



Big Easy Wing



Volume 8, Issue 3

March 4, 2024

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Safety Officer

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**Happy Patrick's
Day**

Membership Meeting/

February 10th

10am

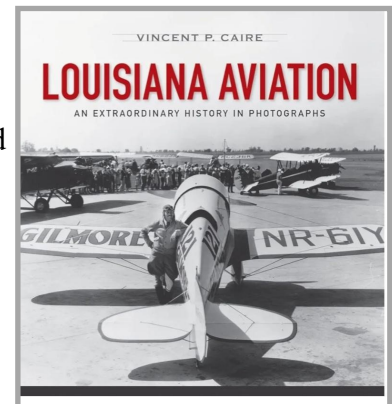


Unit Leader—Harold Buchler

Greetings!

I know you will join me in saying goodbye to the fridge weather we experienced in February. I hope all of you who celebrated Mardi Gras had a safe and fun filled time. It is time to get back to the business of the Wing. Our main event quickly approaching is our Ground School and we have other events on the horizon.

On March 9 we will be holding our annual Ground School. This year, like last year, it is organized by our Executive Officer, Robert Claypool. I know a lot of time and effort has gone into making this year's event special. We will have a guest speaker, Vincent Caire, who will inform us about the history of Lakefront Airport. See Robert's article which will detail the day agenda.



I just returned from attending the CAF Winter Conference in Dallas. I met with the powers that be and have been assured that we are on good terms with Headquarters. While there, I met with the representatives of the various Wings that will be participating in the War Bird Expo in May. From all indications, everyone is primed and looking forward to the event. I have seen the first press release showcasing the event. It was sent through social media and other channels on March 1. Plans will be made very soon concerning a party at our hangar on Saturday, May 11, inviting all of the crews that have participated in the event. I have my fingers crossed that the price of crawfish will come down.

Last month saw our Stearman, New Orleans Lady, down for its annual inspection. I have been told that she came through with flying colors. I would like to thank Pat Quigley, who performed the annual inspection, as well as our Maintenance Officer, Terry Clausing.

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Executive Officer– Robert Claypool



The BEW Ground School is imminent!

March 9th is next weekend, and we should prepare ourselves accordingly! Don't forget that this is an excellent time to invite others that may be interested in joining. The link to register for ground school is: (Note: If you are registering more than one person, please register each person individually.)

<https://cafbew.kastrack.com/webforms/2024-Groundschool>

or accessed via your phone:



Please register and then take a look at the Agenda:

Start Time	End Time	Item
8:30	9:00	Registration [and CAF Hold Harmless]
9:00	9:15	Welcome Pledge of Allegiance Introduction of Officers and Committees Ground School Logistics
9:15	10:00	Guest Speaker Vince Carie
10:00	10:15	Break / Hangar Safety Tour
10:15	10:45	HQ CAF Update Video Jan 2024
10:45	11:30	Pilot / Plane Session (Kris Caldwell / N'awlins Lady)
11:30	11:45	PX (Shirley Colomb)
11:45	12:15	Education (Roger Jeffrey)
12:15	12:45	Lunch (\$15)
12:45	1:00	Hangar Door Operation (Terry Clausing)
1:00	1:45	Maintenance (Terry Clausing)
1:45	2:30	Loadmaster (Rick Woods)
2:30	3:15	Marshalling (Ritchie Gray)

Representing our organization can be a fun and fulfilling experience, and the ground school is a great way to get and stay involved with the Big Easy Wing!

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Ground School Info continues Robert Claypool

Pilot / Plane Session (Led by Kris Caldwell)

Operations Officer Kris Caldwell will lead us through the inner workings of the Stearman and cover the history of our N'awlins Lady. Kris has been writing some excellent articles for the newsletter, showcasing various and interesting planes, I am anxious to hear what he offers on Ground School!

Intro to PX (Led by Shirley Colomb):

Come learn what the sound of sales is all about. Our PX tent is one of the primary ways we raise funds for our wing. And one of the best perks, when you work in the PX tent, you get a space in the shade at Air Shows!

