



EAA Chapter 166

Hartford, Connecticut

January 2023



NEXT MEETING

**January 28,
2023, 10:00am**

**at the New England
Air Museum**

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PRESIDENT'S MESSAGE

by Steve Socolosky

Hi Everyone and welcome to a new year of AVIATION with EAA 166!

How about starting the new year with our first EAA 166 Chapter meeting at the New England Air Museum on Saturday, January 28, 2023 at 10:00 AM? Our guest speaker will be Stephanie Abrams, NEAM's Director, who will explain all the great new happenings at the Museum! After our meeting, please feel free to browse the Museum (with your paid admission, unless you're a Museum Member – if not, you can join at the front desk!).

DUES ARE DUE! Please take the time to pay your dues! [Please click HERE for our Membership form](#) and please send in your form to our Treasurer Brenda, even if you are renewing your Membership. Thank you!

Please join us for our first meeting of the year and share in the Spirit of Aviation and some unique and fascinating aviation history at the New England Air Museum!

What else? I don't know, but if you have an idea, please let us know! The sky is NOT the limit for EAA Chapter 166!

See you at the New England Air Museum!

BLUE SKIES
Steve



EAA Chapter 166



EAA 166



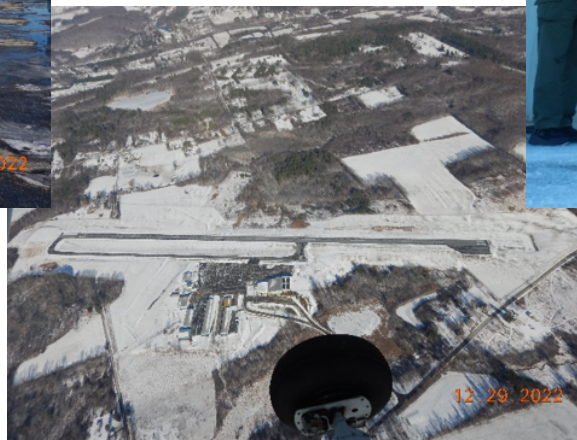
@EAA166

EAA 166 Student Members on a Fly-Out!

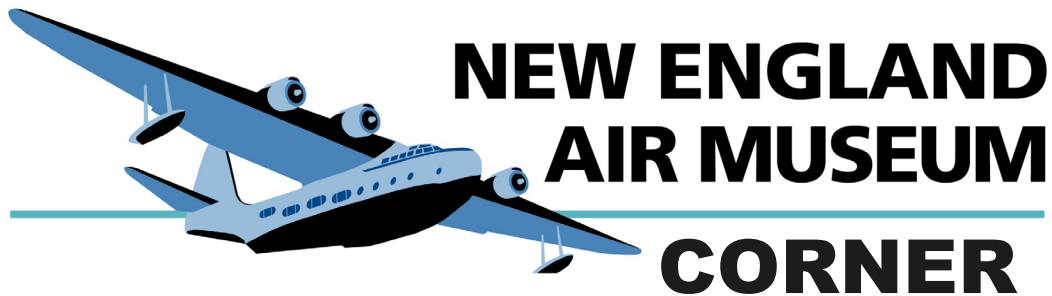
Student Members (and future Pilots), Logan, Parker, Sean and Will, went flying with Steve Oakley, Rick Montero, Bob Pulford and Steve Socolosky! First stop, The White Cloud Diner for a rousing breakfast at Orange Municipal Airport (KORE)! Mmmmmm, delicious! The view over the Quabbin Reservoir was spectacular!



Next, to burn off that tasty breakfast, we flew to Bennington, VT and William H. Morse State Airport (KDDH), where we found snow, but no food!



Finally, our last stop, as we were getting hungry again after all that flying, we landed at Westfield-Barnes Airport (KBAF), in Westfield, MA, for a scrumptious lunch at the Tabiko Sushi Restaurant! No F-15s in the air, though!

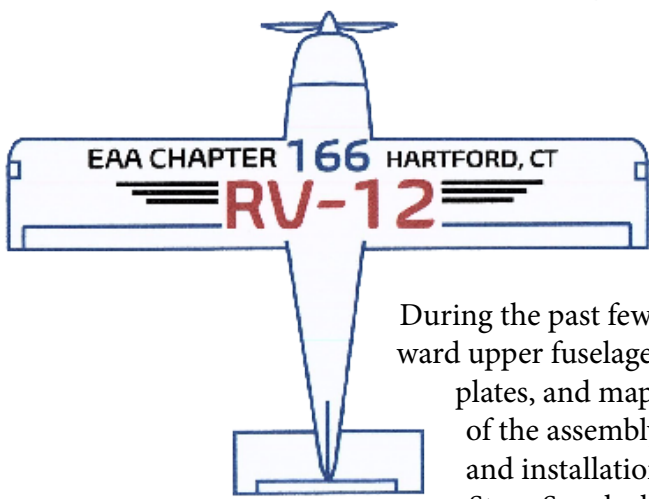


Click the photo below to view the New England Air Museum's upcoming programs and events!

