



EAA Chapter 166

Hartford, Connecticut

June 2023



NEXT MEETING

COOKOUT!

**June 24, 2023,
10:00am**

at Steve's Hangar

CHAPTER OFFICERS

PRESIDENT

Steve Socolosky
(860)995-2886
soco7a@aol.com

VICE PRESIDENT

John Baleshiski
(860)965-4005
john@sheridan
technologygroup.com

SECRETARY

Dave Thompson
(860)655-6385
davesthomp@comcast.net

TREASURER

Brenda Rossignol
(860)462-9264
nbrossignol@comcast.net

NEWSLETTER EDITOR

Ashley Anglisano
aranglisano@gmail.com

PRESIDENT'S MESSAGE

by Steve Socolosky

Hi Everyone!

AVIATION COOKOUT! THIS MONTH'S MEETING! JUNE 24TH at 10:00 AM, AT MY HANGAR!!

If you're not already aware, Aviation and FOOD are inseparable and go together like ketchup and mayonnaise, and like onions and bacon on pizza! Well, bacon goes with anything! Flying out somewhere for food is one of the best reasons to fly! But wait! There's another great reason to fly and that is to fly Young Eagles! EAA created Young Eagles in 1992, and here at EAA Chapter 166, we've been flying Young Eagles from the beginning! 30 years!

International Young Eagles Day was Saturday, June 10th and we had great weather (after cancelling our three previous rallies due to weather)! Our Young Eagles Coordinator, Manu Ramesh, helped us complete our first, all-electronic registration of our Young Eagles! The only paper to be processed, were the Young Eagles Certificates. We also want to recognize our Honorary EAA 166 Member and Hartford Jet Center owner, Mr. Lindsey Rutka, who always provides us with the use of Hangar 2 and 'anything else' we need, for our staging area!

Rick Montero, our RV-12 lead, continues to good report progress on our RV-12 project. Read on to find out more. The RV-12 Club, which will eventually own the RV-12, is forming up nicely too, with Rick Montero as President.

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@EAA166

PRESIDENT'S MESSAGE

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Oshkosh anyone? I'm mentioning again, that EAA Headquarters has asked us to make two presentations at the Blue Barn during Oshkosh this year! We will be presenting on Tuesday July 25th, at 8:30 AM – 9:45 AM and at 1:00 PM – 2:15! The first presentation will focus on Cheyenne's perspective as a Ray Scholar recipient and what it's meant to her and the second presentation will focus on our RV-12 build as a magnet for young people and our Student Members. We welcome any input now and during the presentations! Even heckling will be 'accepted' or 'tolerated' – all in The Spirit of Aviation!

No meeting in JULY – many of us will be at Oshkosh, so I hope to see you all at our next meeting on Saturday, August 25th, at 10:00 AM!

Please keep an eye out for our AUGUST MEETING LOCATION, since if it's nice out, we'll meet at my hangar!

Thank you and BLUE SKIES!
Steve

Latest Young Eagles Rally a Success!

by Manu Ramesh

International Young Eagles day of June 10 was a fun day for EAA166! With 6 volunteer pilots and ground support from several EAA and CAP members, H2 was an active place. 31 children from across CT and MA enjoyed their flight experiences, and we now have a few serious aviators and aircraft builders in the making! A few of the parents also enquired about becoming a regular member of our chapter as well, so I think the chapter did an excellent job of spreading the thrill of aviation to many. Blue skies and excellent food from Brenda, Steve, and Danna capped off an enjoyable day. Thanks very much to all the pilots, volunteers, and Brainard support staff who made this a successful rally!



Sights from the Young Eagles Rally



John Glenn with happy Young Eagles!



Rick Montero briefing his Young Eagle



Steve Socolosky with a Young Eagle, Air Force bound!



EAA 166 Young Eagles as Ground Crew with New Young Eagles!

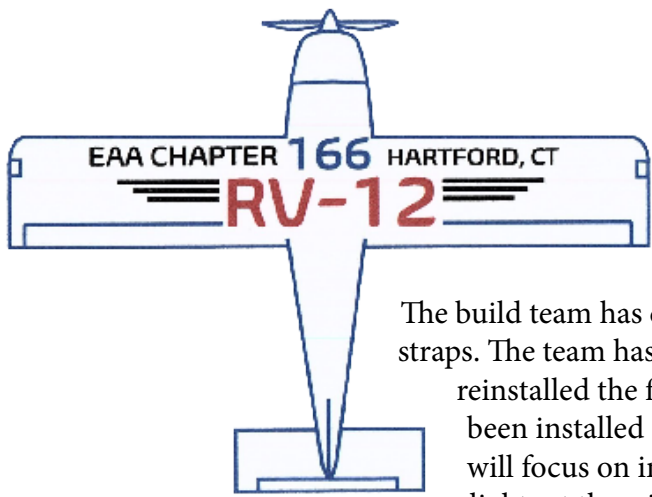


Rick Montero with a Young Eagle at the controls!



