



# EAA Chapter 166

## Hartford, Connecticut

### January 2022



#### NEXT MEETING

**January 29,  
2022, 10:00am**

**in Hangar 2 (H2)**

**Look for the "Home of the  
RV-12!" sign**

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## PRESIDENT'S MESSAGE

*by Steve Socolosky*

Happy New Year EAA 166 Members!

We will be meeting in Hangar 2 (H2) at 10:00 AM on Saturday, January 29, 2022! H2 is less than ¼ mile past Hartford Jet Center's lobby on the left. H2 is set back from Lindbergh Dr., and has a 4' X 8' sign which reads: "HOME OF THE RV-12"! Please enter at the door on the right (south) end of H2.

**DUES!!!!** Please pay your 2022 dues (\$20) if you haven't already! Thank you!

On 8 JAN, we held our annual Directors meeting ([click here to see the full meeting minutes](#)) when we discussed several Chapter matters which included the following:

- Our RV-12 continues to progress as we build the fuselage and prepare more parts for assembly!
- Unfortunately, our B-17 is in Florida with a problem with a part deep inside one wing which will prevent it from flying most if not all of 2022. However, we have a strong possibility of getting our Ford Tri-Motor to Brainard this year! Stay tuned!
- International Young Eagles Day is Sat., June 11! Please mark your calendar! We will be planning for a large, better-organized Rally this year and will include many educational activities, which Cheyenne created last year! We also hope to have some "guest" aircraft!
- Our Ray Scholar, Cheyenne Fuoco, is getting close to earning her Private Pilot's license and with the crummy weather over her holiday break, she will be finishing out in Oklahoma, where she is attending college. All the best Cheyenne!

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@EAA166

# PRESIDENT'S MESSAGE

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-We are now accepting applications for our EAA Advanced Air Academy Scholarship! Please check our website!

-Finally, we will be notified in a few weeks if our Chapter will receive our 3rd Ray Aviation Scholarship! It looks like we'll have an exciting, fun-filled year in the Spirit of Aviation!

I hope to see you all soon!

BLUE SKIES!

Steve

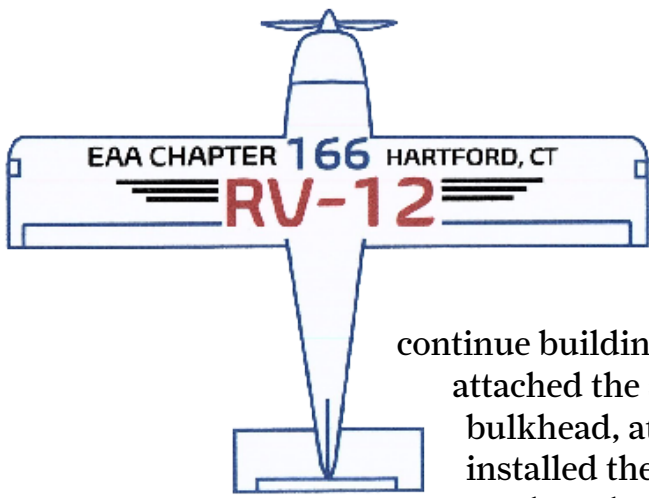


EAA 166  
President Steve  
Socolosky visited  
the National  
Air and Space  
Museum at  
the Udvar-  
Hazy Center,  
in Chantilly,  
VA, near Dulles  
Airport.



*Submit photos or a 100-word or less story to [aranglisano@gmail.com](mailto:aranglisano@gmail.com) for your activity or flight to be featured in our monthly newsletter column, Member Activity!*





# EAA I66 RV-12 BUILD UPDATE

The RV-12 build team meets every Thursday to continue building the mid-fuselage. In the past two weeks the team attached the step floor panels to the step ribs and the forward bulkhead, attached the baggage bulkhead to the baggage ribs, and installed the systems block studs in the fuselage bottom skin. Next week we begin work on Section 22, the Lower Forward Fuselage.

If you wish to help, please contact Rick Montero ([rick.montero@sbcglobal.net](mailto:rick.montero@sbcglobal.net)) or Steve Socolosky ([soco7a@aol.com](mailto:soco7a@aol.com)). We meet at Hangar #2 every Thursday at 6:00 p.m. —Rick Montero

