



EAA Chapter 166

Hartford, Connecticut

March 2023



NEXT MEETING

**March 25,
2023, 10:00am**

**in the EAA166 meeting
room in H1**

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PRESIDENT'S MESSAGE

by Steve Socolosky

Hello to all our EAA 166 Members and Friends!

Happy Spring . . . almost . . . still? March, being in fine form, never seems to disappoint in terms of few and far between pleasurable flying moments! At least we have more daylight to find those moments in March! How bad do you want to fly?

We were awarded our FOURTH Ray Aviation Scholarship and are now in the process of selecting our recipient! We already have some candidates and are expediting our process in order to get our recipient going as soon as possible. This year's scholarship is worth \$11,000.00! Inflation!

Please read on to see our RV-12 update by our RV-12 Build Team Leader, Rick Montero! Club formation is well underway, too!

We were at the New England Air Museum for their Women Take Flight event, promoting Young Eagles! We hope to hold a Young Eagles Rally on Saturday, April 22. Please let our Young Eagles Coordinator, Manu Ramesh, know if you can help. md.ramesh@gmail.com Thank you!

We will be meeting this month, Saturday, March 25, at 10:00 AM, upstairs in our usual EAA 166 meeting room in H1 at Brainard Airpoprt. I will be unable to attend our meeting this month and our Vice President, John Baleshiski will have the honors. Thank you, John!

Enjoy the meeting!
BLUE SKIES!
Steve

Click [here](#) to read the minutes
from the February meeting.



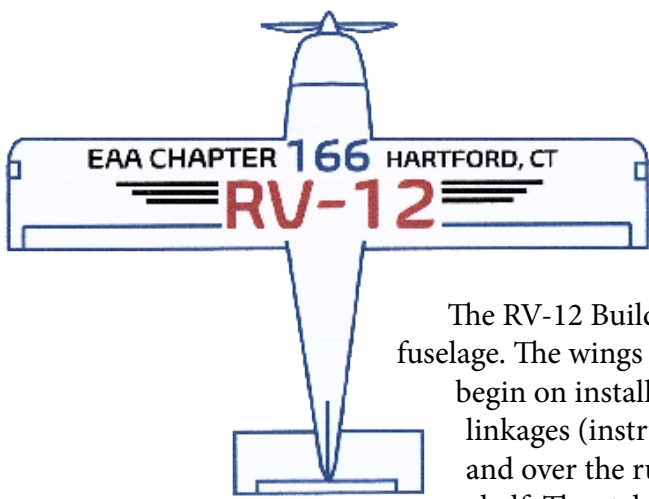
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EAA 166 RV-12 BUILD UPDATE

The RV-12 Build Team completed grinding the gap between the right wing and the fuselage. The wings have now been removed and stored in their carrier so work can begin on installation of the wiring harness (instruction section 31) and the control linkages (instruction section 32). The team has run the wiring harness behind and over the rudder pedal connecting tube and up through the instrument panel shelf. The stabilator trim motor cable has also been run from the tail cone to the top of the instrument panel shelf. Larry Anglisano found some very nice-looking

faux leather bicycle grips for the control sticks. The control stick grips, wiring, and push to talk buttons were installed. The control sticks are now ready to install in the fuselage.

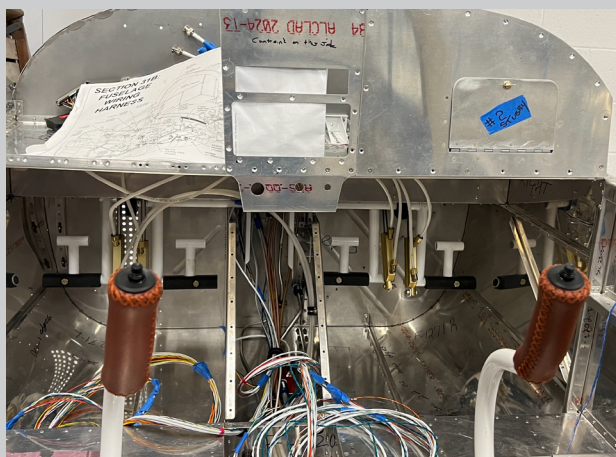
In addition, the brake fluid reservoir was installed and torqued, and the rudder pedal brake lines attached to the reservoir. A leak check was performed on the fuel lines which revealed a leak in the system which the team will need to identify and repair. It is most likely a loose fitting that needs tightening.

