



# EAA Chapter 166 Greater Hartford, CT



EAA 166 Newsletter

Vol. 48 – Issue 1

January, 2012

## Experimental Aircraft Association

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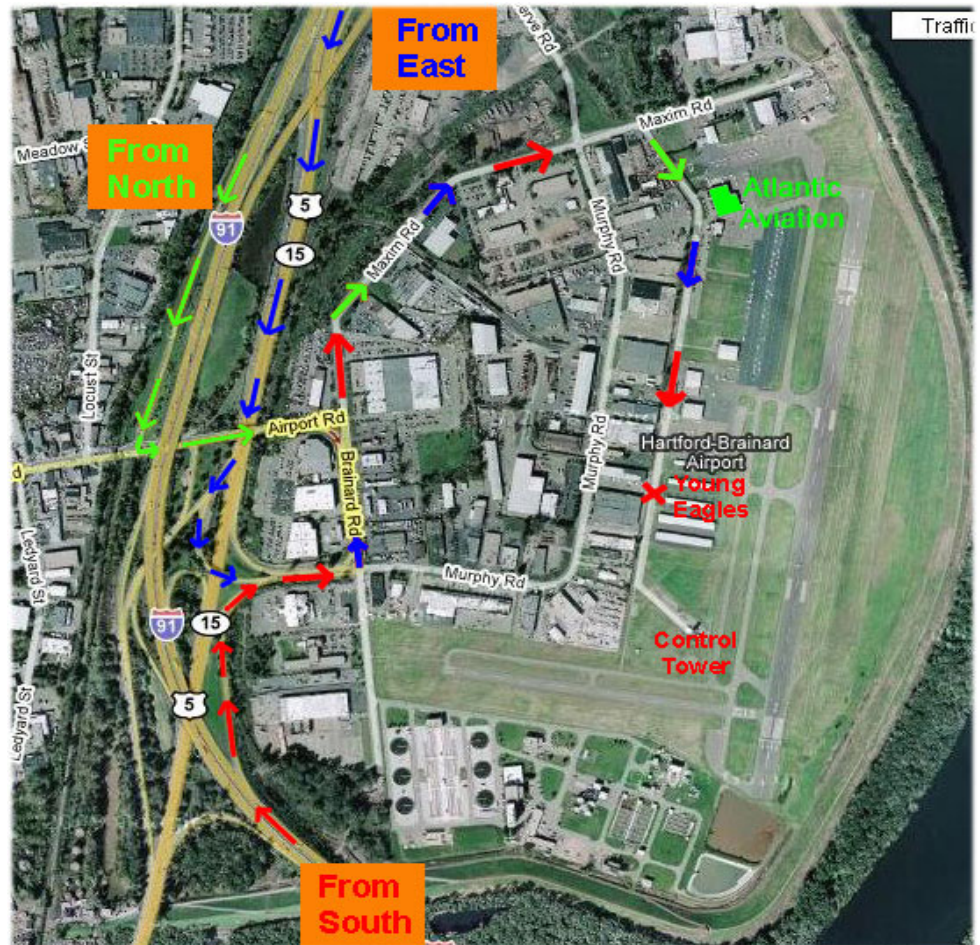
This month's meeting will be held on  
**Sunday, January 29, 2012 - 7:30 PM**  
in the Atlantic Aviation building at Brainard (KHFD)  
20 Lindberg Drive, Hartford, CT 06114

Our speaker this month will be Ken Benson  
Ken will give a presentation on flying combat operations in Viet Nam  
and the efforts it took to keep the birds in the air.

**Please bring a folding chair if you have one**

Click this link for directions to Atlantic Aviation:

<http://tinyurl.com/88a4c28>



## **President's Message**

As the incoming President for our Chapter I thought I'd devote a paragraph about myself, for those who haven't had the opportunity to get to know me yet. I have been a member of the Chapter since 2004 when I began the construction of my project, a Glastar Sportsman 2+2. I've been flying since 1997, having obtained my Private in South Florida flying out of F45 (North County Airport in West Palm Beach). I've been a materials engineer with Pratt & Whitney for 27 years and currently manage a group of excellent men and women engineers and technicians in the development of high temperature coatings and alloys. My wife and I live in Manchester, where my Sportsman is located (in our basement, as some of you have been over to see...). I recently secured one of the newer T-hangers at HFD and hope to move my project there later this year, if I can keep up the tempo on the progress... Well, enough about me!

