



# EAA Chapter 166

## Hartford, Connecticut

April 2026



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# PRESIDENT'S MESSAGE

*by Steve Socolosky*

Hello EAA 166 Members and Student Members,

Here we go! Spring is here and hopes of great flying weather are quickly and easily great and horrible within minutes! Aaaaah, flying in New England!

Our next meeting will be Saturday, April 18th, 2026, at 10:00 AM, at our meeting room in Hangar 1 at Brainard Airport! 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. Please feel free to bring a friend or two or three!

Our meeting is one week earlier than usual so EAA 166 Members and Student Members can attend the New England Air Museum's Space Expo on Saturday April 25th! We will be promoting Young Eagles at this event, as well.

Thanks to all who attended our last meeting when we learned tons about thermals and flying gliders from Joe Palmisano of the Connecticut Soaring Association.

Our guest speaker this month will be EAA 166 Member John Glennon, who will share his aviation journey with us, from his early days, the Air Force and eventually, Delta Airlines Captain and Young Eagles Pilot!

On March 21st, EAA 166 Student Member, Julia Fry, who is an aspiring Professional Pilot, helped spearhead our team on our very FIRST, ALL-GIRL Young Eagles Rally! The weather was a little iffy at first, but turned into a beautiful day! Thanks to all those who helped many young girls experience the thrill of flight, especially our six female pilots from EAA Chapters 166 and 27!

That's it for now! I hope to see you all on Saturday, April 18th, at Brainard Airport!

Thank you—and Blue Skies!  
Steve

## NEXT MEETING

April 18, 2026,  
10:00am

EAA166 Meeting  
Brainard Airport

## CHAPTER OFFICERS

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EAA Chapter 166



EAA 166



@EAA166

# All-Female Young Eagles Event



*Thanks to our Student Member, Julia, who was the driving force behind organizing this Young Eagles Rally!*

*We'd also like to thank all our GIRL pilots from EAA 166 and EAA 27!*







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](mailto:test-flyer@cox.net) to be featured in our monthly newsletter column, Member Activity!

*Keene, New Hampshire for food and fun!*



*Bob and Steve (both on permanent vacation!) met up at Mama McDonough's in Keene, NH (KEEN), with Simsbury EAA 324 Members (also on permanent vacation or playing hookie from work!)*

# Flight Advisor: Should You Do High-Speed Taxi Tests?

*by Ken Katz*

Everyone knows that the first flight of an experimental aircraft should be of concern to the test pilot. The nature of a first flight is binary, with the aircraft not flying until it is flying. It would seem prudent to mitigate risk by having something that is halfway between not flying and flying. That halfway maneuver is the high-speed taxi test. As described in the Society of Experimental Test Pilots (SETP) Pilots Handbook of Critical & Exploratory Flight Testing (2003):

The High Speed phase carries the airplane into the airspeed regime where the effectiveness of aerodynamic controls can be tested ... If at all possible, actual airplane liftoffs should be included, since a great deal of confidence can be acquired through these maneuvers.

A high-speed taxi test is conducted on a runway. The airplane accelerates down the runway until the nose can be lifted, at which point the throttle is brought to idle and brakes applied to slow the airplane. The attraction of this test maneuver is that certain controllability problems can be identified while the airplane is barely off the ground, so the drop is small if there is a problem.

While seemingly a good idea, the high-speed taxi test presents several risks.

- The airplane might not be able to be stopped by the end of the runway and it runs off the end of it.
- The wheel brakes could be overheated and damaged.
- A high-speed taxi test could turn into an inadvertent first flight. This happened most famously with the YF-16, the prototype of the F-16 Fighting Falcon fighter. Whenever a high-speed taxi test is conducted, both the airplane and the pilot need to be ready to fly.

Because of these risks, the EAA Flight Test Manual and Test Card Book (2024) discusses the advisability of doing a high-speed taxi test. The required runway length for this test will vary based on the aircraft and the conditions, but EAA suggests a minimum of 4,500 feet with 6,000 feet preferred. Note that 4,500 feet is longer than the runway at Brainard Airport.

In general, high-speed taxi testing makes sense when the aircraft is a new design whose stability and control characteristics have a high degree of uncertainty. For a typical well-built experimental airplane built from a kit with the airframe and control system fabricated and assembled in accordance with the kit vendor's plans, the stability and control characteristics should be predictable. In this case, a high-speed taxi test may have more risk than benefit and probably should not be done.

