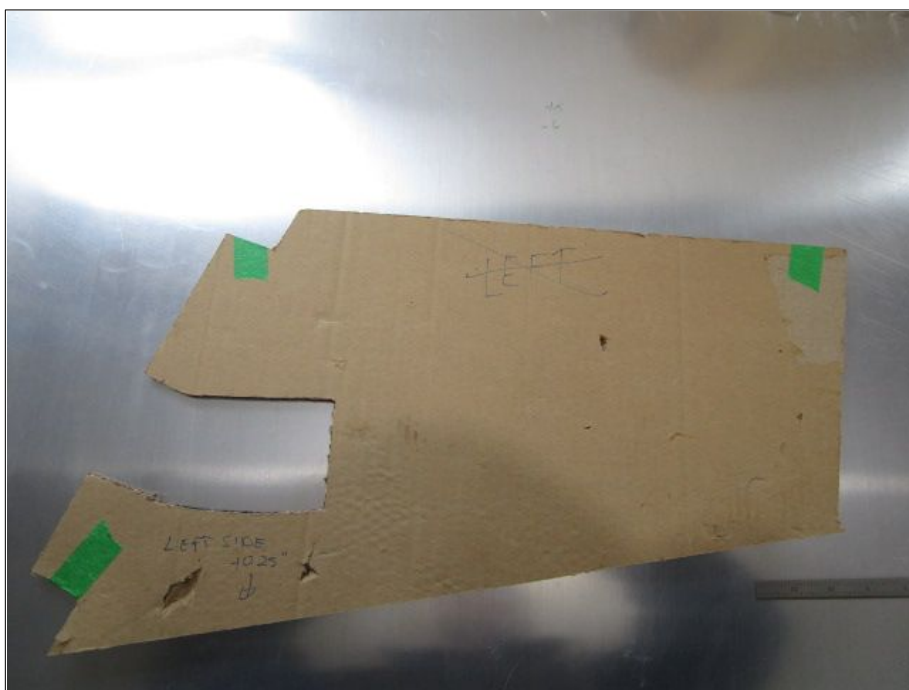
If anyone has any issues you would like to raise with EAA Canada I would, as always, be pleased to hear from you. I can be reached at jackneima@gmail.com or at 902-222-6792

Builder Updates

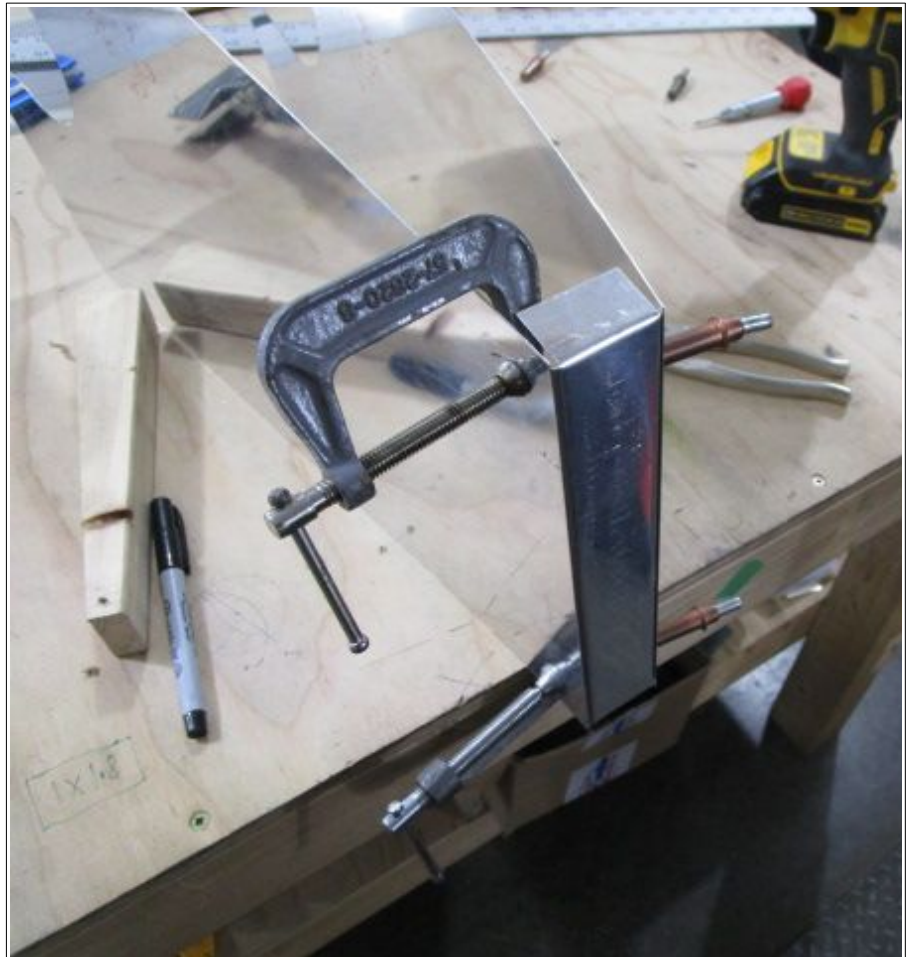
1. Todd Simms in Greenwood is still building his Bede BD-4C four seater aircraft in his very small two car garage. The unexpected arose and the flight controls are still close to completion but not quite done yet. Shipping delays for a parking brake valve (expected soon!) have rippled into delaying finalizing the aileron installation. How did that happen? Well, the wings came off to allow the nose gear to be put on and the brakes to be finished along with the control tunnel in the center of the plane. Since I had to wait for the brake valve and a new aileron rod, I decided to move on and tackle the tailcone