As I write this, the thermometer outside says that winter has indeed finally arrived, with single-digits showing for the first time in a long time. The unusually warm late fall and early winter has provided an opportunity for many Chapter members to extend the flying season without having to break-out the pre-heaters and extra-warm clothes. If Global Climate Change means frequent temps in the 50's and 60's into early January, perhaps the Chapter will have to re-think some of those dates for events that we seem to get weathered-out (maybe November is better than August!). Crazy New England weather!

The Chapter had its annual Board of Directors meeting on the 14th at HFD to discuss the upcoming year. We've set the dates for the monthly meetings, Young Eagle events, Fly-ins and such, coordinating with other CT Chapters to avoid as many conflicts as possible. Jack Hilditch has provided his usual terrific support in pulling all this together into a Regional Calendar that is published later in this newsletter. Jack will be updating the content of the calendar (available electronically at our website) throughout the year. We will be meeting at the Customer Training Center at P&W, as usual, with folks gathering at 7pm and the meeting starting about 7:30pm.

Something new that we'll be trying this year will be an increased emphasis on safety within the newsletter content. Specifically, we'll be alternating short articles on safety with the usual Construction Corner. Hopefully this will have a two-fold benefit. First, we always seem to have a challenge with getting volunteers for the Construction Corner, and now folks will be able to choose from either a building topic, or one relative to safety. Second, we hope that the sharing of these safety tips will enhance everyone's safety awareness and promote healthy dialogue.

Our new VP, Steve Socolosky, has come into the position with a good set of ideas for meeting programs. Steve briefed those present at the BOD meeting yesterday, and it looks like we'll have a really good set of meetings (if we can just get Mother Nature to take weekends off this year!). First up will be our own Ken Benson, discussing his exploits as an F-4 Phantom driver in South East Asia, including some gun-footage. Should be a "can't miss" presentation!

That's all for now, but I hope to see everyone at the January meeting on the evening of Jan 29th. See you there!

Russ

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### **Treasurer's Report – January 2012**

Checking Account: \$ 3,238.03  
Deposits: \$ 00.00 Banquet & Dues  

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Total Deposits: \$ 00.00 - dues  
Total bills: \$ 00.00 – Internet  

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Balance in Ck. Acct. \$ 3,238.03  
Plus decals, & etc.

#### Chapter Scholarship Fund Account

Balance: \$ 558.39  
Deposits: \$ 00.00 – DAR inspection  
Bills: \$ 00.00 travel expenses to HQ  

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Balance: \$ 558.39

Duly reported by Dave Armando, Treasurer

*As a reminder dues are renewed in January*

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### **Annual Meeting & Dinner**

Our annual meeting and dinner was held at the Chowder Pot restaurant in Hartford on November 11, 2011. Our speaker was Peter Kilduff, an aviation author and contributor to the WW-I aviation history magazine "Over The Front". Peter is also a member of the WW-I aviation historians whose special focus is on the life and WW I flying career of Manfred von Richthofen, a.k.a. 'The Red Baron'.

### **New Officers for 2012**

During an abbreviated annual meeting at the dinner Aaron announced the Nominating Committee recommendations for the coming year. They are:

President: **Russ Beers**

Vice President: **Steve Sokolosky**

Secretary: **S. Lamont McEvitt**

Treasurer: **Dave Armando**

## Construction & Safety Corner Schedule

(We need volunteers to step up.)

Month	Author	Topic
January	Jack Hilditch	Solvent Safety
February		
March		
April	Greg Prentiss	
May		
June		
July		
August		
September	Larry Gagnon	
October	Ken Benson	
November		
December		

## Construction Corner Article

### Safe Use of Cleaning Chemicals - Common Cleaners can turn into poison gas

Jack Hilditch

When working around the shop, we often use common solvents to clean up materials in preparation for some operation like welding, riveting or painting. Denatured alcohol, brake cleaner, electrical contact cleaner, carb cleaner, ALUMIPREP, thinners, etc. are simply part of the shop background. We expect them to be available and seldom give them more than a passing glance, except when we run out of them during a job. Therein lays the rub. Suppose, for a second, you are in the middle of cleaning some parts with carb cleaner for a welding job and the cleaner runs out. Do you get in the car, go to the auto parts store, buy another can and resume cleaning the parts or do you substitute brake cleaner because it 'works just as well' (and saves you the inconvenience of interrupting your work flow)? C'mon, be honest, haven't we all done something like that at one point or another?

