



Big Easy Wing



Volume 9, Issue 4

April 4, 2024

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Warbird Expo
May 7-12

Membership Meeting/

April 13 th

10am

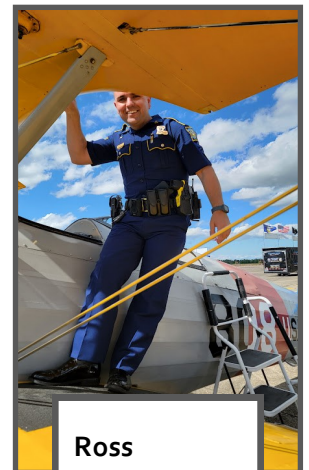


Unit Leader—Harold Buchler

Greetings:

I hope all of you had an incredibly Happy Easter. This past month we have had many activities. March started off with our ground school. It was well attended. Our guest speaker, Vincent Caire, gave a presentation about the early days of Lakefront Airport. It was highly informative and well received. Attending our ground school were CAF members from different Wings. Our Stearman completed its annual inspection and came through with flying colors. Thank you, Terry, and Pat Quigley, for a job well done.

The Big Easy Wing participated at the Belle Chasse Naval Air Station's Air Show. Kris Caldwell and Terry flew the Stearman to Belle Chasse so that it could be on static display. Kevin Duxworth brought the trailer containing our PX. Once everything was set up, BEW members staffed the show Friday through Sunday. We had over fourteen members working at the booth for the event. Hats off to all the members. While on static display Louisiana State Police Trooper, Russ Brennan, got to sit in the plane. When he exited, he gave us a citation for "speeding". I told him we only speed in flight is when one of the crew gets out and pushes. *Continues on Page 4*



Ross Brennan





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Education—Roger Jeffrey



Greetings!

We have made great progress toward certifying several members as Merit Badge Counselors for our Kaydet Training Program, structured to teach the requirements for the Boy Scouts' Aviation Merit Badge. We have set the date for our **first class on Saturday April 20, 2024**. There will be 6 Scouts from Troop 48 in New Orleans attending our first class. The course schedule is 09:00 to 17:00 with a lunch break from 12:30 to 13:30. Scout leaders and parents are invited to attend, also.

Our hangar office space is being remodeled to accommodate the needs of a classroom environment, along with the efficient operation of our two desktop flight simulators. We will also provide hands-on instruction in the hangar utilizing both the Stearman and Cessna airplanes.

This will be a great opportunity to provide the Scouts with a certification, showing that they have met the requirements needed to be awarded the Aviation Merit Badge.

The experiences of this first training session will provide us with feedback for future offerings of our Kaydet training course, both for Scout Aviation Merit Badges and other community schools or organizations that wish to attend. David Capo is working closely with Christian Brothers School to provide this training, also.

Thank you to all the members who have volunteered to be instructors and put in the effort to meet the Boy Scout Merit Badge requirements. Your experience, and ability to share that knowledge with the young students will be the basis of our success. We will have a short review of the process after our April meeting so please plan on staying an additional 30 minutes.

See you all at the April meeting!



Aviation Patch





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Operation Officer—Kris Caldwell



Hello Everyone!

I would like to thank all for the help with the NAS JRB New Orleans Airshow. It was certainly a blast and a team effort! Terry and I flew there on Thurs am and the flight was beautiful as we flew over Lake Borgne and of course, the mighty Mississippi. We had the airfield to ourselves as we landed on the 10,000' runway in Belle Chasse. I walked to work on base while I left N'Awlins Lady in the capable hands of Terry, Harold, and Kevin. Kevin and Glenn met us with the trailer Thanks to the Marines of Detachment A, Marine Light Attack Helicopter Squadron 773 (HMLA 773), our 81-year-old Stearman was well-guarded and able to stay out Thurs night's inclement weather.

