



# EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 • Schofield, WI • 54476



## Editors Notes

by Bill Markstrum

Things have been pretty quiet here at the Wausau airport on these blustery November days. On a rare, relatively warm and calm afternoon I hear one of our guys "Rotaxing" overhead, enjoying a flying day. I also observed both amphibians outside Dan Marlenga's hangar, also known as the "Duck Pond". Dan was fogging the engine on Steve Norris' Aventura, to store it for the winter. It's so pretty we certainly hope a local flier buys it and keeps it in our sight.

Like many of you, I spent the better part of last week in deer camp. Sitting in the comfortable luxury skybox my son provided for me, I had plenty of time to reminisce about life in general and aviation in particular. December 17th, four days after our next combined meeting at the Merrill airport, we will observe and celebrate the 100th anniversary of the Wright brother's accomplishment, the first heavier-than-air flight. Their success led to many things in the years to come. Swift travel to the farthest reaches of the world, devastating military power and from our

perspective, the simple joy of flying above God's green earth. Many of us know fliers that have experienced two or even three of those realms of flight. Military pilots who later became airline pilots, and when retired,

The days of warmth have departed  
 on wings of geese going fourth,  
 As the earth, in predictable orbit,  
 Tilts once more to the north.  
 We'll miss those days of warmth and growth  
 But welcome the winter too,  
 For it brings the Christmas season  
 To greet old friends we knew,  
 Laying aside, if just for awhile,  
 The war and stress of earth.  
 Sharing His peace and comfort  
 On the day that honors His birth,  
 We send to you, our friends,  
 This peace so rare and dear,  
 Not only at this Christmas time  
 But each day through the year.

enjoyed general aviation planes and flying. Each year I hear tales at Oshkosh of heavy-iron pilots glowing after their first flight in an ultralight and saying, "Now that's real flying".

For those pilots vastly more experienced, I listen to their advice and experiences but stay content with my low and slow enjoyment of the skies. Be proud of what you own and especially proud of what you have built with your own hands. If you have aspirations for faster and higher, go for it. Enjoy the

sky and fly. Everything is relative in life I've found after these many years of living.. I enjoyed building my 10 cent model airplanes and flying them as much as (and probably more than) the more affluent friend that got

a pre-built gas model for Christmas.

I'm reminded of a story my father -in-law told about a deer hunt many years ago in the Dancy area. A group hunted on the farm of an old bachelor. Someone shot a deer but it needed the "coup de gras" to finish it off.

The old bachelor said he would do it with his new and as yet unfired Winchester. Holding the barrel about eight inches from the deer's head he dispatched the animal to the Great Hunting Ground. Smiling ear to ear, the old man said, "By golly, she shoots right where you aim 'er!" As I said, happiness and contentment are relative.

Merry Christmas  
 & Happy New Year  
 Bill Markstrum

Vol 8, Issue 12  
 December 2003

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I have often said that the lure of flying is the lure of beauty. That the reasons flyers fly, whether they know it or not, is the aesthetic appeal of flying.

Amelia Earhart



2003 NCWLFW Officers

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## NCWLF Treasurer Report November 2003

<b>Balance Fwd</b>	<b>\$ 901.48</b>	<b>Disbursements</b>	
<b>Checking Deposits</b>		Postage	21.09
Dues	18.00	Special Mailing Supplies	21.09
2004 Calendars	<u>153.00</u>	<b>Total Disbursements</b>	<b><u>\$ 55.71</u></b>
<b>Total Deposits</b>	<b><u>\$ 171.00</u></b>	<b>Ending Balance</b>	<b><u>\$ 1,016.77</u></b>
		<b>Savings Balance</b>	<b><u>\$ 501.20</u></b>

**EAA ULTRALIGHT CHAPTER 75**  
North Central Wisconsin Lite Flyers  
Application Form for Membership and Subscription

Mail Check Payable To:  
NCWLF  
P.O. Box 12  
Schofield, WI 54476

Date \_\_\_\_\_

Name \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_

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

USUA# \_\_\_\_\_ EAA# \_\_\_\_\_

Type of Ultralight you fly \_\_\_\_\_

**Membership Dues Schedule**

\$ 12 May     \$ 9 August     \$ 6 November     \$ 3 February  
 \$ 11 June     \$ 8 September     \$ 5 December     \$ 2 March  
 \$ 10 July     \$ 7 October     \$ 4 January     \$ 1 April

