



HONORING AMERICAN MILITARY AVIATION THROUGH FLIGHT, EXHIBITION AND REMEMBRANCE

HAVE YOU EVER WONDERED?
THE 2ND IN A SERIES

By Col Del Coulson:

I received the list of everything we had to do to be assigned the TBM. Number one on the list was coming up with the amount of money required to restore the aircraft and get it back in flying condition. The first thing I did was go to the five members of our squadron that were business men to ask them if they would, without question, be willing to donate \$2,500 each to this project - they all agreed. Right after that, we had 10 new members offering to put up \$300 each with the condition they could bump another crew member that had not paid. To this day, I have not heard of a single one of those crew members taking advantage of this privilege.

The next item on the list was to get the plane in ferry condition. For this, we would have to rely on the Arizona Wing to perform. I contacted John Lane in Tempe, Arizona and asked him what it would take to make the plane ready to ferry. John explained to me that we

would have to remove the propeller and send it to a shop for rebuilding. Also, the carburetor, starter, and all the comital surfaces needed to be recovered. John thought he could get one of the aviation trade schools to help out with some of the recovering, but we would have to take care of the rest. I gathered all the information and contacted C.A.F. Headquarters in Harlingen, Texas with the particulars. Then, there was nothing to do but wait.

Two weeks later, headquarters gave us the green light. Now comes the best part, the process of coordinating the parts to get them

all together at just the right time. Without John's help, I knew there was potential for disaster. The trade school would take care of the elevators and we would have to do the rudder and ailerons. They were so large that the only way to get them back to Grand Junction was to take my 2-ton truck to Falcon Field and pick them up. With the help of one of our members, we had Monarch Aviation do the recovering of the rudder. In this process, we were all able to learn how to recover the ailerons ourselves. Thankfully, Jim let us use part of his shop to do the work.

He also allowed several of our members come in and help coat the ailerons.

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N53503 arrived at its new home - Now RMWCAF

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	■		Completed
↓	17th – 20th	Luke AFB, AZ	Thunder in the Desert w/ Thunderbirds	■		Completed
Apr	9th – 10th	Bullhead / Laughlin, AZ	w/ Red, White & Loud B-29 Tour	■		Completed
May	21st	Pueblo, CO	Air Museum Open House	Our	Call	Confirmed
Jun	3rd – 5th	Ellsworth AFB, SD	Dakota Thunder	■		Cancelled
↓	18th	Boulder, CO	Open House & Dance	■		Confirmed
↓	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	26th -28th	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			Probable
↓	17th – 18th	Mountain Home AFB, ID	Gunfighters Skies w/ Thunderbirds	■		Confirmed
	29th – 10/3	Montrose, CO	w/ AZ B-17 & B-25	■		Possible
Oct	5th	Tucumcari, NM	Rotary Club AS	■		Confirmed
↓	7th – 9th	Midland, TX	CAF AirSho 2011	■		Confirmed
↓	22nd – 23rd	El Paso, TX	Amigo Air Show	■		Possible/ Doubtful

2011 Air Show

*By Col Rob Duncan
Operations Manager*

We kicked off the 2011 airshow season with two military base events, featuring the Blue Angels and the Thunderbirds back-to-back. So you can figure the Navy and USAF of course. Cols. Ken Brownlee and Bob Caskey were Rob Duncan's flight crew which left on Friday. During the flight, Col. Duncan noticed the oil pressure was running about 10 PSI lower than usual, but no other symptoms, so the flight was continued while ensuring airports were always nearby. They arrived on target and on time in El Centro, California (about 100 miles east of San Diego) and were directed straight in while declining to use the arresting gear installed to practice carrier traps. A nice welcome included covered parking for the TBM which would be welcome in the warm days to follow.

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HAVE YOU EVER WONDERED?

