



EAA Chapter 166

Hartford, Connecticut

January 2026



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When caution wins, page 3



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NEXT MEETING

January 31, 2026,
10:00am

New England
Air Museum

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PRESIDENT'S MESSAGE

by Steve Socolosky

Hello EAA 166 Members and Student Members,

Happy New Year as we continue building and flying aircraft, all while promoting aviation!

Our next meeting will be Saturday, January 31 st , 2026, at 10:00 AM, at the New England Air Museum!

Please enter at the main entrance and pay admission (unless you are already a Museum Member) and after our meeting, you can visit the largest air museum in New England!

We're privileged to have a very special guest speaker, Major Aaron "REPO" Koveleskie, who is an F-16 pilot! Please read more about Major Koveleskie in this newsletter! We are already planning to promote Young Eagles at the New England Air Museum's Women Take Flight and Space Expo events along with our Young Eagles Rally on Saturday, June 6 th ! We'll be discussing these events and much more at our meeting, so if you'd like to participate, be sure to speak up!

Our latest Ray Scholar, Justin Hotchkiss, passed his FAA written exam and is on his way to his check ride!

Jackson Horvath flew his FIRST SOLO back on January 3 rd ! Keep going guys!

That's it for now! I hope to see you all on Saturday, January 31 at the New England Air Museum!

Thank you—and Blue Skies!



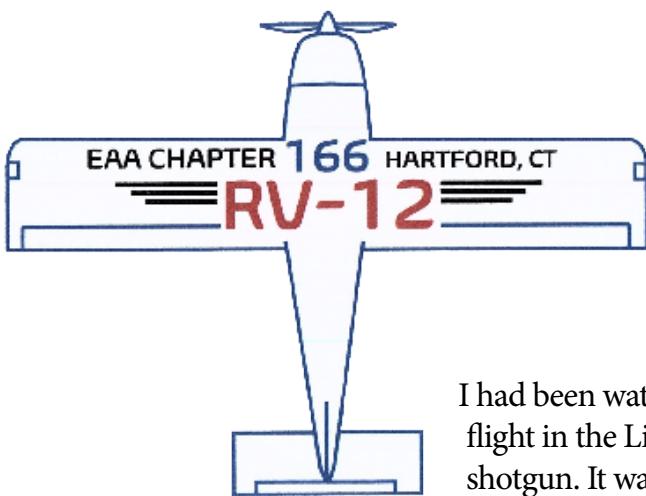
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Winter Flying Scrub: Always Another Day

Larry Anglisano

I had been watching the forecast for four days in preparation for even a local area flight in the Lindbergh Flyer's Van's RV-12 with fellow member Steve Oakley sitting shotgun. It was a typical late December pattern of frozen precip and relentless brisk westerly winds. Winter was setting in. The winds wouldn't have been as much of an issue if it wasn't for the NOTAM at Hartford Brainard Airport that had runways 11/29

closed for months. This limited operation to runway 2/20—and the crosswind component that push the limits of the little RV-12, not to mention my comfort factor.

A check of the forecast the night before using the Garmin Pilot iPad app showed that the winds on the backside of a small snow and ice storm would be busy, with the Bradley TAF forecasting winds out of the west gusting 28 knots and higher as the morning went on, but only 10 to 12 knots early on. We might get a short flight in if we got to the hangar early and airborne before 1000. We arrived and spent more time than planned clearing snow and thick layers of ice from the pavement in front of the hangar to make it safer to pull the airplane out without breaking bones and metal. Since we don't like starting the engine without preheating, we had turned the engine heater on the day before. The airplane was ready to fly. Once preflighted, we pushed out and a check of the ATIS showed the winds increasing, but still within my comfort range. But the other problem was frozen surfaces—with taxiways and the runway at least 40 percent covered in snow and ice pack from the storm. Add some crosswind and my comfort factor was diminishing. For years, when I start to doubt a decision to launch, I always think of how the wreck report would read and playing this one out might include trashed taxiway lights, with the pilot failing to maintain directional control in a crosswind.