*Payment of dues affords me voting privileges, and a subscription to news updates.*

*This newsletter is a monthly publication of the North Central Wisconsin Lite Flyers and is free to all club members. Items you would like included in the newsletter should be sent to:*

*Thomas L. Voss  
15203 Short Lane Marathon, WI 54448  
tvoss@pcpros.net*

*Items received by the 5th are considered for that months' publication.*

*Change of address and membership inquiries should be directed to:*

*Steve Norris (715) 675-2876*

*Comments, questions, suggestions, etc... can be sent to tvoss@pcpros.net*



## November 2003 NCWLF Minutes

Our November 15th meeting was held in the red barn at the Jakel/LaSee field in Abbotsford. Guests and members were introduced. The secretary and treasurer's reports were approved as read..

**Old Business** On October 25, 2003, the Young Eagles has achieved it's goal of registering 1,000,000 kids in the program. Andrew Grant became the 1,000,000 Young Eagle in Freeport IL. He and his pilot, Rick Ellis, will be EAA's special guests at the Centennial of Flight next month in Kitty Hawk. On December 17th, Andrew will

accompany Chuck Yeager on a ceremonial flight to commemorate the million Young Eagles and to honor the more the 35,000 pilot volunteers and 50,000 ground instructors who participated in the program. The 2004 NCWLF calendars will be available for pick up at the December meeting in Merrill.

**New Business** Wisconsin Department of Transportation is sponsoring an aviation art contest for youth. The contest theme is "Flying Saves Lives". Call Steve Krueger if you're interested. EAA membership apprecia-

tion weekend is Nov. 28-30. See Steve Krueger if you're interested in attending the EAA Youth Air Academy in Oshkosh. Project reports were given by Ron Detert and Joe Urban, Jack LaSee spoke about the powered parachute "chute out" in Kansas. See Ron Detert if you want to see videos of our past meetings and Pioneer Days.

Next meeting will be a joint meeting with Chapters 243 & 640 in Merrill on December 13th, 2003.

Dody Neubauer  
Secretary

## Proof Of Concept Test Flight



*Pilot's Success Prepares Crew for First Flight Reenactment 100 Years Later*  
KILL DEVIL HILLS, N.C. – (Nov. 20, 2003) – The Experimental Aircraft Association today announced that its 1903 Wright flyer reproduction was successful in a brief proof of concept test flight near the hallowed ground at the Wright Brothers National Memorial where Orville and Wilbur Wright first flew. The encampment, which involves extensive preparation and rigorous training, will ensure the greatest probability of success for the

highly anticipated reenactment at 10:35 a.m. Dec. 17, 2003. It also has been vital to validating the innovative genius of the Wrights.

Dr. Kevin Kochersberger of Honeoye Falls, N.Y., was at the helm of the 605-pound 1903-flyer reproduction, which flew at 1:30 p.m. today in a northward direction for more than 100 feet in 15-18 mph winds. Kochersberger is an associate professor of mechanical engineering at the Rochester Institute of Technology and a pilot with more than 1,400 hours. Kochersberger's flight was the reproduction's first attempt. As an added safety precaution, he wore a helmet and safety harness. Kochersberger is one of two pilots named to fly the reenactment on Dec. 17. Terry Queijo, an American Airlines pilot from Trappe, Md.,

is the other pilot.

"I can't describe how incredible it felt today when the flyer lifted off the track," said Kochersberger, who used 117 feet of the 120 foot-track to lift the flyer above the soil and sand-mixed field. "Now I know with great confidence that Dec. 17 will be a very special moment."