In 1984, Steve Garn, aka 'BREWDude', started [Blue Ridge Electric & Welding](#) (acronym BREW), a machine and fabrication shop in North Carolina to manufacture motorcycle frames. Steve is an accomplished welder with lots of experience but he got caught by substituting brake cleaner for carb cleaner, not thinking there would be any significant difference. When a very small puddle of the substituted cleaner caught fire, during a minor TIG welding job on a diesel fuel tank, it gave off a little puff of white smoke that nearly killed him. It turns out that the active ingredient in the brake cleaner was tetrachloroethylene, a chlorocarbon with the formula  $Cl_2C=CCl_2$ . When this chemical is exposed to heat (welding) and argon gas (used for MIG and TIG), it produces the toxin phosgene, a colorless poison gas that was infamous as a chemical weapon during World War I. The brief exposure sent Steve into convulsions, scarred his sinuses and began shutting down his internal organs. He spent nearly four weeks in the hospital and developed what appears to be emphysema and chronic bronchitis. **There is no**

**known antidote for phosgene poisoning.** Steve's article on poison gas exposure can be read at: <http://www.brewracingframes.com/id75.htm> .

Steve strongly suggests reading the warning labels on every product you bring into your shop. Be safe. Learn about the chemicals you use and follow safety precautions to the letter. Steve recommends posting the following websites and phone numbers on your shop wall where they can be found in an emergency:

[www.AAPCC.org](http://www.AAPCC.org) (American Association of Poison Control Centers – 800-222-1222)

[www.CDC.gov](http://www.CDC.gov) (Centers for Disease Control and Prevention)

Your Local Emergency Room

Your Family Physician

Be smart and stay safe.

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## Flight Safety - Motion-Induced Blindness

Joe Gauthier suggested the following article and interactive exercise that will benefit all of us who fly.

This is a great illustration of what we were taught about scanning outside the cockpit when I went through training back in the '50s. We were told to scan the horizon for a short distance, stop momentarily, and repeat the process. I can remember being told why this was the most effective technique to locate other aircraft. It was emphasized repeatedly to not fix your gaze for more than a couple of seconds on any single object. The instructors, some of whom were WWII veterans with years of experience, instructed us to continually "keep our eyes moving and our head on a swivel" because this was the best way to survive, not only in combat, but from peacetime hazards (like a midair collision) as well. We basically had to take the advice on faith (until we could experience for ourselves) because the technology to demonstrate it didn't exist at that time. Click on this link for a demonstration ... <http://www.msf-usa.org/motion.html>

## Electronics

### PIREP: iFly 700 GPS by Adventure Pilot

Mel Barlow

I received my iFly 700 about 3 days after my order was confirmed on March 8th, 2011. Since then, I have put about 20 Hrs. on the airplane with the iFly.



Two initial flights were conducted with the new unit on my lap powered by the detached battery supply, as I couldn't find a suitable location for the supplied suction cup mount to be placed without blocking my view of some instruments or controls. During those flights, I kept my old Airmap 500 running also until I got comfortable with the new moving map display of the iFly. When Adventure Pilot came out with a Ramm ball attachment for the back of the unit, I used that to adapt the iFly to the existing Ramm mount I had been using for the Airmap. In that configuration, the wider IFly still blocks either the volt meter and fuel pressure gauges or the top two switches on the forward bulkhead below the instrument panel, but I have been living with that because the IFly has been working so well, I just hate to move it further away. I generally position the IFly down low enough to keep the gauges visible. The blocked switches are for panel and nav lights, and I haven't used those in years.

The **iFly** was extremely easy to use right out of the box.

Flight planning is as simple as typing in the three letter identifier (skip the "K") for departure then adding the next waypoint, which becomes the destination, unless you add additional waypoints to the list. The list is created automatically, so you can see what you have. Got a waypoint out of the desired sequence? No problem – just touch the "Opts" button on the screen next to the offending waypoint and you can move it up or down, delete it, add another waypoint before or after it or get info about the waypoint.

Just to the right of the waypoint list, windows come up with distance, mag course, estimated time and fuel for each leg. Totals come up below the last leg in the list. Estimated speed and fuel burn are adjustable on the same page, and if you change them, your flight plan data is automatically updated. Neat!

Once the flight plan is finished, touch the "continue" button at the bottom of the screen and it loads. The map screen comes up and a magenta line runs from the departure point to the first waypoint.

I've saved a few flight plans that I use frequently so I can load the one I want from memory without going through the whole routine every time.

Database updates are accomplished by logging into the **iFly 700** website (from a computer) and creating your own update package. The update package is then downloaded to a thumb drive, which is then carried to the **iFly** unit where it is inserted into the USB port on the **iFly**. When the **iFly** is started up, the update package is detected, and uploads to the **iFly**. Updates can consist of current weather and TFRs at a minimum, all the way to software updates, sectional charts, low altitude charts, airport information, TAC charts, Etc. Limited to 2 gigs. If you needed a lot of chart updates and airport info, Etc. it might be a good idea to do that at home in a separate update package, not when you are anxious to go flying.

