

## Craigs 2020 in review – Editor

In January 2019 I would never have predicted that in 2020 Corona beer sales would be impacted by a pandemic, toilet paper would vanish from store shelves, Oshkosh Airventure would be cancelled, hundreds of thousands of people would die after contracting a novel flu virus (thankfully millions recovered) and EAA Chapter members would not see each other as a group, in person, for nine months.

I was pleased to see the general aviation community was resilient. They adapted in trying circumstances and continued to fly, instruct, build and share the love of aviation. Chapter 44 activities continued. The board, general and VMC club meetings met via Zoom. The BART group continued to build while adhering to social distancing regulations.

I learned 2020 was a record year for number of hours flown at Rochester Air Center. They managed this with a strict protocol to keep the airplane interiors clean and instruction conducted with instructor and student wearing masks.

I managed to work hundreds of hours on the RV7-A. I underestimated the time it would take to paint, mainly due to me sanding and repainting as I learned how spray with Stewarts System waterborne, acrylic paint. The instructions had changed since I last used it 10 years ago. I am getting closer to completion with only the fuselage final coat remaining. I'm planning on getting this completed in Jeff LaChasse's paint booth this winter.



*The RV-7A etched and ready for priming*

In 2020 I flew 73.8 hours in a combination of 12 powered aircraft and 4 sailplanes. I completed 189 landing of which 146 were on turf runways.

I flew 93 glider tows, 84 in a Piper Pawnee and 9 in a Citabria. The Pawnee is my preference.

I took 16 different passengers for airplane rides, a few first timers in a small aircraft.



*Pawnee Tow Plane*

Working from home was a challenge. I needed a change of scenery and the Gaines Airfield clubhouse was my temporary work office on several occasions.

I enjoyed the challenge of publishing twelve Chapter 44 Flyer Newsletters and am thankful to all the contributors. Art Thieme, Tyler Mullen, Bob Nelligan-Barrett, Whitebeard the Pilot and Frank Grossmann were repeat offenders.

I'm always looking for stories and pictures. Keep them coming in 2021.

## January Mystery Plane



181.55 mph average over 500 miles powered by a 100-hp Continental O-200. Details are on page 5.

## 'Tale'-winds (Part 6) by Tyler Mullen

I've been told multiple times that winter flying is fun and I would enjoy it. I even began to believe I would when the time came. Let me assure you I am not enjoying it, primarily because I haven't been able to fly.

After completing my solo long cross-country on my birthday in November, I have flown three more times for a mere 3.5 hours. Record breaking, I know. I have been grounded a lot due to low ceilings and high winds. Regardless, my long cross-country flight was quite an interesting story.



*Enroute from Ithaca to Oswego*

I spent the entire month of October trying to schedule the flight only to be grounded due to weather. I had scheduled a few flights in November, one of which was also on my birthday! I was hoping to fly my long cross country on my birthday and sure enough, my birthday wish came true! When I showed up for my flight, conditions were borderline. I reviewed my flight plan with my instructor, having created an alternative route should the conditions at any airport change but as it turned out, the original plan was a go! I'm not a superstitious person, but I'd like to think I put the right pair of socks on.

There I was, on my birthday, soloing a plane over the last remnants of autumn colors deep into the Finger Lakes, landing in Ithaca. During the flight I noticed another plane from the flight school on the same approach frequency as I

was; I landed after them. Every frequency we contacted I reported I was with company traffic. When it came time to announce our next destination, I was the oddball; my companion plane was returning to Rochester while I would begin heading north to Oswego.

I flew a little lower than planned due to the ceiling but overall, the trip was uneventful. I arrived to discover the airspace around Oswego oddly quiet for such a nice day. It was late afternoon, and the sun was beginning to lower in the sky, so I wasted no time. During my entry into the pattern, I started talking with another pilot who was approaching in a Mooney and, thanks to Darrin, knew how quickly a Mooney can move so I was extra vigilant in trying to find it.

