

PROPWASH

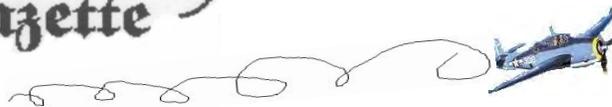
COMMEMORATIVE AIR FORCE

Rocky Mountain Wings

P.O. Box 4125 • Grand Junction, Colorado 81502

Gazette

April, 2018



HONORING AMERICAN MILITARY AVIATION THROUGH FLIGHT, EXHIBITION AND REMEMBRANCE

Col Keith Swinehart caught part of the huge crowd at Luke AFB.



Luke AFB What a Show!

By Col Kent Taylor

The Airshow season is off to a flying (duh!) start – the Luke AFB was a roaring (really!) success, thanks to Pilot Barry Hancock, Flight Crew Dick Jackson, Randy Swanson, and Keith Swinehart, and Ground Support volunteers Byron Huffman and Dick Maddock (and friend Jake), who drove to Phoenix to help out.

This was a 3-day event, with Friday being for Base families. The TBM crew arrived later than planned due to a last-minute brake replacement, a long hold before takeoff at GJT, and a half-hour hold at Luke while the airshow activities were in full swing. We got the Wing-Walk up in record time and welcomed several hundred military families to check out the big old bird until they finally departed for dinner around 6:00 pm.

(Continued on Page 6)

And then...

The Rest of the Luke Story

Ed Note: This comprehensive article by TBM PIC Col Barry Hancock is an example of the dedication and professionalism of all our TBM pilots. We are so very fortunate to have these CAF Colonels operating and caring for our precious aircraft.

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By Col Barry Hancock
RMW TBM Pilot

Just wanted to let everyone know the status of the TBM and add some comments about what we can learn from the event during our departure from a very successful weekend at Luke AFB. First, we are hopeful that the plane will be returned to service shortly with a new sump pump drive shaft. We are not yet sure that is the problem, but the experts are hopeful. I have briefed the other pilots on the event and will direct this more towards crews.

Flying 80 year old technology has inherent risks, and sometimes things can go really

wrong. It is essential we all learn from these types of experiences and figure out how we can all improve from them.

So, what happened, you ask? Well, during our departure from Luke I started seeing oil on the inside of the cowl flap shortly after takeoff. Radials that aren't leaking are typically out of oil, but this was coming from a place that it normally does not, and it turns out this was lucky. In fact, several factors combined in our favor. More on that in a minute.

The flight down was flawless. All OK on arrival including minimal oil consumption, steady and cool operating temps, etc. We had a great show, and I'll just pause here to thank the entire crew for working their tails off and setting a one weekend record with over \$8000 in PX and Wing Walk. Great job, everyone!

(Continued on Page 6)



Inside this issue:

2018 RMW Air Show SCHEDULE	2
RMW ACTIVITIES SCHED.	2
WING LEADERS REPORT	3
PHOTO OF THE MONTH	3
MAINTENANCE REPORT	4
WWII QUIZ	4



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

RMW AIR SHOW SCHEDULE - 2018

MONTH	DAYS	LOCATION	SHOW	TBM	CUB	STATUS
Mar	17-18	Luke AFB, AZ	TB Luke Days 2018			COMPLETED
	24	Riverside, CA	Riverside Air Show 2018			Cancelled
May	5	Holloman AFB, NM	Legacy of Liberty			CONFIRMED
	19	Peru, IL	Gathering of Avengers			CONFIRMED
	26-27	Cannon AFB, NM	TB Special Ops Wing AS			CONFIRMED
Jun	2-3	Mountain Home AFB, ID	TB Gunfighter Skies AS			Cancelled
	16	Boulder, CO	Open House/40's Dance			CONFIRMED
	23-24	Hill AFB, UT	TB Utah Airshow			CONFIRMED
Jul	25	Cheyenne, WY	TB Frontier Days AS			Pending
Aug	25	Evanston, WY	Airport Day Air Show			Possible
Sep	1	Steamboat Springs, CO	Wild West Air Fest 2018			CONFIRMED
	8	Eagle/Vail, CO	Wings & Wheels			CONFIRMED
	15-16	Montrose, CO	Tribute to Aviation			CONFIRMED
	29	Telluride, CO	Plein Air Festival			CONFIRMED
Oct	6	Prescott, AZ	Wings Out West Air Show			CONFIRMED
	26-27	Dallas, TX	CAF Airshow			Possible

Col Bob Thompson continues to work around his show schedule to keep us all active. Shows as of this date are shown here - one completed and a couple we won't make this year.

