



HONORING AMERICAN MILITARY AVIATION THROUGH FLIGHT, EXHIBITION AND REMEMBRANCE

AirSho 2013

Wrapping up another Year

By Col Rob Duncan
 TBM PIC

Our air and ground crews showed up at 6 AM Thursday morning, but bad weather was right behind. By the time daybreak happened it was raining solidly and continued all morning. Cols Anderson, Connor, Duncan, Hooker, Maddock, and Suits waited until the weather broke open enough to safely depart and headed to barely blue skies west(!) on their way to Texas - déjà vu all over gain from last year's trip! However this year we could skirt the Utah border rather than crossing over,

and passed over the four corners into New Mexico to spend the night in Albuquerque, about 1/2 way there. We arrived in Midland on Friday afternoon just in time for the all members meeting which had a lot of discussion about the pending bylaws change which would allow moving CAF HQ to a new Texas location TBD, but still leaving the museum and future airshows in Midland. A lot of locals also asked us during the airshow about what was going on with this decision. Remember that a non-vote is the same as voting against such a move, and

expect more information from HQ in the mail. This meeting was followed by the traditional Mexican and barbeque "welcome to CAF AirSho" dinner. RMW Col John Mummery also showed up, having driven all the way from Durango. This was a good decision on his part because we were unable to fly into Durango to pick him up due to weather.

Saturday morning we gave our first paying passenger ride of the day which had come from our Internet advertising and landed just before the show start. The airshow itself was spectacular. Since the current military was a no-show and this year is the 50th anniversary of the CAF air show, the entire event was filled with warbirds with just a couple aerobatic acts. The "Tora, Tora, Tora" bombing attack, was well choreographed and punctuated by the CAF Blastards pyrotechnic explosions. Additional warbirds were flown by the Texas Living Legends museum, including a real Jap Zero, a Corsair, a B-25, and two Mustangs. Our own Navy bomber airshow act had the usual SB2C

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(c) Amy Metz, Mile High Wing, CAF

AirSho Polesti Bombing Raid

RMW AIR SHOW SCHEDULE - 2013

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

Our Air Show Schedule shown here is finally 'all blue' indicating the completion of another scheduled year.

Some new dynamics were certainly thrown in the Show mix this year as a result of the induced pain inflicted by the federal administration's ban on military appearances at Air Shows.

RMWCAF's member resilience was certainly demonstrated by the creative adaption to new venues to fill the traditional Air Show voids!

It appears CAF TBM Fleet Remains at Three

By Col Tom Howe
Propwash Editor

After looking at Col Rich Connor's great photo of the Missouri Wing's TBM in flight at AirSho 2013, I was reminded that the Florida Wing had a TBM restoration project under way a couple years ago. I figured a status check was overdue.

Sadly, at least from our point of view, it appears the CAF TBM fleet will remain at three:

1. Our '309"
2. The Missouri Wing TBM
3. The Capitol Wing TBM

Without time to do a complete research project (i.e., contacting the Florida Wing directly prior to publishing

this Propwash issue today), it appeared the Florida restoration was on track as of December 2011 when their newsletter had this entry:

"The restoration of the TBM is back on track with the return of our Northern snowbirds. All of us are hoping that the target date established for the start-up of the engine will be met. The roar will certainly attract a lot of attention on the airport."

The next entry in their newsletter regarding the TBM came in the Fall 2012 issue:

"TBM sale – Colonel Foley is working with a private party who may be interested in purchasing

the TBM. He has refrained from offering it to a broker or other Warbird collectors until he receives a firm reply from the private party. As an aside, I noted that the Heritage of Flight museum here in Washington did not have a TBM in their collection. I went

ahead and made an overture to their curator but was informed that Mr. Paul Allen has repeatedly declined TBM offers in the past and was not interested in purchasing a TBM."

No further mention of the Florida Wing TBM. Restoring a TBM is not an easy thing!

INTERNATIONAL COUNCIL OF AIR SHOWS (ICAS)

2013 CONVENTION 12/2 -> 12/5

HOTEL PARIS - LAS VEGAS, NEVADA

Col Bob Thompson has arranged for the RMWCAF to again share a booth in the Commemorative Air Force isle at this year's convention. Our Wing needs volunteers to man this booth and assist scheduling next year's shows. Talk to Bob and volunteer!

