EAA Chapter 166

Hartford, Connecticut

April 2024

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NEXT MEETING

April 27, 2024, 10:00am

EAA 166 Meeting Room in H1

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PRESIDENT'S MESSAGE

by Steve Socolosky

To all our EAA 166 Members and Student Members,

Sadly, our own Ken Benson has flown west on April 15th. Ken was a past President of our Chapter and led by example. He has inspired MANY in the aviation community! A true Aviator, Ken was also a man of integrity and humor.

Our next meeting will be held on SATURDAY, APRIL 27th at 10:00 AM, at Brainard Airport (KHFD) up in our meeting room in H1. Please enter through the Hartford Jet Center main lobby and SIGN IN.

Continuing with our promotion of Young Eagles at the New England Air Museum, we will once again promote and sign up Young Eagles at the Museum's "SPACE EXPO" event on Saturday, April 27th! You can learn more HERE! Unfortunately, this is the same date as our regular monthly meeting, so some of our Student Members and Members will be at the Museum.

While not as much progress has been made on our RV-12 in the past month, please check out Build Leader Rick Montero's update on our RV-12, later in the newsletter.

Finally, please join us on APRIL 27th, when our guest speaker, Tyler Carlson, will share his experiences of becoming a pilot, and eventually a C-130 pilot!

See you all on Saturday, April 27th at Brainard Airport!

Thank you and BLUE SKIES!
Steve

EAA 166 RV-12 BUILD UPDATE

update and photos from Rick Montero

Since the March update, the RV-12 Build Team has filled the brake lines and the reservoir with hydraulic fluid, installed the Service Bulletin Nose gear upgrade (SB-19-08-26), installed the fuel tank overflow and anti-siphon lines, and installed the fuel tank fill tube.

Filling the brake lines involved back pumping fluid through the brake caliper bleed valves through the brake lines back to the master cylinders and from there into the fluid reservoir. We found that achieving a line pressure of about 20 psi was critical to forcing the air out of the lines. The brand of hydraulic fluid we used was Radcolube FR257, which is a fire-resistant brake fluid that conforms to Military Standard MIL-PRF-87257.

Installing the Nose Gear upgrade (SB-19-08-26) involved removing the original nose gear leg and wheel, bolting on the new nose gear to the bottom of the fuselage, then match drilling through the forward firewall mount brackets into the nose gear leg upper flange. Match drilling required use of 18" long extended drill bits and special drill bit guide bushings that are provided by Van's Aircraft as part of the SB installation kit. After the new nose leg was attached, the nose wheel was re-installed.

Fabricating the fuel tank overflow tubes involved cutting and bending 3/8" diameter aluminum tubing in accordance with Kit Assembly Instructions (KAI) S ection 37, which involves creating multiple compound bends in the tubing so that it achieves the shape needed to transfer overflow fuel from the fuel tank through the baggage bulkhead panel, and down through a hole in the bottom of the tailcone as shown in the photos below. In addition to the overflow tube installation, the build team matched drilled the fuel fill tube and attached it to the Turtle Deck Skin with screws and fuel tank sealant.