Below is Col Bob's flight crew manifest for the next couple scheduled shows. Remember, you have to make these work. Sign UP!!

TB=Thunderbirds
BA=Blue Angles

Air Show Flight Crew Schedule

HOLLOMAN AFB TBM PIC - Ryan, Chris
#2 - Leeman, J.
#3 - Swinehart, K
#4 - Swanson, R.

Drive: York, G; Kuehn (?)

AVENGER GATHERING, PERU, IL

TBM PIC - McNamara
#2 - Maddock
#3 - Huffman
#4 - Taylor

Rocky Mountain Wing Event Schedule

Dates - 2018	Event Type	Location
7-Apr	RMW Staff Meeting	CAF-RMW Museum
14-Apr	TBM Celebration	GJT
23-Apr 27-Apr	Rise Above for Mesa/Delta Schools	GJT
30-Apr 3-May	Rise Above for Mesa Schools	GJT
12-May	RMW Staff Meeting	CAF-RMW Museum
19-May	WWII Spring Ball	GJT
9-Jun	RMW Staff Meeting	CAF-RMW Museum
16-Jun	Boulder WWII Ball	Boulder CO

Rocky Mountain Wing Event Schedule

Dates - 2018	Event Type	Location
14-Jul	RMW Staff Meeting	CAF-RMW Museum
11-Aug	RMW Staff Meeting	CAF-RMW Museum
23-Aug	District 51 STEM Day	GJT
8-Sep	RMW Staff Meeting	CAF-RMW Museum
13-Oct	RMW Staff Meeting	CAF-RMW Museum
10-Nov	RMW Staff Meeting	CAF-RMW Museum
1-Dec 9-Dec	Xmas Card Photos with Santa	GJT
8-Dec	RMW Staff Meeting	CAF-RMW Museum
?-Dec	2018 Survivor's Party	CAF-RMW Museum



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AIR FORCE
ROCKY MOUNTAIN WING**

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“Keep 'em Flying”

PHOTO OF THE MONTH



Photo by Col Keith Swinehart

Not too happy!

Cols Dick Jackson and Barry Hancock stand in front of “309” after returning to Luke AFB with an oil leak problem.

As Barry says, “Flying 80 year old technology has inherent risks...” but fortunately the problem that has “309” currently on the ramp at Luke AFB is under the care of Col Jay Anderson and others with CAF Airbase AZ that will soon have “309” on the way home.

WING LEADER’S REPORT

*By Col Kent Taylor
RMW Wing Leader*

A lot of news this month – mostly good.

The Luke Days Airshow (at Luke Air Force Base) was amazing, At least 4,000 people over the wing walk, and a sold out PX. See the separate article for details.

Then the bad news. The TBM is grounded in Phoenix due to engine problems. See the cover story for details

This month’s staff meeting was devoted primarily to a review of what Bob Thompson and I learned at this year’s Wing Staff Conference, and airshow crew training. Plus one really big announcement! The new web site is LIVE! check it out at www.rmwcaf.org. Click Login/Register and create a password to get access to the members only part of the website. It’s still a work in process, so please let Bill Losey (bill@losey.com) know if you uncover any ty-



pos, bugs, or gremlins, or have suggestions for additional content.
Highlights from Wing Staff Conference:

- Zero aircraft Accidents across all of CAF in 2017!
- Continued CAF good rating and Insurance costs for 2018
- New membership average processing time down to 1.5 days
- New web pages for PIO, Membership, Development, Education, and Operations (updated). Check them out for a

bunch of really helpful information.

- Excellent presentations about Human Factors and Safety
- Information about ADS-B requirements and options
- A two-part session on Social Media really opened my eyes and helped me see what we’ve been missing. Our new web page is a giant step in the right direction, but we’re missing a lot of opportunities with our Facebook page. Since we haven’t been able to take advantage of it with volunteer efforts, I suggested to the Staff that we join five other Wings that have been using a social media company to manage and link their Facebook pages. We voted to do a six-month trial,

with expectations of a 5X -10X increase in our reach, and significant increases in income from donations and memberships.

- CAF HQ will soon be announcing availability of a 10-day D-Day tour package covering various sites in England and France. Tours will be hosted by WWII Historians. Cost: about \$6,000 per person (Airfare to England and back from France not included). Details will be provided by email in the next few weeks.