AirSho 2013 (Continued)

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and were joined by the Missouri Wing's TBM Avenger, flown by their own Col Jordan Brown whom Col Rob Duncan had trained a year ago. We had plenty of Zeroes to contend with, and no US fighter cover, just like at Midway, 1942! Of course the two CAF B-17 Flying Fortresses, B-24 Liberator, and B-29 Superfortress FiFi led an impressive bomber stream, followed by several B-25 Mitchells and A-26 Invaders. FiFi dropped the imaginary atomic bomb to end the show with an impressive mushroom cloud blast provided by the CAF Blasters. Full closure was done with the missing man formation honoring those who gave their lives for the freedom we enjoy today.

After the airshow portion ended, we had just a little over an hour to get our two flights of paying passenger rides out before sunset and the start of the evening show events – a jet truck followed by fireworks. Our flight crew responded to the challenge minimizing the intervening interval and the last TBM ride touched down just as the west Texas sun hit the horizon, a truly beautiful flight. However we then noted an ugly “wart” had appeared on one tire tread to threaten any continued flying activities for the next day. The good news was that CAF HQ was crawling with experts, and resources. Their consensus was “no more flying” and it turned out that our CAF TBM friends from Missouri has just purchased a couple new TBM tires! You

may have guessed that these tires are not available at Wal-Mart! All this was determined on Sunday morning just as the threatening skies began dumping torrents of wind and rain which called off the remaining portion of the airshow – so we would not have flown anyway. It was a very wet ride back the hotel for a change into dry clothes, then return to the well-deserved CAF “Survivors Party” with free food, drinks, and – you guessed it – country western music. The band was good and your thoughts went back the WWII years as we saw uniformed “soldiers” and pilots doing country swing dancing with the ladies.

Monday morning was also low ceilings as we retrieved our new tire from the AirWest cargo counter. Col Brent Meyer, the Wing leader for our neighboring Mile High CAF Wing in Boulder, CO was on hand to help throughout the rest of the morning. He had been an integral part

of maintenance crews at the HQ AirSho for many years, and thus knew exactly where the needed tools, supplies, and knowledge were. Once the tire was mounted and goodbye's said to all, we taxied behind the five Living Legends warbirds to the run-up area, only to have our engine misbehave and fail the pre-flight checks. However by the time we taxied went back to CAF HQ maintenance, the engine was running fine. The experienced Texas maintenance crews all agreed this can happen with the whipping winds, rain, and high humidity we has just experienced on Sunday. Since our engine was now well warmed up, all internal moisture had evaporated. Thus reassured, we departed Midland into strong headwinds, necessitating an additional fuel stop in Albuquerque's Double Eagle airport. We then dodged more southern Colorado weather, but not as severe, into Grand Junction and landed just before sunset. Cols. Jay Anderson and Floyd Suits were right

there, ready to tuck in our airplane and to greet our well tuckered aircrew. Jay's continual efforts on stopping engine leaks and Floyd's “always there” attitude to ship the needed tires and parts was again crucial in this mission's successful completion. For more photos, see http://www.rmwcac.org/gallery/view_album.php?set_albumName=Airsho2013 All organizations need new blood, and volunteer organizations are especially hampered in the ability to repay their members. I was especially happy that new Cols Connor, Hooker, Maddock, and Mummery were rewarded, as only we can, for their extraordinary efforts this past year by seeing how the “whole” CAF looks and one hell of an airshow – if only for the one sunny day. One the bright side, the West Texas ranchers were indeed happy with the break in their year long drought. I think the TBM just wanted to get home!



(G) Amy Metz, Mile High Wing, CAF

Saturday's Last Mission was another “Thumbs Up” Success. Sunday Fun Meter— Not so Much!





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“Keep 'em Flying”

WING LEADER'S REPORT

By Col Bob Caskey
RMWCAF Executive Officer

If you missed the staff meeting last Saturday you missed a lot of new information. While the 2013 show schedule was smaller than 2012, the Wing's diversification effort appears to have paid off. With different shows and new venues such as county fairs, this unit was able to turn sequestration into motivation. When the books are balanced, 2013 will be a successful year for the Rocky Mountain Wing (Wing). A lot of our members thought out-of-the-box last year and it paid off. Who knows what 2014 will bring, but in this economy that kind of thinking will keep us prosperous.

