



EAA Chapter 166

Hartford, Connecticut

May 2022



NEXT MEETING

May 21,
2022, 10:00am

in Hangar 1

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
Brenda Rossignol
(860)462-9264
nbrossignol@comcast.net

NEWSLETTER EDITOR
Ashley Anglisano
aranglisano@gmail.com

PRESIDENT'S MESSAGE

by Steve Socolosky

Hi Everyone!

We had a great turnout at last month's meeting which turned into a WINGS-credit FAA Safety Seminar presentation by John Silverberg on seaplane operations and sailplanes. John shared valuable insight from his experiences in an engaging presentation! Thank you John!

Because we had such interest, we decided to cancel our meeting and only hold the safety seminar. Therefore, our newsletter this month will be brief. Please join us at our next meeting, THIS SATURDAY, May 21, at 10:00 AM in Hangar 1, which is happening a week earlier due to Memorial Day! We will be celebrating our Ray Scholar, Cheyenne Fuoco, who has earned her Private Pilot Certificate!!!

International Young Eagles Day is Saturday, June 11th, and we're expecting many Young Eagles who will be excited to fly! Please let us know if you can help either on the ground or in the air! Our flyer is in this newsletter!

I hope to see you all there!!!

BLUE SKIES!

Steve



Reminder! Did you fly an interesting route this past month? Land for a good \$100 hamburger? 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 monthly newsletter column, Member Activity!



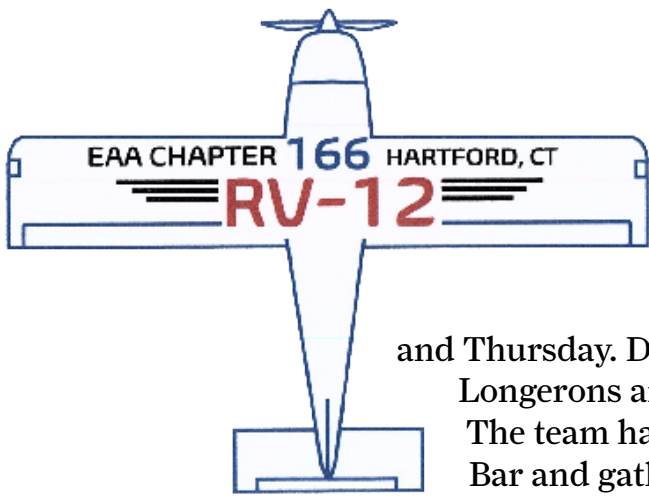
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EAA I66 RV-12 BUILD UPDATE

The RV-12 build team now meets regularly on Tuesday and Thursday. During the past month, the team has formed the Longerons and matched drilled them to the Canopy Desk Template. The team has also completed initial assembly of the Fuselage Roll Bar and gathered all parts needed for the next assembly section (Section 24). They also began fitting the Baggage Bulkhead Panels to the Tailcone.

Over the next few weeks, we plan to match drill the Fuselage Side Skins to the Longeron and rivet in place, install the Vent Doors, Lower Cowl Hinges, and Roll Bar Assembly. If you wish to help, please contact Rick Montero (rick.montero@sbcglobal.net) or Steve Socolosky (soco7a@aol.com).



Lauryn Santino (R) and Ron Jones (L) match drilling the canopy desk to the longeron. Photo credit: S. Oakley



Manu Ramesh (L) and Steve Oakly (R) after fitting the right Longeron to the Fuselage. Photo credit: R. Montero



Ludwig Johanning checking the fit of the Baggage Bulkhead Panels to the Tailcone. Photo credit: S. Oakley



Van's RV-12 Build Session: Bent Metal
73 views • Apr 29, 2022

Click the player above to watch the latest Build Session video recap.



Member Ashley Anglisano flew over The Rocky Mountains while on an airliner en route to SLC for a week in Utah.

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

Garmin's Virtual Training

by Larry Anglisano

The struggle is real. The avionics you bought for your kit (especially an IFR GPS) seemed like a good idea until you actually attempted to navigate the maze of menus and softkeys in the heat of inflight workload. Garmin attempts to tame that dragon with its instructor-led eLearning programs. A few years ago I went out to Garmin's Olathe, Kansas, training center and completed one of its multiday retrofit avionics pilot training courses. And shortly before that, I took the G1000 pilot and also the maintenance course. All were favorable experiences, and I left exhausted and more savvy than when I arrived. So when COVID-19 put the brakes on any in-person learning, I was anxious to see how Garmin's latest virtual pilot training compared. As expected, it was like drinking from a fire hose, and covered a lot in a short amount of time, just like the in-person training did.

During the pandemic, Garmin adapted to the virtual world and created a variety of training opportunities, both professional instructor-led and eLearning courses. The latter are ones that pilots can take on their own, while the live instructor-led interactive courses are taught over the GoToMeeting platform. The good part about virtual training is you don't spend money on travel, or have multiple days away from work, although don't plan on doing anything but the training on the day you're scheduled. It occupies the entire day, and you will interact with the instructors. That means no sleeping, and you better have a solid internet connection. It's easy to fall out of the discussion if you miss even a few minutes. You follow along, with fingers pushing the buttons on either Garmin's GTN Xi trainer (the focus of my course) for Apple, or the PC trainer, which has more features and is what the instructors are essentially leading with. I don't have a PC, so I used the trainer app on my iPad. One prerequisite for my class was completing (ahead of time) the GTN Essentials eLearning course, included in the price of the live course.

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For sure, the instructor-led courses are highly structured, but flexible to accommodate off-curriculum questions. Just like in person, you'll learn something from other classmates, simply by hearing about how and where they operate. David Klein—my classmate who flies a Piper Malibu out of California—and I were resourceful for one another, feeding off each other's questions and experiences. There's also a strong focus on scenario-based training, simulating segments of various procedures and at the end of the course, flying an entire trip on the simulator, while the instructor offered tips on how to reduce workload by making the equipment do what you want it to do, based on ATC and aircraft demands, with the least amount of menu-surfing and key presses.

The courses are led by active flight instructors (Garmin employees) who have a good working knowledge of the latest and early-gen system software, interfaceability and importantly, understand how pilots will use the equipment in the real world. Most instructors worked in Garmin's aviation product support group—often answering calls from frustrated owners that just spent big on new Garmin gear, and now struggle with a steep learning curve. They also work trade shows and hear about all the things owners want Garmin to tweak or add into the feature set. Yes, these folks are thick skinned. My instructors—Matt Clark and Paul Youmans—split the session, and each was well prepared and patient.

I completed the \$625 GTN and Flight Display course, which combines the navigator interface with Garmin's retrofit displays. There's also a course on ship's weather radar, plus another on the G1000/G1000 NXi. Garmin also has no-cost monthly one-hour webinars that are worth the effort.



EAA Chapter 166 Presents...



KIDS (8-17 yrs.) FLY FREE!

(Must be accompanied by parent/guardian)

Young Eagles Rally at Brainard Airport!

Please send your name and number of Young Eagles you'd like to nominate to:
EAAChapter166@gmail.com

WHAT: *Fly in a real aircraft! See a real airplane under construction!*

Learn how to become a pilot! Learn about careers in aviation!



WHERE: *Brainard Airport, Lindbergh Dr., Hartford, CT at Hangar 2 (H2)*

WHEN: *SATURDAY, JUNE 11, 2022 FROM 10:00 AM – 3:00 PM*

RAIN DATE: SUNDAY, JUNE 12, 2022

Sponsored by [EAA Hartford Chapter 166](https://www.EAA166.org) [EAA166.org](https://www.EAA166.org)