



Big Easy Wing



Volume 7, Issue 10

October 6, 2023

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Membership Meeting/

October 14th

10am



Unit Leader—Harold Buchler

Greetings!

Things around the hangar during September were quiet up until the last day of the month. On September 30, the Big Easy Wing hosted a fly-in. Major participants were the QB's (Quiet Birdmen) and the Ninety-nines. Several aircraft were on display piloted by our guests. After lunch those who stayed were treated to an exhibition of belly dancing. The Wing was thoroughly entertained by the members of the "Pandorium" Belly Dancing Troupe. Our own Bill Triay's daughter, Gina, is a member of the Troupe.

This month several events are planned. We will be participating in the Hammond Air Show on October 21 and 22. Several of our members will undertake training with the Bayou State Escadrille to assist with the loading and un-



loading passengers during the event. We will have our Stearman there as a static display as well as our PX. If you have not yet done so, please contact Shirley Colomb if you wish to help out. Also, we would like to participate at the Stennis International Airport "Halloween Air Event." At this time Bill Triay and friend Jay Botsay will be attended along with our PX. Terry and Glenn will be working it. We need more volunteers. Let Shirley know.

As you are aware, our Finance Officer, Jeff Segner passed away. His passing has touched all who knew him. He will be greatly missed. Our thoughts and prayers go out to him and his family. There will be a Celebration of Life for Jeff held on Sunday, October 22. Please see the page 5 which is dedicated to Jeff. I want to thank James Myrkis who has replaced Jeff as our interim Finance Officer until the election next month.

With the cooler weather hopefully approaching, please come out to the hangar on Saturday mornings, specifically on October 14 which is our next meeting. Our newest member Kris will be our guest speaker. Kris will be adding an aircraft article to the newsletter. Check it out!



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New Orleans, LA 70126
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Chief Pilot—Mike Scott



Bonjour Big Easy!

I am writing this from Normandy, France. I am currently here for a week of vacation, mostly visiting many battlefield sites and museums surrounding Operation Overlord and the D-Day Invasion on June 6th, 1944. I am staying with a group in the Chateau de Servigny, where the treaty surrendering the vital port city of Cherbourg to the allies at the end of the 100-day battle for Normandy was signed. While here, we are visiting many of the invasion beaches like Omaha, Utah, and Gold Beaches, the town of St-Mere-Eglise taken by US Army Paratroopers, Point Du Hoc, and several museums in the area. If you haven't been, I highly recommend taking several days to visit the many historical sites of Normandy - it is highly worth the trip. Next summer marks the 80th anniversary of the D-Day invasion and the D-Day squadron once again plans to fly several C-47's over for various commemoration events.



On the home front, Stearman instruction continues with Jared Spencer and a hopefully soon with a new member who has recently joined us, Kris Caldwell. Kris comes to us from the Navy, where he flew F/A-18's (like yours truly) and then later F-35's before retiring from Active Duty. He is here to continue flying as a civilian contractor with Kuwaiti Air Force Pilots who will soon be training to fly new Super Hornets in Belle Chasse. As we continue on through October, I plan to get recurrent along with Jim Helms, so we will have two qualified and current Stearman IP's in the New Orleans Metro Area. We also plan to fly the *N'awlins Lady* over to the Hammond Airshow for static display October 20-22nd. Plan to come out and enjoy a great local airshow!

Finally, we are all sad to hear about the loss of our treasurer, Jeff Segner. He was a true asset to our unit and an incredible man who will be missed by all! My condolences to his family and friends.

Stay safe.



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Adjutant-Shirley Colomb



Greetings!

Welcome to our newest member John “Kris” Caldwell and his family. They have moved from North Carolina and he is working for Boeing.

Reminder! All members **must be up-to-date on their CAF and BEW dues in order to Vote. Elections are November.** Please check your expiration date for CAF. I will be happy to take your dues for 2024 at anytime. Please see me at any meeting or you can pay online (on our website or in KAStack.) Thanks!!!

Dues may be paid *Online* by going to our BEW website [online store](#) or you can mail me a check.

mailed to:
CAF Big Easy Wing
c/o Shirley Colomb, Adjutant
1216 Brockenbraugh Ct
Metairie, LA 70005

Checks



Safety Officer— Rick Wood



Hello Everyone in Big Easy Wing.!

October is here and hopefully cooler weather. Let's hope the weather for the Hammond Airshow and Stennis Halloween Airshow will be great.

A few things about the upcoming air show.

When you are working the static display area, remember to keep an I on the kids. Make sure no one touches the glass.

