

Links to Dreams



Volume 1, Issue 2

February 2024

President's Comments:

Hello Dear Chapter members!

Here we are in the month of February getting ready for Spring to bring those beautiful sunny days when we can enjoy outdoor activities - and of course, flying.

Our first Social Gathering of 2024 was superb. We made new friends and talked about aviation amongst ourselves before our Treasurer, Kirk Bauer, conducted a fantastic tutorial about Foreflight. We will hopefully hear more from Kirk in the coming months.

On the upcoming events list is our Spring Fly-In, so please save the dates of 19-21 April. On the evening of the 19th, join us as CW5 (Ret.) Doug Englen describes his experiences leading the aviation planning and execution of the May 2011 raid on Osama Bin Laden's hideout. If you are like me, you are very curious to learn all about this historic Special Operations mission – one that had a significant impact on our nation, and the world. On Saturday, 20 April, we will have our second Fly-In, where a few of our Chapter members will fly some aviation enthusiasts over our local area. Retired Navy Lieutenant Commander Phil Webb, who flew his PT-27 to last year's Fly-In, will join us again. This time, however, Phil will be flying a YAK-

18. We will share more details in next month's Newsletter.

Please have a look at the News section of this Newsletter as we also have terrific news about a full-time flight school operating at the Baldwin County Regional Airport next month! And make sure to check out the other Newsletter articles, such as the Featured Member article, this time highlighting our wonderful friend, CFI Tom Osborne.

Thank you for being part of our very special community and for helping us expand our public outreach. We want to grow local participation in aviation through EAA's various educational programs and activities while promoting and supporting recreational flying. We aspire to build lasting friendships here at our Baldwin County Regional Airport as we share the EAA and Oshkosh Spirit -year-round. Please spread the word and join us on the third Monday of every month for our Meetings and Social Gatherings. The details are here and on our website. We will be looking forward to seeing you!

Kalina Milani

Our new website is active. It has all the information on how to become a member of our Chapter – and more! Please visit <https://chapters.eaa.org/ea1685>.

Our Chapter Mission: To grow participation in aviation by promoting and supporting recreational flying in our community and inspiring the next generation of pilots.



Monthly Meetings and Social Gatherings: It will be at our airport every 3rd Monday of the month. Please send us a note if you have any questions: info@eaa1685.org.

CHAPTER NEWS

A Full time Flight School is set to be operational at the Baldwin County Regional Airport this Spring. Horizon Aviation, headquartered at Falcon Field Atlanta Regional Airport (KFFC), is allocating a full-time aircraft and Flight Instructor here at KMLJ for those interested in pursuing their passion for aviation. Please contact them directly and get ready to soar! Horizon Aviation: (470) 332-0787 / <http://www.HorizonAviationGA.com>.

Aviation Weekend: We are organizing a great aviation weekend for you. It will be in April 19-21, 2024. We will be sending out more information soon.

- **Friday April 19th:** Army Special Operations Aviation Flight Lead, CW5 (Ret.) Doug Englen, will visit Milledgeville to give a special presentation on *Operations Neptune Spear*, the raid on Osama Bin Laden's compound. Doug planned and executed the aviation aspects of the raid to get Osama Bin Laden in Pakistan. You will not want to miss it. Time and location TBA in our next Newsletter.
- **Saturday April 20th:** Fly-In event at KMLJ with Chapter members and Retired Navy Lieutenant Commander Phil Webb. Phil is returning to Lake Sinclair and he will be joining our team which will be promoting panoramic flights. This time Phil will be bringing his Yakolev Yak-18, a Soviet military training aircraft introduced in 1946.
- **Sunday April 21st:** This is our weather backup date.



Air Venture Oshkosh, WI: July 22-28, 2024

EAA Young Eagles Event: It is coming soon! If you would like to volunteer to be a Young Eagles Pilot, please let us know by emailing us at: info@eaa1685.org. Spread the word amongst your family and friends. This EAA program is aimed at youngsters aged 8-17, who would like to take their first ride in an airplane, and it is at no cost!

Did You Know?

That our EAA Chapter is here for anyone interested in anything aviation, not just pilots and aircraft builders? Come and join us by becoming a member!

That this Chapter can offer our members a free 6-month EAA general membership trial? It includes the full set of EAA membership benefits at no cost, and as newcomers, they will:

- Receive *EAA Sport Aviation* magazine
- Have access to the members-only area of EAA's website
- Obtain membership discounts on programs such as EAA SportAir Workshops, EAA AirVenture Oshkosh, and more

That as a *Links to Dreams Young Eagles participant*, our young fliers will get access to:

- EAA's free student membership
- Academy of Model Aircrafts (AMA) membership
- Sporty's ground school
- Free first flight lesson
- Applying for an EAA flight training scholarship (up to \$10,000)

Please spread the word and help us bring our younger generation closer to aviation!



Share Your Story! Share your aviation story with us and help inspire others! Send your story to: info@eaa1685.org and you will be featured in one of our upcoming Newsletters soon. Remember, your aviation story may be just what someone else needed to hear to fulfill their dream in aviation.

Featured Chapter Member: TOM OSBORNE



While picking cotton in the early 50's, I saw a pretty yellow plane fly over and circle. That did it, the dream of flying.