Education (Led by Roger Jeffrey):

Education is one of the core missions of the Commemorative Air Force. Participants will get to review the existing training programs, as always help brainstorm new ideas. The Big Easy Wing now boasts flight simulators, which makes it more fun to reach kids and adults alike! Graduates will assist in the educational outreach of the Big Easy Wing after successfully completing the CAF HQ's course on Child Protectivity.

Hangar Door Operation (Led by Terry Clausing):

One of the most unique classes you will take this year! Learn how to operate the Hangar doors safely and confidently.

Loadmaster (Led by Rick Wood):

Learn the proper way to brief and safely load passengers in the N'awlins Lady! Graduates will be able to properly brief passengers to help them prepare for their flight. The loadmaster will then load and secure the passengers for rides at the hangar or at air shows. When the flight concludes, the loadmaster helps the passenger safely depart, usually right after a picture taken of their smile!

Maintenance (Led by Terry Clausing):

Ever wanted to know what it takes to keep these beautiful machines flying? If so, you'll want to take the maintenance course. Our in-house A&P will instruct on the necessary maintenance, he even helped the Big Easy Wing earn the "Outstanding Maintenance" award from CAF HQ. Under the watchful eye of our A&P, graduates will be able to assist with maintenance after successfully passing the drug and alcohol program. And to be clear, passing in this context means a negative score... not handing something to your neighbor.

Marshalling (Led by Richard Gray):

Our N'awlins Lady is always poised to takeoff... but she must get to the runway first! In tailwheel airplanes, this is a more daunting task than it seems. The angle of the plane makes it difficult for the pilot to see the ground near the airplane. Graduates of the marshalling class will learn how to help the pilot safely manage the trek to the runway. Holders of this training will be asked to assist during air shows and our local rides program.

I look forward to seeing everybody there!



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Operation Officer—Kris Caldwell



Huge thanks to Terry and Pat for getting the N'Awlins Lady a fresh annual in preparation for airshow and rides season! Pat and I gave it a "return to service" flight and everything looks and flies great. Please make it a point to attend ground school this Saturday (9

March). We'll be spending some time refreshing our knowledge of our Stearman while reviewing safety and loading procedures. Of course, it's also a great time for enjoying good fellowship. We'll also be discussing the NAS JRB New Orleans Airshow (22-24 March) and other future events. Looking forward to seeing everyone there!





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Event Coordinator-Shirley Colomb



Your wing has committed to participate in several upcoming Airshow Events.

First on the horizon and foremost is the Belle Chasse Airshow-March 22-24.

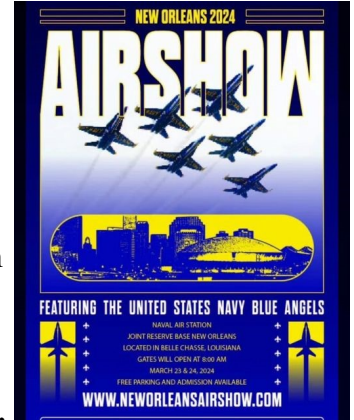
Presently, your contact for

the airshow is Kris Caldwell and Shirley Colomb. Please review the form in this newsletter so that you will be prepared to sign up on March 9th during Ground School. It is important that we obtain at least 4 people for the Sentry position which is at the plane. We need 2 people close to the plane for lifting children up/down and one person at the entry point talking about the plane/ suggesting donations and finally one walking around the plane. Each of these positions, especially the members lifting kids is tiresome; therefore, I suggest rotating among yourselves within your shift. At ground school, I will

go over the use of the square so everyone who signs up for the Belle Chasse PX position will be prepared and comfortable in using the square.

This 3 day event is an important fundraiser for us, so we need volunteers. Please use the forms below to go over dates, times and come ready to sign up. Thanks for all that you do for the Big Easy Wing.

