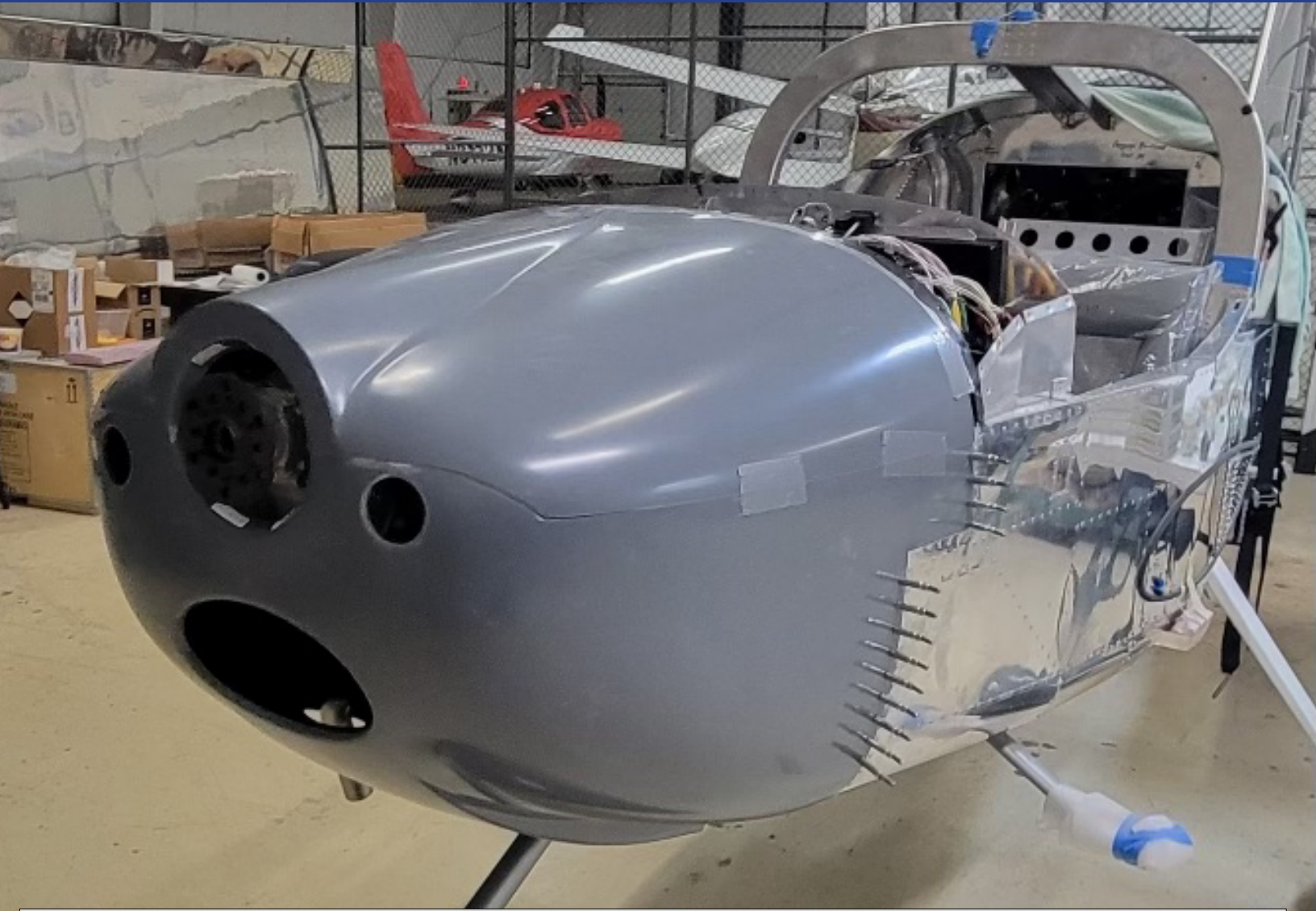




EAA Chapter 166

Hartford, Connecticut

October 2024



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NEXT MEETING

**October 26,
2024, 10:00am**

Steve's Hangar

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PRESIDENT'S MESSAGE

by Steve Socolosky

To all our EAA 166 Members and Student Members,

Our next meeting will be held on SATURDAY, OCTOBER 26th at 10:00 AM at my hangar at Brainard Airport (KHFD), rain or shine, but if it's too cold, please stay tuned to your email!

