



# EAA Chapter 166

## Hartford, Connecticut

*April 2021*



### NEXT MEETING

**April 24, 2021,  
10:00am at  
Steve's  
Hangar**

### CHAPTER OFFICERS

**PRESIDENT**  
**Steve Socolosky**  
**(860)995-2886**  
**soco7a@aol.com**

**VICE PRESIDENT**  
**Rick Montero**  
**(860)680-8017**  
**rick.montero@sbcglobal.net**

**SECRETARY**  
**Dave Thompson**  
**(860)655-6385**  
**davesthomp@comcast.net**

**TREASURER**  
**Dave Armando**  
**(860)633-4023**  
**rigusa@cox.net**

**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*

Our Chapter meeting will be outside at my hangar, 230 Lindbergh Drive, at Brainard Airport, on Sat., April 24th, at 10:00 AM! We cannot thank the New England Air Museum enough for their hospitality in allowing us to use the Museum as a gathering place in the past few, cold months! We'll have coffee and a few treats and please feel free to bring your own. Please wear your mask!

We are moving forward with planning our International Young Eagles Day Rally on Sat., June 12th, with a rain date of Sun., June 13th! Please contact our Young Eagles Coordinator, Bob Pulford, if you'd like to help out, either on the ground or flying Young Eagles! Here's Bob's email: [pulford13@yahoo.com](mailto:pulford13@yahoo.com)

Our Ray Scholar, Cheyenne Fuoco, is well on her way with her flight training having approximately six hours of dual instruction with her instructor, Scott Marks of Premier Flight Center. Cheyenne has her Student Pilot Certificate with a Class I medical as she begins her journey to becoming a professional helicopter pilot! Cheyenne, who is a Senior at Middletown High School, was recently recognized by the Superintendent, Dr. Michael Conner, at the Board of Education's monthly meeting! Blue Skies, Cheyenne!

Our RV-12 continues to make progress, albeit at a slightly slower pace than the previous month, as we regroup to complete the empennage and prepare to restart the fuselage. Our Treasurer, Dave Armando, has informed me that we've received two significant donations for our RV-12 project. More details at our meeting!

**...continued on page 2**



EAA Chapter 166



EAA 166



@EAA166

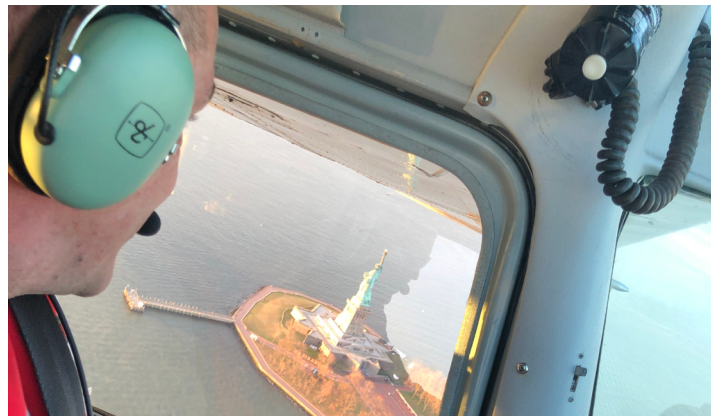
# PRESIDENT'S MESSAGE

**...continued from page 1**

As if gathering with fellow aviation enthusiasts is not enough to come out to our next meeting, our own Larry Anglisano will be giving some insights into avionics options. Larry's experience and knowledge of current trends, will make for a very valuable and interesting presentation!

I hope to see you all on Saturday, April 24, at 10:00 AM at my hangar!

