



# Air Grangers



DECEMBER 2010 EDITION

CHRISTMAS PARTY DECEMBER 10 2007, AT 6:30

## *EAA Chapter 1350 officers and members*

Gary Brossett	David Barrett
Ross Hoffman	Gardiner Mason
Glenn Morrow	Don Neuberg
Francis O'Shea	Bill Roberts
Jimmy Robinson	Dan Serrato

### **Officers**

Glenn Morrow	— President
David Barrett	— Vice President
Jimmy Robinson	— Secretary, Newsletter Editor
Don Neuberg	— Treasurer, Membership Coor.
Dan Serrato	— Young Eagles Coordinator

**Ross kept everybody fed** at the November meeting. Everybody sat around and talked until about 8:00 and then the minutes were read and approved. Glenn talked about some glue he got from Gardiner and there was a discussion about this for several minutes. Gardiner's recent trip to Tennessee was mentioned and David said he was putting some insulation in his plane. Ross said Gardiner needed to have a fireplace in his plane. Francis talked about he and Gardiner's upcoming trip to a Corvair college, Francis' third one.

An article about engines overheating with Gardiner's plane featured was discussed for a bit. Glenn told the group that Jimmy would be stepping down as the newsletter editor and that someone else would be needed to take over. It would be brought up in December to see who was interested.

Glenn brought up the Christmas party for December talked to everybody about what different people would be bringing. The location was discussed and it was decided to keep it  
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## *Upcoming Chapter Events*

**December 13, 2010 7:00 PM  
Chapter meeting.**

Our meeting will be in the airport conference room. Our meeting will also be our Christmas party, starting at 6:30. We will have a short meeting for any necessary business then will commence with the fun and the partying. We agreed who would bring what to the party and it should be a great affair. Make sure you don't miss it.

**December 18, 2010 8:00 — 10:30 AM**

**Chapter Pancake Breakfast.**

We will be having our monthly breakfast from 8:00 to 10:30. We need people to come at 7:30 and help set up, and also people at the end to help clean up. Invite someone to come to the breakfast and let them know what they have been missing.

**We had a good time at the last breakfast**

with a good turnout. We had a lot of our members there as well as a couple of visitors. John Martino and Ted Cowan both flew in, regular visitors to our breakfast. We have seen a lot of both of them in the last several months and it is always good to have them fly in for our breakfast.

John's last visit was an interesting one, when he aircraft trouble when attempting his take-off. He stated that his plane had run fine since then and had given him no more trouble. The weather was a little cool but warmed up some as time went by. It ended up being a good breakfast as usual. The ones that didn't come are the ones that ended up missing out on a good Saturday morning breakfast.

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in the present building. The Christmas party would start 1t 6:30 like we did our meeting meal.

Glenn brought up the new registration for all air-planes and this was discussed for a couple of min-utes. He also brought up the next pancake break-fast and it was mentioned perhaps having the breakfast in the meeting room during cold weather.

Glenn talked about his plane project for a couple of minutes and also said he had a Lycoming engine he was selling. Don mentioned the Pensacola NAS airshow the next weekend and Dan said he would be there. He talked about the fling he would be doing before the official start up of the show. He also discussed the different acts that would be flying as well. The meeting then adjourned about 8:50.

## ***Pictures from our Pancake Breakfast***



## U.S. Department of Transportation (DOT 144-03)

Friday, December, 2010  
Santa Gets Cleared For Christmas Flight

Kris Kringle, d.b.a. Santa Claus, got the green light today from the U.S. Department of Transportation (DOT) to engage in air travel to various points throughout the United States the night of Dec. 24-25.

An order granting a flight certificate and signed by U.S. Transportation Secretary Norman Y. Mineta finds that Santa Claus is "exceptionally fit, joyfully willing and uniquely able to engage in the interstate air transportation for which he has requested a certificate." The Secretary added that Santa has a 100 percent on-time arrival record, having never failed to deliver all of his toys by Christmas morning.

Santa also disclosed that he has had some help with the arduous task of delivering packages. He notes that for the better part of the last century he has been greatly assisted by the results of the wonderful invention of the Wright Brothers, who 100 years ago put together a flying machine, now refined and operating with capabilities almost as good as Rudolf.

In his application, Santa Claus described himself as a citizen of the world residing at the North Pole who performs a vital and specialized transportation service. "The points to be served are the dwelling places of good girls and boys, as well as adults of goodwill, throughout the United States and worldwide," Claus said in his application.

He also told the department that his sleigh will be powered by eight tiny reindeer, with the addition of a possible ninth reindeer equipped with a special air navigation warning light in its nose, in the event of fog or heavy snow.

Finally, the applicant, aware of the department's heightened security concerns, said that although he does not have a federal air marshal on board he has asked his lead reindeer, Rudolph, to stay especially alert.

The department said that no one has opposed the application, and the applicant has disclosed several million letters of support from children everywhere. "In these circumstances, it appears that a grant of the applicant's request is in the highest public interest," Secretary Mineta said.



### Santa's Checkride with the FAA

One day Santa was surprised to find an FAA inspector showing up on his doorstep who insisted on giving Santa a checkride in his sleigh. Santa protested that he wasn't flying an airplane and wasn't governed by any of the FARs but the FAA inspector insisted he wouldn't be allowed to cross into US airspace without an approved checkride.

So Santa relented, strapped in his reindeer and prepared the sleigh for takeoff.

