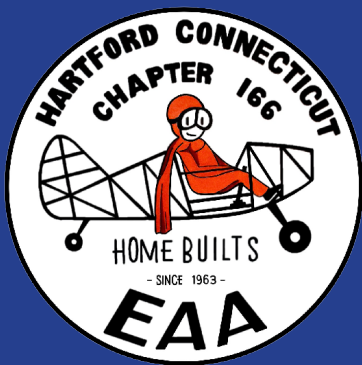




EAA Chapter 166

Hartford, Connecticut

August 2026



AirVenture 2026 Edition

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PRESIDENT'S MESSAGE

by Steve Socolosky

Hello EAA 166 Members and Student Members,

AirVenture at Oshkosh, BABY! Yes! It came and is now history with over 730,000 aviation enthusiasts attending, over 10,000 aircraft (including six balloons) and 15,527 Air Traffic Control operations! Please see Larry's special AirVenture show segment later in our newsletter.

Our next meeting will be held on Saturday, August 29th, 2026, at 10 AM, at my hangar weather permitting. Please be sure to see our reminder email on Friday for location confirmation.

Michael Thompson, our first EAA 166 Student Member recipient of the Joe Gauthier Memorial Scholarship, attended EAA's Air Academy (which included attending AirVenture!) and had the experience of a lifetime, meeting many others with a similar passion for aviation! Michael will be sharing his experiences with us at our meeting!

We are also already planning to promote Young Eagles at Girls In Aviation Day (GIAD) on Saturday, September 19, 2026. The Connecticut chapter of [Women In Aviation International](#) will be hosting the event at the Pratt & Whitney Museum in East Hartford. We've been a part of this fantastic event for over 10 years and look forward to being a part of it again!

Our current Ray Scholar, Justin Hotchkiss, is now signed off and ready for his Private Pilot check ride and waiting for a date. You're going to become a Private Pilot soon, Justin!

That's it for now, I hope to see you all on Saturday, August 29th, at my hangar at Brainard Airport!

Thank you and BLUE SKIES!
Steve

NEXT MEETING

August 29, 2026
10:00am

Steve's hangar
Brainard Airport

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EAA Chapter 166



EAA 166



@EAA166

EAA 166 Young Eagles Activity



What better way to spend your 12th birthday than a flight in a Van's RV? EAA 166 member Rick Montero took Jackson Kimberly for a Young Eagle flight on his big day. Jackson wants to be a pilot, doctor, or flight surgeon. All solid aspirations.



AirVenture 2026: Plenty For Kit Builders

by Larry Anglisano

I've made the annual voyage to AirVenture Oshkosh almost every year since 1989, and to me the show has always been a pretty accurate way of gauging the health of the industry. Attendance doesn't tell the whole story, but new product introductions do—from new airplanes to new engines to new avionics. And from a product standpoint there have been some lean years that started with the choked supply chain. If AirVenture 2026 is any indication, the industry is back firing on all cylinders. For builders putting together new airplane kits, there has never been more choices for avionics.

Garmin stole the show with AXIS, the latest big-screen EFIS product announced a week prior. At the show, the rage continued and Garmin's big indoor and outdoor exhibit was packed all day every day for hands-on demos. Some outfits and homebuilders were swapping out G3X screens for the new AXIS right on the field. It occurred to me that in the old days (when the show wasn't yet called



AirVenture, but just Oshkosh), show-goers flew home from Oshkosh with new portable gadgets. Now they fly home with new big-screen flight displays installed on the panel. That's progress.

Over in Hangar D, Dynon had a presence that was bigger than ever, with expanded exhibit space that occupied nearly the entire front quarter of the hangar. Ahead of the show, Dynon had announced a new built-in IFR GPS for its SkyView HDX suite—promising buyers that they might someday ditch the traditional radio stack in favor of full integration, just like Garmin is doing with AXIS. Dynon is still working on it, though, with plans for release in the next year.

DeltaHawk had the largest showing yet of its engine tech, flying a Seminole into the show with two DHK Jet-A-burning turbo-diesels, a project that's progressing with Piper as a potential OEM standard. It was also showing a little concept two-cylinder for LSAs, a six-cylinder concept based on the company's certified engine, and it had a Van's RV with a DHK four-cylinder installed. The market is hungry for new engine tech and the way I see it, DeltaHawk has its chance.

Last, my favorite showing was over at the Van's Aircraft exhibit. On display was a freshly refurbished RV-14A wearing a high-quality paint job, the latest Garmin AXIS flight deck, a modern interior, and a fit and finish better than some factory new certified airplanes. That's a photo of it above. If Van's started a factory refurb program, I bet there would be buyers.

Enjoy our photo gallery from AirVenture 2026 that shows a small part of the AirVenture experience.



The Arizona Cardinals football team's private charter Boeing 777 standing big in Boeing Plaza.

