



EAA Chapter 166

Hartford, Connecticut

January 2024



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NEXT MEETING

**January 25,
2024, 10:00am**

**Chapter Meeting
Room in H1**

CHAPTER OFFICERS

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

VICE PRESIDENT
John Baleshiski
(860)965-4005
john@sheridan
technolgygroup.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

Happy New Year to all our EAA Members and Student Members!

Our first meeting this year, will be held on SATURDAY, JANUARY 25th at 10:00 AM, up in our EAA 166 CHAPTER MEETING ROOM IN H1!

We held our traditional planning meeting on January 4th, when we discussed Chapter events, overall direction and most importantly, our future as a Chapter! We have some big decisions to make as many positive things are happening as Brainard Airport moves forward and EAA 166 is very much a part of many, big potential plans! Please try to attend the meeting so we may have as much input as possible from our Members to help guide us.

We've applied for and received our 6th Ray Scholarship, which has been increased to \$12,000.00! Thanks to Rick Montero for being our Ray Scholar Coordinator and getting this done! We hope to award it to another aspiring young pilot! As is recommended by EAA, we do not advertise this scholarship, since we must be thorough and deliberate when awarding the scholarship to a candidate who will be successful in earning their Pilot Certificate. It requires extreme commitment and support! Stay tuned!

Our RV-12 is progressing nicely, and despite a few unexpected Service Bulletins, we hope to have it flying by late spring! Our RV-12 Build Team Leader, Rick Montero, has more, later in the newsletter.

Finally, DUES ARE DUE, please!
EAA Chapter 166 Annual Dues: \$20

See you all on Saturday, January 25th!
Thank you and BLUE SKIES
Steve



EAA Chapter 166



EAA 166



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EAA 166 RV-12 BUILD UPDATE

update and photos from Rick Montero

The RV-12 Build Team completed installation of the hinges that mount the upper and lower cowling to the airframe and tie the two halves together. The work required lots of blind match drilling through the opaque cowling into the hinge plates. The team did a great job because the final results look fantastic. The cowling fit to the airframe and the fit between the upper and lower halves is perfect!

The team also worked through the process of setting the propeller pitch. The procedure requires first leveling the airframe nose to tail, then leveling the propeller laterally, and then finally adjusting the propeller pitch on each blade to $71.4 \text{ degrees} \pm 1 \text{ degree}$. During our practice run, we were able to get the pitch within less than one degree.

During the past week, the team also performed a leak check on the fuel system by filling the gas tank with a few gallons of aviation fuel (100LL) and then turning on the fuel pump. The pump worked well and only one small leak in the fuel return line was found, which was quickly fixed by tightening a fitting between the fuel return line and the fuel tank.

Over the next two weeks, the team will focus on installing the oil cooler and the cooling system baffle within the lower cowl. This will complete the work on the engine and cowling.



(Top) Mark Welch filling the RV-12 with fuel for the first time!

(Bottom) Steve Oakley and Mark checking torque on fuel line fittings and ensuring there are no fuel leaks.

Photo Credit: Larry Anglisano

Check out the latest build updates on our YouTube channel!

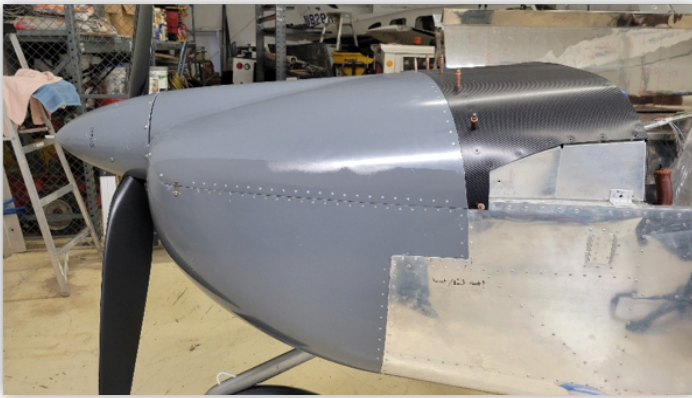


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The fit between the upper and lower cowling. The fit to the airframe and between the two halves is perfect!



The fit between the cowling and the spinner. The team was very happy with how well the installation was performed.

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



Merry Christmas from the RV-12 Team!



Our gift to the KHFD Control Tower!

