



HONORING AMERICAN MILITARY AVIATION THROUGH FLIGHT, EXHIBITION AND REMEMBRANCE

TWO AIR SHOWS IN FIVE DAYS

By Col Rob Duncan

Two airshows in five days – that’s what I call schedule overload! The first wave of winter cold weather was inbound as we left for New Mexico on that October 4 morning. Cols. Floyd Suits and Jim Peterson had everything packed and ready to go. Cols. Bob and Georgia Thompson had Col. Dorothy Dutton in the Thompson Cessna T-210, while Cols. Rob Duncan, Don Coleman, and Bob Caskey flew in the TBM. The first stop was Tucumcari, NM, a favorite event for our RMW old timers. This unique show is held every year on a Wednesday - the day before the CAF HQ AirSho in Midland – just to capture the “inbounds”. The entire town and its schools shut down and attend the one day event which has world class flying acts. It is also unique in that it is sponsored by two Rotary Clubs – the local Rotarian Tucumcarians (?) and another Rotary Club from New Jersey! This was the event’s 18th year and included aerobatic biplanes, gliders, and the A-10 demo team. Our own Bearcat and Zero

brethren from the CAF SoCal Wing also showed what it was like for a Bearcat to become the hunter with smoke trailing from the “shot up” Zero. We provided our usual static display and also sold a ride which was given on the following morning. The highlight for our team was the huge banquet of boiled shrimp, sausages, and ears of sweet corn laid out on a 30 foot table. Should I mention the open bar, too?

Since the Holloman AFB was still closed to outside arrivals, we landed at the Alamogordo NM municipal airport just a couple miles away on Thursday morning. The USAF requested that we provide a press ride which was given on Friday morn-

ing to a couple of lucky folks who had permanent grins afterwards. The next morning’s short flight to Holloman was uneventful, except for the SNAFU parking. All but Duncan then spent that day at museums in Alamogordo, seeing steam trains and rocket ships. They tried unsuccessfully to land the space shuttle in one simulator.

Saturday morning began the one day Holloman AFB airshow which was a “Legacy of Liberty” with the USAF Thunderbirds as the featured attraction. A few of the Tucumcari acts were also there, but the SoCal CAF aircraft had gone on to Midland’s AirSho.

Continued on Page 6



INSIDE THIS ISSUE:




COMPLETED AIR SHOW SCHEDULE	2
MTJ Veteran Salute	2
MAINTENANCE REPORT	3
AMAZING PHOTO	4
WING LEADER’S REPORT	4
STAFF OFFICERS	5
NEW MEMBER MIKE	5
FRIENDS	6
GUNFIGHTER SKIES	7

Col Leonard Felix and Veteran Felix Belmont are shown here in an article that appeared in the Oct 3rd issue of “the Watch” See more about MTJ on page 2.



NOSTALGIC RIDE – In preparation for this week’s Salute to Veterans event at the Black Canyon Jet Center, local pilot Leonard Felix (right) gave 93-year-old World War II veteran Felix Belmont a flight around the North Fork Valley in a vintage SNJ-6. (Courtesy photo)

RMW AIR SHOW SCHEDULE - 2011

MONTH	DAYS	LOCATION	SHOW	TBM	CUB	STATUS
Mar	12th	NAF El Centro, CA	NAF El Centro AS w/ Blue Angles	■	■	Completed
↓	17th – 20th	Luke AFB, AZ	Thunder in the Desert w/ Thunderbirds	■	■	Completed
Apr	9th – 10th	Bullhead / Laughlin, AZ	w/ Red, White & Loud B-29 Tour	■	■	Completed
May	21st	Pueblo, CO	Air Museum Open House	■	■	Completed
Jun	18th	Boulder, CO	Open House & Dance	■	■	Completed
↓	25th	Wendover, UT	Wings and Wheels	■	■	Completed
Jul	8th - 9th	Rifle, CO	Garfield Co w/Red, White & Loud B-24 Tour	■		Completed
↓	27th	Cheyenne, WY	Cheyenne Air Show w/Thunderbirds	■	■	Completed
Aug	26th -28th	RMMA, Broomfield, CO	Colorado Sport Int. Air Show	■	■	Completed
Sep	3rd – 5th	Steamboat Springs, CO	Wild West Air Fest	■		Completed
↓	10th	Akron, CO	NREE	■	■	Completed
↓	17th – 18th	Mountain Home AFB, ID	Gunfighters Skies w/ Thunderbirds	■	■	Completed
↓	30th – 10/1	Montrose, CO	w/ AZ B-17 & B-25	■	■	Completed
Oct	5th	Tucumcari, NM	Rotary Club AS	■		Completed
↓	8th	Holloman AFB, NM	Legacy of Liberty	■	■	Completed