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Shift		Position 1 – Plane Volun- teers	Cell Number/ Emergen- cy contact #	Position 2 – PX Sales/ In- fo/Rides Volun- teers	Cell Num- ber/ Emergen- cy contact #
Morn- ing 8 till 11					
	1				
	2				
	3				
	4				
11-2					
	1				
	2				
	3				
	4				
Closing out 2-5					
	1				
	2				
	3				
	4				



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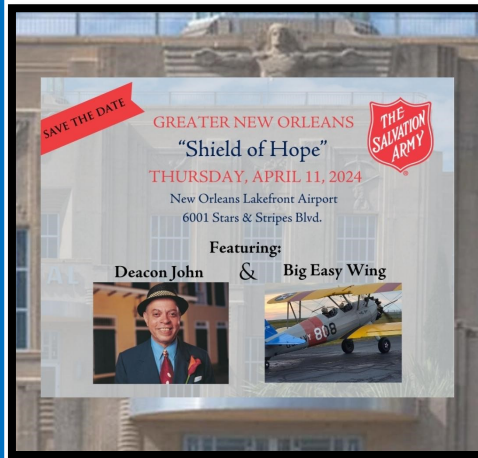
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Events continuation—Shield of Hope —April 11th



We are pleased to announce that our next event is a collaboration with the New Orleans Salvation Army “Shield Of Hope.” They will be holding their fundraiser at Lakefront Airport Historical Terminal Building.

The Big Easy Wing agreed to participate as the event’s exhibit. We will bring our two WWII planes and we have asked nearby members /friends to bring their plane. At this time, Bill Triay’s Stearman and Paul Marot’s Chipmunk will be exhibited along with ours. Kris and Robert are trying to locate a few more World War II vintage planes. These planes will be parked directly outside the terminal door so the patrons can have a close look at the planes and speak with members and pilots about them. The Salvation Army plays an important role in the New Orleans area. We are pleased to help support them in their fundraising efforts. Please click on the link or emblem below to purchase tickets.



DOING THE MOST GOOD <https://give.salvationarmyalm.org/event/2024-nola-shield-of-hope-fundraiser/e561476>

Events Continuation —War Bird Expo May 6-12

CAF Gulf Coast Wing and Airbase Arizona are coming to Lakefront. New Orleans is listed as an official stop for Airbase Arizona. Nancy with the Gulf Coast Wing is working with Lakefront Airport Director, Bruce Martin, with the aircraft placement logistics. Next month, we will have more details but for now mark your calendar and be ready to work Mother’s Day weekend. Note: this will be our first weekend for flying our Stearman. We need all hands on deck!!!



Apr 25-28 • El Paso, TX	Jul 8-14 • Plattsburgh, NY
Apr 29-May 5 • Dallas, TX	Jul 15-21 • Kingston, ON
May 6-12 • New Orleans, LA	Jul 22-28 • Gatineau, QC
May 13-19 • Birmingham, AL	Jul 29-Aug 4 • Peterborough, ON
May 20-27 • Savannah, GA	Aug 5-11 • Barrie, ON
May 27-Jun 2 • Atlanta, GA	Aug 12-18 • Akron, OH
Jun 3-9 • Charlotte, NC	Aug 19-25 • Lima, OH
Jun 10-16 • Richmond, VA	Aug 26-Sep 2 • Cincinnati, OH
Jun 17-23 • Washington, DC (Warrenton, VA)	Sep 2-8 • La Porte, IN
Jun 24-30 • Pittsburgh, PA	Sep 9-15 • Owensboro, KY
July 1-7 • Binghamton, NY	Sep 16-22 • Great Bend, KS
	Sep 23-29 • Albuquerque, NM





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Hangar Dog-Peanut-Gone West by Shirley Colomb



Peanut was a regular at the hangar. Peanut was adopted in April 2017, which is the same month and year that the Big Easy Wing was formed (April 26, 2017). You could find Peanut hanging about: in the office, following me back and forth in the hangar, walking through Bill Triay's oil pan (that made Terry happy) and eventually in a doggy stroller. He enjoyed all the attention that he received from the members, especially his Uncle Terry when he joined us at the hangar. I know you will all miss seeing him around. Don and I feel that loss, also. Peanut was loved and now he is in doggy heaven.



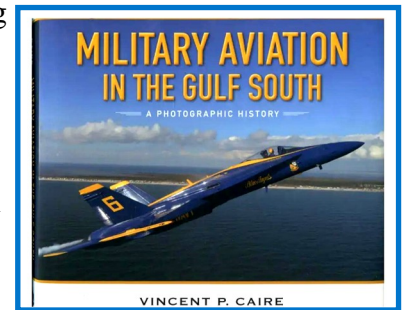
Adjutant-Shirley Colomb



March 9th is Ground School. This meeting would be a good time to invite someone who might be interested in aviation to come by and check out what we are about.