"Am I really flying this plane?"

See more photos [here](#) from the Young Eagles Rally taken by future Young Eagles pilot and past Ray Scholar recipient Cheyenne Fuoco!



EAA 166 RV-12 BUILD UPDATE

The build team has completed lacing the wiring harness and installed all wire retention straps. The team has also completed the installation of the wing landing light and reinstalled the flaperon handle and bell crank. The control stick push rods have been installed and connected to the bell crank. In the next few weeks, the team will focus on installing the flaperon push rods in the fuselage and the navigation lights at the wing tips.

In addition to the ongoing work on the RV-12, our EAA Chapter has ordered the Garmin G3X Touch Avionics Kit from Van's Aircraft. The kit just arrived! This is very exciting news for our chapter build project and we plan to create a video focused on the unboxing and inventory process for the avionics.

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.

Rick Montero
EAA166 RV-12 Build Team Leader



The build team moving the newly arrived Garmin avionics into the build hangar.



Mark Welch giving an overview of the major avionics components for the next RV-12 build video.

Photos credit: Larry Anglisano



Photo showing Wednesday night build crew. Shown left to right are Will Coates, Logan Vidal, Manu Ramesh, and Doug McCorkle.
Photo Credit: Rick Montero.



Seth Varroto (L) and Noah Foster (R) shown attaching the push rods between the control sticks and the flaperon bell crank.

Photo Credit: Rick Montero.



Steve and Logan flew to the Westfield Airshow – it’s the best way to go to an airshow! Steve is pictured next to Apache Pilot Rachel, in front of her ride, the AH-64!



Alyssa Celone (left), EAA 166 Young Eagles Pilot and Pratt Test Engineer with her Mom, Sister and Dad, at the Westfield Airshow and if you look for the red arrow and circle at the upper left of the other photo, you’ll see Alyssa again with her Pratt Family and the F-135 powered F-35, which tore up the skies over Westfield!



FAA: Use the PAVE Checklist

by *Larry Anglisano*

SAFETY BRIEF



Since many wrecks happen from a chain of events, it could be worth using what the FAA calls the PAVE checklist to assess a given flight's risk factor. Using the PAVE acronym, you're assessing the pilot, aircraft, environment and external factors, plus whatever else you add to make it your own.

Starting with the pilot, the checklist puts an emphasis on the pilot's health and flight experience/currency. As one example, you could be heavy on experience but light on sleep or under high levels of stress where you have no business being behind the controls.

A friend whose husband died while they were on

a flying trip (both rated in their owner-flown turboprop) made the smart decision to hire a pilot to reposition the plane back to home base, rather than launching on the 100-mile short trip by herself.

The aircraft section of the list may be obvious, and ones that are fresh out of maintenance are perhaps the riskiest. You can knock the risk down some by asking the shop or mechanic exactly what was disassembled and repaired. Surprises are a bad thing, like a disconnected pitot line to the airspeed indicator I discovered while into the takeoff roll in a twin. Or a runaway pitch trim motor or binding control cable.

The environment part of the checklist obviously includes weather (including winds), but it can also include things like runway length, density altitude, surface conditions and traffic density. Flying into AirVenture at Oshkosh without studying (and then studying it again) without the arrival procedures is a wreck waiting to happen, yet some launch for the big show unprepared.

As for external factors, there are tons. Like passing up a fuel stop because it's cheaper at the field that's 50 miles farther in the flight plan and running the tanks dry because you ended up diverting around weather or hot airspace. The NTSB reports are littered—more than ever—with fuel exhaustion wrecks. Ever feel the need to make a trip even though the voice inside your head says not to? Listen to the voice—your instinct is likely right.

And last, modify the PAVE checklist to best suit your flying and aircraft. Pay attention to stuff on the preflight walkaround—including wheel chocks and pitot covers. That might have paid off for the Cessna 421 pilot who powered over the nosewheel chock, didn't realize it flung up into the wheel well—ultimately jamming the hardware and gear extension during the next landing. I wouldn't think his insurance company or passengers were impressed.

The FAA makes offers a downloadable PAVE checklist on www.faa.gov. It's worth a look.



EAA 166 Member Phil Hoy and his wife Sharon, are Directors of the [Piper Museum](#) in Lock Haven, PA. Phil and Sharon donated their beloved PA-20 Tri-Pacer to the museum, which agreed to maintain its airworthiness and agreed that it be used to fly Young Eagles! Sharon recently wrote about it in an article.

