



EAA Chapter 166 Newsletter

eaa166.org

Hartford, Connecticut

JULY 2020

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NEXT MEETING/COOKOUT DATE: *SAT., 25 JUL 2020 at 10:00 AM*****

AT STEVE'S HANGAR

Mark Scott will be flying over in The Spirit of Meriden Flight Club's RV-12!

(Unfortunately, weather grounded Mark and the RV-12 last month.)

President's Message:

Hi Everyone!

Our annual June cookout drew quite a crowd, including seven new Student Members who recently became Young Eagles! Thanks to Dave Armando and his R-44 chopper for flying more Young Eagles! Therefore, although we normally don't hold a meeting in July because many of us attend Oshkosh (which has been canceled this year), we WILL be meeting THIS July 25th at my hangar, as we did last month! During this week, in lieu of our international gathering in Oshkosh WI, EAA is providing us with a virtual Oshkosh titled "Bringing EAA Together!" from Tuesday July 21st – Saturday July 25th. Here's the link if you want to check it out: [EAA TOGETHER](#)

In addition to holding our outdoor gathering at my hangar, I am also asking everyone who attends, to bring your own food/snack, chair and a face mask, but we will also have coffee, water and a small grill to cook your own if you'd like. As we've done in the past, please park outside of **EMERGENCY GATE #8, on Lindbergh Dr.**, near the t-hangars, and someone will let you in at the walk-through gate.

Speaking of our RV-12, if you are not familiar with AOPA (Aircraft Owners and Pilots Association), here is a link to a video they produce each week, which highlights the RV-12. It comes up at 10 minutes into the video. [AOPA's RV-12](#) AOPA and EAA have a close relationship supporting General Aviation and also offer Student Memberships and Scholarships.

Our very own Jim Stevenson (aka Jim Stevens in Lauran Paine's article MAR 2020) is again in "Sport Aviation" (August 2020)! Lauran Paine writes a monthly story, called Plane Talk, about the personal side of aviation and AGAIN, this month, he referred to 'Jim Stevens' who got a ride to Oshkosh last year on a C-47 that participated in the D-Day Squadron, but then had to find his own way back to East Hartford! Minor detail, right Jim? Can I have your autograph, AGAIN?

... WAIT! There's more ... keep reading!



Dave Armando, Alyssa Celone (New Private Pilot!), Loretta and Skyler Camparas



Joshua Amaro(my former student), his three sons and their friend,

Dave Armando in the chopper

While teaching at the Aerospace Academy a few years ago, a Gentlemen dropped off many old “Sport Aviation” magazines, which I took with me when I left the school. Only a few days ago, I began going through them and look what I found! Maybe a few of you remember these issues? They’re significant because our EAA Chapter 166 was formed in 1963! Please take a look. The cover is on the left and the article on the right. I will have these important pieces of our Chapter’s history for you to peruse at this Saturday’s meeting.



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EAA 166



Chatting
WITH THE
CHAPTERS

By Leo J. Kohn
EAA #

EAA CHAPTERS

EASTERN NEBRASKA CHAPTER 80
(Reorganized)
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125 N. 88th
Lincoln, Nebraska

LITTLE ROCK, ARKANSAS CHAPTER 165
Earl Baldwin, President
17 Church Road
Little Rock, Arkansas

GREATER HARTFORD, CONNECTICUT
CHAPTER 166
Stanley Ring, President
Dorset Hill Road
Colby, Connecticut

NAPA & SOLANO COUNTY, CALIFORNIA
CHAPTER 167
Andrew Johnson, President
Route 2, Box 354
Vacaville, California

PROSPECTIVE CHAPTERS
The following printers are anxious to get
a chapter started in their area and if you
are interested in forming one please contact
them.

FLORIDA—Plant City-Tampa
Walter Hudson, Street
2808 N. "A" Street
Tampa, Florida

HAWAIIAN ISLANDS
Gordon Richards
645 S. Smith Highway
Honolulu, Hawaii

NORTH CAROLINA — Asheboro-Burlington-
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Thomasville
(Reorganization of Chapter 8)
Glenne R. Dodson, Jr.
908 Promiss Drive
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OHIO —Galena-Cincinnati-Hamilton-Loveland-
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Gilles Rivest
236 Route 100
Chapais, Quebec

Ever wonder how this column evolves each month? Sometimes your writer does, too, and especially with this particular column, since the temperature is floating around the 90 degree mark.

Primarily, this whole column depends solely upon the mail received from the Chapters. The entire incidence of each Chapter's presentation in this column is directly related to the frequency and content of their reports to Headquarters. With 168 Chapters throughout the United States and Canada, this amounts to reading at least about 150 letters each month in order to glean out whatever information may be thought to be of interest to the readers. In addition, all of these letters which require replies must also be taken care of.

Recently, there have been a few rumbles over what might be called "favoritism" toward a number of Chapters, and I don't honestly remember who grumbled about it. However, there is no such favoritism shown, but if their Chapter is seldom reported in this section, it might do them well to find out just how much information is being sent to Headquarters concerning their activities and projects. Each month sees an average of 13 or 14 Chapters chosen for the column, and the method for this selection allows this to happen no more often than once in every six months. Then, this has to work out to about 80 different Chapters over a six month period which will have their day in this "Chatting" column. This is about right, because while many Chapters will send in two or more reports each month, others will not be heard from for an equal number of months, and the aircraft which they are building or flying, which do keep in contact with Headquarters, are very sparse in their reports of their activities. To accumulate this material, a standard form is used, and when filled up, or almost so and extended beyond a certain length of time, it is then approved for use in this section. Some of our greatest problems are with the extremely active Chapters which could easily be featured in this column every other month, but cannot be in fairness to all the rest of the Chapters. But, in fairness to these Chapters, they certainly ought to be given more recognition than they get.

In the last two months, a review of the status of all the Chapters was undertaken, and this resulted in the revocation of the charters of a number of Chapters which did not fulfill their obligations to the national organization. This move could not be considered harsh, since some of these Chapters sent in no reports for an extremely long period. On the other hand, it has spurred some of the Chapters to seek reorganization of their group, which is recommended by Headquarters, for they will find many new members in their area now than were present several years ago. Though the charters were revoked, and their status as an EAA Chapter cancelled, the door is always left open to form a new Chapter in that same area, and to further encourage this, the old Chapter numbers will be available to any new group which qualifies for such status.

It is not enough then, for a Chapter to just maintain its minimum obligation to Headquarters, but we and every other EAA member are interested in their affairs and activities of their individual members, and the aircraft which they are building or flying. Surely each Chapter would like to see pictures of their mem-

bers' projects or activities published in our magazine, but this becomes a bit difficult when many Chapters fail to send any pictures to us. Don't worry too much about the quality of these pictures, as our engraving service has seemingly performed miracles in the past with some of the pictures which were published in the magazine. In some instances, the EAA or personal photograph files can be referred to for pictorial support, but not often in the case of a new project.

Send us a little detailed information on the state of the progress on individual aircraft It doesn't have to be lengthy, but it does become disconcerting to report on the start of a member's project, only to have a picture of the completed airplane come in the mail the day after the column has gone to press. Like most of the members, we too are amateurs in this publishing business, but it is no excuse for not doing the best possible job that we can.

And last, but as the saying goes, not the least, your writer would appreciate any suggestions made toward

(Continued on page 38)

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Thank you, Linc and Brenda!

[illegible]

Who is this fine Air Force Cadet?

If you would like to join EAA Chapter 166, please click on the link below.

[EAA CH 166 MEMBERSHIP FORM](#)

