



HONORING AMERICAN MILITARY AVIATION THROUGH FLIGHT, EXHIBITION AND REMEMBRANCE

# Vernal Utah - TBM at the Fair

By Matt McNamara  
 TBM PIC

Our intrepid aviators set off on yet another thrilling adventure- this time to Vernal, Utah for the Uintah County Fair. Yes, you read that correctly- not an airshow, nor a fly-in but a county fair! And while we weren't the biggest ride there (for a change) we definitely made the most noise- even more than the Demolition Derby and the Monster Truck rally!

Departing Naval Air Field Grand Junction on Thursday, flight crew members

Jay Anderson, Robert Owens, Dick Maddock and Matt McNamara knew they were in for something unique and challenging. Met at the Vernal airport by our Forward Air Controller Rich Connor we immediately began to realize this was going to also be very entertaining...if you consider it entertaining to watch a grown pilot nearly lose all control of his bladder watching his mighty steed towed through a gate that seemed only slightly bigger than a bread box!

This event proved to hold a lot of "firsts".

First time I've seen an airplane (or anything) squeeze through a gate that small. Might have gone easier if our maintenance guys weren't so good at stopping all the oil leaks- the lube might have helped. I was actually thinking it would have been less stressful on me to just land on the street! ;)

This was the first time I've ever been surrounded by police cars with their lights flashing that I didn't feel really nervous. Many pictures were taken of yours truly sitting in the cockpit being issued a ticket by Vernal's finest "Boys in Blue"... I'd list the numerous infractions here but we just don't have the space...luckily the rest of the crew had enough money for my bail and we were able to continue to the Fair Grounds. Honestly, I think the local police were having more fun with this than anyone!

First time I've had a County Sheriff tell me that they got lots of phone calls when we circled town on our arrival...

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A really, really tight fit - but it did fit! No gates the weekend before in Delta but again the RMWCAF ground support crew called it correct - in spite of TBM PIC Matt's McNamara's near nervous breakdown.

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			Confirmed
Sep	7	Eagle, CO	Wings & Wheels			Tentative
Oct	12/13	Midland, TX	CAF Airsho			Confirmed

**New Venue more than "Just Fair"!**

The four day appearance at the Uintah County Fair proved to be more successful than anyone anticipated.

Maybe this effort to explore new venues isn't such a weird idea after all.

The remainder of our appearances this year are more traditional but still need the support of as many members as possible.

Plan to attend one of the remaining shows.

## 'Booming' in Broomfield - Rocky Mtn Airshow

*By Col Rob Duncan*

This annual event is always awesome, and a great time to meet with our "Front Range" RMW members. This year was no exception, plus the huge CAF contingent that accompanies B-29 *FiFi*, B-24 *Diamond Lil*, and the C-45 *Bucket of Bolts* which were on a country-wide tour as

seen in [www.AirpowerSquadron.org](http://www.AirpowerSquadron.org) website. The TBM flight crew included Cols. Duncan, Jay Anderson, Willie Hooker, and Dick Maddock. Col. Ted Hine met us at the airport. Airspace was closed for aerobatic practice as we unloaded set up the PX, but a couple wanted to squeeze

in a TBM ride before their already scheduled B-29 ride. Although we had them aboard and prop turning at the scheduled airspace opening time, the jet dragster had caught on fire and temporarily closed the airport. No injuries, but this removed our window of flight opportunity. We

tugged the TBM back into the arena, set up the cockpit tours and PX under the high intensity parking ramp lighting, and watched the evening airshow which was spectacular against the red sunset caused by upwind forest fires. Cols.

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Col Duncan makes it look like a TBM can carry a B-29 worth of fire!

Watch Col Rich Conner's [video!](#)

### WELCOME NEW MEMBERS

Welcome to two new CAF and RMW Members, Col. Ted Caughman who lives in Hotchkiss and is a retired Mine Inspector. His daughter, Col Linda Caughman resides in GJT and is employed by City Markets. Both were recruited by one of our newest members, Col. Phillip Divelbess who works for Air Methods that maintain St Mary's fleet of medivac aircraft (and works on our TBM!)

## WING LEADER'S REPORT (CONTINUED)

When we would get a fire near a village or an important resource, we would dispatch jump ships with a crew of eight smoke jumpers or water tankers, which included large as well as small scooper tankers.

