



Big Easy Wing



Volume 9, Issue 6

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**Father's Day
Flight Weekend**

Membership Meeting/

June 8th

10am



Unit Leader—Harold Buchler

Greetings:

I hope you all had a wonderful Memorial Day weekend.

Last month was an exciting time for the Big Easy Wing. The BEW played host to Air Base Arizona, the Gulf Coast Wing and the Mississippi Wing at Lakefront Airport. Due to the weather beyond our control, the arrival of the B-17 was delayed. Due to pilot sickness the SNJ from the Gulf Coast Wing could not attend, same with the P-51.

On Wednesday of the War Bird Expo week, over 100 students from Christian Brothers School visited the airport and got a tour of the available planes, the B-25, the C-45 and our Stearman. See more info in David Capo article.

FOX8 news was also present interviewing Mike Garret from Air Base Arizona and myself.

On a side note, if you want my autograph, the going rate is \$25.00.

On Saturday night of the event, the BEW hosted a crawfish and shrimp meal for the flight crews and their guests. The event was well attended and a wonderful time was had by all. During the War Bird Expo week, the Big Easy Wing sold 14 rides and will probably pick several new members to the Wing. I want to express my deep gratitude to all of our members who assisted in making the week a rousing success. **BRAVO ZULU** to all.

Plans are underway for our annual Father's Day Flights. See more details in this newsletter. I want to reiterate to everyone to that the hangar is available for rent to organizations or to our members affiliated with any organization looking for a place to host an outing.

See you at the hangar!

WWII vintage aircraft showcase in New Orleans with Flying Legends of Victory tour

Updated: May. 9, 2024 at 5:00 PM CDT

Parker Boyd





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Operation Officer—Mike Scott



Greetings Big Easy Wing!

We had an outstanding Warbird Fly-In Weekend at Lakefront Airport a few weekends ago. It was great to see the Airbase

Arizona and other CAF aircraft all together. I know all of us were happy to see the C-45 (Beech 18), and the beautiful bombers- B-17 “Sentimental Journey” and B-25 “Maid in the Shade”- flying rides during the weekend over the city.

Your pilots, Kris Caldwell and I, had a fun time taking turns flying riders over the city each day. A highlight for me was taking my good friend Jeff Terry flying when he was in town and then taking a long time Louisiana Congressman (and fellow former Navy sailor), retired Representative Rob Livingston, flying in the “N’awlins Lady”. Mr. Livingston said it was his favorite flight he’s ever had, so I’ll take that as a good endorsement!



Outside of our squadron, I had the very unique opportunity to help the “D-Day Squadron” prepare to cross the Atlantic Ocean for the 80th anniversary of D-Day and 75th anniversary of the Berlin Airlift. I helped with logistics, pre-flight briefings in the US, and briefed water survival training for the crews crossing the Atlantic via the WWII North Atlantic “Blue Spruce” Route. I had the once in a lifetime chance to fly in “Placid Lassie” which dropped paratroopers over Normandy and Europe, followed by an afternoon flight in the DC-3 “Spirit of Douglas” down the Hudson River. in Normandy, before spending time there and later on to Germany- follow their progress online at ww.ddaysquadron.org



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Operation Officer continues —Mike Scott

The following day I was fortunate to fly for two hours in the left seat of “Western Airlines” on the final US leg before crossing from Oxford, CT to Presque Isle, ME. At the time of writing this, 5 DC-3’s are in North Weald, Scotland and two others are broken on the way there. They will soon travel over to France and drop jumpers over the beaches in Normandy, before spending time there and later on to Germany- follow their progress online at www.ddaysquadron.org.

Be sure to spread the word about our Father’s Day weekend ride event- hopefully the weather continues to cooperate with us to get a good number of riders in the air over the city!





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Education—7th Graders Visit - Warbird Expo-David Capo



Greetings!

