



HONORING AMERICAN MILITARY AVIATION THROUGH FLIGHT, EXHIBITION AND REMEMBRANCE

Finally! Survivor's Party December 7th - 12:00 Noon

(That's Five O'clock Somewhere!)

By Col Tom Howe
Propwash Gazette Editor

Another year gone by. I'm not going to blivate about how fast it went by or "...just yesterday it seemed like summer." That's not the way it was at all. These past 12 months were a long, challenging time for most members of the Rocky Mountain Wing. There's always Maintenance work waiting on the TBM (See Page 3), the museum is a constant challenge to meet and of course there's been that damn anti-tank gate that makes every visit and every

event just that much more irritating.

All members and especially the maintenance Wrench Wranglers, the ground support crews, the PX logisticians, the Cub Crowd, those that seem to have the ability to provide great pot luck food on Saturdays, and the Wing staff have put forth massive efforts during this past year to make sure our CAF Wing continued to put it's message in front of our neighbors and others around the Western US.

Your newsletter has attempted to keep you informed as each month has gone by with articles about things happening here at our hangar and museum as well as the efforts of your traveling flight crews and the great ground support team that makes the whole deal work. But only a small fraction of the work done ever finds it's way into print.

As Darwin said, "It is not the strongest of the species that survives, nor the most intelligent that survives. It is the one that is the most adaptable to change." We certainly found that to be true as we accepted the challenge and adapted to completely new venues in order to put our aircraft on display.

Now it's time to get together, sit back, have some fun, re-live some memories. The 2013 RMWCAF Survivor's Party is December 7th - Pearl Harbor Day - 12:00 Noon to 3:00 PM.

More party information is on page 8. Hang it on the wall! Sign-up to help. Please RSVP so those that have to put all the work together so the rest of us can have some fun are properly prepared.



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Merry



Christmas



RMW AIR SHOW SCHEDULE - 2014

MONTH	DAYS	LOCATION	SHOW	TBM	CUB	STATUS
Apr						OPEN
June						OPEN
July						OPEN
						OPEN
Aug						OPEN
						OPEN
Sep						OPEN
Oct						OPEN

AWAITING 2014 SHOW ENTRIES
WHAT ARE YOUR SUGGESTIONS?

We had a successful 2013 Show Season in spite of all the efforts and circumstances against us and the entire Air Show Industry.

We made our season successful by being creative. We have new ideas and projects under way.

If you think you know a good venue for RMWCAF talk to Col Bob Thompson or anyone on Wing Staff. Thanks!

Utah Wing holding a "Membership and Donation Drive"

By Col Matt McNamara

Often CAF Colonels are members of multiple Wings. Even if we cannot physically be there, our monetary support helps these CAF Wings to meet the goals of "Keeping 'em Flying" and helping educate the public by bringing our history to life. I personally am a member of the Utah, Rocky Mountain, Arizona and Great Plains Wings as well as the High Sierra Squadron.

Many of you know that while the RMW is certainly close to my heart, geographically, my Home Team (or is that Home Wing?) is the Utah Wing. The Utah Wing has a Museum/Hangar located at Russ McDonald Field (36U for you pilot types) in Heber City, Utah.

In addition to two CAF owned airplanes- a PT-17 Stearman and an RC-45 Beech, the museum also is home to member owned Stearman, AT-6 and a Nanchang CJ-6. Also on the field and often flown in support by CAF members are another AT

-6, a T-28, two Yak-50's and on occasion, a restored PV-2 Harpoon.

In addition to these aircraft the Museum displays for the public a large collection of WWII and newer aviation artifacts and memorabilia. We host Boy/Girl Scout troops for Merit Badge camps as well as any number of events- aviation related and some not.

Despite the amazing collection of aircraft, memorabilia and activities- the Utah Wing is currently seeing a membership and funding down turn. These things are cyclical and happen at one time or another to all Wings. I am sure the Utah Wing will recover and prosper- but I don't want to sit and wait for that to happen.

I am making an appeal to the members of the RMW, if you find it within your means, please consider joining and/or otherwise donating to the Utah Wing. (But

make sure this doesn't cut into your ability to support the RMW- remember the Home Team (Wing) comes first!)

Membership in the Utah Wing is \$50 per year. I'd love to promise you a fantastic monthly newsletter like the RMW but our's is a little more hit and miss right now! We will gladly take donations of any amount, large or small.

