

Links to Dreams



Volume 1, Issue 3

March 2024

President's Comments:

Hello, fellow aviation friends!

What a great pleasure it is to welcome Springtime. Our volunteers are busy making sure our Chapter members and everyone in our community enjoy our upcoming activities. We are a "go" for EAA Chapter 1685 *Links to Dreams* Spring Aviation Weekend on April 19-21!

We will have 2 exceptional events on that weekend: on Friday evening, 19 April, CW5 Doug Englen, USA (Ret), will come to Milledgeville for an exclusive presentation about his story in Army Aviation. Doug led the U.S. Army Special Operations Aviation planning and execution of *Operation Neptune Spear*, a very historic Special Operations mission. This operation was the May 2011 raid on Osama bin Laden's hideout in Pakistan, which had a significant impact on our nation, and the world. You will not want to miss it.

On Saturday, April 20th, our Chapter will be offering a great opportunity for our community's youth (ages 8-17) to fly in a general aviation airplane. Our Chapter will host its very first EAA Young Eagles Rally. These flights are offered free of charge and are made possible through the generosity of EAA member volunteers. It is the only program of its kind, with the sole mission to introduce and inspire kids in the world of aviation.

Make sure to check out our News Section in this Newsletter for specifics about these 2 fantastic events. These will include instructions on how to register for the Young Eagles Rally. If you would like to be a volunteer for this program, as an EAA Young Eagles Volunteer Pilot or Ground Volunteer, please let us know.

Be prepared – that weekend will be the experience of a lifetime!

You will also find in this Newsletter a terrific article in the 'Featured Chapter Member' section by COL Andy Milani, USA (Ret) – yes, he is my husband! You should also check out the Aviation History section that contains an inspiring article about Helicopters, by LtCol R. Edward Shelor, USMC (Ret.)

Thank you for being part of our very special community and for helping us expand our public outreach. Please spread the word and join us. We look 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.

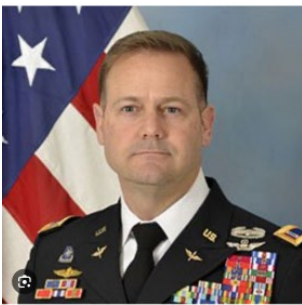


MONTHLY MEETINGS AND SOCIAL GATHERINGS: It will be at our airport every 3rd Monday of the month. Please send us a note if you have any questions: info@eaa1685.org.

DATES TO REMEMBER: Air Venture Oshkosh, WI: July 22-28, 2024

CHAPTER NEWS

EAA Chapter 1685 *Links to Dreams* Spring Aviation Weekend: April 19-21, 2024. These 2 events are free. As always, you can donate to help cover our costs. Please visit: <https://square.link/u/WFzaZ7jj>
Thank you for your support!



Friday April 19th:

WHAT: **“My Story in Army Aviation”** - *presented* by Army Special Operations Aviation Flight Lead, CW5 (Ret) Doug Englen. Doug was the flight lead on *Operation Neptune Spear*, the mission to raid Osama bin Laden’s compound on 1 May 2011.
TIME: From 5:00 pm until 6:30 pm. Doors open at 4:30 pm.
WHERE: Goldstein Center for the Performing Arts
Georgia Military College (GMC)
201 East Greene Street, Milledgeville, GA 31061

Saturday April 20th:

WHAT: EAA Chapter 1685’s Young Eagles Rally.
TIME: There will be 3 time slots:
• Time slot #1: 9:00 am – 10:00 am
• Time slot #2: 10:00 am – 11:00 am
• Time slot #3: 11:00 am – 12:00 pm
WHERE: Baldwin County Regional Airport, 216 Airport Rd., Milledgeville, GA 31061
HOW: Pre-registration: Young Eagles participants Online Registration and Parents Waiver forms are to be filled out online **beginning 1 April 2024** at: <https://youngeaglesday.org/?9944>



Lieutenant Commander Phil Webb (Ret), a former Naval helicopter pilot, is returning to Lake Sinclair with his Yak-18, a Soviet era training aircraft first introduced in 1946.

