



# EAA Chapter 166

Hartford, Connecticut

September 2023



## NEXT MEETING

September 30,  
2023, 10:00am

EAA 166 Meeting Room

## CHAPTER OFFICERS

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

**VICE PRESIDENT**  
John Baleshiski  
(860)965-4005  
john@sheridan  
technologypgroup.com

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

**TREASURER**  
Brenda Rossignol  
(860)227-4113  
nbrossignol@comcast.net

**NEWSLETTER EDITOR**  
Ashley Anglisano  
aranglisano@gmail.com

## PRESIDENT'S MESSAGE

*by Steve Socolosky*

Hi Everyone!

THIS MONTH'S MEETING, SATURDAY, SEPTEMBER 30TH 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!

We'll be celebrating our FOURTH RAY SCHOLAR, Logan Vidal, who was completing his FIRST SOLO and just missed everyone at last month's meeting! Since then, Logan has completed his three SOLO cross country flights and will be taking his FAA written exam soon, followed by the scheduling of his check ride in early November!

Speaking of November, our Annual Awards Dinner 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 Brenda Rossignol at the meeting to sign up! Thank you Brenda for setting us up!

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

Please check out Chris Meyers' new website:  
<https://www.hammerheadsacrobatics.com/>



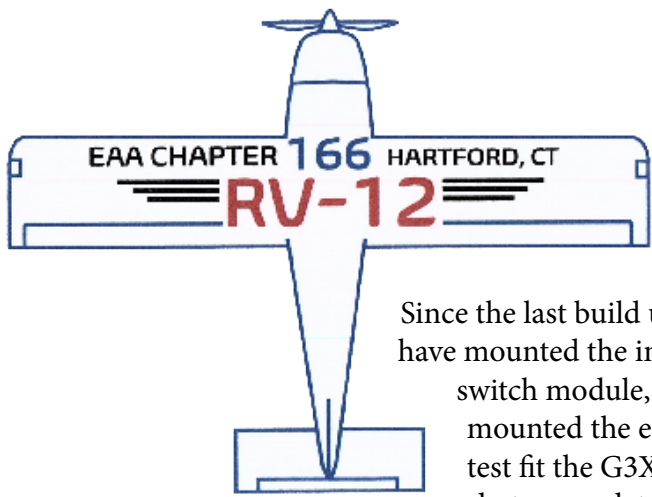
# Girls in Aviation Day 2023



EAA 166, once again, was promoting Young Eagles at Women in Aviation International's annual Girls In Aviation Day at the Pratt & Whitney Museum in East Hartford, CT. Many girls participated in our famous Cleco Challenge Activity where they first learn how to use Clecos and why, then as a final challenge, must connect all their pieces of aluminum, using all their pieces and all of their Clecos. They came up with some interesting designs! We also had many girls interested in becoming Young Eagles!







# EAA 166 RV-12 BUILD UPDATE

Since the last build update, the build team has started installation of the avionics. We have mounted the instrument panel face plates, the ignition module, fuse and power switch module, and installed the com radio and transponder trays. We have also mounted the engine monitor and GPS position module, the back-up battery, and test fit the G3X Touch Primary Flight Data display. We still have a more work to do to complete the installation of the avionics, but good progress has been made to date.

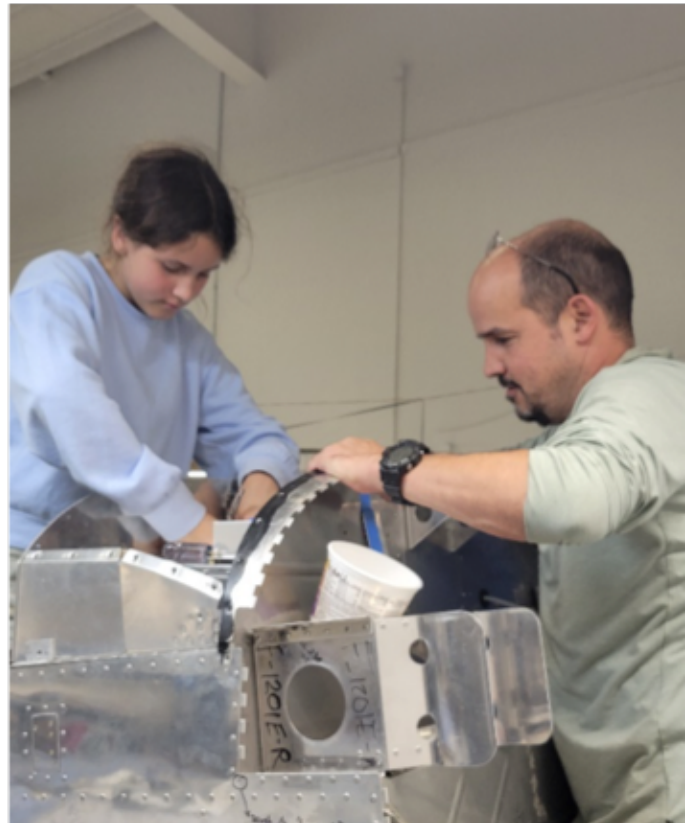
Once we complete the avionics installation, we will continue work on the wings. We need to re-attached the wings to the fuselage so that the Flaperon Control Rods can be installed. We also plan to prime some of the fuselage interior components. We plan to begin that work in the next couple of weeks.

