



# Big Easy Wing



Volume 8, Issue 9

September 4, 2024

## Officers:

### Wing Leader

**Harold Buchler**  
hbuchler@bellsouth.net

### Executive Officer

**Robert Claypool**  
rclaypool@computercc.com

### Adjutant/Development

**Shirley Colomb**  
shirleycol@yahoo.com

### Education Officer

**Jim Buchler**  
jbuchler@outlook.com

### Financial Officer

**James Myrkis**  
jamesmyrkis@gmail.com

### Maintenance Officer

**Terry Clausing**  
clautsj@cox.net

### Operations Officer

**Mike Scott**  
mmscott86@gmail.com

### Safety Officer

**Richard Wood**  
hurkhunter@yahoo.com

**FlyIn**  
**September 28**

**Membership Meeting/  
September 14  
CPR Awareness  
Seminar**

## Unit Leader—Harold Buchler



### Greetings:

August was another HOT month. We had our monthly meeting, and the membership was informed of what is happening with the Wing. On the 17th we hosted several people and planes for National Aviation Day. A total of 5 aircraft visited the

BEW. Three revenue rides we were given with Kris Caldwell acting as pilot. We are pleased to introduce new pricing for different flights in the Stearman. First is a flight around the airport pattern for \$99. The second is for a flight down the shoreline for \$150, and finally a city flight for \$300. Please contact Shirley if you are interested in purchasing these rides.



As many of you are aware, the President and CEO of the Commemorative Air Force, Hank Coates, resigned from office on August 13. On August 19, HQ had a webinar with the Unit Leaders to discuss the matter.

**Below is a recap of the that webinar:** Doing the presentation was Eric Zipkin (EZ), who is the Chief of Staff to the Board of Directors of the CAF, David Oliver (DO), the acting CEO of the CAF, and Leah Block, the webinar coordinator.

“EZ stated that on August 13, Hank Coates resigned as the CEO of the CAF. It was further mentioned that the decision was mutual between Hank and the Board of Directors. It was stated the accident did not factor into the decision. DO stated that he has been on the Staff of CAF for 13 years and is excited to be in this position. He indicated that he will be striving to communicate more with the Units



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## Unit Leader article continues

Units. EZ stated that considering HC resignation, several questions have surfaced: 1) What does it mean moving forward, and 2) What went wrong? Basically Nothing. It was time to move forward. The core mission of the CAF remains the same: Honor, Inspiration, and Education. EZ said questions about the process for the Search for a CEO includes, 1) forming a search committee, 2) outlining the job description, 3) getting professional assistance, namely, a professional search firm involved. This process will take time. The need is to look to the future, 5 to 10 years.

The question arose as to what moving forward means. It was stated we must stay the course, tying up any loose ends, and make sure of the business model. Right now, that means our ability to safely fly and maintain our aircraft. Safety needs to be at the top of the list. Costs are certainly a factor, as well as the growth and health of our membership. DO stated that people are what make the CAF. Several items were stressed about what needs to continue, namely the education programs and the Cadet program. The CAF needs new strings of revenue. A mention was made about the ASAP program which is based on revenue. DO stated that if a Unit is struggling to please call him. He wants to help in any way he can. He also stated that the health of units is of paramount importance. He asked that the Units communicate what the Units hear up to HQ. Keep the lines of communication open. DO stated the CAF is on both a good financial and operational footing. He asked that Unit leaders take care of the members and encourage them in what they do for the Units. Finally, the Member meeting is scheduled for Oct 4 in Dallas. He encouraged all Units to cast an absentee ballot if you cannot make the meeting. Additionally, the Winter Conference is set for Feb 27-Mar 1 in Dallas. DO encourage all Unit leaders to attend as well as any member who so desires. The meeting then ended.”

*At our September general membership meeting, Karl Shearer will be giving a demonstration of CPR for the members. Karl will give us pertinent information and will provide demonstrations.*

More importantly we will be hosting a fly-in so mark it on your calendar for September 28. We will be serving coffee and donuts and lunch. There will be speakers. Check your email for updates.

Finally, I had the privilege of taking a flight with Kris in the SW-51 Mustang. It is an awesome machine.

See you at the hangar.



# Big Easy Wing Autumn Fly-In

In Conjunction with EAA Chp 261 & N.O. Golden Eagles

Saturday, September 28, 2024

9:00 AM to 2:00 PM

Purchase Stearman Flight Tickets Here



504-445-5275



Enjoy Coffee and Donuts while socializing followed by a seminar

**50/50 Raffle**  
Take home half the money  
Plus a BEW T-Shirt



Delight in Chef Kevin's Burgers and Dogs along with Chips, Drinks & Cookies Cost \$15

*These replica Warbirds are a MUST SEE  
Come check them out for yourself.*



After a relaxing lunch, Will Theriot, President of the Regional Military Museum in Houma will give us a short presentation on the museum followed by an introduction to the Houma Blimp base used to defeat U boats in the Gulf of Mexico.

