



HONORING AMERICAN MILITARY AVIATION THROUGH FLIGHT, EXHIBITION AND REMEMBRANCE

(We're Back!)² Two Points of View

Ed. Note - Two articles were submitted covering our re-introduction to the air show circuit at Evanston, Wyoming - one by Chief Pilot Col Matt McNamara and the other by Operations Officer Col Bob Thompson. Your editor is so pleased (not used to so much help) that both are shown here. Sort of like battling banjos...

We're Back *squared*



Submitted by Col Matt McNamara
On August 26, 2016 our crew of intrepid aviators- Col.'s Matt McNamara, Robert Toth and Tom Jackson- launched on yet another adventure to Evanston, Wyoming. Fighter escort was provided by Col.'s Bob and Georgia Thompson in their mighty Cessna 210. They were joined by a mechanized cavalry division of one, comprised of Col. Scott Toth (son of Robert) from the Utah Wing, driving a vehicle of indeterminate origin.

The flight from Grand Junction was quite scenic. Despite the need to maneuver around some early and un-forecast thunderstorms, TBM newbie Col. Jackson commented "I never want to fly on an airliner again!" There is lingering doubt as to whether this statement was addressing how great it was to be flying in the TBM... or if it was commentary on the purported flying skills of the 'airline employed' pilot up front...

Friday evening, after securing the planes in a "light Wyoming breeze", our crew sought out a local watering hole that might also serve food.

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Submitted by Col Bob Thompson
FIRST STEP ON ROAD TO RECOVERY!! After 29 months your TBM Avenger "309" finally returned to the air show circuit. Evanston WY, Air Port Day, held on August 27th hosted the TBM and crew. Evanston is a small southwestern Wyoming town with a population of only 10,000 but with lots of spirit.

TOO MUCH FOR ONE ISSUE! SEPTEMBER INCLUDED EVENTS:

**Evanston Steamboat Eagle
Montrose Durango
Prescott Telluride Red Tail**

**Watch for reports on all events
over the next months**

This first show allowed our rusty crew to relearn the basics of pre-show preparation and show participation. It takes a lot of work to pre-flight the TBM, pack the PX and support items. Load the aircraft, Tug the TBM out of hangar and safely start the engine. Once this phase has been completed

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RMW AIR SHOW SCHEDULE - 2016

MONTH	DAYS	LOCATION	SHOW	TBM	CUB	STATUS
Jun	4-5	Albuquerque, NM	Kirtland AFB			CANCELLED
	18	Boulder, CO	Airport Day			CANCELLED
	25-26	Ogden, UT	Warriors over the Wasatch			CANCELLED
Jul	4	Glenwood Springs	Independence Day			CANCELLED?
	27	Cheyenne, WY	Frontier Days w/TB			CANCELLED
Aug	19-20	Powell, WY	Wings & Wheels			CANCELLED
	27	Evanston, WY	Airport Day & Airshow			COMPLETED
	31 - 9/4	Grand Junction, CO	FIFI visits GJT			COMPLETED
Sep	2 - 4	Steamboat, CO	AirFest			COMPLETED
	10	Eagle / Vail, CO	Wings & Wheels			COMPLETED
	11	Montrose, CO	Airport Open House			COMPLETED
	17-18	Durango, CO	Aviation Celebration			COMPLETED
	30-10/1	Prescott, AZ	Arizona Skyfest			CONFIRMED
Oct	1	Telluride, CO	Airport Open House			CONFIRMED
	28-30	Dallas, TX	CAF AirSho			CANCELLED

After Cancellation after Cancellation we are finally back on the air show circuit!

And we came back in a flurry!

We managed to close August in Evanston, Wyoming and then started covering Western Colorado like a blanket. Shows in Steamboat, Eagle, Montrose and Durango completed at press time and closing the month in Prescott, AZ with a simultaneous appearance in Telluride as our last scheduled show. **WE'RE BACK!**

STEAMBOAT AIRPORT WELCOMES "309"

By Col Tom Howe

After returning from a successful show in Evanston, WY, "309" was ready to leave for the Steamboat airport (SBS) and the annual Labor Day open house and air show. PIC Matt

McNarama loaded his trusty crew of Robert and Betty Toth and turned "309" east-bound for the one hour flight.