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



The Ignition Module, G3X Touch PFD, Power/Switch module and Com Radio installed in the Instrument Panel.  
Photo Credit: Mark Welch.



New members Stella (L) and her father Ricardo Trindade (R) installing the Radio and Transponder Trays.  
Photo Credit: Rick Montero.



# Recent Young Eagles Flights!





# Insurance for Homebuilts: Fleet Size Matters

*by Larry Anglisano*

I've been watching the aircraft insurance market with interest, and more carefully since 2020 when the market went from soft to hard. While cyclical, the current market is anything but in favor of the aircraft owner. Premiums have been steadily rising and there's a definite target on the back of what the underwriters label senior pilots. These are folks 70 and over, and insurers clearly put them in a higher risk category. Even more if they fly taildraggers, turbines, retracts and even seaplanes. This means higher premiums and in many cases, non-renewal of policies. To get a feel for what's going on, I talked with Avemco's Luke Barnette—an underwriting manager that knows the market well.



Barnette told me that senior pilots are wrecking airplanes for the same reason they always have, and he's right—you don't have to look far into the NTSB reports to see the same old trends. Moreover, Avemco and other insurers have statistics that show there are more landing and taxi accidents among older pilots than younger ones—and that's especially true, says Barnette—with tailwheel aircraft. Still, younger pilots aren't without claims, either, so it might not be easy to agree with the logic that younger pilots are less of a risk. Experience matters, but so does reaction time and muscle memory.

When it comes to experimentals, insurers are concerned with supportability and the availability of replacement parts for reasonable money. This is a problem that has plagued the light sport category for years. LSA models generally haven't done well in the hands of ham-fisted pilots who have stepped down from heavier models. More than one insurer told me that the market learned the hard way, with plenty of insurance claims the result of landing prangs. When asked which LSA model might be the most insurable, the Flight Design CTLS (and heavier F2) and Legend Cub unanimously came up among underwriters for favorable rates. So did the Van's RV-12.

If you're setting out to build—or buy an existing flying kit—the idea here is to stay away from the rare models. Instead, stick with experimentals that are out there in big numbers. Van's Aircraft, of course, comes to mind, and insurers we spoke with welcome this business. The same can be said for Zenith models, to name another. Then again, choose a model within your skill range. If you are a new pilot and plan to learn to fly in your completed kit, a high-performance Van's RV-10 probably doesn't make sense.

The best advice for staying insured in the current market is to match the aircraft to your skill level, train as often as you can, remain loyal to your insurer and just accept that you'll have to step down in complexity and performance as you age.



# Bayport Aerodrome

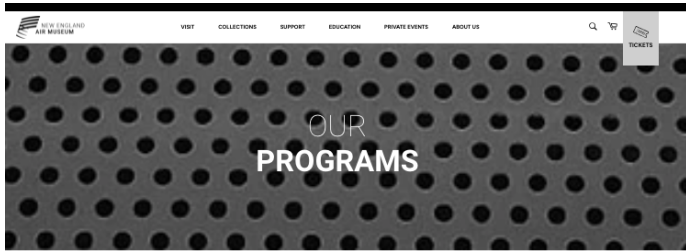
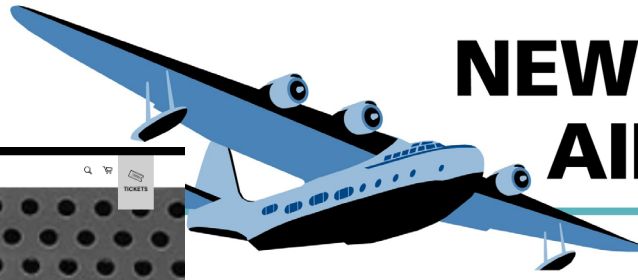
Member Dave Armando took Larry Gagnon to the pancake breakfast, BBQ pork lunch, and flour bombing.



Logan Vidal, our current EAA 166 Ray Scholar, on his NIGHT cross country flight training lesson with his Fly Lugu CFII, Ken, and EAA 166 Student member, Sean! Having fun yet, Logan!



# NEW ENGLAND AIR MUSEUM CORNER



## Aerospace Academy Summer Camp

Explore the history, science, and technology of flight at the New England Air Museum's Aerospace Academy Camp this summer.

LEARN MORE



Learn more about current programs and offerings at the New England Air Museum by clicking the photo.

## Scout Programs

The New England Air Museum offers an array of exciting programs for Scouts including overnights, day workshops, and group visits.

LEARN MORE



## EAA i66 At Oshkosh 2023



A couple more photos taken by chapter Treasurer Brenda Rossignol at Oshkosh 2023!



Pilots never grow up!