



# EAA Chapter 166 Greater Hartford, CT



EAA 166 Newsletter

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July / August, 2016

## EAA Chapter 166 Proposed 2016 Leadership Slate

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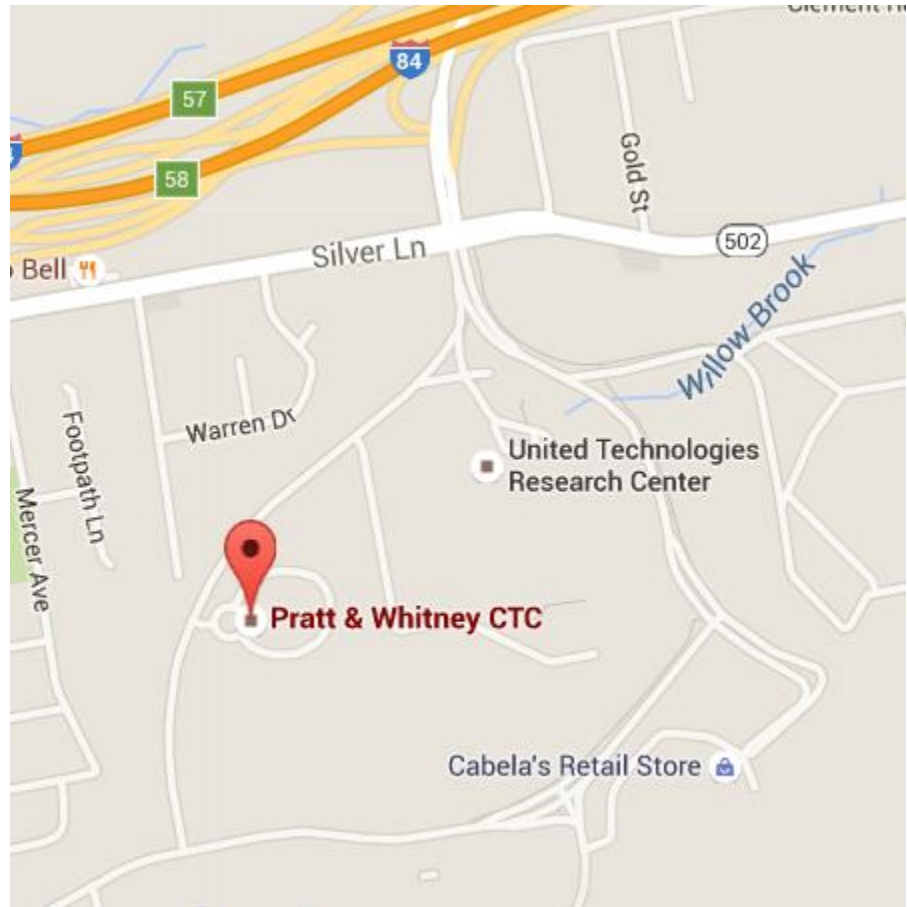
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[Chapter Website](#)  
[Chapter Blog](#)

## August Meeting

Sunday, August 28, 2016 – 7:30 PM  
Pratt & Whitney CTC  
East Hartford, CT



Construction continues in the CTC area so use the Research Center Drive or follow local signage to park in the museum lot nearest the CTC driveway and side entrance.

