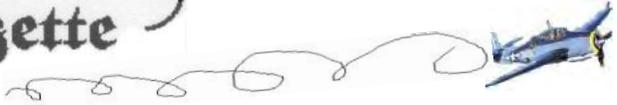


PROP WASH

Gazette

NOVEMBER - DECEMBER 2011

COMMEMORATIVE AIR FORCE
 Rocky Mountain Wing
 P.O. Box 4125 • Grand Junction, Colorado 81502



HONORING AMERICAN MILITARY AVIATION THROUGH FLIGHT, EXHIBITION AND REMEMBRANCE

YES — IT IS PARTY TIME!

The Holidays Have Arrived—*Let's Party!*

ROCKY MOUNTAIN WING



WHAT: Christmas & Air Show Survivors Party

WHEN: Saturday, December 10, 2011
 1:00 pm — 3:00 pm

WHERE: RMWCAF Hangar & Museum
 780 Heritage Way
 Grand Junction Regional Airport

COST: \$15 per person (paid at the door)

HIGHLIGHTS:

- Dinner hosted by Col. Bob and Sandy Caskey
- Awards, drinks and lots of memories from the Rocky Mountain Wing's 2011 Air Show Season

Feel free to invite a friend or two, but **RSVP by Monday, December 5th** to either of the following:

Bob & Georgia Thompson: (970) 921-4088
 rvtglt@earthlink.net

Collin & Marisa Fay: (970) 201-4557
 marisaleefay@gmail.com

*By Recruiting Bob
 Col Bob Caskey*

Our Annual Survivors Party (Party) is scheduled to take place on 10 December 2011 starting at 1:00 p.m. It will be held at our newly secured Airport in the CAF complex. You should have receive a personal invitation in the mail with in-

structions on RSVP requirements so watch those mail-boxes!

This year's meal will consist of the traditional holiday fare. Colonel Collin Fay is in charge of desserts. Marisa Fay is organizing the decorations. If you would like to help out, please give them a call.

We've had a very successful

year for maintenance and Air Shows. Get your nominations for Recognition Awards to Colonel Collin. Don't miss the opportunity to convey our appreciation to a deserving member. The awards will be handed out at the Party.

Send any photos you have taken throughout the year of our activities to Duncan. We are trying to put together a slide show highlighting this past year's events. The Party will be used as a recruiting opportunity. If you know of a potential member, bring them with you.



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Don't Forget

Please RSVP
 2011 Survivors' Party

Bob & Georgia
 Thompson
 (970) 921- 4088
 rvtglt@earthlink.net

Collin & Marisa Fay
 (970) 201- 4557
 marisaleefay@gmail.com

IMPORTANT MEETING

There is a Grand Junction City Council Meeting Dec. 7th, 7:00 pm in the Grand Junction City Hall, at 250 North 5th St. to discuss the GJT prison fence, etc.

Please plan to attend

As we end another Air Show and Maintenance year maybe a little visit to WWII folklore and mystery is in order. This article was submitted by Col Bob Thompson and for those of us that remember, here's a little additional information about:



As near as we can tell, the article below appeared in an older issue of Stars & Stripes—ed.

For the WWII generation, this will bring back memories. For you younger folks, it's a bit of trivia that is a part of our American history. Anyone born in the teens, twenties, and mid-thirties, is familiar with Kilroy. We didn't know why, but we had lapel pins with his nose hanging over the label and the top of his face above his nose with his hands hanging over the label. No one knew why he was so well known, but we all joined in!

So who the heck was Kilroy?

In 1946 the American Transit Association, through its radio program, "Speak to America," sponsored a nationwide contest to find the real Kilroy, offering a

prize of a real trolley car to the person who could prove himself to be the genuine article. Almost 40 men stepped forward to make that claim, but only James Kilroy from Halifax, Massachusetts, had evidence of his identity.

Kilroy was a 46-year old shipyard worker during the war who worked as a checker at the Fore River Shipyard in Quincy. His job was to go around and check on the number of rivets completed. Riveters were on piecework and got paid by the rivet. He would count a block of rivets and put a check mark in semi-waxed lumber chalk, so the rivets wouldn't be counted twice. When Kilroy went off duty, the riveters would erase the mark. Later on, an off-shift inspector would come through and count the rivets a second time, resulting in double pay for the riveters.

One day Kilroy's boss called him into his office. The foreman was upset about all the wages being paid to riveters, and asked him to investigate. It was then he realized what had been going on. The tight spaces he had to crawl in to check the rivets didn't lend themselves to lugging around a paint can and brush, so

Kilroy decided to stick with the waxy chalk. He continued to put his checkmark on each job he inspected, but added KILROY WAS HERE in king-sized letters next to the check, and eventually added the sketch of the chap with the long nose peering over the fence and that became part of the Kilroy message.