The majority the fires that occurred in the zone were placed in a monitor status and required periodic surveillance and monitoring. During those surveillance flights, I was lucky enough to be able to fly across thousands of miles of Northwestern Alaska. I visited Nome, Kotzebue, Bettles and many other communities that the average person would have to spend many thousands of dollars to see. To say that my summer was an adventure would be a huge understatement.

After leaving Fairbanks on my way home, I met up with Collin and Marissa Faye in Valdez where we went fishing for several days in the Gulf of Valdez.

After that I drove to Haines, I caught the Alaska ferry from there to Bellingham, Washington. That in itself was a great experience.

I have just skimmed the surface of the experience I had last summer I look forward to sharing my adventures with all of you in the upcoming year.

I know that my ramblings have nothing to do with the Commemorative Air Force, except to say that airplanes are still a very important part of our way of life, including saving lives. This Executive Officer's experience for the last several months has been rewarding.

## New RMWCAF J-3 Cub Pilots

*From Col Bob Thompson*

The RMW has two new J-3 Cub Pilots. Col Don Coleman and Col Kent Taylor. Don has experience in Super Cubs and many other general aviation aircraft. Kent owns a Pitts Special and took to the Cub like a Duck to water??. Collin Fay assisted Don in his Cub training and both received the expertise of Col. "Cubby" Charlie Huff.



The RMW now has four active Cub pilots. The Cub is a money maker, selling rides via our "Living History Flight Experience" program.

## RE: Maintenance

All the MX [Maintenance] crew has been too busy supporting Air Shows, Launches and Recovery to provide a detailed report. More to follow next month.

TBM PIC Col Rob Duncan says:

**"...the growing MX team is doing an outstanding job! All the airworthiness items are attended to, as well as most of the deferrable items. She is a clean machine!"**

That certainly speaks well of the team and their efforts. Thanks guys...



Guess what this is??  
Find out next month!

## Bryan Hayter - Back At It!

*Submitted by Col Rob Duncan*

Many of us recall meeting Royal Canadian Navy pilot RMW Col. Bryan Hayter, the original pilot of our TBM Avenger and a pilot during Queen Elizabeth's coronation fly-over. Bryan was recently hospitalized with heart issues, but now reports being back home and purring on all cylinders. He extends his gratitude for all those who sent messages of support during his hospitalization, as such support from friends is always essential for the body's healing. Sounds like Bryan is still a skookum guy! (look it up)



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“Keep 'em Flying”



This may be a great painting or a 'photoshopped' image of the 'other 309' on an image of a couple Japanese carriers - or maybe it's the 'real deal'(?). Your editor leans towards the painting version\*. But with that said, it makes a good depiction of TBMs in action in the Pacific during WWII. (\*Where's the carrier hook?)

## WING LEADER'S REPORT

By Col Bob Caskey  
Executive Officer

Right off the bat I like to let everybody know how grateful we all should be for our editor, Tom Howe who religiously publishes our newsletter every month. That in itself is a monumental task in a volunteer organization. Tom my apologies to you for not getting this report to you sooner.

As you may or may not know, I have spent the last five months in the great state of Alaska. My adventure began on the 9<sup>th</sup> of April and ended when I return home last Saturday afternoon. I described my summer as an adventure because it was. When I explain to people what I was doing this last summer, I told them it was my adventure



employment. I spent the summer in the little village of Galena, Alaska as an initial attack fire dispatcher with the Alaska fire service.

Galena is an Athabascan village approximately halfway between Fairbanks, Alaska and the Bering Sea on the northern shore of the Yukon River. Travel to Galena is limited to either by air, boat, snow machine, or dogsled. The Iditerod dogsled race passes right through Galena on its way to Nome. At the beginning of the summer approximately 500 people lived

in the small community. The tragic breakup of the mighty Yukon reduced that number overnight on a Memorial Day weekend to less than 100 people. The ice jammed approximately 30 miles down river from Galena and backed the Yukon with all of its ice and water up through the town of Galena. When it was all over, over 90 per cent of the houses were either damaged or destroyed in Galena. When I left two weeks ago, children still were not allowed to return to the community because the facilities weren't up to speed yet.

