



# EAA Chapter 166

## Hartford, Connecticut

*August 2025*



### **WHAT'S INSIDE...**

President's Message ...page 2

RV-12 Build Update ...page 3

Member Activity ...page 4

AirVenture 2025 ...page 5

History Corner ...page 7

Flight Advisor ...page 9



# PRESIDENT'S MESSAGE

*by Steve Socolosky*

Hello EAA 66 Members and Student Members,

OSHKOSH! It's a very special place and Joe Gauthier was fondly remembered on EAA's Memorial Wall, on the last day of Oshkosh 2025. It was a beautiful service which included Jack Pelton reading the name of each person being honored this year, along with the playing of bagpipes, a missing man formation and taps . . . the aviation community will always remember Joe.



Joe's wife, Carol (center), with daughters Betty Lynn (left) and Linda (right), along with EAA 166 and EAA 27 Members and friends.

There's more about Oshkosh and about our Chapter, so please read on and we'll see you all on Saturday, August 23rd at my hangar! Thank you and BLUE SKIES!

Steve

## NEXT MEETING

**August 23, 2025,  
10:00am**

**Steve's Hangar**

## 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



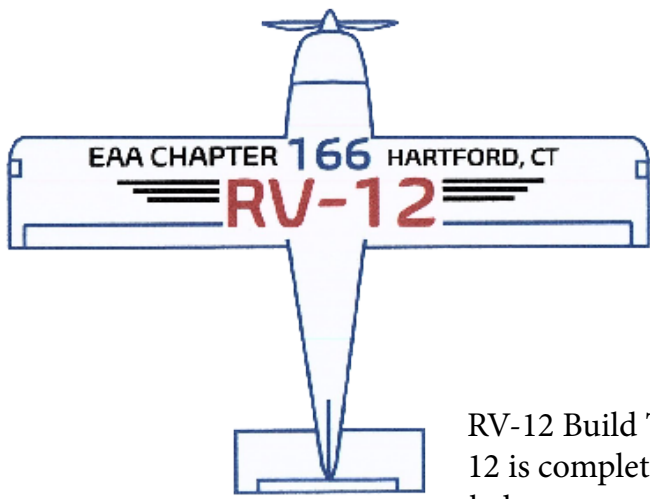
EAA Chapter 166



EAA 166



@EAA166



# EAA 166 RV-12 BUILD UPDATE

*update and photos from Rick Montero*

RV-12 Build Team, the construction and ground test activity on our RV-12 is complete! During the past two months, we completed the weight and balance measurement and all of the post build inspections defined by the Van's Aircraft Production Acceptance Procedure (PAP). The Acceptance Procedure inspection ensures the aircraft meets the build specification requirements defined by Van's Aircraft and includes things like weight and balance, flight control range of motion, electrical system, lights, electronic flight instruments, fuel flow test, fuel gage check, carburetor inspection, pitot static system check, propeller balancing, taxi testing, and much more. It is a very thorough inspection of the aircraft, which took a few weeks to complete.

In addition to completing the PAP, we installed a canopy shade to protect the occupants from excessive summer heat and we polished the exterior aluminum surfaces to remove the stains that had accumulated during construction. Our RV-12 now has a beautiful shine! See attached photo.

Finally, we completed one last major milestone, which was to apply to the FAA for the Airworthiness Certification. All of the required forms and documentation were submitted to the FAA on the week of August 5th. We are now waiting for the FAA to review our application and schedule the inspection. Once this is complete, we will be ready to begin flight test. Flight Test will be the final major milestone for our RV-12 build project.



The RV-12 will be on display during our August 23 EAA Chapter meeting. Everyone that participated in the build activities is encouraged to come out to view the product of our five-year endeavor. I hope to see everyone there.

Rick Montero  
EAA Chapter 166 RV-12 Build  
Team Leader

Check out the latest build  
updates on our YouTube  
channel!



