



HONORING AMERICAN MILITARY AVIATION THROUGH FLIGHT, EXHIBITION AND REMEMBRANCE

# Maintenance Training Extraordinaire

By Col Rob Duncan  
 Maintenance Officer / Pilot

As outlined in last month's newsletter, the world's most experienced TBM mechanic, Mario Morales, gave two full days of multi-media lectures and hands-on training concerning the TBM Avenger, showing us many things that were not even mentioned in the US Navy service manuals. Besides the hard-working RMW Wrench Wranglers, we had some out-of-town guests that also took advantage of this unique opportunity. They included John Glen Fuentes, XO, Mechanic, and

Chief Check Pilot from the CAF National Capitol Squadron (NCS) near Washington DC, and James Owens, Bob James, and Rich Nelson who are restoring another TBM for flight with the Valliant Air Command (VAC) in Titusville, FL. Our own TBM pilots Mat McNamara and Barry Hancock also made the long trip from Utah to attend. It should be noted that we had other RMW members who made extraordinary efforts to remain overnight in Grand Junction as they traveled a good distance from their own Colorado homes.

The workshop began with a little video of what Forest Protection Ltd. (FPL) does for Canada along with older pictures showing dozens of TBMs all working together in one fleet. The VAC actually acquired one of FPL's older cast-off TBMs from 17 years ago which remained outside at another museum. Both the NCS and VAC TBM's are nearing completion and imminent first flights, so they were especially interested in learning about items they may have overlooked.

Mario was extremely knowledgeable, and answered every question in detail, often referring to his own set of diagrams and manuals. He compared the three other TBM inspection programs with FPL's. It was well evident that besides crew safety, FPL wanted to ensure 100% availability as if their aircraft were unable to fly, their company missed large income opportunities, while wildfires or insect infestations quickly grew. Whereas if we miss a scheduled airshow, it was not as important –there would always be "next year".

*Continued on Page 5*



**Inside this issue:**

2014 RMW Air Show Schedule	2
Call for Ghost-Calendar	2
Wing Leaders Rpt	3
Staff Officers	4
Other Maintenance	4
New Air Show Crewmembers	6



Mario Morales (above the crowd) pointing out some of the more intricate aspects of TBM Maintenance.



# RMW AIR SHOW SCHEDULE - 2014

MONTH	DAYS	LOCATION	SHOW	TBM	CUB	STATUS
Mar	15, 16	Luke AFB, AZ	Open House w/T-Birds			CONFIRMED
Apr						OPEN
May	10	Holloman AFB, NM	2014 Open House			Probable
	24, 25	Cannon AFB, NM	Open House w/T-Birds			Probable
June	14	Boulder, CO	Airport Day & Dance			CONFIRMED
	20, 21	Twin Falls, ID	Magic Valley Air Show			CONFIRMED
July						OPEN
Aug	16	Powell, WY	Airport Open House			CONFIRMED
	22, 23	Front Range Airport	Rocky Mtn Air Show			CONFIRMED
	28, 9/1	Steamboat Springs	Wild West Air Fest 2014			CONFIRMED
Sep	20, 21	Mountain Home AFB	Open House w/T-Birds			CONFIRMED
	6	Eagle, CO	Wings & Wheels 2014			CONFIRMED
	27	Elko, NV	Sky Fare 2014			Probable
Oct	4	Prescott, AZ	Open House (?)			CONFIRMED
	10, 11, 12	Midland, TX	CAF Airsho 2014			CONFIRMED
	25	Bullhead City, AZ	Open House (?)			Probable

What a great beginning for our 2014 Season! Shown here are ten CONFIRMED appearances along with another four with 'Probable' status currently being worked by TBM manager Col Bob Thompson. You'll notice that April and July are currently open. A little bird says Col Thompson has some things possibly bubbling for July work but if you know of a potential appearance during those months—please let our Aircraft Managers Col Bob Thompson (TBM) or Col Collin Fay (CUB) know.