Once he did that, the riveters stopped trying to wipe away his marks.

Ordinarily the rivets and chalk marks would have been covered up with paint. With the war on, however, ships were leaving the Quincy Yard so fast that there wasn't time to paint them. As a result, Kilroy's inspection "trademark" was seen by thousands of servicemen who boarded the troopships the yard produced.

His message apparently rang a bell with the servicemen, because they picked it up and spread it all over Europe and the South Pacific. Before war's end, "Kilroy" had been here, there, and everywhere on the long hauls to Berlin and Tokyo.

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GONE WEST — COL DAVID WEST

*By Col
Bob Thompson*

Col. David West Col. 30266 & Life 2424 passed away on November 5, 2011. David was a member of the Rocky Mtn Wing and the son in law of Tom and Dorothy Dutton. He was a pilot owning several types of aircraft. His love was sailing and participated in many competitive regattas. While a resident of Wisconsin he supported our wing and our aircraft. Our condolences to Dorothy and her daughter Kim.



Winter Maintenance – Phase I

*By Col Bill Marvel
Maintenance Officer*

We're off to a good start on the TBM, with the entire airplane opened up for several inspections and one of the problem engine cylinders already removed. Nice weather and mild temperatures have combined to help us delve pretty quickly into what will be many weeks of concerted maintenance effort.

Col Bob Caskey has taken on the frustrating and greasy job of removing the old all metal clamps that support aluminum lines in the bomb bay. Sometimes the legs and feet of others are seen protruding from the area as Bob corrals members to help him now and then. Col Jim Peterson is a frequent victim! We will inspect the lines for chafe problems where the clamps held them and make any needed repairs. We will then replace the all metal clamps with newer Adel clamps that have rubber cushions installed on them. In all likelihood this will not require nearly as many clamps as were removed, so the installation job won't be as burdensome as was removal.

Col Kay Johnson and Cadet Josh Ray took on the job of removing the number 13 cylinder from the engine, something neither had done before. All went well, they learned a great deal, and will soon be starting the other half of that operation -- readying the replacement cylinder for installation.

Cols Jerry McDonough and

Bruce Verstraete teamed up to remove the old and worn cockpit seals that leaked air as though they did not exist. Pilots have complained about this for some time so we recently bought very flexible silicone seals that should do the job nicely. The seals in question are those on the windshield and also on the aft end of the sliding canopy sides. Bruce installed both aft seals and half of the forward one today (November 19) so that job is almost complete.

Speaking of seals, our latest shipment also included a piece which allowed cadets Josh Ray and Isaac Sikes to complete the bomb bay door seal installation earlier today. We did not buy quite enough of the material on our last purchase but have more now. Also, we will use the same seal cross section that we have on those doors to make up a seal between the bottom forward fuselage and the lower cowling. The original material was badly deteriorated and was re-

moved last week. It is no longer available, but by installing two seals, one on each surface, we should be able to close the gap nicely.

A possible hydraulic fluid leak in the right wing flap actuator was found not to exist following testing by Josh and Isaac. They cleaned up the actuators and hoses for both flaps, pressurized the system to capacity in both the flaps up and flaps down positions, waited ten minutes and then inspected with mirrors and flashlights. No leakage was apparent so we'll soldier on and keep an eye on it in the future.

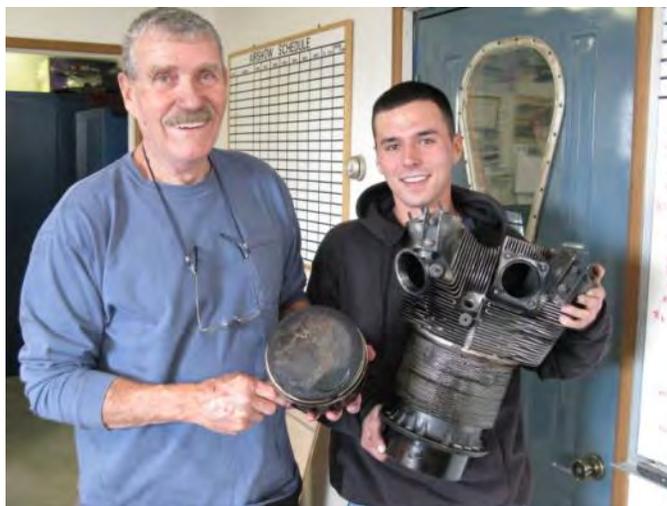
Three other minor hydraulic leaks have been identified and will be corrected. One is in the right wing sequence valve that prevents wing folding when the flaps are down. The second is in the left wing lock pin that engages at the leading edge when the wings are spread. And the last one is on the wing spread equalizer valve in the bomb bay which assures the wings

spread and fold at the same rate. In all three cases only a drop of fluid was seen so the leaks are minor.