In flight, the **iFly** displays a real sectional chart, with all the normal information, with the course line clearly shown. Just follow the little airplane with the arrowhead vector

showing where you are heading. Keep the arrow aligned with the line on the chart and you should get there. Touch and hold your finger on an airport along the route and up pops a “possible actions” window with eight choices (well, really six, since one possible action is cancel and another undoes an action). You can bring up all the information normally found in the A/FD on any airport, as well as nearest weather.

OK, let’s talk about in flight screen visibility. The screen can be washed out by bright sunlight. AP came out with a fabric sun shade which attaches to the outside of the **iFly** case by Velcro. It works for me if I also move the **iFly** around a little to avoid reflections on the screen. I had the same problem with my old Airmap 500 monochrome display.

I read that a light colored shirt can make the problem worse. That is true. If I wear a dark colored shirt or jacket, the problem disappears. So far, even with a white shirt on, I have been able to move the unit around so that with the sunshade in place I can easily see the **iFly** screen, even with a bright sun overhead and slightly behind me (that’s the worst case, I think).

Recently, AP came out with a new software update that adds geo-referenced IFR Approaches and airport diagrams. The new software also supports ADS-B inflight weather and traffic if a third party receiver is purchased for the data stream. I don’t have a receiver yet, but would definitely want one before heading off on any extended across-the-country trip. Currently, the **iFly** supports the Radena Sky Radar receiver, and AP is working on support for others.

So far, I’m happy with my selection of this unit as my GPS navigation system, but I’m still subscribed for the paper NY Sectional Chart. Old habits die hard.

Tailwinds, Mel Barlow

Note: *Additional information and a video demo of the iFly in action are available at: <http://iFly.adventurepilot.com/>*

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## **iPad and Tablet Stuff**

The iPad and other tablets are becoming significant cockpit and pre-flight planning tools. With that in mind, I will be looking for news about the latest apps and stories from the field as they become available. If you have experiences to share, ‘never again’ moments, user-friendliness notes, interface quirks or recommendations on using iPad for flight, please send them my way so I can publish what you find in the field. I’ve assembled a few basic links to start the process. They apply to those of you who already own an iPad and those who are thinking about buying one.



(Full disclosure: I am among the latter in that I have yet to purchase an iPad. I own an iPhone 4 and it has some very useful aviation apps but I can definitely see an iPad in my future.)

### **50 really useful iPad tips and tricks**

<http://www.techradar.com/news/computing/apple/50-really-useful-ipad-tips-and-tricks-688556>

### **The Best iPad Tips & Tricks**

<http://www.techsupportalert.com/content/ipad-tips-and-tricks.htm>

### **Flying with the iPad - EAA Webinar**

<http://www.eaavideo.org/video.aspx?v=949071041001>

### **Sporty's Webinar - Flying with the iPad**

<http://www.youtube.com/watch?v=tf37ZZI-tsY>

### **iPad Apps for Aviation**

#### **Foreflight**

<http://www.foreflight.com/ipad>

## **Young Eagles**

We were KO'd by high winds on October 15<sup>th</sup> but managed to squeeze in a 'rain date' October 22<sup>nd</sup>. As Aaron mentioned in his President's message, we flew 53 Young Eagles and 18 adults under a new part of the program being encouraged by EAA national as a way to get more pilots into the system in a shorter time frame. You can see some of the October 22, 2011 action by clicking this link: [Young Eagles Flight Day](#). More images and an article about our Skylark event are available on Patch.com at: <http://tinyurl.com/7f6c69l>

EAA and Boy Scouts of America (BSA) recently signed a letter of agreement to collaborate through the BSA Learning For Life and Young Eagles programs. Many chapters, ours included, have forged informal relationships over the years with area Boy Scout councils and troops. Rod Hightower explains the evolution of these informal relationships in a piece called 'Scouting Adventure' on page one of this month's Sport Aviation magazine. The formal relationship is in its early days so we will keep you posted as more details emerge.

One of our Young Eagles, 14 year old Alyssa May Celone, recently composed and produced a presentation about her experiences at the Oshkosh Air Academy. Our combined chapters (166 & 1310) sponsored Alyssa Mae to attend the camp. She, in turn, did a wonderful job letting us know about her experiences and how effective our Young Eagles program can be. Her website and video are well worth having a look at. You can find her website at: <http://AlyssaMae747.Wordpress.com> and her [video](#) by clicking the **EAA Air Academy** tab near the top of her home page. Note: You may need to log in with a

Google docs (or Gmail) account to see the video. Both are free and take little time to setup if you don't already have one.

