EAA Chapter 166

Hartford, Connecticut

April 2025

What's Inside...

NEXT MEETING

April 26, 2025, 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

Greetings to all our EAA 66 Members and Student Members!

Our fourth meeting this year, will be held on SATURDAY, APRIL 26th at 10:00 AM, up in our EAA 166 CHAPTER MEETING ROOM IN H1 . . . maybe! Please check our reminder email the Friday before, because we may be meeting out at my hangar!

GREAT NEWS! EAA 166 has been recognized as a GOLD level status EAA Chapter for 2024! That means we have demonstrated the Spirit of Aviation and continue to do so! I'll have more information for everyone at our meeting. Thank you to all our Members and Student Members who have been a part of what we do in helping to engage and support those who are fascinated with aviation and want to be a part of it!

It's now official! EAA 166 has awarded EAA 166 Student Member, Justin Hotchkiss, the Ray Aviation Scholarship! We'll be looking forward to watching Justin on his aviation journey!

Our other Ray Scholar, Isabelle Puiggari, has passed her FAA Written Exam and continues on her journey to becoming a Private Pilot and eventually a professional Pilot. Now, if only our New England Spring weather would stop being New England Spring weather, our Ray Scholars could fly more often!

If you'd like to check out one of the finest Aviation Maintenance Schools in the United States, located at the end of Lindbergh Dr., here at Brainard Airport, please see the attached flyer for CT AEROTECH's OPEN HOUSE! It's the same day as our meeting, but if you go early, you can still attend our meeting!

Also, on the same day as our meeting, the New England Air Museum is holding its annual "Space Expo"! Unfortunately, for our team that will be at NEAM promoting Young Eagles and other EAA 166 Members, it's the same day as our meeting. Maybe attend our meeting, then head on up to NEAM! It's a great annual event and runs until 3 PM.

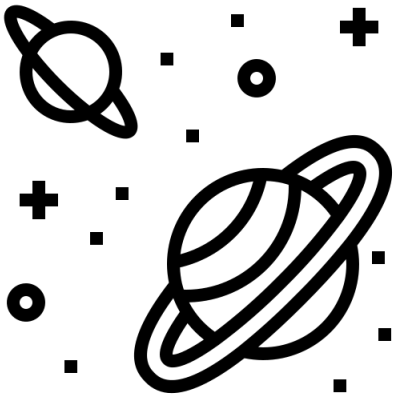
Finally, EAA 166 will be hosting EAA's SportAir Workshops for Sheet Metal, here at Brainard Airport, on Saturday and Sunday, May 17th and 18th! Click HERE for the link to learn more or attend.

Yes, there's a lot happening and our RV-12 is getting closer to flying as Rick Montero explains later in our newsletter.

See you all on Saturday, April 26th!
Thank you and BLUE SKIES!
Steve

Rick Montero took Wilter on an Eagle Flight. He did great. He said it was the most exciting and terrifying experience in his life! His last question was, "When can we do it again?!

Congratulations Inuki! You are now a Young Eagle and newest EAA 166 Student Member!
The sky is NOT the limit for you!



SPACE EXPO 2025

Saturday, April 26, 2025 9AM -3PM

Save the date for this year's Space Expo! This special event will feature guests from our region's aerospace industry, activities for children and families, and much more! More info to come!

Check out the minutes from last month's meeting here.