In addition to the work on the airframe, Steve Socoloski and Linc Turcotte inspected the Rotax Engine. Linc said the engine cylinders looked pristine. The inspection was done over concern the engine has been in storage for five years. The team wanted to make sure no corrosion damage had occurred. Rick Montero has purchased an engine preservation kit, which will be applied in the coming weeks. An order for the Garmin G3X Avionics Kit has also been ordered. Lead time for delivery is estimated to be 6 to 8 weeks.

During the next few weeks, the team will complete installation of the wiring harness and the control linkages.

Rick Montero

EAA166 RV-12 Build Team Leader



Watch the two latest RV-12 build update by clicking the video below.



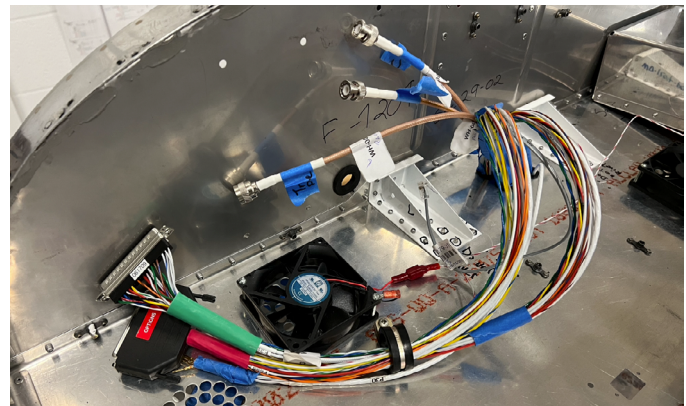
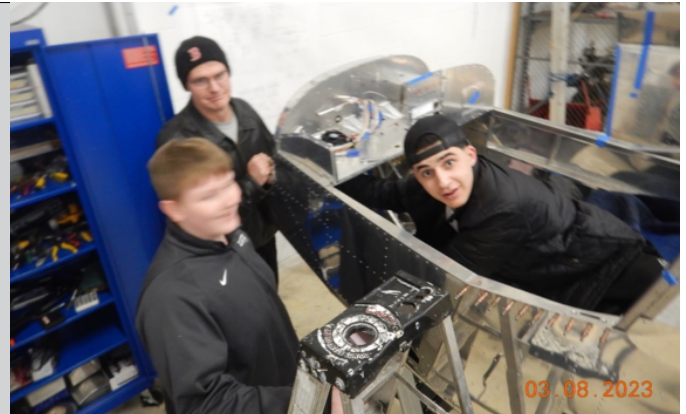
Got Grips?

The custom control stick grips and radio push-to-talk switches and wiring are installed.



Ed Semeneshen (left) teaching Jude Murphy (lower center) how to torque the bolts for the Brake Fluid Reservoir. Parker Glaude (upper center) is removing residual RTV sealant while Steve Oakley (far right) is installing the wiring harness,
Photo Credit: Rick Montero

Logan Vidal (right) connecting the brake lines to the Fluid Reservoir while Ryan (left) and Mike (center) Coughlin stabilize the fuselage.
Photo Credit: Steve Socolosky.



The Rotax 912 engine following cylinder inspection (left) and wiring in process (right).
Photo Credit: Rick Montero and Larry Anglisano.



The Wednesday night build crew.
From left to right are Logan Vidal, Ken Katz, Ryan and Mike Coughlin.
Photo Credit: Steve Socolosky.



Steve and Logan went helicopterin' with Flyboy Dave up to Orange Municipal Airport (ORE) and The White Cloud Diner! Pictured below is the view over the Quabbin Reservoir, and pictured right is Logan getting some stick time.



Bogdan Gutowski's CSA Schweitzer 1-34 glider tail gets painted. "Thank you Rick Montero!" -Bodgan



Dave Thompson and his wife Eleta visited Antarctica! Pictured above is an iceberg, and below is Dave and Eleta on a volcano rim.

Hand-Propping 101

by Larry Anglisano

SAFETY

One slip, and I'm gator breakfast. That was one thought as I found myself balancing on the water float of a J-3 Cub—little blade in hand—and pulling through the compression stroke on the first start of the day. Yeah, there's some risk. The good news is that airplanes originally designed for hand-propping are likely the safest, with at least some guidance in the airplane's flight manual on how you might get the engine to light off by hands without losing them. Easy, really, if you know what you're doing. Others—like big high-compression Jacobs and Continental big blocks—maybe a bad idea, and there are lots of YouTube clips and NTSB reports as evidence.