As we found last year, a little creativity goes a long way and can be profitable for the wing.

**Editor's Note:**

While activity appears to be slow our wrench wranglers brave snow, sleet and extremely irritating useless security gates to work all through the winter months insuring our CAF aircraft will be ready to again work through another air show season.

This January even brought like minded CAF Colonels and others from afar to our RMW to attend the TBM Maintenance Training arranged by Col Rob Duncan, Col Rich Connor and others. As highlighted throughout this issue, the session conducted by FPL's Mario Mo-

rales - TBM mechanic extraordinaire — was extremely successful!

Mario enjoyed his trip from cold Canada to our conveniently warmer climate where he wore short sleeves - while our visiting TBM mechanics from Florida kept their jackets on - even in St. Mary's heated hangar.

All will benefit from this training for years to come as Cols Connor and Duncan and Anderson and others compile a complete set of videos, charts, logs and other maintenance stuff for generations of TBM wrench wranglers to come.

Thanks guys!

## 2013 IS OVER!

IT'S TIME TO TAKE YOUR 2013 GHOST CALENDARS TO THE RMWCAF MUSEUM.

THE CALENDARS ARE TAKEN APART AND THE PHOTOS ARE SOLD SEPARATELY THROUGH THE PX.

IT'S A GREAT INCOME GENERATOR WITH NO UP FRONT EXPENSE!

## New Air Show Crew Assignments YOU NEED TO SIGN UP!!

See Page 6 for information.



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“Keep 'em Flying”

### WING LEADER’S REPORT

*By Col Collin Fay  
Wing Leader*

Happy new year to all! I still cannot believe it is 2014, even though we are almost a month into it. And speaking of the new year, it looks like we will have a good line-up of air shows and other appearances this year, much better than last year. Col. Thompson did a great job booking shows and establishing contacts at ICAS last month. Almost too good, however, as we do not have the resources to attend every potential show this year. That is a good position to be in, though, and I hope we can muster the manpower (hint, HINT!) to staff the aircraft so we can attend as many shows as possible. Remember, this is how we accomplish the mission of the CAF – by attending shows, displaying our aircraft to the public, and raising the necessary funds to keep doing it. In other words,



to “Keep ‘em flying!”

And speaking of objectives, officially ours are:

1. To acquire, restore and preserve in flying condition a complete collection of combat aircraft which were flown by all military services of the United States and selected aircraft of other nations for the education and enjoyment of present and future generations of Americans.
2. To provide museum buildings for the



Shown above was purportedly the only surviving TBF-1 from the Battle of Midway - the second at sea battle of US Naval forces against the Japanese Imperial Navy. The prop tips indicate the last trip “home” wasn’t an easy one. Six TBF-1s were present on Midway Island - as part of VT-8 (Torpedo Squadron 8) and became the very first TBFs to see action in WWII. The other five were lost during the battle. The first five of almost 10,000 eventually built!

permanent protection and display of these aircraft as a tribute to the thousands of men and women who built, serviced and flew them.

3. To perpetuate in the memory and in the hearts of all Americans the spirit in which these great planes were flown in the defense of our nation.
4. To establish an organization having the dedication, enthusiasm and esprit de corps necessary to operate, maintain and preserve these aircraft as symbols of our American military aviation heritage.

That is the “company line” from headquarters, and ours here at the Wing are no different. Of course we only have our “two little aircraft” to preserve and maintain, although one isn’t so “little.” But let’s not lose sight of all our objectives, including “perpetuating the spirit in which these great planes were flown” and establishing “an organization having the dedication, enthusiasm and esprit de corps” to carry out these goals. We’ll all need to be working together as a well-functioning machine in order to meet these objectives this season. Please help out when you can, and please contact Col. Johnson or Col. Thompson *today* to let them know which air show(s) you can attend. The list of potential shows is published elsewhere in this edition of the *Propwash Gazette*. Don’t hesitate, sign up now, and let’s all pitch in to “Keep ‘em flying.”