About 100 spectators, including a group of school children, watched the test flight. Ken Hyde, the founder of The Wright Experience, which built the authentic reproduction for EAA in his Warrenton, Va., shop, also was there to witness the emotional flight. About a dozen Wright Experience craftsmen served as the ground crew for the test flight. Hyde said, "Today, the glider training really paid off. The plane performed

*(Continued on page 4)*

## Next NCWLF Meeting December 13

Our next meeting is our annual Christmas get together with our friends from EAA Chapters 243 and 640 at the Merrill Airport starting at NOON on Saturday, December 13. **Note unusual time and one week earlier than usual.** A Dish to pass, or plate of those Christmas cookies optional. Hope to see you there.

## EAA's 1903 Wright Flyer Reproduction

The Wright Experience's commitment to accuracy, quality workmanship and intensive research over the past decade distinguishes EAA's 1903 Wright flyer reproduction apart from others as the most authentic in the world. Research – including wind tunnel testing at Old Dominion University's Full-Tunnel in Hampton, Va., and en-

*(Continued on page 4)*

## EAs 1903 Wright Flyer Re- production cont...

*(Continued from page 3)*

gine testing at Ford Motor Company's labs in Dearborn, Mich., - give EAA's flyer reproduction and the pilots the greatest opportunities for success. After next month's First Flight Centennial Celebration, EAA's flyer reproduction will join the Wright brothers' original home and bicycle shop at The Henry Ford in Dearborn, Mich. More than 350,000 people have seen this flyer in person after its 11,000-mile, seven-city national tour for EAA's Countdown to

## EAs Countdown to Kitty Hawk Presented by Ford Motor Co.

EAA's Countdown to Kitty Hawk is a centennial celebration of the Wright brothers' first powered flight - an innovation

*(Continued on page 5)*

## Proof Of Concept Test Flight cont...

*(Continued from page 3)*

exactly as we expected." As part of the encampment and preparation for the Dec. 17 re-enactment, the pilots, under the direction of legendary test pilot Scott Crossfield, have been training with a 1902 Wright glider reproduction at Jockey's Ridge, a series of massive sand dunes south of Wright Brothers National Memorial. The Wrights utilized this training approach a century ago. The group has been working on the Outer Banks of North Carolina since early November. Ironically, Crossfield achieved a similar aviation milestone 50 years ago today, when he became the first man to fly at twice the speed of sound as he piloted the Skyrocket to a speed of 1,291 mph (Mach 2.005). EAA's flyer, the centerpiece

of its Countdown to Kitty Hawk program presented by Ford Motor Company, will attempt to fly in 26 days at 10:35 a.m. on Dec. 17, 2003. The ceremonial flight will be the culmination of the First Flight Centennial Celebration from Dec. 12-17 at the national park. EAA President and U.S. Centennial of Flight Commissioner Tom Poberezny, said, "We congratulate The Wright Experience and everyone involved in Countdown to Kitty Hawk, as we all prepare for the 'real' flight on the centennial. The encampment is part of the intense pilot training and preparation sponsored by Northrop Grumman for next month's re-enactment when millions worldwide witness the recreation of the historic first flight." Poberezny was

able to personally congratulate Crossfield, who was in Washington, D.C., for an activity honoring his own historic flight 50 years ago. Jill Fannon of Ford Motor Company, the presenting sponsor of EAA's Countdown to Kitty Hawk, said, "As a company founded on innovation 100 years ago, we're proud to play a major role by providing support and technical advice to make the first flight reenactment a memorable success for the world to celebrate." Rich Milburn, of Northrop Grumman, sponsor of The Wright Experience's pilot training, said, "This encampment and today's successful test flight prepare us for our ultimate goal to recreate the first flight at 10:35 a.m. on Dec. 17 for the world."

## Pilots Fighting To Preserve GA Flight Privileges

November 6, 2003 - Local pilots fear that a Massachusetts anti-general aviation group's attempts to halt lawful aerobatic flying and primary flight training operations above certain areas could have far-reaching effects on recreational aviation. They have formed the American Free Skies Association (AFSA) to seek constructive solutions through honest and open discussion with the nonflying public, while defending the freedom to fly against actions of the anti-GA group Stop The Noise (STN).