All three days of the airshow were a considerable success and we had quite a few folks sign up for the ride list. It was fantastic to see all the Big Easy Wing Colonels out for our "homefield" airshow! There were children and adults with big smiles while sitting in the Stearman so, thanks to all those who assisted them in and out of the Stearman.



Don "Duck" was brave enough to face the winds with me on Sunday afternoon after the Blue Angels finished their performance. We had a bumpy flight back and a breezy landing at Lakefront while the rest of the gang packed everything up for Kevin to haul back to BEW hangar. Mission Successful!

Mike Scott (and his mustache) will be returning soon from the far east, and I am sure he'll be ready to trade in his F-15C for some Stearman flying. Our next big ride event is the New Orleans Warbird Expo at Lakefront. There will be a B-17 and many other warbirds around for the week of 6-12 May. We'll be looking for help, especially Thurs-Sun, when we'll be selling rides in the Stearman. Make plans to sign up at our April meeting.

Keep them flying!



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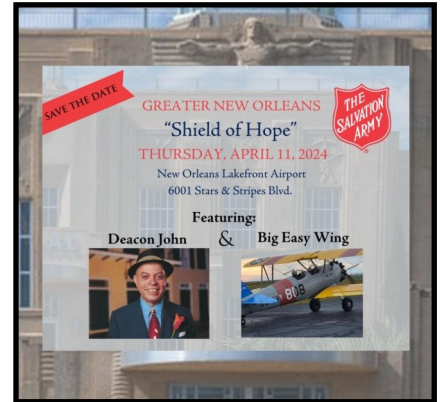


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Wing Leader Article

On April 11, we are participating with the Salvation Army fundraiser by having on static display planes-BEW Stearman, Triay Stearman, and Stuka. We will start setting it up around 2 pm. So, if you can help, let Terry know. Also, David may need help setting up Lights around the planes. Shirley, Donald, and Glenn will be in the terminal building with information about the BEW during the event. See the flier on page 8 of this newsletter.



As Unit Leader, I attended the Commemorative Air Force's Members Conference in Dallas. I sat in on several sessions dealing with fund raising, membership, and PX. They were highly informative.

Coming in May is the New Orleans War Bird Expo. It will be at Lakefront Airport Mother's Weekend. The B-17 and B-25 from Air Base Arizona will be joined by the Gulf Coast Wing. See flier at the end of newsletter. For latest info check out the [Airbase Arizona Wing website](#) as well as our website / social media pages.



The B-17 Flying Fortress *Sentimental Journey* and the B-25 Mitchell *Maid in the Shade* and the P-51 *Gunfighter* will be at the Lakefront Airport in New Orleans, LA May 7 – 12, 2024.

Adjutant-Shirley Colomb



At this last event, we had several people show interest in becoming a member and/or buying a flight. We have a list of names. It is important for each of us to reach out at various events, and at work. Please copy the flier that is included in this newsletter and post where you can. We all need to pursue prospective members as well as advertise events. As you can see, there are many events on our calendar-promote these with friends and people you meet..

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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Executive Officer– Robert Claypool



Ground School 2024 Recap

Another successful event and thank you to all who participated in the Big Easy Wing’s ground school last month. A big thanks to the instructors: Kris Caldwell – Pilot Session, Roger Jeffrey – Education, Terry Clausing – Maintenance, Rick Woods – Loadmaster, and Richard Gray – Marshalling

The scientifically calculated exit poll shows that everyone was pleased with the curriculum and the experience, once again. Using last year’s model allowed us to once again to fit in everything that was needed.

And a big thanks and sincere appreciation for our guest speaker, Vincent Caire. I had no idea that we had so much history steeped in the Louisiana Aviation Legacy! I hope to hear more of Vince’s presentation in the future.



And as always, if you have any feedback about the day, please do not hesitate to reach out and let me know!

As always Blue Skies!





