

HONORING AMERICAN MILITARY AVIATION THROUGH FLIGHT, EXHIBITION AND REMEMBRANCE

# TBM GEAR INCIDENT—GLENDALE, AZ

## VIEW FROM THE PILOT SEAT

By Col Rob Duncan  
 TBM PIC

After three record setting days of aircraft tours and PX sales, our continuing effort of selling aircraft rides to be given on the Monday after the Luke AFB airshow was about to begin. We had six passengers, three full rides, arranged to be given at Glendale Municipal airport, a mere three miles away. A low pass was given first to announce our arrival, then gear down and hydraulic pressure verified as part of the checklist. A soft three point landing followed by aerodynamic braking only as we gently slowed for the reverse left hand high speed turnout, leading into the warbird-friendly FBO where our passengers awaited.

Words can not express the anguish I felt as the left wing suddenly dipped, and then continued on its downward fall. My first thought was a pavement sinkhole, similar

to experienced last year at the Delta west winds airport. But this was far worse. Everybody exited the aircraft quickly and there was no fuel leakage nor fire. A little oil seeped from the chin mounted oil cooler. As an A&P, I knew the sudden prop stoppage would require an engine tear down at minimum, besides replacing the propeller. True wing damage estimate can only be made after closer investigation. Of course the incident shut down the only active runway until the TBM was lifted, the landing gear was extended via the emergency manual hydraulic pump, and towed to a parking spot. The NTSB arrived soon afterwards to begin their interviews and investigation which may take a couple weeks. After I met with the CAF Airbase Arizona staff, we began planning immediately to

trailer the TBM to their Mesa AZ location to be under the helpful and friendly eyes of our CAF brethren. It was indeed fortuitous that we had such facilities and help offered so near and so soon. You may not be aware that I joined the AZ CAF over twenty-five years ago, and learned much of my maintenance and other skills during the twenty years prior to joining the RMW.

We are hopeful that our TBM will be airborne again in about two months, and not miss very much of the 2014 airshow season. Col Jay Anderson is heading up the AZ recovery team, and should be contacted for offers of any hands-on or other "contacts" assistance. Financial donations are appreciated as always.

Restoration efforts are on hold as the repair and recovery are now in full force.



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TBM '309' shortly after left main gear collapse at Glendale AZ.



## RMW AIR SHOW SCHEDULE - 2014

MONTH	DAYS	LOCATION	SHOW	TBM	CUB	STATUS
Mar	15, 16	Luke AFB, AZ	Open House w/T-Birds			COMPLETED
May	10	Holloman AFB, NM	2014 Open House			GROUNDING
	24, 25	Cannon AFB, NM	Open House w/T-Birds			GROUNDING
June	14	Boulder, CO	Airport Day & Dance			GROUNDING
	20, 21	Twin Falls, ID	Magic Valley Air Show			GROUNDING
	28, 29	Hill AFB, UT	Open House w/T-Birds			GROUNDING
July	26, 27	St. George, UT	Thunder over UT with Blue Angles			GROUNDING
Aug	16	Powell, WY	Airport Open House			GROUNDING
	22, 23	Front Range Airport	Rocky Mtn Air Show			GROUNDING
	28, 9/1	Steamboat Springs	Wild West Air Fest 2014			CUB ONLY
Sep	6	Eagle, CO	Wings & Wheels 2014			CUB ONLY
	20, 21	Mountain Home AFB	Open House w/T-Birds			GROUNDING
	27	Elko, NV	Sky Fare 2014			GROUNDING
Oct	4	Prescott, AZ	Open House (?)			GROUNDING
	10, 11, 12	Midland, TX	CAF Airsho 2014			GROUNDING
	25	Bullhead City, AZ	Open House (?)			GROUNDING

As noted on the front page, our Air Show season started with the expectation of being the most active in many years. However, as a result of the TBM gear incident in Arizona, our season has been dampened—to say the least.