Thanks to all who attended our September meeting! We continue to promote aviation with our Members, Student Members and Visitors and all who are interested in Aviation! Thank you to Chris Meyer, EAA 166 Member who educated us and share his experiences as a competitive aerobatic pilot and flight instructor!

EAA 166 ELECTIONS! On Saturday, November 9th, at our Annual Awards Dinner, we will be selecting next year's slate of Officers, and as I explained at last month's meeting, we would also appreciate more help beyond the Officers' positions, to help with our expanding Chapter. A few Members and Student Members have offered to help and we thank you! We still could use more help. Please email me or call (soco7a@aol.com 860-995-2886) if you are interested in helping. We are flexible and have a few different ways that you can help in terms of time commitment. For instance, one task we need help with is monitoring/organizing our Membership. We can explain the task and then brainstorm if and how you could help. It can also be done by more than one person. Please consider helping our Chapter. Thank you!

Annual Awards Dinner: SATURDAY, NOVEMBER 9th, 5:00 PM – 8:00 PM at the Officers Club at the CT State Armory, 360 Broad St., in Hartford. Cost per person: \$45.00

Our guest speaker will be our own Bill Barry, who will be offering an historic perspective on gliders! Bill is a glider instructor and will explain the value of wind awareness when flying in a glider as well as using an example of an historic glider in the New England Air Museum. Bill's unique ability to engage a wide range of ages and

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PRESIDENT'S MESSAGE

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interests in an audience, makes his presentation one you would certainly enjoy!

Our RV-12 Chapter Build Project continues to progress! Please read more below!

See you all on SATURDAY, OCTOBER 26th at 10:00 AM at my hangar! Please bring a little something to share. We'll have coffee and water, and plenty of Aviation Spirit!

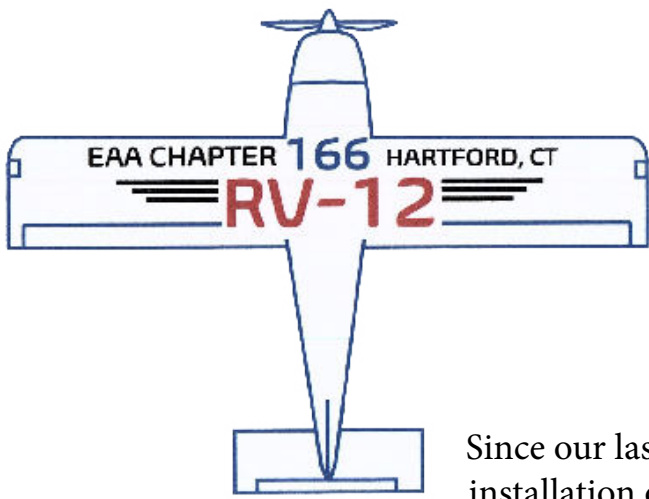
Thank you and BLUE SKIES!
Steve



Girls in Aviation Day

EAA 166 Student Members,
lead by Isabella Puiggari (EAA 166 Ray Scholar) promoting Young Eagles!





EAA 166 RV-12 BUILD UPDATE

update and photos from Rick Montero

Since our last update, the RV-12 Build Team has completed installation of the exhaust system on the Rotax 912 engine and installed the cooling system radiator. A big recent milestone was turning on and testing the G3X Touch Primary Flight Display and updating its software. The system worked perfectly! The team also applied a decorative carbon fiber vinyl wrap to the instrument panel that really enhanced its appearance.

