



EAA Chapter 166

Hartford, Connecticut

February 2026



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PRESIDENT'S MESSAGE

by Steve Socolosky

Hello EAA 166 Members and Student Members,

Yes, it's warming up and more folks are flying ... I think! Winter is an especially favorite time of year for me to fly since the visibility is usually much better than in the summer and the cold, dense air allows my plane to perform like a rocket on takeoff!

Thanks to all who attended our last meet at the New England Air Museum! We had over 50 aviation enthusiasts and we are also grateful for Major Aaron Koveleskie's valuable insight he shared with us (along with a really cool video!) about his journey to become an F-16 pilot/instructor!

Our next meeting will be Saturday, February 28th, 2026, at 10:00 AM at our meeting room in Hangar 1 at Brainard Airport. You're all invited to attend and please feel free to bring a friend or two or three! Enter the Hartford Jet Center lobby at 20 Lindbergh Drive in Hartford, and after signing in, there will be someone to direct you to our meeting room.

Our guest speaker will be United Airlines First Officer, Cullen Slocum, who NEVER thought of becoming a pilot ... until he became a Young Eagle!

We are already planning to promote Young Eagles at the New England Air Museum's Women Take Flight event on Saturday, March 14th! Student Member, Julia Fry, who is an aspiring professional pilot, had a great idea to hold an ALL-GIRL Young Eagles Rally and has taken the lead to make this happen on Saturday, March 21st! Julia will fill us all in at the meeting. Julia has already a few female Young Eagles pilots signed up and looking for more!

That's it for now and I hope to see you all on Saturday, February 28th, at Brainard Airport!

Thank you and blue skies! —*Steve Socolosky*

NEXT MEETING

February 28, 2026,
10:00am

EAA166 Room
Brainard Airport

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EAA Chapter 166



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Into the Paint Shop: Teardown, Prep Work

Mark Welch

Finally, the time has come for painting my Van's RV-10 "AURORA". She took her first flight on January 13, 2025 and I completed the Phase I flight testing in March of 2025. I had hoped to use the same painter I used on my Piper Cherokee back in 2016, but after several attempts to nail him down on a date, I gave up and started to look elsewhere. Fortunately, after some research and feedback from other flyers, I called Ed's Aircraft Refinishing in Brookhaven, New York, a mere 55 NM south of us.

I visited Ed in October 2026 and secured a slot for painting in February 2026. Ed's shop was booked out for a year but I was lucky his operation could slip me in to the production line because he does not have to strip AURORA first. Ed also allowed me to do the disassembly since I have my Repairman's Certificate and, of course, I built her in the first place. I flew her down there on February 3 and spent two days taking her apart. Rick Montero from EAA 166 flew down in the RV-12 to pick me up and came early to help with the disassembly. We got almost everything apart before we had to head back to Brainard Airport. It's a tedious and critical process.

The first step is removing all of the control surfaces as well as the fiberglass fairings. Step two is to scuff the surface of the entire aluminum portion of the plane and "fix" any imperfections before priming. As you can see from the current photo of the RV-10 below (taken February 13, 2026) she is at that stage. That's me and shop principal Ed Yezarski pictured below.

Rick and I flew down there in the RV-12 a couple of weeks later to complete the removal of antennas and some other accessories. I will give updates on this paint project in upcoming newsletters.



Check out the latest build updates on our YouTube channel!



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Alton Bay, New Hampshire ...



Rick Montero and Mark Welch flew the Lindbergh Flyers RV-12 up to Alton Bay, New Hampshire, for their first landing on the ice runway! It's the RV-12's first landing on the ice, too! Bob Pulford, pictured with Mark Welch in the lower left, flew his Saratoga up with his brother-in-law and Steve Socolosky. That's Chris Meyer who couldn't resist flying up with his Super Decathlon, above.

EAA 166 Guest Speakers



Cullen Slocum will share his path from EAA Young Eagle to a United Airlines First Officer at the February 2026 EAA 166 chapter meeting.



At the January 2026 EAA 166 meeting at the New England Air Museum, Major Aaron Koveleskie gave a presentation on what it takes to become a fighter pilot. That's Aaron pictured to the right.



NEAM Corner ...

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

History Corner: Connecticut's Aircraft

by Bill Barry

Did you know that Connecticut is one of just five states with an official state aircraft? In May 2005 Connecticut Public Act 05-49 became law. It requires the Governor to proclaim May 29th every year as Corsair Day. This is because the first prototype F4U flew on May 29, 1940 from the factory in Stratford, Connecticut. According to the Act the F4U was the only major combat aircraft of World War II that was the product of a single state.



