



HONORING AMERICAN MILITARY AVIATION THROUGH FLIGHT, EXHIBITION AND REMEMBRANCE

Evanston, WY Air Show

Another NEW Venue

By Col Matt McNamara
 TBM PIC

With dark, stormy skies threatening to the South of Grand Junction our intrepid crew of aviators- Rich Connor, Dick Maddock, Robert Owen and Matt McNamara-departed for Evanston, Wyoming under the watchful eye of ground crew Jay Anderson. Shortly after our departure Jay reported the storm hit with heavy rain and strong winds.

After deviating around a few little thunderstorms en route, the TBM made a grand arri-

val into Evanston in between light rain showers. Our arrival allowed us to watch the aerobatic practice session Friday.

Saturday we were joined on static display by the Utah Wing's Stearman (flown by Matt Mayer) and a Marine Corps SNJ from the Legacy of Flight Museum in Rexburg, Idaho. A very nice example of a South Korean marked L-19 Birddog rounded out the Warbird contingent.

Aerobatic acts were definitely in force- a Sukhoi, 2

Pitts, a Zlin and an MX5 as well as a number of very large RC (remote control) planes flew.

The crowd was estimated to be roughly three times last years turnout. The Wing Walk did alright, but the PX was the overwhelming winner in the quest for aircraft operating funds! Our Thanks go out to Krista Bernard (wife of Utah Wing Stearman pilot Dave Bernard). Krista jumped behind the tables as the show was ending and single-handedly kept the PX sales going at a brisk pace, allowing the TBM crew to manually reposition the Big Blue Bomber into the 'Hot Box' for it's one and only ride. Thanks also to Dave Bernard and new CAF and Utah Wing (and probably RMW!) member Jonathan Martel for helping man the Wing Walk. Great teamwork- everyone!

The sponsors invited us to a nice dinner Saturday night- which was gratefully accepted as the dark and stormy clouds followed us to Evanston! It poured rain for hours Saturday night.



Inside this issue:

2013 RMW AIR SHOW SCHEDULE	2
CAN AIR SHOWS COME BACK?	2
WINGS AT EAGLE	3
WING LEADER'S REPORT	4
STAFF OFFICERS	5
STEAMBOAT SPRINGS	6
FIRE FIGHTIN' TBM	7



Not one of our biggest shows - but successful all the same. Once again '309' is standing above the crowd. The Evanston, WY Air Show was a good new venue for us.

Continued on Page 6



RMW AIR SHOW SCHEDULE - 2013						
MONTH	DAYS	LOCATION	SHOW	TBM	CUB	STATUS
Apr	4-6	Bullhead City, AZ	?? Over the Colorado			Completed
June	15	Boulder, CO	40's Dance Ball			Completed
July	4	Montrose, CO	Forth of July Overflight			Completed
	20/21	Delta, CO	Deltarado Days			Completed
	25/27	Vernal, UT	Uintah County Fair			Completed
Aug	16 - 18	Broomfield, CO	Rocky Mtn Airshow			Completed
	24	Evanston, WY	Evanston Air Show			Completed
	8/31-9/2	Steamboat Spgs	Wild West Airfest			Completed
Sep	7	Eagle, CO	Wings & Wheels			Completed
Oct	12/13	Midland, TX	CAF Airsho			Confirmed

It's Almost Over!

Our 2013 Airshow (or whatever) season is really near it's end. Within a couple weeks after you read this the TBM and crew will be off to Midland AirShow to close the season.

Times have changed as described in the AOPA article below and fortunately, the RMWCAF is adapting.

It appears that even though several planned Air Shows were cancelled our hard work has resulted in some rewards.

Early accounting indicates some good financial returns for our efforts.

Can airshows come back?

Ed. Note: This is condensed from an article By Dave Hirschman that appeared in the September 6th, AOPA e-pilot.

Airshows have endured many setbacks in their long U.S. history—but no single season has brought as much adversity as 2013.

First, the federal budget sequester grounded the Blue Angels and Thunderbirds as well as military demonstration aircraft for the entire season, and their pullout led organizers to cancel 63 shows, roughly 20 percent of the U.S. total. Since the scrubbed shows were among the season's larger events, total airshow attendance and revenue fell disproportionately—by some estimates more than 50 percent.