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Some weeks later, John gave me a call to say they had the propeller, starter, elevators and carburetors back from the shop. These parts needed to be installed before attempting to fire up the

engine. I informed John that we had the rudder and ailerons ready as well. Then, I borrowed my father-in-laws motor home for the crew that was taking our stuff to Falcon Field. That way, they would have a place to stay at the airport while helping John install all the parts. The crew was greeted by 116 degree heat the day they reached Falcon

Field. The nights cooled to a 'balmy' 100 degrees so they felt it would be best to work at night. Even then, the metal was still very hot to touch. The mobile home did not have an air conditioner so the guys put a fan in the open doorway to try to circulate some of the warm air. They hoped it would be a little more comfortable for everyone to sleep.

To be Continued...



Rained Out—In the Arizona Desert

See More El Centro and Luke Air Show Photos on the Wing Website

MAINTENANCE REPORT — PAPERWORK!

*By Col Bill Marvel
Maintenance Officer*

Well, the TBM is home again following its first three shows of the year. We now have a few squawks to take care of and two inspections to perform prior to its really getting busy beginning in early June. But in the interim, there's paperwork to be handled and for the most part that is my responsibility.

When the plane was on this trip it did not have log books with it. Accordingly, our mail later included paperwork from Air Response in Arizona, the company that did the engine maintenance. Along with a log entry sticker documenting their work came a couple of yellow tags and an 8130 form, both having to do with the legality of the parts they installed. These documents have to be properly recorded and organized here. Of course there was an invoice for \$14,500 but that's another story...

Additionally, we've received correspondence from both FAA and CAF regarding the need to update our FAA approved progressive inspection program as part of the requirements for taking paying passengers up in CAF aircraft. This program was approved by the Salt Lake City FSDO in 1989 but they apparently lost their copy of it. Thanks to Col Rob Duncan and his contacts at CAF HQ, we got a copy of the approved document and sent it to SLC. I'm now working with the FAA there on updating this 37 page inspection

program to current FAR numbers, components that are actually on the airplane now, etc. In short, paperwork!

Successful completion of that will (hopefully) lead to subsequent approval to install an oil filter system on the TBM engine. The current system still uses the oil screen filtration media that was the norm in WWII. Clearly, today's filters are much better but they must be approved for both the aircraft and the engine. There is no generic approval for all TBM aircraft so we will need to request a one-time approval, called a field approval in FAA lingo, and that involves – well, paperwork! It also involves a bit of good luck in the process but that is still out there in the future.

And assuming the oil filter installation is completed (there are no guarantees in any of this) the next job will be getting approval for installing a video system in the aircraft so passengers can have a digital audio and video recording of their trip. This system costs some \$4000, which we don't currently have available, but more important cannot be installed until we have approval. Approval means paperwork!

No airplane ever legally flies in this country without certain documents on board. And no maintenance officer is doing his job unless these documents are there and

correct. A review of the document folders in the TBM showed a couple of required things out of date, a couple missing and some extraneous information there that was not needed – like an old registration that was obsolete many years ago! Both folders have now been upgraded with current documentation and I even bought shiny new plastic covers for them in celebration. So we now have new and improved paperwork!

One of the required documents is weight and balance information. In our last staff meeting we questioned how accurate that information is today given the age of the airplane. Over the years airplanes tend to gain weight just like people do. And even though every item added or removed is accounted for in the updated weight and balance report, planes still tend to gain weight over time. Just to be sure, we agreed to have a local maintenance shop borrow the needed scales so we could actually

reweigh the airplane to get current data on it regarding empty weight and empty center of gravity. Once we know this for certain, we will make every effort to keep it accurate as we install additional components to enhance the realistic appearance of the airplane. And of course, this new weight and balance information is just more paperwork!

On top of all that, the CAF just published a new regulation on maintenance that discusses, among other things, how they want log book entries made for the airframe, engine, prop and for airworthiness directive entries. Although this is a legitimate effort to standardize how we operate, it boils down to just another session with – more paperwork!