If you are interested in joining/donating either this year or next:

By US Mail: Send your Name, Spouses Name (if appropriate), Mailing Address, Phone Number(s) and Email Address along with a check made out to "CAF-Utah Wing" to:

CAF- Utah Wing, P.O. Box 507, Heber City, UT 84032.

We can accept credit cards over the phone- please call me at 801-783-6469 or Dave Gorrell our Executive Officer at 435-513-3214 for more information.

Thank you! Happy Holidays!!!



Ed. Note — At the time Col McNamara submitted this letter the Utah Wing's RC-45 (Beech 18) shown above was grounded in Sheridan WY with a severely damaged engine. OUCH! They need some help!

December and Through the Winter Maintenance

By Col Rob Duncan

Most aircraft use a “annual” inspection where everything get inspected once each year. Due to its size and complexity, we use an FAA Authorized Periodic Inspection Program to ensure the continued safe operation of our TBM Avenger. Airliners use similar programs. Every 25 hours we look at about ¼ of the airplane, thus should achieve the goal of “everything” within 100 hours. We also do some major checks each winter i.e. between airshow seasons. Since the TBM only flies about 50 hours per year, this winter is the “do everything” winter which happens every two years, and we reset the inspection “clock”.

So there is a lot to do, and anybody who can pick up the round end of a screw driver is qualified and most welcome to help out. With all the winter holidays, there are always too few Saturdays to get everything done in a timely fashion and we don't want to be in a hurry just before our first 2014 airshow date. Note that most of the work gets done each Saturday between about 10:30 and 3:00 pm, with a leisurely lunch break, i.e. only about five hours per weekend, and less than twelve weekends until our first usual event. Some mid-weeks effort is also required.

We started earlier this month by removing all the panels and cowls flaps surrounding the engine to gain easy access. These were all thoroughly cleaned and checked for cracks or other damage before being placed on the rear hang-

Wrench Wranglers

Cols (left to right) Rich Connor, Willie Hooker, Andy Gilkerson, Floyd Suits & Dick Maddock all getting their wrenches, their clothes and themselves “Wrangled”.



ar wall to stay out of the way, and to keep from being tripped over or “ground damaged”. Once these panels were removed, then the first order of business is to do a “compression check” of each of the 14 engine cylinders. Each of the cylinder interiors and valves were then checked

with a bore scope, which is like a tiny periscope or medical scoping device used to check your innards. Combined with a spectroscopic oil sample check, these basic engine health checks will alert us early of any time consuming (and expensive) extra engine work that might be re-

quired this winter. All 14 cylinder passed these checks marvelously. Whew! We still need to closely check the 28 rocker arms and valves for wear and cracking, then reset all the valve clearances. After cleaning and reassembling the engine parts, all nuts and bolts need to be checked for proper tightness.



Cols Willie Hooker and John Mummery - Wrangling Cowl Flaps

After the engine's clean bill of health, we will begin the more mundane items, like changing out 25 gallons of oil, greasing about 50 “Zerks”, and safety checks of all them light bulbs, etc. are also done. We will jack the entire 11,000 lb airplane into the air, a feat in itself, and verify that the emergency landing gear extension operates correctly “just in case” we have a hydraulic system failure. Although not required by the FAA's inspection program,

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“Keep 'em Flying”

WING LEADER’S REPORT

By Col Collin Fay

As we near the end of the year, it is good to be back in Colorado after a summer and fall away in Alaska and other parts west. I thank Col. Bob Caskey for taking over Wing Leader duties during my absence. While I was away, the RMW finished up a good season of appearances at air shows and “other venues.” Air show activity was down this year due to sequestration and other budgetary constraints, so we got creative and came up with some other places to display the aircraft, sell rides, and otherwise raise funds to keep both the TBM and Cub flying and mechanically sound. I thank everyone for their creative thinking and extra effort in order to “keep ’em flying!” While we did not attend as many functions as in previous years, our fund-



raising efforts did well this year, and we hope to keep that momentum going for 2014.

One of our unique activities this year was displaying the TBM “off-airport,” which we did at two locations during the summer. A lot of time and effort was put in to the logistics and mechanics of doing this, including building a special cradle for the aircraft to be transported by road on a flatbed trailer. I thank everyone for their efforts in this regard, enabling us to take our “flying museum” to



One would suspect that this TBM* used all the arresting cable available to end up in this position. Better being here than in the drink just ahead of that rather sharp looking bow! Pretty small carrier!