Other Business

The maintenance crew finished up Winter Maintenance on the TBM and sent it off to the Airshow at Luke Air Force Base for the first big event of the year – see the

(Continued on Page 4)



MAINTENANCE REPORT

*By Col Dick Maddock
Maintenance Officer*

GREAT SUCCESSFUL AIRSHOW! TBM trip home, not so successful. The airshow had a record number of attendees and we made a lot of money, but the plane could not return home safely.

The flight to Luke Air Force Base was great; no mechanical problems. The oil burn was right on the money. There was a miniscule amount of oil under the plane as it set on the tarmac for three days.

When Pilot Berry Hancock flew out of Luke, he noticed a large amount of oil on the wind screen, so he turned around and went back to Luke. On the ground a large amount of oil was found on the port side of the plane. *(see photo below.)*

Fortunately for us, Col. Jay Anderson a member of the RMW, lives in Phoenix. He got a pass from Luke to work on the plane, and spent many hours checking on the problem. The airwolf oil filters were plugged full of carbon. The filters will be eliminated, as they were an aftermarket modification. The removal was recommended by John Lane of Air Power Unlimited and Ryan of Anderson Aeromotive, Inc. A compression check was performed and two power check run ups, all of which were good.

The plan as of Propwash Publication time is to have "309" return home Tuesday, April 3rd.

Home in time for the big National Historic Designation Celebration.

A BIG and GRACIOUS thank you to Jay!!!



WWII QUIZ **ANSWERS ON PAGE 5**

Sea Battles

How long did it take to remove Allied troops from Dunkirk

The AIR War

Who was the highest scoring Ace in the Flying Tigers?

A. Richard Bong	B. Pappy Boyington
C. Bob Neale	C. Claire Chennault

Thanks to author Timothy B. Bensford

Wing Leader's Report

(Continued from page 3)

separate airshow article, and the cover story. These articles cover the good news and not-so-good news that the airshow team encountered in Arizona.

Planning for the National Historic Registry Celebration is underway, and all hands are needed to help out on April 14. And still need someone to arrange for refreshments at the VIP reception (call or email me if you can help [970.921.3700](tel:970.921.3700)/acrokent@outlook.com). The VIP reception will be in the museum at 10:30, we'll open the gates to the public at 11:30, and the formal program will start at noon and proceed as follows:

- Posting of colors by CAP Cadets
- National Anthem sung by John Hendricks
- Arrival of TBM and Introduction of Veterans

- Presentation of National Registry Plaque
- TBM Wing Walk and Museum tours

The inflatable dome theater for the Rise Above Program will show up around April 10. We may want to practice using it at the celebration. The Rise Above program is currently scheduled for April 23-27 for District 50J (Delta/Montrose Counties) and April 30-May 3 for District 51 (Grand Valley) schools. We're expecting to run between 1,000-2,000 7th graders through the program. Again, we need all hands on deck to help spread the load.

Last but not least, the wheels are starting to roll for the spring 'Keep Em Flying' Hangar dance on May 19. Start spiffing up your 1940s dresses and suits, and practicing your swing steps. Once again, we could use three or four \$500 Sponsors to step up to help defray the cost of the band, DJ, decorations, and refreshments. Let me know if you can help!

Big Radial Engines like "309's" 2600 cubic inch engine carry lots of oil (i.e., 29 gallons) and are known to leak, but not like this. Thanks to PIC Barry Hancock, this problem was diagnosed early and no damage was done.

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 OPEN
 Public Information Officer Tom Dennis
 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

APRIL 7, 2018

10:00 AM

RMWCAF HANGAR

SUPPORT YOUR CAF WING.

WWII QUIZ

(SEE PAGE 5)

ANSWERS

Sea Battles

The rescue fleet continually crossed the English Channel for nine days.

The AIR War

C. Neale, who scored sixteen "kills" while a member of the Flying Tigers.

BE READY TO PARTICIPATE!

**APRIL 14 TBM "309's"
 NATIONAL HISTORIC
 DESIGNATION CELEBRATION**

**APRIL 24, 25 , 26, 30
 MAY 1, 2**

**RMW RISE ABOVE FOR
 MESA & DELTA COUNTY SCHOOLS**

YOUR HELP IS NEEDED

**Contact Col Kent Taylor
 Re: Historic Celebration
 acrokent@outlook.com**

**Contact Col Tom Howe
 Re: RMW Rise Above
 howet@hughes.net**

**Come out and HELP
 You'll be glad you did!**



Photo by Col Keith Swinehart

We're not sure which Colonel is being told what, but this mom (Family Day at Luke AFB) certainly has this Colonel's attention. Which finger(s) are those? Anyone believe Air Show's aren't fun?

