EAA Chapter 166

Hartford, Connecticut

September 2025

First Flight:

RV-12 takes to the skies

NEXT MEETING

September 27, 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

PRESIDENT'S MESSAGE

by Steve Socolosky

Hello EAA 66 Members and Student Members,

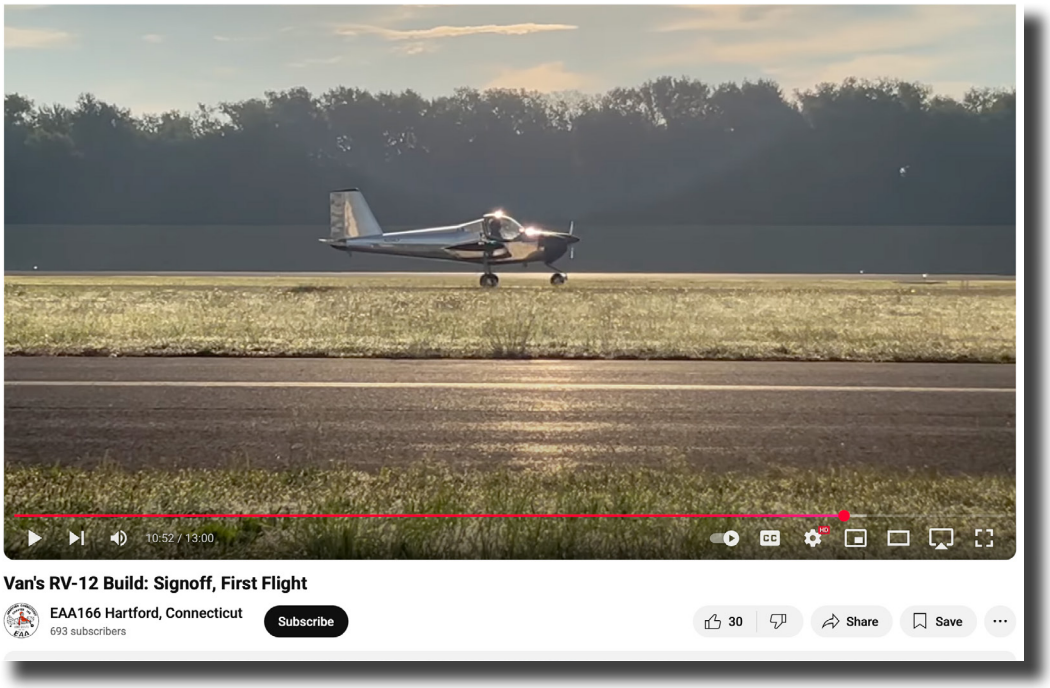
Since our newsletter Editor, Ashley Anglisano, is off for this newsletter on an important mission, please excuse my far less-than-professional attempt at an abbreviated summary of what we've been up to lately.

FIRST FLIGHT BABY! Yes, that's right! Rick Montero (RV-12 Build Team Leader) and John Baleshiski made a successful FIRST flight with the RV-12 on Monday, September 15th! See more in Larry's video below.

EAA 166 also promoted Young Eagles at Women in Aviation International's annual Girls in Aviation Day, held at RTX's Corporate Flight Department on Saturday. September 20th! Big fun!

We'll be finalizing plans for our Young Eagles Rally on Saturday, October 18 (rain date of OCT. 19th) so we'll see you all on Saturday, September27th at my hangar!

Thank you—and Blue Skies!



EAA Chapter 166 | EAA 166 | @EAA166

EAA 166 RV-12 BUILD UPDATE

update from Rick Montero

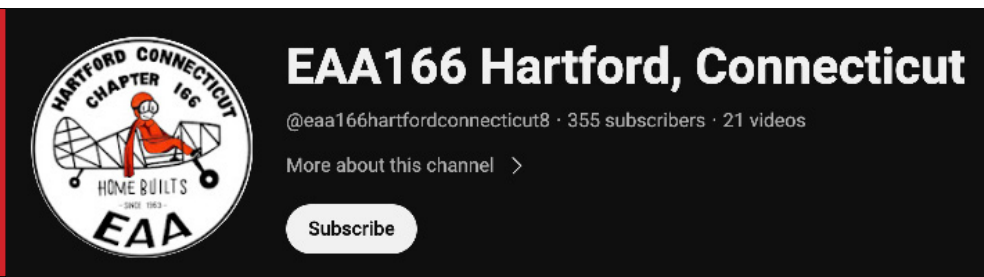
On September 12th, Rich Rozanski (FAA Designated Airworthiness Representative) and Michael Vartuli (FAA Aviation Safety Inspector) performed the airworthiness inspection on our RV-12. The inspection took about two hours. They reviewed all of our aircraft documentation, ensured we complied with all Safety Directives, and they inspected the aircraft to make sure all of the control and other safety critical systems were working properly. After all the work we put into her, our RV-12 easily passed this inspection. Afterward, Rich commented that we had done a beautiful job building this aircraft!

Just three days after receiving the airworthiness certificate, John Balesheski and I completed the first test flight on September 15th. John was at the controls and I served as Flight Test Mission Observer. On the ground, we were supported by Larry Anglisano, Steve Oakley, and Mark Welch. During our first test flight, we orbited Brainard while verifying the engine, flight controls, and instruments worked as expected. John commented the plane is well balanced and has some nice upgrades relative to the Meriden RV-12. The RV-12 performed very well during its maiden flight test, but as expected during any first flight, we notice a few minor issues. After the flight, we were able to investigate and address the issues. We will verify the fixes during the next flight test as well as verify handling characteristics during slow flight with flaps and perform some stalls. The second flight will likely occur before our newsletter hits the streets.