Sunday April 21st: Weather backup date.

FULL TIME FLIGHT SCHOOL: A Full time Flight School is due to be operational on or about March 18th at the Baldwin County Regional Airport! 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>. (See flyer at the end of this newsletter)



Did You Know?

That as a *Links to Dreams Young Eagles* participant, our young flyers 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!

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.

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/WFzaZ7jj>

Thank you all for your support!

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: ANDY MILANI

Growing up as an 'Army Brat' I was enthralled at the many military aircraft flying overhead our military bases. These aircraft were mostly helicopters and I can remember thinking that it looked so cool to hover and lift off straight up! I was hooked. By the time I finished high school, I set my goals to join the Army, and fly helicopters.

I joined Army ROTC in 1977 while attending Loyola University of Chicago Business School. Upon graduation in 1981, I was commissioned an Infantry 2nd Lieutenant and ordered to active duty... but not to aviation. After a grueling hot summer at Fort Benning Georgia's Infantry Officer Basic Training Course, God smiled down upon me and in September 1981, I finally received orders to Flight School at Fort Rucker, Alabama – my ultimate goal was in sight!

In flight school I flew the TH-55, and then the venerable UH-1 Huey. I loved every minute of it! I completed flight school and the UH-60 Blackhawk transition, and in August 1982, I arrived in Stuttgart Germany for my first real tour as a pilot. I quickly progressed to pilot in command and in just 3 years, I logged over a thousand hours in all weather conditions, and often using Night Vision Goggles (NVG). *I was living my dream!* I will cherish the memories of seeing Europe's magnificent landscape and centuries old buildings *from the air*.



In 1986 when I returned to the U.S., I joined the Army's 160th Special Operations Aviation Task Force, the *Nightstalkers*. The Task Force was created to counter hijacking, rescue hostages, manhunt high value targets, and perform other missions that conventional aviation forces were not trained or equipped to execute. All *Nightstalkers* are trained to operate with NVGs in desert, mountain, jungle and overwater environments.

Over the next 20+ years, I found myself on multiple Special Operations deployments including the First Gulf War, Bosnia, Lebanon, Albania, Afghanistan, and Iraq. Over the years, I flew Special Operations variants of the Blackhawk, MH-6 Little Birds, and the Chinook. Along the way, I commanded at the Company, Battalion and Regiment levels – ultimately commanding the *Nightstalkers* from 2003-05. In 2003 at the height of the wars in Afghanistan and Iraq, the *Nightstalkers*, with their 145 helicopters and 2500 Soldiers, were heavily involved in combat operations in the Middle East. Teamed with Delta Force, Rangers, and Seal Team 6, we executed hundreds of helicopter raids to capture or kill high value enemies of the U.S. I was honored to be the Commander of so many Army Aviation professionals. They taught me so much.



I retired from the Army as a Colonel in 2009 and then embarked on a career in business. This took me back to the Middle East in many capacities, to include the COO of a Part 135 airline; and CEO of a local defense company in Abu Dhabi, UAE. I am currently an owner of a company under contract to the U.S. government in Riyadh, Saudi Arabia. I enjoy contributing my spare time to various non-profit causes supporting the U.S. Military. When not flying small planes with Kalina, I love relaxing with friends and family in the small-town atmosphere of Milledgeville, Georgia's Lake Sinclair.

Andy Milani



Aviation History

Contributed by Edward Shelor

Helicopters - A Brief History

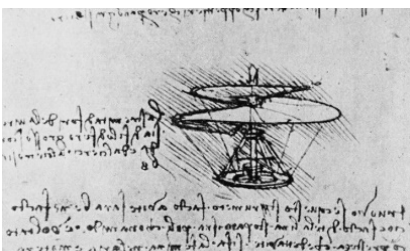


Focke-Wulf Fw 61

Helicopters were developed and built during the first half-century of flight, with the Focke-Wulf Fw 61 being the first operational helicopter in 1936. The Fw61 looked like a Stearman fuselage adapted to a twin rotor helicopter. Some helicopters reached limited production, but it was not until 1942 that the R-4 helicopter designed by Igor Sikorsky reached full-scale production, with 131 aircraft built.