As stated on its website

(www.stophenoise.org), STN's goal is "to remove the aerobatic and recreational flyers from the skies over our private property." The site clearly states the organization's opposition to the pending sport pilot/light-sport aircraft rulemaking. STN was organized about three years ago after property owners complained to the FAA about the noise created by the flight training and aerobatic practice taking place above their properties. STN has filed at least 30 complaints alleging violation of aerobatic regulations (FAR 91.303). Investigating

all of them, the FAA Flight Standards District Office (FSDO) found no evidence of wrongdoing in any of them.

Taking the next step, several STN members have filed \$1 million lawsuits against local aerobatic pilots Steven Pennypacker, Michael Goulian, Kent Christman, and Pete Bocon; the Executive Flyers Aviation (EFA) flight school; and an aerobatic aircraft partnership involving Pennypacker, Christman, and Bocon. As a result of the suit, the partnership put its

*(Continued on page 5)*



## Pilots Fighting To Preserve GA Flight Privileges cont...

*(Continued from page 4)*

airplane up for sale. As owner of EFA, Goulian's very livelihood is threatened by the suit.

"The expense of defending this (lawsuit) is just not worth it to me personally," said Pennypacker, who flies aerobatics for fun. "But defending pilots' right to fly is worthwhile, and if individuals are permitted to deny the use of federal airspace over their towns, then the future of general aviation throughout the United States is bleak."

Pilots have flown in the vicinity of Moore Airfield and over Ayer, Groton, and Westford, and the FAA told complainants that the aerobatic and flight training operations were conducted within the regulations.

Recognizing that property owners may have legitimate complaints, several pilots met with them, including some STN members, at the Bedford FSDO in March 2001. Pilot Peter Schmidt, an AFSA founder and its current president, recalls the meeting. "There were two distinct poles. Some landowners were reasonable and outlined their concerns. But

the STN people referred to pilots as 'dirt bikers in the air' and wanted us to stop, period. It became obvious that there was an opportunity to engage reasonably with some of the people there, so that's what I did."

After the meeting, Schmidt communicated to area pilots and flight instructors the need to fly higher to reduce noise levels and use varied practice areas. Initially, this had a positive impact. Ayer-based attorney Robert Casey stepped up his complaints by sending letters to several pilots, asking them to stop flying in his vicinity. He then initiated the current lawsuits. Since he is acting as both plaintiff and council, the whole legal process costs him little but his own time. If STN is successful, pilots fear:

- The lawsuit is not STN's end goal, but rather one step toward the elimination of aerobatic flying and flight training in the area.
- STN doesn't have to be successful in court to achieve its goals. Causing enough pain to get pilots to voluntarily stop

flying meets the ultimate goals.

- If STN succeeds against the current defendants, its tactics could be used in other areas of the nation.
- If this model is extended to students and renter pilots, it would destroy the FBOs at Hanscom Field.

"We're reasonable people, we don't want to generate a lot of ill will," Schmidt said. "We're happy to look at making changes to what we're doing in order to alleviate at least some of the concerns. By the same token, we're not backing away from the fact that it's important that people in the U.S. have the right to fly inexpensively and easily and can exercise that freedom. That's what this country is all about."

Those in the aviation community interested in getting involved or contributing to a legal defense fund should e-mail Schmidt at [peter@freeskies.org](mailto:peter@freeskies.org), or call him at 781/863-5200. A new website, [www.freeskies.org](http://www.freeskies.org), is under construction and should be live soon

## EAs Countdown to Kitty Hawk Presented by Ford Motor Co.

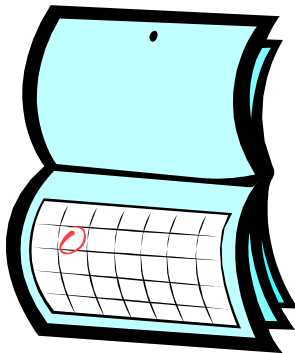
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that forever changed our world. Led by EAA, presented by Ford Motor Company and supported by Microsoft Flight Simulator, Eclipse Aviation and Northrop Grumman Corporation, this year-long series of inspirational events honors the innovation and determination it takes to make world-changing dreams a reality. Countdown to Kitty Hawk features an interactive touring pavilion and the world's most accurate 1903 Wright flyer reproduction built by The Wright Experience that will exclusively re-enact the Wright brothers' first flight near Kitty Hawk, N.C., on Dec. 17, 2003 — exactly 100 years later.

