



HONORING AMERICAN MILITARY AVIATION THROUGH FLIGHT, EXHIBITION AND REMEMBRANCE

...a little rain must fall

By Col Tom Howe

West Star Aviation held a fly-in open house Saturday, May 18th with all kinds of hamburgers, hot dogs, coffee, pop cookies, etc., etc.

They allowed the RMWCAF to tow the TBM over to the West Star transit ramp in front of their FBO and conveniently - right in front of the BBQ grill.

The wing walk was erected and Col Sandi Caskey set up her recruitment booth under the port wing.

West Star was, of course, hoping for a big turnout—all the food was free and for those that arrived by air, discounted fuel was available.

The one attendee not particularly welcome was what turned out to be a series of showers that passed over the airport every few minutes.

'309's big wing was put into service becoming the roof to Sandi's booth and a somewhat dry gathering spot for many Cols and visitors.

A few visitors arrived by air in spite of the "iffy" flying weather and the TBM had a lot of sightseers.

Many, many members came by and Col Duncan, Col Anderson and the RMW Wrench Wranglers made good use of another "Work Day Saturday" to work on '309' as it sat watching the BBQ action in front of the FBO Office.

Thanks to Col Caskey's efforts and the efforts of all the RMWCAF members that attended we made many new friends and who knows, maybe even a prospective new member or two.

West Star's crew was full of enthusiasm and good cheer even though the rain cooled the event in more ways than one.

Again the Rocky Mountain Wing and all of the Commemorative Air Force thanks West Star for their continue support by providing difficult maintenance support capabilities for the TBM and allowing us to participate in their event.

WEST STAR

We SALUTE You!!



Inside this issue:

2013 RMW AIR SHOW SCHEDULE	2
64 AIR SHOWS CANCELLED	2
PARADING AND TRAILERING	3
NEVER - NEVER LAND	3
WING LEADER'S REPORT	4
STAFF OFFICERS	5
NEW CAF HQ ?	6



Under the wing of '309' was a good place to be a few times during West Star's open house Saturday, May 18th.



RMW AIR SHOW SCHEDULE - 2013

MONT H	DAYS	LOCATION	SHOW	TBM	CU B	STATUS
Apr	4-6	Bullhead City, AZ	?? Over the Colorado			Completed
June	15	Boulder, CO	40's Dance Ball			Confirmed
July	4	Montrose, CO	Forth of July Overflight			Confirmed
	20/21	Delta, CO	Deltarado Days			Probable
	25/27	Vernal, UT	Uintah County Fair			Confirmed
Aug	16 - 18	Broomfield, CO	Rocky Mtn Airshow			Confirmed
	24	Evanston, WY	Evanston Air Show			Confirmed
	8/31-9/2	Steamboat Spgs	Wild West Airfest			Confirmed
Sep	7	Eagle, CO	Wings & Wheels			Tentative
	21	Wendover, UT	Wings & Wheels			Cancelled
Oct	5	Prescott, AZ	Fly In / Classic Car			Cancelled
	12/13	Midland, TX	CAF Airsho			Possible
	12/13	El Paso, TX	AMIGO Air Show			Tentative

DON'T BECOME DISCOURAGED

Another Scheduled Air Show Cancellation shown on our schedule. **It's a sign of the times** — air show fans across the country being punished because our federal Administration disagrees with the action (or inaction as the case may be) of our Congress.

As shown below in the clips from a recent article on the subject, pulling the military from the air show circuit in 2013 affects about as many citizens as any other activity.

64 Air Shows Cancelled – Could be 100

(Ed Note: This is a clipped and heavily condensed version of Mr. Sharps Article.)

By DAVID SHARP

Associated Press

BRUNSWICK, Maine

May 17, 2013 (AP)

Federal budget cuts that eliminated military flying acts triggered the cancellation of dozens of air shows, meaning lost income for performers, air show announcers, concessionaires, vendors and others who depend on air shows and the millions of spectators.

The cancellations caused by automatic budget cuts known as sequestration sent ripples through the industry, because the jet teams anchor most shows in which they perform.

Without them, organizers of major air shows like Wings over Wayne at Seymour Johnson Air Force Base in North Carolina and Skyfest 2013 at Fairchild Air Force Base in Washington state scheduled for this weekend, coincidentally on Armed Forces Day, opted to cancel.

The cancellations also mean disappointed fans, fewer

events that celebrate aviation and inspire youngsters and lost military recruiting opportunities.

"This is as American as apple pie," said Sean Tucker, another top aerobatic pilot, from Salinas, Calif. "It's the Indianapolis 500, the Fourth of July, and 'Top Gun' rolled into one."