Our staff, wrench wranglers and members will all pitch in and begin the recovery from this unfortunate happening will have us back in the air on the air show circuit.

It may be late this summer or more probably next year before we are back - but rest assured - we will be back!

Our schedule shown here will look a little different as the shows we were scheduled to attend pass by but with your help and the help of all our wing members, our beloved '309' will be back in the air and "on mission" without undue delay!

## “LIGHTNING IN THE DESERT” FIRST AIR SHOW OF THE SEASON

*By Col Rich Connor*

The first Airshow of the season at Luke Air Force Base was quite the success (Glendale incident aside). As with anything government related, things were not quite as advertised with respect to parking, arrival schedules, etc, however, we found very helpful and willing contingent of staff at the AFB who were very eager to help. Our

departure from GJT included a delay to swap out the right brakes with the help of Jay Anderson and then a small delay due to the Thunderbirds practice running late Thursday afternoon. Upon arrival, Pilot Rob Duncan, Crew Rich “Shnitz” Connor, Dick “Huge” Maddock, and Robert “Lemon” Owen received general AFB instructions and the rental car with some

prodding but got settled in for a busy and exciting 3 days.

Friday was open to base personnel and their families. It was a small crowd and a good opportunity to get our PX in order and prepare for Sat and Sun which were open to the general public. The next 2 days would see daily crowds in the order of 125,000 spectators EACH.

We arrived early to avoid the traffic (some spectators said they waited for 2 hours to park and then had to walk “miles”.) Col’s John Mummery and Mike O’Connell made the journey by car to support our efforts and, boy, were we grateful! When the gates opened, we went from 0 to 100 in seconds and it was non-stop until 17:00

*(Continued on Page 7)*

# Maintenance Report - Getting Things Done

Photos by Col Rich Connor & Col Jay Anderson

*By Col Rob Duncan  
Wing Maintenance Officer*

As the March 13 deadline for our first airshow at Luke AFB approached, the RMW Wrench Wranglers were working overtime to complete the total aircraft inspection as is required every two years. Col Jay Anderson came nearly every day during the week all month long, even though a landslide blocked the direct route from his home in Mesa. Other mid-week volunteers included Cols Phil Divilbliss, Willie Hooker, Dick Maddock, Robert Owen, and Floyd Suits. We had excellent turn-out every Saturday too. "Getting things done" was also delayed a bit by the Wing Staff Conference at CAF HQ in Midland, although much was learned there. It is amazing how we can show up every year at HQ, and each year they still have new things to learn.

In general the new radio location was wired up and tested ok. All the items pointed out by Mario's TBM Maintenance class were attended to in addition to the regular required inspection items and other minor issues that had been deferred.

Cracked cowlings seals were hand fabricated and replaced. The oil and spark plugs were all changed, and valve clearances adjusted on the engine. Our tailwheel casting was x-rayed and a crack was found in the magnesium casting, so it was replaced. Another "spare"

tailwheel was also purchased, mounted and tested. This is a solid rubber style that was used by carrier operated aircraft as regular pneumatic tailwheel tires had a tendency to burst with hard landings. This wheel is smaller than the pneumatic style and thus easier to carry as a "spare". Next the main landing gear wheels were x-ray tested, painted and installed per our rotation schedule. The "return to service" flights found some brake adjustment and a small hydraulic leak in the cowl flap system. Attention to details paid off as we arrived at Luke AFB with a VERY clean and well-running airplane that received many compliments.

As you have learned by now, the TBM suffered a major setback on the day following the Luke AFB airshow. Preliminary inspection shows it all to be easily repairable – all it takes is (surprise) time and money. We need your help in both matters. Unless some unforeseen major obstacles are encountered, with your help we will be able to meet most of our airshow commitments this year starting in June. Keep the TBM Flying in 2014!



"I see where it goes - now if I can just reach where it goes." Col Rich Connor with his eye on the spot!



Good Ground Crew - Wrench Wrangling Wonders



It is kinda like trying to eat spaghetti in a dog house with no fork. →

← Aircraft (?) Tail Light?