In addition, the team has completed trimming the lower engine cowling to shape and mounted it to the airframe. This work required several hours of cutting and sanding to get the cowl to fit properly. Mounting the lower cowl to the airframe also required the fabrication of several hinge pieces, hinge pins, and match drilling them to the cowling.



Check out the latest build updates on our YouTube channel!



EAA166 Hartford, Connecticut

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Next, the team will complete the shaping and sanding of the upper cowl and match drill it to attach to the airframe and lower cowl. After that work is complete, the team will attach the propeller and spinner to the engine.

Another milestone in the build of our RV-12, was the transfer of ownership from EAA Chapter 166 to Lindbergh Flyers, Inc. Lindbergh Flyers, Inc., is a flying club made up of members of EAA Chapter 166, formed to assume ownership of the RV-12. This transfer of ownership is required by EAA International. Although ownership of the aircraft has been transferred, EAA member participation in build sessions will continue as a social and educational activity.

The RV-12 Build Team meets 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@sbcglobal.net.

Rick Montero
EAA Chapter 166 RV-12 Build Team Leader



Initial start-up of G3X Touch Primary Flight Display and the carbon fiber vinyl wrapped panel



Steve Socolosky and Rick Montero signing purchase agreement that transferred ownership of RV-12 to Lindbergh Flyers, Inc. Pictured Left to Right in Back Row: Steve Oakley, Mark Welsh, Larry Anglisano. Pictured Left to Right in Front Row: Steve Socolosky and Rick Montero. Photo Credit: Larry Anglisano





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!



Our Ray Scholar, Isabella Puiggari, updates us on her flight training. Did you say SOLO coming soon, Isabella?



Great turnout for our Chapter meeting!



Larry and Ashley Anglisano flew an air-to-air photo mission with this replica P-36.

BasicMed: Better, Not Perfect

AEROMEDICAL

by Larry Anglisano

Recall in 2017 the FAA brought BasicMed, an alternate means of airman medical certification. It wasn't perfect, but credit goes to the FAA for making it incrementally better than the original regulation. The two requirements—a physical exam performed every four years by any state-licensed physician (PAs can't do them), plus completion of an online knowledge course every two years—still stand, but recent BasicMed revisions clarify some grey areas, while adding more privileges to the certificate holder. Start with the right paperwork, which is FAA Form 8700-2 (Comprehensive Medical Examination Checklist) that your doc signs off on after examining you. You won't need Form 8500-8, which is the MedXPress that's used for traditional FAA certification.

One welcomed revision was a change in language that allows BasicMed pilots to act as safety pilots without concurrently acting as PIC. The original BasicMed language got wrapped around FAR 91.109(c)(1)(i), which says in part that a safety pilot (sometimes referred to as second in command) is required when the PIC is flying “under the hood.” But since that makes the safety pilot a required crewmember, they must hold an FAA Medical Certificate. Not anymore—safety pilots can have BasicMed certification.

A major change is that BasicMed certification is good for flying aircraft with a MTOW (maximum takeoff weight) of 12,500 pounds—up significantly from 6000 pound in the first revision. It also increases the number of allowed passengers in the cabin to six, and the aircraft can be equipped with up to seven seats. Many had hoped that the altitude restriction (18,000 feet MSL) would be increased to FL250, but that didn't happen. The rub there is that under BasicMed you could fly some pressurized models, but you might not be making efficient use of them flying below the flight levels. The maximum allowed indicated airspeed is unchanged at 250 knots.

Last, BasicMed could keep our favorite DPEs in business longer since they can administer check rides without having traditional FAA Medical certification.



UPCOMING
PROGRAMS

EXPLORE THE SKIES!

New England Air Museum is home to an ever changing roster of events – ranging in focus from children, to students and adults. Please explore our featured upcoming events below!



Mmmmm, that time of year again!