We also have a couple of hydraulic flex lines to replace. One is on the aft bomb bay actuator and the other is on the right wing fold cylinder. Making these new flex lines, and probably one or two aluminum lines in the bomb bay, is something we will do ourselves. This will provide an opportunity for everyone to learn how it is done. Like most things, this is fairly simple but then again, everything is simple once you know how to do it!

We've completed removing the engine exhaust, draining the oil, doing the compression checks, removing the spark plugs for cleaning and gapping and as previously mentioned, pulling off one cylinder. It is likely that a second cylinder will also be replaced (number 10) before we are done with the engine. We will also be inspecting all cylinders for excessive valve guide wear. And finally, we will be setting the valve clearances and magneto timing a bit later after the cylinder work is complete. The engine

(Continued on page 6)



Col Kay Johnson and Cadet Josh Ray proudly show off the number 13 cylinder they removed from the engine.



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"KEEP 'EM FLYING"

WING LEADER'S REPORT

By Col Collin Fay

As the year winds to a close, I have some time to look back at a great air show season and, more importantly, the people that made it happen – you! Notwithstanding some difficult and persistent maintenance issues, all of you made this a great season. We attended 14 shows, and, with the very successful PX and wingwalk operations, in addition to appearance fees and some revenue rides, we've again propped up our funds required to keep these old warbirds flying. Thanks to all of you who helped this year with air shows, launching, retrieval, PX, administration, and, perhaps most importantly this year – maintenance.



Col. Marvel and his crew of Saturday mechanics have already gotten a good start on the winter maintenance for the TBM. There is a lot of work to do, but with the progress they've already made, there should be no problem having the plane in top shape by the time the first show rolls around next spring. We should have a good idea of what our 2012 season will look like by late December or early January.

The new security gates at the Grand Junction Regional Air-

port were closed on November 7th, meaning that we now must escort any visitor from the gate to our museum and hangar. This also applies to any members who do not have a GJT Airport security badge. As mentioned last month, if you would like to have a security badge, please contact me or any other member of the wing staff; we can arrange to make that happen. The badges cost \$125 each; however we do have a limited number of free badges

that have been made available to the Wing. Recently, the City of Grand Junction has taken a more active look at the airport operations. They have written a letter to the airport requesting that the gates remain open, at least in the short term, so we'll see where that leads. In the meantime, we are trying to adjust our operations accordingly for the least negative impact to our operations.

Continued on page 5

Not all WWII Posters directly reflected combat and war production. Many posters related to day-to-day life in a country so encompassed by apprehension, unsettlement and even fear.

Those at home had to cope with an emotional roller coaster too. It was a relief to be reminded you were not alone and that there was purpose for what you and your fellow citizens were enduring.



What? A "Yankee Air Force"



Many of the old "Gray Suit" CAF Cols pine for the original "Confederate" Air Force days (you can take the Col out of the gray suit but you can't take the gray suit out of the Col). It may surprise you to know that the "Yankee Air Force" has survived 30 fantastic years this month without being nationally discriminated against by fanatics, do-gooders and whiners.

All kidding aside - this November marks the Yankee Air Museum's 30th anniversary. The Yankee Air Force's B-17 "Yankee Lady", their B-25 "Yankee Warrior", and C-47 "Yankee Doodle Dandy" make up the museum's flying "Yankee Air Force" by providing Air Show and special occasion appearances and by offering rides so that today's public can experience the sights, sounds and feel of WWII.

RMWCAF's Propwash Gazette congratulates the Yankee Air Museum for 30 years helping us all "Keep 'em Flying."

<http://www.yankeeairmuseum.org>

RMWCAF STAFF OFFICERS

Wing Leader	Collin Fay
Executive Officer	Bruce Verstraete
Finance Officer	James Thompson
Adjutant	Jerry McDonough
Operations Officer	Rob (Dunc) Duncan
Maintenance Off.	William (Bill) Marvel
Museum & Mess Sergeant	Dorothy Dutton
Safety Officer	Bob Thompson
Judge Advocate	Gerald Feather
Public Information Officers	Denis Godfrey
PX Officer	Georgia Thompson
Newsletter Editor	Tom Howe
TBM Aircraft Coordinator	Bob Thompson
Cub Aircraft Coordinator	Charlie Huff
Facilities Manager	Bruce Verstraete
Recruiting Officer	Bob Caskey

Col Denis Godfrey has made contact with the USS Bunker Hill Association (Tom Kelley in the photo to the right) who was the radioman on TBM-3 number 310 shown here.