As he took his seat at the reins he noticed the FAA inspector sat down beside him with a shotgun. Somewhat alarmed Santa asked him why he carried a shotgun! The FAA inspector turned to Santa and, after a moment's hesitation, said

"Well, what the heck. I'm really not supposed to tell you this ahead of time  
**but you're going to lose one on takeoff!"**

**'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,  
With gusts from two-forty at 39 knots.

slumped at the fuel desk, now finally caught up,  
And settled down comfortably, resting my butt.

When the radio lit up with noise and with chat-  
ter,  
I turned up the scanner to see what was the  
matter.

A voice clearly heard over static and snow,  
Called for clearance to land at the airport below.

He barked his transmission so lively and quick,  
I'd have sworn that the call sign he used was  
"St. Nick".

ran to the panel to turn up the lights,  
The better to welcome this magical flight.

He called his position, no room for denial,  
"St. Nicholas One, turnin' left onto final."

And what to my wondering eyes should appear,  
But a Rutan-built sleigh, with eight Rotax Rein-  
deer!

With vectors to final, down the glideslope he  
came,  
As he passed all fixes, he called them by name:  
"Now Ringo! Now Tolga! Now Trini and Bacun!

On Comet! On Cupid!" What pills was he takin'?  
While controllers were sittin', and scratchin'  
their head,

They phoned to my office, and I heard it with  
dread,  
The message they left was both urgent and  
dour:  
"When Santa pulls in, have him please call the  
tower."

He landed like silk, with the sled runners spark-  
ing,  
Then I heard "Left at Charlie," and "Taxi to  
parking."

He slowed to a taxi, turned off of three-oh  
And stopped on the ramp with a "Ho, ho-ho-  
ho..."

He stepped out of the sleigh, but before he  
could talk,  
I ran out to meet him with my best set of  
chocks.

His red helmet and goggles were covered with  
frost  
And his beard was all blackened from Reindeer  
exhaust.

His breath smelled like peppermint, gone  
slightly stale,  
And he puffed on a pipe, but he didn't inhale.

His cheeks were all rosy and jiggled like jelly,  
His boots were as black as a cropduster's belly.

He was chubby and plump, in his suit of bright  
red,  
And he asked me to "fill it, with hundred low-  
lead."

He came dashing in from the snow-covered  
pump,  
I knew he was anxious for drainin' the sump.

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, and sighed in re-  
lief,  
Then he picked up a phone for a Flight Service  
brief.

And I thought as he silently scribed in his log,  
These reindeer could land in an eighth-mile fog.

He completed his pre-flight, 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 clearance and  
squawk.

"Take taxiway Charlie, the southbound direction,  
Turn right three-two-zero at pilot's discretion"

He sped down the runway, the best of the best,  
"Your traffic's a Grumman, inbound from the  
west."

Then I heard him proclaim, as he climbed thru  
the night,  
"Merry Christmas to all! I have traffic in sight."

## SANTA CLAUS NOW CLEARED THROUGH ALL U.S. AIRSPACE

In a surprise phone call, Santa Claus asked the Experimental Aircraft Association for assistance in obtaining a Federal Aviation Administration (FAA) waiver for flying his experimental amateur-built (vintage) sleigh in the United States. Santa stated that he flies his sleigh under general aviation flight rules and the U.S. Government has placed restrictions on these types of flights. He further stated the North Pole is not one of the foreign countries currently authorized to fly general aviation aircraft (or sleighs) in the United States and that approved general aviation foreign aircraft (sleighs) are not authorized to enter the enhanced Class B (ECB) airspace or the temporary flight restricted areas (TFR's) established around the country. On his behalf, EAA submitted (12/12/2001) the required FAA waiver request to: enter the US airspace; fly within ECB and TFR airspace; and fly in the State of Hawaii (USAF no transponder waiver required). EAA has discussed the waiver issue with the FAA and we don't foresee any problems, although they did indicate it may take up to 12 days for the waiver request to make it through the approval process.

"Without the waiver, Santa would not be able to fly in the U.S. or land on household rooftops in areas under Temporary Flight Restrictions, such as New York, Boston and Washington, D.C.," said Randy Hansen, an EAA Government Programs Specialist who assisted with the waiver request. "That would create a significant hardship for him to complete his Christmas deliveries as planned."

Doug Macnair, EAA Washington Office Director, contacted FAA officials with details about Santa's lengthy flight plan, which is somewhat unusual because of the number of takeoffs and landings. This week, FAA issued Air Traffic Waiver #2818, allowing Santa to complete his flights on December 24-25, including to those areas currently prohibiting general aviation operations.



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"Well, what the heck. I'm really not supposed to tell you this ahead of time **but you're going to lose one on takeoff!**"



We'll be having our Christmas party this month, December 13<sup>th</sup>, at 6:30. Everybody will be taking care of the food with different members bringing different things. It should be a great party with lots to eat and lots of good fellowship and a meeting you



The Christmas party lobby and adjoining hanger, where we have had our appetite and get there in time for a want to attend. Be there.



will take place at the rooms of the meeting. Bring your presence and your great time. This is one meeting you

## Upcoming Events

Dec 13 – EAA Chapter 1350 monthly meeting and Christmas party 6:30 at the FBO

Dec 18 – EAA Chapter 1350 pancake breakfast 8:00 –10:30 at LaGrange Callaway Airport. Volunteers and eaters needed!



*What are members have been up to, where they've been flying, what they have built*



**NEXT MEETING WILL BE DECEMBER 13, 2010 AT 7:00 P.M.**



**TREAT SOMEONE TO DINNER AND INVITE THEM TO THE MEETING!**