The RV-12 will be on display during our September 27th 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!



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 aranglisano@gmail.com to be featured in our monthly newsletter column, Member Activity!

EAA166 student members Kate and James fly out for lunch with Steve

Larry and Mark filming a new production in Mark's RV-10

Girls Fly ... 2025!

EAA 166 PROMOTES YOUNG EAGLES AT THE INTERNATIONAL *GIRLS IN AVIATION DAY* 2025.

Aircraft Stability, Part II

by Kenneth P. Katz
EAA Chapter 166 Flight Advisor

In the last Flight Advisor's Corner, the concept of stability was introduced. Let's try some simple flight demonstrations to illustrate stability. I'm going to assume that you will be doing these demonstrations in a typical general aviation airplane such as a Piper Archer or Cessna 172. An airplane moves around three axes, and these demonstrations will cover all three axes.

To safely perform these demonstrations, you should be no lower than 3000 feet AGL. Be sure to perform a clearing maneuver before each stability demonstration.

Longitudinal Axis
Longitudinal stability is the tendency of airplane to return to a trimmed angle of attack when disturbed from that angle of attack. Note that an airplane is not inherently stable in altitude. That is why autopilots exist, to add stability in altitude.

Trim the airplane for hands-off straight and level (1 G) flight. Then pull up the nose to a 10 degrees nose-high flight attitude. Release the yoke and keep the wings level with the rudder. You will notice that the airplane will return to 1 G. You will also notice that there will be an oscillation as the airplane trades airspeed and altitude for a few cycles until the oscillation damps out. If you were to compare aircraft response with the CG at foward and aft positions (within the approved envelope, of course), you would notice that the airplane returns to 1G faster at the forward CG position than the aft CG position. A forward CG position increased longitudinal stability and an aft CG position decreases it.

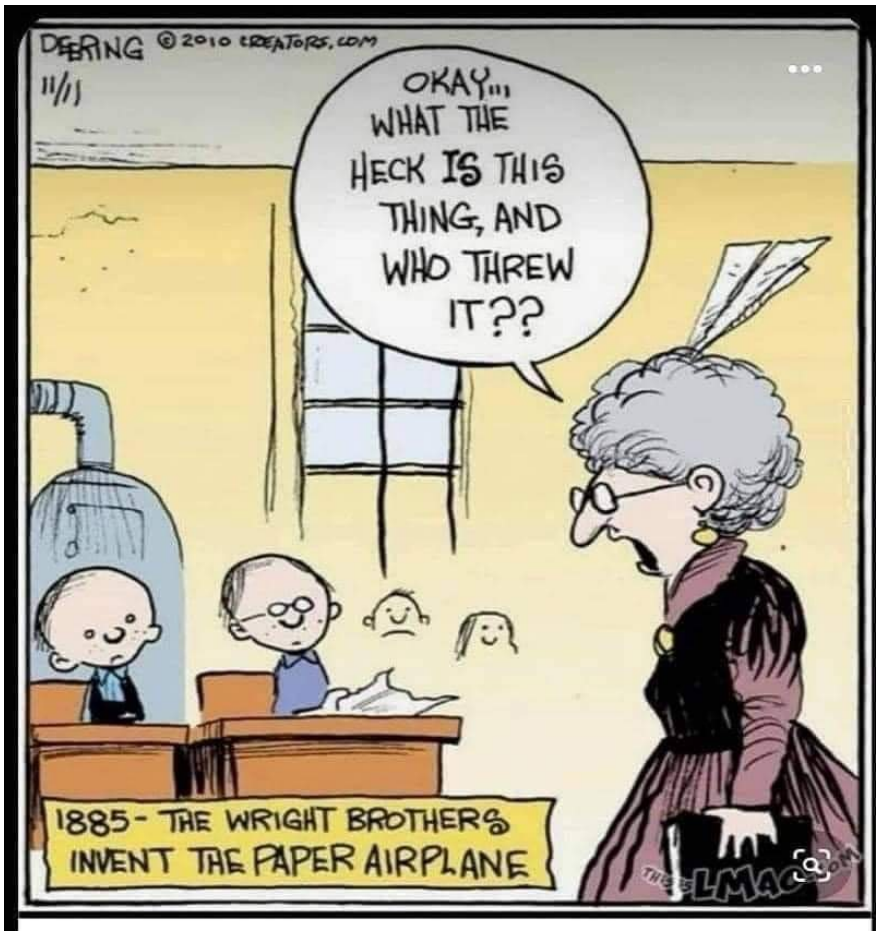
Lateral Axis
Lateral stability is the tendency of the airplane to roll away from a sideslip angle.

Trim the airplane for hands-off straight and level (1 G) flight with the turn coordinator ball centered. Lightly step on the right rudder pedal until the turn coordinator ball is one ball's width off of center. Now the relative wind (aka the sideslip) is coming from the left, not straight ahead. You will notice that the airplane rolls to the right. Recover and then repeat the demonstration by lightly stepping on the left rudder pedal, which will result in the left roll.

Directional Axis
Directional stability is the tendency of an airplane to return to a trimmed slide slip angle. Note that an airplane is not inherently stable in heading. Again, that is why autopilots exist.

Trim the airplane for hands-off straight and level (1 G) flight with the turn coordinator ball centered. Lightly step on the right rudder pedal until the turn coordinator ball is one ball's width off of center. Now the relative wind (aka the sideslip) is coming from the left, not straight ahead. Release the rudder pedals. There will be an oscillation in heading and roll, but when the oscillation damps out, the ball will be centered. Recover and repeat in the opposite direction.

Next month we will discuss how to apply these concepts in the testing of your homebuilt aircraft



School is back in session !