You know, until all this came up I never realized how easy it was when I just had greasy hands....



Logbooks and document folders and yellow tags, Oh my...!

New permanent but removable document location in the bilge. ↓





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"KEEP 'EM FLYING"

WING LEADER'S REPORT

By Col Collin Fay

As we wrap up April, the TBM is back in the hangar in Grand Junction after a busy few weeks "on the road." Those weeks included a significant amount of maintenance in Arizona, but with just a little more TLC from our talented maintenance crew, the aircraft will be in great shape for the rest of this season.



The show in Laughlin got off to a rough start, as the crew had to drive due to bad weather between Colorado and Arizona, and Col. McNamara had to "wait it out" for a spell with the TBM in Parker, Arizona en route to Laughlin due to dark skies. But everyone finally made it to Laughlin that evening – everyone except the star of the show, that is – "FIFI", the CAF's B-29 Bomb-

er which was supposed to be part of the Red, White, and Loud tour with Aaron Tippin, didn't make it until the last day of the show. Mr. Tippin did make it in, though, and the rest of the show went on with only a few hiccups. It was a good show for our wing, and the TBM attracted a significant number of admirers, and a few riders!

Once back in Grand Junction, we thought things we going pret-

ty smoothly until we got the report from Col. Jim Thompson that our bank account was empty. Turns out with all of the work we've invested in the TBM over the winter, it also cost a lot in parts and supplies (and required external labor.) Jim delivered the news that we've spent about \$40,000 this year on the TBM and other expenses, so we've had to use some of the PX earnings to keep ourselves

afloat. Hopefully we can bring in enough funds through the remainder of the air show season to "keep 'em flying!" So, I'll make my monthly plea for additional volunteers to help with the air shows, maintenance, and everything else we do at the Wing. If you can pitch in, we'd really appreciate it. We've added another show in Pueblo on May 21st.

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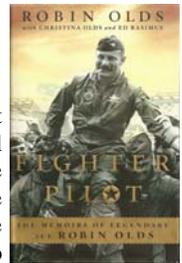


This Ugly TBM makes our '309' look really good

I'm guessing there is a reason for all this mosaic meandering including Normandy Invasion stripes - but it's still ugly!

Fighter Pilot – Memoirs of Legendary Ace Robin Olds

A book review by Col Rob Duncan



Robin Olds was many things to many people. To his West Point football coach he was an All American destined for the National College Football Hall of Fame. To his P-38 and P-51 wartime squadrons he was the aggressive fighter pilot who made double ace and became their commander in nine short months. For the pioneers of the jet age, he was the wingman on the first jet demo team, a racer in the Thompson Trophy race, and the only U.S. exchange officer to command an RAF squadron. In the tabloid press he was the dashing flying hero who married the glamorous movie star. For the current crop of fighter pilots he is best known as the leader of the F-4 Wolfpack battling over North Vietnam. For cadets at the Air Force Academy he was a role model and mentor. He was all of those things and more.

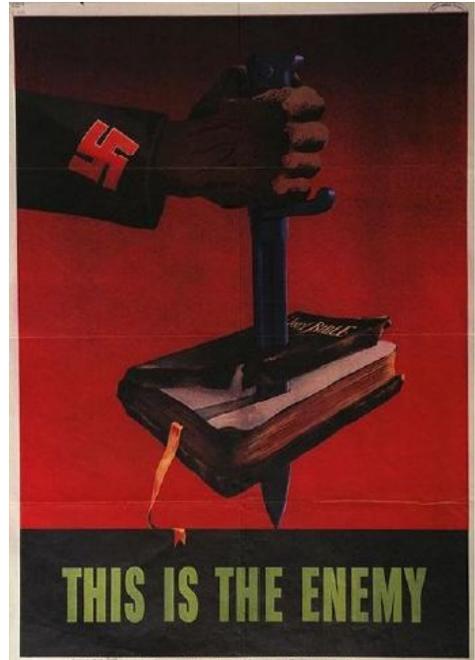
Here's Robin's story in his own words and gleaned from the family and friends of his lifetime. Here's the talent and learning, the passion and leadership, the love and disappointments of his life. Few men have written on the tablets of aviation history with such a broad and indelible brush. Olds was a classic hero with vices as well as virtues who impacted many. The book contents were compiled and edited by his daughter, Christina Olds, whom I met while at the Steamboat Springs airshow and purchased the book there. Christina autographed this book on my behalf, but I would be delighted to loan this book to any member wanting to read this amazing story. Of course you can find it on Amazon.com too, thereby contributing to his legacy fund.

