

HIAWATHA VALLEY EAA CHAPTER 1518

RGK—Red Wing, MN Regional Airport

(Formerly the Hiawatha Valley Pilots Association - founded in 1973)

Our 46th Year



August 2019 Newsletter

Presidents Greeting

Greetings!

August is going to be a very busy month with the Breakfast, Young Eagles and Airport Neighbors Day.

Dan Schaller

As many of you are aware, our airport community has lost another pilot. Dan Schaller passed away on July 2nd. Dan was a well-respected figure both locally and nationally. Dave Carlstrom has written a great history on Dan and it is attached.

43rd Annual Fly-in/Drive-in Pancake Breakfast

It is time for our 43rd Annual Fly-In Breakfast on August 4th from 7am-12pm. We will have our normal work day to prepare for the event on Saturday, August 3rd from 9am until we are finished with the set-up. As usual, we need as many folks as possible to assist with set-up and the day of the breakfast. Servers, mixers, cooks, traffic control, and runners are all needed.

Young Eagles Rally

Following the breakfast, we have a public Young Eagles Rally on August Saturday, August 17th from 9am-12pm.

Airport Neighbor Day

Lastly, we are once again trying for an airport neighbor airplane ride day. The event is scheduled for 4pm on Saturday, August 24th. If we have enough interest and volunteers from the chapter, we could also grill out while the plane rides are going on. This would require 5-7 folks on the ground grilling and serving while 4-5 aircraft are flying. If you are interested in helping with flying or grilling that day, please let me know. We have not advertised the event as a grill-out to the neighbors, but it would be very nice touch if we could pull it off.

That's it for now. See everyone on Saturday morning!

Dan Marrs
President EAA Chapter 1518

Upcoming Events

**Saturday August 3rd 09:00 - Noon
Breakfast Workday**

**Sunday August 4th 07:00 - Noon
43rd Annual Pancake Breakfast**

**Saturday August 17th 09:00 - Noon
Young Eagles Rally**

**Saturday August 24th 16:00-Dusk
(Sunday 8/25 Rain Day)
Airport Neighbors Day**

**EAA1518@Gmail.com
www.1518.EAAChapter.Org
W7206 148th Ave (Box 7), Bay City, WI 54723**



Hiawatha Valley EAA Chapter 1518 is continuing the Long History of the Upper Hiawatha Valley Pilots Association that started in 1973

They normally are seen entering the serving area about 7:45 -- well before the start of our annual breakfast and open house. They are the loyal fans who have braved thunder, humidity, and mayflies to attend every EAA 1518/HVP Pancake Production since 1977. If I remember correctly, their names are Gordy and Dave and what will they have found changed since their 2018 visit?

KRGK was featured in several newscasts last September that featured the damage done to several hangers as a late summer wind shear made its way across Goose Lake and pummeled the eastern ramp complex with 70 kt. winds. The damage has been repaired and the BLUE Airways citaindome will host up to 800 breakfast guests as they partake in that unique Sturdi-wheat texture and that unique EAA-1518 hospitality.

Ed's native wildflowers and herbs will be regenerating after a brush with several rotary assaults. In coming years, it will be evident to breakfast goers that a rejuvenated prairie is consistent with the buzz of Cessnas and Pipers to the south of the scenic easement.

The valley and river system that encompasses our 5,000 ft of asphalt is as verdant as possible considering the 24 inches of rainfall that has irrigated the sandy loam of the Bay City plateau. Gordy and Dave can contrast this with the drought year of 1988 when the runway consisted of 3000 ft of Landin area that starkly contrasted with withered sandburrs and cedar surrounding 8-26.

Guests will notice that several names have been added to the walnut plaque that memorializes our members who have all "Gone West" since last August 5th. Rob and Dan will be missed during our 43rd public presentation of our fascination with general aviation and the its people.