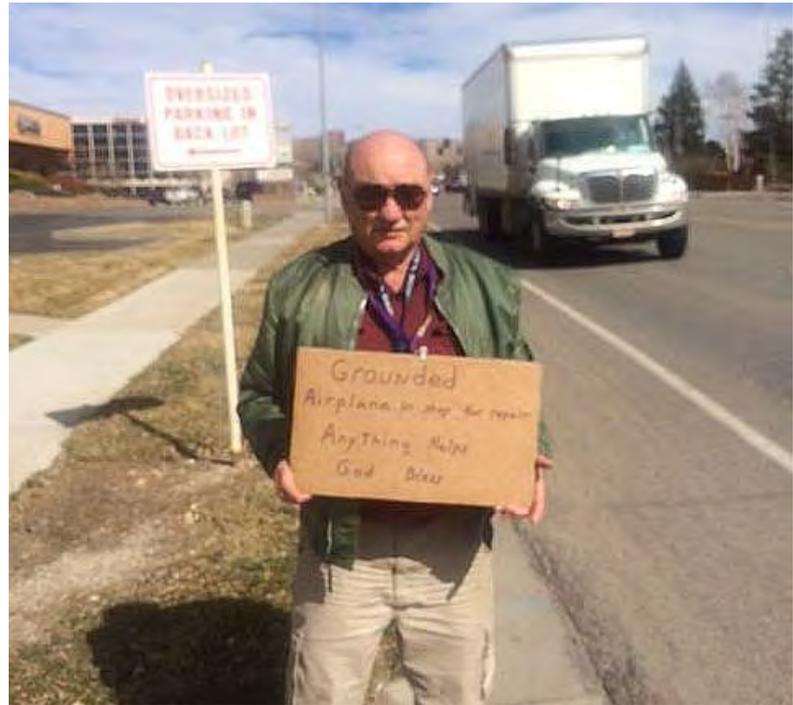
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“Keep 'em Flying”

## PHOTO OF THE MONTH



Recently seen on a Horizon Drive corner near the Airport.

### WING LEADER’S REPORT

*By Col Collin Fay*

I’m certain you’ve heard (or at least read in this edition of *Propwash Gazette*) about the gear collapse incident with the TBM on Monday, March 17<sup>th</sup>. This, of course, changes our entire focus of activities for the immediate future – from displaying and flying our aircraft - to restoration and repair. This is not how we expected to start our 2014 air show season, but I hope we call can all “switch gears” and help get ol’ 309 flying again as soon as possible.

We had a special meeting of RMW staff and members on Saturday, March 22<sup>nd</sup>, to discuss what we know about the incident, specifics of the damage, the best way to effect repairs, and, of course, if we can afford it. Luckily, our Wing is in pretty good health financially, and we have a good, dedicated group of



“wrench wranglers” who are ready to jump in to the effort. They will need our full support to get the TBM flying again! Col Anderson presented an estimate of the time and money he thinks it will take to get it up in the air again. The cost will be close to \$100K, and it will take two to three months to complete the repairs. That is based on his current understanding of the damage; once we “open it up” we could find additional damage that he has not been able to assess. Either way, we are going approach the effort methodically in order to ensure we have the best TBM

flying once it is back in the air.

Our friends at the Arizona Wing of the CAF (now referred to as Airbase Arizona) based at Falcon Field in Mesa, Arizona have offered up their resources in the form of hangar space, tools, expertise, and manpower to help us in the repair effort. Since the airplane was disabled in Glendale, Arizona, it makes the most sense to have it trucked to their facility (43 miles away) rather than Grand Junction (581 miles away.) And, we can then take advantage of their generous offer. We will, however, incur costs and logistics that we wouldn’t have if the plane was in our hangar. If you would like to spend some time in the Phoenix area during the next few months helping with this effort (or if you can help with trans-

portation and/or lodging logistics) please give Col Anderson a call at 712-0718.