## EAA166 Hartford, Connecticut

@eaa166hartfordconnecticut8 · 355 subscribers · 21 videos

More about this channel >

Subscribe





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](mailto:aranglisano@gmail.com) to be featured in our monthly newsletter column, Member Activity!

### FLY OUT to BLOCK ISLAND (BID)



### Rick and Steve Fly to Keene, NH (KEEN)





# AirVenture 2025



EAA 166 past Ray Scholar, Will Coates, pins the FIRST Chapter flag on the board in the Blue Barn  
(a few days later, Steve shows Will's fine work!).



Steve, Manu and  
Larry on Boeing's  
deck at Boeing  
Plaza

# AirVenture 2025: A New Sonex and a Better RV-12

*by Larry Anglisano*

AirVenture at Oshkosh is the place to be for a front-and-center view of all things new in general aviation. Two aircraft on display that caught my attention came from Sonex, with a clean-sheet high-wing kit, and another from Van's—who was showing off the 2026 RV-12iS, sporting some major design and system improvements. First, the Sonex Highwing.



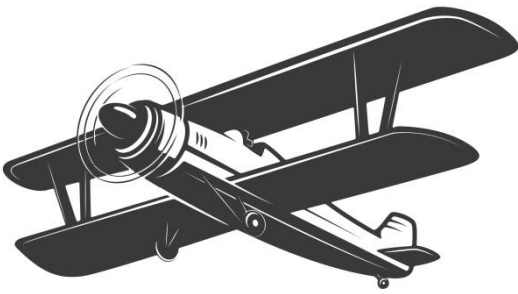
The first high-wing model from Sonex, it's approved for two-pilot aerobatics, designed for expanded utility, ease of pilot access, and to appeal to the high wing enthusiast. With its 130-HP UL350iS ULPower engine, the new Highwing (it first flew in June 2025) has legendary Sonex performance and handling in a new configuration and kits are expected to be available by the end of 2025. The Sonex Highwing has smart ergos built around a 42-inch-wide cabin with lots of legroom and plenty of baggage space, module control sticks for quick placement between each pilot's legs or off to the side so you can get in and out of the cabin more easily, and highly adjustable seats.

The Highwing has a 30-gallon fuel capacity with wing-mounted tanks and the familiar Sonex header tank behind the firewall. The main flight controls are pushrod-activated and with a cable for the rudder. As for performance, with the UL350iS engine, Sonex says the Highwing made 160 MPH true airspeed at 2800 RPM (and 170 MPH at wide open throttle) at 2500 feet during flight testing. Thanks to big flaps, stall speed is around 46 MPH. The base kit starts at around \$61,000. Visit [www.sonexaircraft.com](http://www.sonexaircraft.com) for more.



Meanwhile over at the Van's Aircraft exhibit, the 2026 RV-12iS was getting attention for its sizeable improvements, including a traditional under-wing pitot/AoA mast to replace the awkward pitot tube that routes through the propeller spinner on earlier models, more comfortable seating designed for longer trips, updated Rotax fuel pumps, and a much-needed parking brake. The new RV-12iS was designed in anticipation of the new MOSAIC ruling, including flight in IMC. For a deeper dive and a walkaround of the latest RV-12iS, click the video left.





# EAA 166 History Corner

*by Bill Barry*

Astronaut Jack Swigert was born on August 30, 1931, in Denver, Colorado. Swigert is perhaps most famous for his role as the last-minute substitute Command Module Pilot on Apollo 13. Following his graduation from the University of Colorado in 1953, he went to Air Force pilot training and then served as fighter pilot in Korea. He separated from the Air Force in 1957, but served in the Air National Guard and worked in a number of other jobs until he was selected by NASA for the fifth astronaut group in early 1966. Caught up in an investigation on a questionable deal with a German stamp collector, Swigert realized that he wouldn't get a chance to fly in space again and left NASA in 1977 for a career in politics. Elected to the Congress from Colorado 1982, he died of cancer just seven days before his term in Congress was to begin. He was buried in Colorado, next to his parents.