UPCOMING PROGRAMS

EXPLORE THE SKIES!

New England Air Museum is home to an ever changing roster of events – ranging in focus from children, to students and adults. Please explore our featured upcoming events below or use the calendar at the bottom of this page to see all events!



EAA 166 RV-12 BUILD UPDATE

During the past few weeks, the RV-12 Build Team completed installation of the forward upper fuselage skin, battery box, left, center and right instrument panel face-plates, and map box. This completes the assembly steps described in section 29A of the assembly drawings. Also completed within the past week was fabrication and installation of the ground adjustable rudder trim tab. This task completed by Steve Socolosky. Thank you, Steve!

The next few assembly sections (#30 - 32) outline the installation of the wings, wiring harness, and control linkages. However, before the team starts these tasks, we will perform a Service Bulletin Repair (SB-00040) to reinforce the landing gear beam. This SB applies to the original models of the RV-12 and is recommended for aircraft used in training or landing on unimproved surfaces. Some RV-12 owners have reported rivets breaking and cracks forming between the fuselage skin and the landing gear beam following repeated hard landings. The our build team opted to install this reinforcement upgrade now because the landing gear beam is readily accessible. This upgrade involves the installation of reinforcing plates, bolts and numerous additional rivets. Progress photos of the installation of this SB upgrade will be provided in future updates.



Photo showing Mitch Rathbone, Seth Verratto, and Ron Jones installing the upper fuselage skin.
Photo Credit: Rick Montero



Photo showing side view of upper forward fuselage installed.
Photo Credit: Rick Montero

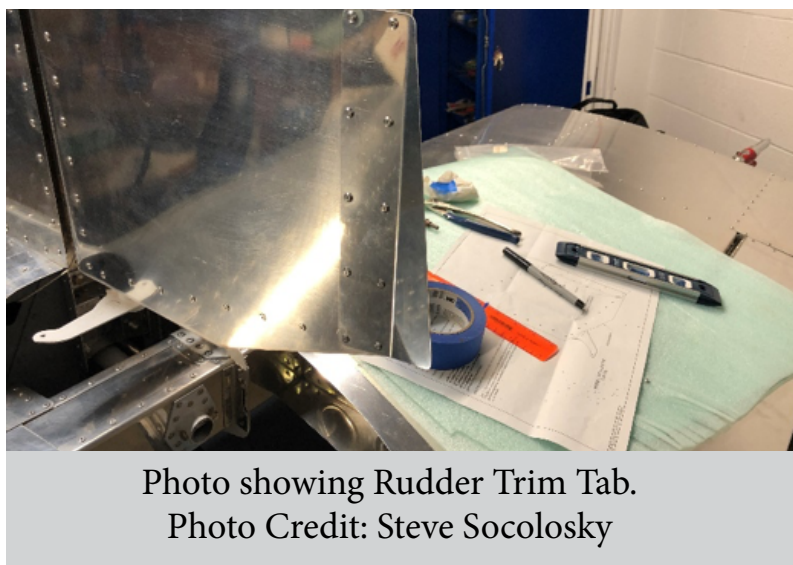


Photo showing Rudder Trim Tab.
Photo Credit: Steve Socolosky

Crash-Proofing the Cabin

REALITY CHECK

by Larry Anglisano

If you think your cabin is crashworthy, think again. For years, I thought little about the issue, other than snugging the seat belt during the takeoff roll and instructing passengers how to operate the cabin door and emergency windows. And then I was in a crash. A controlled one, that is, after engine failure and a not-so-gentle touchdown in a dense cornfield that flipped the airplane tail over nose. While I learned a lot about the effectiveness of shoulder restraints, what I learned the most was how vulnerable to injury cabin occupants are to unsecured items. The stuff we generally take along on every flight including flashlights, headsets, bottles of water, pens, phones, fire extinguishers—and of course, iPads and portable GPS units—become dangerous projectiles. Snug these items down and don't for a second trust that the iPad you have suction-cup-mounted to the windscreen or side window will stay in place during a crash. It likely won't.