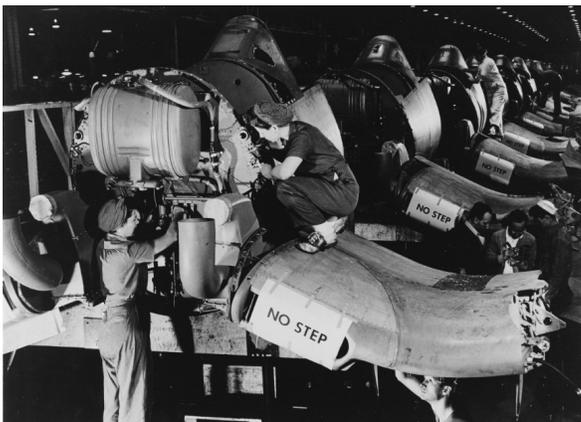
Demand for the F4U was high during the war and they were eventually built under license in Ohio and New York as well as in Connecticut, but the airplane was designed by Vought Aircraft in Stratford. Two other Connecticut companies were also critical to the Corsair. Pratt & Whitney supplied the R-2800 Double Wasp engine and Hamilton Standard built the 13-foot diameter, four-bladed prop. That powerful engine and propeller combination made the F4U the first single-engine U.S. fighter to fly faster than 400 mph in level flight. A prototype notched up this record in October 1940 when it flew from Stratford to Hartford at an average groundspeed of 405 mph. As you may have already heard, the giant propeller

is one of the reasons for the Corsair's unusual inverted gull wings. The F4U at the upper left is on display at Smithsonian Udvar-Hazy Center. (Source: Elliott Wolf via Wikipedia). The F4U Assembly Line is shown right. (Source: Bolton Works website).

Although Corsair Day falls in May, February is also a significant month for the F4U. The Navy began acceptance tests of the design in February 1941. The first use in combat for the Corsair came 2 years later, in February 1943. Active U.S. Marine units began flying the F4U from Guadalcanal that month. Unfortunately, the first combat engagement did not turn out very well. The Corsairs



were assigned as part of the escort package for some PBY-4 Liberator bombers on February 14, 1943. At the end of the mission the U.S. had lost a total of 9 aircraft, including 2 Corsairs. The Japanese Zeroes that attacked them lost just one airplane. U.S. pilots quickly adapted their tactics to maximize the advantages of the Corsair. By the end of the War, Corsair pilots enjoyed an 11-1 kill ratio against their Japanese adversaries. The image left are women working on the Chance Vought F4U-1 assembly line in Stratford, Connecticut, in March 1943. (Source: U.S. National Archives).



Approximately 12,500 F4Us were built between 1938 and 1945. They served in the Pacific theater during World War II and in the

Korean conflict in the 1950s. Corsairs continued in service in the reserves and with foreign air forces into the 1970s. It is estimated that there are only about 30 of them still flying around the world; about half of those are in the United States. The F4U on display at the New England Air Museum is a pre-production prototype of the F4U-4.

And if you are wondering which other states have an official state aircraft, they are: Pennsylvania (J-3 Cub), Indiana (P-47), Tennessee (B-17 Memphis Belle), and Arizona (the hot air balloon).

Flight Advisor: CG and Performance Data

by *Kenneth P. Katz*

As part of flight testing, the homebuilder will collect performance data, where it's important to understand the effect of Center of Gravity (CG) location in the data. While it is intuitive that the location of the CG affects whether the aircraft feels nose-heavy or tail-heavy, the connection between CG location and performance is less obvious. Let's explore this relationship.

Consider an airplane in straight and level unaccelerated flight. According to Newton's laws, in this flight condition, the sum of the forces in the vertical direction must equal zero. There are three forces acting on the airplane in this direction: Weight, Wing Lift, Tail Lift.

The sum of the moments around the CG must be zero. A moment is a force multiplied by a lever arm. If the sum of the moments did not equal zero, then the aircraft would be pitching up or down.

Expressed Mathematically

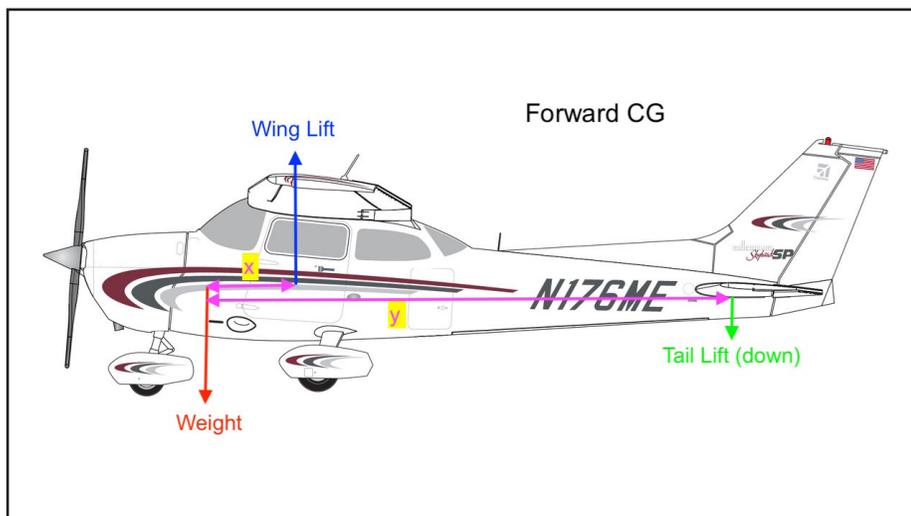
$$\text{Weight} + \text{Wing Lift} + \text{Tail Lift} = 0 \quad (\text{Equation 1})$$