Last year Gordy and Dave critiqued my posture as I manned the starboard gunner's position in the Hammarbach's Huey. They recalled the variety of aircraft that were seen on the KRGK ramp during past decades. That roster includes a C-123, B-25, Grumman TBM, T-6, Fairchild PT-19, and a hot air balloon. It is expected they will man the picnic tables south of the terminal to welcome the arriving craft that might include a Bell 47 of a Beach Staggerwing.

Those visitors waiting for 'cakes and sausage might note that the airports contingent of HATZ biplanes has doubled within the past year. Rex porter (our only member to have a production aircraft named after themselves) is sheltering an example of this vintage homebuilt in a renovated airplane shed on the west end. It is hoped that the brace of classic plans-built craft will be on display S.W. of the mess hall. A "Flight of Two" fly by might be possible in the late summer sunshine.

One thing that will not have changed since last year (or 2006, or 1999, or 1992, of 1989, or 1980, or 1978) is the experience of the pancake flippers, the hospitality of the coffee churners, or the dedication of table swabbers. Our organization has been in training since August 7th of 1977 and this year's presentation will be the commutation of the past decades' rehearsals for 2019.

Our long-term guests are aware that over the years I've been frustrated by my inability to squire the Miss Red Wing court over an awakening city. They understand that N7772F might be a bit deficient in Queen Carrying Capacity but my supporters feel that THIS IS THE YEAR!! I'm counting on those hordes of valley aviation minded individuals to enjoy the pancakes, people, and fantasies that will define our 2019 breakfast.

Thanks for reading,
Dennis Ahern

Major Dan Schaller

On July 2nd 2019, Air Force Major Dan Schaller took his last flight and earned his last pair of wings. Dan passed away at the age of 89.

I met Dan in August of 1980, when he was working as part time help for the outages at Prairie Island Nuclear Power Plant. He was one of the regular pilots that graced the Red Wing Municipal airport. By October of 1980 we became close friends, partners, and then family. When I was asked to share Dan's history for EAA, I knew him well and even recommended him to be inducted into the Minnesota Aviation Hall of Fame. I nominated him for the award based on his history as a pilot, but I was told that I did not have enough letters of recommendation to support him being inducted into the Hall of Fame. I would like to thank the local pilots that supported me in nominating him with letters of recommendation for this prestigious award. Dan was one of the regular pilots that flew out for breakfast every Sunday morning for many years, the rest of the week you would see him having conversations with fellow pilots in the terminal building, it was amusing for him to just get an argument going. Dan had quite the flying history and love sharing his stories with those that would listen.

Dan was a 'ground pounder' in the Army before becoming an Air Force Pilot. He enlisted in the United States Army in 1948. He originally trained with the 101st Airborne Division, and served as a combat medic in Korea as part of the 29th Regimental Combat Team, 25th division. He then served in Okinawa, assigned to the 44th Philippine Scouts. In 1952, he worked as a cryptographer for the Army Security Agency. He was honorably discharged in late 1952 as a Corporal.

Sensing that he could still be of service to his country, Dan joined the Air Force as an Aviation Cadet in 1954. He completed his training and was commissioned as a jet pilot. He received his commercial pilot license (military proficiency) in a B25 aircraft in 1956 and earned his navigator wings that same year.

He flew B47s from 1956 – 1965 as a part of the Strategic Air Command. His unit called themselves 'cold war warriors'. They flew nuclear weapons around the world during that time. One of the most challenging aspects during that time was perfecting the art of an in air refueling, which had never been done before.

In 1962, during the Cuban missile crisis; Dan lead a squadron of 12 fully loaded B47 nuclear bombers on a dispersal mission for SAC bomber force to counter potential Russian reaction. The bombers were stationed in Boston, waiting for orders.

During all of those years of service, he also attended night school whenever he had the opportunity. In 1964, Dan earned a Bachelor of General Science Degree from the University of Nebraska, Omaha through the 'boot strap' program. When he became a pilot, a bachelor's degree was not an Air Force requirement.