**Our first Young Eagles Flight Day of 2012 is scheduled for May 12, 2012 at Brainard (KHFD) with a rain date of June 9, 2012 so please mark those dates on your calendars.**

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## **General Safety**

### **Something to think about when flying in to an out of uncontrolled airfields...**

Kurt Sendlein  
ConnDOT Airport Operations Coordinator  
[Brainard \(KHFD\)](#), [Windham \(KJJD\)](#) and [Danielson \(KLZD\)](#) airports

When we go out to the airport for a little recreation, be it to 'poke holes in the sky', fly to a nearby airport for a \$100 burger', practice some touch and goes, or check out recent maintenance (oil changes and such), most of us tend to be pretty casual about our whereabouts because what we are doing is so normal.

For those times when you intend to fly locally, don't file a flight plan, or ask for flight following, do you make it a point to inform someone about where you are heading and when you might return? I think the answer might be no for many of us, more often than not. The pilot featured in the link below crashed in close proximity to his airport but no one knew he was missing when he went down in a forested area (like we fly over regularly here in the northeast). No emergency personnel were dispatched to search for his aircraft and he perished when rescue would have been readily achieved.

Kurt Sendlein sent me the following message by email and asked that I pass it along. It is well worth the read.

***"Something to think about when flying in to an out of uncontrolled airfields. Both Windham and Danielson have some very remote areas in the vicinity of the runways. Even Brainard when the Tower is closed could have its "secrets"."***

<http://www.postandcourier.com/news/2011/nov/05/could-pilot-have-survivedtheres-just-a-lot-of/>

*Fly safe, and quietly when you can.*

*Kurt*

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## **Upcoming Area Events**

The Chapter 166 January meeting's seminar will be presented by Ken Benson who will explain a little about his career in aviation including some strike film from Vietnam.

February's meeting seminar will be a presentation by Aaron Gleixner explaining his experience with ForeFlight, the aviation software platform for mobile devices.

<http://www.foreflight.com/ipad>

Please begin planning for March's meeting which we are in process of coordinating with the New England Air Museum, to be held TENTATIVELY on SATURDAY, MARCH 24 AT 10:00 A.M.. Our meeting will be followed by a tour of the restoration building and then on your own to visit the museum.

As mentioned in previous newsletters, we are adding additional regional events as information becomes available. Be sure to check dates on the latest calendar version as some may have changed during the month as overlaps were noted. This calendar version includes events from chapters 166, 1310, 1363, 1478, 279, 324, 334 and 27. We expect to add more dates as other regional chapters forward them to us.

<b>2012 Southern New England EAA Chapter Event Calendar</b>			
<b>Dates Valid as of January 26, 2011 - List will be updated as information becomes available</b>			
<b>Date or Dates</b>	<b>Rain Date</b>	<b>Organization</b>	<b>Event</b>
1/29/2012		<b>Chapter 166</b>	Monthly meeting (Atlantic Aviation KHFD)
2/6/2012		<b>Chapter 1310</b>	Pancake Breakfast (Skylark)
2/11/2012		<b>Chapter 1478</b>	Visit to New England Air Museum
2/19/2012		<b>Chapter 27</b>	Monthly Meeting (Meriden)
2/26/2012		<b>Chapter 166</b>	Monthly meeting (CTC)
3/11/2012		<b>Chapter 1310</b>	Pancake Breakfast (Skylark)
3/19/2012		<b>Chapter 27</b>	Monthly Meeting (Meriden)
3/25/2012		<b>Chapter 166</b>	Monthly meeting (CTC)
03/27/2012 - 04/01/2012		<b>Sun 'N Fun, Inc.</b>	Sun 'N Fun Fly-In, Lakeland, FL
4/11/2012		<b>Chapter 1310</b>	Monthly Meeting (Skylark)
4/15/2012		<b>Chapter 1310</b>	Pancake Breakfast (Skylark)
4/15/2012		<b>Chapter 27</b>	Monthly Meeting (Meriden)
4/29/2012		<b>Chapter 166</b>	Monthly meeting (CTC)
5/9/2012		<b>Chapter 1310</b>	Monthly Meeting (Skylark)
5/12/2012	6/9/2012	<b>Chapters 166 &amp; 1310</b>	Young Eagles Flight Day (KHFD)
5/19/2012		<b>Chapter 1478</b>	Young Eagles at Northampton (7B2)
5/19/2012		<b>Chapter 1310</b>	Safety Seminar & Cookout (Skylark)
5/20/2012		<b>Chapter 27</b>	Monthly Meeting (Meriden)
5/20/2012		<b>Chapter 166</b>	Monthly meeting (CTC)
6/9/2012		<b>Chapter 1478</b>	Annual Fly-In at Orange Airport (KORE)
6/13/2012		<b>Chapter 1310</b>	Monthly Meeting (Skylark)
6/16/2012		<b>Chapter 166</b>	Fly-In at Windham (KIJD)
6/17/2012		<b>Chapter 1310</b>	Pancake Breakfast (Skylark)