## Chapter Webmaster Al Cross Goes West



**Allan F. Cross**, 76, of Portland, passed away 27 June 2016. Allan, the son of the late T. Stanley and Emily G. (Applebee) Cross was born 28 May 1940 in New London, CT. He attended schools in Waterford and New London. Upon graduation from high school, he joined the US Air Force serving for four years, earning rank of E-4 and received an Honorable Discharge. He married Joan K. Eldridge on January 19, 1962 and they had one daughter, Lisa M. Richardson. After his discharge he lived five years in Mansfield then moved to Tolland. He was hired by Pratt & Whitney Aircraft and remained with PW&A for over 30 years achieving position of General Supervisor in Quality Control. He was pre-deceased by his wife of 27 years in 1988 and subsequently married the former Janice (House) Winicki to whom he was married to for 25 years. Al had many interests and hobbies including, photography, electronics, computers, genealogy, aviation and traveling in an RV. He held TV Technicians license from the State of CT, a Commercial Radiotelephone License and Commercial Pilots License. Al had a life-long interest in aviation and was a member of the Experimental Aircraft Association for more the 25 years. He served as various times as the Local Chapter 166 Secretary, Newsletter Editor and subsequently as Webmaster. Al had many talents and loved building things. He took immense pride in his amateur built aircraft, a Glasair II. He flew the aircraft which could cruise at 180 miles per hour and attain speeds over 200 miles per hour. Allan and Janice enjoyed traveling in their RV all over the US, Canada and Alaska. They often traveled to and spent their winters in Ft. Myers Beach, FL and summer vacations in Wells Beach, ME. Al served his community as a volunteer firefighter for over thirty years, briefly with the Eagleville Fire Department and twenty-five years with the Tolland Volunteer Fire Department. He was also the Local Coordinator for the AARP Tax Counseling for the Elderly (TCE) for more than ten years. He and others working with him prepared income tax forms for the elderly in the Portland-Middletown area. He leaves his wife Janice, his daughter, Lisa M. Richardson, her husband Scott and grandson Connor, two stepsons, David Winicki, his wife Deborah from Strafford Springs and three grandchildren Hannah, Jonathan and Christian and second stepson, Kevin Winick and his wife Dianne from Colchester and three grandchildren, Meredith, Benjamin and Harrison. In addition he leaves a brother, Erving W. Cross and wife Helen of Wilsonville, OR and a sister Katherine M. Breeden and husband Gary of Suffolk, VA, also a niece Lynne King and husband Kevin of Germantown, MD. A funeral service was held on Wednesday (July 6th) in Middletown.

## President's Message:

August, 2016

Greetings Fellow Aviation Enthusiasts!

As we meet at Pratt's CTC this Sunday, Aug. 28, we are realizing the accelerated loss of daylight as summer winds down.

Sadly, I regret to inform you that our long-time member, Al Cross has gone west on June 29th. I only met Al a few times and most recently earlier this year when he transferred maintenance of our web site. I was glad to spend a little time with him as he explained the workings of the site. He also spoke about his family, career at Pratt and his Glasair as well as the earlier days of our chapter. We will memorialize Al on EAA's Memorial Wall at Oshkosh next year.

In July, several of us attended a public hearing at the Capitol, to support keeping Brainard Airport, which is under threat of closing in the form of a political Study Scope. The hearing was part of the process as the draft study was presented. The same player(s), as in the past, are involved in wanting to develop Brainard. An additional twist was the suspension of the new class this fall, at the CT Aerotech School, by the CT Technical High School System. However, as I write this message (Thu. Aug. 25th), I just received an email from the director, Charlie Hilton, that CT Aerotech's new class WILL begin on Monday. This is a big success, since CT Aerotech is an integral part of Brainard. Please be aware that in October (date and time TBD), there will be a final public hearing to comment on the final draft of the Study. We need to have as many of us there as possible whether you want to speak or not.

On a more positive airport happening, Skylark Airport (7B6) has received a completely new runway surface along with the parking lot and other areas! It is exciting to see and it's only going to get better!

Our RV-12 at AAE made some progress over the summer as the vertical stabilizer was completed. We also made the Ch. 61 news. Here's the link:  
<http://fox61.com/2016/07/13/crec-students-building-2-seater-all-aluminum-airplane/>

Anna Schmitt, our RV-12 build team leader, who is a junior this year, attended EAA's Advanced Air Academy at Oshkosh after being awarded the Jon Witkin Memorial Scholarship from Chapter 1310. Anna will present at one of our future meetings, about her experiences.

Hope to see you Sunday!

BLUE SKIES!

Steve Socolosky

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**Secretary’s Report:**

**June 2016**

Minutes for EAA Chapter 166 meeting June 26, 2016

Meeting opened by President Steve Socolosky at 1930 hours sharp.

The new logo for RV-12 Build Team at the CREC Aerospace and Engineering Academy was displayed. (Jack/Steve, if you have a photo of this logo, it would be nice to attach it.)

Young Eagles flights that occurred on June 11 and the 25th were successful.