Then, on June 22, veteran



wing-walker Jane Wicker and pilot, Charlie Schwenker, were killed in a nightmarish accident in Dayton, Ohio. Video of the fiery crash was broadcast repeatedly on national news-casts and replayed hundreds of thousands of times on the Web. Wicker's loss was felt

keenly by fellow airshow performers, among whom she was a popular, respected, and encouraging personality.

Finally, near the end of the season, the FAA announced its intention to impose major fees for ATC services at

aviation events large and small. The Experimental Aircraft Association was billed \$450,000 for services at

EAA AirVenture that used to be free, and EAA paid the bill while it challenges the FAA policy in federal court. Smaller events such as local airshows and aerobatic contests also face new FAA charges.

Any one of these developments would have been a major blow—but taken together they put into question the viability of future airshows and whether they can continue in their current form.

Continued on Page 7

Wings and Wheels at Eagle

By Col Tom Howe

Col Connors in the RMW Horncedes and Col Howe in the Screwball Citabria (clown airplane) arrived first at the Eagle Airport early Saturday morning and quickly found themselves surrounded by lots of classy cars and lots of classy airplanes. Both had a quick cup of coffee, just a few minutes to examine some of the classier cars and then watch Col Gilkerson made a low pass in the Torpedo Truck, entered a quick base and final for Highway 6 east. Negotiations with the Eagle ramp crew for parking that

would provide runway access for TBM rides were completed and the arrival ground crew waited for the TBM and flight crew to arrive.

The show opened at 9:00 AM and the TBM arrived about 9:10 – fashionably late for a social event as my military social protocol hostess would have said. Everyone dove in as fast as possible to unpack and erect the PX, unload the torpedo, set up the wing walk, etc. as show attendee spectators watched the musical from the orchestra pit. Flight crew Cols Anderson, DeRush, Duncan and Hooker couldn't even

stretch after arrival before being pressed into action.

The first TBM ride was sold before the ride paperwork could be unpacked.

Unfortunately, the Cub was grounded back at GJT with a carburetor problem. No question that many cub rides would have been sold at this last 2013 cub venue had the cub been able to make the trip. But stuff happens.

There was a short aerobatic airshow scheduled for mid-day and by the time the airshow ended, the wing walk was dismantled and the TBM

was ready to be pulled into action. As usual, the startup for the first ride drew a big crowd. By the time the rides were completed we were pushing the 3:00 PM closing time so the wing walk was done for the day.

The show was a success! The PX sold out (the entire 2013 inventory of models, etc. gone.) Revenue rides and fuel allotment made the day a financial winner. The TBM got to hang out with some good friends about its age (P-51, Sea Fury, T-28, etc.) and another good time was had by all!



Quite rare very late model P-51 (note tip tanks) in Camo (can you see it?)
All photos here by Col Rich Connor.

Lots & lots of impressive automobiles at this show. Shown below is a McLaren 12C Spider.
Click [here](#) for more Eagle Wings and Wheels Photos.



Safety Officer "Bawk" on the job over Eagle Airport.

Joe T's terrific Sea Fury heading home to Centennial Airport



Last month we asked if you knew what this is?

Find out on page 7.





**COMMEMORATIVE
AIR FORCE
ROCKY MOUNTAIN WING**

Primary Business Address
PO Box 4125
Grand Junction, CO 81502

Propwash Gazette Editor
Col Tom Howe
Phone: 970-872-7373
Fax: 970-872-7474

RMWCAF on the Web
www.rmwcaf.org

“Keep 'em Flying”



Photo by Col Rich Connor

Last month we had a painting depicting the “Other 309” in action over the Pacific during WWII. This month we’ve got the Real Deal! Thanks to Col Rich Connor mounting a camera on our ‘309’s radio staff, we see PIC Matt McNamara diverting to miss the “action” ahead on the return flight from the Aug. Evanston, WY Airshow.