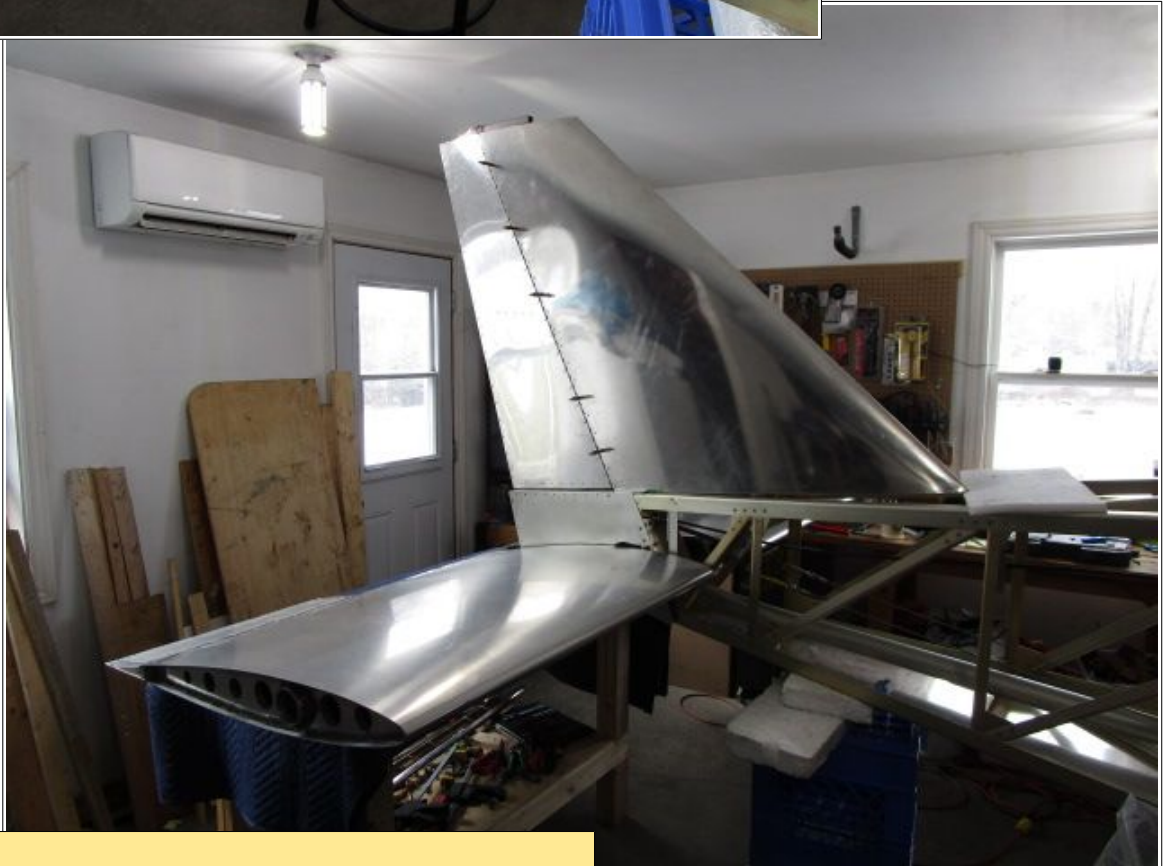
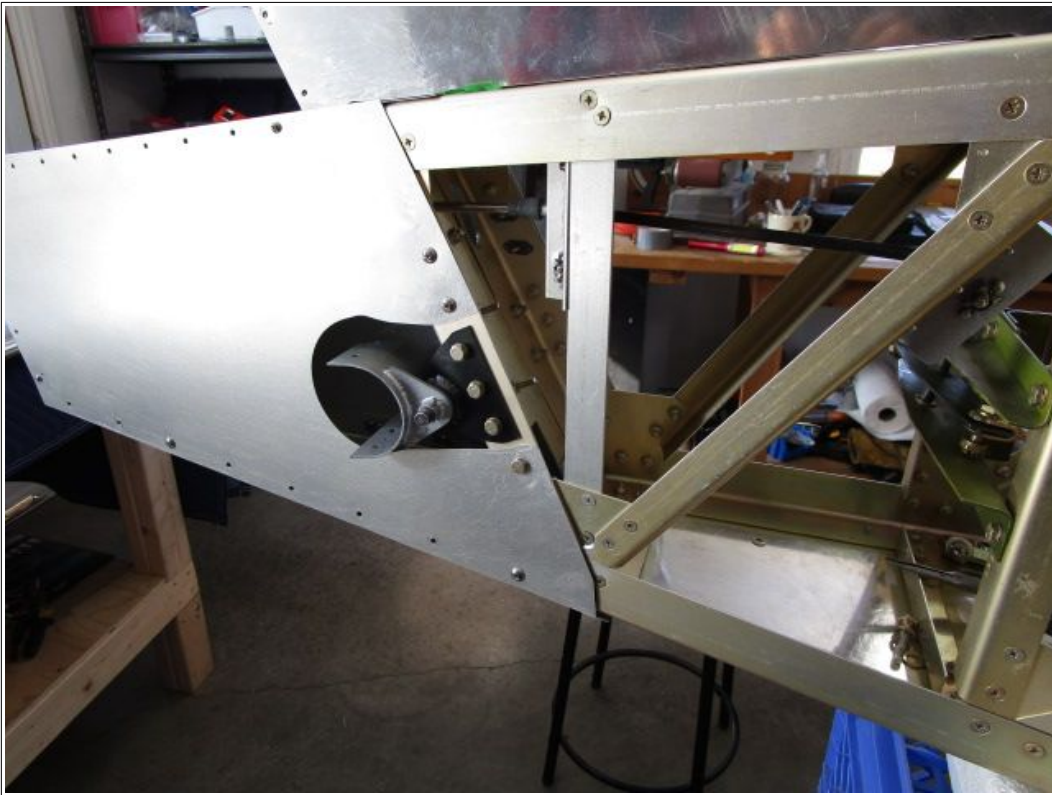
before relocating the plane and re-installing the wings.