The Scheduled 2011 Air Show Season is Complete!

What a great year! All that maintenance work over the last winter's cold months paid off. No cancellations from our side. Too bad that Hill AFB had to cancel their Show - but we'll be there next year. Maybe the Colorado Springs Show will be back on track. And then we'll probably be back in Midland next October for CAF AirSho 2012.

Thanks to all those that contributed their time and expertise - particularly our three TBM PIC's Rob Duncan, Matt McNamara and Bob Thompson and our Cub Drivers Collin Fay and Charlie Huff.

But a special thanks to those that worked Maintenance, launch, and recovery duties.

Survivors Party 12/10/11!

MTJ SALUTE TO VETERANS

By Col Bob Thompson

Your TBM and J-3 Cub attended a special event at the Montrose Air Port on September 30th, Oct 1st. The Event was a "Salute to Veterans". Featuring the CAF Arizona Wings B-17 & B-25. These two outstanding aircraft are touring the Western States selling rides etc. The event was sponsored in part by Black Canyon Jet Center who recently donated two tugs to the RMW.

Bob Thompson was PIC and

once again alone for the long 50 mile flight. He was joined by Floyd Suits in his ever popular Military Vehicle. Collin Fay flew the Cub down on Friday for display but had to leave early and then returned on Sunday to retrieve Cub. Other attendee's who helped were Don Coleman, Tom Howe, Denis Godfrey, Kay Johnson & wife and two RMW Cadets, Sami Bouchagour & Isaac Sikes.

The TBM and Cub were certainly appreciated by the

many Montrose & Olathe School students who toured all aircraft on Friday. Teaching history is JOB ONE..

RMW member Leonard Felix flew his SNJ-6 over the Saturday evening ceremonies. SMOKE ON !!!

Since we did not want to competed with the Arizona Wing in selling rides we simply offered our usual "Wing Walk" tours which did very

well.

A highlite for Cadet Sami Bouchagour was a ride in the B-25 "Maid In The Shade" thanks to Dick Manhart who is both a member of the Arizona Wing and RMW.



Sami in "Maid in the Shade"

Maintenance Report - Down Time - A Time to Learn

*By Col Bill Marvel
Maintenance Officer*

The TBM is now in the hangar taking a well deserved rest following another successful show season. But while it may be nap time for the airplane, it is anything but for the maintenance team. The off season is our opportunity to perform the needed inspections and maintenance work for its inevitable return to earning money for its own upkeep during the next show season. That opportunity provides an avenue for all of us to learn more as we delve into various parts of the aircraft.

As everyone knows, the hydraulic gremlins that plagued us for years are now gone. A simple O-ring installed beneath the new and now correct fitting was all it took. We could have done this a long time ago if we only knew two simple things – what was wrong and how do you fix it? And that is the core dilemma with maintenance or any type or with engineering troubleshooting – small things are hard to see but can have large impacts. Everything is simple after you understand it. But finding problems and understanding their cause is another matter. This takes time and effort – and from my experience a bit of luck.

Beginning this Saturday we'll start into an aircraft disassembly phase which will ultimately allow for several mandatory inspections to be completed. This disassembly, required each two years per

our approved progressive inspection program, will include removing all of the engine cowling and exhaust system as well as every inspection plate throughout the airframe. We will also be putting up on jacks. In short, the airplane will be naked in front of us, providing a view of its innards that few get to see.