The sun was getting lower in the sky and, per the school's regulations, I'm not allowed to solo at night, so I made a quick turnaround at Oswego and flew a little faster on my return to Rochester. The sun hadn't set, yet, but it was closer to the horizon, the blue hue of the night sky chasing me from behind. I had to think back to my night flight training - look for the beacon, set the HSI to my runway heading, locate the REILs - I buttered the landing in a gorgeous sunset of golds and oranges, just like a lit candle on a birthday cake. My groundspeed must have been a little higher than I originally calculated because the fuel gauges were showing half tanks when I landed. Yeah, I was hauling!



*Rochester on a clear and calm evening*

It is one thing to look forward to winter in Western New York - sledding down steep hills and drinking lots of hot chocolate; but it's another beast altogether when my flight lessons are converted into ground lessons because conditions are poor. Frustration doesn't even begin to cover it!

Learning to fly is so much more than just operating a machine. I have been working with my instructor, preparing for my checkride through a series of topics and questions the DPE might cover during the oral portion of my exam and am getting proficient in finding the answers in the FARs, the AIM, and on sectional charts. I am also reviewing my Sporty's Learn to Fly Course (a huge gift to any Young Eagle!) to ensure I cover every base. If anyone has any suggestions to prep, I'd love to hear from you!

Follow my flying adventures on Instagram! @flyinwithty

## Old Goat's Resolutions by Art Thieme

Resolutions? I don't make them. Next.

My daughters are telling me not to drive anymore. Why? I can still see the white lines except when it snows. I knew when it was time to stop flying. My driving during the pandemic is limited to Home Depot, Lowes, Tops and Wegmans. Perhaps it is time.

Sport Aviation, Oct 2020, had a comprehensive article on tail draggers. They talked about the reputation of the plane ground looping and only super pilots can tame it. Most of my flying was in the Champ and miniMAX. I never ground looped. Of course, I never flew in strong cross winds, always tried to land three point and did land about three feet high once or twice. But I loved those tail draggers.

When I first got the Champ, there was no requirement to get approval to fly a tail dragger. I checked my logbook and flew two hours with an instructor. We landed at the field that is now Southtown Plaza. The runway was a car width wide. I remember it well. It was August 1968.



*Art's Aeronca Champ*



*John Denver and his Long-EZ N555JD*

WXXI ran a promotional program of John Denver songs. I like John Denver. You can understand what he sings. He was also a private pilot. Unfortunately, he died in a crash in his Long-EZ he had recently purchased. The previous owner had owned it for three and a half years – flying it for 800 to 900 hours.

On Saturday, October 11<sup>th</sup>, 1997 Denver went to Santa Marina to pick up his recently repainted and reregistered airplane. He flew with an experienced check pilot completing various maneuvers including touch-and-go landings and slow flight maneuvers. Denver then departed on a one-hour flight to his home base at Monterey.

On October 12<sup>th</sup> an aircraft maintenance technician, stated that he observed Denver perform a preflight check that took about 20 minutes. He and Denver talked about the inaccessibility

of the cockpit fuel selector valve handle and its resistance to being turned. The handle was located behind the pilot's left shoulder. Denver said he would use the autopilot in flight, if necessary, to hold the airplane level while he turned the fuel selector valve. According to the technician, the fuel levels were "less than half in the right tank and less than a quarter in the left tank. Denver declined an offer of fuel service, stating that he would only be flying for about an hour. Denver was cleared for takeoff at 5:12 and performed three touch-and-go landings before departing for a flight along the Monterey Peninsula. Eyewitnesses reported the plane was flying between 350 and 500 feet, then heard a "pop" or "backfire," along with a reduction in engine noise. The airplane then pitched slightly nose up, banked sharply to the right and dove into the ocean.