My new plan was to taxi for takeoff to at least sample the surface conditions and as expected there was plenty of packed snow and ice on all surfaces. Out on the active taxiway, I found myself putting in full control deflection because of the crosswind. The little voice inside was telling me to stay on the ground. At the least, we ran the engine up to circulate the fuel and heat the oil, taxied back and stuffed the little bird back in the hangar. There would be better days to go flying and this wasn't one of them.



Check out the latest build updates on our YouTube channel!



EAA166 Hartford, Connecticut

@eaa166hartfordconnecticut8 · 355 subscribers · 21 videos

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Did you fly an interesting route this month? Land for a good \$100 hamburger? Earn a new rating or first solo? We want to hear about it! Submit any photos to test-flyer@cox.net.com to be featured in our monthly newsletter column, Member Activity!

Kids take flight ...



**EAA 166 Student Member,
Jackson Horvath, flew his FIRST
SOLO on Saturday, January 3,
2026 at Columbia County
(1B1), NY, top photos.
CONGRATULATIONS Jackson!
What a great way to start 2026!
Aaron Torres, middle left, and
Trevor Snow, bottom left, get
a ride in the Lindbergh Flyers
Van's RV-12 from EAA 166
member Rick Montero**



EAA 166 Guest Speaker

Major Aaron “REPO” Koveleskie is an F-16 Instructor/Evaluator Pilot in the USAF Reserves with over 1,500 flight hours in the F-16, T-38, T-6, and numerous general aviation aircraft. Aaron is a 2012 graduate of the United States Air Force Academy, a distinguished graduate of Squadron Officer School, and a qualified Wild Weasel Mission Commander. As a Citizen Airman, he now serves in a business role at Pratt & Whitney while flying part-time in the USAF Reserves.



NEAM Corner ...

Here's what's going on at the New England Air Museum

Valentine's Day Bog 1/2 off!

Saturday February 14, 2026 9AM - 4PM

Bring a date, friend, or loved one to the museum and receive 50% off an adult or senior admission ticket! Purchase tickets in store to receive discount.

Do-It-Yourself Test Pilot Schooling

by Kenneth P. Katz

EAA Chapter 166 Flight Advisor

If you are going to be flight-testing your homebuilt aircraft, you will be a test pilot. It would behoove you to undergo test pilot training, but attending a formal program at one of the recognized test pilots schools is most unlikely to be a practical option. Fortunately, you can create an do-it-yourself test pilot training program that will be both fun, interesting, and valuable. The curriculum has four parts.

Flying Skills Proficiency

You need to be proficient enough in the flying skills required for your pilot certificate so that you can easily meet the ACS. A rigorous and thorough Flight Review with a CFI is a good way to meet this training objective. You should also be able to fly straight and level, climbs, and descents very precisely, which will be needed to collect performance data. Finally, your flying skills may have become rusty during the construction process, and this activity will “get you back in the saddle”.

Aerobatic and Spin Training

Even if your homebuilt aircraft is not aerobatic, your flight testing will take it to the edges of its envelope, where it could depart controlled flight. If that happens you will want to be comfortable with unusual attitudes and various spin and stall recoveries. Getting instruction in aerobatics is a good way to learn these things.

Different Types of Aircraft

The more types of aircraft that you fly, the more comfortable you will be with new types of aircraft, such as your homebuilt. The typical graduate of a formal test pilot school will fly 25 types of aircraft during the year-long program. Seek to fly at least five different types of aircraft in the six months before your first flight. Be an observant pilot, not an airplane driver. What are the characteristics of each airplane with regard to performance, handling qualities, cockpit design including view out the windshield and windows, and systems? What are the stall and recover characteristics? Take the EAA flight cards that you will use for the Phase 1 flight testing of your homebuilt aircraft and run through them in the different aircraft.