Now "309" had been sitting a long, long time in Arizona while undergoing R&R in the Arizona sunshine. Sitting

around like that sometimes causes things in your body to settle and become stiff due to lack of activity – this also holds true for airplanes. That inactivity is suspected to have been the cause of the left main gear brake to lock up upon landing at SBS – creating the embarrassing proverbial "flat spot" on the left main tire. Pilot Matt managed to keep "309" on the runway during this surprising little event and "309" was ushered into its parking space with no other damage. A call went out to the GJT support team and a quick reaction had another set of brake parts on the road to Meeker where Col Bob Thompson transferred the brake parts, new tire and wheel to his vehicle and brought them to SBS. The next morning with help from the Mile High Wing Maintenance support team, the faulty brake was removed

and replaced with the parts delivered from GJT and "309" was ready to roll. The repair was confirmed when "309" flew as part of the air show – and even made a couple formation passes with Col Barry Hancock in Barry's T-6.

Cols Kent Taylor and Charlie Huff had Cub rides going and even took Betty Toth for her first ride in the Cub.

The wing walk and PX traffic was good (as it always is in Steamboat) and many inquiries were made regarding rides in the TBM. Of those several said they will be back next year when we hope to have "309" back in the ride program.

The Mile High wing had their C-45 available for rides and

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Betty Toth and Pilot Kent Taylor prepare for a Cub ride around SBS

(We're Back!)² (Evanston, WY Cont.)

(Continued from Page 1 - McNamara)

Col Robert Toth successfully smuggled a (too) small container of very tasty home-made cherry liqueur across state lines and a hearty toast was made to the TBM and her return to the air show circuit.

Saturday morning, during a "light Wyoming breeze", our crew demonstrated to the public their best impersonation of "The Keystone Kops meet The Three Stooges", as we all tried to remember how to setup the Wing Walk and PX after a two and a half year hiatus.

Luckily, a young lady named Christie arrived on scene to provide adult supervision. She immediately took charge, got us straightened out, ship shape and flying right.

Did I mention Christie is the eleven year old grand-daughter of Evanston airport manager Mike LaSalle? This intelligent, out going youngster adopted us for the show and manned the PX all day with great aplomb. Yes Virginia, there is hope for the future.

Saturday evening, said airport manager Mike LaSalle hosted a survivors party where much food, drink and laughter was enjoyed.

Sunday dawned clear and chilly, with just a "light Wyoming breeze", as our crew made their way back to Grand Junction. The aircraft was met by a great welcoming crew that wiped away what little oil was on the TBM. That took about 20 seconds. Seriously- this new engine is almost scary clean...

I want to take a minute to give a huge "Thank You!" to Dick Maddock, Bill Marvel and Robert Owen for quickly and professionally addressing a few maintenance 'squawks' that could have kept us on the ground even longer. Gentleman- in recognition of the US Naval history and tradition of our aircraft I say to you - "Bravo Zulu!"



(Continued from Page 1 - Thompson)

the pilot and crew needed to navigate to the show over desert and mountains in both blue skies and rain showers (a little hail) finally arriving at an airport at 7138 Ft. MSL with a distinct cross wind. Great job Matt!. At the show the whole crew must prepare the TBM for public display , set up PX tables and tent and welcome the public to an era of history.

The ground crew was Robert Owen, Dick Maddock, Kay Johnson, Bill Marvel. The flight crew was PIC Matt McNamara, Bob Toth and our newest RMW member Tom Jackson. (Tom normally rides a Harley and was greatly impressed with the TBM's power). Bob & Georgia Thompson flew safety chase in their Cessna T210. Scott Toth from SLC joined the event and greatly assisted at the show.

The results of this "first for 2016" was our first appearance fee check for \$1200. , \$1050 in PX sales , \$275 wing walk income as well as 196 gals of fuel and a donated WWII (1942) Navy Crew Oxygen Bottle. FIRST STEP ON ROAD TO RECOVERY.

A point of note is that the TBM is fully operational with only a few items that needed attended to prior to her returning to safe flight status.

Bill Marvel , Dick Maddock and Matt McNamara are to be commended for accomplishing a successful RTS, aka: Return to Service.

NOW TO THE FUTURE.



The first show appearance fee in over two years. Now the Bottom Line will start to grow again. We're Back!!!