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

Continuing to visit some of the posters from WWII . Think about the recent uproar in Afghanistan after it was published that one Koran was publically burned in Florida. WWII spurned many graphic representations to convey a patriotic message.

More posters to come in future issues.



REASONS OR CAF AIRCRAFT ARE SO MOMENTOUS

During World War II

276,000 aircraft manufactured in the US.

43,000 planes lost overseas, including **23,000** in combat.

14,000 lost in the continental U.S.



Luke AFB, AZ Air Show

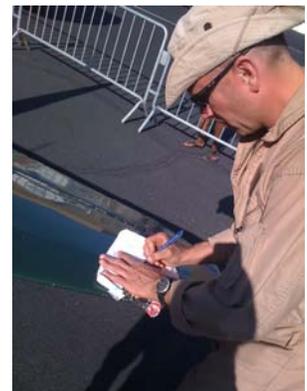


Former TBM & Zero Combatants enjoying retirement

CAF Flagship B-29 Fifi arriving

Col Matt
Signing an
Autograph?

The life of
a Celebrity!



2011 Air Show Season Kickoff - Continued

Continued from page 2

Cols. Bob and Georgia Thompson arrived with their 5th wheel trailer also stocked with PX items, and Cols. Jim and Crispy Petersen arrived in their military marked pickup. The one day event was typical of military events, but of special note was the EA6B Prowler parked next to us. The Navy has authorized special painting of their aircraft to commemorate this year's 100th anniversary of Naval aviation. This Prowler had the two tone blue of the TBF Avenger flown by Ensign Albert Earnest at the Battle of Midway. That Avenger radio operator, Harry Ferrier was the only other survivor and his name was stenciled as the Prowler's "back seater". They were quite proud of the opportunity to park next to us and considered the Avenger to be the predecessor of the Intruder and Prowler line of attack and picket aircraft. I heartily agreed, and did not point out that their tail and rudder were NOT authentically painted out of politeness. As they departed I noted that the Prowlers back seaters were women and wondered what Earnest and Ferrier would say to that! Brownlee especially enjoyed this trip as he was stationed at El Centro during his Navy career and pointed out the base changes.

The engine oil screen was inspected and determined to be safe for flight. The oil pressure remained a tad low but steady during the Sunday

flight to Mesa, Arizona, Falcon Field which is the home base for the Arizona Wing CAF and Col. Duncan's original CAF unit. This arrival is found on YouTube at <http://www.youtube.com/raptor30k#p/a/u/1/pf3JL3gCdsI> where Col. Dorothy Dutton was waiting with her sister. This was a planned stop where the folks from Air Response had been contacted to review some engine concerns. Most of these were addressed during the intervening week, but it was decided then to keep the TBM there after the Luke airshow for further engine work. Col. Duncan spent a lot of time during the week in their hangar learning more TBM hints as Air Response was the original company to modify and operate B-17's and TBM's as forest fire tankers. Today Air Response handles the Wright Cyclone engines on the AZ CAF B-17 and B-25, while restoring yet another privately owned TBM now there at Falcon Field. It held a genuine, restored Mark XIII in its bomb bay.

