



Big Easy Wing

Volume 2, Issue 7

September 6, 2018

Officers:

Unit Leader

David Capo

Adjutant

Harold Buchler

Communication

Shirley Colomb

Education

Jim Buchler

Finance

Jeff Segner

Maintenance

Sonny Schilleci

Operations

Jim Helms

Safety

Don Clausing

Membership Meeting

Wednesday

7 P.M.

September 19

Lakefront
Airport

Terminal

Conference Room

From the Left Seat

David Capo, Unit Leader



Happy September Unit Members!

We made it through a hot August only to be welcomed into September by a hurricane! Welcome to the deep south! Today, we flew the Stearman into a private hangar in Loranger, LA at 95 feet above sea level. The Stuka, still in pieces has been raised as well. Thanks to all those who came out to help in hurricane prep.



I guess by now you all know that the Stearman is safely at home in the Big Easy Wing. Jim Helms and I flew her home from Dallas on August 22. We did so with a disconnected tail wheel spring (unknown to us) and had a rather suspenseful landing in New Orleans. As a matter of fact, Jim courageously fought the tail wheel issue all day through four landings. Nice job Jim! The tail wheel along with some other issues have all been fixed. Below is a photo from CAF Headquarters'

when we went to pick up the Stearman: Jim Helms, President Hank Coates and David Capo.

Now that we have the Stearman, sponsorships are pouring in! 18 Aircraft and one Restoration sponsorships so far. For those who did not get the application at our last meeting, the forms are on our web site (bigeasywing.org) or they will be available at our next meeting on September 19th. Very important, when you receive your letter acknowledging your sponsorship from HQ, please submit a copy to Jeff, our finance officer at espundia@aol.com so we can get a dollar for dollar match up to 15K for 2018.



Now for some more good news. In March, we were offered a generous donation of the famous Langhurst Stuka, a homebuilt, 7/10ths replica of the German JU-87 Stuka dive bomber. Read Harold's article on page 5 for additional background on this amazing airplane. We hope to have to airplane flyable (not flying until we get the go ahead from HQ) by the WWII A.S.L in October. Sonny and Terry are working hard with volunteers every Saturday and some weekdays on that. Go guys!

We will have folks from the WWII Museum at our next generalship meeting to talk about the airshow in October. I will also have a video of Stearman trip from Dallas on display. See you on the 19th in the terminal conference room.



Big Easy Wing
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New Orleans, LA
70126

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On the web:
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Safety Officer's Report– Don Clausing



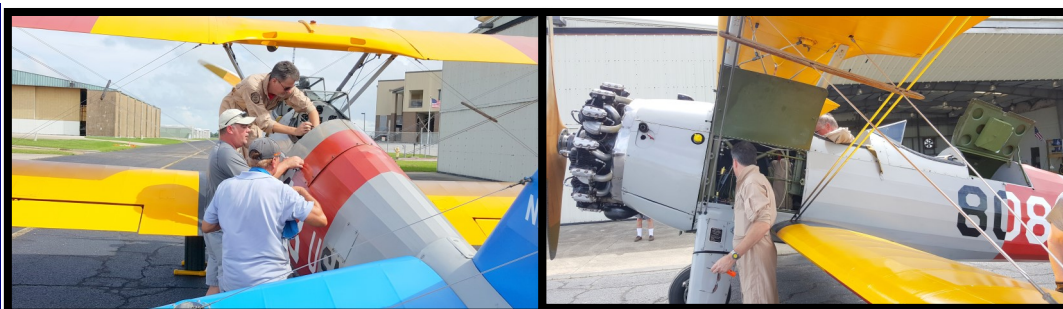
Now, that the Stearman. is in our hangar, my goal is ground safety. We started addressing this goal with Marshalling training on Wednesday, August 22 and Saturday, August 25th. In each class we had 10 participants. Each participant received a handout of the hand signals, reviewed equipment, preformed a before aircraft (A/C) launch — by participating in a walk around aircraft (A/C), by pulling chocks, and by learning about pilot's line of sight. (participants sat in the aircraft to experience the limited view of the pilot and to realizes the important of the marshaller's position to the left of the pilot) In addition, the participants watched the process to engine crank, engine start up and the importance of the fire guard having the fire bottle at standby for engine start.