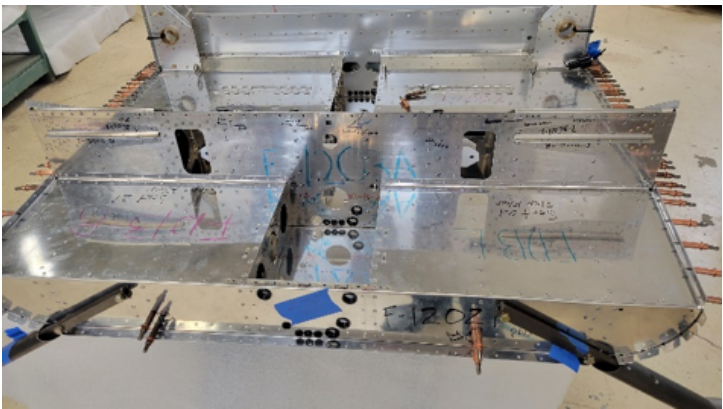
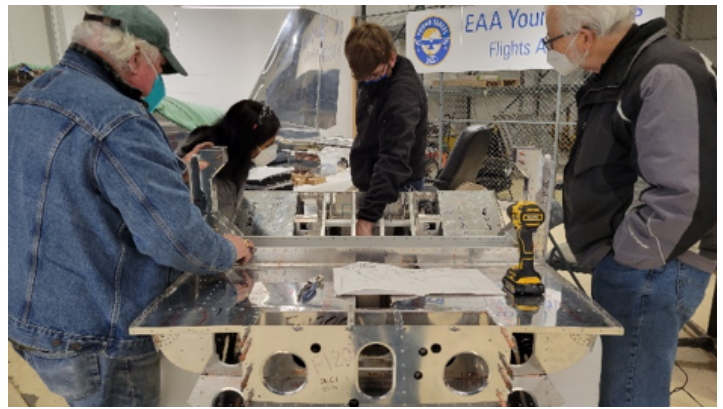


Photo showing Forward Floor Step Panels installed.  
Photo credit: R. Montero



Ed, Ron, Manu, Ludwig, and Steve (working underneath assembly) installing the Systems Block Studs. Photo also shows the baggage bulkhead installed. Photo credit: R. Montero

## Top-pick Avionics Tools

by *Larry Anglisano*

### TECH TIPS

When it's time to tackle the avionics portion of the build project, inventory the tools and supplies you'll need to get the job done the first time. While you don't have to equip your toolbox like a seasoned avionics pro, there are some must-have tools that will keep the avionics install on the rails. Someone recently asked for my top-five picks for the typical builder so I thought I would share them here. There are lots more, obviously, but these are essential.

- **Soldering Station:** Since you aren't doing avionics work unless you're soldering, you'll want to set up a soldering station, equipped with a sturdy bench vise. You really don't need to spend a lot of money on one since you won't be soldering on an assembly line, and soldering stations have come a long way since the bad old days. If I were buying a new one for short-term use (think about how much or little

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soldering you'll do when the avionics are finished), one choice might be the under-\$150 5-piece Weller 70-watt WE1010NA digital. It's packed with useful features, including a digital display for dialing in and locking the precise temperature (it heats up to 900 degrees F), has a standby mode and comes with common ETA-type toolless tips, sponge, a pencil-style molded grip and safety rest—pretty much everything you need. Don't forget a heat gun for shrink wrap.

- **Digital Multimeter:** No avionics toolbox is complete without a decent quality multimeter, and my go-to is the Fluke 107. It's compact, but not too compact to get lost in the shuffle of a busy job. What I like about the Fluke 107, besides quality, durability and accuracy, is that aside from voltage, resistance, continuity, frequency, duty cycle measuring, and capacitance, it measures current up to 10 amps. It has a backlit display and it comes with durable leads. It's reasonably priced at around \$110.



- **Crimping tool:** When it comes to the nitty gritty of building those harnesses, you'll need a good crimping tool and the long-time go-to is the eight-impression Daniels AF8, or Big Blue Crimper. It's not cheap at around \$400, plus turret heads, but there are over 1000 heads available to make it work with a variety of crimps and closed-barrel contacts.

- **Cutters:** My ancient Snap On diagonal dykes cutter is almost my favorite tool in the box. But careful with that precision Snap On cutting head and resist clipping tie wraps and other tough surfaces that can damage the tip.

- **Prefab Avionics Tool kit:** If you're serious about avionics work and frazzled by sourcing tools separately, Aircraft Spruce sells the Avionics Maintenance Kit. It comes with a 19-inch toolbox, a 13-piece Allen wrench set, an 8-inch needle nose pliers, diagonal cutters (extremely important), 6-piece screwdriver kit, Vise Grip pliers, safety wire pliers (don't forget the safety wire), a 5-piece mini screwdriver kit (which you'll definitely use at some point), a butane soldering iron and soldering paste, adjustable wrench, Cannon plug pliers, Apex bit holder, an inspection mirror, 5-piece pin extractor set, an automatic wire stripper, a D-sub closed barrel crimping tool, a pin insertion/extractor tool, two 6-inch forceps (straight and curved), a 20-amp multimeter, mini vamps, a ball peen hammer, a 7-piece nut driver set and a folding utility knife. I like that the Spruce kit has a variety of contact pin insertion/removal tools. These inexpensive tools (plastic body and metal tips) are absolutely necessary for extracting a broken pin or for removing or moving a mis-installed pin in the connector. The tools are color coded based on the gauge of the pins they work with, either high-density or low-density pins.



Last, if you have the opportunity, spend some time on an avionics shop floor. You'll get even more ideas to stock your avionics tool box—and work area—like the pros.