



# Big Easy Wing

Volume 3, Issue 10

October 7, 2019

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## Meeting

October 12 @ 10 am

Lakefront Airport Hangar



*From the Left Seat*

*David Capo,*

Happy Fall... Almost!

As I write this, your Big Easy Wing (BEW) has just finished up hosting the B29/B24 Squadron's *Air Power History Tour* in Hammond at our base at KHDC, Hammond Northshore Regional Airport. Despite the heat and lower than expected crowds, we received rave reviews from the visiting pilots, ground crews, mechanics, engineers and Px personnel. Please read further in this edition about all

of the volunteers from the BEW that helped out up in Hammond all weekend. I think it is safe to say that our first major sponsored event was a great success.

As an aside, we were visited on Saturday by the two top officials with the Commemorative Air Force Headquarters in Dallas, TX, President Hank Coates and Executive Vice President David Oliver. Hank and David met with your officers to discuss a range of issues including but not limited to Operations, Publicity, Training and upcoming events. Both men were very complimentary of your wing and its progress over the last two and half years. Hank said that we "have done more in two years than most units have done in ten!" We appreciate the time they took to visit us.

While in Hammond, EVP David Oliver gave our Chief Pilot, Jim Helms his needed check ride. No that's not a miss-print. Jim is now not only certified to fly the Stearman, but because he is a current Certified Flight Instructor (CFI), he can now check our other qualified Stearman drivers. Hopefully, by the time our bird comes out of annual later this month, we will have three or four certified pilots to fly her. Thanks Jim and David!

During their stay, the visiting team was treated to lunch everyday as well as a few really nice events. The BEW hosted a meet and greet in our beautiful hangar at KHDC on Friday night. The food, drink and fellowship were amazing.



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COMMEMORATIVE AIR FORCE

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## Wing Leaders' Report continued

Also, we were all invited to a spectacular gala on Saturday night promoting next year's Hammond Airshow, the bi-annual event showcasing aviation history on the Northshore. This event drew hundreds of people from both sides of the lake and served as a spectacular showcase for the BEW. Thank you, David Lobue and Paul Cutrer.



As a special tribute at our meet and greet, our member, Mary Ann Clemons, created a beautiful tribute to those lost in the recent tragic accident involving the Collings Foundation B-17, 909. The memorial contained a series of small candles, each dedicated by name to one of the souls lost. The memorial served as a moving reminder that we are all part of a very special family, the War Bird Community. Their loss is our loss. We suffer in silence with them, their families and all those associated with the plane and her operators. May the souls of the dearly departed rest in peace and may light perpetually shine upon them. Thank you, Mary Ann for the moving reminder.



Part II continues on page 5

## Chief Pilot Report—Jim Helms

WE ARE BACK, so to speak. What a week from the 2<sup>nd</sup> thru the 6<sup>th</sup>. It was a short week but long week for a lot of our people that put in extra-ordinary time in working the Air Power Tour in Hammond. LSU won, the Saints won, and I finally got my Instructor/Check Pilot certification from Headquarters. Was the Check Ride demanding? Hell yes, but I appreciate the hoops I had to go thru. It had been a long time since I have had a demanding check ride, but you know what? When you fly every day in the corporate world you forget a lot about basics. It made me think back to everything I have ever learned and can pass on to our pilots. During the check ride, I thought back to my Dad who trained and flew in WWII on what he had to go thru at 18 to 19 years old, get better at and be able to excel to be the pilot he was and fight for our country. For a moment, I became him and had lost sight of that over the years. Magically it somehow was brought back during my 1 1/2 hour check ride. I must admit that I was getting very discouraged with the way things were going with the CAF but with the consistency of our Wing Leader, Operations Officer and others they made it all possible. So, when you see them, shake their hands and say Thanks.



Continues on next page

## Operation Officer's Report - JD Olson

Greetings, fellow members of the Big Easy Unit...yeah, I know it's Big Easy Wing, but as long as David persists in calling himself Unit (instead of Wing) Leader, I will continue to call it that. ; )

Update on BEU's PT-17: We continue to wait on the plane's propeller which is taking an inordinately long time being refurbished in a specialty shop down Florida way. It's now expected to be shipped back to us around 11/12 October. In the meanwhile, our trusty Annual Inspection certified AMT (and veteran Stearman pilot) Jim Shaw has been working off the remaining 'gripes' on the airplane which we hope to have back in the air shortly after the prop gets here. We have a team of "strong backs and weak minds" (I personally qualify for the latter requirement, at least) goes up to Shaw Field near Robert to help get that ancient (but fully refurbished) piece of oak back on the nose of "Our Lady." Shirley says she would consider re-naming it "New Orleans Lady" (like the song title) if we all agree to it.