Air shows pump about \$1.5 billion into the economy and draw nearly three times more spectators than NAS-CAR events, according to the International Council of Air Shows.

All told, 64 air shows in-

cluding the Great State of Maine Air Show that depended on military participation have canceled, accounting for a loss of nearly a third of air show revenue, and the figure could go as high as 100, said John Cudahy, the air show council's executive director.

(Ed Note: Notice above that the previously confirmed Wendover UT Show has now been cancelled. But the Montrose 4th of July Flyover has been added. See page 5.)

Parading the TBM

By Col Tom Howe

As reported in the May issue, considerable attention has been put forth to evaluate the possibility of placing '309' on a low-boy tractor-trailer combination for the purpose of displaying the aircraft in parades and transporting the aircraft to venues away from airports. One of the characteristics of the TBM that makes it a standout at airshows is its physical size - the largest Allied single engine aircraft of WWII.

Size does matter - and especially when planning on placing something as big as '309', with a wide gear stance and tall tail on a truck trailer and pulling it down city streets with overhanging wires, trees, stoplights, etc.

At the May RMW Staff Meeting, a committee was formed to continue evaluating the feasibility of actually transporting the TBM by truck and trailer for parades or other venues and preparing the logistics, operational considerations, insurance ramifications,

and scheduling for actually having the TBM in the Delta-rado Days Parade in Delta, CO on July 20th.

Col Tom Howe agreed to chair the committee and will work with committee members Col Bob Thompson, Col Rob Duncan, Col Kevin Edens, Col Willie Hooker and Col Floyd Suits.

Possible insurance concerns with CAF HQ were resolved once HQ discussed in detail with the CAF's insurance company what was planned.

Cols Edens and Hooker received authorization to begin the design and construction of the trailer pad required to hold the TBM's landing gear. Once Col Edens selects the trailer the actual fabrication can begin.

It is hoped that the first attempt to actually load the TBM on the trailer will occur sometime in the next few weeks.

No final commitment can be made to trailer '309' at Delta-rado Days until the concept



Happy Trail (ers) to You...

Also at the May RMWCAF Staff meeting it was announced that Col Tom Dennis has accepted the challenge to investigate, review, analyze and report on possible solutions for a PX trailer. Our wing is fortunate in that our big ol '309' is capable of carrying (and has for years) our PX along to air shows. This year of show cancellations and the resultant lack of PX revenue has sparked interest in possibly taking our PX to other venues where we might be able to make some always

needed income to keep our airplanes flying.

Analyzing just exactly what sort of trailer will best meet the challenge and then investigating the cost of providing such a trailer will be a formidable task.

Any members willing to assist Col Dennis with the PX trailer project should contact him directly at

w2dgo@bresnan.net

or 970-260-9002.

Never-Never Land: TBM Ongoing Maintenance

By Col Rob Duncan (with assistance from Col Jay Anderson)

Just an appreciative note that while I was at the Bullhead City/Laughlin event in April, and listening to the coughing and sputtering engine on the SoCal CAF's Bearcat flying

overhead, I was thanking my lucky stars that I was not that pilot - who did make two otherwise uneventful emergency descents and landings. Our TBM Avenger's

Continued on Page 6





Primary Business Address
 PO Box 4125
 Grand Junction, CO 81502

Propwash Gazette Editor
 Col Tom Howe
 Phone: 970-872-7373
 Fax: 970-872-7474

RMWCAF on the Web
www.rmwcaf.org

“Keep 'em Flying”



The RMW may have '309' in the Deltarado Days Parade in July. The crowd may be a bit smaller than this TBM parade appearance.

WING LEADER’S REPORT

by Col Collin Fay

As I review the upcoming show schedule, it seems as if we are just about to end the “lull before the storm;” our summer flurry of activity will begin the weekend of June 15-16th, followed by 3 events in July and 3 more (possibly 4) in August, then 2 each in September and October. While this year we are attending fewer events than in previous years, we still need many volunteers for each show. When we give TBM rides, we need at least 6 crew members. Add at least 2 more if the Cub attends. So please check the board in the ready room and sign up to help out. Often, you’ll be able to fly to the event in the TBM, an extra bonus! And, the more the merrier. Our scheduling staff usually get a certain number of hotel rooms comped for the out-of-town events, but we also welcome more “Crew” if



you are willing to provide your own lodging accommodations. Some Colonels have been known to sleep in the plane!