May 9, 2024 – 120 7th grade students from Christian Brothers School (CBS) spent their morning out at the New Orleans Lakefront Airport (KNEW) learning about aviation, history, and the stories about KNEW. Organized by myself and the school principal, Mr. Michel Prat (not the former Tulane quarterback), the students were driven to

the airport in limo buses assigned to their various homerooms. Once on-site, they were treated to tours of the aircraft on the ramp plus a guided tour through the beautifully restored terminal building. The Warbird Expo was sponsored by the Big Easy Wing (BEW), the Gulf Coast Wing, Airbase Arizona, and the Mississippi Wing. The students were able to visit with crews of the beautiful airplanes already at the airport. Truly a once in a lifetime experience.

Managing many students at one time was challenging to say the least. I couldn't have done it without the help of BEW members: Harold Buchler, Roger Jeffrey, Richie Gray (whose grandson attends CBS in the 5th grade), Karl Shearer, Terry Clausing, Shirley Colomb, Glenn Metzger, Kevin Duxworth, Bill Alvarez, and Rick Wood. Thank you to everyone who came out and helped. The students really enjoyed it.

Rick Wood has been invited to address the 6th grade aviation program on the campus of CBS next year. He will present his Hurricane Hunter talk that is sure to thrill the students. Thank you, Rick. Also, next year, I will try and get CBS 6th graders to visit our hangar and airport as part of their aviation classroom training. Also, the wing is expanding its outreach to other local schools as part of our ongoing aviation education program. If you are interested in supporting our educational efforts, we would welcome financial support. Please visit our [website](#).



Christian Brothers Students

Student Visit



Deacon Len Enger

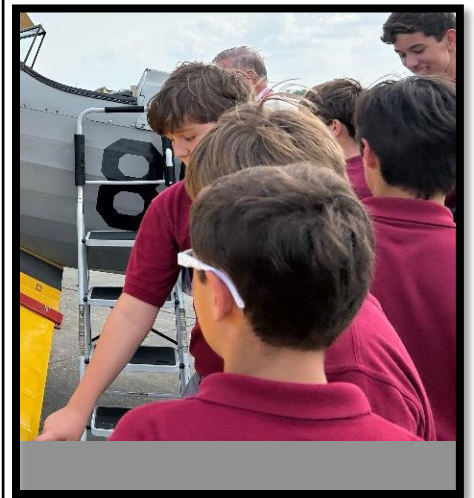


Christian Brothers students



Airbase Arizona

Mike Garrett, Tour Director





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Event Coordinator—Shirley Colomb



Greetings Aviation Enthusiast!

The Warbird Expo planned by Airbase Arizona and Gulf Coast Wing was a successful event for our wing. I am not sure about the other 2 groups. There were many delays due to the Texas weather which had them playing catch up on rides. Also, they were hoping for a bigger turnout. For us, we sold 14 rides and did well on PX sales. We had the CAP color guard participate on Saturday along with long time friend, Linden Uter, who sang the National Anthem beautifully. In case you missed the Fox 8 News about the Warbird Expo please click on link: [Victory Tour](#).

Our seafood boil was a success. All enjoyed the relax environment, the socialization and the food especially the desserts which were made by Dawn Duxworth and Pam Triay. Thanks to all !

It was a long 4 days and the heat was unbearable so a special thanks to those who worked most days—Terry, Glenn, Rick, Kevin, Jim R., David, Karl, Harold, Dawn, Bill A, Dayton, Austin, Don, and Richie. We couldn't have done it without you. If I missed someone forgive me—it was the heat that fogged my mind from remembering you. Of course a big thanks to our 2 pilots-Kris Caldwell and Mike Scott. We had a notable person , Honorable Robert Livingston, who bought a flight at the Salvation Army fundraiser that we participated with last month. We sold 3 flights from that event.

Rosie stopped by to make sure our Stearman was ready for a busy day.