This was just our first time out for ground school. There will be more training sessions and opportunities to practice marshalling. As well as learning and practicing other hangar topics and taxiway safety. Thanks to Jim Helms for instructing the group.



For next several weekends, we will be working in the hangar. We still need to take caution with the hot weather by drinking lots of water and taking cool downs to avoid heat exhaustion. Be cautious using ladders while removing insulation. Also, we have two aircraft in our hangar now and we need to be observant of our surroundings—not to trip, fall or hit our heads.

Two days ago with T.S Gordon, we worked at securing our hangar and our aircraft. So that we will not need to do an all-call, I will be asking members at the meeting to sign up to our new group—Hurricane Secure Hangar Volunteers. A list of Stearman qualified pilots will be developed by Jim Helms. Thanks to everyone who volunteered on their Labor Day and to Jim Shaw for flying the aircraft to safety.





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Operation Officer's Report—Jim Helms

Finally! The PT-17 Stearman has arrived. What an adventure to fly the aircraft back from Dallas. As most of you are aware, we were not able to pick up the aircraft the first time due to a couple of items that needed to be repaired before flying. But, on the Wednesday, August 22, we flew the Stearman home.

How was the flight? Long and Hot but the weather was great making it a worthwhile and a fun experience while getting a facial suntan. Now, I know what it is like to have a hair dryer blowing on your head for almost 6 hours. There were several more squawks that cropped up on the flight home that we are in the process of repairing. They have to do with the radios, intercom system, seat adjustment, rudder pedal adjustment, minor rigging, leaking oil filler cap and the installation of a rudder trim tab (most problems were corrected prior to its evacuation flight out on Labor Day.) If you were present and got to see the exciting landing upon arrival, you witnessed another problem we were noticing on the trip. A broken spring in the tailwheel control assembly. It cocked the tailwheel in flight and hampered us all day on landings. It finally got out of control on the last landing and almost bit me. Now you can understand why we wear tan flight suits.



We did get to see the countryside from 1500 feet with a ground speed ranging from 78 to 95 mph. The engine ran well and used some oil but not as bad as you would expect from a higher time engine. We will have all the items mentioned repaired and serviced. Soon, we will get other pilots trained and qualified for the ride program and upcoming airshows.

Also, we finished two Marshalling Ground Schools for several members with the help of Don Clausung, Paul Cutrer and Rick Kiser. Make sure you review the safety officer's article on the prior page.

Upcoming Events

Sept. 19 BEW Meeting @ Lakefront Airport Terminal Conf. Rm 7 PM

October 12-14 [WWII Air, Sea & Land Festival- Lakefront Airport](#) — Volunteers needed—please sign up at meeting

October 12-13 [SHAF Vicksburg- Tullalah Regional Airport](#)

October 19-21 [Northshore Regional Airshow](#) Hammond — Volunteers needed

November 3 [Cajun Fly-in](#) Houma

November 10 BEW Meeting @ BEW Hangar 10 AM

December 15 BEW Holiday Party @ BEW Hangar





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Welcome New Members

We welcome our latest members to the Big Easy Wing

Mike LoProto, pilot from Covington

Skip Warren, pilot from North Dallas

KAStrack

David mentioned at the last months membership meeting about a system we are implementing to help the Big Easy Wing better manage and maintain critical certifications and licenses. It is called KAStrack.

KAStrack is an online certification tracking solution software that automates the professional development process, enhancing managers' abilities to plan, track, and report on workforce readiness. Robert Claypool was introduced at last months meeting to answer questions about the system. At membership meeting, on September 17, Robert Claypool will be there to scan you CAF membership cards (**so bring them to the meeting**) and we will begin taking facial photos for the KAStrack IDcard.

