



EAA Chapter 166

Hartford, Connecticut

May 2025



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NEXT MEETING

**May 31, 2025,
10:00am**

**Chapter Meeting
Room in H1**

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PRESIDENT'S MESSAGE

by Steve Socolosky

Hello EAA 166 Members and Student Members!

Our May meeting, will be held on SATURDAY, MAY 31st 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!

We will be discussing and finalizing our plans for our Young Eagles Rally on Saturday, June7! Please email Jody Long, our Young Eagle Coordinator, if you would like to help. jodybaldyga@gmail.com

Isabella Puiggari, our FIFTH Ray Scholar has completed her FIRST SOLO! Since she has already passed her FAA written exam, Isabella is now focusing on her final stages of flight training and check ride! You got this, Isabella!

Justin Hotchkiss, our SIXTH Ray Scholar, is continuing his flight training and is close to his first solo! Justin became a Young Eagle with us two years ago and consistently became a regular participant at nearly every Chapter activity since! Oh, and by the way, Justin wants to become a pilot really bad!

We hosted the EAA SportAir Sheet Metal workshop on May 17-18 and it was a full event with Mike Dooley, from EAA, guiding all the new aircraft sheet metal Students along. Mike's a great guy and had many stories from his own RV-8 build and his 30-year Army career!

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, May 31st!

Thank you and BLUE SKIES!
Steve



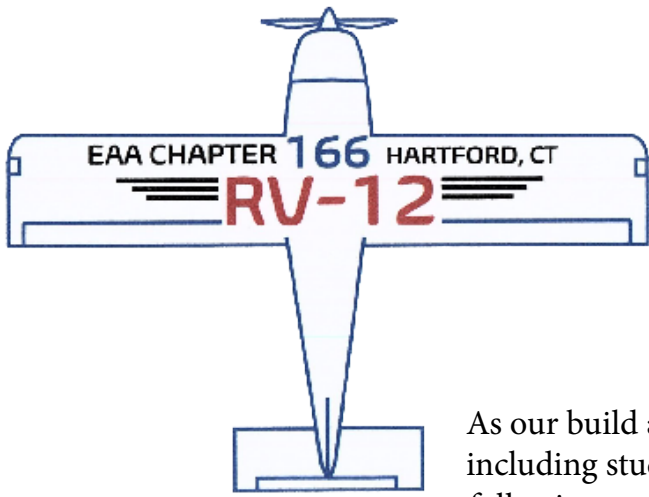
EAA Chapter 166



EAA 166



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EAA 166 RV-12 BUILD UPDATE

update and photos from Rick Montero

As our build activity for the RV-12 is winding down, the final build session including students and adult volunteers was held on April 26, immediately following our EAA monthly chapter meeting. At this session, our EAA volunteers and students attached the cooling baffle to the lower cowl using an epoxy and flocks mixture per the kit instructions. They also installed headset holders and reinstalled several cabin floor panels that were removed prior to painting the interior.

The members of the Lindbergh Flyers completed installation of the oil cooler, radiator interface seal, canopy weather seal, canopy arm filler blocks, and have started fabricating the canopy fiberglass fairing.

Over the next several weeks, the Lindbergh Flyers will complete canopy fairing fabrication, have the engine gear box inspected, and prepare the engine for first start. First engine start will be a very exciting event and a major milestone for our build team.

Since our build activity is nearly complete, all future build team sessions have been cancelled. Anyone interested in viewing the RV-12 should please contact Rick Montero at rick.montero@sbcglobal.net.

Rick Montero
EAA Chapter 166 RV-12 Build Team Leader



Build team members installing the lower cowling with cooling baffle attached.

[Click here to watch](#)



Van's RV-12 Build: Cowling work, completed canopy



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Check out the latest build updates on our YouTube channel!