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Safety Officer –Rick Wood



Spring is going to be a busy month. We have a group coming to the hangar to learn more about what we are doing to help the Boys Scouts get their merit badge. Attending members, please keep an eye out for hazards and make note of anything that you notice.

We have 2 other events that will involve SAFETY. We will be having guest walking around our planes on the ramp on the 11th of April for the Salvation Army fundraiser. So, attending members, please mark the extension cords and watch the people on the steps. Safety is everyone's concern, so stay alert and work together.

Our next event, Warbird Expo, I will talk about in the next newsletter.



Maintenance Officer—Terry Clausing



As you know, the Annual Inspection was completed on the Stearman and the plane flew great on Thursday to Belle Chasse. Kris and I enjoyed our smooth flight to air show. The Stearman was housed in the Marine hanger during Thursday night and Friday morning due to high winds and heavy rainstorms. Saturday and Sunday turned out to be outstanding days although still windy. From talking to my brother, Donald, it was a rough return flight with the winds.

Coming up, I will be busy moving plans to the terminal building on April 11 as well as helping David set up lights. It should be an enjoyable evening talking to Salvation Army attendees about our WW2 aircraft.

At our April meeting, we will be discussing how to keep our Stearman safe on the ramp and how to handle the scheduled rides at the Warbird Expo scheduled for May 9-12. We had a few issues at the Belle Chasse show.



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Event Coordinator-Shirley Colomb



Happy Spring!

New Orleans airshow held in Belle Chasse turned out to be a successful event. The weather was all over the place.– rains, warm, windy and then cold and windy. Thanks goodness for the last day because it was our most profitable. I was stunned at how poorly this event was attended. When we participated two years ago, there were lines of participants waiting to get in but not this time.

We had a lot of down town but when crowds came, it was great having workers available so thanks to everyone who came out. We had a visitor from Airbase Georgia and we had our old friend, Jim Letten stop by with his wife. They did a photo-op in the Stearman.

I was great to see Richie Gray and Dave Canton working as marshallers at the event.





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Events —Shield of Hope —April 11th



DOING THE MOST GOOD®



The Salvation Army Of Greater New Orleans Celebrating 135 Years At our Annual Shield of Hope

Performance by Deacon John and the Ivories
New Orleans favorites by Messina's at the Terminal
Beer, Wine & Champagne
Vintage WWII planes on display for up-close viewing and conversation
with the pilots from The Big Easy Wing

Tickets are available by going to
www.salvationarmynola.org

Please RSVP by April 1, 2024
To 504-344-2116



A heartfelt Thank You to our sponsors

Gold Sponsors: Sarah and Tim Scandurro and Woodward Design+Build
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Bronze Sponsors: Julie Besimeyer, Patricia and Vernon Brinson, John and Kathy Eastman, Susan Glendon,
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Please check out Deacon John Video about the event

[Salvation Army Lakefront](#)



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Warbird Expo May 6-12



AIRCRAFT GROUND TOURS ONLY
Tuesday, May 7 and Wednesday, May 8
9:00 AM - 5:00 PM

TOURS AND FLIGHTS
Thursday, May 9 to Sunday, May 12
9:00 AM - 5:00 PM
Flying starts at 10:00 AM

Aircraft cockpit tours
2:00 PM - 6:00 PM

NEW ORLEANS WARBIRD EXPO

TUESDAY, MAY 7 - SUNDAY, MAY 12, 2024

On May 7th through 12th aviation history blasts out of the museums and into the skies as the Commemorative Air Force thunders into New Orleans' Lakefront Airport. Led by the iconic B-17 Flying Fortress, an array of historic aircraft will be in the air and on display for six days.