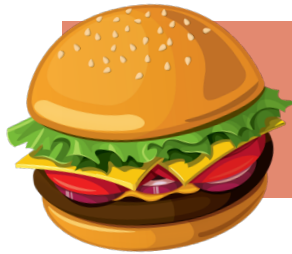
And even if the mount is secure, consider the flail zone. During a crash, the flail zone is the volume of space that surrounds the flailing body. Think of the videos you've seen of crash test dummies and how the head and extremities of the dummy jerk forward and aft during impact. The flail envelope varies, depending on body size and the type of restraint system, but engineers consider the flail envelope when designing aircraft interiors (Cirrus is among the best, in my estimation). You should take a similar approach when loading your equipment in the cabin. An off-airport landing can be violent. My flailing head sent the headset, ballcap and sunglasses into the windshield and then catapulting to the very rear of the cabin. I was lucky my Bose headset came off.

A passenger who survived a crash in a Kitfox recently sent me a letter (and some gnarly images) describing how the Bose A20 he was wearing essentially sliced his noggin in half, requiring two surgeries to reconstruct. His point was a good one: What testing does Bose conduct on its headsets when it comes to crashworthiness? After all, the A20, like some other headsets, is TSO certified. There have to be some crashworthiness considerations,



no? Turns out there aren't. Bose told me that the TSO only covers drop testing and not crashworthiness and its headsets aren't designed to be a protecting impact barrier. The guy in the Kitfox wreck told me it was the sharp edge of the Bose's titanium headband that sliced his head when it flailed into the side window.

Aside from securing all loose objects, the moral of the story is try and remove anything from your head (and advise passengers of the same)—headsets and eyeglasses—before impact. Designing your own instrument panel layout? Think in terms of crashworthiness and substitute rocker switches for blunt toggle switches and avoid placing switches where your head might impact them in a crash. It's worth the effort.



FLY BOY'S FOOD FLIGHTS

from Dave Armando



Lawrence, MA - LMW Dominic's Diner. **Good

Large chunks of Corned Beef in the Hash & Omelets (Breakfast only on Sundays)

Mansfield, MA - 1B9 Hanger 12 Rest. ***Excellent

Best Avocado toast, enormous French toast, and the bacon! thick & local

Plum Island, MA - 2B2 (2 miles to town) taxi 978-465-5107, -2333 ** very good.

Tuscan seaside grill *** Lobster ravioli is great, colossal shrimp cocktail. Vera Italian

Tuscan Seaside Grill - *** Lobster ravioli is great, colossal shrimp cocktail

Plymouth, MA - kPYM

Plane Jane's Rest - ** Good burgers, Fries. A lot of spectators

Southbridge, MA - 3B0 Josh's Place - ** Great new breakfast and lunch stop!

Hops on the Hill (Helo's only) So. Glastonbury **

Good selection of beers for passengers. Great food truck selection - Lobster rolls to BBQ