Same Type of Aircraft

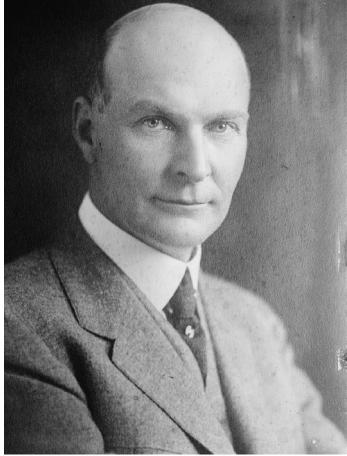
If you can, get instruction or at least some experience in the same type of aircraft that you have built and will flight test. This is not difficult if your aircraft is an RV-12 or other popular kit. It may be considerably more difficult if your homebuilt is a less common type. If you can't fly the same type, try to get instruction or experience in a type of aircraft that has a generally similar configuration, power loading and wing loading. Again, running through the EAA test cards that you will use in your flight testing during these flights will be particularly valuable.

Proper training will minimize surprises and stress during your flight testing.

History Corner

by Bill Barry

101 years ago, on January 8, 1925, John H. Trumbull became the Governor of Connecticut. Trumbull hadn't actually run for the job in the 1924 election. He was elected Lieutenant Governor, to serve under his running mate, Hiram Bingham III. But Bingham had also run in that election to replace the late Senator Frank Brandagee in Congress. Bingham won both elections and was sworn in as Governor on January 7. He resigned the next day to become a U.S. Senator. With less than four years of experience in Connecticut politics, Trumbull was now Governor of the state. That's Trumbull, pictured to the lower left, (Source: U. S. Library of Congress).



So, what does all of this have to do with aviation? John Trumbull would have a significant impact on the development of aviation in Connecticut and, also, earned the nickname of "The Flying Governor." However, his introduction to flying was not exactly smooth. On March 8, 1919, while flying home from New York with aviator and inventor Hugh Rockwell, they crashed while trying to land at Trumbull's home in Plainville. A bounced landing drove the nose of the plane into the ground, wrecking the airplane. Rockwell and Trumbull both walked away from the wreckage and into Trumbull's house – about 50 feet from where they came to a stop. This was the first airplane accident in Plainville. It was also Trumbull's second time in an airplane.

An adventurous person of many interests, the crash in Plainville didn't put Trumbull off on flying. In fact, during his first year as Governor he completed training and earned his pilot's license in 1926 at the age of 53. From that point, until he left office in 1931, Trumbull frequently flew himself to speaking engagements around the state and on state business around the eastern seaboard. A tireless advocate for aviation, Trumbull was involved in the establishment of first air unit of the Connecticut National Guard:

the 118th Observation Squadron. He also was an investor and chairman of the board of Colonial Air Transport (which won an early government airmail contract and provided passenger service between New York, Brainard Field, and Boston). As Governor he encouraged the growth of airports in the state. This included pushing for the expansion of Brainard Field and the establishment of the first state-owned airport in 1929. This airport was originally named Trumbull Airport in his honor, but it is now known as Groton-New London Airport. His "home" airport, where many of his flights around the state began, was Robertson Field (4B8) in Plainville. That's him at the controls, pictured at the upper right, of an aircraft of the 118th Observation Squadron. (Source: U.S. Air National Guard)



Trumbull was certainly an enthusiastic aviator, but perhaps not the most careful. During his flying career he had at least four significant accidents, including a mid-air collision. Remarkably, he walked away from all of them with little more than scratches. Perhaps this is why the Museum of Connecticut History has in its collection a propeller from one of the planes that Trumbull crashed. He remained active in business, politics and philanthropy throughout his life, dying at the age of 88 in 1961. Photo upper left is the Colonial Air Transport Air Mail Timetable circa 1928. (Source: Bjorn Larsson www.timetableimages.com)

Outings ... Helicopterin' with Fly FlyBoy Dave!



East along the shoreline and up Narraganset Bay

Aerospace Academy At Home

Join us for Aerospace Academy at Home, a new digital learning program that brings aerospace history, science, and technology right to your door.



VERY COOL F-16!

