



EAA Chapter 166

Hartford, Connecticut

October 2023



NEXT MEETING

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

EAA 166 Meeting Room

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PRESIDENT'S MESSAGE

by Steve Socolosky

Hi Everyone!

THIS MONTH'S MEETING, SATURDAY, OCTOBER 28TH at 10:00 AM, WILL BE HELD IN OUR EAA 166 CHAPTER MEETING ROOM IN H1. Please join us for some aviation speak and camaraderie and meet some really nice people who all have a passion for aviation!

SIGN UP TODAY for our Annual Awards Dinner which will be held on Saturday, November 4, beginning at 5:00 PM, at the Connecticut State Armory Officers Club. This is a great EAA 166 tradition which is always an enjoyable time with a fantastically delicious dinner! Please see the flyer here in the newsletter.

EAA 166 Ray Scholar, Logan Vidal, passed his Private Pilot Written exam and is now practicing for his check ride! Congratulations Logan!

Our RV-12 is progressing nicely! Please read RV-12 Build Team Leader, Rick Montero's update, later in the newsletter.

See you all Saturday!
Thank you and BLUE SKIES!
Steve



EAA Chapter 166



EAA 166



@EAA166

Young Eagles Day

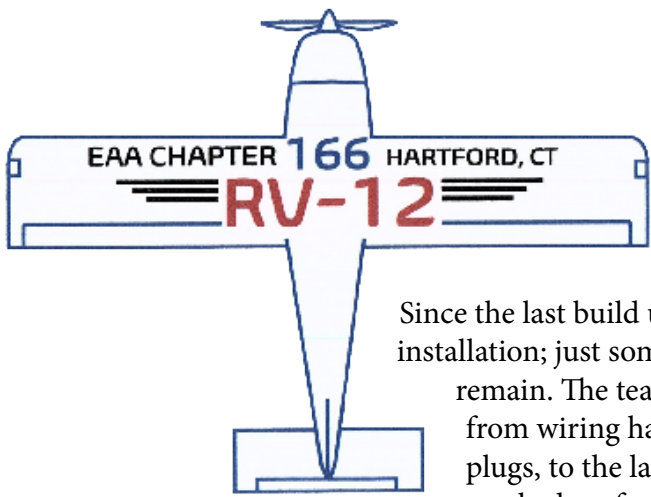
15 Young Eagles, from “Youth Without Limits,” in New Haven, flew with us and needless to say, all enjoyed their flights! It was a busy day in the air for Young Eagles Pilots, Rick Montero, John Baleshiski (who flew the COOL BLUE plane that everyone wanted to fly in!) and Steve, who navigated understaffing in the tower and a TFR at Rentschler for a soccer game. As usual, our Tower Manger, Mr. Darryl Beauford, kept us safe and well-informed while we flew our Young Eagles! After flying, we all went to visit Chris Meyers who showed us his really cool aerobatic planes, his Pitts and Decathlon. He even let a few Young Eagles try on his parachute! Cool!





Isabella Puiggari became a Young Eagle and wants to be a pilot like her grandpas. Isabella flew great and really liked the steep turn! You can DO THIS Isabella!





EAA I66 RV-12 BUILD UPDATE

Since the last build update, the build team has completed most of the avionics installation; just some minor connections and clean-up of the wire harness routing remain. The team has re-installed the wings and verified the electrical connectivity from wiring harness at the Control Module, through the wing/fuse connection plugs, to the landing light, navigation lights and anti-collision strobes. The lights worked perfectly.

The team has started making the connections between the control push rods and torque tubes that link the control sticks to the flaperons. For this work, the wings had to be re-attached to the fuselage. After the flaperon connections are made, work will begin on the rudder and stabilator connections.

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



Photo of avionics and wiring harness. Some organization of routing and final connections are still required.

Photo Credit: Rick Montero



Photo of Mark Welch making the final connections in the avionics wiring harness.

