



# Big Easy Wing



## Officers:

### Wing Leader

**Harold Buchler**  
hbuchler@bellsouth.net

### Executive Officer

**Bill Alvarez**  
glalva1@aol.com

### Adjutant/Development

**Shirley Colomb**  
shirleycol@yahoo.com

### Education Officer

**Roger Jeffrey**  
rjrogerjeff@gmail.com

### Financial Officer

**James Myrkisjames-**  
mykris@gmail.com

### Maintenance Officer

**Terry Clausing**  
claustj@cox.net

### Operations Officers

**Kris Caldwell**  
julietkilocharlie@yahoo.com  
**Mike Scott**  
mmscott86@gmail.com

### Safety Officer

**Richard Wood**  
hurkhunter@yahoo.com

### Building Officer

**JimBuchler**  
jjbuchler@gmail.com

### Library/Artifacts Curator

**Tom Slacks**  
tslack@bellsouth.net  
**PX Manager**

**Glenn Metzger**  
glenn.metzger@att.net  
**Membership Assistant**  
**Dayton House**  
housed23@gmail.com

## Membership Meeting/

**February 15**  
**WWII Museum**  
**Kushner Pavillion**

Volume 9-Issue 2

February 7, 2025

## Unit Leader—Harold Buchler



### Greetings:

For several days last month, Mother Nature turned New Orleans and surrounding areas into a winter wonderland. The last time it snowed like that was over 100 years ago.

With the Super Bowl Weekend falling on the Big Easy Wing's normal monthly meeting date, it was decided to move the monthly meeting to the following weekend, February 15. The meeting will be held at the World War II Museum next to PT-305. The boat is located in the Restoration Pavilion. It will start at 10:00 a.m. After the meeting, I will give you a short tour and history of the renovation process of the PT Boat. Several of our members worked on the renovation. For those who are interested, the American Sector restaurant is across the street.

Last month Jarred Spencer hosted the Big Easy Wing at his shop for the monthly meeting. Turnout for the meeting was outstanding. Jarred shared with us what his company produces and we were privileged to see some of the machinery in action. To say it was impressive would be an understatement. Many thanks to Jarred for allowing us to visit.

In the coming months, we will hosting several Boy Scout Troops. They will be taking part in our education program that will lead to them earning their Aviation Merit Badge. The training will be in March and April. Because of this educational program for youths, we are one of Galatoire's mini-grant recipient. Last week, Shirley, Donald, my wife Beth and I attended their Mardi Gras auction. It was amazing to see how much money was raised for charities. Overall, more than 400.000 thousand dollars were raised between the Christmas and Mardi Gras Table Auction. Soon, we will find out how much our organization will receive. Continues on pg 2





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## Unit Leader article continues

Following the meeting, for those interested, the Bayou State Escadrille in Hammond is holding their ground school for training with the Bell 47 Helicopter. Here's what was sent to me :

*Dear Big Easy Wing Colonels and all Hangar Friends,*

*A big part of the fun of involvement with the Commemorative Air Force's Mission is to be engaged with the public and help them enjoy flight in our various Aircraft.*

*The biggest opportunity for each of you to be directly, and with impact, involved with the high intensity of Flight Operations and contact with people is right across the lake at Hammond Regional Airport with your Louisiana sister Wing, the Bayou State Escadrille.*

*Ground Crew management of the safety, loading and unloading, recording, and education of guests riding the CAF's ONLY rotary aircraft is a busy task requiring a well trained team of attentive professional volunteers. Overseeing the Landing Zone, communicating with event officials, guiding pilot activity, and managing the flow of the public wanting to experience this unique type of flight requires a well organized system not to be taken lightly. Fast paced one hour rotations of Pilots, Safety Officers, Bell Hopps ( the two crewmen actually transporting guests to and from the aircraft while the blades are actually rotating! ), Registration Officials, and Manifest Desk Officers is protocol because of the fun, but demanding, need for concentration and engagement with those operations.*