Check out the latest build updates on our YouTube channel!



**EAA166 Hartford, Connecticut**

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# History Corner: EAA 166 at 63

*by Bill Barry*

Sixty three years ago, in April 1963, our EAA Chapter was formed. The charter document was signed on April 28, 1963 by EAA President Paul Poberezny.

Quoting from our website: “The core of the early membership was a small group of enthusiasts that were primarily ‘Aircrafters.’ That term means, in particular in the greater Hartford, Connecticut area, employees of Pratt & Whitney Aircraft. Having said that, the records show that most of the early formation of the organization was accomplished by Stan Ring (our first Chapter President) of East Hampton, Connecticut and his brother Harry who were not Aircrafters. Others involved were Bob and Irene Haley, Don and Sherrie Wood, Ed Greany, Bill Haggis, and Larry Carlson. Needless to say, there were many others, the names of which have sadly faded into distant memory.”

Monthly meetings, fly-outs, and an annual recognition banquet have been a regular habit since the start. Until 2017, the monthly meeting was held on the last Sunday evening of the month at a variety of locations in the Hartford area. In May 2017, we began meeting on the last Saturday of the month at Hartford-Brainard Airport. Wherever and whenever meetings were held, the focus has always been on building and restoring airplanes, and supporting each other in this obsession. An eye-watering number and type of homebuilts have been produced by Chapter members over the last 6 decades. Our Chapter has thrived because our members have been willing to step up and fill leadership positions, even when they might have preferred to be building or flying. That’s previous EAA 166 Newsletter editor Norm Rossignol and current President Steve Socolosky showing off the original charter, pictured below.

One other thing that dates back to the start of our chapter is this newsletter. Quoting once again from Joe Gauthier’s chapter history: “We have published, continuously since the beginning, a Newsletter that to some has been the nucleus of their participation. In the 70s and 80s The Greater Hartford Newsletter was recognized as a leader by HQ in Oshkosh in the form of national recognition and awards. The newsletter and its cover artwork by Jim McNamara of Wethersfield, Connecticut, has been a source of pride to all. That trend continues today. The newsletter editor’s job has always been and continues to be one of the toughest to fill. Thanks to all who have served (and those who will).”



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**EAA  
 166**



# Chatting

By Leo J. Kohn  
 EAA 4

**WITH THE  
 CHAPTERS**

Ever wonder how this column evolves each month? Sometimes your writer does, too, and especially with this particular column, since the temperature is floating around the 90 degree mark.

Primarily, this whole column depends solely upon the mail received from the Chapters. The entire incidence of each Chapter's presentation in this column is directly related to the frequency and context of their reports to Headquarters. With 168 Chapters throughout the United States and Canada, this amounts to reading at least about 150 letters

reports of their activities. To accumulate this material, a standard form is used, and when filled up, or almost so and extended beyond a certain length of time, it is then approved for use in this section. Some of our greatest problems are with the extremely active Chapters which could easily be featured in this column every other month, but cannot be in fairness to all the rest of the Chapters. But, in fairness to these Chapters, they certainly ought to be given more recognition than they get.

In the last two months, a review

## EAA CHAPTERS

### EASTERN NEBRASKA CHAPTER 80 (Reorganized)

John R. Beyreis, President  
 2125 N. 68th  
 Lincoln, Nebraska

### LITTLE ROCK, ARKANSAS CHAPTER 165

Earl Baldwin, President  
 27 Church Road  
 Little Rock, Arkansas

### GREATER HARTFORD, CONNECTICUT CHAPTER 166

Stanley Ring, President  
 Depot Hill Road  
 Cobalt, Connecticut

### NAPA & SOLANO COUNTY, CALIFORNIA CHAPTER 167

Andrew Johnson, President  
 Route 2, Box 584  
 Vacaville, California

### PROSPECTIVE CHAPTERS

The following members are anxious to get a chapter started in their area and if you are interested in forming one please contact them.