One little mistake and everyone has to come out and look!

* The more I look - maybe that's a Dauntless??

new places, display the aircraft to different audiences, and provide revenue rides for a whole new demographic. We’ll continue to display the aircraft in some of these locations next year, and perhaps can come up with a few new ones. Col. Bob Thompson will be attending the ICAS convention in Las Vegas in early December. He’ll hopefully come back with a better slate of air shows for next season, which can be coupled with the non-traditional events to bring our schedule back up to a dozen or more appearances for the year. That said, we’ll need a lot of volunteers to help crew these events in the coming season. We are also welcoming a new member and TBM pilot, Col. Barry

Hancock to our ranks. Barry hails from the Salt Lake City area and is a member of the Utah Wing. He will join Cols. Duncan and McNamara in piloting the TBM for the events in 2014.

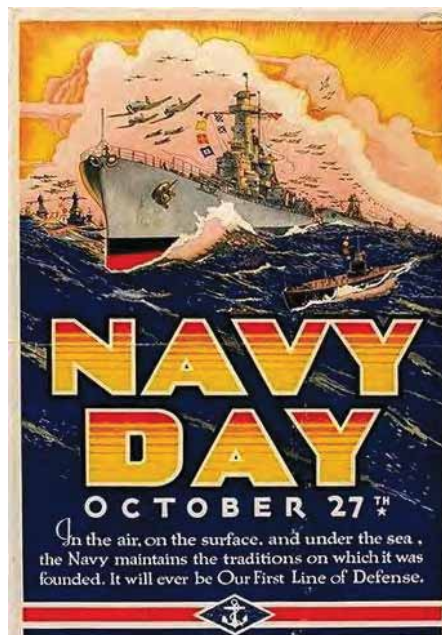
Another idea we are still pursuing for next season is the use of a PX trailer. Col. Tom Dennis is heading up the effort to locate a reasonable trailer that we can customize to fit our needs as a travelling PX and warehouse (and shelter) for transport to shows within reasonable driving distance. We’d like to have it operational for the 2014 season if at all possible, but that will take considerable effort by some dedicated volunteers. Please give Tom a call at 970-260-9002 if you can help.

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RMWCAF STAFF OFFICERS

Wing Leader	Collin Fay
Executive Officer	Bob Caskey
Finance Officer	Robert Toth
Adjutant	Jerry McDonough
Operations Officer	Kay Johnson
Maintenance Off.	(Open)
Museum & Mess Sergeant	Dorothy Dutton
Safety Officer	Bob Thompson
Judge Advocate	Gerald Feather
Public Information Officer	Bruce DeRush
PX Officer	Georgia Thompson
Newsletter Editor	Tom Howe
TBM Aircraft Coordinator	Bob Thompson
Cub Aircraft Coordinator	Charlie Huff
Facilities Manager	Bruce Verstraete
Recruiting Officer	Sandi Caskey

This 1943 Poster highlighted "Navy Day." the Navy League of the United States organized the first Navy Day in 1922, holding it on **October 27** because it was the birthday of President Theodore Roosevelt, who was a naval enthusiast.



So the weekend before next October 27th (that falls on a Monday) maybe the RMWCAF should come up with some sort of celebration - maybe an open house or visitor's Navy Day, or??

OTHER WWII AIRCRAFT BOTH OURS AND THEIRS



The Chinese had a few infantile aircraft manufacturers prior to WWII but most like Manko (MT.1 Hayabusa shown here) were taken over by the Japanese prior to the outbreak of WWII.

This Chinese poster is from 1938 during the Japanese occupation.

One of several Nationalist posters calling for resistance .



Meet our new TBM Pilot

Barry Hancock has had warbirds and aviation in his blood since he was a kid. With nearly 3000 hours of flight experience, most of that in warbirds, Barry holds a single and multi-engine Commercial license and is Instrument Rated. He has flown dozens of different aircraft including the Stearman, T-6, T-28, Yak-50, Yak-52, L-29, L-39, CJ-6A, and many more. Among his favorite accomplishments are leading 26 airplanes over Airventure and being one of the few civilian pilots to lead a flight of 4 F/A-18 Hornets (in an L-39). He is a formation instructor pilot and holds a Flight Lead rating with the North

American Trainers Association. Barry has a passion for sharing this type of flying with people and gives back to the aviation community by talking to school groups, performing missing man formations, and writing articles for various flying publications. His company, Worldwide Warbirds, Inc. is currently being featured in a web docu-series set to be released at the first of the year. He and his wife Michelle reside in Lindon, UT are the proud parents of 6 appropriately troublesome children.



