



EAA Chapter 166

Hartford, Connecticut

February 2025



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NEXT MEETING

**February 22,
2025, 10:00am**

**Chapter Meeting
Room in H1**

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PRESIDENT'S MESSAGE

by Steve Socolosky

Hi to all our EAA 166 Members and Student Members!

Our second meeting this year, will be held on SATURDAY, FEBRUARY 22nd at 10:00 AM, up in our EAA 166 CHAPTER MEETING ROOM IN H1! All are welcome! Bring someone else along!

I often tell many folks what a great bunch of people we have in our Chapter, from many different backgrounds, ages and experiences! However, WE ALL have a deep passion for aviation!

The New England Air Museum is holding its annual "Women Take Flight" event on Saturday, March 8th! If you would like to help promote Young Eagles at this very fun and cool event, please contact our Young Eagles Coordinator, Jody Long.

When will our RV-12 fly? RV-12 Build Team Leader, Rick Montero, may provide some hints, later in the newsletter.

Our program for this month will be, "Landing on an Ice Runway?" EAA 166 long-time Member and PIC, Bob Pulford (along with passenger Steve Socolosky), will share their experience of landing at the Alton Bay Iceport (B18) a few weeks ago! It was Bob's first time and it was memorable!

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

See you all on Saturday, February 22nd!

Thank you and BLUE SKIES!
Steve



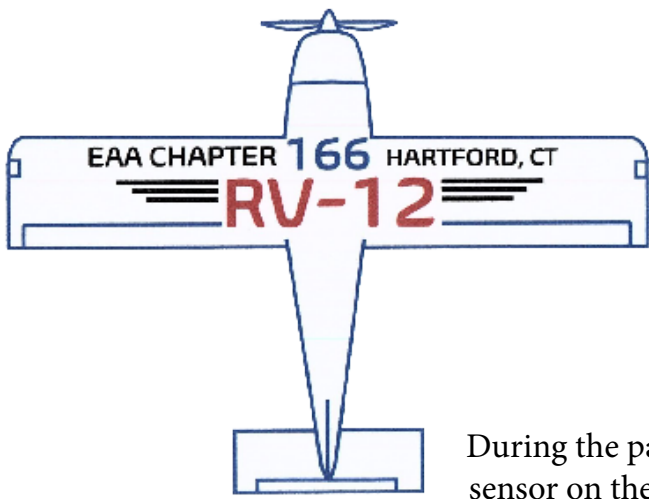
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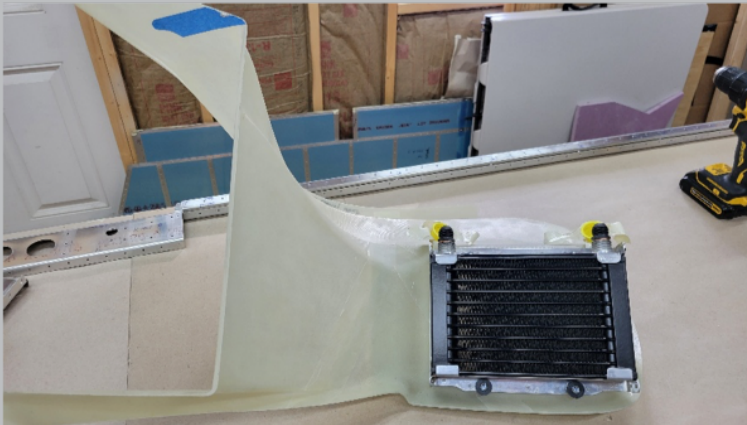
EAA 166 RV-12 BUILD UPDATE

update and photos from Rick Montero

During the past month, the Build Team calibrated the fuel quantity sensor on the G3X Primary Flight Display and completed a fuel flow test. We measured a fuel flow of 30 gallons per hour. This more than satisfies the fuel flow requirement for the engine. During this work, we discovered the mechanical fuel gage atop the fuel tank is stuck. This may require some disassembly to fix.

The team also attached the oil cooler to the cooling baffle and trimmed it in preparation for installation. This baffle will be attached to the lower cowl using epoxy and fiberglass. The cooling baffle gets attached to the lower cowl to help funnel cooling air to the oil cooler and the radiator.

Over the past weekend, the Lindbergh Flyers Flight Club, hired an experienced Rotax mechanic to inspect the engine installation. Overall, the inspection went well and was well worth the investment. The mechanic suggested several minor improvements to hose and wire routing to prevent chaffing, addition of heat shielding for radiator hoses, and identified some items that need to be safety wired. We also discussed having him return to perform an inspection on the gear box and asked him to be present during first engine start to perform an oil system purge and carburetor tuning.



Oil Cooler attached to Cooling Baffle



Cooling Baffle clamped to lower Cowling

Check out the latest build updates on our YouTube channel!



EAA166 Hartford, Connecticut

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Trevor Snow (Left) and Pugal Prabha trimming the Cooling Baffle



Ron Jones (Left) installing the radiator while Dave Trenkner (Center) and Joe Kline (Right) work to install an Adel Clamp on the Throttle and Choke Cables

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



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!

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!





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!