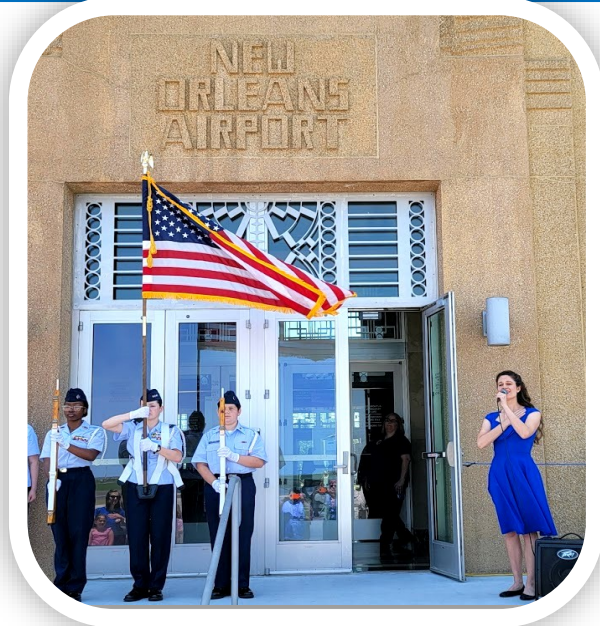


Our upcoming annual Father’s Day event will be Saturday and Sunday June 15th and 16th. Please come out and help make this event a success by promoting and selling flights. People can go online and purchase their flight, select their time as well as complete the Hold Harmless form. See you Father’s Day!

Warbird Expo Pictures



Mike Scott, Linden Uter (singer)
Kris Caldwell



Alvin Callender Civil Air Patrol
Color Guard and Linden Uter



New York National Guard



Messina Lunch with Airbase Arizona
Ladies



Melissa Russo (Aucoin Hart) and Pilot Kris



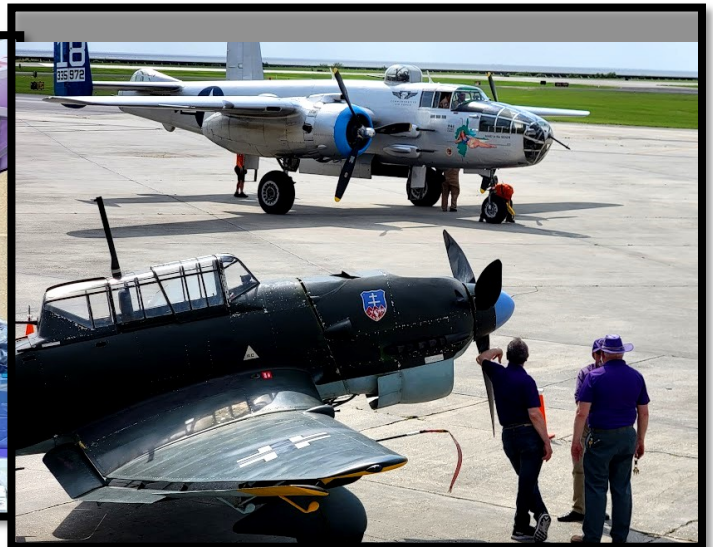
Warbird Expo Pictures—Hangar Social



Airbase Arizona and Gulf Coast Wing enjoys the seafood!



Warbird Expo Pictures





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Safety Officer –Rick Wood



Hello Big Easy Wing

June 1st starts another Hurricane ☪ season. From what I have been told by personal at Keesler it is going to be a very busy one.

Here are a few reminders to think about if New Orleans is in the path:
move planes and vehicles to higher ground at airport if minor storm
pick everything up that we can to keep it from water damage.

hurricane gate closures mean we will not have access to the hanger. I will keep in touch with airport officials to find out when they plan to close them.
pilots need to stay in touch with Harold and Terry if there is a serious hurricane in the Gulf

On another note, I will be going near Opelousas to Sunset, LA on the afternoon of June 8th after our meeting. I am attending the “Rockin on the Runway” event. I will have a few things from our PX to sell, advertise the BEW, and try to book Father Day rides.