Though earlier designs used more than one main rotor, it is the single main rotor with anti-torque tail rotor configuration that has become the most common helicopter configuration. Tandem rotor helicopters like the CH-46 and CH-47 are also in widespread use due to their greater payload capacity.

The earliest references for vertical flight came from China. Since around 400 AD, Chinese children have played with bamboo flying toys. This bamboo-copter is spun by rolling a stick attached to a rotor. The spinning creates lift, and the toy flies when released. The 4th-century AD Daoist book Baopuzi by Ge Hong ("Master who Embraces Simplicity") reportedly describes some of the ideas inherent to rotary wing aircraft.



"Leonardo da Vinci "Aerial Screw"

It was not until the early 1480s, when Italian polymath Leonardo da Vinci created a design for a machine that could be described as an "aerial screw", that any recorded advancement was made towards vertical flight. His notes suggested that he built small flying models, but there were no indications for any provision to stop the rotor from making the craft rotate. As scientific knowledge increased and became more accepted, people continued to pursue the idea of vertical flight.

In 1861, the word "helicopter" was coined by Gustave de Ponton d'Amécourt, a French inventor who demonstrated a small steam-powered model. While celebrated as an innovative use of a new metal, aluminum, the model never lifted off the ground. D'Amecourt's linguistic contribution would survive to eventually describe the vertical flight he had envisioned. Steam power was popular with other inventors as well.



1901 German PKZ - What could go wrong?

Arthur M Young took just 6 months to build the first Bell Model 1, which eventually led to the Bell 47, which was the most popular helicopter in the world for 30 years.



Aviation History (CONTINUED FROM PAGE 5)

Helicopters - A Brief History



Special Operations Command's A/MH-6 Little Bird — affectionately known as the “Killer Egg” — has been a mainstay in Special Operations Command's inventory for decades, offering commandos a niche capability not found in other air platforms. The helicopter's small size, agility and speed make it an ideal rotorcraft for getting in and out of hairy situations, experts say.

The exclusive user of the aircraft is the 160th Special Operations Aviation Regiment — also known as the Night Stalkers — out of Fort Campbell, Kentucky. The mission set for the A/MH-6 are light attack and light assault, respectively.

The CH-47D Chinook helicopter transports troops, artillery, supplies and equipment to the battlefield with other applications ranging from medical evacuation, aircraft recovery, parachute drop, search and rescue to disaster relief, firefighting and heavy construction.



There are more than 1,200 operational Chinooks in the world and 163 CH-47Ds took part in Operations Desert Shield and Desert Storm. Boeing delivered over 480 CH-47D Chinooks to the US Army and National Guard. The US Army Chinooks are currently undergoing digital improvements to keep the aircraft operational for the next 20 years.



The MH-60M Black Hawk helicopter is a highly specialized variant of the Sikorsky S-60. They are flown exclusively by the US Army's 160th Special Operations Aviation Regiment (SOAR).

The Night Stalkers fly the MH-60 'Mike' in 2 main roles: medium assault and medium attack (MH-60M DAP). MH-60Ms may also act as command and control (C2) platforms.

And now something for our Naval comrades:

The Seahawk is a twin-engine helicopter. It is used for anti-submarine warfare, search and rescue, drug interdiction, anti-ship warfare, cargo lift, and special operations using the state of the art MH-60R and MH-60S which are based aboard cruisers, destroyers, littoral combat ships and nuclear powered aircraft carriers.





Taking Off Now

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To Experience The Thrill Of Flying!



Horizon Aviation

Learn to Fly at KMLJ



- Private Pilot
- Instrument Rating
- Commercial Pilot / CFI

Learn to fly locally in Baldwin County at KMLJ Airport with top-tier FAA Certified Flight Instructors! Call, text or email us to schedule your first lesson and begin your flight training journey. Scheduling now for **March 2024** and beyond.

(470) 332-0787

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