Committees

We are planning another breakout session this month after our general membership meeting. There is much that needs to get done for the WWII Air, Sea, and Land Festival.

The PX is moving along with making orders and some items have been shipped. More details at the next meeting. Jim Buchler will give you an update on the Education and History progress at the next meeting.

We still need people to sign-up for the Membership committee.

The sign-up sheet for working the WWII ASL event will be available as well as a sign-up sheet for the Hammond Air show.

Last months meeting was a great success. Hope to see you all again and many more members.



Thanks!

We have had lots going on the past couple of months. Many volunteers have helped with the Stuka and the Stearman, but most of the work has been dedicated to getting our hangar looking good. We appreciate everyone's efforts! If you have not been there in awhile, you will be surprised by the progress the Wing has made. Insulation in the very backroom has been removed and all the leftover clothes in the front room have been donated. The hangar is coming along. A special thanks to all our members who have been taking pictures for us, especially Patrick Quigley for the aerial photos of the Stearman.

Remember, when you come to the hangar to volunteer, be sure to sign the volunteer book which is kept in the office.



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Stuka Report—Adjutant Officer Harold Buchler

HOW WE GOT THE STUKA!

Many years ago, while working on the restoration of PT-305 for the National World War II Museum, one of the volunteers, Jim Letten and I were talking about World War II history. Jim related a story to me that in the early 1980's, he saw a feature on PM



Magazine that Eric Paulsen did on the Stuka. Jim said that he called Eric, got the phone number of the owner and called him. The owner, Louis Langhurst, told Jim that if he came to Mississippi the next Saturday, the plane would be flown for the last time because he was selling it. Jim contacted three friends and they made the trip. On arrival, Jim was informed that there was just enough gas for one more flight and he could ride in the plane. Jim got his ride on the JU-87 Stuka.

Fast forward to March 2018. Jim and one of the friends that made the trip to Mississippi in 1980, were having lunch and the subject of whatever happened to the Stuka was brought up. When Jim returned to his office, his buddy contacted him and told Jim that he found the plane. He sent Jim the information he found. Jim cold called the owner and spoke with him. Jim relayed the story of how he rode in the plane and was curious about its status. The owner, Mitch Sammons, told Jim he was going to sell or donate the plane. Jim suggested that Mitch donate the plane to the National World War II Museum. Mitch asked Jim to contact them and see if they wanted the donation. Jim contacted the Museum and after speaking with several members of the administration was told that they did not want the aircraft because it was a home built and was only 7/10 scale. One of the people, Jim spoke with told Jim to check with me because I was involved with the Big Easy Wing of the Commemorative Air Force.



So, on a Thursday in March of this year, Jim called me and asked if our wing would be interested in acquiring the Stuka. My answer to him was "ABSOLUTELY". I contacted David Capo, the Unit Leader, and informed him of my conversation. David's response was the same as mine. Jim contacted me on Friday and informed me that there was a conference call set up for Monday at 1:00 p.m. our time with Jim, David, Mitch and me.

On Monday at 1:00 p.m., David Capo met me at my office, the call was placed and the result of that call, the donation of the Langhurst Stuka to the Big Easy Wing was a done deal. Mitch informed us later that he would have the plane transported to us at his expense.

In July, the plane arrived at Lakefront Airport. Another PT-305 volunteer, Randy Smith, helped with the unloading of the Stuka into the hangar where it waited until the doors were fixed on the Big Easy Wing's hangar.

Check out this video: [Replica Stuka](#) And this site: [Louis Langhurst](#)



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Stuka Arrived to Big Easy Wing Fourth of July Weekend



Stuka Moved Into Big Easy Wing Hangar a month later





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PT 17 Stearman



Pat Quigley, Aug 2018