John Cyrier's show-winning Cessna T-50 Bobcat. Dubbed the Bamboo Bomber, the wood and fabric twin served as Cessna's light transport and multi-engine trainer starting in the 1940s.





B-52 Stratofortress parked at Boeing Plaza. The massive eight-engine strategic bomber has served the U.S. Air Force for over 70 years.

The twin-engine Jabiru J432 experimental kitplane was an eye catcher. With pod-mounted 80-HP Jabiru 2200 series engines, the in-development production airplane will align with the FAA's MOSAIC rules. That means multi-engine flying for Light Sport pilots.

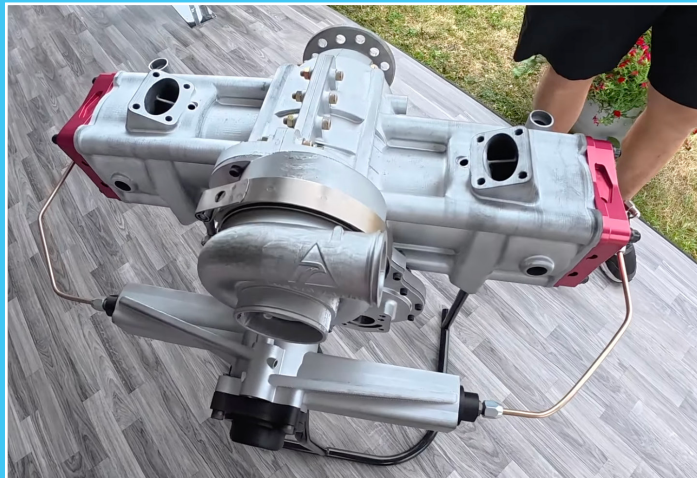




Harbour Air's all-electric De Havilland DHC-2 Beaver is the first commercial seaplane retrofitted with a 750-hp magniX electric motor. Harbour Air plans to run most all of its short-leg western Canada trips (less than 30 miles) with electric airplanes.



There was no shortage of eVTOLS (electric vertical takeoff and landing) at AirVenture. An attention-getter was the SkyFly Axe—an eVTOL LSA that transitions into an airplane. It has a 100-mile range and 100 MPH cruise speed.



DeltaHawk was showing the final configuration of its firewall-forward DHK-series Jet-A engine kit for the Van's RV-14. Wisconsin-based DeltaHawk is also working on an 80-hp 2-cylinder Jet-A engine for the Light Sport market.



Thanks to Brenda and Norm Rossignol for the two pics above. Discovery Park will be a new aviation hub on the AirVenture grounds with an enhanced KidVenture, with TeenVenture programs for STEM activities and youth forums.



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

Check out the content on
our YouTube channel!



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History Corner: National Aviation Day

by Bill Barry

Since 1939, the United States has celebrated National Aviation Day on August 19th. This all started on May 11th of that year. That's when the U.S. Congress and Senate passed a Joint Resolution (see image next page, source Library of Congress) authorizing the President to declare August 19 each year as a day "...to further and stimulate interest in aviation in the United States." On July 25th President Franklin D. Roosevelt signed the proclamation inviting Americans to observe August 19th as National Aviation Day in 1939, and beyond. (image of the poster at right from nasa.com).

Why August 19th? Although not mentioned in the Congressional Resolution or the President's Proclamation, it was clear from other statements that the day had been picked because it was Orville Wright's birthday. The day was explicitly intended to honor both Orville and his brother Wilbur. But Wilbur had died in 1912. So, perhaps honoring the brother that was still alive made sense. But, why not on some round-numbered birthday? Why on his 68th birthday?

The answer is not perfectly clear, but it probably has something to do with the long-running dispute between Orville Wright and the Smithsonian. Two years after Wilbur had died, the Smithsonian had sent the remnants of the failed Langley "Aerodrome" to Glenn Curtis in an attempt to prove that it was the first aircraft capable of flight. Samuel Langley had been head of the Smithsonian at the turn of the century and, with considerable financial support from the military, had built a prototype airplane that he called the Aerodrome. On two attempted flights in late 1903, his Aerodrome had crashed on takeoff. Langley and the Smithsonian were humiliated, especially when it became known that two brothers from Dayton had succeeded on their own just days after Langley's second failed flight. In 1914 Langley's successor as head of the Smithsonian, Charles Walcott, wanted to prove his mentor had not failed, but had beat the Wrights in creating a flying machine. Glenn Curtis, who had been fighting against the Wright brothers' airplane patent, saw this as a chance to undermine the Wright's claims. So, Curtis re-built the Aerodrome, making some major modifications, and successfully flew it. The Aerodrome was returned to its original configuration and put on display at the Smithsonian with a sign proclaiming that it had been the first aircraft built that had been "capable" of flight. Orville was outraged and began a very public effort to get the Smithsonian to correct the record.