As for our 7/10th scale Stuka dive bomber, it remains in the BEU hangar while awaiting Lakefront Airport's main runway to finish being resurfaced sometime in December. I know that our Chief Pilot Jim Helms, and our Maintenance Officer (and AMT) Terry Clausing are both itching to get that thing in the air as soon as it can be done so safely.

Back to the PT, I know the seventeen people - fourteen paid-up Aircraft Sponsors and three Instructor/Rides Pilots - I sent that lonnnng email to last month are left wondering how the devil am I ever going to get there from here when CAF's requirements prior to the start of Stearman transition training calls for "200 total flying hours, 30(!) hours and 80(!) full stop landings in tailwheel aircraft in the past twelve months(!)" before getting in the cockpit of the PT. Note: Emphasis was added - in reference to those exclamation points - to underscore what everyone thinks of those particular numbers. In discussions with Jim Helms, we hope to be able to work with HQ in requesting waivers of at least some of the required tailwheel hours and landings for pilots who have prior "taildragger" time and may just need some refresher training to get back into the feel of flying an airplane with the third wheel under the tail instead of the nose. For those without prior tailwheel time, the aforementioned email lays out a few options in the general area that may be of help to you in meeting those numbers.

And last, David continues lobbying CAF HQ to assign us a T-34 Mentor, a tricycle-gear aircraft which would allow a larger number of pilots to become qualified to fly in CAF's Rides Program. More on this as things develop. And with that, as always, I'll sign off with...  
Fly (and drive) safe

## Chief Pilot's Report continued—Jim Helms

As soon as the Stearman is ready to fly, we can start the training and check out process to those qualified. But more so, those that have had the patience, worked hard and have stood behind us can go for a flight in our Stearman. I will not only be the Wing pilot but Jim Shaw soon and other pilots in the very near future. I want to thank each one of our members who had confidence in our Wing and myself when my thoughts and feelings were down. Thank you again.



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## Adjutant Officer's Report - Harold Buchler

As members of the CAF you have probably received an email from CAF HQ's regarding a free service from members that allows members to make out their last will and testament. **The service is from a service called "FreeWill".** They claim their product is legal in all 50 states.

The following is a breakdown of the process that the program provides:

Once you enter the site, you log on by entering your name and email address. After you have done this you are prompted to state your gender. The choices are male, female, and other. Next, you enter your date of birth followed by your street address. Next, it asks you if this is your 1<sup>st</sup> will, then it asks for your marital status, the choices are single, married, divorced, widowed, and domestic partnership.

You are then asked if you have any children, yes or no. Then it asks if you have any pets you wish to provide for, again yes or no. You are then asked what is the approximate value of your assets, including real estate, financial accounts. The boxes to select are less than 200k, 200-500k, 500k-1m, 1-2m, 2-5m, 5-10m, 10m+. You are then asked for the name of your spouse and then the month, day and year of the marriage. Then you are asked for the names of your children, there is button to add additional children.

Next you are asked are there any children under 18. The next button asks what charity your care about, the choices are the CAF or Other or No Thanks. If you select the CAF or other, then you are asked what percentage of the remainder of your estate will go to the select charity. The choices go from 10% to 100%. You are then asked for specific gifts or money to specific people. Then you are asked about the remainder of your estate. The options presented are:

My spouse or else equally to children; My children; Specific person or several people.

Then you are asked to provide the full legal name of your 1<sup>st</sup> choice of executor, then the name of the second choice for executor. Next, you are asked if you have any specific instructions about your digital assets, yes or no. If you select yes, you are asked if you wish to name a specific person or if not, by default your executor will serve as your digital executor. Next, you are asked if you wish for a no contest clause in your will, yes or no. You are then asked for permission for your estate to be administered independent of court supervision, yes or no or say nothing. You are then asked if you have any instructions about your funeral and final resting place.

Once the above has been completed the program lists what you have provide and gives you a chance to edit each section. The next screen gives you the option to:

See the will; Review with a lawyer; I do not know.

