

# EAA Chapter 166

## Hartford, Connecticut

### March 2021



#### NEXT MEETING

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

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**A REMINDER TO PAY DUES:**  
\$21 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!

How do you like our new newsletter? Many responded that they appreciated our new look! Thank you, Ashley Anglisano! It is no surprise that Ashley has landed her first journalism job in Boston and will be moving on the day of our next meeting, employing the help of her dad's moving service! All the best of luck to you, Ashley! Ashley, when she first told me about getting the job, in the same breath said that she will continue as our newsletter! Thank you, Ashley!

On Thursday, March 4th, we awarded our second Ray Aviation Scholarship to Cheyenne Fuoco, who is passionate about becoming a professional helicopter pilot! Cheyenne was surprised by her family, friends (and "new" aviation friends!) in Dave Armando's hangar, next to a helicopter! We will be officially celebrating her new journey at this month's meeting!

As COVID restrictions begin to ease, we are tentatively planning a Young Eagles Rally on International Young Eagles Day, on Saturday, June 12th, 2021. Lindsey Ritka, our Honorary EAA 166 Member, who has done so much for us, will again offer us the use of H2 and we will also use this day (and possibly the week) to celebrate Brainard Airport's 100th Anniversary! It is morphing into an event organized by young people in order to promote all the opportunities in aviation, for young people! We will brainstorm at our meeting!

I hope to see you all on Saturday, March 27, at 10:00 AM at the New England Air Museum!  
Semper Volans!  
Steve Socolosky



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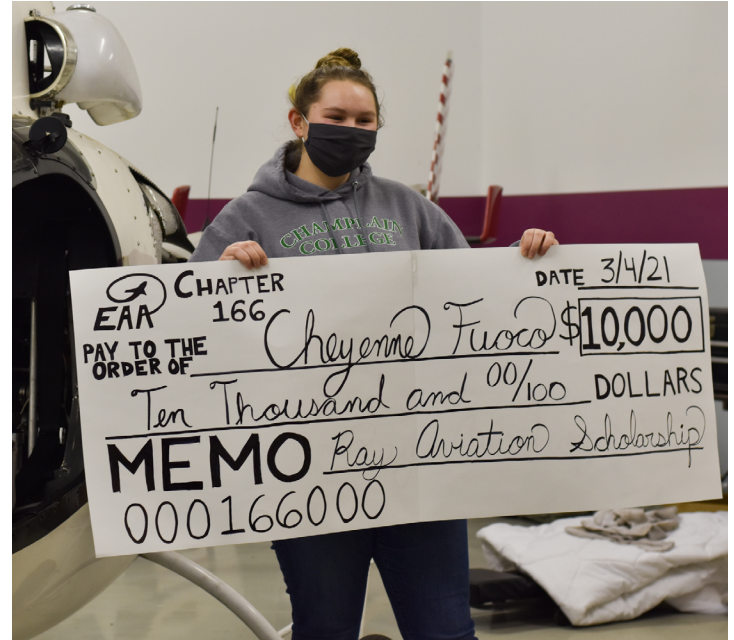
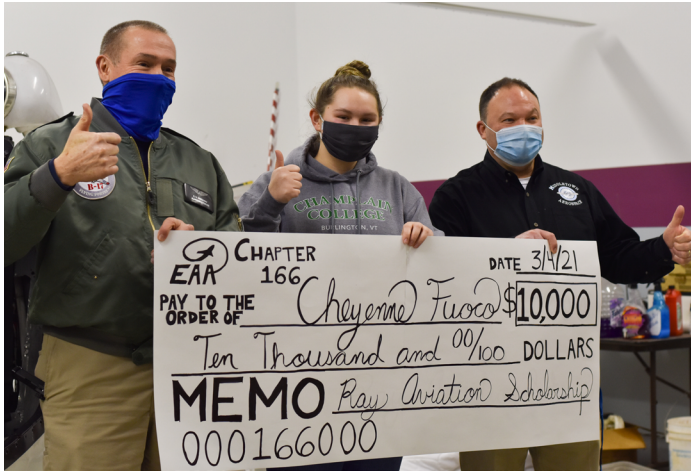
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# Congratulations, Cheyenne Fuoco!

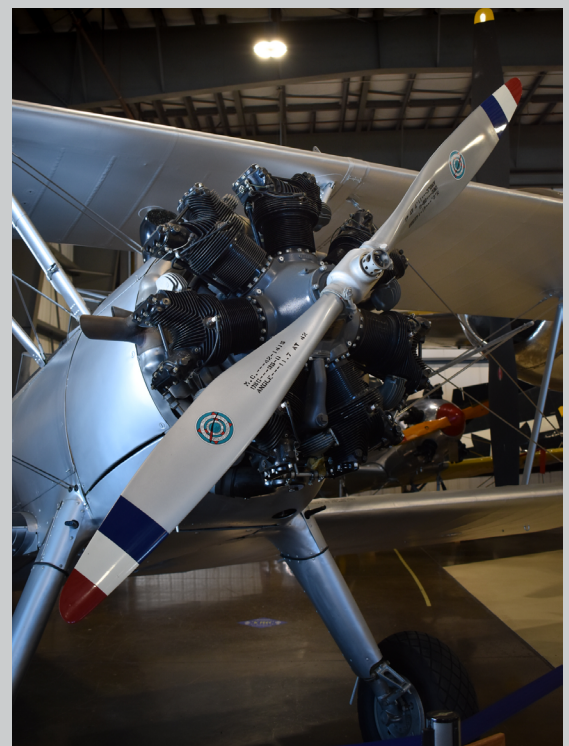
Cheyenne Fuoco is the newest recipient of the Ray Aviation Scholarship to fund her flight training! Congratulations Cheyenne, we are so excited for you!



