



EAA Chapter 166

Hartford, Connecticut

August 2022



NEXT MEETING

**August 27,
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 2022 has come and gone and along with all the stories and experiences, we have much more to share later in this newsletter, and with each other at our next meeting! Please check out all the happenings below! A few are listed here, but there's more with pictures!

-Our Chapter 166 was recognized with a plaque, for continually flying Young Eagles since the program began in 1992 – 30 years! [Check out Ashley's video from Oshkosh!](#)

-[Larry Anglisano's latest video](#) of Rick Montero's update on our RV-12! It's looking more like an airplane these days!

- John Baleshiski has been equipping the offices in our meeting room where he will begin producing videos promoting EAA 166 and Brainard Airport as part of a Community Channel.

-John Baleshiski and I hosted/educated aerospace campers from the New England Air Museum on five Fridays this month and last, in H2 where the campers used clecos and a few other tools to learn about building aircraft! They also learned about EAA 166 and Young Eagles!

-Girls in Aviation Day on September 24th, when we will showcase our RV-12 to promote aviation to young girls, thanks to Women in Aviation International CT Chapter President and EAA 166 Member, Mickey Perez!

-[The Simsbury Fly-In](#) is Sunday, September 25.

-We will set the date for our fall Young Eagles Rally (early October) at our next meeting. We hope to have it the same weekend when there will be a fly-in camping which Lindsey has been approved for! We'll discuss this at our meeting.

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PRESIDENT'S MESSAGE

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Finally, 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!

NEXT MEETING: SAT., AUG 27, 10:00 AM at my hangar!

I hope to see you all soon!

BLUE SKIES!

Steve



EAA 166 Member and competitive aerobatic pilot, Chris Meyer, passed his Certificated Flight Instructor (CFI) checkride on August 12, learning through Premier Flight Center! Congratulations Chris!



EAA 166 Members, Alyssa Celone, Bill Barry and Bob Stangerone (and a few Storm Troopers), promote Young Eagles at the New England Air Museum's SPACE EXPO, Saturday, August 20th!



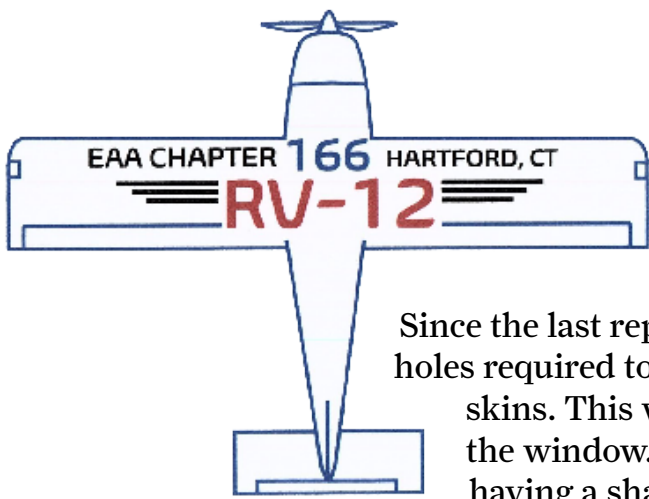
Our Ray Scholar recipient, Will Coates, has been officially approved by EAA and has received the first disbursement of the Ray Scholarship!



"Fly Boy Dave" Armando generously donated Young Eagles signs to direct people to our Rally location at Hangar 2. "Thanks, Dave!"



John Baleshiski and Steve flying down the Hudson River at 900' to see the Statue of Liberty up close and personal! Yes! We can do this! It's called the New York City Special Flight Rules Area or NYC SFRA.



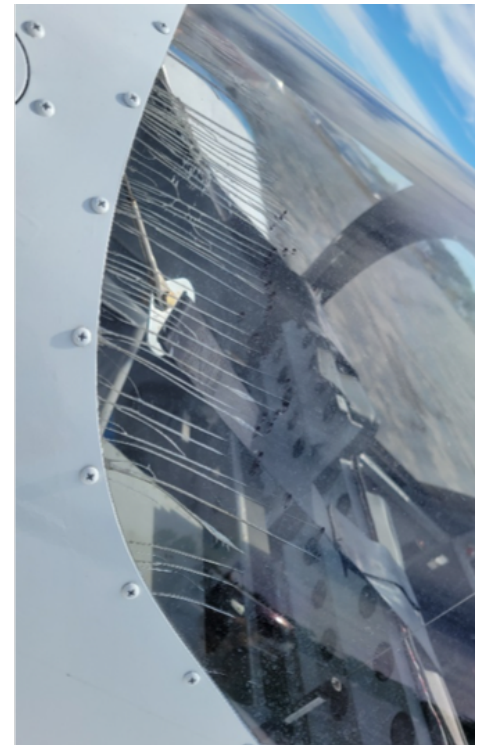
EAA I66 RV-12 BUILD UPDATE

Since the last report, the build team has matched drilled and tapped the holes required to attach the aft window to the roll bar and turtle deck skins. This was a delicate operation because of the risk of cracking the window. Drilling the window required use special drill bits having a sharp and pointed tip. The holes attaching the window to the roll bar required three steps: 1. Drill through the plexiglass

with the special bit, stop once through the plexiglass; 2. Switch bits to a normal #40 bit to drill into the roll bar; 3. Then tap the plexiglass and roll bar holes with a 6-32 tap in one continuous operation. All drilling and tapping were completed successfully. It helped that we performed these steps during some of the hottest days of the year. Plexiglass drilling and tapping must be done in a warm environment, the warmer, the better.

