



EAA Chapter 166

Hartford, Connecticut

August 2023



NEXT MEETING

August 26,
2023, 10:00am

at Steve's Hangar

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PRESIDENT'S MESSAGE

by Steve Socolosky

Hi Everyone!

THIS MONTH'S MEETING, SATURDAY, AUGUST 26TH at 10:00 AM, WILL BE HELD AT MY HANGAR!!

Please join us as we celebrate our THIRD RAY SCHOLAR, Will Coates, who earned his Light Sport Pilot Certificate on August 2nd! However, Will is already off to college at Embry Riddle, so we'll have to celebrate without him! Please check out the photos below of Will on his special day, and also when he took 'almost everyone' flying!

We'll also be celebrating our FOURTH RAY SCHOLAR, Logan Vidal! He'll be glad to tell you how bad he wants to fly! Logan will be attending our meeting!

OSHKOSH BABY! Yes, EAA 166 was there and Cheyenne and Rick presented beautifully at EAA's Blue Barn (the hub of Youth in Aviation) on how we engage young people in aviation and how we continue to grow as a Chapter! We made some connections with other Ray Scholars and Chapter Leaders and exchanged different methods and practices in order to attract and keep Young People in aviation! We'll share more at our meeting, but here's one way we expose Youth to aviation in collaboration with the New England Air Museum! Nearly every Friday during July and August, as part of the Museum's weekly summer camp, EAA 166 hosts the campers at Hangar 2 (as their first stop on a tour of Brainard) to introduce them to EAA 166, our RV-12 and Young Eagles! Check out the pictures below when Fly Boy Dave and Steve circled the tower when the Museum campers were in the tower!

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EAA Chapter 166



EAA 166



@EAA166

PRESIDENT'S MESSAGE

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But our presentations were a relatively small part of Oshkosh! Several EAA 166 Members met up, hung out and simply shared in the Spirit of Aviation. Oh, did I mention that there were quite a few 'steamy days'? Ha! It didn't matter . . . sort of.

Our RV-12 continues steady progress towards a FIRST FLIGHT! Please read RV-12 Build Team Leader, Rick Montero's update, later in the newsletter.

With fall approaching, we're considering a fall Young Eagles Rally and also a Fly-In next year! Please join us and share your ideas as we continue to promote the Spirit of Aviation!

Thank you and BLUE SKIES!
Steve

Will Coates, EAA 166's Third Ray Scholar, earns his Light Sport Pilot Certificate and exercises the privilege of Light Sport Pilot!



Congratulations, Will! Celebration at the RV-12 build!



Will with his Learn to Fly instructor, AJ

Will and Ray Scholar Coordinator, Rick Montero



Young Eagle Will Coates flew his Mom, Grandfather, and Steve!

EAA I66 At Oshkosh 2023!



EAA 166ers at the Blue Barn! Recognize former EAA 166 President, Russ Beers?



Cheyenne shares her experience as a Ray Scholar.

Rick Montero, RV-12 Build Team Leader, shares how our Student Members became involved.



Cheyenne, Brenda, Norm, and Steve at the Ray Scholar corn roast! Mmmm!



Rick, Mark, Brenda, Norm, Ken, Manu and Cheyenne!



Brenda and Cheyenne keeping it under 100!



Steve at the Fergus Chapel where the Fellowship of the Wing holds daily, non-denominational services. EAA Founder, Paul Poperezny, believed that the chapel should be the first permanent building at Oshkosh - and so it was.



Norm taking a break!



Rick Montero and Rick Montero Senior in front of the Brown Arch. He just turned 95 and this was first visit to AirVenture.

Rick Montero Senior was reminiscing his days during the Korean war. He helped keep the T6's in the Mosquito Squadron flying as a forward based A&P mechanic. The T6's in his Squadron flew an enemy spotter mission.

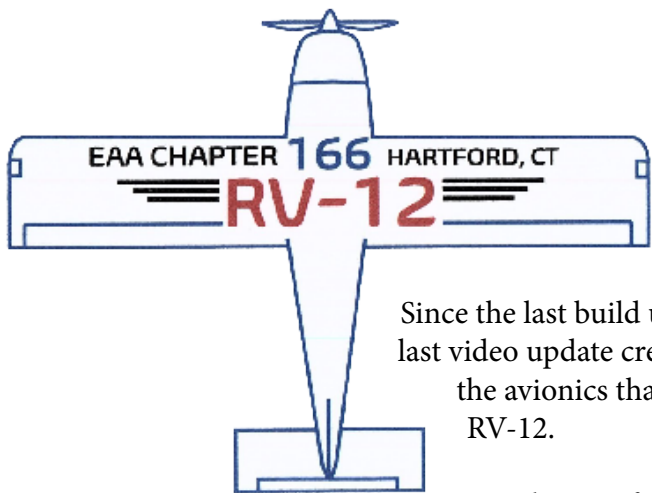




Above and left:
Night airshow, photographed
by Rick Montero

Below:
Daytime airshow, photographed
by Ashley Anglisano





EAA I66 RV-12 BUILD UPDATE

Since the last build update, the Garmin G3X Avionics were received. Please see to our last video update created by Larry Anglisano and Mark Welch to learn more about the avionics that were purchased for our RV-12.