The New Orleans Warbird Expo features the CAF B-17 Flying Fortress *Sentimental Journey*, one of only three remaining B-17's that are actively flying in the U.S. today. Joining the historic warbird will be the B-25 Mitchell bomber *Maid in the Shade*, the hard-working bomber that led the *Doolittle Raid* over Tokyo. Other visiting aircraft will include the notorious P-51 Mustang fighter, the famous SNJ/T-6 Texan advanced trainer in which thousands of U.S. airmen trained for combat, the popular open cockpit Stearman bi-plane, and a Twin Beech Navy transport in which the whole family can fly together. All the warbirds are notable for their historic significance and level of restoration, and will offer ground tours and flights to the public. Climb aboard these vintage aircraft to put your hands on history and encounter the WWII aviator's experience on the ground and in the air!

Warbird flights start as low as \$150 on the Twin Beech Navy transport, \$300 in the Stearman, and \$395 in the SNJ/T-6 Texan. Flights on the B-25 range from \$375 to \$590; flights on the B-17 range from \$475 to \$850, and flights in the P-51 range from \$2,500 to \$4,000 depending on the length of the flight.



TOUR ADMISSION
\$15/person for adults and teens
\$30 for a family of two adults
and up to two children

**INCLUDES ACCESS
TO ALL THE AIRCRAFT
FOR GROUND TOURS
OUTSIDE OF FLYING TIMES**

For more information and ride reservations go to www.azcaf.org
New Orleans Lakefront Airport • 6001 Stars and Stripes Blvd • New Orleans, LA 70126

Plane Impressions RV-10 by JKC

First Impressions: The RV-10 is a departure from other two-seat Van's sport plane varieties while maintaining the same honest flight characteristics that make the RV line the most popular home-built aircraft manufacturer in the world. This plane is a luxury four-seater and a fast, efficient cross-country machine. Unlike some four-seat airplanes, the RV-10 can carry four FAA-sized adults, 60 gallons of fuel, and a reasonable amount of weekend luggage.

Background: Van's Aircraft has built a solid reputation over the past 51 years with over 11,000 Van's aircraft flying and thousands more under construction. 2023 marks the 20th anniversary of the first RV-10 flight and, to date, more than 1,000 RV-10s have been built and flown. Needless to say, Van's is doing something right - not just in their quality designs and kits, but also in covering many corners of the GA market. For those who love RV designs but want to share the joys of flying with more than one friend, the RV-10 was their long-awaited prize. Van's has just about perfected kit-build planes with "matched hole" punching and pre-welded, powder-coated steel parts. Besides great factory support, the biggest advantage for Van's builders is other Van's builders – the best network of any kit plane in the world!

Design Characteristics: The RV-10 is a riveted aluminum monocoque low-wing, fixed gear, four-seat home-built plane with a composite cabin roof. While other RV products have aerobatic capabilities, this Vans product is purpose-built for cross-country flight. This certainly does not mean it's not fun to fly! Dual control sticks, with a light feel and great visibility for everyone translates to fun for a weekend burger run or just sightseeing with friends! For longer trips, you can haul four adults with baggage at 160-170 knots and 10.5 to 11.5 gallons per hour. You'll be hard-pressed to beat that economy in most four-wheeled land-hugging machines!



This gorgeous RV-10 was built by proud owner, Tal Halloran. Of course, part of the beauty of a home-built aircraft is the ability to modify it as you see fit. Tal determined early that every build decision would be based first and foremost on his family's safety and his workmanship shows true consideration to every detail. The luxury of his RV-10 extends to the instrument panel and includes two G3X Touch PFDs (Primary Flight Display), a GTN 650, a remote GTX-45R ADS-B transponder, a GMA-245 audio panel, and a G5 that serves as Standby Flight Display. This Garmin suite means all the instrumentation bases are covered and situational awareness is only limited by the stick monkey's processing power. Speaking of power, electrical power comes from a 60-amp primary alternator and a backup 40-amp alternator and two 12-volt batteries. Considering that only 32 amps are required with everything on, it's safe to say this RV-10 will never lack electrical power.