On a recent flight down the Hudson SFRA, Rick and his daughter Cristina stopped at Poughkeepsie for a late breakfast. While there, they saw an RV-12 parked on the ramp (see photo right). This RV-12 had a severely cracked aft window. The cracks appeared to be coming from the rear attachment screw holes. Cracks were also observed around the attachment holes to the roll bar. This emphasized the importance of using extreme care and following the aft window installation directions very carefully.

In addition to the work on the aft window, the team also completed assembly of the seat backs and started assembly of the rudder pedals. Work on the rudder pedals will continue over the next few build sessions. 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. In this build VLOG, EAA 166 members Larry Anglisano and Rick Montero discuss what it takes to fit and install the rear window, plus the set-up and installation of the rudder pedals and toe brakes.



(L to R) Logan, Will, Steve, and Ryan working aft window install.



(L to R) Logan, Seth, Will, Ron, Ryan, and Steve after completing aft window install.



(L to R) Logan, Seth, and Ron assembling one of the seat backs.

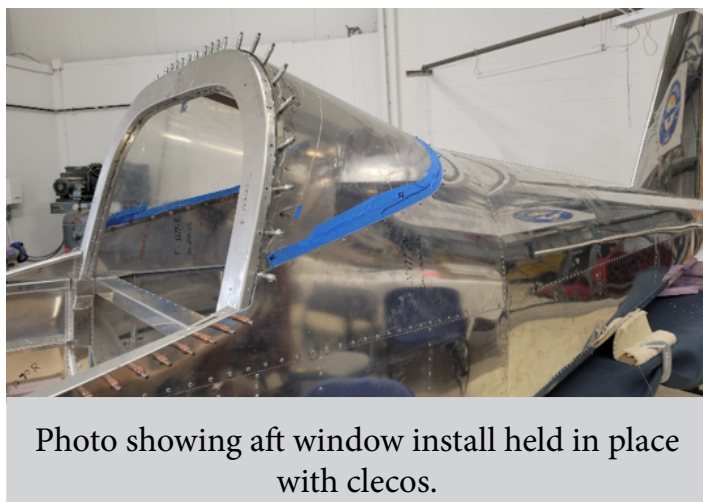


Photo showing aft window install held in place with clecos.

All photos courtesy Rick Montero

EAA 166 Recognized at AirVenture 2022



EAA Chapter 166 was recognized at AirVenture 2022 in Oshkosh for their participation in the Young Eagles program every year since since 1992. Out of nearly one thousand chapters, only 102 can claim their membership has supported the program for thirty consecutive years. Click the video above to watch a special message from David Leiting on behalf of EAA National to EAA 166.

AirVenture Oshkosh Diary: Numb to supply chain woes

by Larry Anglisano



Back from the big show at Oshkosh—where the big news was the Van's RV-15, the Daher Kodiak 900 and the passing of Tom Poberezny on opening day—I've come to the realization that the supply chain problem, while frustrating, is simply a new way of life. And it's this new normal that has, according to vendors and buyers I talked with at the show, turned impatient screaming consumers into patient ones. Or maybe everyone is just numb to the problem. Things aren't getting better.

Still shocked that it can take months to get an oil filter for your Lycoming, 10 weeks to get a Bose headset or six-plus months to get a Garmin or Dynon avionics package for your build project? Forget everything you know about sourcing stuff in a normal world and go to plan B—which means planning maintenance, accessories and consumables purchases much farther in advance. You're simply setting yourself up for disappointment if you expect to get these things quickly and cheaply. And pony up because price increases are widespread. But companies aren't sitting on their hands.

Talking to vendors, it's clear that the ones worth buying from are critically aware of the problem and are being forced to change focus—even if it costs more money

that ultimately will get passed on to the buyer. This includes redesigning aging products with ones that have components that are easier to source, relying less on outside vendors by making stuff on their own and buying up more components when they can get their hands on them. As a result, I suspect we'll see more new products in the coming year, especially in the avionics market that relies so heavily on small critical electronic parts and displays.

All things considered, AirVenture 2022—with a huge crowd of nearly 700,000 attendees—made a good showing, if not proving that buyers need to be more patient, resourceful and savvy than ever. Click the video (right) for more on the supply chain, with a report from the show I did with KITPLANES Magazine editor Marc Cook.



AirVenture 2022 in photos

by Ashley Anglisano