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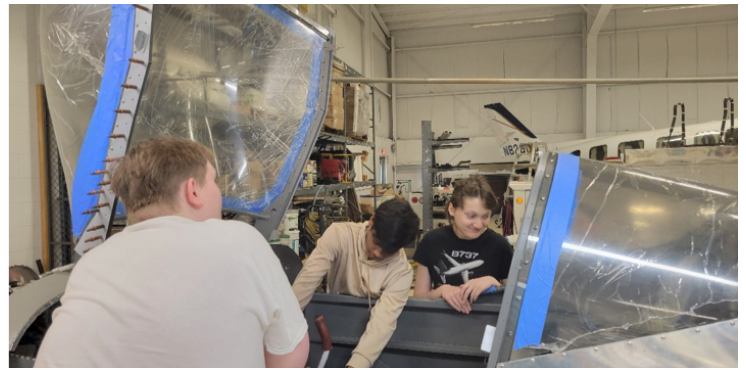
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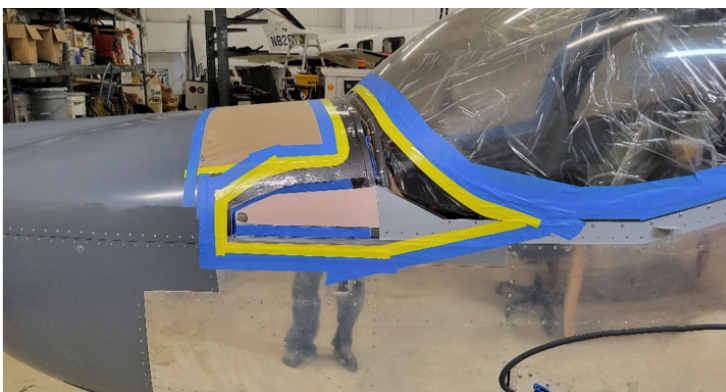
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Lower Cowl with Cooling Baffle permanently attached.



Build team student members re-installing interior floor panels.



Canopy arm filler (pink foam) installed and area masked in preparation for fiberglass installation. The entire area outline with yellow tape will be filled with fiberglass.



Fiberglass work continues.





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



Alyssa Celone, EAA 166 Member, earns her Instrument Rating!



Isabella Puiggari's FIRST SOLO with CFI Ben Ryan!



Yazmin Martinez becomes a Young Eagle and Student member of EAA 166!

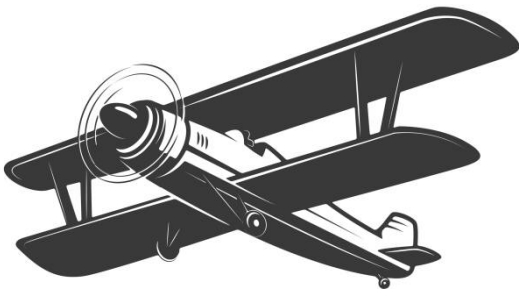


EAA's SportAir Workshop was held at Hangar 2 on May 17 and 18! Thanks to Lindsey for letting us use the hangar and for Rick Montero helping the EAA Instructor, Mike Dooley set up! All 16 people said it was a valuable, two-day learning experience!



Steve and Bill Barry flew up to the old Pease base in Portsmouth, NH, which was Bill's old stomping grounds when he used to pilot KC-135s there. They also got a special tour of the tower from former Brainard controller and New Hampshire Guard Controller, Tim Mangolds. As Bill and Steve were on their way to eat, they had to pull over to see 3 KC-46s light off! By the way, The Country View is THE place to eat! You can call ahead to Port City Air for a courtesy car.