Ergonomics: One of the many selling points of the RV-10 is the size and easy access. Most noticeable are the gull-wing doors – a first for the RV line. The doors provide easy step-down access to the cabin and, more importantly, they look cool. The front seats slide forward to allow back seat passengers a clear path to step down onto the floorboard before taking a seat. According to Van’s Aircraft, pilots, and passengers up to 6’4” will be comfortable in any of the four seats. Leg, shoulder, and head room are abundant for everyone and there is even a Big Gulp-sized cup holder in the back! Cabin ventilation is important in the summer once the doors are closed, so Tal installed four NACA-style vents to provide airflow to the front seats at knee level and overhead via an overhead plenum with eyeball vents.

Powerplant: A Lycoming IO-540 produces 260 horsepower to an 80-inch two-blade Hartzell constant-speed propeller. Sparks are provided by one Slick magneto and one Surefly solid state electronic ignition. Two wing tanks hold a total of 60 gallons and generally provide around five hours of flight time at a normal cruise power setting.

Taxi/Takeoff: After strapping in, reach up and grab the front of the gull-wing door to close it before cranking the engine. Taxiing the RV-10 requires some differential braking to get the castering nosewheel moving in the right direction. Once the nose is tracking straight, slide your heels down and use rudder only to avoid excessive brake wear and heating. After the runup is complete, line-up on centerline and feed in the power. As the six cylinders reach a growling crescendo, you’ll feel the rudder become very effective and differential braking will no longer be required. From throttling forward until take-off happens fast! If obstacles are an issue, use 85 knots before transitioning to 105 to 115 knots for the climb. Retract the flaps from 0 to a -3 degrees for cruise. This -3 degree “reflex” position allows the high-lift wing to maintain an optimal angle of attack for cruise. The secondary effect is it minimizes drag from down-elevator that would otherwise be required. On climb-out you can typically expect to see 1,000-1,200 feet per minute climb rate on a standard day, limited only by cylinder head cooling requirements.

Flight Characteristics: Somehow the RV-10 brings a perfect balance of agility and stability. The centered control sticks actuate the ailerons and elevator via smooth pushrod control and require little movement, making it a true joy to fly by hand. The three-axis GFC500 autopilot includes a yaw dampener and helps makes single pilot IFR easily manageable by the pilot and comfortable for the passengers. Like all Vans aircraft, this airplane is aerodynamically slick, but that doesn’t mean it’s a runway hog when it’s time to land. The short field capability is quite impressive considering it’s top-end speed. The power-off stall speed with 30 degrees of flaps in the aircraft as tested is 58 KIAS and is truly a non-event that only results in a mild wings-level break. Also, with a Dynon Angle of Attack (AOA) system coupled to an aural warning, there is no lack of notice for an impending stall. After leveling off at cruising altitude, you will see about 165 to 170 knots true airspeed on 11.5 gph with 70% power and 155 to 160 KTAS at 60% power.



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Landing: This plane doesn't like to slow down so plan your descent early enough to decelerate below the flap speed. The flaps can be selected to 0, 10, 20, and 30 degrees down with consecutive depressions of the electric flap switch. With flaps at 30 degrees, approach at 70 knots over the fence. For a short field landing, fly at 65 knots with full flaps and a little power on will still provide plenty of control and minimize time in the flare. Plenty of rudder control is available for crosswind landings and no shimmying of the casting nosewheel was observed.

Wrap-up: It's hard to beat the efficiency of an RV-10 if your mission is cross-country travel for four people in a spacious cabin with all the luxury of a modern avionics' suite and autopilot. Build or buy (good luck finding one) an RV-10 and it is a guarantee you and your passengers will not be disappointed in the comfort and performance!

Wrap-up: It's hard to beat the efficiency of an RV-10 if your mission is cross-country travel for four people in a spacious cabin with all the luxury of a modern avionics' suite and autopilot. Build or buy (good luck finding one) an RV-10 and it is a guarantee you and your passengers will not be disappointed in the comfort and performance!



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