Like most things aviating, the FAA has guidance for hand-propping in its [Airplane Flying Handbook](#). Not all of it is practical, particularly that an engine shouldn't be hand-propped unless two people are available. You won't always have someone competent to occupy the controls while you pull. Or that hand-propping should be done only when "absolutely necessary." Well, for an old Cub, Luscombe and a ton of other electric starter-less airplanes, it's obviously necessary every time you wanna fly. But the FAA has some solid common-sense advice for doing it right, and the very basics are worth storing in your memory bank should you find yourself flinging a hot prop for whatever reasons.

Got chocks? In most cases you will and if you don't, secure the tail with a rope or chain. It may seem obvious, but I've seen pilots hand-prop little engines without chocks or ropes. It's a Flying Farmer routine waiting to happen. And careful where you're standing. Gravel, snow, ice and mud add to the risk of falling into the blades. When you are propping with the help of another person, get the phraseology right. The words Contact (mags On) and Switch Off (mags Off) are used because the two are significantly different. When it's noisy, using Contact and Switch Off are less likely to be misunderstood than Switch On and Switch Off.

And make the pull as easy and graceful as possible. With the mags initially off, of course, first position the descending propeller blade so it's parked slightly above horizontal and plan for the light-off. Controlling the direction of your body's CG immediately after the snap down on the prop is key, and of course you'll have to decide if you'll pull from the back or front side of the prop. Depends on the aircraft and the reach of the pilot. You might have seen old-timers use a leg to help kick their momentum away. This motion starts with one leg lifted and forward. As you pull the prop down, the leg swings back. There is also the two-handed side throw—which attempts to impart side momentum away from the prop. Whatever, just plan the finish so you're away from spinning blades.

There's also the hand's grip on the blade and the distance from the prop's hub. The further out you go, the more leverage; the closer in you go, the more speed you can impart with a single downstroke. Depends on body size and strength in relation to the aircraft/propeller size and the muscle needed to get it through the compression. I find that midway down the propeller blade is about right for my build and strength. For higher compression pulls, you'll be out further by the prop tip, and most pros will tell you to not wrap your fingertips around the blade's edge because when the blade snaps back in the opposite direction, you definitely don't want your fingertips taking the force.

Last, consider engine throttle position. Hand-propped airplanes that get away usually have aggressive throttle settings, and ones intended for hand-propping generally (when tuned right) will light off with the throttle at idle—hot or cold. No matter your reason for hand-propping, set four basic rules: Don't get hit by the prop, don't let the airplane get away, don't be careless ... and don't get hit by the prop.





From EAA National

EAA Announces Inaugural Learn to Fly Week – May 15 to 20

Aspiring aviators will have the opportunity to discover multiple pathways to becoming a pilot as EAA presents its inaugural Learn to Fly Week on May 15-20.

Beginning May 15th, expert flight instructors and representatives from various aviation organizations will present free, interactive webinars. These webinars will cover topics from starting flight training, saving time and money in flight training, preparing for the FAA written exam, to passing the checkride, and so much more. While the live showing of these presentations will be open to the public, the recordings will be archived for EAA members to view at their convenience.

Learn to Fly Week will conclude on Saturday, May 20, with Flying Start events hosted at chapters across the country. EAA's Flying Start program allows EAA chapters to welcome, encourage, and educate new aviation enthusiasts about the fun, freedom, and accessibility of personal aviation in their local area. Following a short presentation about learning to fly, attendees will be offered a free introductory Eagle Flight to experience the spirit of aviation firsthand.

“Becoming a pilot is a dream for many, but few know where to start their journey. Learn to Fly Week was created to help encourage aspiring pilots to take action and begin the pilot training process,” said David Leiting, EAA Eagles Program Manager. “Our goal is to show attendees how accessible achieving their dream actually is.” Leiting also added that inspiration from this event stemmed from packed forums at the Learn to Fly Center at EAA AirVenture Oshkosh 2022, as well as the success of other EAA virtual events like Homebuilders Week and Virtual Ultralight Days.

Combining the educational forums from the Learn to Fly Center and the connections and inspiration found at Flying Start events, EAA Learn to Fly Week is the latest effort in the ongoing effort to help aspiring pilots achieve their dream of flight.

Sporty's Pilot Shop is the presenting sponsor of Learn to Fly Week. Sporty's will be participating in multiple webinars and offering product discounts during the week.

Full webinar schedule and more details on Learn to Fly Week can be found at EAA.org/LTFWeek.





NEW ENGLAND AIR MUSEUM CORNER

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!

Women Take Flight event at the New England Air Museum, where EAA 166 again promoted Young Eagles!



Young Eagles Coordinator, Manu Ramesh, along with Brenda Rossignol and Steve Socolosky with NEAM's mean-looking B-25 in the background!



Civil War recon - nice horse!