The next screen allows you to print and sign your will. You are then given the option to save the documents and come back later to the site, help and share FreeWill with someone, or changed my mind and review with a lawyer.

I used myself as a guinea pig and went through the program and filled out the provisions and then printed it out. The big question to be determined, is this a valid will under the laws of the State of Louisiana. As a licensed attorney in Louisiana for 43 years, I will answer that question with the following:

Technically, the form of the will that is printed out is valid. However, it is deficient in several major categories. If you remember one of the questions asked, do you have any children under the age of 18. In Louisiana we have changed our forced heir provisions dealing with children. Presently, if you have children under the age of 23 they are considered forced heirs and must receive a portion of your estate. If you have children that are over the age of 23 and suffer from a mental or physical infirmity, they are considered forced heirs and must receive a portion of your estate.

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## Adjutant Officer's Report continued- Harold Buchler

If you have children that are over the age of 23 and suffer from a mental or physical infirmity, they are considered forced heirs and must receive a portion of your estate. The program as presented now does not provide for these situations.

The program doesn't provide you with the option of granting your spouse will a usufruct over your portion of the estate inherited by the children. The possibilities are too numerous to go over here. You should consult an attorney regarding this.

The major problem I see with the will as prepared by the program, as well as wills prepared by an attorney, is the will must be signed in the presence of Notary and two witnesses. I can only speak about myself and my practice, if someone came to me as a Notary, and asked to notarize the will prepared by the program, I would not do it. The risk for malpractice is too great to take if there is later a successful challenge to the will. If there is a problem, I would be responsible since I was the Notary who signed the will. Other considerations not taken into account deal with proper attestation clause that needs to be included. Those factors deal with everything from sight impaired individuals to those with physical limitations affecting their ability to sign their name.

In short, if you use this resource, you are doing so at your peril. I would avoid this program and seek out an attorney to assist you in your estate planning. You want to make sure that your last will is done properly so that your final wishes are carried out the way you want them.

## PX Report—Shirley Colomb

The PX did very well this weekend. We had a great many members helping out. Please refer to article on next page titled "It takes a Village..." Over the 4 days of operations the Squares sales were \$679.00 and the cash sales were \$522.00

Due to the extreme heat, we added drinks to the sale items. Drink sales were \$215.00. Our total take for the week was \$1416. At the meeting, I will give you an update on the Donation box which was out as well as the 12 Planes of Christmas Raffle Cake. Thanks to everyone for your hard work.



## Wing Leader's Report Part II—David Capo

I am so very pleased to announce that your wing will be well recognized by the CAF this year. Our beautiful Stearman, N1617M, was chosen to be featured as one of the Twelve Planes of Christmas. This national promotion is not only an amazing fundraiser, it allows us to participate in the restoration grant process. We also are excited to announce that our Langhurst Stuka, N87LL, made the second round. All monies raised after CAF expenses are paid into our aircraft account. Thanks to Shirley Colomb, Development Officer for ensuring that grant restoration and application were submitted. Shirley will be providing us with more details in the next few weeks.

It is not only incumbent upon us to get the word out, but we need to promote the 12 Planes around the country to all your friends and family wherever they live.

See you on Saturday, October 12 at 10:00 in the hangar.



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[info@bigeasywing.org](mailto:info@bigeasywing.org)



## It takes a Village: Kudos! Thanks!—Shirley Colomb Professional Development

As our Wing Leader, David Capo stated in his article we had a great group of volunteers out for the weekend. Everyone pitched in and performed whatever tasks were needed. The Big Easy Wing wants to thank you for your service through the extremely hot and recorded breaking weather.

Thanks to Donald Allen, Bryan Ard, Wayne Breaux, David Capo, Don Clausing, Shirley Colomb, Bill Mattheessen, Glenn Metzler, JD Olson, Jeff Segner, Jeff Shaw, Richard Wood. These members were there everyday working.

Also, we would to thank: Dave Cantin, Clotilde Cantin (cadet), Ansel Cantin (cadet) Terry Clausing, Kelly Damarca, Rick Kiser, David Miller, and Jim Riviere and his wife, Linda, Doug Webb and Austin Wood. A special thanks to Mary Ann Clemons for setting up the social and Paul Cutrer for hangar preparation.