What a Show - Luke AFB

(Continued from Page 1)

Airshow organizers were expecting up to a million visitors over Saturday and Sunday – I don't know if they reached that forecast, but I do know there were a whole lot of people crawling over a VERY large patch of concrete and airplanes – about a mile long and a half-mile wide. (I took the picture below during a lull in the traffic, and could break free long enough to snap the shutter. People stood in line to see what we were selling, and there was a continuous stream of people going over the wing walk from 8:30 am to 6:30 pm every day.) The crowd treated us well – we sold out of almost all our PX toys and models on Saturday, and by Sunday evening all we had left were 4 toy airplanes and some T-shirts and hats. And the crew hustled about 2,000 folks over the Wing Walk each day. No one had any trouble sleeping either night!



Photo by Col Kent Taylor

The crowds were massive at Luke AFB. As Col Taylor said, the crew was so busy it was difficult to break away long enough to snap one photo. The financial

Now the bad news. When the flight crew took off to head home, the Engine started to spew oil over the plane and windshield. Barry brought it back and landed uneventfully, and taxied back to the ramp in tight formation with two Air Force fire-trucks. Troubleshooting commenced immediately, and Col Jay Anderson traveled across town from Airbase Arizona to help. Barry caught a commercial flight, and the rest of the flight crew rented a car and drove home on Tuesday. Jay is continuing with troubleshooting in consultation with our local maintenance crew, an experienced radial engine mechanic from Airbase Arizona, and the engine rebuilders from Anderson Airmotive. See the cover story for details.

Problem still unresolved as of publication time. No indications of catastrophic problems yet – keep your fingers crossed!

The Rest of the Luke AFB

(Continued from Page 1)

On the incident flight the run up was perfect...mags 60-70 drop, temps and pressures all good. After waiting for the Blue Angels to depart in the opposite direction of everyone else (surprised they make their own rules even at an AF base ☺) we take off on Runway 21. Climbing straight out, wheels in the well, and all Temps & Pressures show normal. First indication that we had a problem was after about 3 minutes at climb power I started to see oil on the back side of the right cowl flap. The left also had some but it's not as much. I looked again after checking the engine gauges (all normal) and it's coming up in the form of beads of oil, which are now starting to hit the right side of the windscreen. Hmmmm. Checking temps and pressures again, all still normal, but the oil pressure gauge is vibrating slightly. Tower controller says, "TBM 503 turn on course." "TBM 503, on course" which is back towards the field. Half way through the turn I start getting little blips of smoke coming out the right cowl flap. This has my full attention. "Tower 503 is RTB, I'm getting smoke out of the engine compartment". It wasn't much, but I learned in scouts that big fires start as little fires, especially when there are flammable liquids involved.

We had been climbing out a robust 2000 feet per minute since we were light from the stellar sales effort, so we were plenty high at this point. I stayed high and brought the manifold pressure back to 20" to descend once I had the run-

way made. All temps and pressures still good - although the oil pressure was flickering steadily now - but I determine I'm not touching anything again until the runways is made. Big engines that are failing fail faster when you mess with the power. "Tower, 503, roll the trucks just in case." "Are you declaring an emergency?" "No, not at this time, but just as a precaution in case this gets worse I'd like them out there." "Roger, 503, we'll call it for you." Deal. It's a military base so I don't have to worry about paperwork anyway.

On downwind I see a Flight of 4 F-35s holding me short of my runway. "TBM 503 cleared to land 21L." Well, if we catch on fire now at least it will be a good show for the F-35 drivers watching me land. Don't bounce it, I think to myself...damn it! Well, one small bounce but we're on deck and not on fire. We Roll to the end, not smoking as much and I'm pretty confident now that it's the oil burning when it's hitting the hot engine. We exit the runway where the fire trucks are waiting. I'm betting those guys weren't expecting to roll up on a 73 year old torpedo bomber when they got out of the rack that morning.