But prior to any inspections, we will use this time of "openness" to address the numerous problems (squawks) that have been written in red on our white board in the ready room. We will also use that time to perform the mundane maintenance items that appear on the 25, 50, 75, 100 and 300 hour inspections that must be performed every two years whether the plane has flown that much or not. Last year we only flew 50 hours but we still must complete all of these inspections regardless. That work will include an oil change, spark plug cleaning and gapping, compression check, setting intake and exhaust valve clearance, magneto timing check, landing gear retraction and emergency drop test and numerous other defined items. We'll also be separating the upper and lower landing gear shock struts to polish them so that the airplane does not tilt to one side as it taxis. As to squawks, we will be investigating the oil that is thrown out of the left exhaust on start up and will certainly be changing one or more engine cylinders as a result. There is a long list to work through

but there is time to do it before our really cold weather sets in. When complete, we'll have an airplane that is well prepared to handle next year's workload.

Since last month's article, we removed and replaced the tail wheel but found some cracking on the side walls of the new tire so will be exchanging that under warranty for something in better condition. We also had the aft propeller seal replaced at Airpower Unlimited in Jerome, ID but on return to GJT found that there was a small oil leak at the base of the prop dome (the shiny spinner), which had been removed to replace the seal. Airpower is sending us their tool to further tighten the dome and we will use it to have our own tool made up using theirs as a template.

Aside from what we know we must do, what else might be found? There's no way to know but I am certain we will encounter items during our work that have escaped scrutiny in the past and will now be seen and addressed. After all, that's why we do inspec-

tions in the first place.

And finally, I invite those of you who have not been around that much to come out and see the plane with all the covers off and its systems exposed. Simply looking up into the normally covered "piano box" in the bomb bay is a wonder. You cannot believe how many cables, pulleys and bell cranks they managed to put in there, along with autopilot pilot servos that have since been removed. I have extensively labeled these components so we can easily identify which pertain to rudder, aileron and elevator. But be sure to wear dirty clothes, even if you intend to only look and not work on anything. The TBM has a tendency to leave its mark on you...



The main landing gear struts will be disassembled and the shiny surfaces polished for smoother taxi operation



The engine with exhaust system still in place after removal of the cowl flaps and inspection panels



Primary Business Address
PO Box 4125
Grand Junction, CO 81502

Propwash Gazette Editor
Col Tom Howe
Phone: 970-872-7373
Fax: 970-872-7474
Email: howet@tds.net

RMWCAF on the Web
www.rmwcaf.org

"KEEP 'EM FLYING"

WING LEADER'S REPORT

By Col Collin Fay

Congratulations to everyone who helped make this a very successful air show season. We completed the season with two good shows at Tucumcari and Alamogordo, NM in early October.

We ended up going to 14 shows over the course of 6-1/2 months, a very aggressive schedule which everyone should be proud of. All while struggling with the hydraulic problems in the TBM!

Col. Marvel has already laid out plans for winter maintenance. We hope to complete all of this by the end of January, or even sooner, in order to have the plane in top shape for another season next year. Cols. Thompson and Godfrey will again attend the ICAS convention in December, after which we'll have a good idea what next year's season will look like. We expect it



to start no later than March 17th, at the *Thunder Over Utah* Air Show in St. George. We'd like to get the winter maintenance pretty well wrapped up before it gets uncomfortably cold in the hangar!

The security gate situation at the Grand Junction Regional Airport is, unfortunately, progressing; we have now been notified that the gates at the entrance to Navigators Way will close officially on November 7th. After that, a security badge will be required in order to access our facilities. As mentioned last month, we may

As many WWII Posters depicted, those that remained at home and worked to support the war effort were absolutely mandatory for the nation to maintain the steady stream of war materials necessary to continue the struggle.

This poster was both a pat on the back to our farmers and a reminder to consumers.



CAF AirSho 2011



This fabulous photo (photographer unknown) was taken this year at CAF AirSho 2011 in Midland. B-25 "Maid in the Shade" coming through performance smoke. See more about AZ Wing's "Maid in the Shade" on page 2 at Salute to Veterans in Montrose early this month .

need to get badges for a few more members in order to more effectively deal with the new security procedures. Please contact any member of the wing staff if you would like to receive a security badge.

The situation with security has dealt a blow to overall general aviation operations at the airport, not just the CAF. One hangar owner, disgusted with the excessive security measures being implemented at GJT, has offered to give his hangar away to the CAF.