Special thanks to our photographers: Donald Allen and Shirley Colomb for their Facebook and Instagram photo and Doug Webb and Jeff Segner for the [website gallery](#) post.

None of this would have been possible without the support and assistance of *David Lobue, Hammond Airport Director*. He was magnificent at adapting to every situation and getting whatever needed done. We appreciate everything he did for us this weekend.

We want to give a **Special Thank You** to our many supporters who helped and donated to this airshow event:

Hammond Airport Director—David Lobue

Gray Aviation—Eric Gray, CEO

Champagne Beverage Co. —Joel Champagne

Hammond Northshore Regional Airport Airshow Foundation—President Guy Recotta

Tangipahoa Parish Convention and Visitors Bureau

Hammond Mayor—Pete Panepinto

Tangipahoa Parish President-- Robby Miller

And without saying, everyone was very pleased to have the Air Power Squadron in Hammond. The crew was great to work with and we thoroughly enjoyed getting to know everyone. Thanks to David Capo for asking you to make this one of your tour stops and we look forward to having the Air Power Squadron return.

Thanks to the media for providing coverage for this event:

[WGNO news Monday night](#), Hammond Daily News, [Hammond Airshow 2020](#), and the [Advocate](#).

There should be another article appearing this Thursday in the Advocate Metro section.



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## Officer Elections

Wing Officer Elections are upon us. The following positions are available for anyone interested in serving: Wing Leader, Operations Officer, Finance Officer, Safety Officer and Development Officer. More information about each of these positions will be discussed at the upcoming October meeting.

All officers are willing to run again. The election committee has been selected and consists of Mary Ann Clemons [clemonsm36@yahoo.com](mailto:clemonsm36@yahoo.com) Jeff Shaw [jopcrn@charter.net](mailto:jopcrn@charter.net) Paul Cutrer [Paulcutrer@gmail.com](mailto:Paulcutrer@gmail.com)

Below is a brief description of duties to be carried out by the different officers. A complete description of all duties is found in the CAF Unit manual. Link attached:

### Unit Leader

Minimum requirements, per CAF policy, include at least two (2) years as a CAF member in good standing, background in military or business management, ability for good public appearance, adept at public speaking, a positive demeanor and preferably have a background in aviation. He or she shall be responsible for providing overall leadership and direction for the Unit. *Current officer: David Capo*

### Operations Officer

Minimum requirements, per CAF policy, include all those listed for Unit Leader, plus a general or military aviation background. If the Unit has a CAF assigned aircraft it is recommended that he/she be a CAF-rated pilot with a basic knowledge of CAF flight operations, including airshows and static displays, and the safety requirements and special considerations of each. *Current officer: JD Olsen*

### Finance Officer

Shall have charge of all Unit funds collected, keep accurate records of such funds and is responsible for Unit compliance with all CAF regulations, policies and directives that relate to financial matters. *Current officer: Jeff Segner*

### Safety Officer

The Safety officer duties are broad and important, the purpose is to maintain a culture of safe aircraft ground operations during flight activities. Other duties include:

Work with the Unit's Maintenance Officer to ensure safe maintenance activities. Act as the Unit's contact for members on Safety issues or concerns. Ensure the Unit's facility and aircraft have adequate fire protection available for expected exposures. *Current officer: Don Clausing*

### Development Officer / PA

The Development Officer is responsible for overseeing all development activities for the Unit, including creating a Culture of Philanthropy, and oversight of fundraising activities. The PA portion of the position covers setting up proper exposure for the Wing using all the different forms of media. *Current officer: Shirley Colomb*



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## Membership Report —Shirley Colomb

At this week CAF Air Power History Airshow, the Big Easy Wing had 2 new members to join us and one new cadet. We welcome our latest members to the Big Easy Wing:

Larry Rhodes of Hammond, Louisiana

James White of Hammond, Louisiana

Ansel Cantin of Donaldsonville, Louisiana

## Upcoming Meetings—Shirley Colomb

October 12 –Saturday @ 10 am @ hangar

November 13–Wednesday @ 6 pm @ hangar—Election of Officers

December 7 –Saturday @ 5:30 pm @ hangar—Christmas Party

With the end of the year coming, it is time to start planning our Christmas social. Presently, it is set for Saturday, December 7<sup>th</sup> at 5:30 at the hangar. So, mark your calendar. We had a great time last year. To this year's event, I would like to have a door prize table. Glenn Metzler and Carol Olson have joined the raffle committee. Over the next 2 months, we will look for volunteers to help with set-up and start a food list.