Adjutant-Shirley Colomb



Hi There,

I would like to thank Airbase Arizona, Mike Garrett and Gulf Coast Wing, Nancy Kwiecien for arranging the 2024 Warbird Expo at Lakefront Airport. It was good exposure for our Wing.

Although we did not recruit any new members, we made new contacts for future endeavors. Advertisement is essential to growth. Please copy the flier that is included in this newsletter and post where you can.

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

Plane Impressions “Spartan 7W Executive” by Kris Caldwell



julietkilocharlie@yahoo.com

First Impressions: In the 1930s and 40s, if you arrived somewhere in the futuristic-looking Spartan Executive, you were surely a big company executive or on the “who’s who” list. Even the name of this airplane is classy.

Background: Both the Spartan Aircraft Company and the Spartan School of Aeronautics were founded in 1928 by oil baron William G. Skelly. Although not a pilot, he knew aviation was the future, and the school would be a means to market his aircraft. Indeed, the company’s first aircraft, the open cockpit Spartan C3 bi-plane, was used as a trainer in the school. Spartan produced other models in modest numbers, including a cabin monoplane, a sport monoplane, and the NP-1, a primary trainer for the U.S. Navy. Though not the most prolific aircraft that Spartan built, the 7W Executive is the most well-known and iconic. Following the war, a single tricycle-gear Executive (12W) was built before the company “shifted gears” and began producing luxury all-metal motorhomes.

Pat Hartness (EAA#xxxxxx), founder of the Triple Tree Aerodrome in Woodruff, S.C., owns serial number 7W-13, the 13th of 36 Executives made between 1936 and 1940. Only twelve remain flyable. Pat’s Spartan was manufactured in 1937 and was initially owned by the Standard Oil Company before being purchased by the president of the Packard Motor Car Company. In World War II, eleven Executives were pressed into military service and designated as the UC-71-SP in the U.S. Army Air Corps. Serial number 7W-13 was one of these eleven. It was used as an executive transport but was eventually re-registered to its civilian 7W designation when the war ended. Pat bought the Spartan in 1971, after it sat derelict in Martinsburg, W.V. for 20 years. In fact, it was so derelict, trees needed to be cut to extract it! Remarkably, the engine was brought back to life with minimal effort. Though the Spartan was in rough shape, Pat and his team were “up to the task” and performed an extensive restoration. Over a period of three years, they removed all the aluminum skin and made necessary structural repairs. In the ensuing 50 years, Pat has flown the Spartan all over the country both for work and family trips. From 2009 through 2013, He and his team conducted a second extensive restoration. His Executive has won Reserve Grand Champion at Airventure and Grand Champion at Sun-N-Fun. While he calls himself this Spartan’s “caretaker”, he fully intends to keep it. He has even planned a 100th birthday party for it in 2037!



Design Characteristics: The art deco look, sleek lines and tapered wings give the Executive a timeless beauty about which few would argue. In the 1930s, the all-metal Executive was futuristic. Indeed, the Spartan's main competitor at that time was the Beechcraft Staggerwing, which is a wood and fabric bi-plane. The 7W is a five-seat, cantilever aluminum monoplane with a steel tube frame. It is an airplane not only built to last, but also made for easy maintenance.

Obviously, business executives could not afford to have their winged transportation under maintenance for weeks at a time! The core of the 7W is the ultra-strong, welded 4130 steel tube inverted "triangle truss" frame onto which the landing gear and fuselage are mounted. Likewise, the wings also use the inverted steel "triangle truss" structure as the spar; consisting of three parallel steel tubes welded with crossmembers into a triangle. The control surfaces are fabric-covered with an aluminum trim tab.

The Executive is also designed for comfort. Eighty percent of the original 7W buyers were oil executives, who used the machines for quick travel to remote oil drilling sites and cities all over the Americas. They valued both speed and comfort. The cabin is accessed from a large fuselage door on the left wing. There is plenty of head and shoulder room for the pilot and passengers. The original operator's manual states that only the "finest fabrics, deep-textured carpets were used" and they were color-harmonized with the arm rests, drapes, and interior molding. As with many airplanes of the 30s and 40s, the Spartan had four paraflare tubes for illuminating unlit airstrips for late landings.

