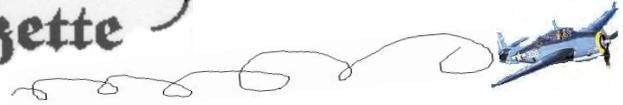


# PROP WASH

COMMEMORATIVE AIR FORCE  
Rocky Mountain Wing  
P.O. Box 4125 • Grand Junction, Colorado 81502

Gazette

November, 2017



HONORING AMERICAN MILITARY AVIATION THROUGH FLIGHT, EXHIBITION AND REMEMBRANCE

## What a Great Gathering

By Col Tom Howe  
Editor

We've been waiting all year for the chance to show our stuff at our home airport during West Star Aviation's great GJT Air Show 2017. Other than a rain-out on Saturday, the show weekend was a success.

You have to admire the Grand Valley's splendid population that braved the weather, the muddy parking, the fantastic "sounds of freedom" (noise to some?) and the crowds to visit GJT, see the splendid display of aircraft (including "309" of course) and provide support for the airport, the community and especially the Rocky Mountain

Wing Commemorative Air Force.

Lots and lots of Colonels arrived to help work the PX tent, the recruitment and ride sales table, the wing walk and just meet the visitors and answer the visitor's question.

We found several new member prospects and several visitors place more than we ask as a donation to experience our "Wing Walk."

Thanks to all the many CAF Colonels and the Salt Lake City area WWII reenactors that braved the long drive and the weather to help. They are such a great addition to our display.

As shown here, the visitors from Canada added some meaning to "309's" history serving the



Commonwealth of Canada during the late 1940's and early 1950's.



The US Air Force Thunderbirds always draw a big crowd. They were rained out on Saturday but put on their typical impressive show on Sunday afternoon.

The high moisture content in the air during the 2017 Grand Junction Air Show caused Saturday's performances to be cut short but come Sunday, the high humidity made for impressive pressure contrails like this in Col Rich Connor's photo of the colorful Canadian F-18 Hornet during it's Sunday show performance...



COMMEMORATIVE AIR FORCE



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# RMW AIR SHOW SCHEDULE - 2017

MONTH	DAYS	LOCATION	SHOW	TBM	CUB	STATUS
May	5-7	Aztec, NM	Wings & Wheels			Via GROUND
	20	Peru, IL	TBM Avenger Gathering			WEATHER
Jun	17	Boulder, CO	Airport 40's Dance			COMPLETED
Jul	22-23	Idaho Falls, ID	Engine Run Thunder BA			COMPLETED
Aug	5	Heber City, UT	Utah Wing Event			COMPLETED
	19	CO	Wings and Wheels			COMPLETED
Sep	23	Steamboat Springs, CO	Autumn Air Fest			COMPLETED
	9	Wendover, UT	Wendover Air Show			COMPLETED
	16-17	Morisse, CO	Tribute to Aviation			COMPLETED
	23-24	Telluride, CO	Fall Colors Weekend		?	WEATHER
	30-10/1	Grand Junction, CO	Airport Open House TB			COMPLETED
Oct	7	Prescott, AZ	Airport Open House			COMPLETED

CONGRATULATE YOURSELVES  
A YEAR WELL DONE!

**Operations Officer**  
**Col Thompson**  
**Is already thinking about next year's schedule.**  
**2018 will be a busy, busy year according to Col Thompson - most of the traditional military shows will be back!**  
**GET READY**

## WE'RE BUSY! BUT, WE'RE NEVER BUSY ENOUGH!!



### RMW's 1ST 40's SWING DANCE

#### 40's "KEEP EM FLYING" Hangar Dance

By Col Bob Thompson

This began as an idea to raise funds a few months ago. Then a concept, a plan and eventually an actual 40's Swing Dance held by the CAF, Rocky Mountain Wing.

In concert with the Grand Junction Swing Club arrangements were made for publicity, advertising, ticket sales and band selection. The latter being a nine-piece orchestra with vocalist.

The RMW was to supply location, décor, vintage aircraft and lots of sweat equity. The Swing Club did the bulk of the advertising via social media, email, and word-of-mouth.