6/17/2012		<b>Chapter 27</b>	Monthly Meeting (Meriden)
6/24/2012		<b>Chapter 166</b>	Monthly meeting (CTC)
7/11/2012		<b>Chapter 1310</b>	Monthly Meeting (Skylark)
7/15/2012		<b>Chapter 1310</b>	Pancake Breakfast (Skylark)
07/23/2012 - 07/29/2012		<b>National</b>	Air Venture - Oshkosh
8/8/2012		<b>Chapter 1310</b>	Monthly Meeting (Skylark)
8/12/2012		<b>Chapter 1310</b>	Corn Roast (Skylark)
8/19/2012		<b>Chapter 27</b>	Monthly Meeting (Meriden)
8/26/2012		<b>Chapter 166</b>	Monthly meeting (CTC)
9/9/2012		<b>Chapter 166</b>	Fly-In at Hartford (KHFD)
9/12/2012		<b>Chapter 1310</b>	Monthly Meeting (Skylark)
9/16/2012		<b>Chapter 1310</b>	Pancake Breakfast (Skylark)
9/23/2012	9/xx/2011	<b>Chapter 324</b>	Simsbury Fly-In
9/30/2012		<b>Chapter 166</b>	Monthly meeting (CTC)
10/6/2012	10/20/2012	<b>Chapters 166 &amp; 1310</b>	Young Eagles Flight Day (Skylark)
10/10/2012		<b>Chapter 1310</b>	Monthly Meeting (Skylark)
10/13/2012		<b>Chapter 1310</b>	Taildragger & Vintage safety seminar (Skylark)
10/21/2012		<b>Chapter 27</b>	Monthly Meeting (Meriden)
10/28/2012		<b>Chapter 166</b>	Monthly meeting (CTC)
11/4/2012		<b>Chapter 1310</b>	Pancake Breakfast (Skylark)
11/9/2012		<b>Chapter 166</b>	Annual Meeting & Dinner
11/10/2012		<b>Chapter 1310</b>	Monthly Meeting (Skylark)
11/18/2012		<b>Chapter 27</b>	Monthly Meeting (Meriden)
12/8/2012		<b>Chapter 1310</b>	Holiday Dinner

In addition to this event, EAA National has a searchable calendar with more events that you can access here: <http://www.eaa.org/calendar/>

**EAA Calendar Events listed within 100 miles of KHFD**

[http://www.eaa.org/calendar/eventlist.aspx?SearchState=&SearchCountry=&Zip\\_Code=06106&Miles=100&MilesType=M&AirportID=HFD&EventType=&EventTitle=&StartDate=&EndDate=](http://www.eaa.org/calendar/eventlist.aspx?SearchState=&SearchCountry=&Zip_Code=06106&Miles=100&MilesType=M&AirportID=HFD&EventType=&EventTitle=&StartDate=&EndDate=)

**EAA Chapter 166 Online Calendar (new)**

<http://www.166.eaachapter.org/events.htm>

**EAA Chapter 1310 Online Calendar**

<http://www.eaa1310.org/calendarFrameset.htm>

**Chapter Fly-Outs – 2011 - Chris Wilson**

Once again Chris Wilson will be giving us a selection of places for fly-outs and we can only hope the weather treats us a little more fortuitously this year. Chris is looking for suggestions so please let him know if you have a destination you think would make for a

pleasant and interesting day out. Chris can be reached by email at:  
[cncwilson@comcast.net](mailto:cncwilson@comcast.net)

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## Chapter Project Updates and Completions

### RV-7

Dave Chapdelaine is the only member to finish a project this year. Dave completed his beautiful RV-7 and has been flying it regularly out of Windham (IJD). Congratulations Dave, she's a beauty.



### SeaWind (It really does exist.....and we have pictures to prove it)



Moe Schwartzman recently moved his Seawind project to Larry Gagnon's shop in Newington. The intention is to 'supercharge' the building process while working in a cleaner environment (Moe had been building in an excavation company workshop where the levels of dust and grime made keeping work surfaces clean a nearly impossible task. Next on the

list is hanging Moe's engine on the project. Here are a few images from the recent move.

