



# EAA Chapter 166

Hartford, Connecticut

May 2023



## NEXT MEETING

May 20, 2023,  
10:00am

at Steve's Hangar

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## PRESIDENT'S MESSAGE

*by Steve Socolosky*

Hi Everyone!

Please take note that our May meeting is ONE WEEK EARLIER, due to Memorial Day weekend! We'll be meeting on Saturday, May 20th, at 10 AM, at my hangar, weather permitting.

International Young Eagles Day is Saturday, June 10th and we're hoping that we have great weather for our maximum effort to have as many Young Eagles as we can, experience the thrill of flight! Please let our Young Eagles Coordinator, Manu Ramesh, know if you can help that day. md.ramesh@gmail.com Thank you!

Will Coates, our Ray Scholar, is finally getting some good weather and recently completed his first cross country! Will is determined and continues to make progress! Keep it up, Will!

Rick Montero, our RV-12 lead, continues to report progress on our RV-12 project. Read on to find out more. Rick is also heading up the formation of the RV-12 Club, which will eventually own the RV-12.

Oshkosh anyone? I'm mentioning again, that EAA Headquarters has asked us to make two presentations at the Blue Barn during Oshkosh this year! They would like us to present about how we engage/inspire Youth in aviation as it relates to the Ray Scholars we've mentored, and as it relates to our Student Members who are helping build our RV-12! Please let me know if you would like to assist in creating our presentations!

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# PRESIDENT'S MESSAGE

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Our ANNUAL JUNE COOKOUT, next month!!!!

That's all for now! I hope to see you all at our next meeting on Saturday, May 20th, at 10:00 AM! Please keep an eye out for our MEETING LOCATION, since if it's nice out, we'll meet at my hangar!

BLUE SKIES!

Steve

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Larry and Steve were off early to the White Cloud at ORE in Orange, MA!



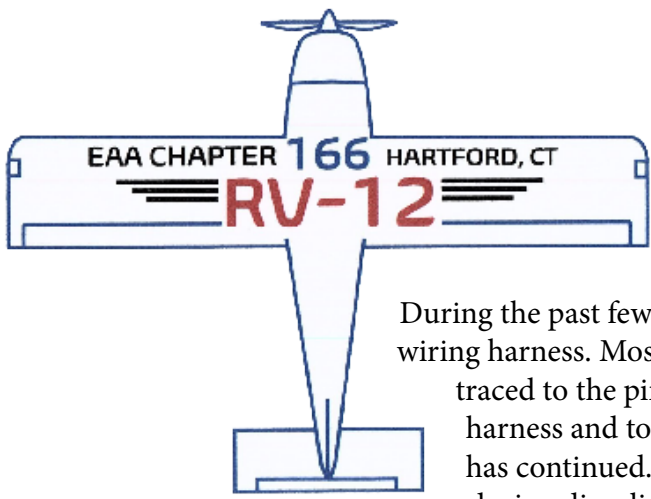
Those guys look hungry as they approach the Quabbin Reservoir!



The Quabbin!

Larry's holding on to those freshly-baked blueberry muffins!





# EAA 166 RV-12 BUILD UPDATE

During the past few weeks, the RV-12 Build Team has continued work to install the wiring harness. Most of the wires have been routed to their final position and each end traced to the pin in the harness connector. The team still needs to lace the wire harness and to strap it into position. Work on the wing landing light installation has continued. A few of the matched drilled holes in the wing were damaged during dimpling and some corrective work was required to stop drill cracks that were found in these mounting holes. The lens, the ribs that hold the light, the

Aero LED light, and wiring are ready to install. Work also began on the wing tip close out panels. The tabs for the right wing were bent to shape and the panel was test fit and clecoed into place. It will be riveted into place once the landing light installation is complete.

The team meets every Tuesday, Wednesday, and Thursday in Hangar 2 at 6:00 p.m. If you wish to join the build team, please contact me at [rick.montero@sbcglobal.net](mailto:rick.montero@sbcglobal.net).

Rick Montero  
EAA166 RV-12 Build Team Leader



Ron Jones bending tabs on the wing tip closeout plan.  
Photo credit: Rick Montero



Noah Foster (L) and Seth Varroto (R) attaching the wing tip close out panel to the right wing.  
Photo Credit: Rick Montero.

# VFR Into IMC Wrecks: Not Just VFR Pilots

by *Larry Anglisano*

**SAFETY SHORT-TAKE**

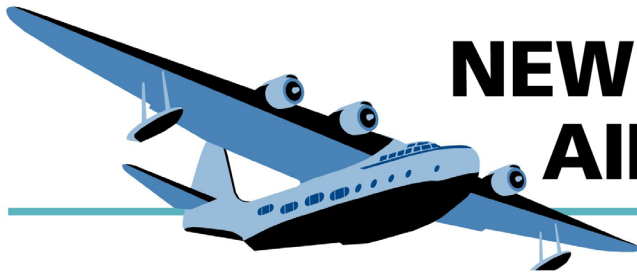
Cruising along on a recent VFR flight to the north with lowering ceilings got me thinking about the AOPA Air Safety Institute's review of NTSB reports that specifically focused on IFR-rated pilots who auger from continuing VFR into IMC. That's generally not the scenario most pilots think about for VFR into IMC wrecks, where a VFR pilot continues—intentionally or not—into the clag with an ugly outcome.

Surprisingly, the Foundation's research discovered that almost one-third of all VFR-into-IMC accidents involved highly experienced instrument-rated pilots. Moreover, the study showed that IFR-rated commercial pilots crash at nearly twice the rate of VFR pilots who continue VFR into IMC. When you stop and think about why it happens, there are some obvious and not so obvious reasons. On my recent flight, there were PIREPs of moderate rime icing in the lowering clouds, so fetching an IFR clearance to go into them—even to eventually get on top of them—wasn't at all appealing or safe. But with careful preflight and en route weather planning, ATC VFR flight following and a forecast that held true (with a solid tactical plan to turn around to VFR conditions if needed) made for an uneventful trip.

It's not as easy as having the coveted IFR ticket in the wallet. AOPA's study showed that many VFR-into-IMC wrecks happened because the IFR pilot simply wasn't IFR current. Or, the aircraft wasn't equipped for IFR—with missing or inoperative instruments and avionics. Other accidents happened because the IFR pilot avoided an IFR clearance because of a high minimum en route altitude. For all of the above, remaining VFR is the only good option if you have the visibility and ceilings to do so.



But an interesting observation in the Foundation's research and accident scans I've done myself shows that commonly, instrument-rated pilots lose it in IMC simply because they thought staying (or launching) VFR was easier than planning and executing an IFR flight. Not surprisingly, this "convenience-crash" scenario often involves losing control of the aircraft shortly after departure because the pilot entered the clouds when he or she expected a visual climb, with time to assess the cloud height and visibility. The takeaway is that VFR cross-country flights (and even local ones) require more planning than many pilots might think—perhaps especially more for the otherwise qualified IFR ones.



# 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!

## Calling Future Pilots & Engineers

Register Now to Secure  
Your Spot at Aerospace  
Academy Camp

Register Now

### A STEM Day Camp in Windsor Locks

Aerospace Academy is a STEM, aviation-focused day camp for 9-11 year olds in Windsor Locks, CT at the New England Air Museum. Sign your child up to explore the history, science, and technology of flight through hands on learning.

Learn More

Click “Register Now” and  
“Learn More” for more  
information!





Mmmmm. Is this something Dave Armando has on his farm?