Sponsored by Grayson Data Services and Captain Zoerner



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## Safety Officer — Rick Wood



Greetings!



We are going to have a different and exciting event at the hanger on the 28th of September. Also, we are having a CPR awareness class at our next meeting. September 14. I will not be there on the 14th, but everyone should be aware of how to use an AED and administer CPR. I know Karl will do a great job on this topic.

Regarding the event on the 28<sup>th</sup>, let's make sure we have several members available who can perform marshalling duties. We may have more visitors given to the fact that we will have a FAA Safety seminar with numerous planes flying in. This will be a very good event, so get the word out.

COMMEMORATIVE AIR FORCE

Join us on September 14

CPR  
Awareness Seminar

10 am to noon

Presenter:  
Karl Shearer

BIG EASY WING



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## Adjutant-Shirley Colomb



Marc Zoerner

Jerry Pepper

Ashton Williams - cadet

When you see to unfamiliar faces, please go up and introduce yourself. Please reach out to these guys and show them around the hangar.

For the next several months, we will be holding several events with fellow aviation groups. As you know CAP has been participating with us on several of their activities. Now, we will be having members from EAA and NO Golden Eagle joining us

Don't forget that speaking about our wing to friends and coworkers is essential to growth. This is essential to obtaining new members. Also, having activities introduces us to the aviation community. So, please copy the flier that is included in this newsletter and post where you can.

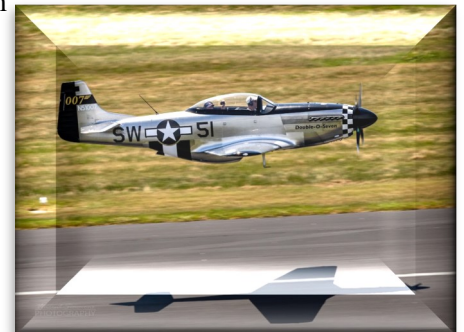
Dues may be paid *Online* by going to our BEW website [online store](#) , call me or you can mail me a check.

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

## Ride Coordinator — Shirley Colomb

Aviation Day Open House was an immense success. We had several members advertise the event on the Home School FB page , thus we had lots of kids and parents. In addition, Jim Riviere postings on LA Aviator brought out several pilots. Everyone wanted to see the SW51-Mustang and learn more about it. Kris ended up giving a short talk on the manufacturing of the plane. With Kris being there, we were able to sell 3 flights. All around it was a busy, hot but a good day.

It ended with Harold taking a flight in the SW-51 and photographers hustling to the tower to get their best shot.



# Open House Photo

*Saturday August 17th*

Join us at the Hangar as we celebrate National Aviation Day

Bring the kids to see things from Hangar from 10am-2pm

National Aviation Day is celebrated on August 19 each year to celebrate the history and development of aviation and World-Wright's birthday.

*Celebrate History of Flight*

10am till 2pm





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## Big Easy Wing Mascot — Nav E



Greetings everyone!

My name is Nav E.

I have been wanting to join the CAF BEW ever since I saw the Gulf Coast Wing Otter Pilot at

Lakefront Airport. I watched him trying to snag all the kids and their folks. And that just would not do. Down here in N’Awlins, people want to see gators, so I was determined to get acquainted with the Commemorative Air Force, Big Easy Wing.

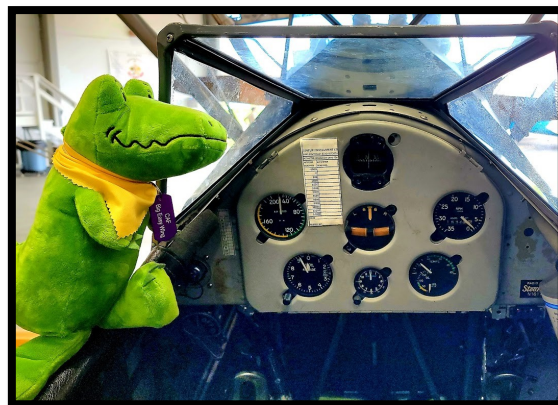
Because of my HUGE eyes, members thought that I would have the capacity to navigate through anything, especially the fog that we get along the lakefront. They realized that I would be an asset. Thus, I am proud to say that I am now a member of the wing.