*We are excited to again open up the recertification (an annual requirement) and certification to your active members. It involves a brief Ground School classroom time and then an actual hands on activity with Bayou Belle, our iconic M\*A\*S\*H commemorative helicopter.*

*Our first and perhaps not only local training this year will be February 15 at Hammond Regional Airport starting at 1pm going no later than 4, depending on number of trainees. Please feel free to join our Membership Meeting at 1100 and stay and have lunch on us (which requires notice that you are coming.*

*Let me know you are coming. I am excited about involving you more in my favorite avocation.*

*Jim Moreau, CAF Colonel - Bayou State Escadrille Safety Officer*

This is a wonderful opportunity for BEW members to get involved. Speaking personally, I will going and getting recertified, since I attended last year. I hope several of our members can attend.



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## Executive Officer—Bill Alvarez



Hello Big Easy Wing!

We did have a great Big Easy Wing Ground School last year. And, what's more thrilling, is that the 2025 Ground School is just around the corner!

Ground school is an important part of our CAF requirements. CAF Head Quarters recommends that all members attend their unit's ground school. And why would we not? This is the opportunity to learn or refresh yourself on topics that are vital to the success of our wing. Like last year, sessions will cover everything from CAF rules, regulations, and safety protocols to Big Easy Wing specific operations:

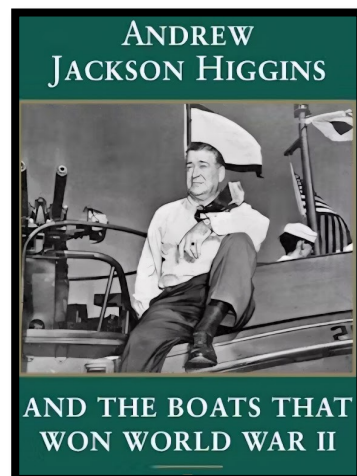
Guest Speaker - Pilot's Session - Door Operations - Education - PX -Loadmaster - Maintenance - Marshalling

This year, our guest speaker Jerry Strahan, will discuss his book on Andrew Higgins. His book is one of the top 8 ever published on D-day. Jerry is a knowledgeable and interesting speaker. He has written several books. I know you will enjoy his presentation.

In 2020, the US Marine Corps Press asked him to contribute a chapter for a book they were publishing on amphibious warfare. Thus, he is writing a book on the evolutions of amphibious warfare.

Our ground school will be held at the hangar on March 15th. We will begin registration at 9:00 AM, and plan to end around 3:15 PM. We will run through all the general information in the morning, including the pilot session for all members, and then do the training for each of the 'certificated' positions ending with our guest speaker.

There is plenty to learn, and even more to do to help us grow the wing and to honor and preserve the legacy of our warbirds! This meeting is a great opportunity to encourage any of your friends that may have an interest in the wing to join. By the end of the day, you and any of your guests will find a passion for the Big Easy Wing and will enjoy making a difference in educating and preserving our history. Snacks, coffee, drinks, and lunch will be served. So please mark your calendar now and plan to attend the Ground School on March 15th. Be sure to check the March newsletter for the agenda.







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## Adjutant-Shirley Colomb



Happy Mardi Gras!

I am still waiting on a few to renew their BEW membership. Please go online or see me at the February meeting. Dues are still only 50 dollars. As of this newsletter, only 20 members have renewed their membership. Please update your 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

## Educational Officer– Roger Jeffrey



Greetings!

After a quiet start to the year in the Education area, we now have a flurry of activity surrounding the Kaydet Program, teaching the Boy Scout Aviation Merit Badge course to area scouts. At this time, we have three committed training days, **March 8<sup>th</sup> will be Troop 796. On March 22<sup>nd</sup> is Troop 223**, which is also Kevin Duxworth's son's Troop. On **April 19<sup>th</sup>** we have scouts from **Troop 45** attending. I will also be coordinating with Susan Boudreaux, who's **Troop 18** attended our training on July 20, 2024. We can discuss instructor's availability for these dates at Ground School.