Unfortunately, after review of the situation, we have declined his offer because – again, due to the lack of access options – the hangar is of no value to us, nor do we feel we could sell it for any valuable consideration. We have communicated this situation to the airport board and hope that they take action to rectify the situation before any more serious damage is done to GA operations at our airport.

Continued on Page 5

RMWCAF STAFF OFFICERS

Wing Leader	Collin Fay
Executive Officer	Bruce Verstraete
Finance Officer	James Thompson
Adjutant	Jerry McDonough
Operations Officer	Rob (Dunc) Duncan
Maintenance Off.	William (Bill) Marvel
Museum & Mess Sergeant	Dorothy Dutton
Safety Officer	Bob Thompson
Judge Advocate	Gerald Feather
Public Information Officers	Denis Godfrey
PX Officer	Georgia Thompson
Newsletter Editor	Tom Howe
TBM Aircraft Coordinator	Bob Thompson
Cub Aircraft Coordinator	Charlie Huff
Facilities Manager	Bruce Verstraete
Recruiting Officer	Bob Caskey

There's a reason that Grumman Aircraft was known as "The Iron Works", designing and building very tough carrier based airplanes. This may have been a GM TBM, but you know this crew is loving that Iron Works design!



REASONS OR CAF AIRCRAFT ARE SO MOMENTOUS

Of Jimmy Doolittle's 15 pilots on the April 1942 Tokyo raid, only five had won their wings before 1941. All but one of the 16 copilots were less than a year out of flight school. *Our CAF pilots have to meet very stringent training and check-out criteria before flying our precious aircraft.*



Col Mike Simonsen Photo

Welcome New Member 'Mike' Simonsen

I'm just a bloke who has loved history and old "Planes, Trains and Automobiles" ,in particular, forever. From early hot-rodding to aerospace and defense systems engineering as well as restoration and maintenance of oldies. most recently: a "little red wagon" from a pile rusted parts, to become a display piece at a local museum, a vintage Rio Grande depot museum display (Montrose) and my most recent personal project restoring a 35 year old Bayliner boat from the keel up. I look forward to lending a hand to the C.A.F. mission and ask only for your patience as I begin the learning process.

Maintenance Officer Bill Marvel supervises Cadets Josh Ray, Sami Bouchagour and Isaac Sikes as they begin removing inspection plates and panels and the engine cowl flaps. Boy, do those Cadets earn their keep. See Bill's Maintenance Report on Page 3.

WING LEADERS REPORT (CONTINUED)

Continued from Page 4

Don't forget the year-end "survivors" and awards party scheduled for the afternoon of Saturday, December 10th. Be sure to save that date on your calendar, so together we can celebrate another year of successful operation. Col. Cas-

key and his wife are planning to put on quite a bash! We have several awards to present for some very valuable contributions this year, and hope that you can join us in acknowledging these individuals and the contributions they've made. And, it is a great excuse to celebrate the season!

Thanks again for a great air show season and all of you've done to help us "keep 'em flying."

TWO AIR SHOWS IN FIVE DAYS

Continued from Page 1

Once the home of the F-117 Stealth fighters, Holloman AFB is now home to the F-22 Raptor as well as the last flying F-4 Phantom drones. For many years, the German Luftwaffe has had a contingent there, flying the Tornado fighter. This year, the MQ-1 Predator and MQ-9 Reaper unmanned aircraft are stationed there, and all these were flying or on display at the Saturday airshow.

Located next to White Sands, Holloman has always been a center of aerospace development. Notable events include the "fastest man alive" in a 632 MPH rocket sled, "longest free fall" from a balloon at 102,800 ft, and "Ham, the first space chimp" who completed two earth orbits long before Alan Shepard's launch into history.

During the after show "survivor's" party at the officers club, all the lights went out. This was soon followed by the placing of small candles at everyone's table and an announcement that "the base has been shut down - nobody can come in or leave". A cheer went up as everyone noted that there can not be a better place to be "stuck" - with free food and drink! Of course the shut-down was lifted after a while, and we returned to hotel to rest after a very long day of PX, tours, and ride sales. Thankfully we had six crew members with the help of Thompson's Cessna!

