

Links to Dreams



Volume 1, Issue 4

April 2024

President's Comments:

Fellow aviation friends,

Along with this beautiful weather, our much-anticipated EAA Chapter 1685 *Links to Dreams* Spring Aviation Weekend is finally here!

I hope you will be able to join us April 19-21, as we have prepared 2 exceptional weekend events: on Friday evening, 19 April, CW5 Doug Englen, USA (Ret), will come to Milledgeville for an exclusive presentation about his story in Army Aviation. He will speak at the Goldstein Center for the Performing Arts at Georgia Military College, here in Milledgeville. And 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 to the world of aviation. Slots are limited - be sure to sign up. The News Section in this Newsletter has the 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 our program, or you would like to be a volunteer with our Chapter, please let us know.

You will also find in this Newsletter a terrific article in the 'Featured Chapter Member' section. Lieutenant Commander Phil Webb (Ret), a former Naval helicopter pilot, and a great American hero is this month's featured member. He is returning to Lake Sinclair for our Spring Aviation Weekend. Phil will bring his Yak-18 for display on 20 April. The Yak 18 is a Soviet-era training aircraft first introduced in 1946.

EAA Chapter 1685 *Links to Dreams* Spring Aviation weekend marks the third event for our newly formed EAA chapter. You will not want to miss these 2 fun-packed days.

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: They take place 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. (See his bio at the end of this newsletter)
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 8 April 2024** at: <https://youngeaglesday.org/?9944>



Sunday April 21st: Weather backup date.

FULL TIME FLIGHT SCHOOL: A Full time Flight School is operational 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>

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!



Featured Chapter Member: LCDR J. PHILLIP WEBB, USN (Ret)



LCDR Webb was originally from Kansas City, Mo, and in his own words, Phil's greatest accomplishments were the 3rd Grade, as well as completing Marine Corps Boot Camp & Navy Flight Training.

In addition to the 3rd grade, Phil has an impressive academic background to include a Bachelors of Arts, History and a BA in Geography, University of Missouri, a Masters of Arts, Military Science-Air Power – American Military University, and most recently a degree in Modern Warfare (Asymmetrical Warfare) – AMU.

Phil's professional accomplishments show his deep interest, skill, and abilities as an aviator. After an enlisted tour in the USMC (1989-1995), he served as a Naval Aviator (1995-2015). He began flying in High School and upon completion of college, was accepted in the U.S. Navy Flight program in 1995 and served 20 years as a Naval Aviator. In the Navy he flew the SH-60B Seahawk Helicopter with the World Famous Warlords of HSL-51 stationed in Atsugi, Japan and then served as a helicopter flight instructor with Helicopter Training Squadron 18, NAS Whiting Field.

In an interesting departure from aviation duties, Phil served as the Naval Attaché in Malta from 2008-2011. After completing Joint Military Attaché school in Washington D.C. in 2008 he was posted to U.S. Embassy Valletta Malta as a Naval Attaché and diplomat at the Embassy's Defense Attaché Office. LCDR Webb was one of the two military personnel that were aboard the ferry Maria Dolores that sortied from Malta to evacuate U.S. personnel from our Libyan Embassy during the uprisings and turmoil associated with the Arab Spring, in which over 250 U.S. personnel were rescued from Libya.

LCDR Webb then volunteered for a combat deployment to Afghanistan in 2012 in support of

Operation Enduring Freedom (OEF). Volunteering to go to Afghanistan as part of OEF, LCDR Webb trained at NAS Pax River to fly the MQ-8B FIRESCOUT UAS, as part of PMA-266 DET A. LCDR Webb served in Afghanistan during 2012 as a UAV operator and Mission Commander, and DET schedules officer, supporting U.S. Army and coalition forces fighting on the ground.

LCDR Webb's final tour in the Navy was at Naval Aviation School's Command (NASC) from 2012-2015, where he served as the Command's International Military Training Officer and aviation instructor in numerous aviation-related topics. LCDR Webb built the Naval Aviation History curriculum as part of Aviation Preflight Indoctrination's (API). While serving at NASC, LCDR Webb attended the Aviation Safety Officer's (ASO) course at the School of Aviation Safety (SAS) and was selected to fly the T-6 Texan II.

LCDR Webb was retired from the Navy's active duty list on 01 MAR 15, after serving 20 years on active duty in the United States Navy and 7 years in the United States Marine Corps Reserves.

Phil currently resides in the Pensacola, Florida area and flies the local skies in his historic 1942 Boeing Stearman and a Russian-made Yak-52 and recently acquired Yak-18.

His impressive personal military decorations include the Navy Commendation Medal, Army Commendation Medal, the Navy Achievement Medal, fourth award, Afghanistan Campaign Medal, the Humanitarian Service Medal, Germany's Ehrenkreuz der Bundeswehr in Silber, as well as numerous other unit citations.

An avid aviation enthusiast and historian, he has flown many historical aircraft, including his favorite, the Boeing Stearman. He currently is Commercial and Instrument rated, Fixed-Wing and Helicopter, CFI, ME, SEA.

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.



AVIATION HISTORY

Contributed by Edward Shelor

Soviet Aviation

More than a century ago, Soviet civil aviation began to take shape. With early aircraft, the Bolshevik government connected people, supplies, and mail through air routes. Spanning over 12 time zones, it required a convoy of surplus military aircraft to serve the purpose. With the required equipment and manpower a series of Russian air routes emerged in 1921.



