



HONORING AMERICAN MILITARY AVIATION THROUGH FLIGHT, EXHIBITION AND REMEMBRANCE

2011 AIR SHOW SCHEDULE

Nothing ever happened by itself (except maybe the 'Big Bang') and the same is true regarding the annual Air Show Schedule for the RMWCAF.



Cols Bob Thompson and Denis Godfrey traveled to Las Vegas last fall to attend the annual International Council of Air Shows (ICAS) convention where they were successful finding several Air Shows where a common interest between the Show Organizer and RMWCAF will result in our profitable attendance this coming season. We must remember that the

reason all of us dedicate our interest, our funds, our time, our skills and our time (see page 5) is to keep the CAF's wonderful antique airplanes flying.

There is nothing more satisfying that watching a youngster's eyes and expression as he watches one of the CAF airplanes start and then fly by. You can almost see their heads filling with questions and wonder. More on page 2.

Ghost Squadron Rescue at El Mirado

Editor's Note
Winter months are slow for articles to print in the Propwash. The Wing is inactive (regarding Air Shows and other public activities) even though we know all the maintenance activities (see page 3) are in full swing getting ready for this summer's circuit (see page 2). We are fortunate, however, to have available to us a story (fiction-that's different for Propwash) based upon the early days of the Confederate Air Force in southern Texas. Chapter 1 (*Ghost Riders*) of *Ghost Squadron - Rescue at El Mirado* appears on page 6 of this issue. Check it out!



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THERE REALLY WAS A TBM "309"

Col Denis Godfrey found this photo in the book *U.S. Navy Carrier Bombers of World War II*, published 1987. There's an investigative effort underway to learn more about this TBM-3 listed as from the Bunker Hill VT-8 Squadron.

**WHAT MAKES RMWCAF GO?
CHECK PAGE 5**

RMW AIR SHOW SCHEDULE - 2011

MONTH	DAYS	LOCATION	SHOW	TBM	CUB	STATUS
Mar	12th	NAF El Centro, CA	NAF El Centro AS w/ Blue Angles	■		Confirmed
↓	18th – 20th	Luke AFB, AZ	Thunder in the Desert w/ Thunderbirds	■		Confirmed
↓	26th	Riverside, CA	Riverside Air Show	■		Possible
Apr	9th – 10th	Bullhead / Laughlin, AZ	w/ Red, White & Loud B-29 Tour	■		Confirmed
Jun	3rd – 5th	Ellsworth AFB, SD	Dakota Thunder	■		Probable
↓	18th	Boulder, CO	Open House & Dance	■		Probable
↓	25th	Wendover, UT	Wings and Wheels	■		Confirmed
Jul	8th - 9th	Rifle, CO	Garfield Co w/Red, White & Loud B-29 Tour	■		Confirmed
↓	27th	Cheyenne, WY	Cheyenne Air Show w/Thunderbirds	■		Pending
Aug	13th – 14th	Pagosa Springs, CO	Mountain Thunder	■		Pending
↓	26th -27th	RMMA, Broomfield, CO	Colorado Sport Int. Air Show	■		Probable
Sep	3rd – 5th	Steamboat Springs, CO	Wild West Air Fest	■		Confirmed
↓	10th	Akron, CO	NREE	■		Confirmed
↓	10th	Montrose, CO	MTJ Open House			Tentative
↓	17th – 18th	Mountain Home AFB, ID	Gunfighters Skies w/Thunderbirds	■		Probable
↓	24th – 25th	Colorado Springs	In Their Honor AS	■		Possible ↓
↓	24th – 25th	Hill AFB, UT	Hill AFB Air Show w/ Thunderbirds	■		Probable
Oct	5th	Tucumcari, NM	Rotary Club AS	■		Confirmed
↓	7th – 9th	Midland, TX	CAF AirSho 2011	■		Confirmed
↓	22nd – 23rd	El Paso, TX	Amigo Air Show	■		Probable

2011 Air Show Schedule

Col Bob Thompson and Col Denis Godfrey have put together quite a schedule for this coming summer's Air Show season.