The NTSB later determined that Denver fatally crashed into Monterey Bay because his attention during flight was diverted in an attempt to switch fuel tanks. The fuel selector valve, behind the pilot's left shoulder, forced him to turn in his seat to locate the handle. This action, likely caused him to inadvertently apply the right rudder, resulting in loss of aircraft control.

As pilots, we never think that is going to happen to us or we wouldn't fly; but I can think of one or two occasions when circumstances could have been different. Was he flying too low to recover?

Of no real importance: We had a goose for Christmas. I made soup from the bones. Goose soup is good. President Obama was on an interview show and didn't wear a tie. He said that after he left office, he didn't wear a tie again. I haven't had a tie on for years. Probably couldn't even tie one.

Fair wind and following seas. Stay healthy.  
Old Goat, out

## Tiny Broadwick, the first lady of parachuting

Georgia Thompson was born in 1893 on a farm in Granville County, NC. She weighed only three pounds at birth, prompting her family to call her Tiny, a name she carried the rest of her life, because even when fully grown, she stood just a few inches over four feet tall and weighed a mere eighty pounds!

In 1908, Georgia saw Charles Broadwick's hot air balloon show which was part of the Jones Carnival. She soon joined the act, billed as "Tiny Broadwick," and made jumps from the balloon using a backpack-type static line deployment parachute designed by Charles Broadwick.

Tiny was badly injured at Knoxville, Tennessee, 21 May 1910, when her parachute was carried by winds, dropping her on top of a two-story building. She slid off the roof and fell to the ground, breaking her left arm and sustaining other injuries. This accident did not stop her parachuting career that led her all over the United States.

They went to Los Angeles, California, to participate in an air meet, and there Tiny met a well known pilot named Glenn L. Martin. He had seen her jump from a balloon asked if she would parachute from his airplane, without hesitation she said yes. This event marked a whole new chapter in Tiny's career and ultimately gave her a place in history.

She used a parachute made of silk and, when packed, looked like a knapsack attached to a snug-fitting canvas jacket with harness straps. A string was fastened to the fuselage (body) of the plane and woven through the parachute's canvas covering, so that when the wearer jumped from the plane, the cover would be ripped off, leaving the parachute free to fill with air. Tiny was suspended from a trap seat just behind the wing and outside the cockpit, with the parachute on a shelf above her.



Georgia Ann Broadwick and Glenn L. Martin.  
(Smithsonian Institution)



Tiny Broadwick at San Diego, California. (San Diego Air and Space Museum Archives)

The force of the wind flipped her small body back and forth, and she could not get back into the plane. She didn't panic, however. Instead, she cut off all but a short length of the line and then pulled it by hand, freeing the lines that opened the parachute. This development was later called a rip cord. By her quick thinking, Tiny became the first person ever to make a planned free-fall descent. Her accident meant that a person leaving a plane would no longer need a line attached to the aircraft to open his or her chute. Tiny demonstrated that day that a pilot could safely bail out of an airplane. The parachute became known as the life preserver of the air.

After more than one thousand jumps, Tiny made her last one in 1922. Her ankles had begun to bother her when she landed. She was very reluctant to give up parachuting because, she said, "I breathe so much better up there, and it's so peaceful being that near to God."

Georgia Thompson Brown died 25 Aug 1978 at St. Mary Medical Center, Long Beach, California. She was buried at Sunset Garden Memorial Cemetery, Henderson, North Carolina.

On 9<sup>th</sup> January 1914 Martin took the plane up to two thousand feet, and then Tiny released a lever alongside the seat, allowing it to drop out from under her, becoming the first woman to parachute from an airplane.

After her first jump from Martin's plane, Tiny was in great demand all over the country. In 1914 she was called upon to demonstrate to government officials the effectiveness of parachutes as an avenue of escape for pilots. Many pilots had perished because they had no way to get out of a falling plane. Tiny made four jumps that day, three of which were successful.

On the fourth jump her parachute's line became entangled in the tail assembly of the plane.