All members of Big Easy Wing who completed the requirements to be a Boy Scout Merit Badge Counselor, should have gotten an email reminder to renew their certification. If you haven't received that, or if you need assistance completing the renewal, please contact me, as I will be glad to assist you.

I am looking forward to a busy and productive year, as we will find out in late March how much we have been rewarded by the Galatoire Foundation Grant. The Board of Directors will discuss how we will spend the money, and I anticipate an allotment for upgrading the Flight Simulators along with installing better Wi-Fi for Internet access.

See you all at the next meeting!



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## Operational Officer—Kris Caldwell



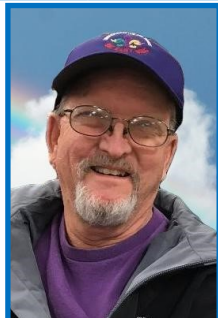
Good Day

Unlike a couple weeks ago, it's starting to feel like Stearman weather again! Big Easy thanks Jim Helms for renewing my annual Stearman qualification. I am still working with headquarters on obtaining my other certification so that I can begin working with Jared and other potential pilots.

Terry and Pat Quigley will be finishing the Stearman's annual inspection to ensure that it's ready for the airshow season.

Mark your calendars for March 15, our annual ground school. Please invite prospective members! Or, people who are interested in aviation! This is the way we grow as a unit.

## Safety Officer—Kris Caldwell



Good morning BEW !

Looking forward to this month's meeting at the WW2 museum. It will be great seeing the PT boat up close and hearing Harold talk about all the renovations. I just wanted to mention that railings on the boat were not original to the boat. When this boat was on display in Lake Pontchartrain for rides, it had to meet the Safety Standards of today.



Remember, WW2 history is a reason we are in the unit. This is a good opportunity for us to learn more about WW2. What a great time for the unit to be in the lime light—and a time to recruit newcomers. In addition, our guest speaker, Jerry Strahan, at Ground School will be speaking about Higgins and his contributions

The safety message this month is be careful at the museum and during the Mardi Gras season. At Mardi Gras, if you go out stay in a group and know the area you are going to. That way if you see something suspicious you can take action. In addition, SuperBowl weekend has turned downtown upside down with all the street closures so definitely plan ahead.

I am looking forward to see everyone at the upcoming meeting.



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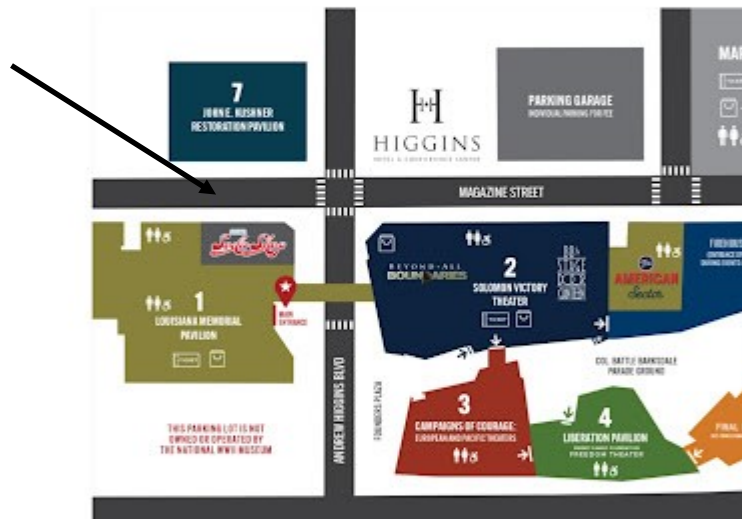
## Upcoming Events