The dance was held in the recently vacated St. Mary's hangar adjacent to the museum. We displayed the TBM Avenger, J-3 Cub, Leonard Felix's SNJ and Steve Wood's Twin Beech. A few 30's vintage automobiles also enhanced the area.

Over 200 guests attended this dance. They came dressed in various attire, Military uniforms, Zoot Suits, Fancy hair styles, Great period dresses and a desire to "Swing Dance" to the music of the 40's. Glenn Miller would be proud.

The Master of Ceremonies was CAF, Mile High Wing member Greg Kyle. He kept the dance floor active with both music and humor.

The Guest of Honor was WWII Veteran, Staff Sgt. Les A. Armhurst USAAC and his wife Nancy. Les went to Europe in 1943 on the Queen Mary returning on a Kaiser



Photo by Col Bill Losey

built troop ship.

Many RMW members heeded Kent Taylors request to attend in support of the dance and effort to raise money. They are appreciated.

Many others spent time and effort in making this event its rightful success. Those were led by Robert Owen and Dick Maddock. They are in alphabetical listing: Maggie & Tom Dennis, Larry & Lisa Drinnen, Dorothy Dutton, Tyler Ferguson, Bryon & Brenda Huffman, Tom & Jay Jackson, Bill & Jan Losey, Bill & Marti Marvel, Randy & Jill Swan-

son, Keith & SO Swinehart. Kent Taylor, Bob & Georgia Thompson, Gabe & Betty Toth, Casey & Rebecca Walters. Some of these "worker bees" spent 5 days straight at the hangar. Lots of Praise Little Pay!

Special Thanks for cash donations in support of the food and other fixed costs go to; Bob & Sandi Caskey, Gabe Toth, Bill Marvel, Leonard Felix and anonymous.



# MAINTENANCE REPORT

*Submitted By  
Maintenance Officer  
Col Dick Maddock*

\*Left & right wing sheet  
metal repairs

\*Oil leaks

Last month was a light month for maintenance. We painted the window and door emergency latches red and labeled them "For Emergency Only."

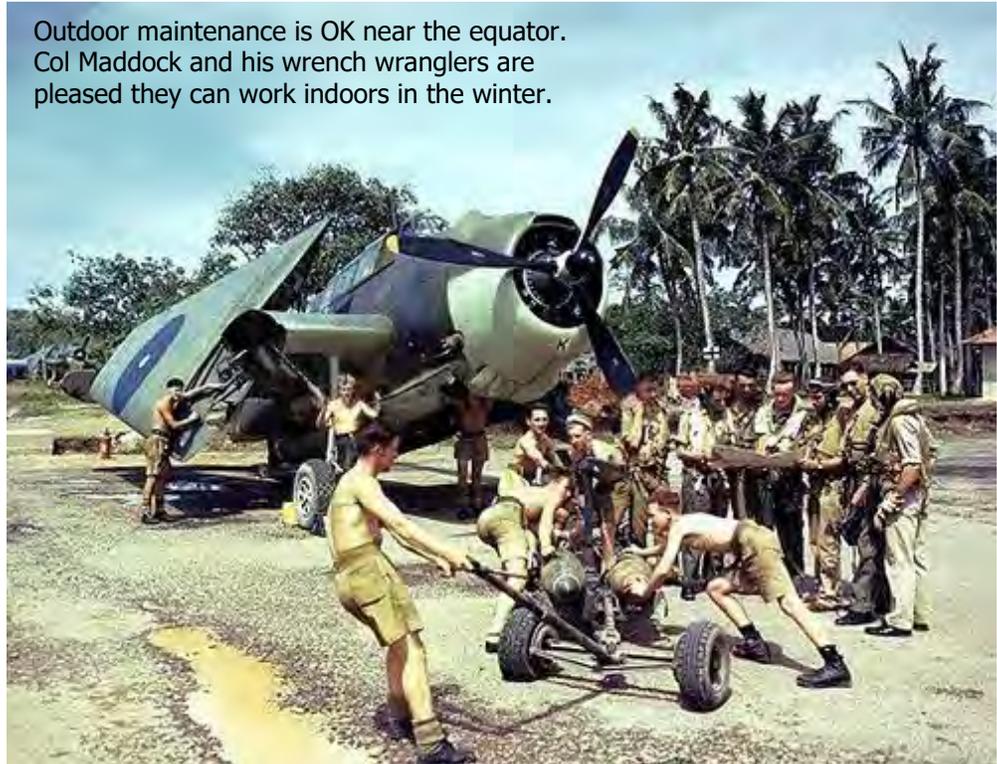
After Prescott, Col. Ryan reported the tachometer was not working. We checked out the tack drive and gauge; found the bearings dirty and dry. We cleaned and oiled the bearings; seems to work well now.