[www.countdowntokittyhawk.org](http://www.countdowntokittyhawk.org)

## 2004 Chapter Calendars

Calendars will be available for pickup at the next chapter meeting in Merrill.



## Video Library

Yes, the weather is getting bad and un-flyable (unless you are on skis or floats.) Either way, you would still have to be dressed pretty warm. So, check out a tape from your library and relive those flying moments in the comfort and warmth of your favorite "left seat" chair.

Ron Detert

## NCWLF Calendar of Events

### December 13, 2003 Chapter 75 Meeting

w/ EAA 640 & 243 Merrill Airport

### January 17, 2004 4th Annual Ski-Plane / Wheel-Plane Fly-In and Dave's Chili Feed

Marshfield Municipal Airport MFI EAA 992 10 am - 2:00 pm Dave Levoy 715-687-4120 jcbremer@charter.net

### January 24, 2004 Chapter 75 Meeting

Chapter 75's annual Big Christmas Party, food, fun and that favorite dice game. Syd Cohen's heated hangar, Wausau downtown airport 12 O'clock noon

### February 21, 2004 Chapter 75 Meeting

Location TBD

### March 6, 2004 Light Aviation Seminar

Wisconsin Rapids, Wi

### March 20, 2004 Chapter 75 Meeting

Location TBD

### April 6 - 11, 2004 Bensen Days 2004

Wauchula Florida. Hosted by Sunstate Wing & Rotor Club. Lots of Vendors, Lots of Gyros. Fun for the whole family. Camping on airfield with or without power. Showers, porta pottys, food vendor. Come visit with the Family.

### April 13 - 19, 2004 Sun N Fun

Lakeland Florida The City of Lakeland and the Lakeland Linder Regional Airport have hosted the Sun 'n Fun EAA Fly-In for over 30 years. This annual Spring Celebration of Flight brings together those from all over the world, and from all segments of the aviation community to enjoy the best fly-in experience ever.

### April 17, 2004 Chapter 75 Meeting

Location TBD

### May 15, 2004 Chapter 75 Meeting

Location TBD

### May 10 - 12, 2004 Wisconsin Aviation Conference

La Crosse, Wi Municipal LSE Pete Drahn 715-358-2802 daredem@nnex.net

### June 19, 2004 Ultralight Day

Oshkosh, Wi Pioneer Airport

### June 19, 2004 Chapter 75 Meeting

Oshkosh, Wi Pioneer Airport Ultralight Day.

### July 17, 2004 Jakel LaSee Fly In & Chapter 75 Meeting

Abbotsford, Wi

### August 8, 2004 Musky Day Fly In

Boulder Junction, Wi

### August 20 - 22, 2004 WI State UL Fly In

Wautoma, Wi Lake of the Woods

### August 21, 2004 Chapter 75 Meeting

Location TBD

### September 18 - 19, 2004 9th Annual Blume-Voss Fly In

Little Chicago, Wi Sponsored by EAA Chapter 243 & EAA UL Chapter 75

### September 18 - 19, 2004 Chapter 75 Meeting

Little Chicago, Wi Blume-Voss Fly In Joint meeting with EAA Chapter 243

### October 16, 2004 Chapter 75 Meeting

(Continued on page 7)



## NCWLF Calendar of Events cont...

(Continued from page 6)

Location TBD

**November 20, 2004 Chapter 75 Meeting**

Location TBD

**December 11, 2004 Chapter 75 Meeting**

Location TBD

**December 13 - 20, 2004 Centennial of Flight**

Oshkosh, Wi A Week of Activities Surrounding the Centennial of Flight 902-426-6108

**December 17, 2004 Centennial of Flight Banquet**

Oshkosh, Wi Kate Robinson 920-426-6869 krobinson@eaa.org

Check these websites for other events

[www.dot.state.wi.us/dtid/boa](http://www.dot.state.wi.us/dtid/boa)

[www.brainerd.net/~syzygy/wisconsin2.htm](http://www.brainerd.net/~syzygy/wisconsin2.htm)

*Calendar of Events is updated monthly.*

*Contact Tom Voss [tvoss@pcpros.net](mailto:tvoss@pcpros.net) to list events in subsequent newsletters*



**Happy Holiday  
From  
NCWLF**

## Buy | Trade | Sell



✈ 1983 QuickSilver MX.