Also, remember to take a break, there are several members assigned. Final note- the guy on the wing is lifting and it is back breaking work, so relief is often needed.

If we sell any rides, I will explain how we will handle the plane at that time. Let's have a great time together.

REMEMBER this is for the kids as much as for the adults. I will see everyone at our next meeting.





Happy Halloween!

“Fly-In” September 30 was a good time and we had a nice turn out of planes. Attendees were treated to special entertainment by the

Pandorium Belly Dancers. They were great and I think they enjoyed themselves.



The Hammond Northshore Airshow is October 21 and 22. We had several people signed up to work. *We still need workers* if someone is interested in working let me know at the October 14 meeting.. Hopefully, it will be a busy weekend for us. An app has been created for the **Hammond Northshore Airshow**. Please check it out. If anyone is interested in purchasing a flight they can do it through the app because our website is linked. At this time the plan is: On Thursday/Friday, Mike will fly the plane to Hammond. Rick will bring the trailer up on Thursday Oct.19. Kevin will bring the trailer home on Sunday. Mike will fly the plane home on Monday after the show.

Saturday, Oct 21		PX Sales/Raffle/Membership
8:00 AM-1:00 PM	Plane Sentries	Glenn Metzger
	Rick Wood	Warren Spears/ Roger Jeffrey
	David Capo	
1:00 PM-5:00 PM	Harold Buchler	Glen Metzger
Sunday, Oct 22		PX Sales/Raffle/Membership
8:00 AM-Noon	Plane Sentries	Glenn Metzger/ Karl Shearer
	Rick Wood/ Bill Alvarez	David Capo/ Dawn Duxworth
	Kevin Duxworth	
1:00 PM-Close	Harold Buchler/David Capo	Karl Shearer /Bill Alvarez

October 28 — Stennis International Airport in MS is having a Halloween Flight Day. I am hoping that some of our members will be able to attend . Bill Triay is bringing his plane and Glenn/Terry will bring the PX. If you are available, please le me know on October 14.

Elections—

In November, we will be voting. Since I will be running for the position of Finance Officer, I will no longer be able to chair the Election Committee. Glenn will assume the lead position and will be handing the election process.



The following positions are available for anyone interested in serving:

Wing Leader—Harold Buchler	Operations Officer—Mike Scott
Finance Officer—James Mrykis	Safety Officer— Rick Wood
Development Officer—Shirley Colomb	



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Farewell Jeff Segner! It was a pleasure knowing you!



Jeffrey "Jeff" John Segner, 61, of Slidell, Louisiana, passed away on Saturday, September 23, 2023, in Slidell. Jeff was born March 10, 1962, in Chicago, Illinois, to John and Mary Segner. He spent his childhood in Illinois and Michigan, completing his undergraduate degree at the University of Michigan in 1984.

Jeff relocated to New Orleans where he met and married Denise Henderson on June 17, 1989. She was the love of his life the entire 33 years they were together. Their beloved daughter Ashley was born December 4, 1991. He worked for several years tending bar at The Port of Call and as a registered EMT. Jeff graduated from Tulane University with a Masters of Public Health in 1994 and worked as a clinical research site director at Benchmark Research for 18 years. He maintained his love of learning, especially in the sciences, throughout his life.

Jeff was an avid scuba diver and he and Denise traveled the globe to dive in some of the world's best sites. He was also passionate about photography, including underwater photography, and never went anywhere without his camera. Whether catching shots of jellyfish in Palau or just family gatherings around the pool, Jeff could be counted on to get the best pictures at every event. Jeff absolutely loved to fly and was fascinated with old planes. He was a licensed pilot, a charter member since 2017 of the Big Easy Wing and a Colonel in the Commemorative Air Force. He functioned as the Big Easy Wing Photographer and the Marshall for wing. He was also a member of the Hammond Bayou State Escadrille and the Experimental Aircraft Association. He was an avid car enthusiast and his prized possession was his 1989 Mark 3 Toyota Supra Turbo. Along with his close friends Dave and Thomas, he founded Crescent City Supras which eventually grew to include Supra fanatics throughout Louisiana, Mississippi, Alabama and Texas. He loved sharing his passion for fast cars with anyone who had an interest.

He had a larger-than-life personality that left a positive, memorable impact on those around him. Jeff's intelligence, kindness and sense of humor will be remembered by everyone who knew him. (Family obituary posted on AN17 Local News)

Thoughts and Remembrance of Jeffrey Segner

Robert Claypool:

It was with sadness that I received the news on Jeff's passing. I have learned that Jeff, for the most part, went through this ordeal privately... and that epitomizes my time with Jeff. He was always quick to offer help and without asking for anything in return. Jeff was someone you could always count on for a quick quip and a smile. Jeff,

I know you are in a better place... thank you for gracing us with your presence when you were here.