As you know, the CAF is always looking for new members who value history, and I am a huge fan! Such so that I want to share bit of my history about a famous New Orleanian. This is the famous New Orleans man who is known for his active home role in WWII. If you are local, you probably know who I am talking about. Yes, THAT Andrew Higgins. Well, everyone tells you about his great boats which were instrumental in ending WWII. But I bet you never heard this tale I heard from my grandpa when I was just a young’un:

Andrew loved to swim in the lake. He was out there almost every day as a young boy. Now, as you know, we gators watch for movement. So periodically, when Higgins swam in the lake, my family would play a fun game with him... And in my heart, I believe Mr. Higgins became a boat builder as a direct result of those early games of chase with my aunts and uncles!

Please do not hesitate to make my acquaintance at our meetings. I might even have more tales to tell.

Sincerely,  
Nav E. Gator





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## Election Committee —James Mykris and Tom Slack



Welcome!

It is election season!

The following positions are available for anyone interested in serving on the board: **Executive, Adjutant, Maintenance, and Education.**

The official resources for understanding the rights and responsibilities of all unit positions can be found using the CAF HQ website. Simply log in by entering your email address and your last name (no caps) as your password. A less official but more practical approach would be to use the next membership meeting on September 14, 2024 to ask around about it in person. You'll be able to find out what it's really like and perhaps discover how best you can support the wing.

I will need to submit a slate of nominees to CAF-HQ prior to our November election so if you are interested in running for any of the above positions, then please send me an email prior to our general membership meeting on October 12, 2024, at the following address: [jamesmykris@gmail.com](mailto:jamesmykris@gmail.com).

Nominees will be announced at the October meeting. Elections will be held during the November meeting. Installation will take place at the BEW Christmas Social in December.

Your nomination committee consists of me, James Mykris, and Tom Slack. You can contact either of us if you have any questions.

Thanks so much.







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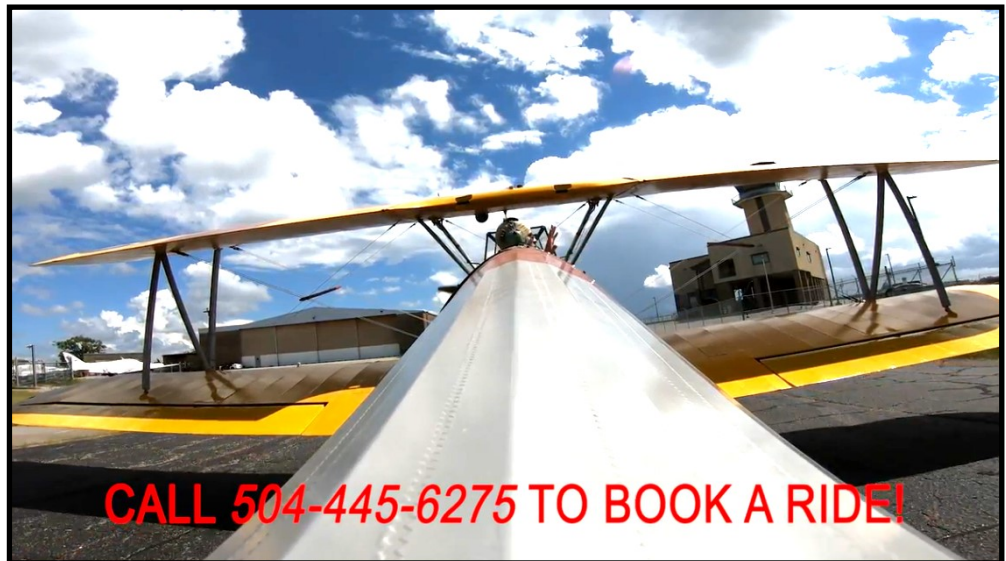


## Upcoming Events

### Events

#### Updates about the events at August meeting

- |                     |  |
|---------------------|--|
| September 14        | <b>Membership meeting</b>  |
|                     | <b>CPR Awareness Seminar</b>   |
| <b>September 28</b> | BEW Fly-in in collaboration with EAA /NOGE<br>(see flyer)  |
| October 12          | <b>Membership meeting</b>  |
|                     | Fly-in Gonzales -<br>Participation in "Believe in Girls" event at Nicholls State University                |
| <b>October 26</b>   | Trick/Treat @ Stennis Airport 1 pm- 4pm<br>Morning Flight Day  |
| <b>November 9</b>   | <b>Membership meeting and elections</b><br>Veterans Day Flight Day<br><b>Lap the Lake Poker Run Social</b> |
| <b>December 6</b>   | <b>Christmas Social/ Installation of Officers/Awards</b>   |
| <b>December 8</b>   | Belle Chase Naval Base Holiday Season Christmas Day  |
| <b>March 20th</b>   | Jewish Family Services of Greater NO Fundraiser  |