Double-checking the tie downs before getting on the road. (Note: Before anyone comments on the correlation between needing a low-boy to move the SeaWind and W&B calculations before flying, there are none. The lowboy belongs to Moe's son-in-law and worked well for the task. The SeaWind (still minus the engine) is just not that heavy...right Moe?)



Moving the SeaWind into its new home in Larry's shop.

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## Safety - Carb Ice Probability Chart and Study

Bob Plourde sent me a very interesting chart that should be of interest to all pilots flying non-injected engines. The chart was originally published in 2004 as part of a report on a

study by Mette F. Nielsen, Kim Sarup, Mikael Scharling & Søren Brodersen for the Danish Meteorological Institute. The study with charts, methodology and findings can be viewed at: <http://www.dmi.dk/dmi/tr04-25a.pdf> . It is well worth the read.

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## **Chapter 166 Website Update**

Chapter webmaster Al Cross has been making some changes recently and our website has a new look. <http://www.eaa166.org/> We suggest that members have a look and email Al with suggestions if you would like to see something that is not currently included. **Please send Al updated images of your aircraft or project so he can update the member aircraft photo gallery.**

## **New Chapter Website (under construction)**

Chapter webmaster Al Cross has been migrating content from our old site to the new version being offered in cooperation with EAA national. You can follow his progress by clicking on the following link: <http://www.166.eaachapter.org/> . Please remember to change your favorites to show the new website URL as Al will be phasing out the old site as the new one gets up to speed.

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## **ALERT - FAA to Start Charging For Electronic Chart Downloads**

The FAA has decided to start charging companies for use of previously free NOS chart downloads and remove access for individuals starting April 5, 2012. It is suspected that this will have a noted impact of smaller companies that use this information and provides service to the consumer pilot (i.e. I-Pad/I-Phone navigation, EFIS GPS etc)

If you don't know about this, you may wish to become informed.

<http://www.generalaviationnews.com/2011/11/15/petition-launched-to-fight-faa-decision-to-charge-for-navigation-downloads/>

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## **The Lighter Side**

**Why co-pilots always do the pre-flight walk-arounds in Texas**

<http://tomwade.me/tw/planes/snake.php>

**Red Sparrows Aerobatic Team**

<http://tomwade.me/tw/planes/movies/TheRedSparrows.wmv>

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## **For Sale and Trade and just general information**

### **Hangar Space Available (KHFD)**

Russ Beers, president of chapter 166 in Hartford, has hangar space available at Brainard (KHFD) starting Feb. 1, 2012. Russ is building a Glastar Sportsman 2+2 but is not yet ready to move his project to the hangar. If anyone needs a hangar in the near term please contact Russ by email at: [beersrus@cox.net](mailto:beersrus@cox.net) or by phone at: (860) 643-9951

### **Lancair 320 project for sale**

Sam Watrous from EAA chapter 334 (KGON) said that a friend of the chapter is selling his Lancair 320 project.



Contact Jim Goodrich at Tsunami Aircraft Sales via cell at 860-608-4206 for further details.

### **Sun & Fun Ride Share**

Mike Koczera and Pete Russell are driving to Lakeland for Sun N Fun towing Mike's fifth wheel trailer. They volunteer at Sun N Fun every year and take items with them to sell. They will be leaving the week of the 19<sup>th</sup> – (most likely Wednesday the 21<sup>st</sup>) and will be taking about two and a half days to get to Florida. If anybody is looking for a ride to the Sun & Fun fly-in, whether you have parts to sell or not, contact Mike by phone at Skylark: (860) 623-8085 or by email at: [mkoczera@cox.net](mailto:mkoczera@cox.net)

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## Interesting & Helpful Links

### CT Legislators

<http://www.cga.ct.gov/asp/menu/CGAFindLeg.asp>

### New information for pilots regarding taxi instructions and read-backs at towered airports

<http://www.faa.gov/documentLibrary/media/Notice/N7110.528.pdf>

### Security Notams and TFRs locator

<http://www.aopa.org/whatsnew/notams.html>

### Google Earth 3D TFR locator

<http://airspace.nifc.gov/mapping/nifc/index.cfm?isNIFC=True>

### How to Overlay Sectional Aeronautical Charts in Google Earth

<http://www.wikihow.com/Overlay-Sectional-Aeronautical-Charts-in-Google-Earth>

### Digital - Airport/Facility Directory (d-A/FD)

[http://www.naco.faa.gov/index.asp?xml=naco/online/d\\_afd](http://www.naco.faa.gov/index.asp?xml=naco/online/d_afd)