An early classic ultralight. 425 hrs tt. Approx 112 hrs on 377 Rotax single carb. BRS Soft chute, wingtip strobes, Rudder to Pedal conversion. 3 blade ground adj IVO Prop. Great flyer. \$4,000 obo Jim Cote 715-868-6669

✈ StarLite Tail Dragger

Selling due to 2 place upgrade Single seat rocket N112SL 120mph cruise 45mph stall Built 1986 featured in Sport Aviation Mag of that year. Rotax 447 dual

carb, appx. 30 hours, aux.power outlet, electric fuel pump, inline pulse pump Condition inspection complete 9/9/03 \$8500 Firm Call or E-Mail for more info and pics.Steve Magdic 2 6 2 - 8 2 0 - 9 9 3 8 [steve.magdic@lpsg.com](mailto:steve.magdic@lpsg.com)

✈ Wanted: Aircraft recovering supplies. Poly-tak, Poly-Brush, Fabric, 107wt, Acid wash, or aluminum cleaner, tapes, Bias and straight. 1" and 2" I could use what ever you have left. I need about 47 yards of fabric for a Bi-Wing. Call me with quantity and price. Pat Kenny Eagle River, WI 715-479-5036 [stinkstix@nnex.net](mailto:stinkstix@nnex.net)

✈ Looking for a long ratio C or E box for Rotax 503 DCDI 2.88 or 3:1 Richard Penney 715 235



-2190

✈ 2001 Aventura HP503 Factory Built, < 50 hours, several extras! Rotax 503 dual CDI with duel Bing Carb upgrade. Electric flaps, electric starter, Ivo prop. BRS-750 soft-pack (\$1,835 value) Airspeed, Alt, RPM, CHT, duel EGT, VSI. Wing tip strobes bilge pump

and extra Aux switches. Included not yet installed Auxiliary electric fuel pump, fuel gage, oil injection kit with mounting hardware. Not included but negotiable Comtronics Aero Pro-500 Helmet/Headset (\$500 retail), custom push to talk in joystick, Icom A-22 adaptor, Ram radio/GPS mount, secondary 12 Volt independent accessory power supply, always hangered \$17,900 Steve Norris 715-675-2876 715-551-8606 [steve4022@charter.net](mailto:steve4022@charter.net)

✈ Wanted: Used handheld or base aircraft radio. What I would really like is the older handheld STS radio, but it wouldn't have to be. Jeremy

*(Continued on page 8)*



**Excellent Hangar or Storage Units**



8 to 48 ft wide

**Contact George Kramer**  
Deerbrook WI  
715-627-7925  
gmramer@msn.com

**Buy | Trade | Sell cont...**

*(Continued from page 7)*

Viegut 715-613-6548  
after 3:30 pm  
sir\_jeremy@yahoo.com

➤ Challenger completed in 1997, Single Seat, 230 hrs AF&E, 503 Rotax with Carbon Fibre Warp-Drive Prop, Nickel-edge Dual CID Ignition, Icom A2Z Nav/com, Strobes, Garmin Handheld GPS Mounted, Cabin Heat off Exhaust, Plexiglas Doors, Skis, Extra prop and other stuff. Asking \$14,000.00 Ed Johnson 715-287-3263.