A major development this year is the concept of displaying the TBM at “off airport” events. We are committed to the Uintah County Fair in Vernal, Utah on July 25th, 26th, and 27th. This event is relatively easy, as the TBM can be “tugged” the few blocks from the airport to the fairgrounds. There are still many logistics to coordinate, though, including security for the aircraft throughout the

event. More difficult will be the Deltarado Days Parade and static display at Cleland Park. We’ll need to transport the TBM about 6 miles from the Westwinds airport to the park, not to mention the logistics of taking it through the parade! Two new members, Cols Edens and Hooker, are working together to design and build a “cradle” we can use with a flatbed to hold the TBM for transport on city streets and state highways. Keep your fingers crossed, but this could open up many new venues for display of the TBM, and the accompanying fundraising opportunities.

Our PIO of several years, Col Denis Godfrey, has resigned that position as he is moving out of the area. Please join me in giving Denis a heartfelt “Thanks!” for his “getting the word out” about the Rocky

Mountain Wing, our aircraft, our museum, and our activities. We wish Denis well in his new endeavors. Col DeRush has volunteered to take over as PIO. Please give Bruce you full support as he works to keep us “in the news!”

Right now, our XO, Col Bob Caskey, is ensconced in the frigid north country of Galena, Alaska. He is working there for the season as a dispatcher for the BLM’s fire-fighting resources. He reports that the Yukon River is still frozen, but the breakup is supposed to happen in the next few days. This is a landmark event each year, as it opens the river for travel, but effectively also isolates many Alaskans as they can no longer cross this major barrier with land vehicles. Bob will work in Alaska through the fire season which continues through the end of July, then return to help us finish out the air show season. Look for his smiling face back here in August!

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

Disney Studios provided artwork for a variety of projects during WWII. Over 90% of the Disney employees were devoted to the production of training and propaganda films.

Here's the second Disney poster in our series. Simplicity delivering a crucial message about the need for secrecy in all aspects of war is exemplified with this poster.



OTHER WWII AIRCRAFT



I think you were supposed to have your Stuka in the air before dive bombing!?



It was a World War—with few significant countries claiming neutrality. Many do not realize the importance of Mexico as a US ally during WWII.

NEW MEMBERS

SO YOU HAVEN'T HAD A CHANCE TO RIDE IN THE TBM - YET?

We've agreed to have '309' participate in a multiple plane fly-over on the 4th of July as part of the Montrose Viet Nam Wall Ceremony and Parade. Three seats are available for passengers to join PIC Col Rob Duncan for this venue. If you haven't had the opportunity to ride in the TBM - [Contact](#) Col Rob Duncan to schedule.

Commemorative Air Force seeks national base

Ed. Note : This is a Press Release as it appeared in the AOPA ePilot, May 24th.

While vowing to maintain a presence in Midland/Odessa, the Commemorative Air Force is scouting for a good location to set up a national warbird attraction.

Established in 1957 by a group of veterans who pooled their resources to buy a P-51 Mustang, the Commemorative Air Force has grown to 10,000 members operating aircraft through 73 units in 28 states. The organization announced this month the commencement of a nationwide search for a location to build a year-round aviation attraction, one that will support a 10-year strategic plan to expand its core mission of education, along with honoring military aviators past and present.

“This can only be accomplished by establishing a world-class attraction at a location which has a significant population, with a strong tourism component,” said Commemorative Air Force President and CEO Stephan C. Brown in a

news release. “Sites under consideration need to meet minimum runway length and width requirements, as well as a population minimum, economic incentives and tourism potential. The successful location will be a city anxious to host this educational and entertaining attraction.”

The organization plans to establish airbases in addition to the national hub, augmenting the 60 aviation facilities now being operated. The organization said it plans to maintain a presence in Texas, though the national headquarters and staff will be moved to the new national airbase once it is established.

“The CAF National Airbase will house and serve as a stage to share a rotating group of the most significant military aviation assets in history,” Brown said. “For over 55 years we have been restoring, maintaining and operating the world’s largest fleet of flying vintage military aircraft and we expect this Airbase to become a premier destination for the host city chosen.”

Never-Never Land: TBM On going Maintenance (cont.)

Continued from page 3
 engine has been dang reliable in the seven years I have been honored to fly it. This is a credit to our volunteers and the many, many hours they spend for each hour the TBM flies. We keep good tabs on the engine’s health and there is always “somebody” willing to come out as necessary to “make it right” just in time for each event. Col. Bill Marvel deserves a special appreciation for the recent years he spent practically single-handedly keeping it safe, and our new gang of volunteer mechanics is learning the ropes quickly. Now I just hope I have not jinxed it all with this quick word of appreciation to “Keep her flying!”

