



Development of the Chapter Logo and Evolution of the Masthead.

Member Walter Wirlo produced the first Chapter logo printed in the February 1980 newsletter (top.) While the design has morphed over the years, it has always included the same three basic elements- the “Winged 44” with “EAA Chapter” above the Winged 44 and “Rochester NY” below. In 1981 Hugh Jones made the first modification as seen above. At times, Hugh played with filling in the “44”, the wings, or the white space above and below the “44.” The logo would change several more times over our history. Watch this space.

Likewise the Masthead has changed but also remained the same. Editor Al Garlick had line drawings of airplanes or seasonal characters (like a Cupid cherub for Valentines Day) in the masthead. Both examples above show the Chapter logo of the day and ironically, an Evans Volksplane VP-1, our first Chapter building project. The March 1980 newsletter image is of N44CL, our VP-1. Images of aircraft have continually been part of the masthead up to today with either member aircraft or “SAC Planes” that pull up to our front door for a Chapter activity.

Notes and Significant Events from the Minutes

In January 1979 we discussed the upcoming **ROC Airshow**. The Blue Angels may come for \$4,000 or Bob Hoover for \$6,000! Don't know who they finally picked.

Founding member **Bob Deyell** (pronounced dee-yell) was our first "**FAA Designee**," the precursor to our current Technical Advisors. After he moved to California in February 1977 this position lay vacant until March '79 when we voted to reestablish it. The Board recommended that a committee of reps from wood, metal, and composite be the basis for our Chapter Designee Program.

John Scoville announced the **first flight of his Mustang II** in August. It handled very well. By September, we were discussing John's **recent accident**. It seems a faulty airspeed indicator was responsible for the crash that destroyed his plane. He was hospitalized for a long time.

Rob Williams joins in October. He presents on the Reno Air Races the next month. He still attends and crews the races today (2018.)

In February 1980 Newsletter Editor Al Garlick changed the masthead to remove any references to "**Cloverleaf**" as it had no aviation connection. RIP Cloverleaf Chapter.

Faculty and the Principal of **Edison Technical H. S.** offered their facility for our use. It would be awhile before we moved there "permanently." We were still meeting regularly at Hilton Airport. Gardner Soule and Bob Fisher are Instructors and some guy named Dr. Eberhard Thieme was the head honcho. ;-). The school was building a **Jeannie Teenie**.

Hugh Jones developed a "**Project Directory**" of the 37 different planes being built and a "**Member Skill List**" of 34 members with talents to offer other members.

By January 1981 we were tired of always looking for a meeting place and started discussions of a permanent facility. Edison Tech HS and Spencerport Airpark were under serious consideration. Also, **land adjacent to Ledgesdale Airpark off of Colby St. was for sale**. This is the first mention of what became the Chapter House site.

The first of many **Mall Shows** was held at Long Ridge Mall in February 1981. Others were held at East View Mall in later years. Members brought in partially or fully-completed project to entice the general public into joining us. At this show, Squeek brought in the fuselage of the Cunningham Hall GA-36! Cool. See the masthead photo on Page 1.

We **lost our lease** at the Hilton Airport in April '81 and started bouncing around from Edison to the Greece Public Library (primary meeting place until September 1982) to members homes to the Golden Wings Flight Center at Ledgesdale. **This was our first meeting at 7G0 in November**. The flight school offered us meeting space. We would try it for one month.

At a General Meeting in July '82, members spoke of individual plans to go to the OSH Convention. Hugh Jones suggested **chartering a bus**. He organized these trips in '82 and '83. They morphed into the "**Oshkosh Airlift**" in 1984 when Norm Isler became the Coordinator.

Larry MacDonald joins in **November 1980**. The first ad for the Oshkosh Bus Trip appears. Cost is \$175.

Norm Isler volunteers to head Publicity Committee in **January '81**. This is the first time he's mentioned in the newsletter. But not the last. **Phil Hazen** joins in **April**. They run for office together soon after. Not really. It takes time, but they do run together. Several times.

We held an **Oshkosh scholarship** contest for youth who wanted to go. They had to write an essay and the BOD would pick a winner. We did this for several years.

Jim Reddig gave the first of his many presentations, this one about the Fleetwings Seabird. The story is in the Reddig binder. His son **Alan Reddig** presented on his father and the plane in January 2018.

From the Minutes continued

Hugh Jones started writing long, well-researched and photographed articles about members projects and flying airplanes. Wonderful writing. First one was on Tony Mangos's Osprey II.

Greg Kesel reports that the **Meeting Place Committee** needs to be reorganized. No more details provided as to why or how.

Larry Macdonald organized a group of pilots to give rides to handicapped kids in February '83. This seems to be a pre-Young Eagles youth program, which we duplicated many years later when we gave rides to kids from the Strong Hospital Burn Unit and the Rochester School for the Deaf.

Earl Luce soloed in February '83! Tony Mangos accepted our nomination to be FAA Designee. **Phil Hazen soloed in April. Congratulations all!**

Marcia Gitelman presented on the Role of Women in Aviation and became our first female Guest Speaker.

The **East View Mall Show** was so successful that Mall management offered us the WHOLE Mall the following year!

Founder Squeek Hepler won the EAA Major Achievement Award in August '83!

A Chapter Goal of finding a **permanent meeting place** was determined. We needed to define what we need, where should it be, do we need a workshop. Sound familiar?