➤ Rotec Rally 2B 447 CDI B.R.S. 500# soft-pack 4 blade Ultra Prop ICOM A3 radio and headset. \$1750.00 Paul

Zarnke 715-848-1816

➤ Kitfox Lite. Low time 2si engine, BRS chute, trailer and transport package available. Pictures at <http://www.geocities.com/Pipeline/Reef/9058> Asking \$14,000. Tim Duquaine DePere, WI tduquaine@new.it.com

➤ Looking to trade a 26 ft GMC motorhome for a Cherokee 180, 160, 140 or a Cessna 172. Something to train in and build hours. Does anyone have a Falcon XP for sale or trade, flying or a project? I also have a nice 18 ft sailboat I could trade for a Falcon XP. Ron 573-348-4654 rbeller@midmo.com

➤ 1992 Challenger 2 503 Rotax engine, updated wings, new puddle jumper floats with retractable wheels. BRS chute, new windows, fiberglass nose cone, flapperons, strobe lights, ski hardware, extra balloon type tires with hydraulic brakes. and held Delcom radio, instruments, and much more. \$ 15,500 or best offer. Glenn Wagner 715-453-8461. Glensnr71@klinktech.net

➤ Titan 1 with custom paint - 582 Rotax with 0 rebuild time on engine. Fully updated by Gordy Radtke. Jump seat option / BRS-5 chute. Full instrumentation with





Twas the night before Christmas, and out on the ramp, not an airplane was stirring, not even a Champ.  
The aircraft were fastened to tie downs with care in hopes that come morning, they all would be there.  
The fuel trucks were nestled, all snug in their spots, while peak gusts from three two zero reached 39 knots.

I sank behind the fuel desk, now finally caught up, and settled down comfortably upon my butt.

When over the radio, there arose such a clatter, I turned up the scanner to see what was the matter.  
A voice clearly heard over the static and snow, asked for clearance to land at the airport below.  
He barked out his transmission so lively and quick, I could have sworn that the call sign he used was *St. Nick*.

Away to the window I flew like a flash, Sure that it was only Horizon's late dash.  
Then he called his position, and there could be no denial, *This is St. Nicholas One and I'm turning on final*.

When what to my wondering eyes should appear, A Rutan sleigh, and eight Rotax Reindeer.  
Cleared for the ILS, down the glidescope he came, As he passed all the fixes, he called them by name:  
*Now Ringo! Now Tolga! Now Trini! and Bacun! On Comet! On Cupid!* What pills was he taken?  
Those last couple of fixes left the controllers confused, They call down to the office to give me the news.  
The message they left was both urgent and dour: *When Santa gets in, could he please call the tower?"*

He landed like silk, with the sled runners sparkling, Then I heard "Exit at Charlie," and "Taxi to parking."  
He slowed to a taxi and exited three two, As he came down the taxiway, the sleigh bells' jingle grew.  
He stepped out of the sleigh, but before he could talk, I had run out to him with my best set of chocks.  
He was dressed all in fur, which was covered with frost And his beard was all blackened from Rotax Reindeer exhaust.

His breath smelled like peppermint, gone slightly stale And he puffed on a pipe, (but he didn't inhale).  
His cheeks were rosy and jiggled like jelly, His boots were as black as a crop-dusters belly.

He was chubby and plump, a right jolly old fool, And he kindly informed me that he needed some fuel.  
A wink of his eye and a twist of his toes, Led me to know he was desperate to powder his nose.

I spoke not a word, but went straight to my work, And I filled up the sleigh, (but I spilled like a jerk).  
He came out of the restroom with a sigh of relief, And then picked up a phone for a flight service brief.

And I thought as he silently scribed in his log, That with Rudolph, he could land in eighth-mile fog.  
Next, he completed his preflight, from the front to the rear, Then he put on his headset, and I heard him yell, *Clear*.

And laying a finger on his push to talk, He called up the tower for his clearance and squawk.  
*After departure, fly heading three two zero, the tower called forth,*  
*And watch for a Luscombe inbound from the North.*

Then I heard him exclaim, 'ere he climbed in the night, *Merry Christmas to all, I have traffic in sight.*



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WE'RE ON THE WEB  
<http://www.pcprios.net/~tvoss>

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PO Box 12  
Schofield, WI 54476

EAA UL Chapter 75  
North Central  
Wisconsin Lite Flyers

