



Big Easy Wing

Volume 3, Issue 8

August 7, 2019

Officers:

Unit Leader

David Capo

Executive Officer

Robert Claypool

Adjutant

Harold Buchler

Communication

Shirley Colomb

Education

Jim Buchler

Finance

Jeff Segner

Maintenance

Terry Clausing

Operations

JD Olson &

Donald Allen

Safety

Don Clausing

Meeting Date

Saturday

August 10

10 am

Hangar

Lakefront Airport



From the Left Seat

David Capo, Unit Leader

Greetings,

Another hot August! Thus far this summer we have escaped Hurricane Barry, placed our Stearman in for its annual, gotten the Stuka ready for extensive ground testing and are enduring the closure of the long runway at KNEW Lakefront Airport.

Your unit is now in full hurricane preparedness mode with our Safety Officer, Don Clausing, overseeing all aspects of the planning. We hope that we won't have any more issues, but we are as ready as we can be. Thank you Don and crew.

Our Stearman was flown to Robert, LA as part of the hurricane protocol and is now in maintenance for its annual check up. We are going to need the prop re-finished. If anyone is interested in driving or flying the prop to the Orlando, FL area, that would be appreciated. It will save us time in transportation and of course your expenses would be covered.



Thanks to the hard work of our Maintenance Officer, Terry Clausing, our Stuka is now ready for its ground testing. Our main problem is that the north/south runway at Lakefront is closed for repairs until possibly December. That prevents us from entering into flight testing. Our Chief pilot, Jim Helms, does not want to use the small runway (36R/18L) as it is too unsafe for the kind of testing we need. We will continue ground testing for the time being.

The build out for our new room continues. Thanks to all who have helped make this project a reality. We will continue our work after our general membership meeting this Saturday. Come and see our progress.



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Unit Leaders' Article continued

Finally, we are entering into to the annual airshow season. All activities will take place in Hammond starting on October 2 and lasting through the sixth. Shirley will have a sign up sheet for those wishing to help out. If you are interested in purchasing a flight on one of the cool planes coming to this event, I recommend that you book ahead on-line at the CAF website under airplane rides. The Air Power History folks will sell out of everything. Don't be late and miss out.

See you Saturday!



The Big Easy Wing is in partnership with the CAF AirPower Tour coming to Hammond. Please check out this [website](http://www.airpowersquadron.org/hammond-louisiana) and sign up for a ride.

Safety Officer's Report - Don Clausing



With the upcoming Airshow in Hammond, I wanted to bring to the forefront of everyone attending that Safety is an important issue. Air safety is not just about the flying aircraft and pilots but those on the ground and their static displays. It important to stay alert to our environment, be aware of aircraft movement and vehicle movement as well as spectators restricted areas. We have a shared responsibility to each other as well as to help spectators stay safe. If you notice something that is hazardous or risky please notify the Local Authority who will be identified to you that day. We are in partnership with the CAF AirPower History Tour and we may be called upon to help keep spectators behind established control boundaries or other tasks. Because of creating a safety culture, I am requesting all volunteers to provide their cell number and emergency contact number when you sign up this week with Shirley.

Part of having a safety culture, is learning to take care of ourselves. We need to make sure that we stay hydrated, spend an appropriate amount of time in the shade, use suntan lotion if necessary, take breaks and eat.



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Operation Officer's Report - JD Olson

There are a couple of topics of interest to delve into this month. The first one is obvious - the status of BEW's PT-17 Stearman (PT for short) - and the other is, another possible aircraft acquisition for the wing that so far has just been discussed among members of the Wing's leadership team. More on that later.

Regarding the PT, there are a couple more hoops that we need to jump through in order to get it into the air on a regular basis. One is to schedule a certified CAF PT-17 check pilot to come over from Texas and give our Chief Pilot, Jim Helms, his check ride in the aircraft. We're in communication with this check pilot at this time and hope to get that flight scheduled soon. The next challenge is to procure a new propeller for the aircraft with preference toward a refurbished wooden prop like it has now that's at the end of its service life. I know our Wing Leader is working on this as we speak. That being said, it will take a bit of time to put the money together to get that accomplished and it's likely that it won't be until later in the year before the plane is totally "up" from stem to stern and ready to meet a busy flight schedule.

That brings us to the point of answering what surfaced in a get-together we had with several of the Stearman Aircraft Sponsors immediately following the Wing's monthly meeting in June where the question came up with regard to getting checked out in the PT: "How do we get there from here?" What I came up with in working with Jim Helms is the attached document which has been approved by the Wing Leader entitled *Big Easy Wing Requirements & Priorities for Checkout of Aircraft Sponsors of the PT-17*. In reading it, you will notice that it addresses both those who seek to become qualified to fly paying members of the public in CAF's Rides Program, as well as those who may want to go no further than just checking out in order to fly the plane for their own enjoyment. Along with that document is a Flow Chart designed by our Chief Pilot with a bit of input from yours truly and approved by the Wing Leader that shows in a superbly clear manner all the steps required to get checked out. Between the two documents, I believe they will answer most if not all the questions surrounding the process. And of course, if anyone has any questions after reading those two docs, I'll be glad to discuss it with you face to face, over the phone or via email, your choice.

