



NEWSLETTER CLOVERLEAF CHAPTER 44



Officers & Newsletter Editors
1974-1978

YEARS	PRESIDENT	VICE-PRESIDENT	SECRETARY-TREASURER	NEWSLETTER EDITOR
1974	Al Garlick	Dan Tappan	Dean Libra	Al Garlick
1975	Tony Mangos	DuWayne Johnson	Bill Shaw	Al Garlick
1976	Tony Mangos	DuWayne Johnson	Bill Shaw	Al Garlick
1977	Ralph Elmer	George Baron	Greg Kesel	Al Garlick
1978	Ralph Elmer	George Baron	Greg Kesel	Al Garlick

Newsletters at that time were pretty thin on pages. So, "filler" was used. Liberally. They couldn't reproduce photos or other images yet so just the masthead and a list of the current officers was the whole front page.

Like this.

**What Our Members Have Built, Rebuilt, Restored,
Dreamed about, Bought Plans for but Never Built...**

This 5-year period between 1974-1978 was also a time of active building. As a survey showed in 1975, there were 46 members with 22 projects (18 unique projects & 4 Baby Aces.)

You can see also the variety of aircraft interests and aircraft-building materials from tube and fabric WW-I replicas to the introduction of Burt Rutan designs and composite construction; taildraggers and amphibians and helicopters, OH MY, with biplanes and "new" canard designs too. Even the Rochester Central School District and the FAA FASO were building aircraft.

Planes were being completed and flown for the first time. Squeek Helper and Murray Maybee gave Baby Ace flight demos that showed the planes flew "beautifully." We know where Squeeks' Ace N75H is now and are trying to bring it to Rochester.

On the other hand, the Chapter project Volksplane VP-1 crashed with Al Garlick at the controls. Both were damaged, though not unrepairably. N44CL lived again to see other adventures. We also have a lead on this aircraft from our past and are trying to determine its status. Stay tuned.

Al Garlick	Volksplane VP-1, Selling one of his two KR-1's to build a scale P-51, Quicksilver Hang Glider plans	Ray Kuhn	Taylorcraft rebuild
Dayne & Helen Moore, Squeek Helper, Ed Steubers, and Murray Maybee	4 Baby Aces	Brian Moore & Dave Phelps, George Baron	2 EAA Biplanes
Walt Rybka	BD-5	Alan Stewart	Benson Gyrocopter
Guest at a meeting	Coot	RCSO Whitney St. Annex	Baby Great Lakes
Greg Kesel	VariViggen	Jim Williams, FAA FSDO	Thorp T-18
Bill Coloney	Starlet	Stan Teachman	WW-I replica
Tony Mangos	5/8 scale ME-109 Replica, SE-5A	Dan Tappan	Vari-Eze
John Scoville	Mustang II	Rod Papke	Fly Baby
Harold Silloway	Scorpion II Helicopter		

EAA's Lindbergh 50th Anniversary Commemorative Tour 1977

HQ in Oshkosh has traditionally offered flying tours of important aircraft for the general public to view and to fly in. In June 1977, EAA brought their second Spirit of St. Louis replica to Rochester (The first is in their Museum.)

Many activities were planned during the 24-hour stop on Friday and Saturday. While many aviation groups were involved, it was primarily an EAA event and HQ wanted a good showing of members and planes to support it. There was a Friday night Banquet for "EAA members, their wives, and invited guests." EAA Chapters would pay for the flight crews dinners, everyone else was on their own.

On Saturday morning, EAA Chapter 504 (Canandaigua?), the Rochester Pilots Association, and the "99 Club" (sic) sponsored breakfast at the airport.

Following breakfast, there were ceremonies commemorating Lindbergh's flight and of the EAA replica "Spirit." The "Spirit" and a Stinson will be on display as well as many visiting homebuilts and antiques.

The City of Rochester was responsible for arrangements of facilities and the Saturday fly-in show. EAA 44 would provide volunteers both days to assist with plane parking and protecting, and to help serve food at the breakfast. The more things change...

Ten days before the arrival a special chapter meeting was held to finalize details. In looking at the final schedule it became apparent that plans were well along without much, if any, input from HQ or EAA 44. Harold Culver, EAA 504 Canandaigua, and his friend Dave Phelps were familiar with the plans which also included the new ATC Tower dedication, and the fly-in Breakfast sponsored by the 99's. Newspapers were sponsoring the dedication and other activities.

Oh and this little nugget got dropped in. This is the first Rochester Airshow since 1946 (31 years!) Maybe that and the Tower Dedication were the reasons the City was so involved in the planning. This was a "community event" not an aviation one, though planes as usual were the draw.

The Banquet was held at the Ramada Inn on Chili Avenue where the crews were being comped their rooms. However, only NINE reservations were made for dinner (50-60 minimum needed by the Inn.) The Chapter Secretary got on the phone and called every member to drum up business so we didn't embarrass ourselves and HQ by canceling the Banquet.

Souvenirs were available: a silver model of "Spirit" for \$950, or a gold-plated book about Lindbergh for \$200. Step right up.

Dean Obrecht was the Chapter Coordinator for the event.

EAA Chapter 44 was active on many other fronts during this time besides building airplanes. We had Banquets at the Newport House and also shared a Picnic-in-lieu-of-a-Banquet with the Canandaigua Flying Club. General Meeting Guest Speakers were fellow members talking about their helicopters, gyrocopters, biplanes and Baby Aces etc. Because meetings were being held consistently during this time at the Hilton Airport, projects were flown in and demonstrated.

In February 1976 was the first mention of a "Mall Show," an periodically occurring event at different malls in the area. We would bring planes in-construction and completed to introduce the General Public to sport aviation, though that term wasn't used much yet. Shows at East View and Long Ridge Malls continued into the 1980's. We even brought in the Cunningham Hall GA-36 to one show, but I'm getting ahead of the story. Any information about that first mall show is lost to the Newsletter Editor Strike of May '76 to February '77. No newsletters were published.

Greg Kesel and his father Bob established a Classic & Antique Chapter at Spencerport airport. On the heels of the success of the Lindbergh Tour, EAA HQ launched an Amelia Earhart Lockheed 10 replica Tour that would stop in Rochester in July 1979. EAA 44 and the 99's are sponsoring this event. An airshow will be developed around this flight.

"Films" and "movies" were often shown at General Meetings. Apparently this new technology was special enough for the newsletter editor to mention when they included "sound and color." Today we can download or stream anything we want live from the Internet, in in color with sound. ;-) Films included X-15 documentary and testing, Hey, That's One Busy Airport" about OSH '74.

Special mention was made of a Williamson Flying Club-produced film called "A Generation Too Late" starring member Tony Mangus and his SE-5A replica. Our Intrepid WWI pilot goes out for a Dawn Patrol flight and encounters an "enemy" aircraft. They dogfight, the enemy is vanquished, and Tony returns home to fly another day. The only word spoken during the 15-minute film is, "Contact!" We're looking for a copy of this classic.

"This film in glorious sound and color, was made by Kodak personnel as a training exercise and features that suave, yet exciting cinema hero, Tony Mangos and his **SE-5A**. Along with an account of his early flying history, there are many excellent aerial shots of Tony's SE-5A and Williamson Flying Club's Waco.

And we built airplanes too.