The next Young Eagle event will occur late summer in either August or September.

Jack Hilditch reported that Skylark Airport would close Monday June 27th to begin the new runway construction; check NOTAMS for the future return to flight operations.

The State continues to investigate the viability of aviation classes and the economics at the CT Aero Technical School and the economics of operations at Brained Airport. A public meeting relating to the airport study is scheduled for July 20th at the Legislative Office Building.

Lamont McEvitt introduced the program and the speaker, Rob Clark. Mr. Clark discussed his broad experiences with military and homeland security. He focused on various aspects of people and differences for those who being investigated for the “No Fly List” and the “Watch List.” He also told war stories about his deployments in Iraq.

No meeting in July; the next chapter meeting will be August 28th, 1930 pm - unless it is changed by a later notice.

Respectfully submitted,

Barry Stoner  
Chapter Secretary

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**Treasurer’s Report – August, 2016**

Checking Account:	\$ 4,950.90
Deposits:	\$ 140.00
Total Deposits:	\$ 140.00
Total bills:	\$ 0.00
Balance in Ck. Acct.	\$ 5090.90
Plus decals, & etc.	

Duly reported by Dave Armando, Treasurer

*As a reminder, dues ARE due in January and payable by Check only please. (\$20)*

**Payable to: EAA 166**  
**Mail: Dave Armando**  
**1765 New London Tpke.**  
**Glastonbury, CT 06033**

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### **Young Eagles and Eagle Flights**

After getting weathered out in April and May for our Young Eagles Rally, we were finally able to fly 28 Young Eagles on Saturday, June 11th, up until 11:30, when the rains came. It was also International Young Eagles Day. I cannot thank all of you enough, who helped out that day! Thank you! We still have 22 more to fly and we will try to fly them in small groups at a time over the summer. If you're interested in helping us fly the rest of the mostly 7th and 8th graders from the Academy of Aerospace and Engineering (AAE).

Young Eagle Anna Schmitt, a team leader on the CREC AAE RV-12 project, was the 2016 Jon Witkin memorial scholarship recipient for a week at Oshkosh Aviation Camp. Anna sent these photos to us and will be giving a presentation this fall on her experiences.



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## **AirVenture 2016 Notes**

I asked for feedback, photos, notes and stories from members who made it to Oshkosh this year because the event is so diverse that everybody has a little bit different ‘takeaways’ from AirVenture. I wanted readers, particularly those who haven’t yet experienced AirVenture in person, to get a feel for the different perspectives and experiences our members provide. Thanks to all who replied so far and I am told more will follow in the near future.

### **Joe Gauthier’s notes:**

Oshkosh 2016

Ray Garuti and I flew Carl Sahi’s Glastar for its inaugural trek to the EAA Convention... Not a single “Glitch” it all worked as is was expected to.

Not so lucky with the weather... a couple delays and overnight stays enroute added to the experience.

My first encounter with NEXRAD Weather in the cockpit is inscribed in my brain as a mixed reflection... the stuff is great but when they say it is “Old” they mean it... don’t put your eggs all in that basket.

Met up with Norm Rossingol and he told me that he and Brenda were up early every day delivering the Daily News to the various famous Blue boxes scattered around the airport and convention grounds at 5 AM each day. Talk about volunteering for a job!!

Ran into Anthony Libertore (former EAA166 Member) who is a reporter for the Aero News Network and was working on a couple interviews for inclusion in the Daily reports they provide.

I hear that Bill Foley made the trip to deliver some Ryan engine parts to a contact person there on the grounds at Oshkosh.

Ray and I sat in on a few of the Mike Bush forums. Mike has some interesting ideas about engine management that we should consider.

The Builder Education Center Volunteers, all old friends of our Ken Terrio posed for a group picture and each one signed their well wishes to Ken. Ken is still in a nursing home in Middletown and was really pleased when Carol and I presented him with the 24 by 36 inch poster-picture.

David Faile and his daughter flew our wing throughout the trip out and back, in his RV6 (throttled way back to stay with the Glastar).

The night fireworks airshow has to be experienced to really get it. The percussion from the ground based explosions is strong enough to feel the reverberations from the metal buildings nearby if you are close enough to feel them. Amazing.