EAA 166 History Corner

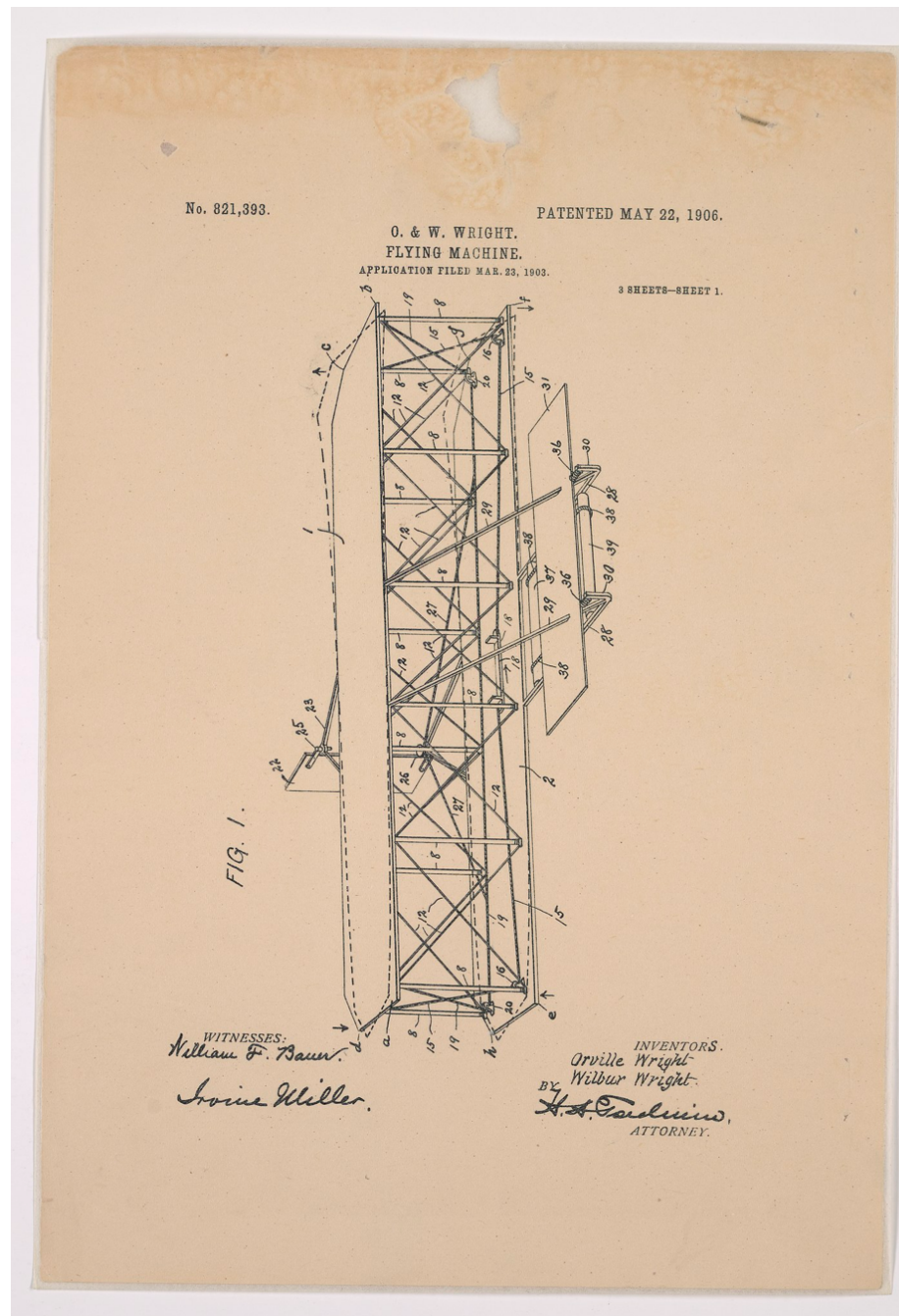
by Bill Barry

On May 22, 1906, the Wright Brothers were issued the first U.S. patent for flying machine – Patent number 821,393. This came two and a half years after they accomplished the first controlled, powered, sustained heavier-than-air human flight at Kitty Hawk, North Carolina. If you look closely at the patent drawing, you may notice something missing. There isn't a motor or a propeller on the drawing. This is because the patent was actually based on their 1902 glider design. What they were patenting was their method of flight control.

This was the key to their success where others had failed. Most other experimenters trying to build flying machines at the time understood the need for pitch control with some sort of elevator. But others imagined that turning their flying machines could be done with a rudder alone; like a ship at sea, or a carriage behind a horse. Perhaps because they were bicycle builders, the Wrights realized the need to be able to lean into a turn. In any case, the addition of roll control, to create a workable 3-axis control system, was the breakthrough needed to make the airplane possible.

The Wright flight control system was not quite the same one that you use today. Their original flyer was operated with the pilot lying flat on the lower wing. The elevator was controlled using a horizontal bar in front of the pilot. Roll control came