Semper Volans!  
Steve Socolosky



Steve flying over the Hudson River NYC SFRA at 900'

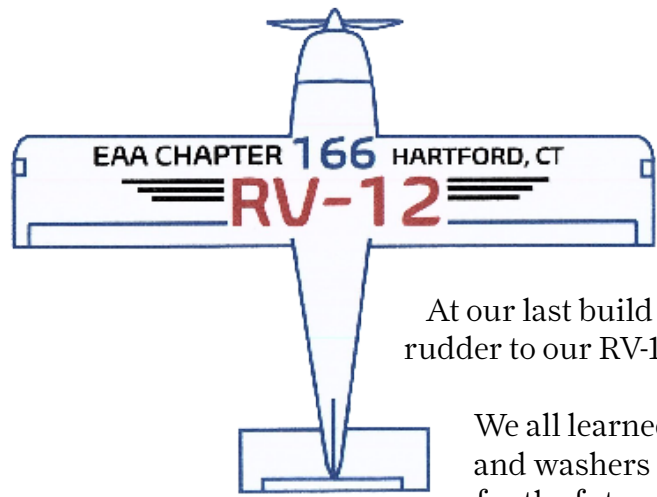


Cheyenne Fuoco, our Ray Scholar, is here on her 6th hour of flight training! Go Cheyenne!

## LAST MONTH'S MEETING

Last month, the chapter met at the New England Air Museum and celebrated Cheyenne Fuoco's Ray Scholarship, discussed simulator rates at NEAM, as well as other new and old business. Read the full meeting minutes [here](#).





# EAA I66 RV-12 BUILD UPDATE

At our last build session, we successfully attached the vertical stabilizer and rudder to our RV-12! It's looking more like an airplane!

We all learned a little more about hardware, specifically, how nuts, bolts and washers are sized, labeled AND torqued! We also came up with a plan for the future, where we will now make a hardware list for a specific Step and/or Page number, then gather all the hardware, verify it with another person and put it in a sealable baggie and LEGIBLY label the baggie with a sharpie. This will save us time in hunting/identifying hardware. Thank you to all who helped out! —Steve Socolosky



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

# So Long, VORs

*by Larry Anglisano*

The ILS approach hardware at Houston Hobby International pictured below is likely planted in the turf for the long term. Still, trends hint an airspace based primarily on space-based navigation. As the avionics retrofit market booms along there has been lots of speculation about the future of ground-based navigation, including VOR and ILS systems. That's muddying the buying decision, even though Garmin has dropped the VHF nav receivers in most of its current retrofit navigators (the

GPS 175, GNC 355 and GNX 375). They are brisk sellers because they can shave thousands from the price of a retrofit. Dollar savings is the big picture, not only for aircraft owners freshening up old panels, but for the FAA maintaining an old infrastructure of ground-based nav aids.

Flash back to somewhere around 2005 when the FAA decommissioned close to 300 NDB stations, and nearly 500 procedures. This resulted in an approximate \$8 million per-year savings, rather than feeding the ancient equipment that was far past the service life. The ADF receivers in the fleet of aircraft weren't getting any younger, or easier for shops to repair, either. If you've dealt with repairing a failed King KR85

or KR86, to name two popular boat anchors, you get it. Yanking the ADF receiver from the panel (and the sense antennas from the airframe) made room for GPS gear. Today there's a similar trend brewing with other ground-based nav systems, including VORs, and the FAA has a focused plan to simply make them disappear.

Phase 1 of the FAA's MON program (VOR minimum operating network) will be completed later this year and nearly one-third of the nation's VORs will be decommissioned. After that, the plan is to scrap VORs at a rate of almost one a week. It's said that over 300 VOR signals will be history by the year 2025. All of this got me thinking about the ILS—the global standard instrument approach first deployed in the late 1930s. Today there are over 1500 Cat I ILS approaches in service and despite the widespread use of precision GPS approach procedures, they may be the approaches of choice for jet ops at big-city airfields. Still, the number of LPV approaches is nearing 4500 since they first appeared in 2003. But there's a threat to the ILS network evident by the 1700 localizer-only procedures on the cutting block. Like VORs and NDBs, this equipment isn't getting any younger

because the majority of transmitters are beyond the 20-year service life. And by now we all know the benefits of a precision GPS approach compared to an ILS, especially at smaller airfields and in remote areas, while the FAA fully understands the LPV's software-based cost benefit compared to adding and maintaining ground-based ILS equipment. Yes, the FAA is fixing broken ILS systems, but it certainly isn't adding any new ones.

So if you struggle with the decision of whether or not to equip with VHF nav during an initial build, or when upgrading, the FAA's MON program could make the decision for you.