2. The tailcone is added to enclose the horizontal stabilizer attachment, the rudder horn and the horizontal stab trim tab rod. Ventral skins also cover the tail tie-down hook, so a lot of metal to bend and attach.
3. First step was to tackle the side skins. Having learned my lessons in the past, I grabbed some cardboard and made mockups of the skins first. Once I was satisfied with the layout, I cut and added the top skin as a cardboard mockup and taped them in place. After some fiddling, I cut a slot in the top cardboard skin and cleco'd the rudder in place to figure out how big the cutout in the top needed to be to let the rudder swing.
4. With the sizes figured out, I marked out the sides and top on 0.020" metal and cut them out. For the sides I had to cut out the opening for the horizontal stab spar to pass through and a channel on each side to let the side skins slide over the stab into place. Some fiddling ensued to ensure there was enough clearance for full rudder and horizontal stab travel.



5. For the top skin, it gets riveted to sides and rear so I measured twice and bent once with some success.
6. Next was the rear skin that needs a large slot cut into it to allow the 0.50" trim rod to pass through and not be impeded for full trim and horizontal stab travel. Cardboard again to get the size figured out and the slot positioned, then cut and bend all four sides to accommodate rivets.
7. Final piece was the bottom skin which is secured by screws through the sides into nutplates on the bottom. There is a lip that extends forward over the bottom skin to allow two screws to be used to hold the bottom flush to the skin. The nutplates were installed by clamping the sides, top, back and bottom together and then back-drilling the holes from the sides into the bottom.
8. Reinstalled the tailcone with clamps and ran the top parallel to the bottom of the rudder and then marked and back drilled two screw holes above the skin slots into the frame and one hole on the bottom of the frame to hold the tailcone sides in place. These too needed nutplates installed along with the bottom skin holes/nutplates are left to do for the top skin tabs that sit on top of the frame next to the vertical stabilizer but I'm waiting for the skin to be installed to finish that step .
9. Finally, I took the sides, back and top and dimpled the rivet holes in all four pieces, reinstalled the tailcone with cleco's in the rivet holes and riveted the skins and top/back together. So, progress ... just not the progress I was hoping for!





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! SEND TO: president@eaa1051.org