Ray and I sat in on the first Founders Prize awards. The first place winner was a young tech guy whose winning idea/device was sort of an angle of attack display that provided pitch, yaw and airspeed information simply by moving a single Ball around in an electronic display to aid the pilot in making the right control inputs during a loss of control event. I know you'll all read about that in Sport Aviation soon.

For the 12th year in a row, I stayed with a local family in their home with total run of the house. In my mind, that is the way to go. Ray stayed with me in his own room with these fine Wisconsin folks.

**Barry Stoner's notes:**

You requested input from Oshkosh for the newsletter; while I did not take any significant pictures, I did meet many interesting people and have many short stories. I thought I would share one of them. Let us call it "Warbird Alley."

While walking north at Whitman Field toward the warbird tie down area, I notice the usual rows of AT-6s, T-28s and some P-51s. It is my custom to visit these aircraft whenever I attend Oshkosh and pay my respects that these birds are still flying. There seemed to be essentially no other spectators, but I did notice two boys standing in front of one of the Texans. I continued walking for about a quarter of a mile and eventually reached the location where these boys were still looking into the engine. As I approached I could hear them counting, so I said did you count thirteen? The answer was no, he could only see nine but did not know if there were any cylinders behind these. I commented that some of these radial engines do have more than one row of cylinders; in fact that I had seen an engine at the Smithsonian Air and Space Museum that had four rows. I said these engines were designed and manufactured by Pratt & Whitney and that I had worked there for thirty three years but that I never worked on the radial engines. The kid then asked me if I knew what this airplane was that they were looking at. I said yes, it is a T-6 Texan made by North American as were all these aircraft in this row. There were about twenty lined up, but upon a closer review I noticed that this aircraft was not a T-6 but an SNJ, the Navy version. So I mentioned to these boys, who were all of seventeen or so years of age, that I had flown one of these aircraft in Santa Fe, New Mexico. Immediately I could see their eyes light up. So I continued telling them stories about these aircraft and answering their questions, like how many horsepower were these engines, etc. - 600HP. We eventually got around to our age differences and me telling them that their lives were still in front of them contrary to mine which is almost over. I asked where they were from and obviously they were locals visiting the Show. I encouraged them to pursue their interests in aviation and to look into the Young Eagles



Program. When we parted they thanked me for my input and I went away feeling good.

## Chapter Project Updates and Completions

Linc Turcotte – RV-6A – Finally at Skylark Airpark 7B6) for assembly



Cockpit and panel ready to start flying.

Almost ready to bid farewell to Linc's garage shop and head for Skylark for phase one flight preparations.



Ready for the move to Skylark.



Moving day arrives.



In Linc's Skylark hangar and ready for wings to be mounted.

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## Regional EAA Calendar

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.

*(Editor's Note: Please email any events you want added to: [wmjack@t3cs.net](mailto:wmjack@t3cs.net) )*

2016 Southern New England & NY EAA Chapter Event Planning Calendar (v13)			
Dates Valid as of August 28, 2016 - List will be updated as information becomes available			
Date or Dates	Rain Date	Organization	Event
<b>August</b>			
8/28/2016		<a href="#">Chapter 166</a>	Monthly meeting (CTC)
<b>September</b>			
9/7/2016		<a href="#">Chapter 324</a>	Monthly Chapter Meeting & BBQ @ 4B9 6pm
9/10/2016		<a href="#">Chapter 334</a>	Monthly meeting - 7:00 PM - Mystic Jet Center (KGON)
9/10/2016		<a href="#">Chapter 27</a>	Monthly meeting (MMK) 10:00 AM
9/18/2016	9/25/2016	<a href="#">Chapter 324</a>	<a href="#">Simsbury Fly-In - VOLUNTEERS NEEDED</a>
9/14/2016		<a href="#">Chapter 1310</a>	Monthly Meeting (Skylark-7B6) 7:00 PM
9/17/2016		<a href="#">Chapter 1310</a>	Taildragger & Vintage safety seminar (Skylark)
9/24/2016		<a href="#">Chapter 324</a>	Young Eagle Rally @ 4B9 9am
9/25/2016		<a href="#">Chapter 166</a>	Monthly meeting (CTC)
TBD	TBD	<a href="#">Chapter 146</a>	Fly-In Pancake Breakfast - Kline Kill Airport (NY1)