WING LEADER’S REPORT

By Col Bob Caskey - XO

It has been brought to my attention that I have been tagged to write another wing leaders report in the absence of our astute wing leader Colin Faye. As I'm sure all of you noticed I have not been, reengaged in the Commemorative Air Force (CAF) since getting home less than a month ago. During my five-month absence, Col. Sandi did a yeoman's job of taking care of the home place as well as documenting a honey-do list that was waiting for me upon my return. I wish I could tell you that that list is now empty and that I have completed all of the projects but by my best estimate I should have them done by the year 2015.

Since I have not even walked through the door of the CAF



since my return, I will share a little more about my Alaskan adventure. I left home at 7:00 a.m. on April 9th shortly after a wind and snow storm passed through Grand Junction. That morning the roads were snow packed icy with blowing snow and winds of approximately 40 miles an hour. I bought a used camper shell for my pickup truck with a rack that I tied my canoe to just in case I had an opportunity to fish some of the lakes and streams of Alaska at the end of the summer.

About 20 miles outside of

Green River on my way to Price, I heard a loud whoosh and upon looking in my rearview mirror I saw that my canoe was now about 50 feet in the air and gaining altitude. The 40 knot head wind rapidly slowed its forward progress and dropped my canoe in the oncoming lane, which luckily had no traffic, and immediately was blown off to the side of the road. The Yakima rack had completely detached itself from the camper shell and took flight with the canoe. At that point I was faced with the dilemma, do I leave the canoe on the side of the road and continue on to Alaska or do I try an repair this rack; I limped into Price for a more substantial repair. By the way, this canoe has sentimental value; it just happens to be the canoe that I paddled from Denver to New Orleans in

1985. I decided that I would reattach it somehow to my truck and continue on with it to Alaska rather than leaving it on the side of the road with my CL number clearly displayed to it, which would have identified me as the litterbug who had left it on the roadside. It took me approximately 7 hours to put the canoe back on the truck then make the repair that would get me to Alaska.

Oh, I forgot to tell you the distance from my house to Ladd Field in Fairbanks, Alaska, where I needed to be by 5:00 p.m. Friday, April 12th, is exactly 3224 miles. That meant that I had to drive at least 806 miles a day to get there on time. After driving in a stiff headwind all day and receiving to dings the size of oranges in my new windshield right in front of my face on the driver’s side. I finally made it to Great

Continued on Page 8

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

Britain was not alone during WWII. Besides the US, India, Australia, and Canada - the British Army included 6 African Divisions, the 1st Burma Division, the Arab Legion, the British Solomon Islands Protectorate Defense Force, the Fiji Infantry Regiment, the Royal Hong Kong Regiment, the Royal Malay Regiment, the Royal Newfoundland Regiment - to mention a few.

As a result, this British poster was very popular.



OTHER WWII AIRCRAFT BOTH OURS AND THEIRS



The Soviet IL-2 Sturmovic was almost certainly built in larger numbers than any other single type of aircraft. Output averaged 1,200 per month during most of World War II, to give a total of approximately 36,000. When the IL-10 developed version is added the total is reported to amount to 42,330.



© RMWCAF Col. Jay Anderson

Our newly traveling Torpedo draws varied interest. Shown here in Eagle is one spectator that wants to "Keep 'em Flyin'"!?



Australia feared an invasion - So posters there had special meaning to the Aussies...



© RMWCAF Col. Jay Anderson

Always a big hit both on the ground and in the air - the revenue ride photo pass. This is Col Duncan, riders & crew at Eagle.

Evanston, WY Air Show (Cont.)

Continued from Page 1

Sunday dawned clear in Evanston but not so much in Grand Junction. After a look at the forecast weather, a decision to beat a quick retreat home was made- and it's a good thing we did. About 20 minutes after we got the TBM

back in the hangar the skies let loose with a wall-o-water.

Overall a good time was had, money for the plane was made, old friends seen and new friends made. Most importantly the organizers want us back again next year! Anyone care to join the fun?



Evanston Mission Launch Crew Col Jay Anderson is having too much fun in Col Conner's Zoomie Car!!



Every now and then a really excellent photo comes from an Air Show. This Evanston photo of Col Maddox is one!