I know that the Hammond group is having an event that day. But if at all possible join us in the morning to hear our guest speaker, Vincent Caire, a local author on Louisiana Aviation and the Lakefront Airport.

Having a guest speaker is an opportunity to mention our meetings to friends and coworkers. Remember, it is important for each of us to reach out to friends and acquaintances that show aviation interest or even community involvement. We all need to pursue prospective members. Already, there are many events on our calendar-promote these with friends and people you meet to increase membership.



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

Checks mailed to:
CAF Big Easy Wing
c/o Shirley Colomb, Adjutant
281-413-4525
1216 Brockenbraugh Ct
Metairie, LA 70005



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Wing Leader continues—Harold Buchler

Also hats off to Sonny Schilleci who performed the required 24-month transponder check that was due.

Plans are in the works for our PX trailer to get decals that will make it stand out at the New Orleans Naval Air Station Air Show set for later this month. Please note that we will need volunteers to assist in making this successful event. I want to thank Kris Caldwell for assistance in dealing with the individuals at the Air Station.

See you at the hangar.



In the NEWS



2G • Wednesday, February 14, 2024 • nola.com • The Times-Picayune



Retired Gen. Paul Tibbetts, left, Mike Scott, award winner Terry Clausing and Harold Buchler.



PROVIDED PHOTOS

Retired Gen. Paul Tibbetts, left, Glenn Metzger, award winner Kevin Duxworth and Harold Buchler.

N.O. COMMEMORATIVE AIR FORCE HONORS MEMBERS FOR SERVICE

The Commemorative Air Force Big Easy Wing, based at Lakefront Airport, has presented two awards for recognition of service in 2023.

Terry Clausing was honored with

the Ubert Terrel Distinguished Service Award for his performance as maintenance officer and service to the wing over the past five years.

Kevin Duxworth was presented

with the David Oreck Unit Performance Award in recognition of his service in events setup, participating in flight days cookouts and in taking leadership concerning airshows.



First Impressions: If you enjoy flying low and slow with your arm out the window on a warm day while checking out the landscape below, you'll love the Junior! The SM-8A is an easy-to-fly classic cabin monoplane that is comfortable for both pilot and passengers. From the outside, this 90+ year old vintage plane looks like it belongs in a museum, but remains relevant and reliable as a touring airplane for the right collector.

Background: With open-cockpit aircraft still very much the norm in the 1920s, comfort was a relatively new concept in aviation. The Stinson Aircraft Corp. developed the SB-1/ SM-1 Detroit in 1926 and it was a big success

as a "modern" six-seater. It had an electric starter and an enclosed (and heated) cabin for both pilot and passengers. Because of its reliability, safety and comfort, a couple airlines used it for regularly scheduled flights. In order for Eddie Stinson to market his successful monoplane design to a wider customer base, he created a scaled-down version of the Detroit, the SM-2 Junior. The "Detroit Junior" or "Baby Detroit" hit the market in 1928 as either a three or four-seater and continued to evolve with bigger engines (including a Packard diesel), larger cabin area, float and ski options, and even retractable undercarriage. Production ended in 1933 with a total of 321 Junior models built. The model flown for this article was a 1930 SM-8A with a 225 hp Lycoming R-680.

Design Features: Your first impression walking up to a Junior is how substantial an airplane it is. With a 41'8" wingspan and gross weight of around 3,200 lbs., it is not a small aircraft, by modern four-seater standards. The wings are braced with dual, parallel (airfoil-shaped) struts that connect to the landing gear struts and braces. The landing gear is an oleo strut system and includes an external retention cable for when the struts are extended in flight. Large flush-mounted Grimes lights are located under both wings. When selected, they pivot down and forward before illuminating.