Tiny Broadwick with parachute.  
(NC State Archives)

## Ed Lesher's Teal

Born in Detroit, Michigan, in 1914, Edgar J. Lesher described himself as an "airport bum" since he was 13. Later moving to Columbus, Ohio, he alternated between teaching ground school and working for the Douglas and Stinson aircraft companies.

In October 1962 Lesher began work on a streamlined single-seater, with an eye toward taking on the altitude, speed and distance records for propeller-driven aircraft under 1,102 pounds gross weight. He flew the completed airplane, dubbed the Teal, to Willow Run on April 28, 1965. The Teal had an all-aluminum airframe. It was powered by a 100-hp Continental O-200A-A four-cylinder engine driving a 64-inch Hartzell ground-adjustable propeller. Wingspan was 23 feet 4 inches, and length 16 feet 3 inches.

After considering the factors of weight against drag, Lesher decided to install the simplest retractable landing gear mechanism which took 18 separate operations and two minutes to fully retract. He also considered omitting brakes to save weight but finally installed a small brake on the nose wheel. Once completed, the Teal's empty weight was 685 pounds and gross weight topped out at the maximum allowable 1,102 pounds.

After two years of construction and testing, Lesher took the Teal to the fly-in at Rockwell, Illinois, in August 1965, where the EAA gave him an award for his achievements. On May 22, 1967, the Teal set a record speed of 181.55 mph in a 500-km closed course. On June 30, it set another record at 169.2 mph on a 1,000-km closed course and another, 141.84 mph on a 2,000-km closed circuit, on October 20.

The Teal was badly damaged in a crash landing near Ann Arbor, Michigan, on May 6, 1968 due to fuel starvation, but Lesher was unhurt and immediately set about repairing his pet plane. On September 9, 1970, it was back to set an FAI Class C-1a closed-course distance record of 1,554.29 km. Another record fell on September 29, 1973, with 173.101 mph on a 3-km course, and the next day he flew a 15-25 km circuit at 169.134 mph. His last record was for distance in a straight line, 1,835.459 miles from Florida to Arizona on July 2, 1975. Although he ceased breaking records, Lesher continued to bring the Teal to the fly-ins. The FAI awarded him its Louis Blériot Medal four times and he was inducted into the Michigan Aviation Hall of Fame in 1988.



*The Teal at Oshkosh it's new home*

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## UFOs – Whose? By Whitebeard the Pilot

In my youthful life I've been a fan of Flash Gordon, Buck Rogers, and Captain Kirk, all of whom have ventured into space long before NASA and SpaceX experiencing a revival of these heroic actions. Is it NASA, the Russians, the Chinese or others whom have braved the voids of space to further our knowledge of the universe?

I can't accept that the comic pages or TV were the first-time travelers. Television programs like "Ancient Aliens" have shown us mysteries of archaeology, of strange building workmanship, crafted and perfectly fitting huge blocks of stone created long before our current tools or knowledge. How did they do that?

I believe that they had help. By whom? By extraterrestrials with superior understanding of engineering and ancient supervision. Could they have a motive about their future? Does our Earth display the characteristics of a better environment for them to exist? All these sightings of UFOs, by competent people, of highly maneuverable spacecraft, human abductions, strange animal mutilations, etc., seems to me as evidence of extraterrestrial reconnaissance. Does this indicate action by our blue-planet governments or from other worlds? I assume that our global management, most of which have had experience with UFOs, have decided to withhold their decision to inform the population about their knowledge of what it knows about our extra Earth visitors.

Rumor and public leaks say that there are several different species of visitors eyeing us for different reasons and some are in a competition for intelligence about Earth. Not all are friendly types and there have been combat fatalities on several sides from wreckage found by our investigators.

The scuttlebutt also says that the Pentagon is cooperating with one or more of these groups of space aliens on reverse engineering of flying saucers for anti-gravity mode and for time travel. Some of these visitors are reported to say that they converse by telepathy and are disappointed that we haven't yet developed that method of communication. How will the internet handle that? How could all this stuff have been leaked thru our security system? What's going on? Is some, a little bit, or all of it, fabricated by the media? Maybe my brain wires were shorted out by "The Twilight Zone".