## Upcoming Events

- [Cajun Fly-in Festival & Car Show](#) -Nov. 2-[Houma–Terrebonne Airport](#)
- [Wings Over Houston Oct. 19-20](#) Ellington Airport
- [Southern Heritage Air Foundation](#) monthly lunch Oct. 23 Vicksburg-Tallulah Airport, Tallulah LA
- [Wings Over Dallas Oct. 25-27](#)
- [Blue Angels Airshow-Pensecola](#) Nov. 8-9

## KAStrack

### REGISTERING YOUR ACCOUNT

For those VERY FEW that need to register, the easiest way is to go to our public page <https://bigeasywing.org/about/application/>, scroll down to the end, and click on the “[New Member](#)” link.

### LOGGING IN TO YOUR ACCOUNT

For 99% of us, this is where we start. First, choose your weapon! I suggest using the Edge, Chrome, or Firefox Browser. Internet Explorer users will find many websites do not render correctly, KAStrack included. Our KAStrack website is located at <http://cafnew.kastrack.com>.



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## CAF Mission—Honor those that served!

“Thank you! We arrived at the CAF air show in Hammond, LA to find it cancelled due to weather. While we were watching your preparations to leave a WWII veteran arrived. You took time to personally walk him out to the remaining planes and introduced him to the pilots and crew. The respect you showed this hero and national treasure was greatly appreciated.” Linden



On our website, we received this very kind remark from a guest at the Airshow this Sunday. I thought that everyone would appreciate reading it. Jacques wrote down all the WWII veterans information: Mr. Ralph Cole a 95 year young veteran who served in England, France and Germany. He served on the P-47 starting in 1944.



Earlier in the week, there was another WWII veteran who toured the aircraft. Mr. Mills, Sr. made the Advocate Metro section.



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## In the News — Around the Airshow Circuit — Marshalling

Member Dave Cantin reports on his marshalling experiences: It's hard to believe that I've worked eight airshows with the Marshalling Detachment so far this year. Being a member of the Big Easy Wing was the impetus for me to move forward with joining the Marshalling Detachment. I started with the Tora Tora practice weekend in March and since then I have been to Corsicana, Tx and Midland, Tx.

*July 4<sup>th</sup> weekend* was the Thunder Over Cedar Creek show. This year the planes launched from Tyler, Tx but the show was over at Cedar Creek lake. I did not get to see the show. The area at Tyler airport was quite small so it was a challenge to find a place to park and launch all the planes. Handling the B-17, B-26, B-25, C-45, a variety of smaller single engine planes and Falcon Flight RVs it was interesting. Tyler has a great little air museum in the FBO they were selling surplus items which is where the models in the BEW display case came from. A three star General, Howard M. Fish who flew in B-17s in WWII visited the Texas Raider which was a special and emotional moment.



The first September show was with the *Coyote Squadron in Corsicana*. This was a small show and not complicated from a marshaller's viewpoint. Devil Dog PBJ/B-25 and Night Mission A-26 were both there along with That's All Brother C-47 and Southern Cross C-47. Trojan Plyler's T-28, a couple Tora T-6s/Zeros, a P-63 and several other single engine planes rounded out the field. It was a fun show.

Next was the *Midland show*. I flew there because it is 800 miles from here. I spent most of my time on the fighter ramp. This experience was a good lesson on quick reactions and flexibility due to the set up. The Cavanaugh Museum and Texas Air Museum both brought 5-6 aircraft along with the B-17, B-25, two A-26s, P-63 and a slew of other single engine aircraft from different wings. Good crowd and good show. Several planes offered revenue rides and I had a chance to fill an open seat on the A-26 Night Mission. Special Kay A-26K was also there which is the only airworthy Vietnam era K model and is the specific tail number my dad flew at Hurlburt Field in the '60s. Makes it special to me.



Perhaps next month I will share my experience from the October shows – Wings over Houston and Wings over Dallas. Hopefully I will survive them.

Members, if you have any exciting flight news about yourself that you wish to share please send an email to: [info@bigeasywing.org](mailto:info@bigeasywing.org). It will be posted on our FB page and in our newsletter.