Steamboat Springs Wild West AirFest

We had a new record of eighteen "official" members and wives at this year's annual event in Steamboat Springs. Cols. Duncan, Owen, Hooker and Betty Toth flew up in the TBM, while Col. Taylor flew his "movie star" Pitts S-1 Special, Col. Huff flew his immaculate Kitfox, Col. Coleman flew the RMW J-3 Cub, Col. Thompson flew his Cessna T-210, Col. Howe flew his Screwball Citabria, Col. Rich and Lori Connor drove the official RMW Hornceces, and new Col. Andy and Dawn Gilkerson trailed the torpedo to its first appearance ever at the SBS event. Stephanie Hooker was initiated as a flight safety officer during the event as everybody helped out to keep down the workload for their fellow members. RMW Col. Steve Wood was also there, with his beautiful polished Beech 18, and a couple Luscombes attended by family and co-workers. The Utah Wing appeared with their Beech 18, and the Mile High (Denver) Wing showed photos of their Beech 18 with the new engine "hung", but not quite ready for flight. Maybe at the Midland Airsho? Another "not often seen" new RMW member

there was Col. Dewey Larson and his wife, Heather, along with their "A7 on a trailer" on which Dewey take photos with helmets and flight suits on his customers.

Being just a friendly fly-in, no aerobatics were done, although every noon opened with formation flight of RV aircraft and skydiving with the Star Spangled Banner – just as it should be. There was lots of flying done with short take-off and landing demonstrations, Stearman fly-bys, and many other aerial "acts". The PX had brisk business and our three Cub pilots kept busy with 21 flights shared among them. The TBM provided five full revenue flights and a couple VIP rides during the weekend. We were blessed with generally good weather and no nasty crosswinds this year, although Saturday late afternoon did have a few scattered showers after the event closed. We always found great restaurant tables to accommodate the whole gang and good food with adult beverages each night.

Click [here](#) to see some photos taken, but next year you should come along and enjoy the fun!

Cub rides are always popular at Steamboat. Pilots Cols Huff, Coleman and Taylor were all busy—all day—every day!



Airshow Comeback? (Cont.)

Continued from Page 2

“Lacking the draw of a military jet team, corporate sponsors pull out, and an airshow’s economic foundation collapses. If the military isn’t coming, you don’t get the sponsors, the revenue, or the concessions,” said John Cudahy, president of ICAS.

But while the big U.S. airshows that depend on mass market appeal have suffered from the loss of military support, small shows—the ones that never had a chance of attracting a jet team—did relatively well in 2013.

Cudahy said he’s convinced that the airshow industry will adapt with a series of new offerings. They may be different venues, new aircraft, or altered economic models—but airshows will be forced to reinvent themselves, sequester or not.

“I’m optimistic that we can create quality entertainment that attracts large numbers of people with or without the jet teams. The capacity is there. I trust the creativity and the entrepreneurial spirit of the airshow industry.”

The entire AOPA article can be found by clicking [here](#).

H. G. Wells once said,

**“ADAPT OR PERISH, NOW AS EVER,
IS NATURE’S INEXORABLE IMPERATIVE.”**

Our Rocky Mountain Wing is adapting to our new environment. As outlined above, the “traditional” Air Show world we have operated within for a number of years no longer exists. The future dynamics are unknown but creative thinking, adaptability, and hard work have already proven successful. Thanks to our growing membership, continued efforts to put the TBM on a lowboy trailer (to attend new venues), the decision to put together a PX trailer and the constant search for new venues will insure our future success. Keep it up!!

INTERNATIONAL COUNCIL OF AIR SHOWS (ICAS)

2013 CONVENTION 12/2 -> 12/5

HOTEL PARIS - LAS VEGAS, NEVADA

Col Bob Thompson has arranged for the RMWCAF to again share a booth in the Commemorative Air Force isle at this year’s convention. As always, Col Thompson can use any assistance and support from other wing members. Talk to Bob and volunteer!

Fire Fightin’ TBM

*By Col Tom Howe
Propwash Editor*

During those few minutes that your editor is not working on chasing Propwash articles, laying out Propwash issues, writing to his congressmen, trying to feed all his wife’s horses, wishing he was flying his Citabria or inspecting an occasional HUD foreclosed home, he sometimes watches some nostalgic TV (the kind he understands the best.)