On Sunday we flew back to

Alamogordo municipal to give the rides sold during Saturday's airshow. One of those paying passengers brought her husband, who designed the space shuttle landing simulator in 2003. This is not a cockpit on the ground. They reworked a Grumman Gulfstream II corporate jet to handle just like the space shuttle, and used it for "real life" landing practice. So this is one happening air base!

We dodged the remains of the cloudy weather to return to Grand Junction that afternoon and ended our 2011 airshow season. In spite of some show cancelations this year, we accrued just over 50 hours of flight time in the TBM - a credit to our hard-working airshow schedulers and maintenance crews! By comparison, we only flew 36 hours in 2010. Let's look forward to next year and more shows - come out and enjoy the fun.

Thanks to Col Bob Caskey for the photos on this page

Open for visitors at Holloman AFB



Little Friend — Catching up with 'Little Friend' Col Bob Thompson's Cessna 210 in route to Tucumcari, NM



Old Friend
Joining us in Tucumcari was SoCal Wing's beautiful Bearcat - making a stop in route to AirSho 2011 in Midland, TX

New Friend?
Also in route to Midland was SoCal Wing's unique Zero. Former foes now proudly traveling together, Wow!



They start 'em young at Holloman AFB

Gunfighters Skies - Mtn. Home, ID

By Col Matt McNamara

Our intrepid crew of two, Col Matt McNamara and Cadet Sami Bouchagour, set out for Mountain Home Air Force Base Friday morning under a sky of blue, dotted with white puffy clouds. A little cloud dancing (aka avoidance) was required to make it to our intermediate stop- Ogden, Utah. We made this stop to pick up a couple additional crew- Miss Cierra Bauer and her boyfriend Col Steven Sorley of the Utah Wing.

It's a good thing we picked up these "hitchhikers"! Even with Cols Jim and Chrispy Petersen flying low and fast in "Jaguar One" to meet us there, a two day show is usually about one half of a day too long!

Friday evening we were joined by the Utah Wings Stearman pilot Steve "The Great" Guenard at a hangar BBQ on base. Much fun was had that evening and much more fun and frivolity was to come- especially Saturday night when our weary band proved that no matter how many navigation savvy aviators and handheld GPS devices you pack into two vehicles it is still possible to take a nice scenic drive around (and around again) the sprawling metropolis of Mountain Home, Idaho looking for one place- Martin's Mexican Restaurant.

(The explanation for the tour of town is quite simple- I started pushing buttons on the dash in our well equipped SUV. At some point the compass decided it needed "calibration" and requested that we "drive in circles".

Steve, being an excellent flight lead, telepathically knew his wingman's vehicle needed this calibrating and proceeded to make large left turns around town... Yes, that is the story we are going with...)

Saturday's crowd was much less than expected- partly due to a chilly morning but most likely due to the incessant "news" coverage of the terrible tragedy at the Reno Air Races on Friday. As word got to us Friday evening, our thoughts and prayers immediately turned to all those involved in that sad event.

Sunday's crowds picked up a little and we remained busy for the better part of the day.

Income total's were not bad- we averaged about \$1000 each day combined Wingwalk and PX. This, in addition to the

appearance fee and gas we received, most likely paid for the final part of our mission- to have the forward prop seal changed by John Lane's crew in Jerome, ID. This was a quick and simple (for them!!!) process and allowed Bill Marvel (who flew his RV to Jerome) and I to learn more about our TBM's inner workings and to get a chance to learn from Frank, Rex and the rest of Airpower Unlimited's great group of folks. Many Thanks to them for a job well done!

Bill was kind enough to depart Jerome as "Avenger 2". He gave us a great feeling of security by looking over the TBM in flight. He stayed on our wing till Ogden then he detached and we each returned to GJT single ship.

My Thanks to all involved- especially Col Ken Brownlee for the Monday night "rack"!

Photos thanks to Col Jim Peterson



This Civil Air Patrol (CAP) Squadron worked very hard at Gunfighter Skies - A great group of Cadets.



This CAF Cadet (Sami Bouchagour) in spite of appearances - Also worked hard at Gunfighter Skies.