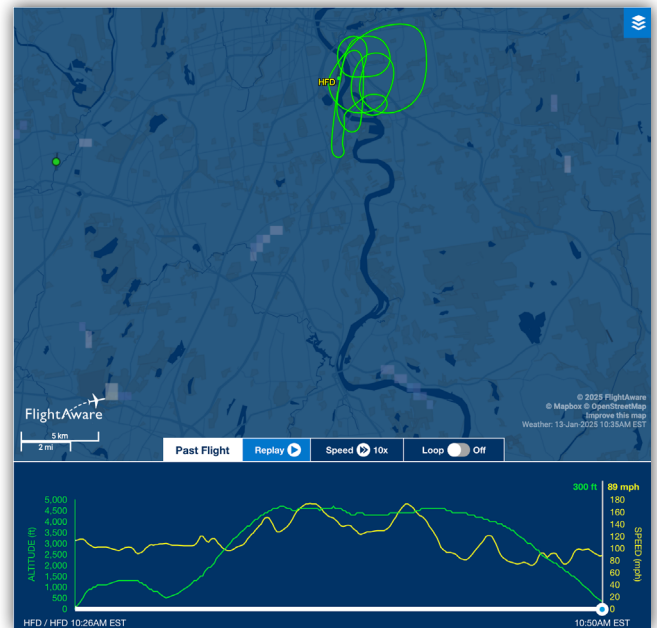
An RV-10 Takes Flight

by Larry Anglisano

Calm wind, a high overcast and light traffic made for the best conditions for the first flight of Mark Welch's RV-10, N957WB. With a supportive ground crew and after a healthy amount of checking and crosschecking (including a full-power high-speed taxi down the active runway 2 at Hartford Brainard Airport) Welch—with trusted CFI sitting shotgun—broke ground, with the RV climbing strong, fast and without issues throughout Welch's planned flight regimen.

The successful first flight epitomizes the spirit of EAA, while Welch deserves a tip of the technical hat for finishing a build with admirable high-quality and precise attention to detail that others can learn from.

The four-place, 200-plus-MPH Van's RV-10 is powered by a Lycoming IO-540 of 260 HP. The first factory-built RV-10 took flight in May 2003 and is still in production today as a flagship Van's model—with an earned reputation for speed, traveling efficiency and crisp handling. Visit www.vansaircraft.com



EAA 166 Has a Flight Advisor

by Ken Katz

I am the newly appointed Flight Advisor for Chapter 166. The objective of the Flight Advisor program is to increase safety during the early phases of flight testing in a newly restored vintage aircraft, recently purchased aircraft, new sport aircraft, homebuilt or ultralight. I am an information resource for pilots to use in evaluating both themselves and their aircraft, and in my role, I have no official status with the FAA and no formal authority over other pilots or Chapter 166 members. I never say “yes”—that is a decision that must be made by each pilot.

I bring to the role of Flight Advisor experience as both a general aviation pilot and a flight test engineer. I am a 1500-plus-hour pilot with a Commercial airplane single- and multi-engine land certificate and an instrument rating. I first learned to be a flight test engineer when I was an officer in the US Air Force, testing avionics for the B-52 Stratofortress bomber and air-launched cruise missiles. After completing my military service, I worked for Boeing as a flight test engineer on the V-22 Osprey program. I currently work as a principal project engineer for Collins Aerospace in Windsor Locks, Connecticut, and am active as a senior member in the Society of Flight Test Engineers.

I will be putting my knowledge of flight test planning, test hazard analysis, test operations, and test data analysis at the disposal of Chapter 166 members, particular those who are conducting Phase 1 flight testing of their experimental aircraft.

It's my strong belief that the fundamental principles of flight testing are common to all aircraft, whether it be a Van's RV or a V-22 Osprey, and the homebuilder community can benefit from

what has been learned in “big aerospace”.

Please contact me if I can be of assistance. I look forward to working with EAA Chapter 166 members so that they can have safe and productive flight test experiences.



Winging It ... Formation Flying

by Larry Anglisano

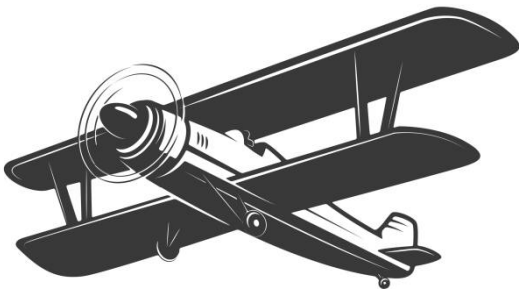
In practice, those words should never be used together and for good reason. But for those experienced and skilled for the task, there are good reasons to join up in tight formation, including air-to-air photo work. A good example is the tight snap of a scaled P-36 replica shown here shot by Ashley Anglisano harnessed in an open-door Bearhawk photo ship over the Rhode Island coast. Like any successful air-to-air job, the details were in the preflight planning and a flight coordinated by a skilled, in-synch crew.