Two giants of aviation came from Russia, and the first is Igor Sikorsky who was born into a well-to-do family in Kyiv (then part of the Russian Empire) on May 25, 1889. Inspired by Jules Verne novels and the sketches of Leonardo da Vinci, Sikorski decided, at age 19, to dedicate his life to flight. By 1910 he had cobbled together two "helicopters." He later recalled, "The first of these ships refused to leave the ground, while the second could lift itself but refused to lift me." Sikorsky realized that neither engine technology nor his funding was ready for his lofty ambitions. He soon put his dream of vertical flight on hold and, with a newly minted pilot's license in hand, the aircraft designer and test pilot moved to St. Petersburg and on to bigger things. After Sikorsky

survived a plane crash caused by engine failure (reportedly a mosquito clogged up a fuel intake), he became an evangelist for multi-propeller planes that could fly safely even after a single engine failed.

Sikorsky followed up with the mighty Ilya Muromets (pictured swooping in to land on an icy runway in Saint Petersburg in 1914), which was named after a Slavic folk hero. After a tip-off that his name was on a Bolshevik hit list, the famous aircraft designer fled Russia into exile, eventually landing in America with little remaining money and few prospects. What if he had stayed in Russia and helped them develop their aviation industry...we will never know. Within a few years, however, the company was making seaplanes for the burgeoning passenger-airline industry.



But as runways were rolled out around the world, the market for seaplanes (which were designed largely to overcome a lack of runway infrastructure) dwindled. It was time, finally, for Sikorsky to return to his childhood obsession: the helicopter. Sikorsky helicopters include the iconic **Blackhawk** that is used primarily by the US military. But for Sikorsky, who was a deeply religious man, his greatest pride remained the use of Sikorsky helicopters for rescue. On October 25, 1972, Sikorsky responded to a letter praising the helicopter's life-saving history, writing, "*I always believed that the helicopter would be an outstanding vehicle for the greatest variety of life-saving missions and now, near the close of my life, I have the satisfaction of knowing that this proved to be true.*" He died the following day at his home in Connecticut.

Another Russian aviation giant is Aleksandr Sergeyevich Yakovlev (1906-1989) was an aircraft designer noted for his series of Yak aircraft, most of them fighters used by the Soviet Union in World War II. After graduation from the Air Force Engineering Academy in 1931, Yakovlev immediately began to design aircraft, both piston- and jet-engined. Just before World War II he designed the Yak-1 fighter. His first jet fighter, the Yak-15, was designed in 1945, followed by the Yak-17 and Yak-23. His successful twin-engined "flying wagon" helicopter (the Yak-24) set several world records. In the years after World War II, as the MiG design increased in popularity, Yakovlev began to design civilian aircraft, especially sport planes.

The Yakovlev Yak-18T was designed and manufactured by the Yakolev design bureau as a fully aerobatic utility aircraft equipped with four to five seats. It was introduced in 1967 to train Aeroflot pilots and also became popular as a sport plane in the Soviet Union and several other countries. The Yak-18T is fitted with a Vedeneyev M14P radial engine rated at 360 to 400 horsepower, a nine-cylinder radial engine and has the same systems with the Yak-50 and Yak-52 aircraft. Due to the extremely cold winters in Russian, it featured a basic compressed-air system used for starting the engine, as well as brakes, landing gear, and wing flaps. It also had the same propeller and avionics system. The aerobatic Soviet aircraft is just a bit larger in comparison with the Cessna 172 Skyhawk and the Piper PA-28 Cherokee. However, it is greatly heavier and is fitted with a significantly more powerful and improved engine.



Did You Know?

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!

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



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





EAA Chapter 1685 'Links to Dreams' April 2024 Speaker Event

When: 19 April 2024, 5pm (Doors open at 430pm)

What: "My Story in Army Aviation" - presented by U.S. Army Special Operations Aviation Flight Lead, CW5 (Ret) Doug Englen. Doug planned and led the air mission for *Operation Neptune Spear*, the 1 May 2011 raid on Osama bin Laden's compound.

Where: Goldstein Center for the Performing Arts
Georgia Military College (GMC)
201 East Greene Street, Milledgeville, GA 31061



About our speaker:

CW5 (Ret) Doug Englen served in the 160th Special Operations Aviation Regiment (Airborne) as an MH-47E/G Flight Lead. During his extensive tenure in the 160th, Doug was selected to serve as the 160th Regimental standardization officer – leading, coaching, and mentoring more than 340 Special Operations Aviators. He later became the 3rd Command Chief Warrant Officer for the United States Army Special Operations Aviation Command. Other key assignments included Chief of Technology and Special Programs at the 160th, and the Senior Warrant Officer Advisor to the Secretary of the Army for Talent Management.

CW5 Englen has logged over 7000 hours of fixed and rotary wing flight time with 34 combat tours executing over 2500 missions in support of the global war on terrorism. At the time of his retirement, he was the most highly decorated U.S. Army pilot on active duty. His awards and decorations include the Distinguished Service Medal, two Silver Star medals, the Legion of Merit, three Distinguished Flying Cross medals, two Bronze Star Medals, two Meritorious Service Medals, and nine Air Medal with Valor Device (Numeral 8). He possesses the Combat Action Badge, Master Army Aviator Badge, Air Assault Badge, and the Parachutist Badge. He was inducted into the Army Aviation Association of America's Hall of Fame in 2020.

About our Chapter:

Learn more about EAA Chapter 1685 at <https://chapters.eaa.org/ea1685>

This event is free but you can donate to our EAA Chapter to help cover our costs.

Please visit: <https://chapters.eaa.org/ea1685/donate>

Thank you for your support!