## Why I love Flying? by Jaime Ritson

So, here's the truth...I don't love flying for the flying part. Don't get me wrong. Airplanes are great and Aviator sunglasses are the coolest kind of sunglasses around. Humans FLYING is plain crazy, but I know most people can find some appreciation for aviation as a means of travel.

But then there are these other kinds of people (and they're kind of crazy, in my personal opinion). These kinds of people build a plane in your garage so your mom can't park her van in there for two years. They own at least twelve different shirts with airplane pictures on them. They are subscribers to aviation magazines and cannot stop talking about something called "Oshkosh." They go upside down in their airplanes every other flight. If you're reading what I'm writing now, you're probably one of "these people" that I am talking about.



*My Grandpa, Don Ritson and his Breezy in 1979*



*My sister Sarah (L) and I flew in this Waco at Put-N-Bay*

### But here's the thing: I do LOVE flying.

I love flying because my dad loves flying. He comes alive around airplanes, and in a way, that glint in his eye when he talks about flying is the only tie to the grandpa I never met, because I'm sure his eyes were the same when he talked about flying.

I love flying because my dad offers to take up some of my friends who have never had the privilege of getting to be in a plane. When I go flying with them, I usually end up watching the awestruck faces of my friends more than looking at the view of the world below.

I love flying because it reminds me of one of my last memories with a childhood friend Johnathan, who died of cancer last year. My dad took him flying and I loved that he forgot the pain he was in for a little while and was untouchable and far above hospitals and doctors and bad news for at least a little while.

I love flying because my extended family lives in South Africa and I can cross time zones and oceans and countries to see them.

I love flying because the people I love, love flying, and that's good enough for me.

My dad is one of these people. His love for aviation started at a young age when he helped build and fly airplanes with his dad, my grandpa.

Grandpa lived in South Africa and two months before he was going to attend his first "Oshkosh" he was killed in a flying accident in his Breezy. My Dad was fourteen at the time and his passion for aviation was already cemented by the love of his dad and their aviation activities.

Unfortunately, that love of flying didn't pass down to me (sorry, Dad). When I was twelve, I went for my first flight in my dad's Sonex. During the first turn I asked him in a shaky voice, "Dad, can we not turn again?" To which he calmly replied, "Jaime...how are we going to get back?" We made a few more turns and made it back safely.



*Jonathan and I about to go flying*

## Contacts

### President

Randy Spurr (585) 509-1585  
[president@eaa44.org](mailto:president@eaa44.org)

### Vice-President

Frank Grossmann (585) 305-0552  
[Vice-president@eaa44.org](mailto:Vice-president@eaa44.org)

### Directors

Frances Englund (585) 890-0487  
Tom Henion (585) 317-8508  
Darrin Kenney (585) 455-4301  
Steve North (585) 723-5794  
Rick Tandy

### Treasurer

Gail Isaac (585) 737-1205  
[treasurer@eaa44.org](mailto:treasurer@eaa44.org)

### Secretary

Tammy Mullen [secretary@eaa44.org](mailto:secretary@eaa44.org)

### Building/Grounds Coordinator

Kevin Arganbright (585) 392-2689

### Flight Advisor

Jim Martin (585) 507-0245  
Craig Ritson (585) 683-5356

### Technical Counselor

Earl Luce (585) 637-5768  
Jim Martin (585) 507-0245

### Webmaster

Craig Ritson [webmaster@eaa44.org](mailto:webmaster@eaa44.org)

### Newsletter Editor

Craig Ritson [newsletter@eaa44.org](mailto:newsletter@eaa44.org)

### Young Eagles Coordinator

Elise Isler [flyyoungeagles44@gmail.com](mailto:flyyoungeagles44@gmail.com)

### Baby Ace Restoration Team Leader/ Historian/Librarian

Bob Nelligan-Barrett (585) 754-7263

Chapter Website <http://www.eaa44.org/>

Chapter E-Mail [mail@eaa44.org](mailto:mail@eaa44.org)

## Member News

### Bob Dykes

I received a handwritten note from Bob who has been a chapter 44 member for about 40 years. Bob has not been active with the chapter for a few years but likes to keep in touch with what the chapter is doing and is planning on attending a monthly meeting in the future when we are able to gather in person.

