



EAA Chapter 166

Hartford, Connecticut

July 2022



NEXT MEETING

**August 21,
2022, 10:00am**

in Steve's Hangar

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PRESIDENT'S MESSAGE

by Steve Socolosky

Hello to all our EAA 166 Members!

Oshkosh is just around the corner and summer is in full swing! Aviation is booming (maybe too much, especially if you've had a commercial flight cancelled lately!) and especially General Aviation!

We have some announcements! We're issuing an abbreviated newsletter this month, even though we will NOT be having a Chapter meeting in July.

Please check out Rick Montero's update on our RV-12! It's looking more like an airplane these days!

Our Ray Scholar recipient, Will Coates, has been officially approved by EAA and we'll be receiving the first disbursement in a few weeks!

We'll be hosting/educating aerospace campers from the New England Air Museum on a few Fridays this month and in August, in H2 where the campers will use clecos and a few other tools to learn about building aircraft.

My son and I drove to Millinocket, Maine last week to take our first floatplane ride into Igor Sikorsky's grandson's camp about 50 miles north into the northern Maine woods! WOW! Flyin', fishin', eatin' and sleepin'! What else is there? Igor III gave a two-night presentation on his grandfather, the person, the engineer and the aviator. Floatplanes are VERY COOL! Our newsletter editor, Ashley Anglisano logged her very first hour in a 180 on floats!

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NO MEETING IN JULY!**



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PRESIDENT'S MESSAGE

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We have a very special guest speaker for our August meeting! Greg Lachenmayer, who is one of three KMax test pilots for Kaman Air Vehicles, will enlighten us with his experiences flying the very cool and unique helicopter pick up truck!

Safe travels to all those heading to Oshkosh! I'm sure there will be many stories to share at our next meeting!

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I hope to see you all soon!
BLUE SKIES!
Steve



Igor Sikorsky's grandson and Steve on Munsungan Lake



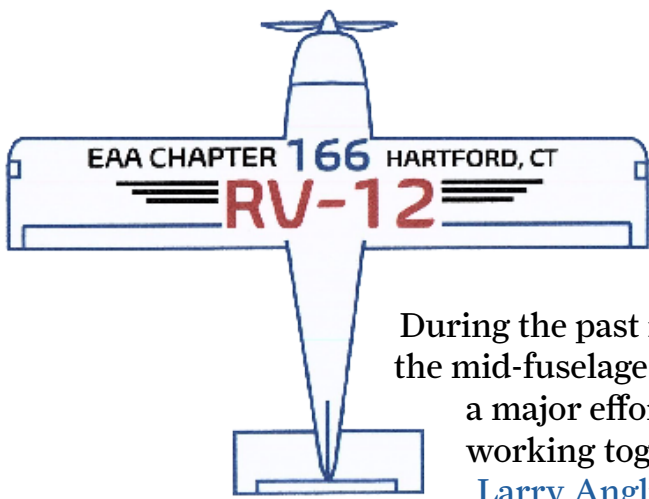
Igor's 172 ready to fly!



Igor getting a fire going for the evening



4:30am: Steve and his son Joe going fishin'!



EAA 166 RV-12 BUILD UPDATE

During the past month, the team achieved a major milestone, we joined the mid-fuselage to the tailcone! Joining the fuselage and tailcone was a major effort that took the help of several of our team members working together to get the skins interlaced correctly.

[Larry Anglisano was present during the event to record it.](#)

Since the fuselage and tailcone were joined a couple of weeks ago, the team has mounted and riveted the aft window skins and begun the process of mounting the aft window. This is an iterative process that requires repetitively fitting and trimming the plexiglass window until it is in the correct position relative to the roll bar. Once it is trimmed to fit, the window then needs to be drilled and bolted to the roll bar and window side skins.

Over the next few weeks, we will fit and install the aft window, seats and rudder pedals. If you wish to help, please contact Rick Montero (rick.montero@sbcglobal.net) or Steve Socolosky (soco7a@aol.com).



Click the video to watch the latest EAA 166 RV-12 video build update. The video details mating the tail cone section with the fuselage. Rick Montero and Larry Anglisano talk about the steps required to make the RV-12 look like an airplane.

The RV-12 with the aft window in position. The window has a protective film on it that makes it appear fogged.

Photo Credit: R. Montero.





Jay Srivastava, one of the original RV-12 Student Builders as an 8th grader, stopped by the build to visit the RV-12, on July 12! Jay and his 8th grade peers are responsible for completing about one third of the tail cone, including the end plate, before the school abandoned the RV-12. Jay and his father also helped move the RV-12 when EAA 166 became its new owner. Jay will soon be going off to college to pursue a degree in Mechanical Engineering in Houston, TX. Jay graduated last month from Loomis-Chaffee and was the former Cadet Commander of Civil Air Patrol, based at Brainard Airport. Jay also testified at the public hearing against the bill to attempt to close Brainard, earlier this year. Thank you for all your efforts Jay, and the best of luck with college!

The build team after the fuselage was joined to the tailcone.
Photo Credit: Larry Anglisano.



Builder's Tip of the Month: Survey The Avionics Early

by Larry Anglisano

As we covered in the latest build video, some major stages of a project can limit future access to areas of the airframe that may be difficult, if not impossible, for some avionics installations that come later in the build. This includes antennas and harnesses, plus remote sensors like magnetometers and ADAHRS units that are integral to Garmin, Dynon and other integrated avionics systems.

Review the plans carefully for the precise placement of the avionics before closing up tail sections, wings and other major areas of the airframe. In the case of the chapter's RV-12 project, Van's Aircraft smartly made provisions for the installation hardware used to accommodate both Garmin and Dynon components. This includes the Garmin

GMU 11 magnetometer that hangs from a bracket in the forward section of the tail. Moreover, don't deviate from the plans when it comes to placement of these critical components. In the case of the magnetometer, which handles the heading resolutions for the G3X Touch system, it's susceptible to RF and magnetic interference and deviating from a specified mounting location will likely open a can of troubleshooting worms later on.

If there are harnesses that you ran through the airframe (maybe for servo motors and lights), now is a good time for continuity tests and make sure there aren't any shorts in the wiring. It's easy to inadvertently damage a wire working with the surrounding structure. That'll be tough to fix when you can't gain access to that area of the airframe when it's riveted closed.