**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

In 1943 the Office of Price Administration (*sounds like another bureaucratic agency we'll need again soon...*) published this poster by Weimer Pursell.

Of course rationing was in full effect and all citizens were encouraged to be as thrifty as possible with all commodities required for the war effort. As we can tell every time we buy fuel for our '309' - gasoline was particularly critical and the nation needed lots.



**OTHER WWII AIRCRAFT BOTH OURS AND THEIRS**



In 1940 Republic delivered the P-43 Lancer.—the only allied aircraft at the time that could fly high enough and fast enough to catch the Mitsubishi Ki-46 "Dinah". The Lancer was used for high altitude recon work until replaced by the P-38 Lightning.

**Other Winter Maintenance**



Other Winter Maintenance continues—Cols John Mummy installing the throttle system and Willie Hooker getting' ready to heat things up!

A poster attempting to recruit new members of the SS from the Netherlands.

"For your honor and conscience! - Against Bolshevism the Waffen SS calls you! "

Yea, Right!!



## Maintenance Training (Continued)

*Continued from Page 1*

Of course FPL had a large paid staff of trained mechanics working every day while we are lucky to get a few outstanding volunteers out during the week, and perhaps 5-6 hours of work done each Saturday. The FPL TBMs were also worked very hard – they flew many missions from short dirt runways with maximum loads of 600 gallons of retardant. They had an exceptional safety record while operating the TBM for over 50 years. Although they lost several working aircraft, there was only one fatality and that was due to the pilot's heart condition. Mario shared many stories and photos with us, driving home these points.

As we began the very last portion of the hands-on training while outside on Sunday afternoon, it was discovered that one of our redundant engine magnetos needed to be replaced. We had a spare overhauled magneto sitting on the shelf, and several members got their hands dirty with this great opportunity of handling this common maintenance task under expert supervision. Final check will be completed later when the rest of the engine is reassembled.

Besides general maintenance advice, Mario offered many great suggestions concerning shop safety and procedures. In general, our TBM received a "better than average" passing grade from Mario, and many compli-

ments from the other TBM crews. They were especially complimentary about our recent cockpit restoration efforts to make our aircraft historically correct as any "flying museum" exhibit should be. Col. Rich Connor made a video recording of the entire workshop and we will have DVDs made of the presentation, with the extra diagrams and manuals Mario used. Georgia Thompson, Dorthy Dutton, Stephanie Hooker, and Mardean Johnson provided the wonderful and welcome pot-luck lunch on Sunday.

The weather was outstanding throughout the weekend, although we did take refuge on Saturday afternoon in the larger and heated St. Mary's hangar while supporting the airplane on jack-stands and exercising the landing gear retraction and emergency extension circuits. One special check required the TBM wings to be spread. Mario had noted that the temperature was -30F when he left Canada, and worked outside in his short shirtsleeves. The Florida gang spent a bit more time in the heated museum! We look forward to implementing FPL's proven maintenance ideas, and addressing the other items that will need attention.



Mario (in front of screen) used videos and visual aids as well as hands on training during his TBM Maint. Class.



Photo by Col Rich Connor

It's kinda like an Colonoscopy for your airplane. Dr Mario at the hands of the scope.

Col Rich Connor appears to be showing French TBM Postcards to Col Matt McNamara and Col Barry Hancock — both seem interested.