I learned Bob was an editor of his Vietnam unit newsletter. Maybe we can convince Bob to share pictures and stories from his experiences serving our country in upcoming newsletters.

Thank you for the letter Bob and we hope to see you soon.

### Earl Luce

Earl and Jeff LaChasse have started rebuilding an experimental Piper J-5 Cub. The project has been hanging from Earls hangar ceiling for several years.

Although the J-5 is officially a three-seater, it would be more accurately described as a "two-and-a-half-seater", as two adults would find themselves quite cramped in the wider rear seat. Look for regular updates in 2020.



### Paul Berg – Note sent via e-mail

"I have an update on my project that you may want to include. I've been building a Rotorway Exec 162F for about 20 years (I don't think this is all that unusual for many builders...LOL). I finally got the Airworthiness inspection during the end of 2019 and completed my helicopter license in 2020 at BAC Helicopters in Williamson (the same place Randy is training). I also went to Arizona to take the week-long transition and maintenance training at Rotorway. The helicopter is now in the air and I've got about 15 hours on it. Most of it is short flights with inspections and adjustments after. I keep it in a barn I have in Kendall. Fortunately, I don't need a runway!"



Please send member news or articles to [newsletter@eaa44.org](mailto:newsletter@eaa44.org).

## Chapter 44 Monthly Activities

All activities take place at the Sport Aviation Center (SAC) and are free and open to the public

Check the [website](#) for scheduled activities already there

### Sport Aviation Center

44 Eisenhower Dr. 14420  
Brockport's Ledgeale Airpark (7G0)



**Homebuilders Week – Online Event Starts Jan 26** By Charlie Becker, EAA Homebuilt Community Manager

### ***An online opportunity to learn about all aspects of building your own aircraft***

EAA is launching a new online learning event for aircraft builders: ([www.EAA.org/HomebuildersWeek](http://www.EAA.org/HomebuildersWeek)). It will be five straight days of educational forums covering a broad spectrum of aircraft building topics. It will launch on Tuesday, January 26, 2021, and run until Saturday, January 30, 2021. The live online presentations are open to everyone interested in building their own aircraft. Sessions will start at 1 p.m. CST and run until 8:30 p.m. CST daily.

This event is an opportunity for a new person to jump in with both feet and learn a lot about the wonderful world of homebuilding. We will cover areas like getting started successfully and techniques when building with sheet metal, composites, steel, and wood. However, classes aren't just for the newbie; we are offering in-depth talks on panel planning, engine selection, FAA certification, flight testing, and selling a homebuilt aircraft. There will be something for every builder, whether you are just starting out, knee deep in a project, or just received your airworthiness certificate — it is going to be a great learning opportunity.

EAA is working with industry experts, kit manufacturers, and other subject matter experts to provide top-notch material for builders. The sessions will be live and allow plenty of time for attendee questions. Recordings will be archived and available to EAA members for review.

The launch of EAA Homebuilders Week coincides with the 68th anniversary of the founding of the Experimental Aircraft Association in 1953. Those founding members of EAA lit the fuse on the homebuilt movement that provides affordable access to aircraft ownership and today has spread worldwide.

EAA Homebuilders Week is possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, Scheme Designers, Inc., and Van's Aircraft, Inc.

Visit [EAA.org/HomebuildersWeek](http://EAA.org/HomebuildersWeek) to review the schedule and sign up for a session.