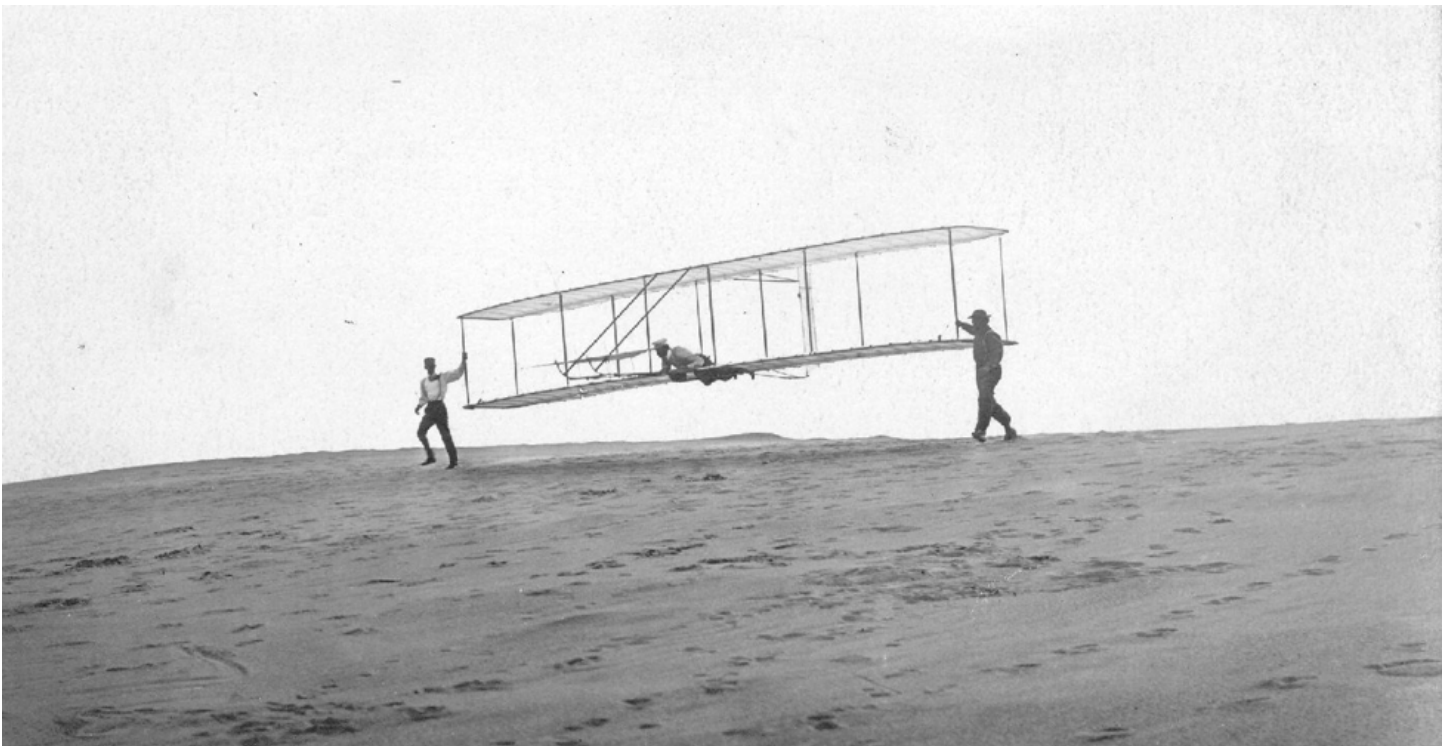
Right: One of the drawings in the Wright Brothers' 1906 Flying Machine patent.
(Source: US Patent and Trademark Office)



from cables attached to the wings that warped one wing up and the other down. The wing warping was controlled by the pilot shifting his hips left or right in a “hip cradle.” Until 1905, the rudder was connected to the wing warping system and controlled by hip movement. A separate rudder control came in later models.

The Wrights submitted their patent claim in March 1903, many months before their first powered flight. This application was rejected by the Patent Office. After their success at Kitty Hawk, the Wrights applied again for a patent, but this time they hired Henry Toulmin to write the application for them. Toulmin was an experienced patent attorney from Ohio, and his very broad description of the Wright flight control system was finally granted patent protection two years later.

With legal protection for their invention, Wilbur and Orville began to try to sell their airplanes. But, as soon as other flying enthusiasts saw how the Wright airplanes worked, they began building airplanes with similar control systems. The Wrights sued and won every case in the U.S. This “patent war” had a crippling effect on the early U.S. aircraft industry. When World War I began, Americans wound up flying the more advanced European aircraft into battle. (The U.S. patent didn’t prevent people in other countries from using the Wright’s idea.) The problem in America was finally resolved when the U.S. government intervened and forced the aircraft industry to create a patent pool. For each plane built, the company had to pay a fee into the pool for use of various aviation patented technology. The pool was then distributed to the patent holders – primarily the company the Wrights had formed.



Orville Wright is at the controls of the 1902 Wright glider. Wilbur Wright (left) and Dan Tate (right) run the glider into the wind.
(Source: wright-brothers.org)



Gotta watch out for those Canadian Snow Geese!