The other matter is this possible new "acquisition aircraft" mentioned above that I will not divulge by name, leaving that honor to David in the upcoming monthly meeting, except to extol the benefits of the plane - one that I and several other of the Wing's former military pilots have flown in the past. Here are some teasers: It's a tandem cockpit, retractable tricycle landing gear trainer that's fully aerobatic and has an enviable safety record from its introduction into DOD service in the mid-50s and through several decades since that time. For those who know their military aircraft, you've probably already guessed what it is; but again, it will be announced by David at the meeting on Saturday the 10th. If favorably received, we will begin the process of finding and funding the aircraft. And with that, I hope to see everyone Saturday. Meanwhile... Fly (and drive) safe, JD / 'Outlaw'



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Big Easy Wing Requirements & Priorities for Checkout of Aircraft Sponsors of the PT-17

Requirements. The following is required of all BEW PT-17 Aircraft Sponsors before PT-17 ("PT") flights:

1. A paid-in-full donation of \$1,500 to the Commemorative Air Force.
2. A current FAA Private Pilot Certificate and 200 hours total First Pilot time in their logbook.
3. Completed entry into our KAStack system of all flying certificates, flight time, full stop (Including stop-and-go) landings in one or more tailwheel aircraft. Note: A minimum of 30 hours and 80 full stop tailwheel landings is required to begin training in the PT.
4. A review of all the above and the applicant's logbook(s) for past flying experience and his or her FAA safety record by the BEW Operations Officer before proceeding further.
5. A review by the BEW's Flight Evaluation Board (FEB) made up of the Unit Leader, the Operations Officer, and the Chief Pilot, prior to the start of training in the PT-17.

Note: After the start of training, 15 hours of Dual Instruction time is required in order to solo in the aircraft. The FEB will monitor the pilot's training and, upon a successful check flight, and a minimum of 10 solo flights without incident, will determine if the individual's application may then be submitted to CAF HQ as a certified pilot in the Rides Program in which paying members of the public are flown in order to generate income to help offset the aircraft's operating costs. To do so, however, such pilots will need to currently hold an FAA Commercial Pilot Certificate (CPC) to qualify.

Priorities. Assuming all the above has been done, the following are the established priorities to begin training and checkout in the PT-17 in order of priority:

1. Pilots with a CPC as a pilot-in-command and experienced in having flown a Stearman with passengers.
2. Pilots with a CPC who have previously soloed in a Stearman.
3. Pilots who have previously soloed in a Stearman but need (ASAP) to obtain a CPC.

Note: Pilots meeting the priorities stated in the order above are considered the readiest to become certified pilots in BEW's Rides Program.

4. Pilots with a CPC and are currently flying fixed-wing aircraft on a regular basis.
5. Pilots with an FAA Private Pilot Certificate and are current in flying, but need, as soon as possible, to meet the requirements for a CPC.