## **The Constant Search for Meeting Places- From the Chapter House to the Sport Aviation Center by Bob Nelligan-Barrett**

*This June will mark the 10th Anniversary of the Dedication and Grand Opening of the Sport Aviation Center of Western New York. This is the first of a series of articles about the planning, the construction, and the realization of our Dream for the SAC over the past ten years.*

From the very beginning of EAA Chapter 44, members have always had a desire for a permanent home where we could build airplanes, have meetings with like-minded people, and offer access to aviation to the general public. At first we met in members homes, church basements, and community libraries. We had semi-permanent, 10-year residencies at Harold Silloways' Hilton Airport and Edison Technical High School.



**Chapter House 1994-2009**

In 1993, during Earl Luce's Presidency, we acquired a building on the Monroe County Airport for the cost of tearing it down, moving it, and building it up again. The "Chapter House" at 2312 Colby St, on the south side of the airport, was a meeting place for members with a workshop to build an airplane, the Chummy replica. But it wasn't perfect. The building didn't have potable, running water, and while it was AT an airport it wasn't ON an airport, therefore limiting our ramp access. We held meetings there from March 1994 until March 2009, 15 years

But storm clouds started brewing in 2001. Two events came together to push the Board to look into other options for our future. The first was an offer to buy our property from airport owner Walt Eisenhower for airport expansion, and the second was the terrorist attacks of 9/11/2001.

Bob Northrup (President 2001-2002) wrote an important article in the April 2001 newsletter clearly outlining our options regarding selling our property. He and Dave Hurd developed these options: 1) do nothing, decline to sell our property and have a fence erected between our property and the airport (After 9/11 the fence would have divided our Chapter House in two, one part ON the airport and the other not.); 2) sell the property to Walt and lease it back; 3) or take the money and build a new facility, either at Ledgedale or elsewhere. We looked at several sites at other airports and

on the North side of Ledgesdale. We finally selected the site we have now. In retrospect, it was the best of all the locations we considered.

Several members stepped up to tackle the major challenges facing us. These were to amend our By-Laws, to raise money, to establish our <aaa44.org> presence, and to get the official paperwork in order to become a 501(c)3 educational, tax-exempt organization. This was handled by Larry Greeno, Mark Donovan, Bill Shaw and Bob Northrup.

Larry Greeno reported in February 2002 that we had received our 501(c)3 status. This allowed us NOT to pay any state taxes and to receive tax-deductible donations. This was a critical milestone in the future of the "Aviation Education Center" and the Chapter. Larry encouraged us to be more strict and professional about our record keeping because we were on 501(c)3 probation for awhile.

Bob Barrett, President 2003-2004, wrote "Vision for our Future Aviation Education Center" in January 2003, where he outlined what he saw as our vision of the facility. As you know and as you will see in this series, it has become what was hoped, an aviation education center for the aviation community and general public.

In May 2003, the AEC Planning Committee met to view and to approve a site east of the access road to the hangars. The Board approved of the site, though it is not where we eventually settled.

The Board determined at this time that our first priority was to build the "meeting" portion of the building and a "workshop" portion in Phase II, timeline TBD. This was an important change to the design and plan for the AEC. The Board had developed the shared value that we would not go into debt when building our new home. That meant scaling back what we could do with the human and financial resources available. We felt that we could grow as a Chapter if we had a primary meeting space and a secondary workshop until we could build our dream hangar. Remember this decision was made in 2003 and we are just NOW getting closer to building that hangar, 18 years later. Again, a driving force in our delay building the hangar is our value to have the money in the bank before building what we want/need.

The Board also determined that it would be best for all involved if we hired professional builders to pour the slab, to erect and to insulate the building. If they could "close in the shell" before winter, members would continue with the interior electrical, plumbing and wall-building work. Which is what happened. But I'm getting ahead of the story...