# NEW AIR SHOW CREWMEMBER ASSIGNMENTS

*By Col Kay Johnson  
Operations Officer*

RMW Operations is implementing a formal assignment of air show crewmember responsibilities for each air show attended. The Operations Officer will make crewmember assignments as soon as possible following commitment to attend each air show. While there are three categories of crewmember assignment, they are not meant to be individual specific and may be shared and combined, although one individual is ultimately responsible for at least one crewmember's responsibilities at each air show. Large shows of 2 to 4 days duration, especially those at which the Wing is providing revenue rides, will require a crew of 6 or more RMW personnel with specific duties. Small shows and/or events with short durations require a basic crew of 4 with many items of responsibility performed or assigned by the PIC, i.e. the PIC can be assigned the responsibility for all three positions. Training programs for each position will be held annually prior to the air show season. All interested RMW members are invited to attend. While these assignments are primarily written for TBM air show appearances, they also apply to the J-3 Cub, separately or in conjunction with the TBM, as appropriate.

## **Pilot-In-Command (PIC).**

Must meet minimum qualifications according to CAFR 60-1.2.B. The

Pilot-In-Command is responsi-

ble for the safe operation of the aircraft on flights to and from air shows, during air show appearances and operations, both on the ground and in-flight, and for revenue ride flights. During these operations, the PIC is directly responsible for, and is the final authority as to the operation of the aircraft. **Training required:** Annual ground training is required and will include a review of (1) aircraft systems, and normal and emergency procedures, (2) CAFR 60-1, 60-2 and 60-3, and (3) the rides for hire LOA and/or exemption as appropriate.

## **Plane Captain.**

Must be familiar with all aircraft ground operations, along with servicing and loading procedures. The Plane Captain is responsible for ensuring the aircraft is readied for flight, including staging, loading, and servicing with fuel, oil, and other consumables. He/she shall coordinate with the PIC for an appropriate fuel load, and with the Load Master for loading of PX inventory and airshow equipment. He/she shall assign crewmember stations in the aircraft, in consultation with the PIC. For [RMW CAF Air Show Crewmember Job Descriptions, January 2014 page 2](#)

revenue rides, the Plane Captain shall coordinate passenger station assignments, and ensure that all passenger documentation is in order prior to loading and that passenger safety briefings have been completed prior to passengers embarking on the aircraft. He/

she will ensure security and weather protection for the aircraft and PX both during and after the show. The Plane Captain shall ensure that appropriate ground crew members are available at the hangar when the aircraft returns from an air show.

The Plane Captain may not taxi any aircraft unless appropriately qualified and insured. **Training required:** Loading and securing, weight and balance, towing, starting procedures, fire suppression, crowd control, and aircraft marshalling.

## **Load Master.**

The Load Master shall be responsible for RMW crew coordination, liaison with the Air Show representative (s), and maximizing the revenue potential at each air show. The Load Master will coordinate crewmember assignments for each air show, in conjunction with the Operations Officer and air show PIC. He/she shall be responsible for ensuring all air show equipment, supplies, and appropriate PX inventory is available and loaded on to the aircraft prior to departure. The Load Master, in conjunction with the PIC, shall schedule the aircraft departure and arrival times and all other flight operations, including revenue rides and air show performances. He/she will direct all PX, Wing Walk, and Rides Program operations at the air show, including scheduling of

crewmembers for appropriate staffing of each. The Load Master shall be familiar with all air show contractual obligations (appearance fee, arrival/departure fuel/oil, accommodations, vehicle allowances, credentials, and PX, Wing Walk, and Rides Program revenue opportunities) and ensure that those obligations are met. The Load Master shall confer with the RMW Air Show coordinator to become familiar with all aspects of the individual air show to which he/she is assigned. He/she will communicate with all RMW air show crewmembers to ensure appropriate staffing and that air show credentials, housing, transportation, and meal requirements are met. The Loadmaster is responsible for all financial aspects of the air show appearance, including all contractual receivables, and all cash, check, and credit card receipts from the air show, which will be transferred to the Finance Officer upon return to base. **Training required:** PX merchandise display and pricing, sales recap forms, money handling, credit card processing, sales policies, appropriate RMW / CAF uniform, and customer relations.

**Contact  
Col Kay Johnson  
and sign up today!**