Thankfully much of the last month’s maintenance is simply the “never-never ending” stuff. We have just a couple remaining engine oil seeps and it is SO nice to arrive at an event without wishing we had brought the Hotzee steam cleaner with us in order to be “presentable”. Oil leaks are a never-ending project and always needs volunteers to

tighten and replace gaskets. Of course Col. Jay Anderson’s shotgun approach to replace all 196 exterior gaskets during last winter’s maintenance gave us an excellent head start. The ever-troublesome intermittent tail wheel “down and locked” light was just overhauled by Col. Dick Maddock – let’s hope this is the last time. Col. Floyd Suits got this year’s wheel ready for its turn in rotation, and installed the last of our sets of brake linings – more are on order at \$3,000 per set as they become harder to find each year! For each hour of actual flying, we use up a lot more “consumables” than just avgas.

Since the TBM is “hydraulic everything”, another never-ending issue is finding hydraulic leaks. The flaps suddenly developed a tendency to droop when parked for a while, and Col. Jay Anderson emerged from being upside down for a while with a red face, red hands, and a big smile – he had found a leak on the hydraulic flap actuator.

Continued on Page 7



Never-Never Land: TBM

On going Maintenance (cont.)

Continued from Page 6
 New O-rings should be installed by the time you are reading this. Jay and Robert Owen also found some replacement hand crank winches to replace the recently failed ones that hoist the traveling stairway into the bomb bay. Let's hope the new winches last as long as the originals. Col. Steve Wood is completing the repairs to the carburetor air box and also should be completed and installed. The three engine cylinders replaced last winter appear to be now properly broken in via bore scope inspection and oil consumption measurement. An engine oil sample was sent to laboratory for chemical analysis as well.

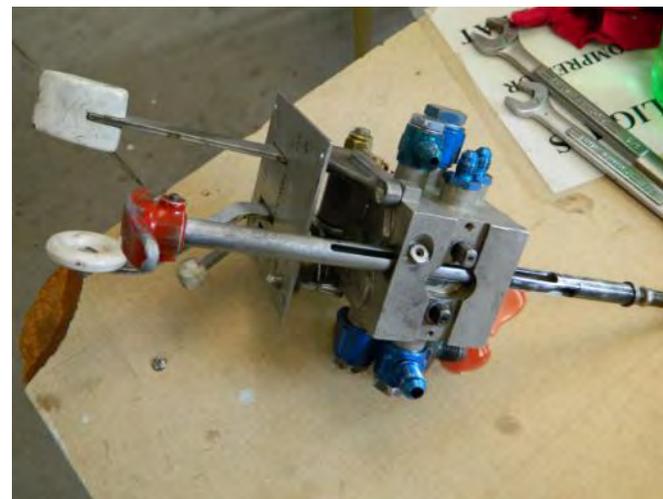
Since we have many new members this year, our "maintenance" scope has broadened to be "maintenance and restoration" and the newly approved project to restore the cockpit back to WWII original is also moving forward as we don't have so many airshows to contend with. Look the bright side? The first step is to make a new home for the modern avionics now embedded in the control panel. Avionics will be relocated into a new original, equipment radar display housing which will have the original front panel installed to hide them when on display, and removed to be readily usable by the pilot when in flight. Dimensions and placement have been determined – now to start cutting some metal! Professional machinist Dick Maddock will be in

charge of this step and Rob Duncan will handle the re-wiring. Dick Maddock and Drew Armstrong worked on initial step of relocating the cockpit fire extinguisher and achieved both goals of freeing up the space for the new radar display/avionics housing while making the extinguisher easily accessible from outside the cockpit. A combined effort will be required later to install the already acquired original gyros and panel instruments, with the last component being the original gun sight on top. It is hoped to have this all finished before the Rocky Mountain Airshow in August, but this project is not critical and all airworthiness issues will always be addressed first! If you can tell time, you can likely read this original tachometer – and much more accurately than the pre-existing one.

Another "non-airworthiness" project recently completed was the addition of HD video camera mounts in the upper passenger locations by Col. Rich Connor. "Member-Loaned" cameras will be fix mounted at these locations to provide video recording of passenger experience. An iPad will operate them remotely and have audio from the intercom. It is hoped that providing a \$4 memory chip as part of the ride experience will hopefully help us sell more rides and get us through this year's lack of airshows. Note that many other CAF units are having unusually "full" airshow seasons this year as the promoters scram-



And those pilots just sit in here and fly - and look around...



Above and below—the Landing Gear and Flap hydraulic control valve—removed, repaired and replaced. Col Jay Anderson Wrench Wrangling at it's best again!

ble to find warbirds acts to replace the sequester-hampered US military teams. We have not been similarly blessed and are thinking "outside the box" this year. I am sure we will make it through just fine and have a better restored, and better flying TBM Avenger to boot!