Notes and Significant Events from the Newsletter

The newsletter of the day was short and dittoed.

Our display at the ROC Airshow was a success. We had 3 completed airplanes (**Squeek's Baby Ace, Tony Mangos's SE-5A, & Vic Mazura's EAA Biplane,**) and 3 fuselages (**Al's Volksplane, Squeek's Baby Ace, & Joe Miller's Hatz Biplane.**)

Al Garlick offered a partially completed **Jeanies Teenie** for a building project and builder experience. The Chapter voted to accept the project. A four page supplement on this plane was published in May.

In May '81 **Hugh Jones became the Newsletter Editor.** Al Garlick had started the newsletter with text and line drawings. While not fancy it did get the news out. Hugh moved us into the computer age with the addition of photos, complex layouts, and longer issues.

We discussed, again, about **where to house ourselves.** Greece library is nice but it doesn't have that down home airport feel. Edison Tech has a 10 PM curfew, which limits hangar flying. Suggestions- a trailer at an airport or BUYING an airport. New member Earl Luce (1st mention May '81 offered his store with with "a freight elevator" to the top floor available as an airplane-building shop. (*Obviously they hadn't been for a ride on the elevator yet. ;-)*) An article "Is This The Place?" in September talked about a visit to Earls airplane factory. Good 4-page article about our search for a home.

Al Garlick was interviewed on TV 8 about the recent crash of a homebuilt Scorpion helicopter and the safety of "experimental" vs factory-built aircraft. Al said as long as the pilot doesn't exceed the designs limits, it'll be safe. The story closed with the reporter mentioning Al's recent accident that laid him up for 4 months.

Hugh published a cover story in November about the **Cunningham Hall GA-36 Restoration Association.**

From the Newsletter continued

In January 1982 we celebrated our **25th Anniversary** (a month early.) Big article on our celebration with photos.

We held a joint **Mall Show** with Chapter 504 from Canandigua at East View Mall in April '82.

Bob Millers first flight in his Hatz Biplane was documented with a 4-page article with photos. Many first flights and members planes were well documented in cover stories in the NL during Hugh's term. Photos were taken by **Lauren Rosenthal** and Hugh.

A new **Membership List** became available in July '82. It was kept on a Xerox computer that enabled names to be added and deleted anywhere in the alphabetical sequence. This will make updated list more readily available." (*WOW, the wonders of technology. I wonder what AI and Hugh would think of todays smartphones and tablets?*)

Art Thieme, Principal of Edison Tech, opened up their basement for us to look through the accumulated aircraft parts they had. They appear to be military, a box of props, generators, a 7-cylinder radial engine(!), and an instrument panel etc. Art would like the Chapter to appraise the items for their worth as either sellable or scrap. A public sale is scheduled for later in the month, but we can put in personal bids now. Art also offered a locker to store our materials if we decide to make Edison our long-term meeting location. Decision on that in the future. (*What is the long-term relationship between Edison Tech and EAA Chapter 44, and Art Thieme's involvement as liaison between both?*)

Throughout **Hugh's term as Editor**, he has added many reprinted items from other sources, sometimes cited, often not. Wouldn't pass editorial muster today. There is a lot of "layout" work put into the newsletter (done on a home computer I'm told by Art): boxes around titles, different fonts (text is still a typewriter font), photos, and maps to meeting locations. The newsletter itself is often in compact format. A 4 (paper) page newsletter can provide 14 informational pages plus two for the outside cover and address page. The downside was that copy and print technology are not what they are today and the quality suffered, especially with photos. Among those articles were: Wutizzit?, a line drawing of a an airplane. The answer with a short description was later in the issue; the Techspeak series of homebuilder tips; and aviation-themed 1-3 panel comics. These added variety (aka "filler") to his articles. No other writers are credited with "local" stories so he must have been the only writer at that time. From the current Editor to my Great-GrandEditor, I am amazed at how much work it took to produce a quality newsletter for the Members 35 years ago.

The **East View Mall Show** was a success. We wrote up an article for Sport Aviation about this activity at the request of HQ.

We had an interesting general meeting at the **Culver Prop Shop** where wooden propellers are made. They are no longer in business but it must have been interesting to see the process.

The cover story in November '83 describes the first flight of our Evans VP-1 **N44CL**. We have tracked down this airplane today and are trying to determine its status.

During this 5-year period members are **still actively building** many different aircraft. The building bug has not diminished. Even crashes (AI in the VP-1 and Ralph Elmer in his KR-2, someone (Harold Silloway?) in a Scorpion Helicopter) could not dampen enthusiasm for homebuilding.

In 1982 and '83, Hugh Jones organized the **Oshkosh Bus Trips** that were very successful, which led to **the Original Oshkosh Airlift**. These continued for many years, from different cities, in different formats over the years.

Aviators like to eat. So we held Banquets and picnics, sometimes jointly with other EAA Chapters or aviation groups. These were sporadic and usually were well attended.

A new organization, **the NYS Sport Aviation Association** was formed in July '83. It was designed to coordinate the activities of several local groups. It seems not to have been very long-lived.

Every month the NL published a monthly **Volksplane Update** on the progress of the build of our first **Chapter Project**, the first flight, AI's crash with it, and the eventual disposition of the plane for parts. AI rebuilt it to fly again.