Members voted in August 2004 to sell our Chapter House property, though we didn't move out until after our last General Meeting in March 2009.

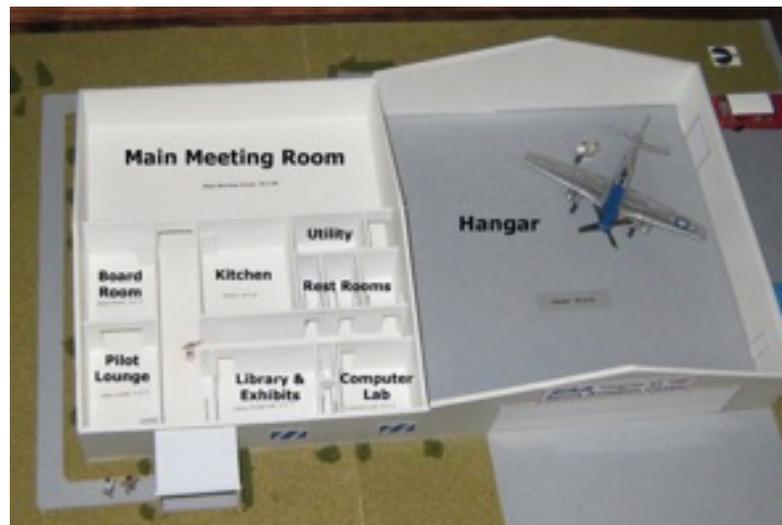
Gregg Meyers was President from 2005-2006. During his term (and previous term as Vice President,) he did much of the legwork trying to come up with a building design we could live with and afford, and to request bids for those designs. This took a lot of time as members and Board members had many conflicting ideas on how to accomplish our goal. It was a trying time for all.

Bob Northrup (2007-2008) re-upped as President for another term to continue the project. Some members never learn. ;-)

February 2008 was a milestone month for Chapter 44 because we celebrated the 50th Anniversary of our first meeting & we signed a 99-year property lease for our current site with Airport Owner Walt "Big Fella" Eisenhower (below). The first site maps of our new digs were published in the February newsletter.



**Lease Signing- February 2008-** At the table, Walt Eisenhower (L) and Bob Northrup (R). From left to right, Bill Shaw, Unknown, Dave Hurd (not paying attention, as usual ;- ) Jeff Paris, Art Thieme, Dwight Meyers Larry MacDonald, Bob Barrett, Norm Isler, Marty Snow, Phil Hazen, Rob Williams, Steve Zigelstein, and Jarrel Bataglia. All present co-signed the lease.



The Board decided In May to change the name of our facility to the “Sport Aviation Center of Western New York” to better reflect mission of EAA, but retained the phrase “aviation education center” to also reflect our vision for the facility. The SAC Version 1.0 (above left) had a planned hot tub in the tower. That didn’t make the cut to SAC 2.0. ;-)

Norm Isler (2009-2010) was our next President. In February 2009, Jeff Paris presented us his model of the SAC 2.0. (above right) This is the one on the table in the SAC Great Room, and is PRETTY close to what we actually built... SO FAR, as you can see.

Chapter 44's last meeting in the Chapter House was in March 2009. We moved out shortly thereafter, putting our property in various members barns and garages. We held our first meeting at the Brockport First Presbyterian Church on Main St. in June 2009 and continued there until March 2011.

Norm Isler posted his first SAC Update in October 2008, and then in April 2009 started a monthly column that ran until April 2012, then periodically thereafter as needed. This is the best description, with photos by Bob Barrett and others, of the month by month construction of the SAC, along with several fundraising efforts.



The Town of Sweden approved our Building Permit in July 2009. We began site preparation by staking out the outlines of the building and spreading the stone foundation for Finger Lakes Construction. They began work on August 4, 2009. You can see that it took A LONG TIME (8 years of planning) to finally get to Groundbreaking. But it was worth it. In Part 2, you'll see how homebuilders built our new home...again.