Donald Allen:

It is so sad to hear about Jeff. My first recollection of Jeff was at our very first Christmas party, he was one of the first members I met. I spent some time getting to know Jeff better when we shared a room at the Opelousas Air show. He was always kind to me. My only picture of me landing when I was taking flying lessons was taken by Jeff. He sent me an 8x10 photo as a gift. We rode the B-24 and the B-17 together. Jeff loved WW-2 planes and the CAF. It is easy to find photo's of Jeff, he seemed to always be there. I'll miss him as a member and a friend.



Shirley Colomb:

Jeff, I can remember when I began working with you. You were soft spoken and kind in your words. You were always the one that we could count on to be calm and understanding during our Big Easy Wing board meetings. You looked at life in a very positive way. You loved aviation, riding in aircraft and taking photos. I am glad that we have several of your photos hanging in the office. You left us way to soon. I was pleased that you brought your daughter, Ashley to the hangar often and that she got a ride in the Stearman. Somehow that made you closer to me. I only wish I had known about your illness. Jeff, it is your spirit of kindness that will not be forgotten. Duck and I are deeply saddened that you will no longer be with us, but we are grateful for the time that we shared together.



David Capo: "The Lost of a Giant"

Upon hearing of the passing of Jeff Segner, needless to say, I was shocked as were so many. Jeff, a charter member, and our Finance Officer was a giant among men in so many ways. What made Jeff so wonderful was his ability to work with all of us. He had a gentle demeanor that worked well alongside this Unit Leader's rather bombastic approach to the wing. Jeff would gently but firmly keep us all on track, especially me. His amazing advice will be sorely missed.

One of the many talents Jeff had was his ability to get himself on airplanes. He could wrangle a free ride on any and every plane that visited our wing. I was always amazed at how he could always do it! One time, a member saw a plane taking off and asked me what type of aircraft it was. I said, I don't what it is but that is Jeff Segner in the back seat!

All kidding aside even though that is what I believe he would want us to remember, his great sense of humor. I know that in the coming months, the Big Easy Wing will come together to fittingly say goodbye to our great, gentle giant. God bless his family, friends and all who will miss him. Safe travels WEST my friend.



First Impressions: There are few airplanes as visually impressive as a de Havilland Beaver on amphibious floats! The sheer size of the machine, coupled with the sound of 450 hard-working horses and the obvious nautical utility make this flying and floating machine virtually impossible to not drool over!

Background: Following WWII, de Havilland Canada, wanting to break into the civilian aviation market, solicited input from various Canadian pilots and operators regarding flight and mission characteristics they would like to see in a utility aircraft. The feedback received was for a rugged and dependable machine with STOL performance, plenty of power and cargo doors large enough to handle a 55-gallon drum! The ability to swap out wheels, skis and floats was necessary to ensure that there was no environment in the great north that was unreachable, regardless of the season. Speed, however, was NOT one of the requirements. The iconic DHC-2 was in production from 1948 to 1967 by de Havilland Aircraft of Canada Limited, during which 968 Mk.I radial-equipped and 60 Mk.III turboprop Beavers were manufactured.

Design Features: The Beaver is arguably one of the best (if not *the* best) backcountry aircraft ever built. Its versatility, simplicity and hauling capacity make it ideally suited for the backwoods of Canada and Alaska. The 48-foot wingspan includes drooping ailerons (down to 15 degrees) to match the flap position and is hydraulically pumped up or down with a selector lever and hand pump immediately to the right of the pilot's seat. A handy flap position indicator is located on top of the glareshield. The Beaver is an all-metal design equally at home on wheels, skis or floats. The model as flown is equipped with Wipline 6000A amphibious floats that provide 6,131 pounds of buoyancy. The 25-foot floats have retractable quadricycle (yes, it's a real word) landing gear hydraulically actuated via hydraulic actuators in each float. The electrically powered hydraulic pumps themselves are located in the aft portion of the cockpit. A manual hand pump is available in the cockpit, usable even during a loss of main reservoir fluid, since there is an additional reservoir dedicated to the emergency hand pump.



Powerplant: The most common powerplant for the Beaver is the Supercharged 450 hp Pratt and Whitney R-985 Wasp Junior radial engine. In the 1960s, the DHC-2T was equipped with a 680 shp PT-6A, greatly increasing performance and hauling capacity. Three belly tanks hold 95 gallons of fuel and are conveniently fueled from a single fuel access door on the fuselage. If you're traveling further distances, two tip tanks provide an additional 40 gallons, but require the fueler to be unafraid of heights. If topping off the tip tanks, the fueler must climb on top of the fuselage and walk all the way to the tips at a height of 12.5 feet off the tarmac before grabbing the hose from someone with a ladder!