For the past few weeks, the team has been working to install the Wing Closeout Panels that attach at the wing tips and cutting and trimming the composite Wing Tip Extensions to which the navigation and anti-collision lights attach. These extensions will be attached to the wing tips in the next couple of weeks. The mounting bracket and wiring for the ELT were also installed. Once the work on the wings is complete, the wings will be re-attached to the fuselage so that the Flaperon Control Rods can be installed.

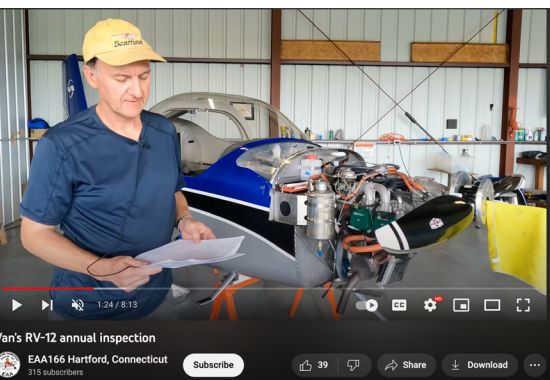
During our August 2 build session, the team celebrated Will Coates' successful completion of a check-ride for a Sport Pilot License. The team is very proud of Will's accomplishment. He joins Dan Royer and Cheyenne Fuoco as our Chapter's third Ray Scholar to successfully complete training to earn a pilot certificate. Congratulations Will!

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



Click [here](#) to watch the latest build update: Garmin Avionics Unpacking



Click [here](#) to learn about the RV-12 inspection with EAA 27



Will Coates shown deburring the access hole in the left wing closeout panel.
Photo credit: Rick Montero



Ryan Coughlin shown riveting the closeout panel to the left wing.
Photo Credit: Rick Montero.



Jude Murphy (L), Aaron Torres (C), helping Ed Semeneshen (R) attach the right wing closeout panel. Photo Credit: Rick Montero.

AirVenture 2023: The Dawn of a New Engine

by Larry Anglisano

For kit builders waiting for an alternative to Lycoming and Continental, this year's big show at Oshkosh offered some hope with DeltaHawk's DHK180—perhaps the show's biggest product buzz.

Wisconsin-based Delta Hawk has been to AirVenture plenty of times promising its Jet A-burning four-cylinder, with long certification delays casting doubt on what looks to be an otherwise worthy engine, at least on specs alone. This year it brought the news the market has been waiting for: The DHK180 has earned FAA type certification. Plus, kit manufacturer BearHawk will offer the DHK180 engine as an option for its Four-Place model, with deliveries expected in the first half of 2024.

The supercharged, turbocharged and compression ignition DHK180 weighs 357 pounds with the exhaust and turbo, and one of the primary selling points is the engine's stone-simple simplicity. It has 40 percent fewer moving parts than a traditional GA four-cylinder engine, plus it's designed for easier maintenance with the major accessories—including the cooler and oil pumps—externally mounted.

Unlike most turbocharged aviation engines, the DeltaHawk is single-lever controlled (via a mechanical throttle linkage—not FADEC computers), has push-button start and is directly driven to the propeller with no reduction gearbox. The company has been vibration-testing the engine (which has a damped and balanced crankshaft) with both Hartzell and MT composite propellers, and given the torque that a compression ignition produces, these are constant-speed three-blade models, though there may be more combinations once the engine is in service.

DeltaHawk has been testing the DHK180 (which the company said will be scalable in other horsepower offerings) on the Velocity RG airframe and on a Cirrus SR20, which was on display at the show.

Front and center in DeltaHawk's counterpoint to traditional turbocharged engines is reduced upkeep effort, lower costs and far better reliability, with an end goal to change the way the market thinks about turbocharged engines.

The company said the DHK180 will be priced in the \$60,000 range and is exploring a variety of additional experimental kit (and certified) applications, including Van's models.



Chapter flyout from Brainard to Southbridge!



Aaron Torres EAA 166 Student Member and part of Civil Air Patrol (CAP), was recently promoted to Airman! Congratulation Aaron!



Left: Steve and Aaron flying out to Southbridge (3B0).



Below: Rick and Seth in flight with Seth at the controls.



L to R: Will and his brother Jacob departing Rwy 2 at 3B0. Rick and Seth departing Rwy 2 at 3B0. Will landing the Alpha at Danielson, his shortest runway (2700') yet. He made a beautiful short field landing.





Ray Scholar #4, Logan Vidal, and Steve out to Josh's Place at 3B0 for breakfast!
"Whaddya mean I'm payin'!"



EAA 166 Member, aerobatic pilot and CFI, Chris Meyers, needed to fill the hangar . . . hence the new addition of the Decathlon. Nice going, Chris!





FLY BOY'S FOOD FLIGHTS

from Dave Armando



Where we flyin' to, Dave?



Dizzy Pilots?



What the Museum Campers saw



"LET'S EAT, DAVE!"



"Hurry up and take the picture!"



"Think anyone noticed us landing here?"



There's so much to do at Oshkosh!