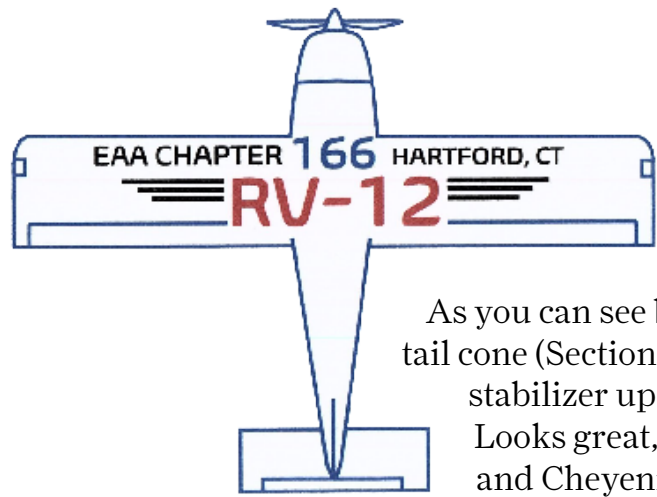
Click the above photo of Cheyenne to watch a video of her receiving her scholarship, along with some kind words from Steve.

## LAST MONTH'S MEETING

Last month, the chapter met at the New England Air Museum and discussed updates on various members' build projects, an update on the RV-12 build, and Larry Anglisano led a discussion to gauge interest of what members are interested in for a future avionics-related presentation. Read the full meeting minutes [here](#).





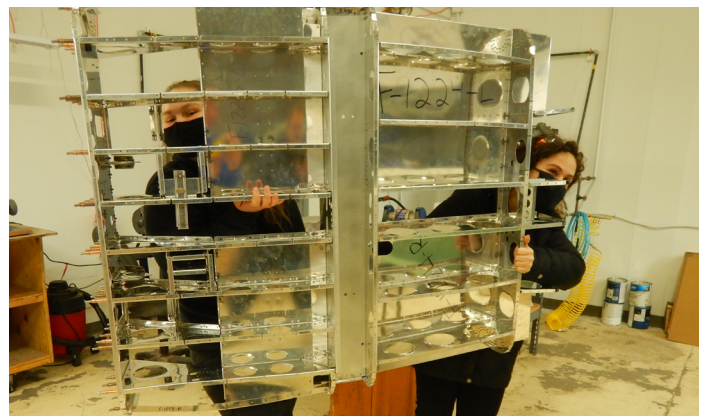


# EAA I66 RV-12 BUILD UPDATE

As you can see by the attached pictures, we had a good group and the tail cone (Section 10) is now complete! We just had to hold the vertical stabilizer up there as it is beginning to take the shape of a plane!

Looks great, right? Next, we will fit the tail feathers. Finally, Alyssa and Cheyenne brought the fuselage into the build area as we will begin work on it after almost three years after we last worked on it at

the school! I have to go through all the steps which were completed on the fuselage so I can sign them off and become familiar where we left off. We've rearranged our workspace and are now ready to attach the vertical stabilizer, rudder, stabilator and servo tabs, its linkage and servo motor. —Steve Socolosky



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



# INSURANCE FOR HOMEBUILTS

*by Larry Anglisano*

Over the past year or so I've been following with interest the aircraft insurance market. As some industry pros predicted, the market has hardened and that's spiking premium rates (especially for aging pilots), creating more stringent demands for training and in some cases

hindering the ability to get insurance for some homebuilts. Still, since the start of the pandemic, it's clear that pilots are building homebuilts in large numbers. But for some, the buzzkill is discovering that the kit may not be insurable. There are multiple factors in play.

Scott Smith from Sky Smith Specialty Insurance in Iowa told me insurers recognize that some builders barely fly enough to keep current (if they even fly at all) while they're working on their project. That puts them in a high-risk category, especially when it's time to begin the flight-testing portion of the build. In many cases, insurers won't touch the aircraft until it's flown at least 25 or more hours. But some may not be insurable at all, and you should consider insurability (to whatever level is comfortable for you and your family) when selecting a kit.

Jon Doolittle from Optisure on the field at Brainard told me that fleet size matters, and underwriters look closely at the fleet size when determining the available support (they know if you break it, it will



be expensive to fix) and available training, while looking favorably on proven designs. It's clear that popular brands—Van's Aircraft, Sonex Aircraft and Zenith Aircraft, to name a few—are among the most popular and the easiest to insure without spending a small fortune. Which types are frowned upon? The short list includes retrac, pressurized and turbine models. Unless you have a lot of time in all of the above (1500 hours or more seems to be the magic number), underwriters will likely run the other way rather than write a policy.

"We're finding that there are some companies that won't even take on experimental aircraft, and those that do refuse to take on certain models," Smith told me.

Last, you may have to self-insure for the first 50 hours of flying the completed project. And, consider buying a builder's policy to protect your investment while you work on it. Hangar fires, storm damage and theft are all harsh realities. You'll sleep better knowing the project is protected.