For these kinds of well-planned formation missions pulled off by pros, the FAA generally doesn't regulate it. But you should be familiar with regulations that can be enforced should something go wrong—and plenty of impromptu formation flights have gone very wrong. It's FAR 91.111 that addresses operating near other aircraft. In part, the reg says that no person may operate an aircraft so close to another aircraft as to create a collision hazard. In my estimation, that means every air-to-air mission busts the reg because, face it, flying in formation does create a collision hazard. However, 91.111 goes on to say that no person may operate an aircraft in formation flight except by arrangement with the pilot in command of each aircraft in the formation. In the case of our P-36 photo shoot, we spent over an hour talking it through, and days prior deciding when the winds, weather and traffic congestion would be the most favorable. The last tidbit in the regulation says that no person may operate an aircraft carrying passengers for hire in formation flight. As with many things in aviation, there's both dumb and illegal.

The pros pull off successful and safe formation flights because they don't deviate from some important things that safeguard a collision. First, it's the photographer that runs the show, with clear communication about how and where she wants the subject aircraft to maneuver. That means the photo ship needs to have a good intercom system and very good headsets, and both aircraft must have functioning VHF comm radios and exterior lighting. The photographer and the pilot of the subject plane can do a lot with hand signals, but it just works better when the camera ship relays the photographer's commands over the radio.

Obviously, it works the best when both the camera ship and subject aircraft can be flown comfortably (not at the edge of stall) at similar speeds—and airspeed targets should be discussed as part of the preflight briefing. The same for turns; the subject airplane should never turn into the photo ship, as one example. And, have a breakaway plan for when contact is lost between the photo ship and subject airplane. Finally, if something doesn't feel right at any point in the mission—even before getting airborne—trust your instinct and abort. There's no big sky theory in formation flying and very little room for error.



EAA i66 History Corner

by Bill Barry

January is an important month in the history of the EAA. On January 26, 1953, Paul Poberezny organized the first official meeting of the new organization. It was held at Timmerman Field (then Curtis-Wright Field) in Milwaukee, Wisconsin. As you know, Poberezny was elected President of EAA at that meeting. It was a job he held until his son Tom took over the Presidency in 1989.



Paul and Audrey Poberezny in the EAA Office (in their basement) in the 1950s

Locally, January 20 is a significant day in Connecticut aviation history. On that day in 1942, the Windsor Locks Army Air Base was renamed “Army Air Base, Bradley Field, Connecticut.” The State had purchased the land, formerly tobacco farmland, in the spring of 1941 and leased it to the federal government as a training base for the Army Air Corps. The military quickly put Windsor Locks Army Air Base to use that summer. Lt. Eugene M. Bradley died in the first



Lieutenant Eugene M. Bradley

aviation accident there. The 24-year-old Oklahoma native had arrived just a few days before his death as part of the 64th Pursuit Squadron. Lt. Bradley took off at 9:30 am on August 21, 1941, in a P-40C (#41-13348). He met up over the field with squadron-mate First Lt. Frank Mears for a session of dogfight training. After several minutes of maneuvering Lt. Mears called off the fight at about 5,000 feet above the airport. Lt. Bradley made a diving turn away and wound up in a spin. He crashed about a mile west of the airfield. The place where his plane impacted the ground is thought to be somewhere under Runway 33 at Bradley International. Lt. Bradley was buried at a National Cemetery in San Antonio, Texas. He left behind his young wife and unborn child. A number of other units trained at Bradley Field during World War II and, starting in 1944, it also served as a camp for German Prisoners of War. The Army deactivated the field in late 1945 and it was turned over for civilian use, keeping the name Bradley Field.



NEW ENGLAND AIR MUSEUM CORNER

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!

Homeschool Day: Fixed Wing Flight

Monday February 3, 2025

Meet retired airplane pilots and certified flight instructors, learn how pilots chart a course using sectional maps, discover how planes fly with our public programs team, receive special access inside ou...

[LEARN MORE](#)



Women Take Flight

Saturday March 8, 2025 10AM – 3PM

Save the date! Meet local women in the aerospace industry, participate in hands-on STEM activities, climb aboard historic aircraft, use flight simulators, and more!



Upcoming Local Events

FEBRUARY

2

Merrimack NH Fun Fly

[Learn More](#)



Did You Know?

A new tower is coming to KHFD!

See here the field looking north, just south of the T-Hangars!

EAA 166 Student Member John Hotchkiss, while on a flight to visit his grandparents, got talking with the Captain of a 737-800. The Captain had to twist his arm to hop in the FO's seat!



Larry Anglisano capture's Mark Welch's first flight in his homebuilt RV-10



Be Cafeful in the Snow!