### Connecticut AME Listings

<http://flightphysical.com/search/search6two.cgi?State=CONNECTICUT&Areacode=&Zip=&Lastname=>

### ForeFlight Mobile HD for iPad

(Weather, flight planning, AOPA directory, along with all the other apps, Internet, email, etc)

<http://www.foreflight.com/ipad>

### iFly 700 GPS

<http://www.iFly.adventurepilot.com/>

### SkyChartsPro (for iPad)

(Virtual stitching-together of all Sectionals, IFR Low, TAC and FLY charts plus A/FDs, SIDs, STARs, and Approach Plates)

[www.skycharts.net](http://www.skycharts.net)

### Uncle Jack – B-17 memories with Gary Sinese

<http://www.sleepingdogtv.com/reel/Uncle-Jack.aspx>

### Spidertracks Aviator

(Aircraft Location System That Survives Every Crash — So You Can, Too)

<http://spidertracks.com/Home.mvc>

### Aircraft Piston Engine Cooling Systems by Peter Law:

<http://www.enginehistory.org/Convention/2005/Presentations/LawPete/Cooling.pdf>

### Tools on-the-cheap Soda Blaster for Carb Cleaning & Rebuilding

[http://www.aircooledtech.com/tools-on-the-cheap/soda\\_blaster/](http://www.aircooledtech.com/tools-on-the-cheap/soda_blaster/)

### Cooling Aircraft Engines:

<http://www.experimentalaircraft.info/homebuilt-aircraft/aircraft-engines-cooling.php#>

**Aircraft Wiring for Smart People** (A Bare-Knuckles How-To Guide)

[http://www.eaa.org/experimenter/articles/0903\\_aircraft\\_wiring.pdf](http://www.eaa.org/experimenter/articles/0903_aircraft_wiring.pdf)

**Chapter 27 Newsletters**

<http://www.eaa27.org/newsletter>

**Chapter 1310 Newsletters**

<http://www.eaa1310.org/newsletters.htm>

**Very cool sheet metal techniques**

<http://www.youtube.com/watch?v=CwvBqRRvu00>

<http://www.lazzemetalshaping.com/>

**LAX Arrival (Cockpit View – Very Cool)**

<http://www.youtube.com/watch?v=0ac0bXkxM3E>

### **To Join EAA Chapter 166**

We welcome new members. Our membership application is on [www.EAA166.org](http://www.EAA166.org) in the **Chapter Library** section.

**NOTE 1:** Chapter dues are \$16 and run for a calendar year (Jan-Dec) unless one signs up Oct thru Dec, in which case his or her dues are good for that period and carry thru the following year.

**NOTE 2:** If you are not already a member of EAA, our parent organization, it's easy to become one by calling (1-800-5646-322). Be sure to tell them you're joining EAA (national) as a prerequisite for membership in Chapter 166.

Be sure to send our newsletter editor, Jack Hilditch, [wmjack@t3cs.net](mailto:wmjack@t3cs.net) an email to be put on the e-mailing list ASAP while your membership application is in the snail-mail to our Treasurer! To join EAA (national) click <http://www.eaa.org/memberbenefits.html> or call: 1-800-JOIN-EAA.

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#### **2010 EAA CHAPTER 166 MEMBERSHIP FORM**

Please fill in the following information and mail with your dues to:

**EAA Chapter 166, c/o Dave Armando  
1765 New London Turnpike  
Glastonbury, CT 06033**

(Dues are \$16.00 per year, due in January, make checks payable to: EAA Chapter 166)

Name: \_\_\_\_\_

Wife or Significant Other Name: \_\_\_\_\_

Home Phone: \_\_\_\_\_ Mobile Phone: \_\_\_\_\_

Street: \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Zip \_\_\_\_\_

Email address: \_\_\_\_\_

EAA Membership No: \_\_\_\_\_ Expiration date: \_\_\_\_\_

Pilot rating(s) held: \_\_\_\_\_

A & P ratings held: \_\_\_\_\_

Do you own an aircraft?: \_\_\_\_\_ Make & Model: \_\_\_\_\_

Registration No: \_\_\_\_\_

Are you building an aircraft?: \_\_\_\_\_ Make & Model: \_\_\_\_\_

% completed? \_\_\_\_\_

Are you restoring an aircraft?: \_\_\_\_\_ Make & Model: \_\_\_\_\_

% completed? \_\_\_\_\_