RED TAIL We did it!

I want to thank all of the people who helped to make the Red Tail event a success.

Cols Casky and Thompson helped with the flight line and aircraft movement. Sandy Casky did a great job as a hallway monitor, or was that a gate keeper.

A special thanks to Steve Wood and Dick Maddock for their expertise with the hydrolytic lines on a trailer they had never seen before. Without their assistance the program would probably have been cancelled.

A special thanks goes out to Kent Taylor, who keep me from losing my mind on several occasions this spring and summer.

Also a special thanks to the sponsors who financed the program and Dennis Corsi at Armstrong for loaning me Kathryn Bennett, whose expertise in PR work taught me much.

The list of others who assisted with the event is long.

We had over 1,000 people who attended the program with over 690 youth. Remember many of them had no idea that the museum was there.

Again thanks for making this a great event.

Col Tom Dennis





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“Keep 'em Flying”

PHOTO OF THE MONTH



What better photo of the month than this great shot taken by Col Robert Owen as “309” was leaving GJT towards the first appearance of 2016 (and 2015 and...) in Evanston, Wyoming.

The Rocky Mountain Wing is back!

WING LEADER'S REPORT

By Col Bob Caskey
Wing Leader

As I reflect on the actions of the Rocky Mountain Wing over the last couple of months, the title “The Little Wing That Thought It Could” comes to mind. Since our beloved TBM returned to the skies, our members have rallied being quite busy multi-tasking with no less than eight events. They have attended airshows and hosted the Red Tail Rise Above program, all the while overcoming countless barriers that could have derailed a few of these events.

For illustration sake, the following is an account of some of the challenges our members handled in returning the TBM from Durango to Grand Junction in time to be the center piece for the Red Tail event. On Sunday morning as the Durango crew [Colonels McNamara, Caskeys – both Bob and Sandi – and Howe] waited patiently in the TBM



to return to Grand Junction, the electric fuel pump sounded like a cheap coffee grinder for several seconds before it continually blew the circuit breaker. After several tries our PIC, Matt McNamara, decided the flight was a no go, and we began to consider the options. With the Red Tail event starting on Wednesday, the TBM needed to be home and in place by Tuesday evening. Matt called our Grand Junction crew and asked them to search for a spare fuel pump in the hanger to no avail. He then called Bob Thompson and asked him to fly his 210 down to Durango to pick us [ed: the Durango Crew, your editor included] up for a return flight to Grand Junction. In

the interim, we began the task of removing the fuel pump on the tarmac. As at this point, the aft wench decided to malfunction and refused to lower the staircase. Thanks to some brute force and fast thinking, we manually removed the staircase, which gave us access to the fuel pump. After many scraped knuckles and faces splashed with 100 LL the fuel pump came free. We then removed the wench and loaded both inoperative units in Bob Thompson's 210 and returned to Grand Junction.

Matt flew home that evening and Dick Maddock and Bill Marvel proceeded to take the fuel pump apart.

The next morning at approximately 9 o'clock, I called Dick Maddock to check on the status of the fuel pump and he advised me that he had rebuilt it and it was operating flawlessly and the wench was also repaired. Through his business contacts, he was able to find the three bearings that needed to be replaced and picked them up at 8:30 Mon

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Fuelpumpectomy underway @ Durango Airport

RMWCAF STAFF OFFICERS

Wing Leader	Bob Caskey
Executive Officer	Kent Taylor
Finance Officer	Robert Toth
Adjutant	John Mummery
Operations Officer	Bob Thompson
Maintenance Off.	Dick Maddock
Museum & Mess Sergeant	Dorothy Dutton
Safety Officer	Robert Owen
Judge Advocate	Gerald Feather
Public Information Officer	Tom Dennis
PX Officer	Dick Maddock
Newsletter Editor	Tom Howe
TBM Aircraft Coordinator	Bob Thompson
Cub Aircraft Coordinator	Charlie Huff
Facilities Manager	Kay Johnson
Recruiting Officer	Dick Maddock
Grants Officer	Dave Shepard

Wing Leader’s Report

(Continued from page 3)

day morning. I don’t think the pump could of been repaired this fast any other place in the United States.