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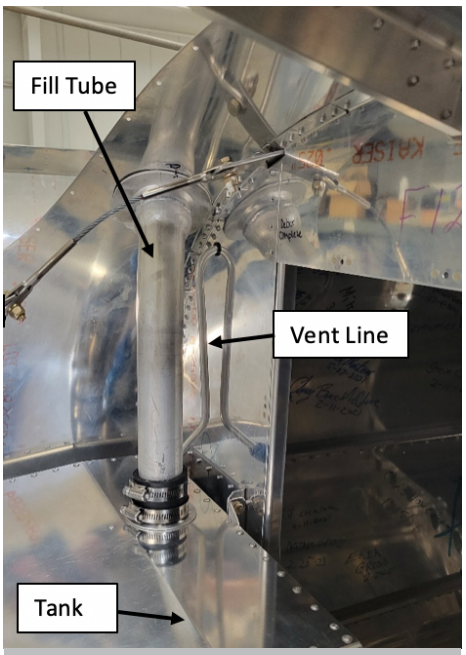
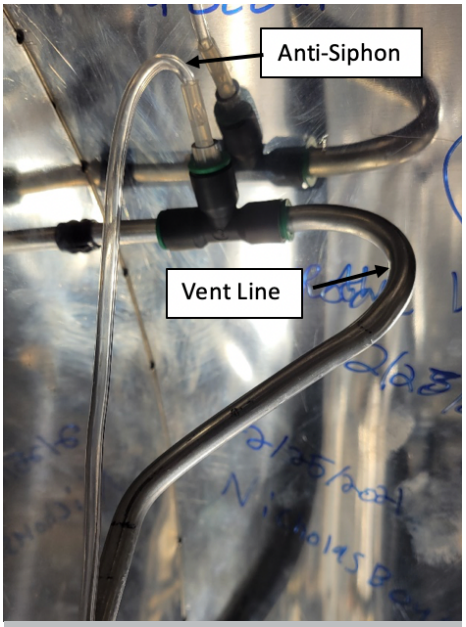


Fuel fill tube and vent lines installed.



Fuel vent and anti-siphon lines installed behind baggage bulkhead.

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During the next few weeks, the build team will work on completing installation of the fuel tank and begin assembling the wheel fairings.

The RV-12 Build Team's meet every Tuesday, Wednesday, and Thursday from 6 to 8 p.m. Anyone interested in visiting a build session should please contact Rick Montero at rick.montero@sbcgliobal.net.

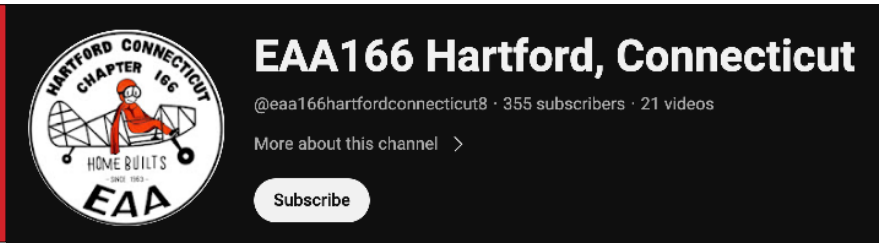
Rick Montero
EAA166 RV-12 Build Team Leader

Jude Murphy bolting on the new nose gear leg as part of SB19-08-26 upgrade.

(Left) Murphy pumping brake fluid into the brake lines of the RV-12 while being observed by Nate Claudio, and supervised by Steve Oakley, and Mark Welch.

(Right) Nate Claudio installing a rivet for the anti-siphon line while guided by Steve Oakley.

Check out the latest build updates on our YouTube channel!