On Thursday morning, Cols. Duncan and Caskey flew the 33 miles from Falcon Field to Luke AFB, located on the other side of Phoenix. Since Phoenix radar was too busy to provide clearance for a direct flight, Col. Duncan flew around Camelback Mountain while telling stories of his childhood growing up in the northern hills of Phoenix to a politely attentive Caskey. The straight in arrival at Luke was welcomed, but we were surprised when the other TBM from Falcon

Field arrived 10 minutes later. They were parked next to us on the airshow ramp, and thoughtfully folded their wings so the public could see examples of the two configurations.

Friday was a special free full airshow for all base personnel and their families, along with the municipal police, fire fighters and other public servants – a nice touch and we did not ask for donations for Wing Tours. The following two day show was huge. The base commander said it was their biggest attendance ever. We sold out of nearly everything we had brought, even extra stuff that afforded by the use of the Thompson's 5th wheel trailer and storage box behind his crew cab. Needless to say, the extra PX crew provided by both Thompsons, both Petersons, and Dorothy gave quite welcome time to "get away" for a while. Everybody except Duncan and Caskey were gone by Sunday night. Duncan and Caskey had "real" Mexican dinner in an authentic restaurant where the 10 piece brass band positioned themselves around the dozen table from one end to the other of the dining room.

We were the only white faces to be found, and the seafood dinner was outstanding.

The TBM was supposed to leave at 9 am on Monday, however when Duncan and Caskey awoke early they saw gathering winds and local TV weather radar painted a statewide border-to-border thunderstorm. We skipped breakfast and hustled to the Operations building for the required briefing and paperwork required to leave any military airbase. By the time everybody was satisfied, winds were gusting 30 knots but thankfully right down the runway. After perhaps a 400 foot takeoff roll – tower remarked that was perhaps the shortest they had ever seen – we returned to Falcon Field and left the TBM in the capable hands of the Air Response team who drove us to the Phoenix airline terminal. Our direct airline flight to Grand Junction was uneventful although arriving well after dark. It was a long eleven days away from home, but very successful on many fronts.

PIC Col Duncan in '309' parked next to the Prowler at El Centro.



Wing Leader's Report

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In addition to displaying the TBM and selling PX items, we'll be providing rides at that show, of crew members. If you can help, please contact me, Col. Duncan, or Col. Bob Thompson. We hope to bring the Cub from Crawford to Grand Junction in the next few weeks. Once here, we can provide rides and use the Cub for recruitment activities. Please let me know if you are interested in flying the Cub, as our dedicated Cub driver (Col. Huff) won't be as accessible when it is in Grand Junction. The Cub will also attend a few of the scheduled shows this season, in Rifle and Steamboat Springs, and perhaps some others.

Col. Godfrey reported at last week's staff meeting that the B-29 Bomber ("FIFI") will not be able to make it to the Rifle air show due to "density altitude" considerations. The Red, White, and Loud Tour with Aaron Tippin will still take place in Rifle, it will just be with a substitute bomber –

perhaps the B-24. Please plan to attend the Rifle show on July 8th and 9th; it is in our back yard, and we'll need as many crew members as possible to support our planes, the PX, and the rides program there.

The only other big issue looming is the airport fencing program which is threatening to isolate our hangar and museum from the public (and even many of you, our members.) Several of the staff are working different avenues attempting to define a compromise solution that will still allow access to our facility. I am working with Col. Caskey and the Grand Junction Regional Airport Authority to see what we can work out with them, while Col. Caskey and Col. Marvel are also taking some alternative routes utilizing political pressure to bring about a successful result. The fence and gate project is planned for completion this August, so we have until then to determine a workable outcome. A negative result could have a significant impact on our operations.

Thanks again to all of you who volunteer your time to keep our aircraft flying and on display!



King of Turkeys and his Jester

Perhaps we shouldn't let them out by themselves!



Happy Air Show Visitor



Money Makers at El Centro!