By 1925 the dispute between Orville and the Smithsonian had gotten to the point that he threatened to send the original 1903 Wright Flyer to England, where it would be properly appreciated. A number of British scientists had been public supporters in Orville's argument with the Smithsonian. Three years later, Orville followed through on his threat and sent the Flyer to the London Science Museum. That same year, 1928, Charles Walcott died. His successor at the Smithsonian, Charles Abbot, tried to negotiate a settlement with Orville. But Orville wanted the Smithsonian to publicly admit that the 1914 flight tests by Curtis had been a sham and Abbot wasn't willing to embarrass his predecessor and the Smithsonian. As the 1930s began, the Wright Flyer's presence in London became a growing political issue, with public calls to bring the Flyer home. In 1934, Charles Lindbergh

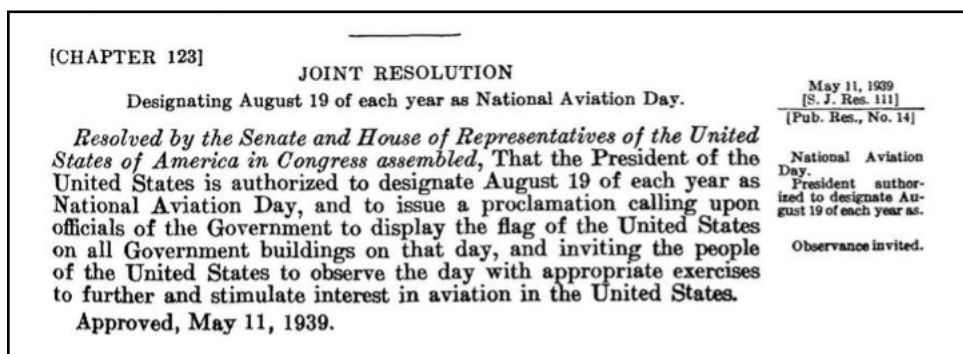


was called on to mediate an agreement, but couldn't get either party to budge. Meanwhile, bills were being introduced in Congress that called for the return of the Flyer. In 1937, Orville wrote a new will that said the Flyer would stay in London after his death unless he was convinced it should come back to the United States. This part of his will became public knowledge and added to the public outcry.

So, the decision of the Congress, and the President, to honor Orville Wright on his 68th birthday, may have been an overdue honor to an important inventor, but the timing probably also had something to do with the location of the Wright Flyer.

By the way, in 1942, Smithsonian head Abbot finally admitted that the Smithsonian was wrong and publicly apologized. The next year Orville let it be known that he wanted the Flyer to return to the United States. With World War II on-going and the Flyer hidden safely away, the move would have to wait. In fact, the Flyer only returned to the U.S. after Orville Wright's death in 1948. It is now on the center of its own gallery at the National Air and Space Museum.

(Sources: Primarily drawn from sources by Smithsonian Curator Emeritus Tom D. Crouch). That's Orville Wright pictured below, of course, courtesy of National Park Service.



Joe Gauthier Memorial Scholarship



Michael Thompson, the first EAA 166 student member recipient of the Joe Gauthier Memorial Scholarship, got to hang out with other passionate aviation enthusiasts while attending AirVenture.

EAA 166 Ray Scholar Update

EA 166 Ray Scholar Will Coates Will Coates is in his senior year at Embry-Riddle Aeronautical University in Florida, contracted as an Air Force ROTC Cadet. Will attended the Air Force Academy for “summer camp” and skydiving! Will aspires to become a fighter pilot. That’s Will in the photos below.

Meanwhile, EAA 166 Ray Scholar Logan Vidal ended his internship with Delta Airlines in Atlanta and besides hopping in empty seats to countries abroad, he also experienced his first time at Airventure, although it was for only one day ... yes, one day, and Logan was PART OF THE SHOW, flying into Oshkosh on a specially painted Delta Airlines Airbus A350, which parked in Boeing Plaza for the day! Logan was an ambassador for Delta as crowds toured the Delta A350 for the day!



EAA 166 Member Activities



On August 10, 2026, EAA 166 members Mark Welch, Steve Socolosky, Rick Montero, and Will Coates flew out to Long Island's Gabreski Airport for lunch. That's Mark Welch preparing his Van's RV-10, top, Steve giving the thumbs up with Will, Mark, and Rick, middle. Will Coates and Rick Montero strapped in the Lindbergh Flying Club's Van's RV-12, bottom.





Members Larry Anglisano and Rick Montero working on a headset flight trial video report for AvBrief, with a breakfast stop at Southbridge Airport in Massachusetts. Airport Seafood and Grille on the field is now open, with a nice menu.



The Goodyear Blimp in the smokey skies above Oshkosh!