Sun ‘n FUN 2024: DeltaHawk’s New Engines

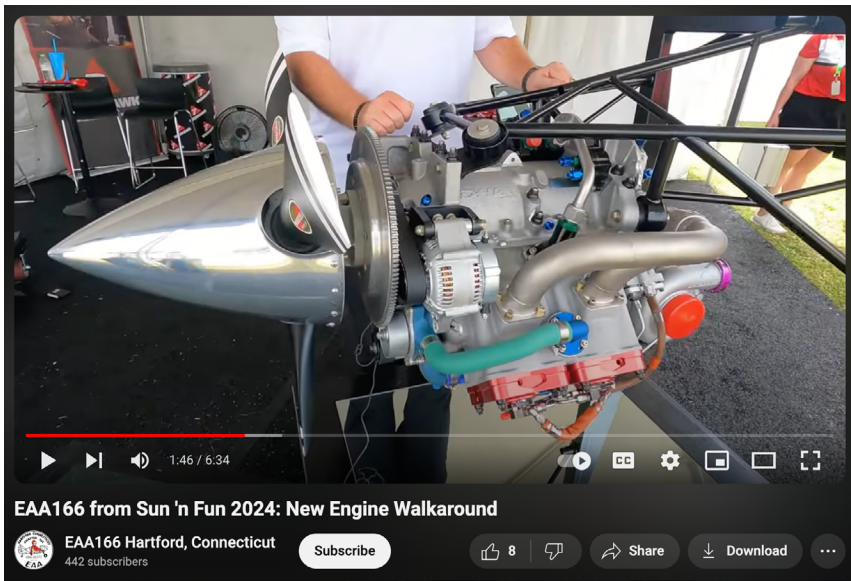
by Larry Anglisano

It was a lean year for new products at Sun ‘n Fun in Florida this past April, but for an aircraft engine market that’s fed up with big price hikes and long lead times, DeltaHawk was a show standout. Aside from announcing a commercial agreement with Piper to re-engine the Seminole twin-engine trainer with the company’s new Jet-A-burning turbocharged engines, DeltaHawk was teasing new variants of the previously introduced DHK180 180-HP engines, which are FAA type certified. Moreover, the Wisconsin-based company announced a 200-HP powerplant for the Van’s RV-14, plus it’s currently testing both 200- and 235-HP variants to fit more experimental and certified aircraft applications.

For its initial FAA certification, the company was being conservative despite knowing the engine can handle more continuous power. Still, it was rated at 180 HP for takeoff, but restricted to a maximum continuous power of 135 HP, or 75 percent power. The restriction will be removed from the DHK180’s amended type certificate (expected to be completed in the next few months), enabling 180 maximum continuous horsepower, while also including a 200-HP variant of essentially the same basic engine. It, too, won’t have continuous power restrictions.

Other improvement has been on the engine’s overall weight—currently just shy of 350 pounds. It’s designed in an inverted-V configuration so the crankshaft aligns with the propeller centerline. The DHK180 has 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. It’s single-lever controlled (via a mechanical throttle linkage—not FADEC computers), has pushbutton start and it’s directly driven to the propeller with no reduction gearbox.

I think buyers interested in the 180-HP DeltaHawk will also be attracted to the 200-HP variant—with perhaps even more demand for more power in basic airframes like Skyhawks and Cherokees, and experimentals like the Van’s RV-6 series. The Van’s community has shown a lot of interest in these engines for the RV-10 and RV-14 models. One of many marketing bullet points for DeltaHawk is the DHK engine’s simplicity, which is said to promise less upkeep and more operational ease, and that’s welcome in the turbocharged aircraft world. Click here for an overview of the DeltaHawk engine shot at Sun ‘n Fun.



Member Activity

Did you fly an interesting route this month? Land for a good $100 hamburger? We want to hear about it! Submit any photos to THIS NEW DROPBOX to be featured in our monthly newsletter column, Member Activity!


This is why we fly!


Chopper is on the plate and ready to take a bite!


Just South of Block Island.
Did I mention why we fly?

Ellen's at The Airport – Block Island

Steve dropped in to Ellen's on Block Island and had a scrumptious Philly Cheese Steak omelet!

A Message from Goodspeed Airport

I'm writing a quick note to ask that we all try to blend a bit better in the community. The airport has been getting a lot of noise complaints from the residents up on the ridge to the east. There are many homes that are right on the downwind for Rnwy 14. If you line up on the 2nd electrical tower for your downwind, you're going right over some homes w/an MSL elevation of about 200'.

I'm not asking anyone to do anything unsafe. If you're comfortable doing so, please try to swing your downwind for landing 14 a bit more to the east. and I think that will help.

Also, please remember our ask to remain over the river as long as practicable to 1000' before turning. Always fly a left pattern!

If you can spread the word, that would be helpful. Any questions, please let me know. I know I'll make a more concerted effort when I run into visitors on the ramp.

Thanks,
Bill McEnery
New England Airport Associates

Just out for a (space) walk