Powerplant: All production Executives came equipped with the supercharged Pratt & Whitney R-985 Wasp Junior. The Wasp Junior engine turns the 90-inch Hamilton Standard two-bladed, constant speed prop at 2,300 RPM, producing 450-horsepower at sea level. Pat's Spartan holds 59 gallons of fuel per side and the oil tank holds seven gallons. For best efficiency, 25 inches of manifold pressure and 2000 RPM at 9,000 feet will produce about 161 miles per hour at approximately 19 gallons per hour. Owner Pat Hartness said that there's plenty of power remaining and he'd never let a Staggerwing pass him!

Taxi/Takeoff: Use gentle S-turns to check for obstacles in front of the aircraft while taxiing. The tail of the 7W is heavy and the tailwheel steering is quite effective. Differential braking is not required to taxi the Executive until you need to make a very tight turn. Spartan pilot, Ben Templeton, describes turning the airplane as follows, "To turn, you put in a pedal input, and then immediately start fighting the turn with the opposite pedal". The Spartan sounds great, and to anyone within ear shot, there is no mistaking the beautiful (and loud) resonance of the Hamilton-Standard coupled to the 450 horses of the Wasp Junior! At about 50 mph, push the tail up. At 65 miles per hour, the Executive will start climbing away, having only using 600 feet of runway!

Flight Characteristics: After takeoff, lift the landing gear switch and wait for the electric motor to retract the gear. Bungees assist over-center linkage to move the gear to the "up and locked" position. With the landing gear retracted, the supercharged Spartan will climb at 1,400 feet per minute. The single throwover yoke has a 3/4-circle leather-wrapped steel steering wheel. A crank handle on the left fuselage wall can be used to extend (or retract) the landing gear, should the electric motor fail. The Executive is a joy to fly and even though it is large (4,400 lbs.), it does not feel heavy at all. The roll control is especially smooth, thanks to both well-designed wings and pushrod/bellcrank-controlled ailerons.

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The elevator trim is conveniently controlled via a twist knob on the bottom of the throttle quadrant, although not much trim is required in this well-balanced machine.

Landing: Place the landing gear switch down and check for two green lights (the tailwheel is fixed). Below the center mounted throttle quadrant are two flap levers - one for the wing flaps and one for center flaps. The 7W uses a vacuum system for both wing and center flaps. The vacuum (-15psi) is pulled from the engine intake, stored in a tank behind the baggage compartment, and routed to the pneumatic/mechanical flap actuators when selected. Flap selection is limited to either up or down, with no intermediate position. Some Spartan pilots don't like to use the center flaps under the fuselage. The reason is because the small rudder will be "blanked" by the center flaps when the tail is lowered to the ground after a wheel landing, leading to a bit of a rudder dance. Approach at 100 miles per hour, slowing to 90 mph over the fence. The oleo strut gear does not compress much, making landings feel a bit solid with even a small amount of sink on touchdown. The good news is that there is not much bounce tendency, and the wide landing gear stance allows for nice crosswind handling. The airplane sits high, so it may take a few landings to get used to the touchdown sight picture.

Wrap-Up: The 7W is a workhorse - but in this case, the workhorse is built for comfort and speed. Today we might refer to this stunning and exclusive machine as the "Lear jet of the 1930s". The design is classic and it is impossible to not appreciate the beauty of the Spartan Executive. If you ever get a chance to visit the Triple Tree Aerodrome, you won't be disappointed!



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Father's Day Weekend

Saturday, June 15 & Sunday, June 16



**British Car Club
on Display Saturday**



**Purchase
Tickets
Here**

*Only \$270
up to
June 15!*



Send Pop Soaring

Lunch Available!

in our Stearman Biplane Over the Superdome

*Flights Piloted by
Kris Caldwell & Mike Scott*



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