The air show schedule that Col Thompson had lined up for this year is “on hold” until we can thoroughly assess the damage and get a clear understanding of when the plane can be flown back to Grand Junction for final “cosmetic” repairs prior to any future air show appearances. We have no shows scheduled in April, and it seems obvious that our appearances at the two shows in May (Holloman AFB and Cannon AFB) will be cancelled. We’ll wait and see about the appearances in June and beyond. We hopefully will be able to salvage some of the latter part of the season, but if not, we’ll continue to work on the plane in hopes of getting it flying again as soon as possible. Stay tuned!

Now more than ever, it is important that we all pitch in to “Keep ‘em flying.”

**RMWCAF STAFF OFFICERS**

Wing Leader	Collin Fay
Executive Officer	Bob Caskey
Finance Officer	Robert Toth
Adjutant	Jerry McDonough
Operations Officer	Kay Johnson
Maintenance Off.	Rob Duncan
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

**OTHER WWII AIRCRAFT BOTH OURS AND THEIRS**



The three engine BV-138 Reconnaissance Flying Boat worked alongside U-boats providing aerial support. In 1941 a BV-138 shot down a Catalina PBY over the North Sea.

This 1941 Soviet Russian poster states:

"We shall Defend Moscow!"

Being invaded (especially by Hitler's troops) certainly inspired patriotism.



This car pool poster has a Disney sort of theme and draws on the Disney film "Snow White and the Seven Dwarfs" for a caption but I don't think the poster was done by Disney Studios (but cannot verify.)

Another great cartoon (no pun there) WWII poster.



**MARCH WING STAFF MEETING  
SEE PAGE 7 FOR SPECIAL SAFF MEETING REPORT**

*By Col Kent Taylor*

This month's Staff meeting was quite informative and productive. Collin and several other RMW members had attended the Wing Staff Conference in Midland the previous week. Collin summarized the highlights of Steve Brown's "State of the CAF" presentation:

- New standard - all essential flight crew members on all flights in CAF aircraft are to wear the CAF desert tan Flight Suit properly, configured.
- Finance – Big membership increases, finances in good shape
- Membership – recruit, recruit, recruit
- Fleet: 164 aircraft, with 130 (87%) flying, the goal is to have 90% flying by the end of 2014
- Website improvements are a high priority, and currently in process
- Bottom line goal: to become the most impactful general aviation association in America
- The criteria for establishment of a CAF Air Base has an

additional requirement. The location must have an active Warbird Flight School

- Airpower History Tour schedule is being set up – local Wings are encouraged to join the B-29 and B17s as they pass through their regions.
- B-29 Operations office David Oliver, made a compelling presentation. "Why we do what we do." Short version: to connect with the public, inspire, and leave a legacy. What we get: Have fun, be inspired, find fulfillment.
- B-29 is coming to Grand Junction sometime – Collin to follow up.

Other attendees shared their experiences in relevant finance, maintenance, and operations sessions.

Bob Thompson reported that this will be the busiest airshow season ever for the TBM – we're signed up for at least 17 shows. Sign up for the show(s) of your choice on the RMW Website! Training for airshow crew members will be scheduled shortly.

Everything is poised for installation of new heaters and some strategic insulation in the Hangar while the TBM is at Luke AFB.

# 2014 WING STAFF CONFERENCE

By Col Collin Fay  
Wing Leader

Six RWM members attended the 2014 Wing Staff Conference (WSC) in at CAF headquarters in Midland, Texas over the weekend of February 28<sup>th</sup> through March 2<sup>nd</sup>. It was good conference, with a lot learned by all. Several issues were raised and we were able to trade ideas and concerns with other unit members, along with headquarters staff. Two new items were brought up which deserve particular attention:

### Flight Crew Uniforms.

CAFR 60-1 has been revised to include the following. "CAF Standard Flight Suits – Required for essential flight

crewmembers on all flights. The "Standard CAF Flight Suit" is Desert Tan and must be configured IAW the guidelines available thru the Gift Shop and on the Members' only web site." So, for our aircraft, each pilot must wear the Standard CAF Flight Suit when conducting flight operations. These will be provided by the CAF at no cost to the pilots.