After high school, I did a stint in the US Navy Submarine Service. After getting out of the Navy, I was passing the Washington County, Sandersville airport in November 1967 and saw a plane sitting there with several men standing around. I stopped by and talked to them, and one of them asked "do you want to go flying?" From there, I was hooked. The first 4 to 5 hours gave me a headache but I did not give up. The plane was a new 1967 Cherokee 140 that rented for \$14.00 an hour wet. The instructor charged \$6.00 an hour. I could make \$20.00 a day on my day off from my regular job. This funded my flying lessons.

My first instructor passed away due to an accident in the summer of 1968. From there, I came over to the Baldwin County, Milledgeville airport where I met Dr. Ed Allen Jr., an ex-Navy pilot where I earned my private pilot's license in 1969. He also was the medical examiner for the area. From here, I started the Instrument and commercial licenses under the GI bill at Milledgeville Aviation in the early 70's. I went on to get the instrument license first,

then the commercial license. A little later I was able to add the instructor and instrument instructor licenses. This was several years in the making as the money was short and everything had increased in price. Then the multi-engine rating in a Beech Baron B55 was added.

In the early 90's, I was preparing for retirement from a big box store so I was able to take a day a week off and fly milk samples to Winston Salem, NC, then later flying for a trucking company all over the southeast in a Beech Sierra, A36 Bonanza and the B55 Baron after retiring at the age of 55 from the big box store in 1997 after 30 years. Mixed in with flying for the trucking company, I was instructing part time at the Baldwin County, Milledgeville airport as well as flying for the Georgia Forestry in a C182.

Then in December 1999, I purchased the lease of the Baldwin County, Milledgeville airport from the trucking company that had run it for a few years. From here, I instructed and ran the airport, then in early 2000 Kinney Lazarus was hired to run the airport for me. He said that he would help me until he found a job that paid real money! He ran the airport for me for almost 18 years!

Still flying, not kicking too high these days but still love it!

Tom Osborne

Would You Like To Be A Volunteer?

Please let us know if you would like to be a volunteer, mentor, coordinator or presenter in any of these areas: Become a member of our Board of Directors (as: Web Editor, Membership Coordinator)

- Young Eagles Build and Fly
- Young Eagle & Eagle Flights
- Youth Builds
- Fly-ins, Cookouts, Pancake Breakfasts
- Homebuilding & Restoration Presenter
- EAA Safety Programs Flight Advisor, Technical Counselor
- EAA Aviation Education Seminars
- IMC / VMC Club



A Note from Treasurer Kirk Bauer:

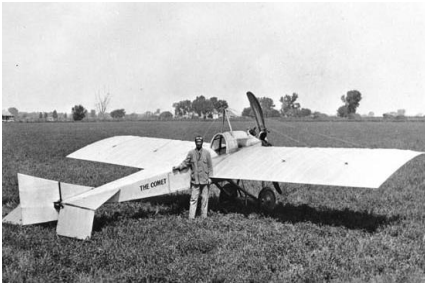
Hello fellow Chapter members! I just want to give everyone a gentle reminder that our local chapter relies on your dues to fund operations. The EAA mothership does not provide any resources. Consequently, our chapter dues are separate from our payments to EAA. If you have not yet paid your dues for 2023 or 2024, you can do so using the following website: <https://square.link/u/WFzaZ7ji>

Thank you all for your support!

Aviation History

Contributed by Edward Shelor

CESSNA



Anyone even remotely associated with aviation has heard of Cessna aircraft. Several of us own a Cessna and many of us learned to fly in a Cessna. Where did Cessna get its name and why are those aircraft found all around the world?

Clyde Vernon Cessna is the American aviator and manufacturer who gave the Cessna Airplane Company its name. He was born on Dec. 5, 1879 in Hawthorne, Iowa. He invented the cantilever wing and a V-shaped tail configuration and was dedicated to a simple, flexible monoplane design.

The simplicity and practical nature of his aeroplanes made them popular as bush aircraft and as forest and rescue planes.



This Cessna 120/140 was manufactured in 1947 with a tail number of OO-ACE but changed to G-JOLY by a new owner in 1981

and was last known to be in The UK. The 120/140 jump-started Cessna's transition to a peacetime business after World War II. Between 1946 and 1951, when production of the 140 ended, more than 7,500 of these airplanes had rolled out the doors in Wichita. Not only did this airplane provide a tremendous economic boost for postwar Cessna, the design also helped establish the strut-braced single-engine line of Cessnas as airframes that could, to borrow a line from Timex, "take a licking and keep on ticking."

The basic 120 listed at \$2,695. The 140 differed from the 120 since it was equipped with an electrical system, featuring a Delco Remy generator and a pull cable-actuated starter. The Continental engines produced 85 HP and clean aircraft cruise speeds were about 105 to 110 mph (91 to 95 kts).

"Nothing is more liberating than learning to fly. The CESSNA SKYHAWK piston is the most popular single-engine aircraft ever built and has achieved a reputation for being the ultimate training aircraft." With more than 44,000 examples of Cessna Skyhawk built since its inception, it is the most successful aircraft in the history of general aviation. The aircraft remains in production today, over 70 years after the first unit was built.



The Cessna 172 Skyhawk was initially built from the 1948 Cessna 170 but with a new tricycle landing gear. The Cessna 170 featured a metal fuselage with fabric-covered wings. The 172 Skyhawk is an improved all-metal version of its older sibling but with a similar appearance.



Then there is the 8-passenger Cessna Citation at US\$ 11.4 million, range of 2140 miles, maximum altitude of 45,000 feet and as fast as 451 KTAS.