Two large doors and convenient two-rung ladders make access into the cabin easy. As you step up the ladder, there is a leather loop on the door frame for assistance in climbing aboard. Even though it doesn't seem necessary, there is a small inward swinging door on the port aft side of the cabin for loading baggage behind the back seat. Once in the cabin, you'll notice there is no shortage of leg room in the back of a Stinson Junior and no tiny eyeball air vents for Stinson passengers - both rear seat passengers have a sliding window for all the fresh air they want! Up front, the cockpit is pure 1920s. Both the pilot and passenger/copilot have a commanding view out the front, even with the tail on the ground.

Powerplant: The SM-8A was introduced in 1930 and originally came with a 215 hp Lycoming R-680, the first year that engine was produced. After WWII, the market was flooded with surplus, later-model R-680s. The SM-8A I flew had a 225 hp R-680 installed, coupled to a metal ground-adjustable Hamilton Standard propeller. Sixty-one gallons of fuel, stored in two wing tanks provide about 5 hours of flight time.

Preflight/Taxi: Everything, including the engine, is straightforward and easily accessed during the preflight inspection. Fuel quantity is indicated via a red bobber in a glass sight gauge that protrudes from the underside of the wing, making one wonder what would happen if a bird strike took it out. The uncowled R-680 makes even a detailed inspection easy. Because the nose is fairly high, walking the propeller through to check for hydraulic lock is a little easier with a second person. After climbing into the cabin, ensure the doors are secured and your passengers are comfortable and briefed before settling in up front. Once in the cockpit, roll down the windows with car-style hand cranks and buckle up. The first feature that you'll notice in the cockpit is the beautiful polished mahogany steering wheels. The second notable feature you will notice is the long lever with the squeeze grip located between the pilot and copilot's seats.

No, it's not a gear-shifter or even a flap handle (there are no flaps). It is a trim lever and will be important to familiarize yourself with prior to taking flight. The trim lever requires that you squeeze the grip lever, and move the lever to one of nine detents before releasing. If your first time operating this unique system is during flight with air loads on the elevator, there is a good chance you will not be prepared for how the actuation works and you will release all trim. Trust me when I say this can be quite startling and will require significant control inputs to counteract the air loads while you wrestle with the lever! The trim lever does take some getting used to, but once you have it figured out, you'll find it is actually not a bad system.

There are upper fuel shutoff valves at eye-height and low fuel shutoff valves by the pilot and copilot's ankles in addition to a main shutoff valve on the copilot's side of the instrument panel. Aviators in the 20s and 30s were very aware of cockpit fires and rightfully so. Ensure all the valves are open before priming the cylinders and shouting "CLEAR!". Push the starter, count nine blades, and turn the magnetos on. Perhaps, with a little help from the throttle, the cylinders will fire and belch white smoke one at a time until all nine are rhythmically chugging. Taxi is straightforward and accomplished with a steerable tailwheel and differential braking. There is also no need to swerve to see in front of the nose.

Flight Characteristics: After run-up and pre-takeoff checks are complete, take the runway and pour on the coals. Do not expect 225 horsepower to accelerate 3,200 pounds quickly. Fortunately, you've got 236 square feet of high-lift wing to get you airborne so it won't be long until you're climbing away. This airplane will get you where you're going in style, comfort and safety, but not quickly. It'll cruise at about 110 mph at 1900 rpm on a good day, while burning around 12 to 13 gallons per hour. It's a stable aircraft with very forgiving flight characteristics for even the most ham-fisted of aviators. This airplane truly flies like a very large Cub!



Landing: Landing characteristics are generally good but it is worth noting that the landing gear oleo struts will compress at slightly different rates even with a perfectly smooth touchdown with no wind, requiring some "undeserved" counter corrections. It can be wheel landed without much difficulty and even the relatively small rudder is far enough back that a three-point landing will still provide ample directional control and the large ailerons maintain roll authority even at very slow airspeeds.

Wrap-up: The Stinson Junior is certainly a rare and classy bird from the "Golden Age of Aviation". Unlike many early designs, it was a genuinely good one that has stood the test of time. The Stinson "Detroit Junior" was born at the perfect time - when aviation had matured enough for safety, comfort and reliability to actually be design characteristics, not just after-thoughts. Aviators of the 1920s and 1930s appreciated the Stinson Junior and aviators of the 2020s continue to appreciate them.

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