As you can see in the table here they have identified 20 confirmed & potential appearances for the TBM and CUB starting in March and running through the CAF Midland Air-Sho in October and beyond.

You may notice some conflicts but watch this Propwash table. As each appearance is confirmed we'll update this chart—noting the confirmation and eliminating any resultant conflicts.

Of course actual appearances depend upon a lot of support from the Wing membership—the maintenance crew, the operations crew, the PX crew as well as the Air Show management crew.

We show the CUB possibly traveling to Rifle, Pagosa Springs, Steamboat Springs and Montrose. That schedule is also dependent upon support from Wing membership (not to mention weather.)

Let's all pitch in and make best effort to insure that the final schedule shows off our great historic aircraft and helps support our Wing.

WHY NOT JUST JANUARY?

You may wonder why each issue of Propwash is dated to cover two months, i.e. this issue is dated "January-February 2011".

Like all efforts in the

RMWCAF, the publishing of the Propwash is a volunteer effort. The current editor hopes to avoid the embarrassment of possibly being late with an issue - protecting himself by providing a two month window for each issue.

If this editor can't get a single issue published in two months – fire him!



MAINTENANCE REPORT — THE NUMBER ONE

*By Col Bill Marvel
Maintenance Officer*

I don't know the mathematical odds of this happening, but on New Year's Day, Cols Rob Duncan, Floyd Suits and I worked all day removing two cylinders from the engine. Yes, on 1/1/11, we removed two problem jugs, numbers 1 and 11. I'm not kidding! Both should be back on January 19 (another one), so the following weekend will be a very busy one getting these back on the engine. There's no way that can be completed in two days so the work will drift into the next weekend and maybe a day mid week to get the airplane flying again. We might have a kickoff event in San Diego in February but even if that does not occur, we have others starting in earnest in March. This promises to be a big air show season and we do not want maintenance issues to cancel any of our appearances.

The right side bomb bay hydraulic line has been replaced and pressure tested and is ready to fly. Col Rob Duncan took the time to teach Cols Ken Brownlee and Bob Caskey how to put 37 degree aircraft flares into aluminum tubing and what fittings are involved in that process.

Col Jim Foss went to work with an adjustment tool to tighten some of the Dzus fasteners which had become loose over time. These are the one quarter turn fasteners that attach the engine access doors to the cowlings and to

the accessory bay. We still have about five or so that need to be replaced but Jim's work got us a ways down that road.

We'll be checking this week on the status of the rudder now being repaired by Col Leonard Felix. I mentioned in the last newsletter that the rudder had a dent in the top and that is what is under repair. We should have it installed easily the same day we receive it back from Leonard's shop.

Yours truly fabricated and riveted into place an aluminum doubler in the bilge area. We found that if the seat belt in the fold up seat is not properly oriented, latching the seat into place will force the seat belt attachment bracket into an adjacent bulkhead and crack the aluminum. **NOTE TO BILGE RIDERS – please learn about this!!**

Col Jerry Feather just received the new Plexiglas molds for the right and left wing navigation light covers. This should be installed and the job completed in the next couple of weekends. We also filled the magnetic compass with fluid and acquired some air sickness bags for the plane on passenger revenue flights, just in case.

Cols Rob Duncan and Don Coleman are installing some additional avionics control heads on the right side of the cockpit. They are not connected electrically but add a considerable amount of real-

ism as we are gradually bringing the cockpit area back up to WWII combat appearance. Col Denis Godfrey did this type of upgrade last year on the turret and it looks great.

All in all, the plane will be ready for the airshow season in plenty of time and contin-

ues to be in better and better mechanical condition as we identify and repair small anomalies before they can grow into problems. With many sets of experienced eyeballs now looking at all aspects of the TBM, we're very pro-active and that bodes well for the future of the aircraft.



This is the area where the number 11 cylinder sat before being removed. MANY parts had to come off before we were able to remove the cylinder itself.