Will spend the winter doing maintenance and inspections.

\*Oil temp. gauge

\*Stairs and tow bars

\*Prop governor seal



Outdoor maintenance is OK near the equator. Col Maddock and his wrench wranglers are pleased they can work indoors in the winter.

## The Motorcycles Came!!

### SPECIAL MOTORCYCLE PHOTO SHOOT

*By Col Bob Thompson*

On Sunday, October 15<sup>th</sup>, after the 40's Dance the RMW hosted a group of Harley riders

to have their picture taken with the TBM. This was organized by Tom & Jay Jackson. With Photos by Bill Losey assisted by Jan.

The roar of 15 plus Harley's and riders in their best garb was a sight to see.

Jay was also a sight to see telling those riders to get in line, she certainly speaks the language.



Bill Losey



Photo by Col Bill Losey



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“Keep 'em Flying”

## PHOTO OF THE MONTH



In addition to the six great Salt Lake City area WWII reenactors that joined us for the GJT Air Show, we had several other “visitors”. Your editor’s undisclosed Star Wars source says they are [back row left to right] a Stormtrooper and an agent of the Imperial Internal Security Bureau. Back row right to left is Princess Padme’ Amidala, Next to her is Officer from the Stormtrooper Corps (or possibly Starfighter Corps.) Third from the right is probably Kylo Ren. Front row left kneeling is an Imperial Guard - rank undeterminable from this photo. When working an Air Show, you never know what’s coming...

## WING LEADER’S REPORT

By Col Kent Taylor  
Wing Leader

The Rocky Mountain Wing had another spectacular Month, finishing up the air-show season with simultaneous appearances at Telluride and Prescott on September 23, and the Grand Junction Air Show September 29-October 1, followed by an absolutely amazing all-hands scramble to pull off a stunning Hangar Dance on October 14, and participation in the GJ Sentinel’s Senior Fair on the 20<sup>th</sup>. Bravo Zulu – job well done to everyone that helped make these events roaringly successful, and generated record revenue and publicity for the Wing.

I regret that I was unable to help with or attend the Dance, as I was in Milwaukee tending to my mother’s funeral.



But I knew the event was in good hands, and pleased with the way everyone pulled together to prepare for it, and make it happen. Over 200 people attended, everything ran smoothly, and everyone had a great time!

I got together with many of the folks who helped make it happen on Saturday the 21<sup>st</sup> for a debrief session, and we identified a few improvement opportunities, and started planning the next Dance! With some experience under our collective belts,

and more lead time for planning and advertising, we know the next one will be bigger and better. We’ll discuss details at the November Staff Meeting – so mark your calendars and bring your ideas with you!

Gaye and I attended the HQ Wings Over Dallas Airshow and worked as volunteers on the Water Wagon, and helped in the Education Hangar – which was good practice for our next Rise Above event. Some first-hand experience with the

Dome Theater and other educational exhibits got me all energized to start planning for our first DIY Rise Above event! I hope to infect you all with my enthusiasm for this mission at the November Staff Meeting as well.

Last but not least, the Nominating Committee is still looking for nominees for Executive Officer and Development Officer positions. Please consider running for one of these important positions. Contact Nominating Committee Chair - Dorothy Dutton (970.858.0452) for more information.

Photo by Col Bill Losey



## One of the Greatest - G. McIntosh

Submitted By Col D. Dutton  
RMW Museum Officer

(Ed. Notes - with excerpts from Mr. Rich Tuttle's article *Memories of Lt. McIntosh*, National Museum of Naval Aviation, September, 2015.)

Our Museum and "309" were truly honored to be visited this September 27th by Commander George R. McIntosh - USN Ret., and his son, Jeff.