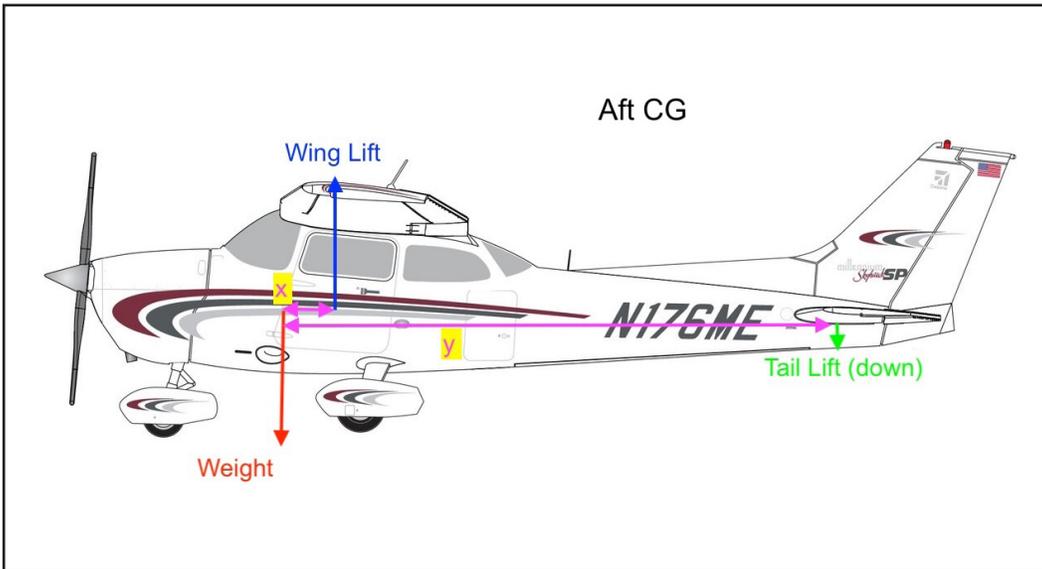
$$\text{Wing Lift} * x + \text{Tail Lift} * y = 0, \text{ where } x \text{ is the distance (lever arm) from the CG to the center of wing lift and } y \text{ is the distance (lever arm) from the CG to the center of the tail lift} \quad (\text{Equation 2})$$

For a typical airplane without a sophisticated stability augmentation system, the CG and therefore the Weight force must be ahead of the wing to have a stable aircraft. Looking at Figure 1 (bottom of this page) and applying Equation 2, it can be seen that the Tail Lift must be in the down direction (ie have a negative sign) for the sum of the moments to be equal to zero. The magnitude of the Tail Lift must be smaller than the Wing Lift because the lever arm y is greater than x . Further examination of Figure 1 and Equation 1 will reveal that the Wing Lift doesn't just need to oppose Weight but also Tail Lift. Therefore Wing Lift is greater than Weight alone.

Figure 1 is for an airplane with a forward CG location. Now look at Figure 2 (next page), where the CG has been moved back to its aft limit. In Figure 2, the lever arm x between the Weight and Wing Lift is shorter. Applying Equation 2, that means that the magnitude of the Tail Lift is less. Returning to Equation 1, if Tail Lift has less magnitude, then the Wing Lift has less magnitude, since the Weight is equal in both cases.

Now consider the implications for performance. We know that induced draft is created by lift, and more lift means more induced draft. Since both the Wing Lift and Tail Lift in Figure 1 (forward CG) have a higher magnitude than they do in Figure 2 (aft CG), the aircraft has more drag with a forward CG location than with





an aft CG location.

All other things being equal, an aircraft with more drag will fly slower and burn more fuel. The implication is that performance data should be collected during flight test at a consistent CG location for the best accuracy. In practice, small variations in CG location will have negligible impact on the

quality of the data in a typical general aviation airplane, but the difference between a CG at or near the forward limit and a CG at or near the aft limit is significant.

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Outings ... More Helicopterin' with Fly FlyBoy Dave!



*... to Parker's Maple Barn
in Mason, New Hampshire!*



When FlyBoy Dave Needs a Ride!