After giving us the all clear we taxied back to the ramp and shut down. When I first got out of the cockpit it didn't seem like a lot of oil. But that's because I couldn't see the breather line on the lower left side of the cowl. Turns out we had lost 2-3 quarts in the approximately 3 minutes

(Continued on Page 7)

The Rest of the Luke AFB Show

Continued from Page 6

takeoff and climb power. Doing the math that means we would have been below minimum oil in about 30 minutes...right in the middle of the Northern Arizona high desert. Not the most desirable place for a forced landing.

12 hours later after a day of troubleshooting I'm sitting in Sky Harbor waiting for my flight home, and the rest of the crew, Dick, Randy, and Keith are somewhere on the road between Phoenix and home.

So what are the lessons learned here? I'm sure there are more, but here are my take aways:

1) We are flying a very high performance vintage aircraft with engine technology from the 1940s. Even though it's a brand new engine, things can still go wrong. We need to all remember this and always be vigilant.

2) I, the pilot, couldn't see the real problem, which was oil coming out the breather line in pretty good quantities. It had gone all the way back to the tail, but not covered any of the bilge windows, so no one could see it. HOWEVER, when you are riding in the bilge and you do see something, like oil, going across the window, or anything that doesn't seem right, say something immediately. There is a good chance you could be the first alert that there is a real problem.

3) There is an understandable temptation to wipe up oil that is on the outside of our baby. However, when we encounter a leak, or oil coming out in unexpected places like the breather tube, DON'T wipe up the oil, especially in

the engine compartment. This makes tracing the problem more difficult. It's my job as PIC to make sure that doesn't happen, and in this case I did not. By contaminating the crime scene we eliminated clues that would have been helpful in the diagnosis.

4) We probably need a communication protocol between crew members. It is very difficult when there is a lot of chatter on the radio, like there was here, for the crew to know when the pilot is talking to them or talking to someone else. The crew did the right thing by staying silent and let me work the problem/fly the airplane. However, when my concern turned to them and making sure they understood my intentions, they didn't know if I was talking to them or someone else. My recommendation here is we establish a simple protocol along these lines:

a) When the pilot clearly has an issue on his hands, crew should remain silent until asked for help, or giving the pilot info he clearly doesn't have (i.e. "we've got smoke in the bilge!").

b) We establish a check-in protocol "TBM Crew check in" 2 is the station behind the pilot, 3 is the gunner, and 4 is the bilge. We would do this as an intercom check every flight. Then, when there is an emergency or critical information the Pilot will say something like "Crew, listen up, we are rolling the trucks. I think we are OK, but be ready if things get worse." The Crew would simply respond with "2" "3" "4". That way the pilot knows that his crew knows what's going on. In the case

of a real emergency understanding what needs to happen, or the intentions of the pilot, can be the difference between walking away and a really bad day.

5) Everyone needs to know where the fire extinguishers are on the airplane. I knew of the one in the pilot cockpit, but none of us could remember if there was another one or where it is. Matt is very experienced with the airplane, but Chris and I are new and we forget stuff...well, Chris does. ;)

6) Jay Anderson is amazing. Within 90 minutes of hearing we had an issue, he was on site, driving all the way across town to help us. Jay was at the airplane for over 6 hours troubleshooting, and tightening stuff along the way. We owe him a steak dinner.

7) The clamps on the oil breather line were loose, and this is where the oil I saw was leaking from. This was fortunate, as I wouldn't have noticed anything wrong until we had a much bigger problem if that breather tube was leak tight. This again emphasizes the importance of the crew

paying attention to the surroundings and not relying on the pilot (again, our crew couldn't see anything this time, this is NOT a commentary on them). On the CAF B-29 FiFi they have 2 observers. Their main job is to watch for just this kind of thing. They have 4 engines and can afford to lose one. We lose one and we become a glider.

7) TSA at Sky Harbor is pathetic, but that is another story.

This incident ended with a good outcome. I'm grateful for the efforts and trust of the crew - Keith, Dick, and Randy. We had a really good time and they did a great job. There are things I wish I had done a little differently, and I hope we all learn something from this.

We all want to go and have fun with this amazing airplane, and we do, but there should also be a level of professionalism and seriousness to what we are doing. The important thing is I want us all to be thinking about this stuff. Our lives depend on it.



After many hours of diagnostic work, numerous phone calls between CAF maintenance personnel and working with CAF engine maintenance and remanufacturing companies, the cause of "309's" oil being blown from the engine was discovered to be an oil filter plugged. Fortunately, no damage was done other than a messy airplane and fragile maintenance crew's nerves. Whew!