



The Beacon

The newsletter of Chapter 54
Lake Elmo, Minn.

JUNE 2019

June 2019

THIS MONTH'S PROGRAM WILL BE ON

MONDAY July 8, 2019

- **Social Hour 6:30 PM**
- **Meeting 7:00 PM**
- **CHAPTER HOUSE, ENTRANCE B, LAKE ELMO AIRPORT 21D**
- **Our Chapter Web site address: www.eaa54.org**

Minnesota pilots grab national soaring championship

By Steve Gardiner on May 29, 2019 Red Wing Minnesota Eagle

Dick Andrews and Barry Jaeger had competed against each other for years in glider plane competitions. This year, they decided to combine their efforts. It was a good move.

The duo won the national championship trophy for 20-meter, two-seater glider planes from the Soaring Society of America at a competition held May 12-18 in Albert Lea, Minn.

"This was totally a surprise," said Andrews, a retired family physician from Hastings. "We thought we could do well, but to come out first place in a national competition is really exciting. We haven't stopped talking about it for five days."

Jaeger, who owns Jaeger Construction in Mendota Heights and lives in Inver Grove Heights, said teaming with Andrews was easy. "We just clicked," he said. "We found that we fly very similarly. Our abilities are very similar, and I think that helped us."

Both pilots have more than 30 years experience in glider planes, and with the competition held in Albert Lea, Jaeger added that being locals may have helped their performance, as well. "We fly the areas we were competing in." The division they competed in is 20-meter — meaning the wing span is 66 feet from tip to tip — and two-seater, with two pilots in the cockpit. "The two-seaters are becoming more popular on the racing scene because you have two heads, two sets of eyes for safety," Andrews said. "There are dual controls, front and back. Whoever is on the controls is responsible for the flying, whereas the person who is not flying is the strategist, looking at the map. We keep trading back and forth."

Soaring is a weather-dependent activity. Rain, fog, high winds, or storms can ground pilots and suspend competition. The national championship event in Albert Lea was scheduled for seven days. Andrews and Jaeger flew on Sunday and Monday, but were grounded on Tuesday. They flew again on Wednesday and Thursday, then more bad

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Hello All, Spring Picnic Report

Thanks for attending our spring banquet this past Monday. The weather was great along with a wonderful cooked meal. Thanks go out to Jim Pearsall for all his hard work and Dave V. for doing the grilling. Thought I would share some numbers:

Cost of the food was	\$265
Amount collected was	\$226
Tally count of people was about—	47
Which if \$5 collected per	\$235

So not too bad but if you didn't have the cash or forgot to pay please leave in the box with a note attached. Check is ok too. Thanks again to all, it was a great time.

Tom Gibbons, Treasurer

weather moved in.

"It is kind of like a baseball game," Andrews said. "You need so many innings to have a game. We need to have four days of flying to qualify as a national meet. We had four days." Officials called a meeting on that Friday to review the weather reports and determined no further flying would be possible. All the pilots agreed, so the scores were tallied. Jaeger and Andrews won.

Successful partnership

Though their partnership is new, it wasn't their first success. Last summer, they decided to attempt a distance record. "Barry called and asked if I wanted to go flying and try to set a record," Andrews said. "He suggested that we set a task, declare ahead of time that we are going to go out to a point and come back a total distance of 500 kilometers or 310 miles."

Dick Andrews, left, and Barry Jaeger hold their trophy from the Soaring Society of America competition.

"No one had done a 500 kilometer return flight yet," Jaeger said. "It was a really fun flight because we had some nice clouds. When we got to the turnpoint, there was a fire that was clouding in, and we couldn't get to the turnpoint, because there was smoke that was killing the lift, so we had to go around, kind of sneak in and grab the turnpoint and get out and back into the sun."

On the return flight, the sky cleared and left very few clouds, making it more of a challenge.

"That's what shows you where the lift is," Jaeger said. "We might see a cloud 20 miles away and head for it. We kept finding them, and eventually we made it home."

It qualified as a state record which is recognized by the Soaring Society of America. Jaeger and Andrews have several other state records, both individually and together.

The turnpoints for the record flight and for turnpoints in competition are determined by GPS coordinates. The computer in their plane can track the GPS readings, so they know when they reach a turnpoint, and it can record the data so they have proof at the end of a record flight or competition.

Race officials set up various courses for competitors to complete. One type of course is called an assigned task course in which competitors fly to several turnpoints and return with the fastest around the course being the winner.

Another type of course is called an area task and glider pilots fly to turnpoints designed to resemble a cylinder in the sky. Pilots can fly back and forth to any point in the cylinder during the given time frame.

A third type of course is designed with pilots given two assigned points, then an assortment of other points that they can use in any order they wish as they try to maximize speed throughout a three-hour flight. Officials divide the distance covered by the time to determine the fastest speed and the winner for that course.