Preflight: If preflighting the Beaver on land, inspection of the floats is easy and should be thoroughly checked for any damage or signs of a hard landing. With a hand pump, purge all eight pump-out cups on each float to ensure all water is removed from the floats. If dockside, you can balance on the bow wire to check the prop and front cowling. The oil capacity is six gallons and the filler neck is in the cockpit by the copilot's left leg which, as a side note, does get warm in flight. As with all radial engines, be sure to pull the prop through to check for hydraulic lock.

Start/Taxi/Takeoff: The Wasp Junior loves gas, so give it about five shots of prime, actuate the fuel wobble pump to ensure that fuel pressure is up, and then engage the starter. After counting five blades, turn the mags on and wait for the five primed cylinders to begin firing. One by one, each of the nine cylinders will start coughing and sputtering to life amid puffs of white smoke. Patience and some coaxing with the throttle and wobble pump will eventually be rewarded with the harmonious rhythm of nine thirsty cylinders. Sit on your hands and let this lumbering giant warm up adequately before asking it to haul your payload into the sky. If taxiing around on the tarmac, steering is easy with castering nose wheels and differential braking.

If you are afloat, the water rudders lower with a lever on the center console and are actuated via cables and pulleys.

Forgetting to lower the water rudders for slow speed water taxi is a self-correcting mistake since you will have zero control and immediately weathervane into even the slightest breeze. After lining up on the runway or waterway, pull the water rudders up (if required) and feed in manifold pressure smoothly, taking great care not to overboost the cylinders. Land takeoffs do not require much runway and those big wings make the Beaver fly at speeds that seem too slow for its size. If taking off from the water, there are several standard floatplane techniques that can be used to get the Beaver up on plane and eventually “unstuck” from surface friction. It will generally take about 32 seconds to become airborne at medium weights.



Flight Characteristics: Flying the Beaver on floats is like “wrasslin’ a goat by the horns”. I’ll admit that part of this allusion is that the Beaver’s yoke reminds me of a goat’s horns. Also, a DHC-2 on amphibious floats is a lot of mass to move around the sky and it flies like a Mack truck with wings! This is not criticism by any means because it is a utilitarian machine through and through and one that has stood the test of time in some of the harshest flying environments on earth. The Beaver continues to be a coveted workhorse where no other machine will do. My late friend and proud Beaver owner, Sullivan Vanway, used to say that you have to force the Beaver do what you want it to; when it’s on the ground, it doesn’t want to fly and when it’s flying, it doesn’t want to land. Flying this airplane with both hands on the yoke just seems right. You can expect to cruise at about 105 mph while burning 25 to 28 gallons per hour. Again, speed is not the Beaver’s mission, but if you want to haul 5100-5600 lbs. (with proper mods) of plane, people, fuel, canoes, ATVs, groceries, lumber, and wild game all over the far north, the DHC-2 is the machine you need.

Landing: One of the most important aspects of flying an amphibious aircraft is positively confirming the landing gear position to match the runway state of matter. Liquid runways = gear up. Solid runways = gear down. Seems simple, right? More than one pilot has forgotten this simple equation and the results are not pretty. If landing on a good old-fashioned runway, the touchdown sight picture will be very high as the cockpit is roughly the same sitting height of a 737 cockpit! Landing a Beaver on amphibious floats is, well, like landing a shopping cart! It is actually not difficult at all and directional stability is great with the large flight controls, floats and horizontal stabilizer strakes. At slower speeds, transition back to using differential brakes. If landing on the water, do a careful study of the winds and surface conditions. Always carefully check for water depth and look for submerged objects. With large bodies of water, it is usually easy to line-up into the wind and set power for a stabilized approach all the way to touch down. With a 48-foot wingspan, even the heavy Beaver has a pretty decent power-off glide profile.

Post-Flight: The work isn’t finished after landing! Once you have parked, beached, docked or ramped the Beaver, make sure to pump out all the float compartments and check the prop for nicks caused by water spray. A good wash down is always advised, and certainly true if you’ve been playing in salt water.

Wrap-Up: The airplane’s namesake, the hard-working amphibious rodent, is Canada’s national animal and the de Havilland Beaver follows suit! It is a hard-working airplane that has linked all points north for the past 75 years and will continue to do so for a very long time!