<b>October</b>			
10/5/2016		<a href="#">Chapter 324</a>	Monthly Chapter Meeting & BBQ @ 4B9 6pm
10/8/2016	10/9/2016	<a href="#">Chapters 1310 &amp; 166</a>	Young Eagles Flight Day - Skylark (7B6)
10/9/2016		KGBR	Great Barrington Tailwheel Seminar
10/12/2016		<a href="#">Chapter 1310</a>	Monthly Meeting (Skylark-7B6) 7:00 PM
10/13/2016		<a href="#">Chapter 334</a>	Monthly meeting - 7:00 PM - Mystic Jet Center (KGON)
10/16/2016		<a href="#">Chapter 27</a>	Monthly meeting (MMK) 10:00 AM
10/22/2016		<a href="#">Chapter 1310</a>	Pancake Breakfast (7B6)
10/30/2016		<a href="#">Chapter 166</a>	Monthly meeting (CTC)
<b>November</b>			
11/2/2016		<a href="#">Chapter 324</a>	Monthly Chapter Meeting @ TBD 7pm
11/10/2016		<a href="#">Chapter 334</a>	Monthly meeting - 7:00 PM - Mystic Jet Center (KGON)
11/19/2016		<a href="#">Chapter 166</a>	Annual Meeting & Dinner
11/12/2016		<a href="#">Chapter 1310</a>	Monthly Meeting (Skylark-7B6) 10:00 AM
11/20/2016		<a href="#">Chapter 27</a>	Monthly meeting (MMK) 10:00 AM
<b>December</b>			

12/8/2016		<a href="#">Chapter 334</a>	Monthly meeting - 7:00 PM - Mystic Jet Center (KGON)
12/10/2016		<a href="#">Chapter 1310</a>	Christmas Dinner
12/3/2016		<a href="#">Chapter 166</a>	NO DEC MEETING - Wings Lunch Only
TBD		<a href="#">Chapter 27</a>	Monthly meeting (MMK) 10:00 AM
12/7/2016		<a href="#">Chapter 324</a>	Monthly Chapter Meeting @ TBD 7 PM

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](#)

### EAA Chapter 166 Online Calendar

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

### EAA Chapter 1310 Online Calendar

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

**SocialFlight** is a website for pilots looking to find more than the usual \$100 burger  
[www.socialflight.com](http://www.socialflight.com)

## Local Knowledge

If you see something, say something, so other pilots in the area can benefit from your knowledge. Please send whatever you have to me in an email at: [wmjack@t3cs.net](mailto:wmjack@t3cs.net) so I can post it. The following are this month's **Local Knowledge** responses:

### Skylark (7B6)

#### Skylark Airpark (7B6) is open again.

Paving is complete and the runway is available but pavement markings have not been applied. Please consult your charts for displaced threshold information. Trees on the Wells Road (east end) of runway 28 have been removed. The parking lot has also been paved but remains closed until painting can be completed. Edge backfilling and landscaping along newly paved surfaces and hangar areas also continues. A self-serve fuel system is in the works but has not yet been delivered. All hangars are full and new (to Skylark) aircraft have begun renting tie downs. Reports on the new surfaces are excellent but the FAA has not yet updated surface conditions at the airport so information providers like AirNav and AOPA who rely on FAA information still show the old "asphalt, in fair condition" status for the runway and taxiway.

### CT Aero Tech and Stratford School for Aviation Maintenance Technicians

After much anxiety and threatened de-funding by the current administration, we are happy to announce that both schools will have fall classes which will start tomorrow morning, August 29, 2016.