That afternoon Bill Marvel flew Dick Maddock and the parts in Bill’s RV8 to Durango, repaired the airplane, loaded the stairs and it was then ready to return to Grand Junction. The problem was we didn’t have a pilot because the airline had scheduled Matt to fly a trip. Next miracle, Matt did the trip returned to Grand Junction Tuesday morning and he and Bill flew to Durango once more and Matt flew the TBM back to Grand Junction.

On Tuesday morning, the Red Tail Exhibit trailer arrived in Grand Junction, after being delayed in Limon, Colorado by a blown rear tire on the trailer. When the team started opening up the trailer, it was discovered that when the tire blew it also wiped out a connection on one of the three large hydraulic cylinders that extends the sides of the trailer. Now to save the day, Steve Wood and Dick Maddock combined their efforts and repaired the cylinder on the spot in a couple of hours. Again, they were able to find the critical part needed locally and the trailer came to life.

Thanks to Tom Dennis, Rebecca Dennis and all of the miracle workers and team members that worked tirelessly during the Red Tail event, it was a resounding success. In the August issue

WWII QUIZ

ANSWERS ON PAGE 6

Multiple Choice

1 - How many Allied ships did German U-boats sink between 1939 and 1945?

Naval Operations and Sea Battles

2 - Which Aircraft Carrier was the newest in the U.S. Fleet when war was declared in December 1941?

Thanks to author Timothy B. Bensford

Steamboat (Continued)

(Continued from Page 2)

did a good business.

After hours for the Steamboat crew is always fun – and your editor attempted to teach some of the crew

members the fine art of pizza juggling but as is often the case, true art is frequently misinterpreted.

All in all our second show of the 2016 Season was a flying success. We will look forward to this annual event again in 2017.

“309” leads Barry Hancock’s T-6 under cloudy skies during a formation fly by at SBS.



of the *Dispatch* Steve Brown, President of the Commemorative Air Force, wrote an article about the fear of success. The meat of the article is basically that sometimes we do not achieve our potential for fear of taking on tasks that are above our capabilities. Well I can tell you this, this Wing Leader has seen this “Little Wing That Thought It Could” extend itself at the time when their airplane was out of service due to an accident, their financ-

es were rapidly running out, and their membership was dwindling. Faced with all those challenges they decided to expand programs rather than retreat and regroup. You saw that success with the Red Tail event.

This is just one example of why this Wing continues to thrive and make a difference. Continue to think big Rocky Mountain Wing! The best years are in front of you.

MAINTENANCE REPORT

*By Col Dick Maddock
RMW Maintenance Officer
with Col Tom Howe, Ed.*

When an airplane has been sitting for months, and months, and months – even though those months have had mechanics and volunteers climbing over, under and through that airplane, sitting is not good for airplanes. Things within airplanes dry up, shrink, get dislodged, become sticky, begin to leak, etc., etc., etc.

“309’s” days sitting in maintenance have begun to show even though “309’s” new engine and repairs are working very well; little gremlins seem to creep up once the airplane is actually flying again. A few of those sorts of things have kept our Rocky Mountain Wing maintenance crew(s) jumping high and quick to keep “309” active on it’s very busy September air show schedule.

We should be proud. Here’s just a few of the challenges we’ve met during this busy, busy month:

- ◆ Changed left and right brake hoses under wings.
- ◆ Right brake locked up In SBS, replaced tire, and brakes.

- ◆ Checked left brakes, and repacked wheel bearing.
- ◆ Rebuilt aux. fuel pump motor.
- ◆ Repaired rear Torpedo Bay wench.



Col John Mummery holding the “guts” of the Durango problems.

- ◆ Replaced one valve cover gasket.

We have a long list of repairs for this winter, **will appreciate all the help we can get on Saturdays.**

Col Bob Thompson provides fatherly advise to Cols Dan Bishop and Gary Winder (Mile High Wing) as they change “309’s” brake, wheel and tire at SBS.



Above - Col McNamara calling “Help” from Durango.

Below - Col Coleman - Pesky Cub starter in Steamboat.



WWII QUIZ (SEE PAGE 5)

ANSWERS

1 - b. More than 2800, at a cost to Germany of 630 U-boats and 27,491 submariners.

2 - The Hornet. Though completed prior to the outbreak of war, she had not yet made her maiden voyage.