### Events

#### General Membership Meeting

February 15

#### National WW2 Museum Kushner Restoration Pavillion



#### Ground School

March 15



**March 8th** Kaydet Class—Boy Scouts Aviation Merit Badge Class

**March 20th** Jewish Family Services of Greater NO Fundraiser

Fundraiser—Messina Restaurant 6– 8 pm – Stearman on display

**March 22th** Kaydet Class—Boy Scouts Aviation Merit Badge Class

**April 12** General Membership Meeting Hangar

**April 19** Kaydet Class—Boy Scouts Aviation Merit Badge Class



## Event Photos



Missing from  
photo

**Mike Scott**



SPG Surface Technologies



## Event Photos



Lunch at N.O. Hamburger



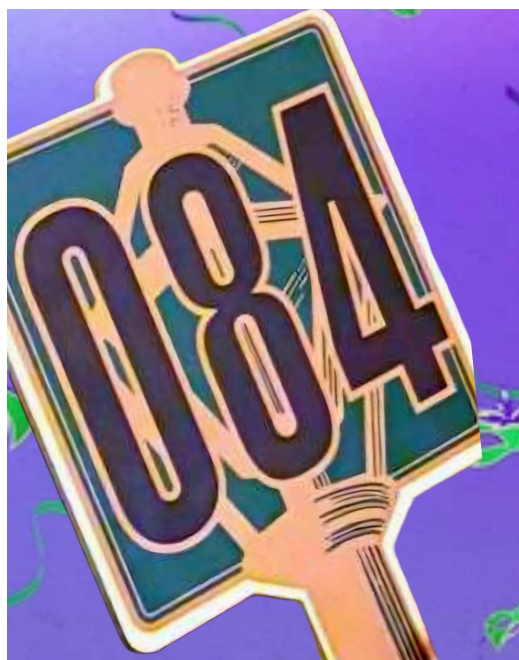
## Event Photos

### Galatoire Restaurant Mardi Gras Auction



Tab	Top	Amount
1	4	\$5,000
2	4	\$3,800
3	2	\$1,000
4	2	\$5,500
5	2	\$3,700
6	2	\$2,900
7	3,500	\$4,400
8	4	\$1,000
9	4	\$5,100
10	X 8	\$2,000
11	6	\$7,500
12	4	\$6,000
13	6	\$6,000
14	4	\$5,500
15	4	\$7,500
16	4	\$1,000
17	X 10	\$2,000
18	6	\$8,000
19	12	\$16,000
20	6	\$11,000
21	10	\$15,000
22	2	\$3,000
23	2	\$3,000
24	4	\$4,150
25	6	\$7,500
26	6	\$10,000
27	6	\$8,500
28	8	\$8,500
29	6	\$7,500
30	8	\$11,500

282,950 267,950  
16,000



**NEW ORLEANS** – Feb. 6, 2025 – [Galatoire's Restaurant](#) and [Galatoire Foundation](#) raised more than \$284,000 at its annual Mardi Gras Table Auction, held Monday, Feb. 3, 2025, in Galatoire's historic first floor main dining room. The event featured a festive evening of competitive bidding, signature Galatoire's hors d'oeuvres and complimentary champagne. The highest bid of the night was \$22,000 for a table for 8. In total, 154 seats were auctioned for the Friday before Mardi Gras.

To close out the evening, a private in-home dinner for 10 prepared by Executive Chef Phillip Lopez, including five courses with wine pairings, garnered a winning bid of \$16,000.

Combined with the Christmas Auction held in December, **a record-breaking \$440,000 was raised for this year's beneficiaries.**

## Plane Impressions— RV10—Kris Caldwell

**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 is capable of carrying 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. 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. Vans 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 flights. This certainly does not mean it's not fun to fly! Dual control sticks, with a light feel and great visibility for everyone, translate 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 the 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.



## Plane Impressions— RV10—Kris Caldwell

**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. Taxing 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 -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 elevators 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 make 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.

## Plane Impressions– RV10—Kris Caldwell

**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 nose-wheel 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!