julietkilocharlie@yahoo.com

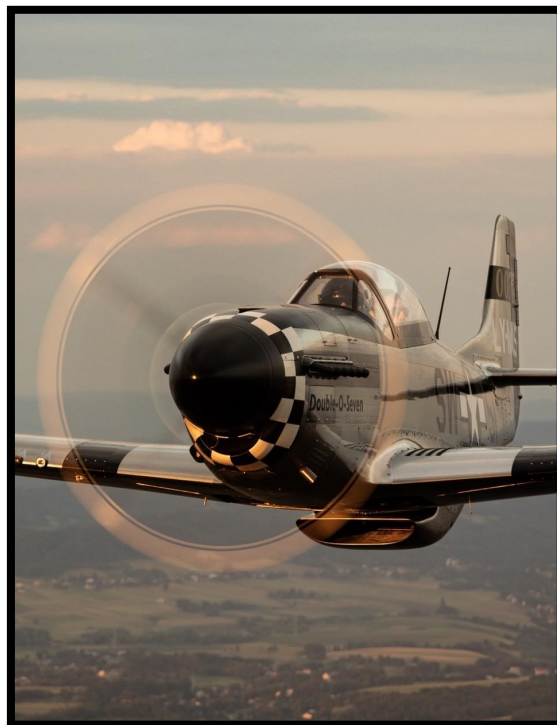
**First Impressions:** You know all those feelings that you get when beholding a P-51 Mustang? Awe. Nostalgia. Inspiration. But mostly awe. Perhaps your heart beats a little faster and your palms sweat a little? Well, these are the same feelings you get when you look at the SW-51. Those responses alone are a testament to how well this 70% replica was designed and manufactured. It looks like a real P-51D from a distance; even more remarkably, it looks like one close up!

**Background:** ScaleWings was founded in 2017 by a team of passionate aviators from Germany and Austria with backgrounds in innovation, engineering, finance and management. Their mission was to utilize breakthroughs in carbon fiber technologies, CAD programming and advanced avionics in the art of aircraft model making. Their goal was to excite the General Aviation world by providing a realistic and practical 70% scale Mustang at a significantly more affordable price than an actual P-51. With their headquarters near Munich and their factory in the “Aviation Valley” of Poland, today, ScaleWings employs more than 70 designers and artisans.

Purchasing a ready-to-fly SW-51 is the start of an enjoyable and memorable adventure that combines a streamlined build experience at their Krosno, Poland factory with a culturally rich travel experience to Krakow (one of the most beautiful cities in the world).

In the scale replica world, it’s all about percentages. A SW-51 can be acquired for about 10% of the cost of a real P-51. The real kicker is you can operate a SW-51 for below 5% of the operating costs of a real Mustang while enjoying 90% of the fun. (Ok, I made the fun percentage up, but it’s probably close!)

**Design Characteristics:** This SW-51, serial number 007, definitely has that James Bond vibe. Gunmetal grey and black, this 70% scale Mustang is a Walther PPK with wings. The first time I saw the rivets and screw heads in the wings, it was difficult to convince my brain that the wings are completely carbon fiber. Even the tail feathers appear to be fabric-covered, complete with pinked tape and rib-stitching details. They’ve even perfected a paint that looks indistinguishable from polished aluminum. Over 100,000 details are pre-formed in the molds. As far as I am aware, this level of detail in a composite aircraft is found nowhere else. Of course, with a scaled replica, there will be some compromises, but they are well-handled in the SW-51 design. The canopy slides aft about 8-inches and then swings open to the right for easy access to the rear cockpit. ScaleWings now offers a locking position 4-inches aft of the canopy bow, which allows the canopy to be partially open in flight. Everything on this airplane is designed and built with precision. Even the three .50 caliber gun ports on each wing serve as landing lights and are HOTAS-selectable to flicker if you’d like to simulate spitting lead at a Fockewulf.



**Powerplant:** There is no 70% scale Merlin (engine) hiding under the cowling, as the six exhaust stacks per side suggest. There are plenty of other scaled P-51 designs on the market, many with modified automotive engines, but ScaleWings purposely steered away from such designs to give customers a reliable, less maintenance-intensive powerplant. The turbocharged *Rotax 915is* was an easy choice and it fits nicely, requiring no cowling modifications. Even the P-51's distinctive radiator belly scoop is used for the *Rotax* radiator. One difference from a full-scale Mustang is the prop diameter. A 70% scaled propeller would measure 94-inches, which a *Rotax* was not designed to turn. An MT four-bladed, hydraulically controlled 71-inch constant speed propeller was chosen because, well, a Mustang must have a four-bladed prop! When turning, the diameter difference is not noticeable.

