



EAA Chapter 166

Hartford, Connecticut

February 2021



NEXT MEETING

**February 27,
2021, 10:00am
at the
New England
Air Museum**

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A REMINDER TO PAY DUES:
\$25 dues can be paid online [here](#).

**OUR CHAPTER IS ACCEPTING
DONATIONS FOR OUR RV-12:**
Donations of any amount can be made
[here](#). Thank you!

PRESIDENT'S MESSAGE

by Steve Socolosky

Greetings fellow EAA 166 Members!

Check it out! We have a brand-new newsletter! We cannot thank Larry Anglisano and Ashley Anglisano enough, for the professionalism they bring to our Chapter's newsletter! Thank you, Larry and Ashley!

With all the great things going on with our Chapter, Larry and Ashley are now capturing the moments in our newsletter, on our website, with Instagram, on Facebook and now we have our own YouTube Channel! We also have to thank Alyssa Celone, who has been building and adding photos of our RV-12 build to our Facebook and Instagram pages! Thanks, Alyssa!

Our meeting last month was well-attended at the New England Air Museum and EAA 166 member, Bob Stangerone, gave us a fascinating up close and personal tour of the Museum's new Red Bird simulator! Thanks, Bob! We will be meeting at NEAM this month and in March, with the hopes that the weather will be warm enough in April to meet at my hangar so we can gather, eat and fly! What else is there?

I hope to see you all on Saturday, February 27 at 10:00 AM at the New England Air Museum!

Semper Volans!
Steve Socolosky



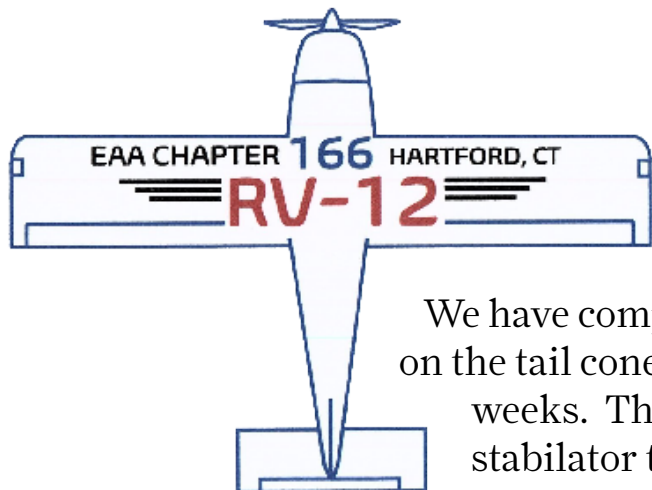
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EAA I66 RV-12 BUILD UPDATE

We have completed the Stabilator and are now working on the tail cone, which should be completed in the next two weeks. Then, we will fit the vertical stabilizer, rudder and stabilator to the tail cone! Progress is being made!





For more EAA 166 RV-12 build updates and photos, view the builders log [here](#).

LAST MONTH'S MEETING

Last month, the chapter met at the New England Air Museum and discussed Young Eagles and Eagles flights, membership dues, an update on the RV-12 build, and forming a flying club. Members were also able to see the New England Air Museum's new Redbird simulator. Read the full meeting minutes [here](#).



DECAYING SKILLS? FLY A SIM

by *Larry Anglisano*

If you're working on a kit, you might not have anything to fly on a regular basis, and that means rusty skills. Or maybe you need some work on night ops, instrument skills or avionics procedures. As members we have access to the Redbird FMX AATD (advanced training device) electric-motion flight simulator that's based inside the New England Air Museum at Bradley International Airport.

To refresh the Part 91 sim regs, you can log 3 hours total time for a private certificate and 10 hours for instrument, and can log instrument currency (no instructor needed) while completing most IPC tasks.

You can bring your own instructor, too, and the museum said EAA members will pay \$65 an hour on the sim with no [membership fee](#) (reduced from the public's fee of \$70/hour). Your first time in the museum's sim, you will be paired with a Redbird trainer to certify your usage of the equipment. The museum asks you call ahead to reserve a time block.

Redbird's FMX electric-motion AATD is FAA approved, and if you haven't laid your eyeballs on a modern sim in a while, you'll be surprised at the level of realism built into the Redbird, which has



wrap-around, immersive 200-degree visuals and a worldwide terrain database that's so accurate you can perform the turns-around-a-point maneuver almost as if you are in the real airplane. In the FMX, the airplanes are configurable (over 30)—from a Cessna single to a Beech Baron twin—as are the avionics, including a Garmin G1000 suite and a variety of retrofit equipment, including IFR GPS navigators and flight displays. This can be a huge resource for builders deciding on an avionics package for their kits. The sim is currently set as a 172 with traditional instruments and Garmin avionics because it's simpler for a wide variety of users.

The FMX has a 3-axis electric platform for 50 degrees total pitch movement, 60 degrees yaw movement and 40 degrees of roll movement. For a look at the simulator in action, I spent some time at the New England Air Museum with its Chairman and President, Bob Stangarone. **Watch the video [here](#).**