George brought his log book, He had 460 carrier landings and never an incident, He was on the USS Randolph but spent most of his time on the Ticonderoga. He spent a lot of time walking around the TBM and just looking at it and saying again how he was always amazed at the size. When I asked him how it was when he landed back on the carrier, he said it was Exciting!!

He was hit shortly before landing once but was able to land the TBM and though hit in the back of the neck, he said he said "I'm hit" and he regrets having said that as his Radioman screamed. He landed safely and did not mention the extent of his injuries.

Commander McIntosh's Navy and flying career is memorialized in an article in the National Museum of Naval Aviation by Mr. Rich Tuttle's article, partially reprinted here:

George R. McIntosh was having a good day. It was 70 years ago, on September 2, 1945, and representatives of Japan were signing agreements on the deck of the USS Missouri in Tokyo

Bay that formally ended World War II in the Pacific. Roaring overhead at the conclusion of the brief but historic ceremony were more than 1,000 U.S. airplanes -- one of which was being flown by George McIntosh.

He also remembered the day



a couple of weeks earlier, on August 15, 1945, when hostilities with Japan ceased. He was flying one of ten TBMs of Torpedo Squadron 87 from the carrier Ticonderoga to targets along Tokyo Bay. "We were in formation flying at 18,000 feet about 75 miles" out when VT-87 skipper Bill Miles "lowered the nose and started down" to begin the attack. "Someplace between 18,000 and 15,000 [feet] Bull Halsey called and said, 'Cease hostilities. The Japanese have surrendered.'"

Two or three days later, TBMs of VT-87 were among airplanes that began dropping food and medicine to prisoners of war in Japan.

"We found the POW camps and the Japanese had left, but the prisoners were still down there," McIntosh said. "We'd

fly down, drop candy, food and medicine, and these guys down there, just hundreds of them, they'd just stand there and wave at us. We'd go down very low and, man, they were sure happy to see us."

George stayed in the Navy and re-

### WWII QUIZ

ANSWERS ON PAGE 6

#### Multiple Choice

What was the code name for the US Army?

- A. Destiny    B. Challenge    C. Force

#### The Air War

Where and when did the RAF and the Luftwaffe first meet in air combat?

Thanks to author Timothy B. Bensford

tired. Then went on to fly for an "airline" - Air America of CIA Fame.

George then went on to fly for a business concern up until the mid-1970's when he stopped flying.

George lives in Lakewood and his son Jeff brought George to visit our CAF wing and our TBM Avenger.

Another fascinating member of "The Greatest Generation" that we all thank graciously for his service.

**THANKS GEORGE!**



RMWCAF STAFF OFFICERS

Wing Leader Kent Taylor  
 Executive Officer OPEN  
 Finance Officer Robert Toth  
 Adjutant Becca Walters  
 Operations Officer Bob Thompson  
 Maintenance Off. Dick Maddock  
 Museum & Mess Sergeant Dorothy Dutton  
 Safety Officer Robert Owen  
 Judge Advocate Gerald Feather  
 Marketing Officer Kathryn Bennett  
 Public Information Officer OPEN  
 PX Officers OPEN (Bob & Georgia temp.)  
 Newsletter Editor Tom Howe  
 TBM Aircraft Coordinator Bob Thompson  
 Cub Aircraft Coordinator Charlie Huff  
 Ambulance Coordinator Byron Huffman  
 Facilities Manager Kay Johnson  
 Recruiting Officer Keith Swinehart  
 Grants Officer Dave Shepard

**NEXT STAFF MEETING**

**NOVEMBER 11, 2017**

**10:00 AM**

**RMWCAF HANGAR**

**SUPPORT YOUR CAF WING.**

**“ON THE 11TH HOUR OF THE 11TH  
 DAY OF THE 11TH MONTH...”**

**WWII QUIZ**

(SEE PAGE 5)

**ANSWERS**

**Multiple Choice**

A. Destiny

**The Air War**

Over Aachen on Sept. 20, 1939, when the Germans shot down two enemy planes and the British scored one.



RMW TBM Pilot Barry Hancock shows the GJT Air Show Crowd how his T-6 does aerobatics in this photo by Col Rich Connor.



