



EAA Chapter 166

Hartford, Connecticut

August 2021



NEXT MEETING

**August 28,
2021, 10:00am**

at 230 Lindbergh Dr,
Hartford, CT. One of our
Student Members will be
there to let you in Gate #8
(if you're on time!)

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

PRESIDENT'S MESSAGE

by Steve Socolosky

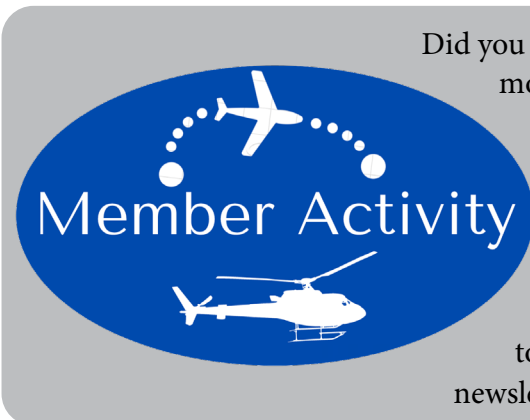
Greetings fellow EAA 166 Members!

WOW! Many good aviation happenings have been going on with our Chapter since we last met in June! While I would like to elaborate on all of them, it would take too long, so please join us at our next meeting.

OSHKOSH! Some of our members attended and said it was a spectacular gathering! Several of our Members have suggested we gather as a Chapter Camp site next year! I know Kathy and I are already in!

Our July 17th Young Eagles Rally successfully flew 30 Young Eagles! Thank you to all who helped, especially EAA Ch. 27 Young Eagles Pilots Rick Beebe and Dave Rich! Cheyenne's educational experience inside Hangar 2, provided all Young Eagles and their siblings with experiences to create excitement and interest among our future aviators! Cheyenne spent countless hours putting it all together as part of her Gold Award Project – the highest award given in Girl Scouts! I'm sure your project will gain full approval! Good luck, Cheyenne! Hangar 2 was again, graciously provided by Honorary EAA 166 Member Lindsey Rutka. Thanks, Lindsey!

...continued on page 2



Did you fly an interesting route this past month? Land for a good \$100 hamburger? Get some time in a cool airplane or behind some neat avionics? We want to hear about it! Submit a photo or 100-word or less story to aranglisano@gmail.com for your activity or flight to be featured in our new monthly newsletter column, Member Activity!



EAA Chapter 166



EAA 166



@EAA166

PRESIDENT'S MESSAGE

...continued from page 1

We will be replicating that educational part (along with our Young Eagles Rally) next year and beyond as we hope to hold a Young Eagles Rally annually on International Young Eagles Day on the Second Saturday each year.

CJ Cicarella, EAA 166 Student Member and EAA 27 Ray Scholar, SOLOED on Friday the 13th (August)! No problem, right CJ? When CJ pulled off Rwy 2 at Brainard and called Ground Control, the controller congratulated CJ, told him he did a nice job and asked CJ, "Where's the party?" to which CJ replied, "Everywhere!" CONGRATUALTIONS CJ!

Our next Young Eagles Rally will be held on Saturday, September 18th, with a rain date of the 19th. We will be discussing organizing this event at our meeting. If you're unable to attend, please let me know if you're interested in helping, especially if you're a Young Eagles Pilot! By the way, one of our fellow EAA 166 Members John Balishiski, recently took me flying again in the Spirit of Meriden flying club's RV-12. What a blast! John is very passionate about flying and I asked John if he was a Young Eagles Pilot. No? Well, John is now our newest Young Eagles Pilot and hopes to fly his daughter as his FIRST Young Eagle if she is not too cool for that! Ha! Ha! John also hopes to have the RV-12 on Sep. 18th to fly Young Eagles! Congrats John!

Just a few other dates:

Sat., Aug. 21st, we have already organized and arranged with the New England Air Museum, to host a table at their Space Expo today (August 21st), where we hope to register Young Eagles for our Sep. 18th Rally and as always, promote aviation.

Please keep Saturday, November 13th free for our Annual Awards Dinner. Brenda Rossignol is in charge and you can email her at: nbrossignol@comcast.net

Finally, but certainly not the least, we have a very special and engaging speaker, Bill Barry, who is the former Chief Historian of NASA and a fellow EAA 166 Member, who will be engaging us with a presentation that everyone will enjoy!

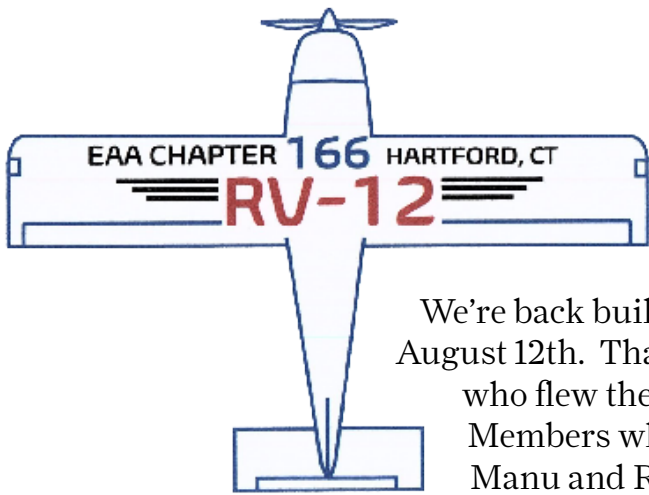
See you all soon!
Blue Skies!
Steve Socolosky



CJ Cicarella after his solo flight on Friday, August 13. Congrats, CJ!