Wing Leader's Report (Continued)

Continued from Page 4

The TBM is down now for winter maintenance for the next few months. Following the ICAS convention, we'll have a good idea of when the first show will be next year and when the TBM will have to be up and flying again. We'll need it for recurrent training for the pilots (and for Barry's type rating) which will probably take place in February. Also, we recently made the decision to bring in a TBM expert for a "maintenance review" over this course of this winter's maintenance session. CAF in Midland has instituted a requirement that we have an outside party conduct a "maintenance audit" every 3 years. The plan is to bring Mario Morales to Grand Junction to review our maintenance on the TBM. Mario is the current Director of Maintenance at Forest Protection Ltd in Canada; he oversaw their fleet of TBM tankers operating there over the last three dec-

ades, and is likely the most current TBM-knowledgeable man in the world! Not only will he review our maintenance procedures, but will teach us all a lot about the inner workings of a TBM. Mario's visit is tentatively scheduled for the last weekend of January, the 25th and 26th. Keep that weekend open if you can to take advantage of this excellent learning opportunity.

And finally, we are headed in to the holiday season with Thanksgiving later this week and Christmas seemingly almost around the corner. But don't forget the RMW's Survivor Party which will be held on the afternoon of December 7th. Even if we haven't seen you much (or at all) out at the hangar this year, we welcome one and all to this celebration of the holiday season, the efforts we put in to the CAF this year, special awards for exceptional effort, and overall Wing camaraderie. Hope to see you there!

Recently Cols Bob & Georgia Thompson drove to Heber City UT / CAF Utah Wing to pick up 6 display cases for our museum. They are in need of repair. Col Michael O'Connell has offered to lead this project. This is a good time for **YOU** to get involved in such a project.

Please contact Michael at

<heartwood.mjo@bresnan.net> or 970-250-6050.

CAF now world's largest TBM Fleet

News Flash

By Col Rob Duncan

The Canadian Forest Protection Ltd. bomber fleet of TBMs was sold off last year, making the CAF's three TBM Avengers, now the world's biggest TBM fleet. In case you didn't know, the Missouri and National Capitol Wings have the other two CAF TBM's. Note that FPL's bug spraying and fire suppression operations were on fully loaded aircraft and much more stressful than our airshow operations. They operated over 20 TBM's, from 1958 - 2012. Ours was NOT one of these aircraft. There are numerous websites about FPL's efforts over the past 50 years and found on our own "Useful Links"

On January 25-26, we will have Mario Morales, FPL's Director of Maintenance, come to visit us from his home in Canada and spend two days and share his many years of knowledge about how to keep our aircraft safe and reliable. Although all RMW members are invited to observe, please keep comments and questions to yourself unless you are a usual Wrench Wrangler. We will also have a couple other TBM operators as visitors, including the CAF's. Financial, food, or lodging support is encouraged from any RMW member. If you can help out in any way, please contact Col Rob Duncan.

Some of FPL's TBMs in years gone by...



Winter Maintenance (Cont.)



Pit Boss Col Floyd Suits (left) providing experienced guidance to tire pit crew Col Robert Owen and Col Jay Anderson.

Continued from Page 3
 each winter we have volunteers come forward with improvements or cosmetic efforts like thoroughly cleaning ALL of the turret and other windows, improving the weather stripping to keep out the cold air at 12,000 feet, or just repainting the interior floor! As you can see, these efforts do not require a lot of "aircraft or mechanic" skills,

just a desire to make our airplane "show its stuff" as best as possible. The CAF is basically a flying museum, and we want to have that striking appearance at airshows and other events, just without the museum rope to keep people away!