## Navigation, Performance Flight and Safety

**Emergency Landing - Less Scary if you think like a glider pilot - Mountain Soaring**  
[https://www.youtube.com/watch?v=\\_h-lwCIYSi8](https://www.youtube.com/watch?v=_h-lwCIYSi8)

**Experience tight formation flight with the Blue Angels in 360-degree video**  
<https://www.youtube.com/watch?v=H6SsB3JYqQg>

**Amazing Flying the RAF Eurofighter Typhoon through the Mach Loop at Low Level over UK. Cockpit View.**  
[https://www.youtube.com/watch?v=nAKD\\_eeM5kU](https://www.youtube.com/watch?v=nAKD_eeM5kU)

**Low Level Fast Jet Navigation (Narrated) - Hawk T2, Royal Air Force in Scotland**  
<https://www.youtube.com/watch?v=-zacrEWEqu8>

**\$500 FAA Rebate to help defray ADS-B Installation Costs in small planes**  
<http://www.faa.gov/NextGen/equipadsb/rebate/>

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## Third Class Medical and Pilots' Bill of Rights 2 After a long fight....GOOD NEWS

As most in the aviation community have already heard, the Pilots' Bill of Rights 2 (PBOR2), including Third Class Medical requirement changes, finally became law as part of the FAA reauthorization bill passed in July. But what does it mean and what is included?

Here's a short explanation on the Third Class changes:

- The FAA has one year from the passage of the law before the changes go into effect.
- If your next medical is due after July of next year, you can simply continue flying as PIC until after July 2017 with no modifications on your part.
- [If, on the other hand, your medical runs out between now and then, you can either get another medical or stop flying as PIC until the law goes into effect next July.](#)

Senator Inhoff, himself a pilot and one of aviation's greatest advocates on Capitol Hill, published the following explanation ([original can be seen by clicking here](#)).

### **Pilot's Bill of Rights 2** *Section by Section*

**Section 1** – Title. Pilot's Bill of Rights 2

**Section 2** – Expands FAA’s 3rd class medical exemption for light sport aircraft to cover most small GA aircraft. Same text as S. 2103, but prohibits enforcement of violations if FAA has not complied with these provisions within 180 days of enactment.

**Section 3** – Reigns in Customs and Border Patrol stops and searches of GA by requiring CBP to follow general law enforcement standards when exercising its powers.

**Section 4** – Provides local airport offices to manage the use of private hangars at airports. Current law gives federal officials and Washington the ability to dictate what does and doesn’t happen inside a hangar; this section changes that problem.

**Section 5** – Opens a dialogue on language that will make it easier to install new, safety enhancing equipment on existing aircraft without going through a lengthy, expensive certification process.

**Section 6** – Expanding the Pilot’s Bill of Rights

**Subsections a-b:** Explicitly states that pilots facing an investigation by FAA can appeal the issue directly to a federal district court for a *de novo* trial. This provision of the original Pilot’s Bill of Rights has not operated as intended.

**Subsection c:** Expands the protections of the Pilot’s Bill of Rights to other certificate holders in the aviation community, such as charter operators or repair stations.

**Subsection d:** Requires FAA to provide notification to an individual once they become subject to an FAA investigation; if FAA does not provide notification, they cannot press charges.

**Subsection e:** Limits scope of FAA’s document requests of certificate holders to the pertinent issues being investigated.

**Subsection f:** Reinstates FAA’s expungement policy, preventing the agency from retaining records of enforcement against an airmen certificate holder after retaining it for 5 years. Also prohibits the retention of records beyond 90 days if the agency does not take enforcement action. Further prevents the FAA from publicizing pending enforcement actions against a covered certificate holder.

**Section 7** – Prohibit enforcement of NOTAM violations if FAA has not finished its NOTAM improvement program by the end of the year.

**Section 8** – Requires contract towers and other outsourced FAA programs to be subject to FOIA requests.

**Section 9** – Provides civil liability protection to aviation medical examiners and other FAA reps, treating them as government employees as the proscribed duties are carried out.

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## Interesting & Helpful Links

### AOPA Pilot's Guide to Taxes

<http://www.aopa.org/Pilot-Resources/Aircraft-Ownership/The-Pilots-Guide-to-Taxes>

### 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=>

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

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

### 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>

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### To Join EAA Chapter 166

We welcome new members. Our [membership application](#) is on [www.166.eaachapter.org](http://www.166.eaachapter.org) in the **Chapter Library** section as an MS Word document.

**NOTE 1:** Chapter dues are \$20 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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**2014 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 \$20.00 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? \_\_\_\_\_