Cheyenne is now at Oklahoma State University where she's met with their 100-member flying club. Cheyenne also met a fellow Ray Scholar, at EAA 24 in Oklahoma City at Sundance Airport (HSD), when she attended their monthly meeting.



EAA 166 RV-12 BUILD UPDATE

We're back building and had a great turnout on our first time back on August 12th. Thanks to all who came out, especially John Baleshiski, who flew the RV-12 over! John not only showed a few of our Student Members what a flying RV-12 looks like, but also took a seat out so Manu and Rick, who were working on the fuselage, could realize what they were working on, as a functional, final assembly! If you'd like to like find out more and help, please let us know! We'd love to have more Members involved! It's so cool! —*Steve Socolosky*





Member Tom Baldyga with his . . . what do you call that thing? Members Greg Cooke and Turbo Eddie are wondering, too!



Lowell Manary of Montross, Colorado (a former EAA 166 Member), won an award at OSH for his Spirocco, N2LM, a Marcel Jurca design. Grand Champion Plansbuilt - Gold Lindy



Dereck Gonzalez, EAA 166 Student Member and Young Eagle from Providence, RI, while spending his summer in Puerto Rico, found a flight school which honored his FIRST FREE FLIGHT LESSON, after Dereck completed the first three modules of Sporty's online Private Pilot course!

I think it's pretty obvious that Dereck is having a fantastic time flying that Cessna 162 Sky Catcher. He said it's way different than flying the Cessna 172 on his Young Eagle flight. Way to go Dereck!



"But Cheyenne, I don't think these helicopter socks from Oshkosh match my shirt!" says Dave Armando.



Submit a photo or 100-word or less story to aranglisano@gmail.com for your activity or flight to be featured in our new monthly newsletter column, Member Activity!

Garmin Smart Glide: Emergency Backstop

by Larry Anglisano



On the missed approach it was power up, pitch up, gear up, flaps up and a climbing sweeping turn to the assigned heading. Three minutes later and barely through 1000 feet the engine gave the proverbial Italian salute with a total power loss. And for a few critical seconds after trimming for best glide, I almost talked myself into thinking I could stretch that glide to the airport, which would have been a bad decision. And it's those flawed decisions that Garmin attempts to backstop with its Smart Glide—tech that trickles down from Garmin's emergency Autoland.

Unlike Autoland, Smart Glide is available in the aftermarket through a field-loadable software update if you have the latest Garmin GTN Xi-series navigators, a Garmin retrofit EFIS and soon the G3X Touch integrated avionics—the systems that's ultimately going in the chapter's RV-12. The driving idea behind Smart Glide is to immediately find the best suitable airfield(s) within gliding distance (and tell you when there are none), and it's up to the pilot to engage the function by pressing the Smart Glide panel-mounted switch, or by holding in the Direct-To button on the GPS for three seconds. The Smart Glide function is displayed as a dedicated menu option on the navigator's Emergency page.

With Smart Glide, the GPS Map page changes to a dedicated Smart Glide pictorial to better visualize the glide with a yellow range ring that shows the destination airport in proximity to the aircraft's position current. There's also an onscreen digital CDI that shows whether or not you're on course. And because Smart Glide interfaces with an external CDI (on the EFIS), it automatically presents GPS course guidance to the emergency landing. If you can't make the airfield, it will tell you so you can pick another place to put it down. It does not provide vertical guidance or automatic weather avoidance along the route, and it doesn't provide altitude management.

Regardless of whether you can glide to an airport or not, Smart Glide automatically tunes the comm radio to the appropriate tower or CTAF frequency, and when interfaced with a Garmin transponder, provides an onscreen softkey for a one-press activation of the 7700 squawk code. Since there may be more than one choice for landing, airfields are prioritized (or ranked) based on weather conditions and configured runway lengths.

Smart Glide doesn't need an autopilot, but with Garmin's GFC 500 (and select vintage TruTrak systems), the feature gets a boost in utility. When Smart Glide is engaged, it also engages the autopilot servos, and makes good use of the GFC's airspeed hold by capturing and holding the preselected best-glide airspeed. You'll also see the flight director command bars pitch for the best-glide attitude, and the autopilot will track to the destination airfield.

I have to wonder if Smart Glide will eventually morph into a full-up emergency landing system much like Garmin's Autoland. If it did, the experimental kit-built market could be the best place to roll it out. Until then, the free software update for compatible equipment (and equipped as standard in select new equipment) is a good way to backstop the decision making after an engine failure.

For more on Smart Glide, click [the video link](#).



Click on the above video to launch the video.