**Staff Meeting Bullets 10/14**

➤ Adjutant Col Becca Walters remarked in her notes that the Pre Dance Staff Meeting was short, sweet and effective.

➤ Maintenance Report

Col Dick Maddock says we now have all winter to update our TBM.

➤ Safety Report

Col Robert Owens overviewed what would have to be done at the Hangar Dance to cover security and safety.

➤ Education

Col Howe unable to attend. Will report status at November meeting.

➤ Newsletter

We need articles in the first person for our monthly news letter. (ed. note: Editor is tired of being second, third, ...)

➤ Ambulance

It was moved and seconded to approve five new tires for the Ambulance.

➤ Nominating Committee

Col Dutton reported Executive and Development Officer positions still open.

➤ Elections

Christmas Party December 9th.



When the meeting is over...  
 ...the fun begins!! Col Dick Maddock swinging out at the RMW 40's Swing Dance!

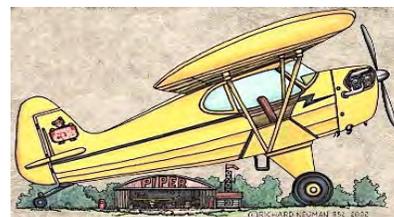


## MEET "TB" & "JAY"

### A TALE OF TWO AIRPLANES

By Col Ernie Stech

Hangar Flying with two Warbirds



*Once upon a time (all stories have to start this way), two airplanes lived together at an airport in Grand Junction, Colorado. The bigger one was TB, he was a TBM. That meant he was a torpedo bomber. He was supposed to drop a torpedo in the water and sink enemy ships. The smaller one was Jay the J3 Cub. His job was train new pilots, ones who had never flown before.*

*TB and Jay were old airplanes, but good people who liked airplanes made them work and look like new. Many, many years ago they were used in World War II. They were the grandfathers and great-grandfathers of our airplanes today.*

*World War II was a big war. A whole lot of countries were part of it. Some countries were friends of the United States: England, France, Russia, Australia, and others. Our main enemies were Germany, Italy, and Japan.*

*These older airplanes were different from the jets we have today. They had propellers on the front that pulled them forward. Jets are pushed from behind. The landing gear and wheels were different. They had two big wheels under the wings and a very small one at the back. They were called 'tail draggers!'*

TB and Jay, two airplanes, start the day the same way every day in Hangar 7. The hangar is a big metal building. There is a huge door at one end that lets the airplanes go in and come out. It gets very noisy in the hangar when people work there.

Jay, the small J3 Cub airplane, always starts by complaining: "You get all the attention. You are so big. You have so much horsepower. You make so much noise. No wonder no one ever pays any attention to me."

TB, the TBM torpedo bomber, always responds, "I had a harder job in the war. So did my buddies. We had to fly into danger. The enemy shot at us."

To which Jay replies, "Yeah. But our job was dangerous because we had those people flying us who had never been

pilots before."

"Ah, you're always complaining." TB sneers.

So the two airplanes stand there, side by side, in silence. Finally, TB says, "Tell you what. I will listen if you want to tell me about what you did in the war. I'll do that if you listen to me."

Jay hesitates for a minute and then agrees.

"So tell me what it was like to be a trainer airplane. Did you have training wheels?"

"See. You're being nasty!"

"Sorry. So tell me."

"Okay. As you can see, I have two seats. One for the instructor pilot. The other one for the guy trying to become a pilot. The seats are not next to each other. One is behind the other."

"Which was which?"

"The instructor sat in the rear seat. The student in the front seat. The instructor could fly me from the back seat. He was more experienced. The young guy sat up front where he could see better out the front and sides."

"So who were the guys trying to become pilots?"

"That was part of my problem. They were drafted into the Army or enlisted. After basic training, someone asked who wanted to be a pilot? If you raised your hand, you got to go to pilot training. They had never been in an airplane before or flown one. They had to learn everything there was to learn. So they went to what is called ground school. That's where their teachers told them about airplanes and flying. They learned the basics of airplanes and flying."

"Bet that first takeoff and landing were interesting!"