At Denis' request Tom has put out a request to find information that may be available through the Association about TBM-3 "309". **Tom says he** does not remember anything about aircraft 309. Our search for "309" continues.



Left to right in the photo: Tom Kelly – radioman/gunner, Melvyn "Guts" Guttenberger – pilot and Edward Duffy – turret gunner. VT-84, TBM-3, aircraft 310.

Who says turrent gunners had to be small?

REASONS OR CAF AIRCRAFT ARE SO MOMENTOUS

An eye-watering 43,581 aircraft were lost overseas during WWII, including 22,948 on combat missions (18,418 against the Western Axis) and 20,633 attributed to non-combat causes overseas.

WING LEADERS REPORT

(CONTINUED)

All of you have received an invitation for the year-end "survivors" and awards party which will be held Saturday afternoon, December 10th. We have a special treat this year, as Col. Bob & Sandy Caskey are preparing all of the food themselves, with help from some of the other members. It will be quite a feast,

plus we'll have awards for exceptional performance by individual members over the past year(s), and great memories of the 2011 season.

Thanks again for a successful year and your contributions of time, money, and effort in order to "keep 'em flying." We'll see you at the survivors' party!



Continued from Page 2

To the troops outbound in those ships, however, he was a complete mystery; all they knew for sure was that someone named Kilroy had "been there first." As a joke, U.S. servicemen began placing the graffiti wherever they landed, claiming it was already there when they arrived.

Kilroy became the U.S. super-GI who had always "already been" wherever GIs went. It became a challenge to place the logo in the most unlikely places imaginable (it is said to be atop Mt. Everest, the Statue of Liberty, the underside of l'Arc De Triomphe, and even scrawled in the dust on

the moon.

As the war went on, the legend grew. Underwater demolition teams routinely sneaked ashore on Japanese-held islands in the Pacific to map the terrain for coming invasions by U.S. troops (and thus, presumably, were the first GI's there). On one occasion, however, they reported seeing enemy troops painting over the Kilroy logo!

In 1945, an outhouse was built for the exclusive use of Roosevelt, Stalin, and Churchill at the Potsdam conference.

Its' first occupant was Stalin, who emerged and asked his aide (in Russian), "Who is Kilroy?"

To help prove his authenticity in 1946, James Kilroy brought along officials from the shipyard and some of the riveters. He won the trolley car, which he gave to his nine children as a Christmas gift and set it up as a playhouse in the Kilroy front yard in Halifax, Massachusetts .

So, now you know!

WINTER MAINTENANCE - PHASE I *CONTINUED FROM PAGE 3*

requires a fair amount of attention because there are many components on it that must be inspected, cleaned, measured, set, replaced, etc. And needless to say, without a reliable engine the airplane isn't going anywhere.

As mentioned last month, we returned a recapped tail wheel tire to the supplier and received full credit toward a new one, which we now have. The recap had weather checking on the side walls and we rejected it as not air-worthy. Col Don Coleman took the wheel halves to Mack airport so the bearing races could be pressed out and new ones pressed in. There was clear evidence of corrosion in the races so we had them and the corresponding roller bearings replaced. Col Bob Thompson installed the wheel assembly on the airplane today, so that job is

also complete.

And finally, many thanks to Col Steve Wood, whose guys at Capco made a brand new prop dome wrench for us based on one we borrowed from Airpower Unlimited in Idaho. We had a minor oil leak in the dome seal after the trip back from Mountain Home AFB and used Airpower's wrench to tighten the retaining ring a little more to stop the leak. Before returning that tool, we asked Steve to make one for us and he did just that in one day. Thanks Steve!

And for everyone else, I'm very appreciative of the Wing members who show up every Saturday to work on the plane. I try to make sure everyone has a meaningful job to do and learns something in the process. Some days require more people and

some fewer but every Saturday we accomplish work that absolutely has to be done to make the TBM a safe and reliable airplane to meet the CAF's mission. I take the job seriously and

am on board for every test flight after major maintenance. If the airplane isn't safe enough for me to fly, the last thing I would ever do is ask anyone else to go up in it.



Col Bob Caskey doing the dirty work of removing tube clamps in the always oily bomb bay.

There's a first time for everything

The first aviator to fly an airplane off a ship was showman Eugene Ely that worked closely with aircraft manufacturer Glenn Curtiss. On November 14th, 1910 he flew a Curtiss Pusher off a sloping deck on the USS Birmingham. Then on January 18, 1911 Ely landed his Curtiss on a deck constructed on the USS Pennsylvania. More photos and narrative available at <http://www.history.navy.mil/photos/events/ev-1910s/ev-1911/ely-pa.htm>.