To say that I lived an adventure last summer would be an understatement. When I got to Fairbanks the streets were still covered with many inches of ice. There was more than three (3) feet of snow still

on the ground and the temperatures during the day never got above freezing. Two weeks after my arrival I traveled with a crew of trainers to five Athabascan and Eskimo villages north of the Arctic Circle to train emergency fire fighters for the upcoming season. Winter still had a major grip on these communities.

Fire season starts early in Alaska usually around the middle of May. The sun refuses to set in the Galena area and the temperatures go from winter to spring overnight. Our first fires occurred during the first week of July and continued through the end of my tenure in Alaska.

One hundred (100) per cent of the fire fighters that we dispatch from Galena were delivered by either fixed wing aircraft or helicopters.

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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

The British also had their propaganda posters during WWII. Their posters may have meant more and put important information to the public that had even more direct meaning than posters here in the US. With daily bombings and constant threat of invasion every means of communication was important.



**OTHER WWII AIRCRAFT BOTH OURS AND THEIRS**



The Noorduyn Norseman first flew in November of 1935 and was used by both the RCAF and USAAF. 904 were eventually built—many are still in service today throughout the Canadian north country.



**A BIG THANKS**  
To Cols. Jim and Chrispy Peterson who donated a newer wide screen TV to the Museum / Club House.

Col Oscar Witt commanding the '309' crew at the Oct. 2001 Tucumcari Air Show.

**GONE WEST** - Contributed by Col Bob Thompson

A good friend of the RMW and former CAF Colonel Oscar Witt passed away on August 2nd...Oscar was 94 years young. A WWII Army Air Corps Veteran who was a mechanic on B-24 Bombers. . He spent 17 years in the military then became a Teamster Truck Driver. Oscar held a private pilots license and flew such aircraft as our J-3 Cub. .We first met Oscar and his wife Bonnie at a Tucumcari NM Air Show. He was dressed in a full Confederate Army Officers uniform complete with sword and flume hat. . This was his signature of being a true Rebel. Once he attended AIRSHO at Midland driving his golf cart complete with a Rebel Flags. Drove CAF Exec Director Bob Rice crazy. When ever the TBM attended the show at Tucumcari he and Bonnie assisted the crew. Bonnie in the PX and Oscar wowing the crowd.

A true member of the Greatest Generation and a real patriot.



Canada - with its English and French roots printed many posters in both languages.

## A "Fair" Time

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and not ONE was a complaint! Many callers saying they loved it and wondering if that was the airplane going on display. (Apparently, there was a little confusion the day before when three T6 Texans flew over town- headed for Oshkosh, no doubt.)

First time that I've seen us make so much money for the TBM and Cub (as well as the Utah Wing's Stearman) in a weekend.

First time I've had not only a private security guard assigned to the TBM all night, but also the first time I've had a crew member sleep under the wing every night. (Hey Rich, with a little more practice you'll be able to set up that tent in less than an hour!)

First time Rich has ever met 12 inmates from the local prison at 1 a.m. (or so he claims...). They were on clean up duty and their escorts allowed them to see the plane.

The TBM was parked on the street in front of the main entrance to the fair grounds and saw a constant but never crushing flow of people all day, every day. Both PX and wing walk were very successful. Dave Bernard was kind enough to take Rich up in the Utah Wing's Stearman to get a few aerial pictures of the TBM on the street. We weren't too worried about people smoking near the plane as directly in front of us, everyday, we had a local fire department set up their fire hoses for kids (of all ages) to shoot.

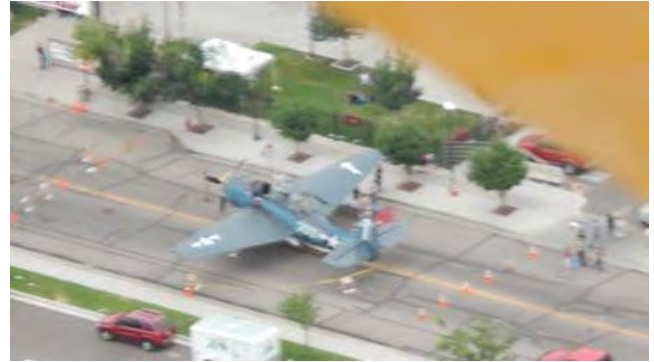
The days were long but each evening, just a few yards away, we were serenaded by a local band playing a mix of Country, Rock and even a little Reggae (Bob Marley should have used a slide guitar!).