EAA 166 RV-12 BUILD UPDATE

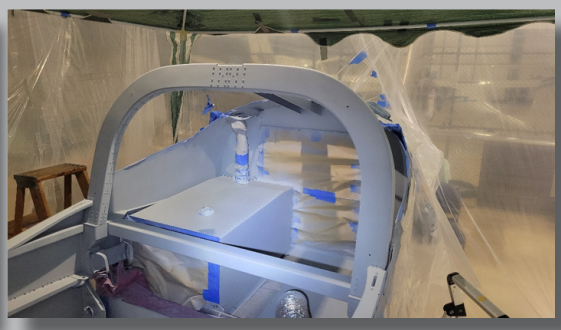
update and photos from Rick Montero

Over the last few weeks, construction activities were paused while the members of the Lindbergh Flyers (Owners of the RV-12) painted the cabin interior. Since this activity involved spray painting, a tent was set-up around the RV-12 to prevent paint dust from spreading throughout the hangar and settling onto other aircraft. The team doing the work also set up a ventilation system to create negative pressure within the tented area to draw paint dust and fumes out of the hangar. Painting the cabin involved first masking areas not to be painted, cleaning and abrading all surfaces, and then applying a self-etching primer, a high build primer, top color coat, and then a final clear coat. This work took several days over a period of three weeks to complete. Since this activity required the use of hazardous materials, the activity was performed by a few members of the Lindbergh Flyers Flight Club.

Over the next several weeks, the RV-12 team will complete final installation of the canopy, aft window, and the lower cowl cooling baffle. This will be followed by manufacture of the canopy fairing.

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



(Left) The paint booth erected around the front half of the RV-12.
The cabin (middle) and the canopy frame (right) after the inital paint primer was applied.

Check out the latest build updates on our YouTube channel!

EAA166 Hartford, Connecticut

@eaa166hartfordconnecticut8 · 355 subscribers · 21 videos

More about this channel >

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NEW ENGLAND AIR MUSEUM CORNER

UPCOMING PROGRAMS

SPACE EXPO 2025

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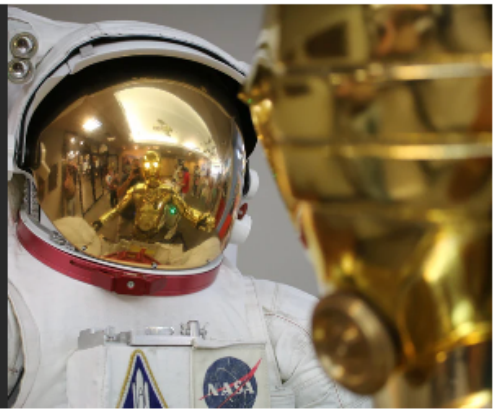

Member Activity

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!

Ray Scholar Coordinator, Rick Montero, presents our SIXTH Ray Scholar, Justin Hotchkiss, with his $12,000 check!

Rick Montero, RV-12 Build Leader, presents Nate and Ron with their EAA 166 RV-12 jackets for outstanding work!

A packed house for last month's 166 meeting!

Flight Testing: Consider Runways, Support, Convienience

by Ken Katz

Control towers can offer another layer of safety and support when flight testing. Image courtesy Larry Anglisano

An important consideration for flight testing is the airport that you will use as your base. As the builder and pilot of an E-AB aircraft, you will need to stay within the geographic limitations of your assigned flight test area as negotiated between the FAA FSDO and you. There are no hard and fast rules, but there are some things to consider.

If your aircraft was built at an airport, is that the airport that you want to use as your base for flight testing? If your aircraft was not built at an airport, consider how you will transport the aircraft to the airport.

Does the airport have facilities and services available to you that you will need? This includes hangar, fuel and even maintenance support. What are the costs of these facilities and services? Consider the proximity of the airport to your residence and whether it's practical to travel frequently between your residence and the airport.

What are the lengths, widths and directions of the taxiways and runways? Are they suitable for your aircraft, and do they provide an adequate margin of error for a rejected takeoff or a long landing? Is the prevailing wind usually aligned with the runway?

Consider the geography around the airport. As an example, if you have an engine failure after takeoff or near the airport, are there good places to land the aircraft that will minimize hazards to you and others? On this subject, if you are flying from Hartford Brainard Airport and lose your engine shortly after takeoff, you are almost certain to land in either the river, woods or urban areas. You need to think about how you are going to minimize that risk. Additionally, are there firefighting and rescue services at the airport?