"This is very much a thinking man's game," Andrews said. "We are sitting and moving the pedals and moving the stick. There is a lot of skill in how you control the aircraft, but it is a lot of thinking, a lot of strategy. We are always reading the sky."

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2019 Farnsworth Hangar Tour

Another successful Farnsworth School tour organized by Chapter 54 members with help from the MAC and the local radio control model plane club.

The students wrote thank you letters —it looks like everyone had fun.

We also donate \$1,000 to Farnsworth and they use the funds to purchase coach transport to EAA Air Academy.



Young Eagle Report

We have had two great events in a row! Good weather and plenty of children to give rides. The next Young Eagle Event is July 13. We will need pilots and ground crew volunteers. We have given rides to about 24 children each time and we have a full schedule expected. Seek to Young Eagles Coordinator Scott Hanson or come out at the next event to volunteer.



We Were Almost Heroes by Dave Voelker

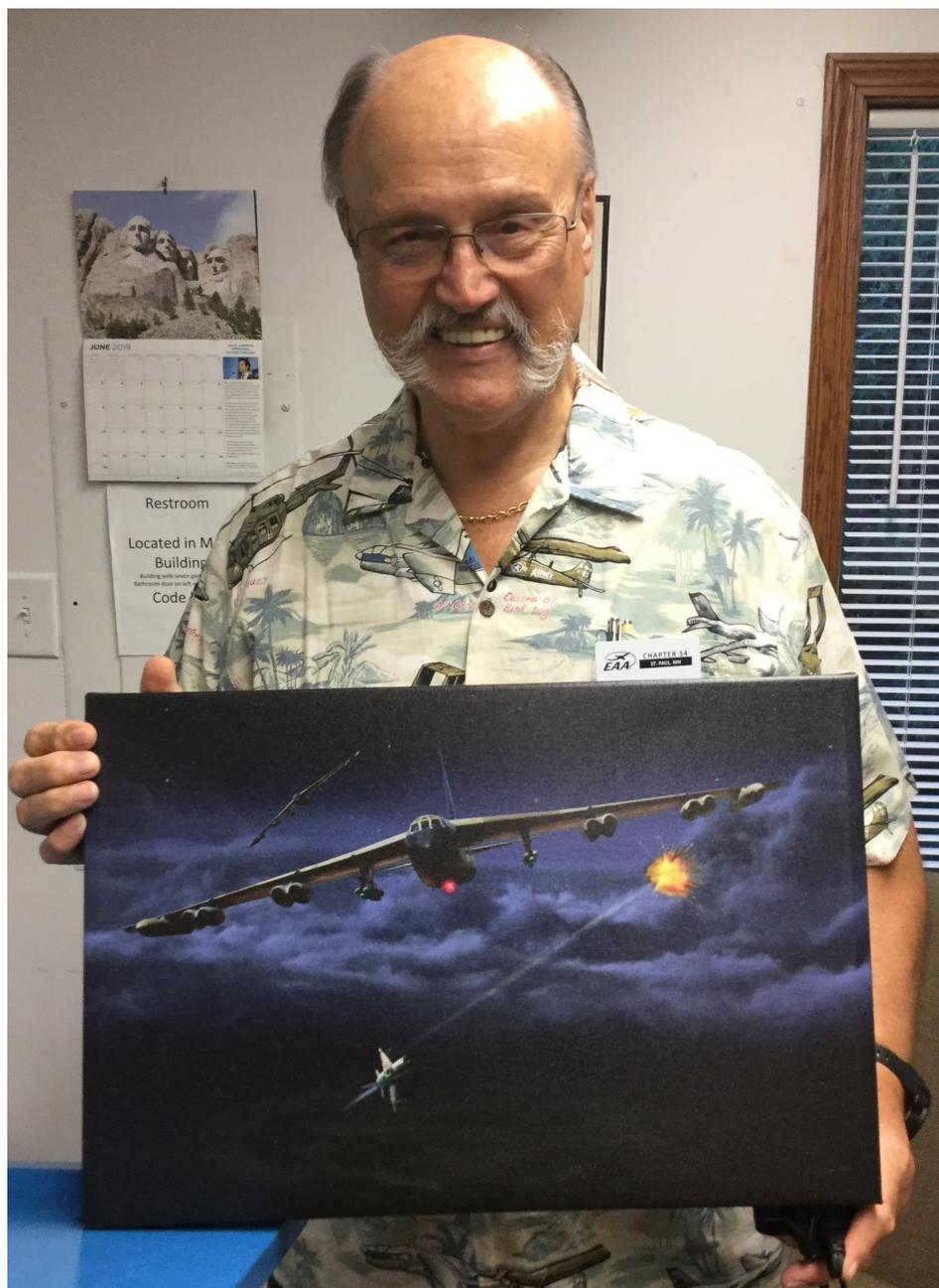
Almost 48 years ago VPAF MiG-21 pilot Vu Dinh Rang tried to shoot down my B-52D aircraft. This is the story of that engagement and how I came to meet him again last fall in Hanoi. Dave Voelker gave a preview of his presentation at our last chapter meeting.