Bob Pulford with N32RF at Alton Bay (B18), New Hampshire on Lake Winnepesaukee

Flight Testing: What to Wear?

by Ken Katz

Let's start with what a test pilot should not wear. Synthetic materials like nylon and polyester are a no-no, particularly in clothing that is worn directly contacting the skin. There are several ways in which a pilot could be exposed to flames and high temperatures. One example is if there is an engine fire in flight and the firewall is breached. That could mean having to egress a burning aircraft once it's back on the ground. Nylon and polyester will melt and transmit a high amount of heat to the skin, and melting could be worse than burning—which at least carries some heat away from the skin.



The best material for flight clothing is made of Nomex, a fire-retardant material. I think it is a wise and not particularly expensive addition to safety for a test pilot to acquire and wear a Nomex flight suit and gloves. That's because Nomex flight suits are optimized for the cockpit and provide some protection against flames. At the least, a useful form of protection is wearing Nomex gloves.

A properly-fitted (and comfortable) helmet can provide excellent cranial protection in the event of a crash landing or a violent maneuver in which the pilot's head hits the flail zone or any other part of the airplane, such as the canopy. Another consideration is that any helmet with a built-in headset is compatible with the audio system of the aircraft—some are not.

Whether a test pilot should wear parachute during flight tests is a topic worthy of its own column. If a pilot does wear a parachute, then a helmet and boots with strong ankle support are important. The helmet protects the pilot if his/her head contacts the aircraft when departing it and protects against ground impact when doing a parachute landing. Supportive boots protect the ankles when making a parachute landing.

Flight-test safety is a matter of identifying risks and mitigating their probability of occurrence or the severity of consequences if the risk is realized. Proper clothing contributes towards reducing the severity of a variety of undesired events and it's a logical backstop to safety.

Midair: Defense is Offense

by Larry Anglisano

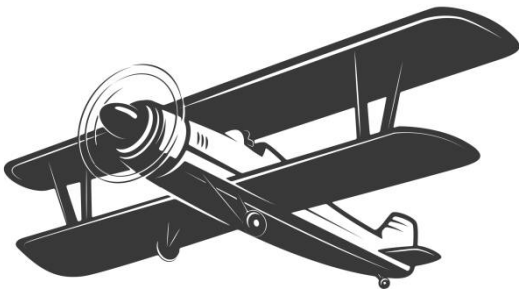
As a traffic phoebe, I admit to sitting up straight in the seat while flying busy traffic patterns, and even when maneuvering close to busy airspace. The recent CRJ/Blackhawk wreck over the Potomac around the DCA Class B certainly hasn't helped. That got me thinking about some tips my instructor offered a while back when attempting to talk me off the ledge, starting with some useful tips for clearing turns. The technique differs depending on whether you're flying a low-wing or high-wing model. And no matter which you're flying, the wing will block area you really want to see.

Some say that you're better off in a low-wing design because the wing isn't blocking the space you're turning toward. But for a better chance of it working as intended, before banking you need to verify that the space in the opposite direction of the turn is clear. In most high-wing models (the Cessna Cardinal series might be an exception because the wing is more aft of the cabin than it is in a Skyhawk for example), it's the opposite. The lowered wing blocks the view of the sky space you're turning into.

A remedy is before turning, scan in the direction of the wing that will block your view once in the turn and simply make sure there's no visible traffic, while using the ADS-B or TAS/TCAS traffic page as backstop. When rolling out of the first 90-degree clearing turn, your eyeballs should immediately focus on the blocked space of the sky to make sure nothing has flown into the area. Once verified, scan off the nose and to the opposite side using FAA-prescribed traffic scanning techniques which divides the view outside the aircraft into 10-degree arcs.

One simple and key element here is looking before turning and then again after you turn. That's good practice whether you're making clearing turns before setting up for airwork or turning toward or turning inside the traffic pattern—with perhaps the most risk occurring in the risky circling approach to landing as witnessed in the DCA midair.





EAA i66 History Corner

by Bill Barry

On February 16, 1946, the prototype Sikorsky S-51 helicopter made its first flight. The S-51 was the first helicopter intended for commercial use, though it was also used by many military services around the world. In fact, the prototype was eventually delivered to the French Navy. The design was based on the Sikorsky's R-5 military helicopters. A four-place single-engine helicopter, the S-51 was powered by a Pratt & Whitney (of course) Wasp Jr. radial engine.



Sikorsky S-51 prototype, NX92800, flying over Connecticut in 1946. (Sikorsky Historical Archive)

The first flight of the prototype, NX92800, was made by Dimitry D. Viner, a Sikorsky test pilot. Viner had been

born in Kiev, Ukraine, then a part of Imperial Russia, in 1908. He escaped from the chaos of the early Soviet Union at the age of 15 in 1923 along with his sister and mother. In the U.S. he was known as Jimmy, instead of Dimitry. He quickly found work with his uncle Igor's company – Sikorsky Aero Engineering. Viner would become the first pilot to log more than 1,000 hours in helicopters; a milestone he achieved in 1947. In late 1945, Viner had made the first helicopter rescue at sea using a military R-5 helicopter, and would later make the first civilian rescue mission in an S-51.



Sikorsky R-5 flown by Jimmy Viner lifts a crewman from a barge that had run aground on Penfield Reef, November 29, 1945. (Sikorsky Historical Archive)

With thanks to Bryan R. Swopes of www.thisdayinaviation.com.



Any Daytona 500 fans out there?