Photo Credit: Rick Montero

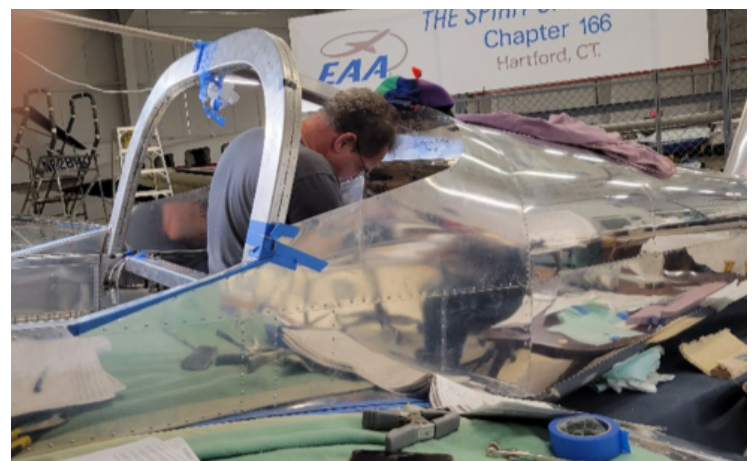


Photo of Steve Oakley in working in the baggage compartment making connections between the push rods and the flaperon torque tubes.

Photo Credit: Rick Montero.

Airspeed Checks 101

by Larry Anglisano

Whether you're departing VFR or IFR, how often do you really check the pitot and static instruments, and in particular, the airspeed indicator. Can you recognize a failure?

Whether you have electronic flight displays (they're still plugged into the pitot/static system) or round-gauge instruments, the airspeed's indication is worth a close look while on the ground instead of the surprise of a failure once airborne. Start with a taxi check and know what you're looking at.

Focus closely on the display or instrument as soon as you start the engine. I always do, after one eye-widening takeoff roll in a Beech Baron when the airspeed

was inadvertently disconnected during maintenance. Talk about seat-of-the-pants flying. Until the beginning of the takeoff roll, it's unlikely to show any indication and it should park on zero unless the wind is really howling when the pitot tube is pointed into it. In flight with a blocked pitot tube (with a clear drain hole), the airspeed would indicate zero because the pitot tube would not sense airflow and the drain hole would let any residual air out.

If the tube and the drain were both blocked, the airspeed indicator might show whatever airspeed it was showing when the block occurred. If the static pressure decreases during the climb, the trapped ambient pressure will allow the diaphragm to expand, showing an increase in airspeed. Descending into denser air will force the diaphragm to close.

If the aircraft's static port is blocked but the pitot tube is clear, the airspeed indicator will work but probably won't be accurate. Compare it to GPS ground speed for a rough reference, realizing there will be a difference. If the speed remains constant and the aircraft is in a climb or descent, the static pressure will result in changes to indicated airspeed—same as a blocked pitot tube, just reversed.

While you're doing your checks, move to the vertical speed indicator, where it should indicate no climb or descent rate on the ground. But consider that mechanical VSIs have bezel-mounted adjustment screws where you can zero the needle, so if it's showing a slight climb or descent, gently tap the glass and see if the needle moves any and adjust the centering screw with a flat-blade screwdriver.

Last, look closely at the pitot tube during the preflight. Dirt, moisture, ice and bugs will all cause a partial or total blockage. If you don't check for blockages, at least remove the pitot tube before taxiing away. If not, this is what aborted (successful and not) takeoffs are made of.





EAA CHAPTER 166

Cordially invites you and a guest to our

Annual Awards Dinner!

DATE: SATURDAY, NOVEMBER 4TH

Adjustment Hour 5:00 to 6:00 PM

Dinner: 6:00 P.M.

***Hartford Armory Officer's Club
360 Broad St. #107 Hartford, CT 06105***

Cost: \$37.00 per person

Choice of Salmon or Terres Major (beef) with roasted potato and fresh vegetable. Pasta, salad and dessert will be served. A cheese basket will be out at 5:00. Bar available.

Please RSVP by October23rd.

Please Enclose with your check.

Circle Selection:

Name: _____ Beef or Salmon

Name: _____ Beef or Salmon

Name: _____ Beef or Salmon

Name: _____ Beef or Salmon

Please enclose this form with your meal selection and your check for \$37.00 for each person attending and mail to:

**EAA Chapter 166
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Flyin' down the Connecticut River!