#### FLORIDA—Plant City-Tampa

Walter Hudson  
 3608 N. "A" Street  
 Tampa 9, Florida

#### HAWAIIAN ISLANDS

Gordon Richards  
 965-B Nimitz Highway  
 Honolulu, Hawaii

#### NORTH CAROLINA — Asheboro-Burlington-Graham - Greensboro - High Point - Siler City - Thomasville

(Reorganization of Chapter 8)

Jerome R. Dodson, Jr.  
 908 Pamlico Drive  
 Greensboro, North Carolina

#### OHIO —Batavia-Cincinnati-Hamilton-Loveland-New Richmond

#### INDIANA—Aurora-Rising Sun

#### KENTUCKY—Florence-Walton

Jim McMahon  
 1017 Nimitz Lane  
 Cincinnati 30, Ohio

#### ONTARIO—Dunnville-Niagara Falls-Port Dalhousie-St. Catharines-Thorold-Welland

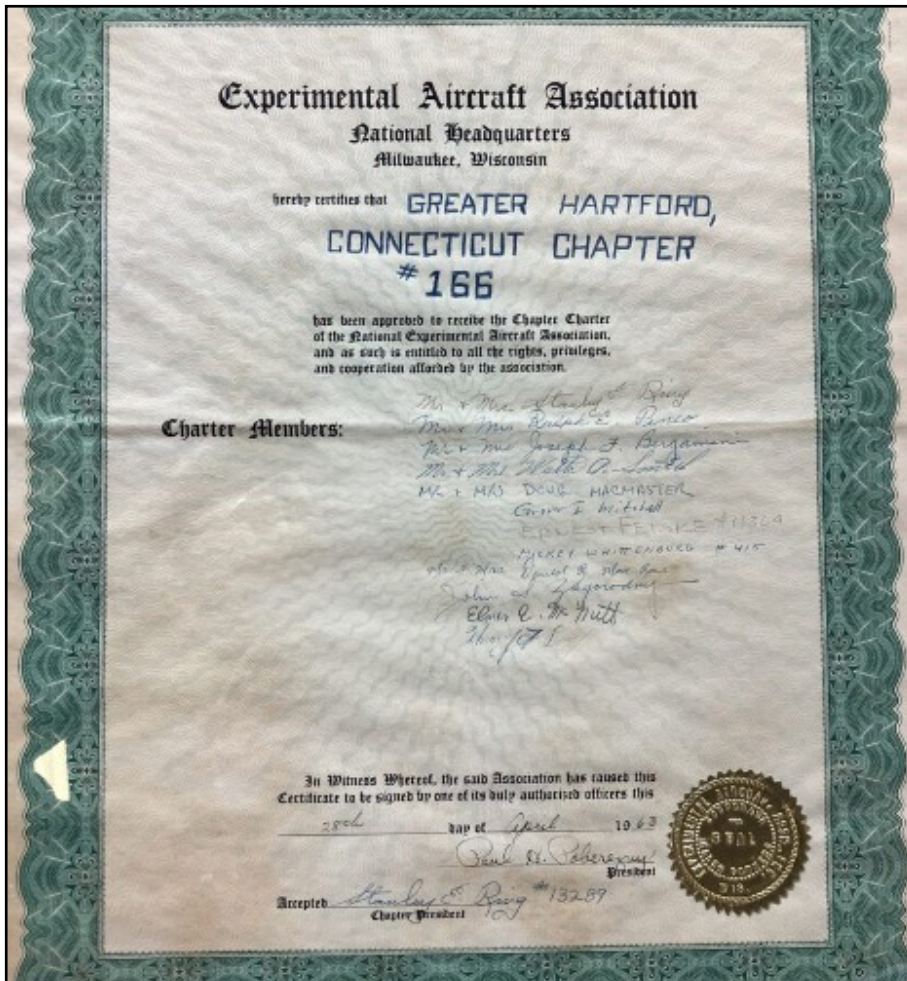
David M. Hall  
 6 Wilkes Avenue  
 St. Catharines, Ontario

#### PUERTO RICO

James A. Snyder  
 Box 7  
 Aibonito, Puerto Rico

#### QUEBEC — Montmorency-Pont-Rouge-Quebec-St. Agapit-St. Anne-de-Beaupre-St. Anselme-St. Raphael-St. Raymond

Raymond Fiset  
 336 Route Nationale



*EAA Chapter 166 recognized in the July 1963 issue of Sport Aviation, top image. That's the original EAA Chapter 166 Charter shown here.*

# *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.

## *NEAM Corner ...*

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

## **Air Victory Museum Tour**



*The Air Victory Museum at the South Jersey Regional Airport in New Jersey is worth a visit, and EAA 166 member Larry Anglisano met with museum volunteer John Suttles for a tour. Click image above for the video.*



*Just so they know ...*