There is a 12.5-gallon fuel tank in each wing. Although the outer wing tank caps on 007 are not real, a buyer can opt for an additional tank in each wing for a total of 47 gallons. Depending on the cruise power setting, this will provide about five hours of endurance, with reserves.

**Safety:** Carbon fiber is not just light; it is also strong, which is why it has gained popularity in aviation in recent years. Furthermore, it is highly resistant to corrosion - a huge factor to those who live near coastlines. Should the engine fail, the SW-51 not only has a generous glide ratio of 11:1, but it has the option to deploy a *GRS (Galaxy Recovery System)* parachute. Each landing gear has its own electric motor to extend the main landing gear in about 2.5 seconds and the tailwheel about one second later. Should one of the electric motors fail, one of three corresponding red handles, located at the bottom of the center console in the front seat, can be pulled to extend that gear. This ingenious design uses a coiled spring, mounted directly behind each electric motor. When the appropriate handle is pulled, a cable releases a pin that allows the tensioned spring to uncoil and turn the rotary gear until the over-center mechanism locks the landing gear into place.



**Ergonomics:** Both the front and aft rudder pedals are adjustable, and seat height is adjustable by adding or removing a cushion. The layout includes a circuit breaker panel on the right, and throttle, prop control, and tailwheel lock handle on the left. The shielded instrument panel contains a full Garmin suite with the G3X multi-function display as the centerpiece. Even though the SW-51 is certified as experimental, all switches, wiring, and hardware are certified aircraft parts. The cockpit layout makes sense, but doing a blind cockpit check is a good idea in *any* plane in which you don't want to spend a lot of "heads down time" in...which, in my opinion, is all of them.

**Taxi/Takeoff:** Turn master, EFIS, fuel pump, and both lane switches on. Push the start button and even a cold *Rotax* will roar to life. A unique feature that makes taxiing easier is a small camera, mounted in the belly scoop. You can select the camera's video display on the G3X for a quick scan of what is in front of you while taxiing, eliminating the need to make large swerves to clear the way visually. The tailwheel locks by pulling and twisting a lever mounted under the throttle, making it easy to taxi in a straight line. Unlock the lever to make sharp turns, using differential braking. After the pre-takeoff checks are completed, line-up on centerline, and ensure the tailwheel is locked. Add full power and work the rudders as required.

At about 40 knots, you can push the tail up for a better view. After lift-off, the gear is retracted with a switch at the top of the instrument panel. Once clean, the SW-51 accelerates fast. Even at max gross weight, you will see nearly a 2,000 feet-per-minute climb rate.

**Flight Characteristics:** The SW-51 is 70% the size of a P-51, but only 16% of the weight. This means performance! The roll rate and elevator authority make the SW-51 fly like the sub-scale fighter it is. Scaled from arguably the best fighter ever built, the fact it can turn, roll, loop and dive with grace is no big shocker. The SW-51 can turn on a dime, thanks to its light weight and wing-loading. Surprisingly, the roll rate feels as responsive during slow flight as it does during high speed. All flight regimes offer very smooth control due in part to the carbon-fiber pushrods and precision-balanced controls.

This aircraft is a fun weekend flyer, perfect for giving Young Eagle rides or just decompressing from a long work week. But it is actually a very practical and efficient cross-country machine. You can cruise above 155 KTAS at 10,000 to 12,000 feet burning only 8 to 9 gph. Oh, and there's plenty of room behind the aft seat for a few days' worth of luggage.

**Landing:** Manage your speed to arrive less than 90-knots abeam the numbers. The panel-mounted flap switch is selectable from 0 to 30 degrees in 10-degree increments. The landing gear is extended via an electrical switch at the top of the panel. If you have the belly scoop-mounted camera selected on the split screen G3X display, you can watch the main gear swing out. Three green lights illuminate when the gear is down and locked. Use 75-knots on final and transition to the flare while reducing power to idle. I can personally attest that the SW-51 handles a direct 15-knot crosswind well. As with a real P-51, a wheel landing is the preferred choice. The tailwheel can remain locked as you exit the runway, unless you need to make a 90-degree turn. After shutting down in the line, it'll be hard to not pat yourself on the back for being a Mustang pilot!

**Wrap-up:** This beautiful plane is a meticulously built and functional piece of art but let's not forget that the SW-51 Mustang is a modern tribute to an incredible piece of history. It's also insanely cool!

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This plane is quite impressive!  
Come and check it out!



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