



EAA Chapter 166

Hartford, Connecticut

June 2021



NEXT MEETING

Cookout!
June 26, 2021,
10:00am at
Steve's
Hangar

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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!

Much is happening all around us, especially within aviation! One example is our Ray Scholar, Cheyenne Fuoco, who is continuing her journey towards her Private Pilot Certificate and who successfully COMPLETED HER FIRST SOLO on SATURDAY, JUNE 12TH! CONGRATULATIONS CHEYENNE! Below is a screenshot from FlightAware, showing Cheyenne on left downwind for RWY 20, on her third full-stop landing! Look at those patterns! I'm not sure I could fly nice, consistent patterns like that! By the way, before heading to Brainard to solo that day, Cheyenne also graduated from Middletown High School – no hanging around for a bunch of pictures for her! She drove straight to Brainard! What did she do on Sunday? She was at Brainard again at 11 AM, for a flight lesson with her flight instructor, Scott Marks, who had her doing recovery from unusual attitudes! I think Cheyenne likes to fly! Cheyenne will tell us all about it on the 26th!



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@EAA166

PRESIDENT'S MESSAGE

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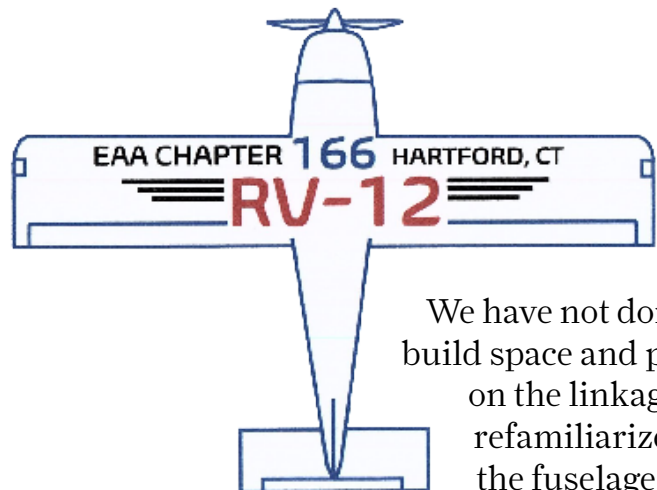
It's COOKOUT time again! What's become an EAA 166 tradition, we will have a cookout at my hangar with a brief meeting, followed by our special guest, Laurie Strand and her daughter Arianna, who flew Arvy (RV) the injured pelican, to Florida! Weather permitting, they will also fly over in the RV-12! We will have ribs and drinks, but please bring a little something and join us on Saturday, June 26, at 10:00 AM at my hangar!

Blue Skies!
Steve Socolosky

LAST MONTH'S MEETING

Last month, the chapter met at Steve's hangar and featured Kenneth Katz as the guest speaker, who discussed the history of the B-52. The group also heard updates from a few student members, as well as some build updates. Read the full meeting minutes [here](#).





EAA I66 RV-12 BUILD UPDATE

We have not done any building the past few weeks as we reorganize our build space and parts and hardware for the next Sections. We are working on the linkage and wiring for the servo tab on the stabilator and have refamiliarized ourselves with what's been constructed previously on the fuselage. —*Steve Socolosky*



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

SOME CALLING TO CLOSE BRAINARD AIRPORT . . . AGAIN!

by Steve Socolosky

Some of you may have heard or read articles in the past month about The City of Hartford councilman who proposed a resolution to close Brainard Airport. That is a fact. I've "heard" many other things, but nothing else that can be verified as fact.

AOPA's Regional Manager of Governmental Affairs, Sean Collins, sent a letter to the Hartford City Council, The Mayor's office, CAA (CT Airport Authority), NBAA (National Business Aviation Association), and CBAG (CT Business Aviation Group), on June 7, 2021, which I've copied below. I've been in contact with Sean for the past two months as I am the AOPA Airport Support Network (ASN) repre-

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sentative for Brainard.

If you have been around Brainard long enough, it seems that this is a pattern which occurs every five years or so, which I've experienced since I began flying out of Brainard in 1992.

AOPA is very aware of what is happening and we will continue to monitor any new developments.

-Steve

Read the full letter from AOPA to the Hartford City Council [here](#).

Panel iPads: An Imperfect Solution

by Larry Anglisano

Check out the DC-3 cockpit picture here. Yes, those are iPads mounted in the overhead panel. Pretty slick, no? Give you any ideas for your own airplane? I'm often asked what the next big thing will be for the avionics market, and for kit builders this is a pretty important question. Because the build process is often long drawn-out, we're fortunate to be able to sit back and wait for the next latest and greatest gear before we pull the trigger. On the other hand, given the level of interface between the avionics panel and the rest of the aircraft, you really need to have a good idea what the avionics suite will be so you can plan the wiring and placement of the hardware. For many, thoughts logically turn to Apple's iPad as the avionics system of the future. You know, primary navigation courtesy of the ForeFlight or Garmin Pilot app, while displaying primary flight data and synthetic vision sourced from a portable ADS-B receiver. The display quality is great, the operating system is familiar and compared to a suite of Garmin, Dynon or Advanced Flight Systems avionics, iPads are dirt cheap.

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But not so fast. If you ask me, the current iPad tech for primary panel avionics for anything other than the most basic, local VFR flying is dead on arrival, for now.

For one thing, the deal-breaking enemy to cockpit iPads is heat. If you've had one shut down because it got a bit too toasty in the cabin you understand, and the confines of the instrument panel can be a major source of heat buildup especially when splashed with blazing summer sun. The other obstacle is the interface potential, especially when it comes to autopilot connections and databus I/O to other sensors. Sure, the iPad does well with Bluetooth and Wi-Fi streaming, but wired connections are limited.

Still, tablets have proven utility that I believe the market will continue to embrace maybe forever. For a hint at the shorter-term, take a look at the Guardian Avionics cloud-based smartPlane suite (www.guardianavionics.com), which combines USB power supplies, Bluetooth transceivers and panel-installed iPads for VFR multifunction interfaces, including an engine display. It's an impressive showing that perhaps doesn't get enough attention. The interface originally started with the company's \$699 smartPlane EM100, which is an engine monitoring module that works with the company's smartLink 851 flight data hub for streaming flight data on an iPad. It makes for a decent engine display on the panel iPad.

The remote engine monitor connects via plain-vanilla RS-232 serial data to the smartLink device, which then connects to the iPad through a wired USB connection. The smartLink also has Bluetooth connectivity. There's an app, too, with the data hosted by the Guardian smartMFD program for iOS. When connected to the smartLink 851, the iPad receives the data, plus voltage for charging. The smartMFD app stores and uploads the captured data after each flight to your account on the Guardian Avionics smartData app.

As for actually mounting the tablet on the instrument panel, Guardian makes a line of iPad panel docks, in addition to extension cables for mounting the iPad in various locations. Check it out at www.guardianavionics.com.

Scenes from last month's meeting