If you are at Airventure you can hear the full story. Dave will have the big theater in the museum for his presentation. Since Dave met with the Vietnamese pilots and ground control—he now has the full story.

When Wed Jul 24, 2019 11:30am – 12:45pm Central Time - Chicago

Where Hilton Theater, EAA Museum, Wittmann Regional Airport, Oshkosh, Wisconsin

The photo below shows a copy of aviation art which depicts the interaction.



Swift Fuel Update

Swift Fuel 94 octane aviation fuel with no lead is now available at Stanton Airfield. The current price is \$4.25 per gallon for 94 octane Swift Fuel.

<https://swiftfuels.com/ul94-map/>

<http://www.stantonairfield.com/home.html>



Did you know you can get an endorsement to tow gliders from the staff at Stanton. They have a Piper PA-18—this is the only operation in the upper Midwest where you can get a glider towing endorsement.



The Young Eagle Program Works

In July 2013 and 2014 we sent an aspiring pilot to the EAA Air Academy. This young eagle's name was Gabi Damiano. She was going into 8th grade with the hopes of someday becoming a pilot. The article written July 2014 about her Air Academy experience in Oshkosh she said "I would like to be a commercial pilot" and she would "consider joining a branch of the military in order to build her flight time and experience."

Going into 9th grade her family moved to a small town in Iowa for



her dad's job. With her busy high school schedule and sports her love for flying took a backseat. It wasn't until this past fall when her family went to an air show in Destin, Florida that her love for aviation was rekindled. Gabi knew that flying was what she wanted to do so she immediately began researching all the opportunities available for pilots.

Gabi is now a senior in high school getting ready to graduate on May 26. This fall Gabi will attend the University of Iowa on a 4-year full-ride Air Force ROTC scholarship to study Health and Human Physiology with plans to be a pilot in the Air Force after college. She has also committed to row



on the Women's Rowing Team for the Hawkeys.

Gabi thanks EAA Chapter 54 for sending her to the Air Academy in 2013 and 2014 and giving her the chance to discover what would turn into a career.

Bruce Olson gave Gabi her first Young Eagles ride and has been a Champion for Gabi. Photo below is of Gabi at the Air Academy in Oshkosh and the photo right, goofing around at Airventure.



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Runways::

4-22 (2497' x 75')

14-32 (2850' x 75')



Tailwinds Flying Club Welcomes New Members

Tailwinds Flying Club is based at Lake Elmo airport. We are a non-profit corporation of 39 pilots who equally own three aircraft and one hangar (25E). Our goal and philosophy are to fly great airplanes safely and inexpensively. We currently have a Cirrus SR20, Archer II and Cherokee Six. Some of our members belong to EAA 54 and we love to fly Young Eagles. Please stop by and visit us anytime! North side, Fairchild Lane, Hangar 25E. To inquire about membership, please call 612-584-1740 or visit www.tailwinds21d.org.

Update

The **Reliever Airports Advisory Council** met this evening, and I have a few tidbits of news for the community.

Joe Harris told me that MNDOT plans to replace the meteorological equipment at Detroit Lakes and Faribault after Labor Day, and we may receive a replacement ceilometer from one of those stations mid-October. We'll have our ceilings back!

He told me the Lake Elmo Aero owners, Dag and Leighton, have knocked on every new door across Manning Avenue from the airport, and found a lot of enthusiasm for the airport there. Turns out, some of the kids really like airplanes! They even pulled in a couple of new flight students.

There's a new organization that will be affecting life around the airport in some ways. The **Lake Elmo Joint Airport Zoning Board** will have their first meeting June 25th at the West Lakeland Community Center, 3:30 PM. I plan to be there. The board comprises two members from each of Baytown Township, West Lakeland Township, Oak Park Heights, Lake Elmo, and the MAC. Their job is to develop a zoning ordinance for areas around the airport to enhance the safety of people and property in the area.

If you're interested, you can search for "Lake Elmo JAZB," or go to this web page: <https://www.metroairports.org/General-Aviation/Airports/Lake-Elmo/Joint-Airport-Zoning-Board-Lake-Elmo.aspx>

Happy flying!

John Renwick

Enjoy a Pancake Breakfast at the Camp Scholler Chapter Pavilion

EAA chapter members camping in Camp Scholler during EAA AirVenture Oshkosh now have a place to call home. The Camp Scholler Chapters Pavilion sponsored by [DeltaHawk Engines](#) provides a place for all members to gather for pancake breakfast fundraisers.

Pancake Breakfasts will take place from 7 to 11 a.m. on Saturday, July 20, through Saturday, July 27. The cost is just \$7, which will get you fresh pancakes, sausage, orange juice, and coffee all while helping support a local chapter.



Chapter 54 is planning to man the kitchen for breakfast the morning of Sunday July 21 and volunteers are needed starting at 6 AM.