Note the pulled out exhaust stud still in the exhaust manifold after it was removed and set against a main wheel tire. Aside from low compression, one of the removed cylinders had two exhaust studs that were loose in the cylinder heads.



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"KEEP 'EM FLYING"



THEY SURE MAKE THEM BIGGER NOW!

The carrier in this photo that carries the number "21" appears to be HMCS Magnificent (CVL-21) a Majestic Class Carrier in the Royal Canadian Navy. The RCN Sub Hunter TBMs (as the RMWCAF TBM once was) give you an idea of the deck size — much smaller than today's carriers. Now you know why WWII Carrier pilots called them 'Postage Stamps'.

Carrier CV-21 was the "Boxer" - an Essex Class Carrier in the US Navy. The Boxer was really BIG compared to the Magnificent.



WING LEADER'S REPORT

By Col Collin Fay

January has dawned and I find myself as the new leader of the Rocky Mountain Wing of the CAF. As most of you know, I have no where near the experience you have with the CAF, this Wing, the aircraft, and our operations, so I will need lots of help. That said, I made it through our first meeting last Saturday, and, thanks to the great staff, I have high hopes for a great year and a successful air show season.

Most of you probably already know that that Bob Thompson and Denis Godfrey have done a great job putting together a very aggressive air show line-up this year. While still tentative, they list 20 shows for 2011. Obviously, we can't go to all of them, but we'll do our best! It will require a lot of commitment from every-

one for maintenance, operation, wing walk, and PX crew. The first show is March 12th in El Centro, California, and, with the exception of a minor lull from mid-April through May, the schedule keeps going full speed through October. We are going to need a lot of help for all phases of our operation, and I encourage you to contact me or any of the staff members to see what is needed and how you can help. Don't forget that if you volunteer to help with an airshow, you have the opportunity to travel there in the TBM (if you want!) That's a great perk in and of itself. With the aggressive air show schedule we have lined up for this year, we also hope to implement a few changes which will help improve our safety and operations, and

2011 DUES ARE DUE!

Every RMWCAF member should have received a notice regarding the 2011 Wing Dues.

If you haven't paid those dues, please make a point of paying them soon.

It's these DONATIONS that makeup the backbone of your Wing's annual operational budget.

Yes - your dues are tax deductible as a donation.

It takes your financial support along with all those donated hours (see page 5) to make your wing a success.

And a success we are! The Air Show Schedule on page 2 and Maintenance report on page 3 prove the success.

increase our sales volume. Number one, a result of the incidents we had at Steamboat Spring last fall, is the designation of a "dispatcher" or "operations monitor" to observe conditions surrounding our air operations and recommend changes to each PIC when warranted. This observer will simply be another set of eyes and ears to monitor current and anticipated

conditions, both on the ground and in the air. We plan to have this observer designated for each show where we are offering Warbird rides to the public. Another safety-related improvement will be a marshaling class for the ground crews working with the Cub and TBM. This way we will ensure that both the ground

Continued on page 5

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

Wing Leader's Report

Continued from page 4

crews and pilots know what to expect from each other. A final addition will be the ability to accept credit cards for both rides and PX sales. That should help boost our sales volume for the air shows.

Bill Marvel reports that he and the rest of the dedicated maintenance volunteers are overhauling or replacing two of the 14 cylinders on the TBM, and they are also working out the "dents" in the rudder. Those items should be finished, with the airplane flying, by mid-February. We also plan to purchase two spare cylinders for the TBM so that if any problems arise mid-season, we can simply swap out cylinders and get them repaired without aircraft down time.

While we all tend to focus on the TBM operations, we also have several shows lined up for the Cub – Rifle, Steamboat Springs, Montrose, and perhaps Pagosa Springs. Additionally, we have plans to move the Cub to Grand Junction from Crawford once we have enough certified pilots to fly it in Grand Junction, hopefully later this year. That way we can use the Cub for rides in Grand Junction and perhaps use it to support our recruiting efforts.