Newport - kUUU

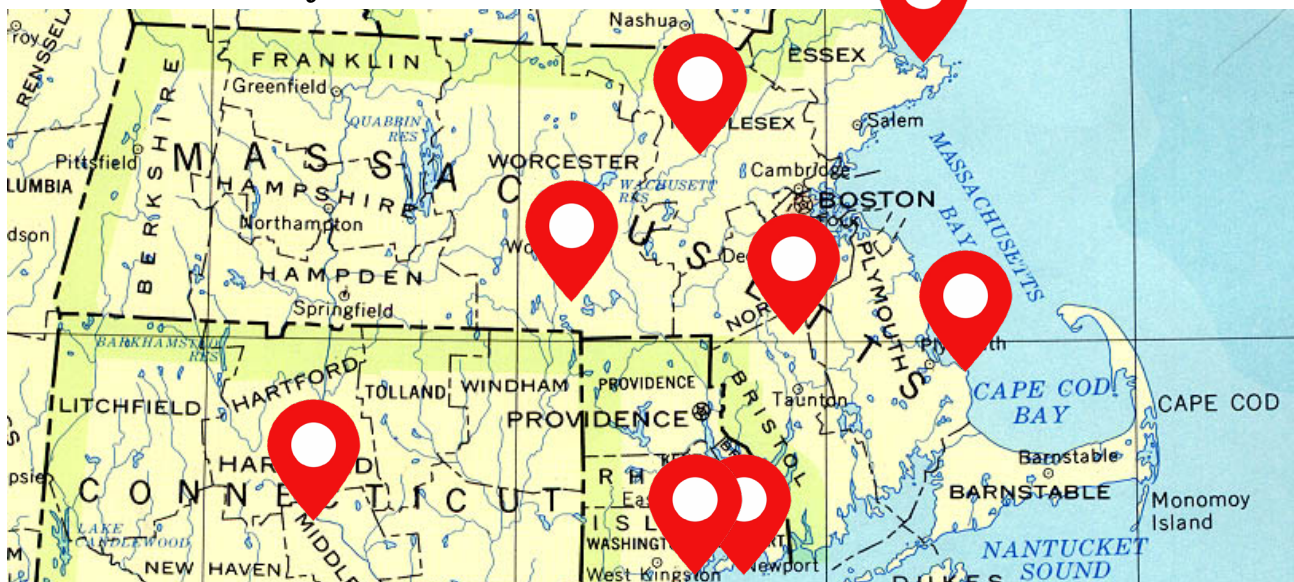
Brick alley pub ** - good everything

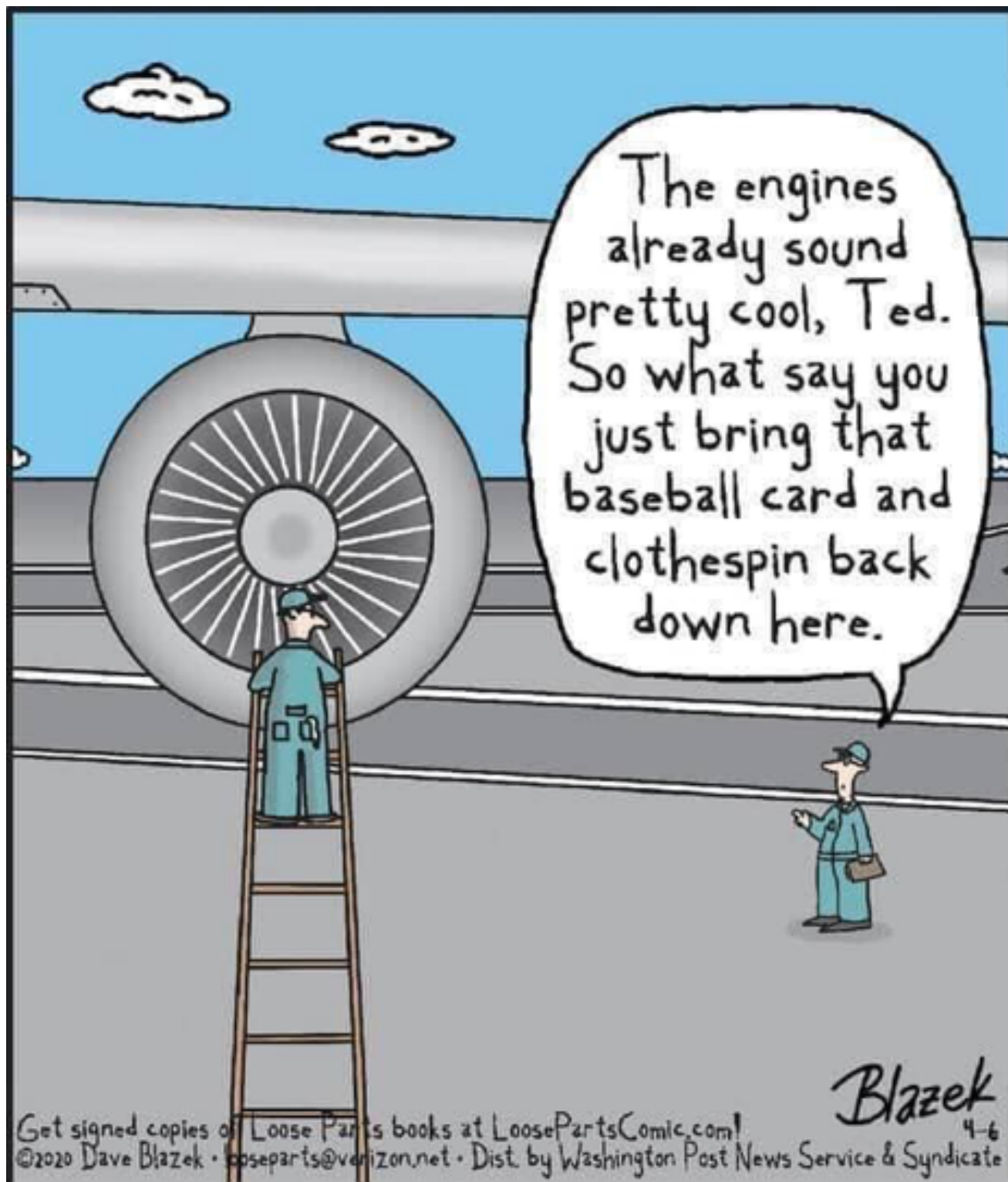
Jonny's Rest **.5 - very good place (Middletown close to 1st. beach past Flo's)

Minute Man - 6B6 - Nancy's ** Good but limited menu - full bar

Hampton Field -7B3 Café ** well rounded menu. Very cool décor

Northwood Brewery - 31NH Great food / lobster roll





The engines
already sound
pretty cool, Ted.
So what say you
just bring that
baseball card and
clothespin back
down here.

Blazek 4-6

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