Sunday morning the TBM was towed back to the airport, again through that tiny gate (and no, it wasn't any easier on the pilot the second time!). Three rides were given that morning before our intrepid aviators departed back to NAF Grand Junction.

As always- my thanks to Jay, Rich, Robert and Dick for working so hard to make this seem so easy. Also thanks to everyone who has a hand in keeping our TBM from becoming just another lonely static display. Keep 'em flying!

I'd also like to thank Robert's boss, Jacob Sonsel at FMC for generously donating the use of his pickup truck to us for the weekend- not just to tow the TBM but also to run our crew around.

The best way to summarize this event- and to gauge how well it went - was the overwhelming chorus of people asking, almost begging, us to come back next year! Plans are already in the works by both Vernal City and Uintah County to bring us back- and next time they want us to kick off their Thursday morning parade with a fly-over. I for one already have that on my schedule - who's with me?



A Stearman's view of '309' at the Uintah County Fair.



Our '309' is probably wondering why it doesn't get to hang out at the airport on weekends, like the rest of the planes. Great location at the Uintah County Fair - right by the entrance!



Shown above is '309' along with the Utah Wing's Stearman giving rides at the Vernal airport. Good ride day for both wings.

Hopefully PIC Matt was on centerline for this ride and would avoid the wind-sock....

# Rocky Mountain Airshow

## “Bombing Broomfield” (Cont.)

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Frank Carrington, Rich Connor and Mike O’Connell also came out to help, which was very much needed over the remaining weekend. They also brought extra PX items which added to the near sell-out final income!

The Saturday and Sunday events were typical of today’s airshows with aerobatics, wing walkers, and crowds, but had no modern military presence. One notable difference were the jumbo-tron TV screens being used with both airshow cockpit and exterior views. This idea was “borrowed” from today’s NASCAR races. The same video was also streamed “live” throughout the day from their [www.rmairshow.com](http://www.rmairshow.com) website for the enjoyment of anybody with a computer or smart phone.

Of course the CAF’s last flying B-29 and B-24 were the stars of the event, and a pretty good warbird act was provided by a Zero and Kate from CAF’s Tora group, a P-51 and Greg Shelton’s Wildcat, and others. A 90% scale Spitfire with a special 6 L/364 cubic inch automobile engine also flew. I can attest that following this airplane is dang difficult due to both its small size, and mottled green/gray coloring, especially when it is bare-

ly “over the dirt” and below you! It appears the new mini-Spit has the same overheating issues that the full scale Merlin-powered aircraft do.

Sunday’s event was punctuated with a microburst that tore up a few vendor tents and caused a schedule delay. A few acts canceled their involvement for the remaining airshow, including the B-29 and B-24. This left our TBM as the sole bomber flying, and the recipient of all the airshow pyro team’s best efforts including the “wall of fire” that was originally meant for FiFi. I think this is a first for the TBM. More pictures are seen at [http://rockymountainwingcaf.org/album\\_frame.asp?menuID=72~72](http://rockymountainwingcaf.org/album_frame.asp?menuID=72~72)

We provided a few paid passenger rides, including one for a 92 year old Army Nurse and her granddaughter. Everything went without a problem, and we returned back home on the following Monday morning’s clear and smooth skies. Special thanks should be given to Cols. Anderson, Owen, Maddock, and Divelbess for their maintenance efforts during the weekdays after the Vernal show to prepare the TBM for this event.



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© RMWCAF Col. Jay Anderson

It’s nice to get to see your big buddies every now and then.

WWII Army Nurse Nell is 92 years young and a Bronze Star recipient. She and her granddaughter enjoyed their flight in ‘309’.



Photo by Col J. Anderson



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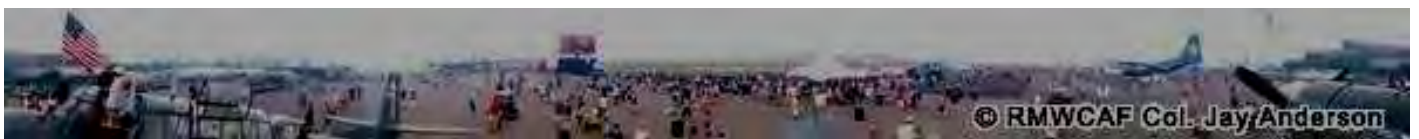


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An Assembly—Air Show Assistance Action. The work (and the fun) just goes on, and on and...



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