And speaking of recruiting – Bob Caskey has volunteered to serve as the recruiting officer for

**RMWCAF MEMBERS DONATE MANY HOURS
THIS IS WHAT MAKES OUR WING SUCCESSFUL**

Each year the members support RMWCAF in many ways - some by providing financial support through dues and other means, some by working at home providing the behind the scenes support necessary to keep the wing operating. Those that work at the hangar donating their time and skills often log that time at the

hangar. Shown below are those hours logged during 2010. Many thanks to those shown below and all other members for supporting RMWCAF!

If you are one of those that works at home then either log those hours at the hangar or send them to Georgia Thompson rvtgt@earthlink.net (like this editor should.)

Ken Brownlee	94
Frank Carrigan	80
Bob Caskey	6
Don Coleman	195
Del Coulson	9
John Dickerson	16
Andy Duncan	23
Rob Duncan	348
Dorothy Dutton	294
Colin Fay	49
Jim Foss	8
Denis Godfrey	347
Ted Hine	83
Carl Hipp	26
Judy Hipp	26
Carol Huff	47
Charlie Huff	74
Jim Knapp	5
Miles McCormack	21
Jerry McDonough	69
Matt McNamara	48

Bill Marvel	288
Fred Nelson	11
Chrispy Peterson	94
Jim Peterson	188
Tony Pytlinski	43
Donna Rawlings	8
Travis Reese	48
Floyd Suits	388
Gaye Taylor	22
Kent Taylor	30
Jim Thompson	42
Joyce Thompson	56
Bob Thompson	368
Georgia Thompson	211
Bruce Verstraete	52
Pat Verstraete	2
Nat Waterman	90

**TOTAL HOURS DONATED
3783 Wow!**

this year. I have asked Bob to develop some programs to not only entice new members, but also get existing members more involved in our operations. We could sure use it! Several of us plan to attend the Wing Staff Conference at CAF headquarters in Midland in late Feb-

ruary. I'll include an update on those items and more in the next newsletter.

Thank you, again, to everyone for your help and involvement in anticipation of a great year in 2011.

GHOST SQUADRON RESCUE AT EL MIRADO CHAPTER 1 - GHOST RIDERS

By Col Calhoun A. Franistan
Out of a sun-bleached sky
banshees soar.

Flash of wing and tail, snarl of engine, aircraft engaged in dogfight. One in close pursuit of another as they twist and weave embraced in mortal combat among celestial cathedrals suspended in the blue ether. The pursued maneuvers frenetically to break free but the hawk has the sparrow framed in its sight. The prey rolls inverted, heading for the deck, and the hawk responds in kind as they now streak along in close proximity to the flat earth.

Nearby an antiquated biplane crop duster lumbers along laying down spray over a green field of cotton. Suddenly the two aircraft burst past, vortices swirling the spray mist in the sunlight and upsetting the hapless biplane. The aircraft continue on heading straight for a lonely farmhouse. A woman there looks up alarmed then smiles as they zoom by; the rush of air liberates white linen from a close line. The pursued halts its evasive action, surrendering its throat to the wolf. But the hunter shows mercy this day and instead pulls up along in close formation examining its prey. The two gladiators peer at each other silently from their cockpits and then the pursuing pilot lets out a "Yeeha!" and a thumbs up to the pilot of the other airplane who begrudgingly grins and nods in acknowledgment. The victor wears a sweaty, oil smudged flight helmet and goggles with the stubby remnant of a cigar clamped in his teeth; possessing the confident iconic look of the fighter pilot. The vanquished banks west into the late afternoon sun with the other in trailing echelon. The aircraft are World War II fighters, a Grumman "Wildcat" and companion Curtis "Warhawk", both painted

overall white with red and blue trim, sporting Confederate battle flags on their tails.

Meanwhile at a small airfield in the Texas Rio Grande Valley, seven miles as the dust flies from the Mexican border, a ground crew work on another old crop duster. A familiar growl is heard in the distance as the two fighter aircraft approach. The men stop and gaze skyward just as their predecessors, or they themselves had done at any wartime airbase in England, the Pacific or North Africa. But the year is 1962 and this is Rebel Field of the Confederate Air Force.