Swigert also had a strong connection to Connecticut. Between the time he left Air Force active duty and his selection as an astronaut, he lived in East Hartford for nearly 7 years. He worked for Pratt & Whitney as an engineering test pilot from February 1957 until June 1964. From 1957-1960 he flew with the Massachusetts Air National Guard, but transferred to the Connecticut Air National Guard in 1960. Swigert joined the 118th Fighter Squadron (CT ANG) just as they transitioned from the F-86 to the F-100A. He flew in the 118th until his selection as an astronaut.

In addition to adding the jet flying experience he needed to be selected as an astronaut while he



Astronaut Jack Swigert suiting up for launch on Apollo 13.  
(Source: NASA)



CT Air National Guard F-100A .  
(Source: US Air Force)

was in Connecticut, Swigert also improved his academic credentials. He enrolled in the aerospace engineering program at the Hartford campus of Rensselaer Polytechnic Institute, completing his Master of Science degree in 1965. (The RPI Hartford campus, located on Windsor Street, has since been closed and was sold in 2023.) The engineering skills he learned in Hartford served Swigert well at NASA. He was one of the very few Apollo astronauts to volunteer to become a specialist in the Command Module. (The movie Apollo 13 depicts Swigert as someone who didn't know the Command Module very well. This was far from the truth.)



Bronze sculpture of Jack Swigert in the U.S. Capitol  
(Source: Architect of the Capitol)



Captain Jack Swigert, 118th Fighter Squadron, CT ANG  
(Source: US Air Force)

During his time in Connecticut Swigert also enrolled at the University of Hartford and was awarded a Master of Business Administration in 1967.

There is a memorial statue of Swigert in the National Statuary Hall Collection in the U.S. Capitol. It was placed there by the State of Colorado in 1997. But, residents of Connecticut can also be proud of an astronaut who spent the years just prior to his selection right here in Hartford.



# Aircraft Stability, Part I

*by Kenneth P. Katz*

*EAA Chapter 166 Flight Advisor*

Pilots talk about an aircraft as being stable, but what does that really mean? And how can builder-pilots of Experimental-Amateur Built aircraft determine if their aircraft actually are stable?

According to the FAA's Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25C), Chapter 5, stability is defined as:

Stability is the inherent quality of an aircraft to correct for conditions that may disturb its equilibrium and to return to or continue on the original flight path.

That definition is technically correct, but it may be difficult to understand what it means in practical terms. Let's explore that definition in practical terms with a thought experiment. You are flying an airplane in straight and level flight, with the airplane trimmed so that it maintains straight and level flight without applying control inputs. Then you momentarily pull the yoke back to increase the angle of attack, followed by releasing the yoke. What happens next, assuming that you apply slight inputs as needed with the rudder to maintain wings level?

Before you applied the control input with the yoke, the aircraft was trimmed. The term "trimmed" means is that there are no net moments (rotational forces) around the center of gravity of the airplane. This trimmed condition is a function of things such as airspeed, angle of attack, location of the center of gravity, and configuration (flaps, in particular). Pulling back on the yoke increases the angle of attack. If the airplane has longitudinal stability, then it will generate a restoring moment to return itself to the trimmed angle of attack.

What if the aircraft is unstable longitudinally? In that case, an increase in angle of attack would generate a moment that further increases the angle of attack. And that further increased angle of attack would generate an even larger moment away from the trimmed condition. The aircraft soon would drive itself into a stall and loss of control. A pilot could counteract instability by applying control inputs frequently and appropriately, but this would be a tedious and workload-intensive effort. Imagine trying to fly under instrument conditions when every little disturbance causes the aircraft to diverge from its trimmed condition.

It's good when an airplane is longitudinally stable, but too much of a good thing is bad. An airplane with excessively high longitudinal stability would be difficult to maneuver. The desirable amount of stability is dependent on the mission—an aerobatic airplane should have less than an airplane designed for cross-country flying.

Next month, we will talk about practical exercises that pilots can do to better understand stability.



Mmmmmm . . .