Eagles to Fly Again!

by Sharon Hoy

Just as was done last year, EAA Chapter 1327 from State College plans to again offer free Young Eagles Flights on Saturday, June 24 at the Sentimental Journey Fly-in. Launched in 1992, the Young Eagles program has dedicated over 30 years to giving youth ages 8-17 a free ride in an airplane. Yes, it might be hard to believe, but there's a lot of kids who have never had the chance to see an airplane up close, let alone have a ride in one. It's the only program of its kind, with the sole mission of introducing and inspiring youth to experience the world of aviation. Over 2.3 million young people have taken advantage of this wonderful opportunity made possible through the generosity of EAA member volunteers.

The Piper Aviation Museum plans to use a special airplane, its PA-22-160 Tri Pacer, a pretty shiny red and white tube & fabric plane built by Piper Aircraft in Lock Haven in 1958, and donated to the museum by Phil and Sharon Hoy. One of the conditions of the donation was that the plane would not just be on static display, but be kept airworthy to allow others to have the experience of flight. Every year, Phil and Sharon donate funds to maintain, insure and fuel the aircraft. It's an incredible gift that the Hoys give to the community to keep this airplane flying for the Young Eagle, and Eagle programs.

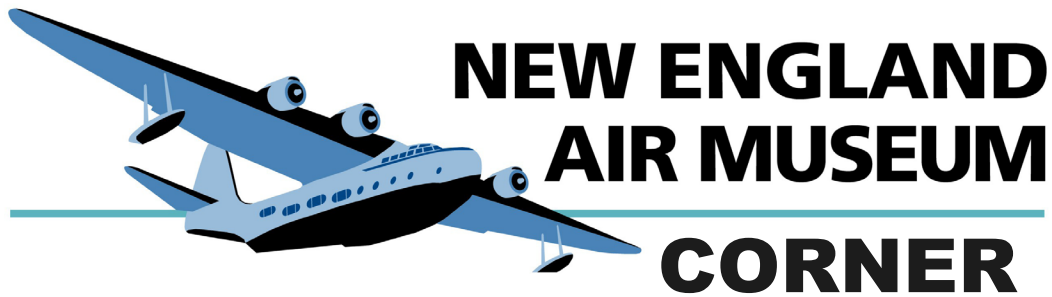
Eric Cipcic, a flight instructor and commercial pilot, is one of only two pilots who are lucky enough to fly this special airplane. Eric can't believe he's been doing this for over 40 years and last year, he flew from morning until late afternoon. Eric will long remember the little spunky red-headed girl who giggled nonstop with delight from the time she boarded until she deplaned at which time she said, "Wow, this is the best day of my life." The other pilot, Ed Watson, the Manager of the Piper Air Museum, was grounded last year since he was still recuperating from a skiing accident but like Humpty Dumpty, he's been put back together again and is again flying Young Eagle flights, along with Eagle flights that are available for the older would-be aviator. Ed has been flying for 45 years and has given over 200 rides to Young Eagles.

Last year, rides were also given by a number of small planes including a Maule M-5 airplane flown by Randy Kilmer, who wore a tee-shirt that read "Life is simple – eat, sleep, fly." Randy said he's been flying for over 50 years and flies an 8-passenger Pilates PC-12 on commercial flights.

Weather permitting, EAA Chapter 1327 will be offering flights beginning at 10 am until 2 pm on June 24, 2023, and any young person wishing to participate in this year's program should be sure to register at a table in front of the Piper Aviation Museum the morning of the flights.

2023 Fly In, Car Show & Food Truck Festival

[CLICK HERE TO VOLUNTEER AT THE 2023 SIMSBURY FLY-IN!](#)



2023 Aerospace Academy Camp

TICKETS

Explore the history, science, and technology of flight at the New England Air Museum this summer.

Aerospace Academy Camp is a state licensed day camp for children ages 9-11 interested in all things aerospace. Campers will participate in a range of hands-on activities focusing on the aviation science and history, aircraft restoration, flight simulators, drones, and much more! Campers will meet retired aerospace engineers and pilots, and end their week at camp with a special full day, behind-the-scenes field trip to the Hartford Jet Center at Hartford-Brainard Airport on Friday.

[Download Camp Policies PDF](#)

REGISTER NOW

LEARN MORE

THE TUSKEGEE ARMEN THEIR UNTOLD STORIES

Donate

"Red Tails" was a nickname given to the Tuskegee Airmen during their time in service during World War II. It evolved from the bomber pilots referring to their Tuskegee Airmen fighter escorts as Red Tail Angels because of their reputation and record for keeping the bombers safe on their dangerous missions over enemy territory.



SUPERSONIC ZENITH?????