From 1967-68, Dan was assigned to Tactical Air Command (TAC) where he flew RB-66 ELNT aircraft for one year in Takli Thailand (SE Asia). He flew 127 reconnaissance, jamming, and countermeasure missions to support Air Force and Navy fighter bombers, over North and South Vietnam, accumulating over 650 hours of combat flight.

From 1971-75, Dan was stationed with the Military Airlift Command (MAC) assigned to Andrews Air Force Base Presidential Fleet. He flew a Lockheed Jetstar for the 89th military airlift wing. Dan flew Vice President, Spiro Agnew; Secretary of State, Henry Kissinger; Gen. William Westmoreland, many senators and a variety of other government officials. He also flew President Nixon's family, but never President Nixon himself.

In 1975, Dan earned his Certified Flight Instructor (CFI) and Airline Transport Pilot (ATP) ratings in the Lockheed Jetstar at Travis Air Force Base.

Still assigned to MAC, he flew the C-118 and the C-141 worldwide as an instructor and flight examiner, teaching other Air Force members the science of flight.

In 1976, Dan made his first flight as a part of Operation Deep Freeze. Flying out of Christ Church, New Zealand, he completed five flights to McMurdo Station, Antarctica.

Shortly after these Antarctica flights, he retired from the United States Air Force on 1/1/1977 as Major.

After serving 28 years of active duty in the Army and Air Force, Dan joined Civil Air Patrol and became a member of the Red Wing Composite Squadron.

His 34 years of membership in the Civil Air Patrol is a milestone for the Red Wing Composite Squadron, as no other squadron member has stayed an active member longer. Dan's active participation at the squadron level throughout the 34 years has helped to shape the squadron into the successful unit that it is today.

Major Dan Schaller—cont.

Dan's service was centered around aviation and over the years he has been active in completing cadet orientation flights, as an instructor pilot, mission pilot, transport pilot, and flight check pilot.

Dan shared that many members in the squadron at the time (1977) joined because of the access to the surplus military clothing. He was proud to say that he joined for other reasons. A retired Air Force Major, Dan wanted to continue his relationship with the US Air Force and also hoped to continue serving his country.

In 2007, he was honored by the Federal Aviation Administration with the Wright Brothers Master Pilot Award, recognizing his efforts in following the precaution and awareness of safe operations. Most importantly, through the award, the FAA recognized Dan for his contribution and maintaining safe flight operations for 50 or more consecutive years of piloting aircraft.

Not spending all of his time with Civil Air Patrol, Dan was an active member of the American Legion, Veterans of Foreign War, and Disabled American Veterans. He has served as Commander of all three of those veterans organizations.

It was an honor to know Dan and fly with him for 39 years. His legacy lives on in all the pilots that he mentored in his 63 years of flying.

David Carlstrom

2018-19 Chapter Officers

President	Dan Marrs	EAA1518.President@Gmail.com	715-307-2468 Cell
Vice President	Leon Amorelli	stin2475K@Gmail.Com	715-497-0805 Cell
Secretary/Treasure Newsletter Editor	Dan Johnson	EAA1518@Gmail.com	715.441.1790 Cell 651-212-6336 Home
Chapter Historian	Dennis Ahern	c/o EAA1518@Gmail.com	651-388-0331 Home

2019 Schedule

Saturday	Aug 3rd	Pancake Breakfast Work day	9:00-Noon	RGK Main Terminal
Sunday	Aug 4th	43 Rd Annual Fly-in/Drive-in Pancake Breakfast	7:00—Noon	RGK Main Terminal & Main Hanger
<i>Saturday</i>	<i>Aug 17th</i>	<i>Young Eagles Rally</i>	<i>9:00-Noon</i>	<i>RGK Main Terminal</i>
Saturday	Sept 7th	Flyout to Osceola WI Wings & Wheels event	08:00—Late Afternoon	Leave from RGK at 8:00
Saturday	Oct 5th	Annual BBQ Dinner	16:30—19:00	Ed Whitman's Hanger
Saturday	Nov 2nd	TBD		
Saturday	Dec 7th	Election of officers for next two years	09:30-11:00	RGK Main Terminal