Imagine my surprise when a mid 60’s Alfred Hitchcock

Hour episode (The Night of the Owl) had embedded a couple film clips of one of the Canadian TBM’s (maybe even our own ‘309’) dumping slurry on a forest fire. Made me sit up!

Yes Virginia, in those days TV was in Black & White.

Thanks to the features of our modern entertainment (DVR) I was able to pull these stills. An interesting filler while awaiting our next maintenance write-up or Wing Leader report.



Above— A TBM slurry bomber pass just unloading. Below a pass in the opposite direction. Each pass is a good load! Hard TBM work!



Wing Leader's Report - (Cont.)

Continued from Page 4

Falls, Montana, where I slept in the back of the truck until daylight.

The next morning I crossed the Canadian border at Sweetwater, Montana. I was greeted by a twenty-something year old border guard that had an attitude about U.S. citizens transporting firearms through his country. When he asked me how many pistols and rifles that I had back home, I promptly told him that it was none of his business at which time he directed me to a windowless building with garage doors where my vehicle was x-rayed and thoroughly searched for the next 3 1/2 hours. After finding no contraband, they finally turned me loose but advised me that the shotgun I was carrying legally had to be in the cab of the pickup truck when I was sleeping at night in the camper shell. They also removed the shotgun shells from the carrying case and hid them in one of the many boxes that I packed for the summer. I found the shells two weeks after I arrived in Alaska. That day, I was able to drive to a small burg in British Columbia on the Alaskan highway called the good Shepherd Inn. There I stopped for the night after driving in a complete whiteout for over 2 hours and unable to see even the side of the road. The next morning there was 2 feet of snow covering the road and my pickup truck. After eating a mediocre Canadian breakfast, I continued on in four-wheel-drive at 30 miles

an hour. Now I needed to drive at least 1200 miles to make up for lost time.

At about midnight, I stopped at a lighted rest area in the middle of Whitehorse in the Yukon Territory. The friendly border guards told me that it was okay for me to sleep in rest areas. They also said that Canadian people were friendly and I would be safe. It was about 6° out that night so I put my down sleeping bag inside of my huge Cabela sleeping bag and crawled inside for some rest. I was dressed in underwear, a T-shirt and was barefooted. I immediately fell asleep.

At around 3:00 a.m. in the morning, I was awoken by a vehicle pulling up and three yahoos getting out slamming latrine doors, drinking and pretty much being loud and obnoxious. Because I was by myself with no protection other than a canoe paddle in the back of the pickup truck, I decided that I would not attract any attention to myself. I was exhausted and fell back to sleep only to be rudely awakened by a loud bang. Upon raising my head and looking through the back window I discovered that the noise was caused by one of Canada's fine citizens smashing the driver side window so that he could get in and steal me blind. At that point I scampered out of the sleeping bag and saw a young man approximately 25 years old chasing a compact vehicle with the door open and trying to jump in. Now, barefoot, confused, under dressed and very angry I exited the camper. After finding my cell

phone, I called the Mounties who arrived at the scene of the crime approximately 45 minutes later. By then my hands were cut from the broken glass and bleeding and I was very ticked off at Canada.

The officer told me that I could not cover my window with anything not clear and that I had to either drive on without a window on the driver side or wait and get my window fixed in town, which would be taking a chance that they would have one that actually fit my pickup. Due to my tardiness, I decided to drive without a window. I left at 5:30 a.m. and let me tell you it was cold and very noisy. My sweet bride was

able to find a window shop in Fairbanks that would fix my truck window, if I could make it there by 4:00 p.m. After driving like a deranged maniac, I made it to Fairbanks at 10 minutes until 4:00.

My Canadian experience is the reason I spent \$3000 to ride the ferry back to the United States from Haines, rather than spending any money or time in Canada. I look forward to sharing some more of my exciting adventures with you. However, next time I'm asked to write the Wing Leaders Report, I promise to have been involved enough to at least write about the CAF.

Ed Note: Perhaps our XO should stay in the air and off the roads??



"Please turn off all electronic devices..." evidently does not apply to the '309' bilge. Caught here is Col Jay Anderson blatantly ignoring FAA (not to mention cellular telephone service provider) rules regarding the use of personal electronic devices in flight. Such a rogue!!