With this in mind, and spreading the other efforts across a record number of volunteers, we have em-

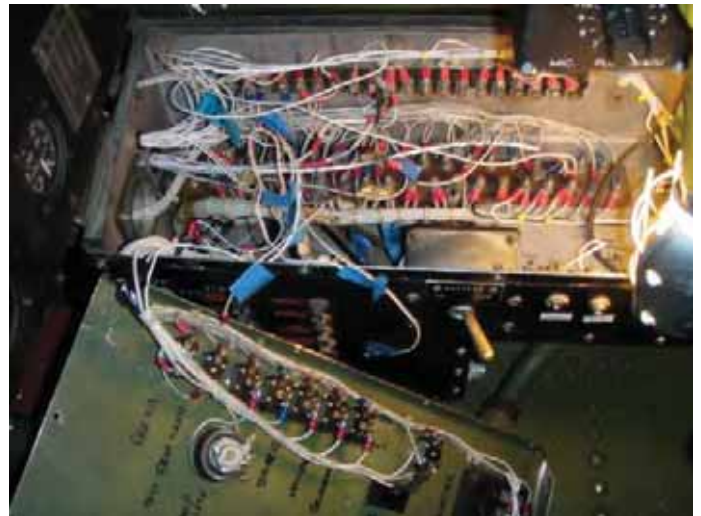


Removed Radio Holes

barked on bringing our instrument panel back to its original configuration. This effort combined the machinist engineering talent of Col Dick Maddock and electrical engineering talent of Col Rob Duncan. The modern communications and avionics have been removed from the instrument panel to make room for the original equipment. The pilot's radar scope will be installed with the modern radios hidden behind its front panel. The original pilot's gun sight and navigation plotting table can then be installed too. Although sometimes seen in static museum displays, very few flying TBM's have all this equipment for the airshow public to see and appreciate

how technologically advanced the TBM was.

During the past few weeks, our Wrench Wranglers have been: Cols Jay Anderson, Don Coleman, Rich Connor, Bruce DeRush, Andy Gilkerson, Willie Hooker, Dick Maddock, John Mummery, Robert Owen, and Floyd Suits. Come out and enjoy the fun. If nothing else, just bring lunch for everybody. Georgia & Dorothy (via Bob) Thompson, Mardean (via Kay) Johnson, Sandy (via Bob) Caskey and Stephanie (via Willie) Hooker have brought some darn tasty chili the past few weekends - perfect to warm the body and soul after a few hours of working in the "cool" hangar.



Spaghetti Wiring in Main Junction Box

A BIG Wing THANKS to Col Leonard Felix for repairing the TBM's elevator fabric. This condition was becoming an airworthy item and needed done before AIRSHO. Leonard is very busy with his business and took the time to make it happen! Col Bob Thompson

CAF Christmas Luncheon 2013 Estimated Attendees Approx. 40			
Food Categories	Types	Provider(s)	Suggested amount for 40 people
Appetizers			2-3 per person
Meat	Ham & Turkey w/gravy	Cowboy and the Rose	
Dressing	Traditional	Bob C	Two large alum pans
Vegetables	Green Bean Cass.		2 or 3 9X13 pans
	Sweet Potatoes		2-9X13 pans
	Mashed Potatoes		1 large bowl
Salads	Green Salad		2 prepared sacks
			1 large bowl
Rolls	Rolls		50
	Bread		
Desserts	Pies		4 pies
	Cakes		2 cakes
Drinks	Wine/Beer		
	Punch	Sandi	Two types of punch
Miscellaneous	Cranberry Sauce		
Other (Your special dish)			
Decorating Committee			
Master of Ceremony	Collin		

COL SANDI CASKEY'S LUNCHEON HELP SIGN-UP SHEET IS SHOWN HERE.

IS YOUR NAME ON THE MASTER SHEET?



IF NOT, WHY?

LET'S PITCH IN AND GIVE BOB AND SANDI A HAND. CONTACT SANDI AT:

sandicaskey@acsol.net



Print this Page
Cut along dotted lines
Hang on your wall
Sign-up to help!
Attend - Have Fun!

RMW SURVIVORS PARTY

What: Celebration 2013

Where: CAF, RMW Hangar & Museum

When: Saturday, 7 December 2013

12:00 noon: Social Hour
1:00 pm: Lunch, catered by Cowboy & The Rose
2:00 pm: Staff Elections
2:15 pm: Awards & Comment
3:00 pm: Adjourn

Cost: \$15.00 pp at the door

**AWARDS, FELLOWSHIP, SERVICE PINS, GOOD FOOD
 MEET NEW MEMBERS, 2013 YEAR IN REVIEW
 STAFF ELECTIONS**

RSVP: Kent Taylor 970 924-3700
kentaylor@tibonnia.com
 Or sign-up sheet at the hangar.

Colonels – Family – Friends

P.O. Box #125, Grand Junction, CO 81502