Robert Toth, our financial officer, has taken our finances to the digital age. He stated at



the staff meeting that his reports are now as easy as pushing a button, good job Robert, and thank you for you and your spouse's involvement in our Wing. The good news is the Wing is on sound financial ground. That's the outcome of all of your combined efforts and support.

This year various officers of this organization had commitments that took them away for extended periods from our Wing. The good news is our Wing is so healthy that in their absence folks stepped forward and filled the void



The origin of this TBF (TBM?) photo is unknown but there's some interesting observations (other than the parking technique): No carrier hook, Wing and Horizontal stabilizer leading edge cover, little if any identification markings other than the US Marine Insignia Star with the Red Dot - which was not used after May 1942. This leads your editor to wonder if this was a Marine training aircraft (note rear cockpit canopy open) for land operations only?

willingly. I for one was gone for five months to Alaska. By the way, if I was 20 years younger, I would still be there. If I start naming the people that stepped forward to fill these vacancies, I will miss somebody and that would not be good. Let's just leave it that our Wing is mature enough that our members step forward when they see the need.

2014 could possibly be a bigger challenge than 2013; the key to our survival in the future is going to be diversification and thinking out-of-the-box. The way we did business for the last 30 years probably isn't going to be the way we support our beloved TBM in the future. So I'm challenging all of you to think outside of the

box, and think about projects, venues, places, and ways we can continue the mission of this great Wing. The folks that started the Wing left us a legacy that we have a responsibility and accountability to take forward. Let's not let them down.

There are several areas that our Wing is looking for people to step forward and become involved in. We need more pilots and it would be nice if they were younger than me. If anybody knows a pilot that you can take under your wing and nurture them to fill this need, it would be most appreciated. Very few people are getting experience in heavy tail-wheel aircraft today. Finding pilots that are capable of flying these living history museums into

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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

OTHER WWII AIRCRAFT BOTH OURS AND THEIRS



An attractive small fighter, the Australian Boomerang was a fighter quickly thrown together in 1942 based on the very successful Wirraway trainer (somewhat similar to the NA T-6/SNJ). The Boomerang worked hard to hold **it's own against Japanese fighters but the 250 built served well in New Guinea and elsewhere.**

Being in England had to be rough. The nearly constant bombing and resultant fires had to test the will power of all **Britain's citizens.**



This poster (image from the national archives) was produced by the Royal Typewriter Co.

As is stated in the archives' exhibit:

"Poster and film images glorified and glamorized the roles of working women and suggested that a woman's femininity need not be sacrificed. Whether fulfilling their duty in the home, factory, office, or military, women were portrayed as attractive confident, and resolved to do their part to win the war."



RMW's NEWEST AUTHORIZED TUG OPERATOR

On September 28, Col Rich Conner became our newest authorized tug driver. You can see below his smile after a successful "parallel parking" of the TBM Avenger on the painted yellow target lines. As always, moving the TBM is not a one-man effort. There needs to be at least two other "wing walkers" to ensure we are not swapping paint with buildings or other aircraft! *(Submitted by Col Rob Duncan)*



Col Rich Conner has put 309 "On the Mark" as shown here. Driving the Tug moving 309 about the CAF ramp area is not for the faint hearted - unlike the Conner's RMW "Horncedes", 309 sometimes seems to have ideas of its own where it want's to go.

Wing Leader's Report (Continued)

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the future is going to be a major priority very soon. Like our World War II veterans, those skills are slowly going West.

With all the new faces I see in our Wing on Saturdays and during the week, it is obvious to me that there are folks out there willing to be officers of this organization. You will soon see our nomination committee seeking interested folks to fill vacancies that will occur this year. Our bench is full and deep and the old guard is ready to watch you take the lead. If you have the time and inclination, please express your interest to the nomination committee.

Put this date on your calendar,

December 7, 2013. That's the date for our survivors' party. Keep watching your e-mail because very soon Col. Sandi Caskey will be sending out a request for help with that party. This year our menu will be very similar to last year's. The main course will be turkey and ham, and we will be looking for volunteers to help provide the additional accompaniments. Also Bob Thompson needs nominations for people who we need to recognize with awards at the party. 2013 has been a good year for our Wing, you should not have any trouble finding folks to recommend for recognition.

Thank you again for your involvement and dedication and I look forward to seeing you on Pearl Harbor Day.



On this page - some of AirSho 2013 from the eye of Col Rich Connor's Camera.