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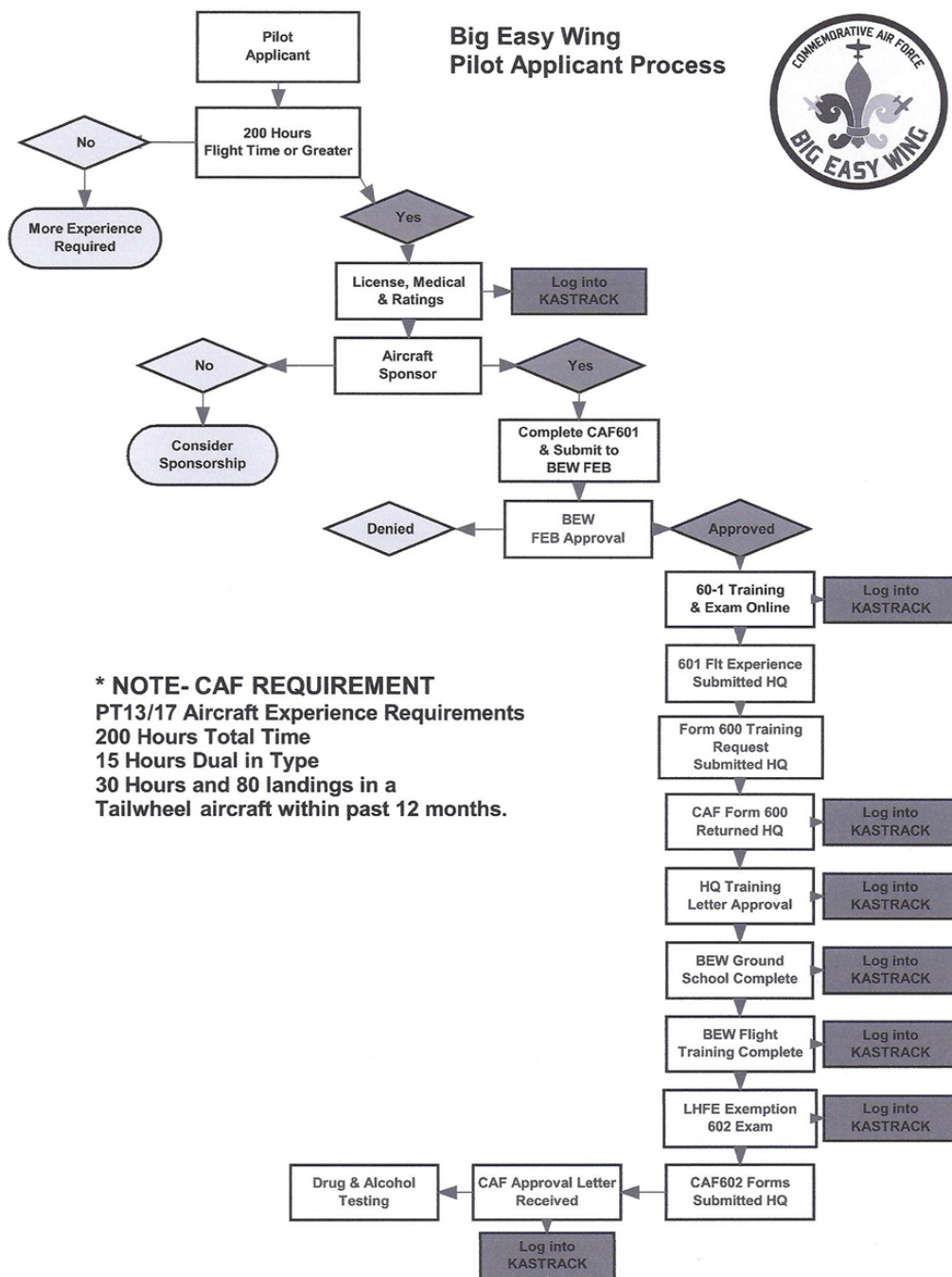


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Pilot Application Process Flowchart

Big Easy Wing Pilot Applicant Process



*** NOTE- CAF REQUIREMENT**
PT13/17 Aircraft Experience Requirements
200 Hours Total Time
15 Hours Dual in Type
30 Hours and 80 landings in a
Tailwheel aircraft within past 12 months.



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Big Easy Wing Requirements & Priorities for Checkout of Aircraft Sponsors of the PT-17

Note: A keen desire to fly the PT-17 and a demonstrated willingness to make oneself available to fly may allow any such pilot to move up in priority, at least temporarily. For those not seeking immediately to become Rides pilots, a successful check flight and the aforementioned 10 solo flights without incident will allow them to fly the aircraft locally on a cost-per-hour basis either solo or with a non-paying passenger (e.g., a fellow BEW member) who signs a Hold Harmless Agreement and is given a safety-of-flight pre-brief prior to strapping into the front cockpit..

BEW Form A created 190801

PX Officer's Report —Shirley Colomb

I am in the process of ordering shirts and Stearman hats for our October show. If anyone is interested in helping with setup and with sales please sign the form that will be passed around. This year we will need your cell number and emergency contact number also. I hope that some of you went to KAStack this month and updated your information. I would like to have a short meeting after the general membership meeting to review sale items and to discuss ordering other items. At the PX table we will also have the BEW membership applications available. So everyone volunteering at the show has the responsibility not only to fulfill the CAF mission of "Educate, Inspire & Honor" but also to recruit new members to the Big Easy Wing.

Membership Meeting Updates

August 10 th	10am	hangar	
September 18 th	6:00 pm	hangar	
October 12 th	10:00am	hangar	Nomination of Officers
November 13 th	6:00 pm	hangar	Election of Officers
December 7 th	5:30 pm	hangar	Christmas Social

Upcoming Events

- Stearman Fly-in Sept. 2-7, 2019, at Galesburg Municipal Airport., Illinois
- [Planes over Pines](#) in Pineville, LA - October 4-5
- **CAF AirPower History Tour** October 2-6 in Hammond
- [Cajun Fly-in Festival & Car Show](#) -Nov. 2-
- [Wings Over Houston](#) Oct. 19-20 Ellington Airport