How will other users of the airport, airport management, and air traffic control affect your flight testing and be affected by it? Have you coordinated with them, as needed?

Flight testing is a game of many details, and your choice of airport is an important one.

CT AEROTECH

AN EXTENSION CAMPUS OF THE
BRISTOL TECHNICAL EDUCATION CENTER

OPEN HOUSE

FOR AUGUST 2025 ENROLLMENT

SATURDAY APR 26

9:00 AM – 12:00 PM

500 LINDBERGH DR.
BRAINARD AIRPORT
HARTFORD, CT 06114

CT Aerotech, an extension campus of Bristol Technical Education Center, is a Federal Aviation Administration approved school (EM9T117R) that specializes in the training of today's Aviation Maintenance Technicians. Let our 70+ years of experience prepare you for a career in aviation. CT Aerotech is a post-graduate program administered by the Bristol Technical Education Center, Bristol, CT and the Connecticut Technical Education and Career System, 39 Woodland St. Hartford CT 06105.

WHO SHOULD ATTEND?

School and career counselors, high school seniors, postgraduates, or anyone interested in learning more about an exciting career in the aircraft maintenance industry.

FOR MORE INFORMATION

Contact Dawn Graham, Department Head at
860-566-1234 or **Dawn.Graham@cttech.org**
or visit **ctaero.cttech.org**

TAKE YOUR CAREER TO NEW HEIGHTS

EAA 166 History Corner

by Bill Barry

The YB-52 takes off on its first flight on April 15, 1952. This picture was originally classified to keep the landing gear configuration secret.

On April 15, 1952, the first B-52 Stratofortress took to the air at Boeing Field in Seattle, Washington. The first to fly was a YB-52, tail number 49-231. At the controls that morning were Boeing's Chief of Flight Test, Alvin M. "Tex" Johnston, and Lieutenant Colonel Guy M. Townsend, U.S. Air Force. After running a series of checks over Seattle, Johnston and Townsend climbed to 25,000 feet and flew to Moses Lake, Washington, to run additional tests. Three hours and 8 minutes after lifting off, they touched down – this was the longest first flight in Boeing history at that point.

Two prototypes were built, a YB-52 and an XB-52. Both prototypes had tandem seating for the pilots under a bubble canopy. This was the same arrangement that had been used in the Boeing B-47 Stratojet bomber. But, one of the most noticeable changes in the production version of the B-52 was a switch to side by side pilot seating behind a conventional windscreen. Another unusual feature of the B-52 was the number of engines - 8 Pratt and Whitney J-57 engines, hung in pairs under the wings.

The B-52 had a very long production run. A total of 744 were built in Boeing plants in Seattle and Wichita between 1952 and 1962. Many different versions were built, and the aircraft continues to be upgraded. Seventy three years after the first test flight, there are still 76 B-52s (all H models) in active Air Force service. The Air Force currently plans to continue flying these aircraft into at least the 2050s – over 100 years after the first flight. A program is now underway to replace the engines and make several other upgrades to convert these bombers into B-52 J models. The YB-52 was retired to the Air Force Museum in the mid-1950s, but was scrapped in the 1960s.

While B-52s were never based in Connecticut, there are several local connections. The original engines were, of course, built by Pratt and Whitney. B-52s were frequently seen in the skies over northern Connecticut, because they were based at Westover Air Force Base, just across the Massachusetts border from 1956-1974. More directly, there was actually a B-52 based at Bradley Airport from the late 1960s to the early 1980s. This one was used by Pratt and Whitney as a flying engine test bed.

Source: Bryan Swopes at www.thisdayinaviation com and other sources.

Captain William Magruder, USAF; Boeing Chief Test Pilot Alvin M. Johnston; and Lieutenant Colonel Guy M. Townsend, USAF, with the Boeing YB-52 Stratofortress.

Pratt and Whitney's B-52 flying engine testbed

We all have to start somewhere!