"Not really. The instructor did those. It was the second time. Usually on takeoff we bounced along, got in the air, hit the landing gear to the ground, bounced again, and finally got more or less off on a flight. Coming back in was more fun. I was always so worried about my landing gear. A hard hit and they would fold up. Then I would skid across the runway. Most of the time the instructor had his hands on the controls. That way he could correct anything that went wrong."

"And you survived?"

"Yeah. I had to have my landing gear fixed a few times. I had to get new tires a lot."

TB takes his turn. "Well let me tell you about landings! I had to land on an aircraft carrier. You know a big ship with a flat deck. It was hard on us!"

"How big was the deck?"

"About as long as a football field. And just about as wide. There always before a bunch of airplanes on the deck. All of us Navy airplanes had wings that would fold so we could be parked close together. There wasn't much room on the deck."

"That's a pretty small space to land an airplane as big as you are."

"You don't have to tell me. And there was a bigger problem. The aircraft carrier was on the ocean with waves. So the deck was moving up and down! Imagine trying to land on a runway moving up and down!"

"No, thanks!"

"Another big difference for us is that we had a tail hook. When we landed, the hook on the tail would grab a big steel cable and yank us to a stop. So we had the big whump when we hit the deck and then a huge yank to get stopped."

"Okay. Now how did the pilot know how to land if the runway was moving up and down?"

"There was a guy on the back of the deck. They called him the 'landing signal officer.' He had two big paddles that he waved at the pilot telling him to go up or down.

*(Continued on Page 8)*



**TB  
&**

**Jay**

(Cont.)



*(Continued from Page 7)*

The paddles were square and painted sort of red. They were big, about a foot square.

The landing signal officer made it really exciting.”

“Glad I always landed on solid ground,” answers Jay. “Our life as trainer airplanes could be exciting, though.”

“How’s that?” TB replies with some doubt in his voice.

“Well one thing was that those new pilots weren’t very good at landing. We used to joke that the first weeks they were graded on how many times they bounced us. I had the record. One of my guys had seven bounces before we settled down!”

“Were they all that bad?”

“Oh no. I remember one young man was very, very good at flying. He had never flown before which the instructor could not believe. Right from the beginning he did well. I heard them talking a couple of times because they used me a lot. Turns out he was a car racer back in his hometown. He explained that

he learned in racing that it was better to be smooth. He went faster on the racetrack if he did that instead of horsing the car around turns. He applied that to flying. And it worked! I liked him. Of course, he went on to flying bigger airplanes.”

A pause ensues. The two planes have done a lot of talking.

TB then asks “What did those guys have to do to go on for more training.”

“They had to take off, climb to a certain altitude, and then hold that altitude and direction. We call direction a ‘heading.’”

“Yeah, same for us,” replies TB.

“Then they would have to make a turn and make sure they did not lose altitude while turning. Of course, then they had to land me in the middle of the runway and close to the beginning of the runway. They could not fly halfway down towards the other end!”

Both Jay and TB chuckle at that.

“Let’s take a break,” says Jay. “I want to know more about what you did in the war.”

“Okay,” TB answers. The hangar is quiet.

**Watch for more TB & Jay in next month’s Propwash!**



Jay and his cousins trained many pilots even those in Canada as shown in this photo.

## WINGS OUT WEST PRESCOTT, ARIZONA LAST SHOW OF THE SEASON

*By Col Bob Thompson*

WINGS OUT WEST, Airshow in Prescott AZ was our last schedule event for 2017. .. Thanks to Chris Ryan as PIC and a crew of two newbies, Bill Losey and Jan Peterson along with Queen Bee Dorothy Dutton and venerable Bob Thompson this show was a success.

Embry Riddle Aviation University ERAU hosted this event on their ramp which was open to the public at no charge. Our TBM was the

featured aircraft and once again the “Wing Walk” proved its worth, long lines and great interest. The weather was simply great and Prescott’s city center called “Whisky Row” has some really great restaurants of which the crew took advantage.

As we look forward to 2018 we invite more of the RMW members to participate in airshows. Its great fun and affords members to ride in a historically significant WWII Navy aircraft.



“309” looking good in the Prescott, Arizona sunshine - ready to show itself off to the many visitors at this free show put on by Emery-Riddle Univ.