The two fighters roar overhead in formation, with the Wildcat in lead. At midfield the lead pilot glances to his wingman and flick's his hand signaling the break for landing. The wingman in the Warhawk acknowledges then there is a loud stumbling pop from the engine as he reduces throttle and breaks for the landing pattern. The Warhawk begins to shudder as the engine slows. The pilot is methodically pulling levers and other controls in an attempt to relight the engine as it and the altimeter wind down. Luckily it looks like he can make the runway and lowers the landing gear. But the gods of the muggy Texas haze are not smiling this day as the wind suddenly changes and the windsock goes limp sending the wounded Warhawk toward the tumble weeds and jackrabbits. The sputtering aircraft firmly arrives in the dirt short of the runway but the pilot keeps it under control as it plows through a fence and continues on trailing barbed wire, posts and empty 50 gallon malathion barrels bouncing along in a great cloud of dust. Finally the old Warhawk comes to rest and the pilot quickly jumps out as the Wildcat zooms overhead.

Editors note: Fiction based upon the foundation of the Confederate Air Force. Entertainment from a local author.

A posse of men in gray uniform and pickup trucks are heading across the field in earnest. As they arrive at the scene a bespeckled man sporting a grey Stetson cowboy hat adorned with silver wings runs up to the pilot and exclaims in a deep Texas drawl,

"Billy, I told you don't do nothin' dumb!"

"Sorry colonel she just quit on me," shrugs Billy, the pilot.

The interlocutor has the demeanor of a grumpy worried father interrogating a son about the family Oldsmobile.

"Well...at least you didn't screw the pooch and crack her up too bad."

As he inspects the underside the airplane, barbed wire dangling from the landing gear.

"Looks like you earned your first, and it better be your last, Silver Magnolia Blossom."

Another man standing nearby shakes his head,

"Billy, it's a dang mess, I hope you got a good story for Colonel Culpeper."

Billy replies as he peels off his flight helmet, scratching the top of his head,

"Well...I reckon it's a fuel system problem..."

Another man interrupts slapping Billy on the back,

"Naw, he means the new fence!"

The Wildcat watches protectively from above and then lands uneventfully as the Warhawk is towed back to the hangar with a bent prop and some minor damage, but at least in one piece. Roscoe, the pilot of the Wildcat dons his Stetson as he leaves the plane to join the men, all

colonels in this rag tag pseudo military outfit, as they retire to the club house for a round of Mint Julep. The elixir is the object of their jocular motto, "*Semper Mint Julep*" embroidered on the back of their grey uniforms.

As the sun sets to the West, the calm quiet breeze of evening envelopes the ol' "cow pasture" airfield and the crickets and cicada begin their nocturnal song. But for the faint dulcet tones of Eddy Arnold's *Cattle Call* on the scratchy AM radio set and the glare of electric light, the clubhouse could be misconstrued for any old west saloon; the murmur of tall tales in the saddle, clink of the glass and occasional outburst of manly laughter. Nearby, their trusty steeds await in the descending twilight, staved by the glow of a single light bulb under a chipped porcelain metal shade. Billy's Warhawk, the Wildcat, Hellcat, Corsair, Lightning and other warbirds - winged beasts that belch fire, run with the wind - and kill. Or did kill at one time, long ago, in places an eternity from sleepy South Texas where men and machine will never again fire in anger.

Now the old battle horses are put out to pasture, saved from the butcher, admired for their beauty, speed and lovingly maintained and respected for the rare pedigree they are. These warbirds are icons, a bittersweet reminder to many of these men of a youthful passage into harms way and manhood. These few, these relics of the many, stand in tranquility, silent sentinels reminiscent of honor, valor and sacrifice - *lest we forget*.

Let us know at the Propwash if you want to see more of Ghost Squadron - Rescue at El Mirado.