Of course, we have a lot of other members that fly on our aircraft when they go to air shows. All members are welcome to purchase their own flight suits. The gift shop in Midland will sell these

at cost to members; cost for the flight suit is about \$140, plus the patches which will add about \$15 to \$20 each. If you are signed up to be an air show crewmember this year, I encourage to purchase and wear the standard CAF flight suit while flying to, from, or during air shows. These are Nomex flight suits which will provide fire protection in the event of an accident. You can order yours online at <http://commemorativeairforce.org/>

Just log in as a member, then click the box to "Order your CAF Flight Suit."

### Aircraft Insurance

There was some discussion about insurance for the aircraft at the WSC. The CAF has two types of aircraft insurance – liability and hull coverage.

Liability is a non-issue, we must purchase it. The coverage has been doubled this year; Cub premiums will stay the same, but the TBM premiums have increased 25%.

As far as hull damage, the CAF has historically required us to carry insurance for Catastrophic Hull Loss. This coverage is for total loss of the aircraft only, and pays to the CAF in Midland if we destroy the aircraft. A new policy has become available which provides better insurance, but also costs more in premiums. This new policy is called a Comprehensive Hull Policy and covers any damage to the aircraft above the determined deductibles. The Wing staff elected to adopt the new Comprehensive Hull Policy at their March 8<sup>th</sup> meeting. Unfortunately this coverage was not in place prior to the damage that occurred to the TBM on March 17<sup>th</sup>.

Another item of note brought up at the WSC are the options for moving the CAF headquarters and creating a CAF National Airbase. The committee tasked with choosing a final location has narrowed it down to 3 possible airports, all in Texas: Ellington Airport in Houston, North Texas Regional Airport/Perrin Field northeast of Dallas, and Dallas Executive in Dallas. We'll hopefully have a final decision soon, however the actual move will take some time, depending on development requirements.

The weekend started out warm and clear in Midland, but by Sunday, we were faced with a low overcast and freezing rain. After a several hour delay, we were finally able to depart for a beautiful flight back to Grand Junction.



Back Row - Cols Caskey, Johnson, Fay. Front Row - Cols Toth, Anderson and Duncan — Impressive group.



A great view during the ride home from Midland. Grand Junction landscape beats Midland's on any given day.



Photo by Col Jay Anderson

The new CAF flight suit for air crews.

Col Steve Brown CAF President.

# LIGHTNING IN THE DESERT (CONTINUED)

*(Continued from page 2)*

hours when the Security Services came by in force to remove the civilian contingent from the base quickly. Both days saw incredible PX sales and at least 1000 people over the wing each day (\$700+ each day).

The theme of the airshow was "Lightning in the Desert" which featured the Lightning I (P-38) and the newly unveiled Lightning II (F35). [FYI - Please do not take pictures of classified aircraft.... J] The headliner of course was the Thunderbirds who put on a tremendous performance all 3 days. However, the really special treat was the P-38 Heritage Flights (see Photo album). We were treated to an up close viewing of the F35 Saturday night with some restrictions but the beer tent was open so it was a good opportunity to mingle and wander around the Warbird ramp.

All in all, a really special airshow and the PX and Wing Walk Tour really performed well. The crew worked really hard and we made many friends. Many family members of TBM crew connected with the aircraft type flown by their relatives and many tears were shed as they reflected on the experiences and sacrifice.



20 - 25 or more members attended the special staff meeting.



Cols Owen, Maddox, Connor and Duncan ready to depart to Luke AFB.



Dog is my Copilot - Military Shows are Great!



Like Moths to the Light! Luke AFB



Never ending lines

A Lightning Heritage Flight - Wow!



## SPECIAL STAFF MEETING MARCH 22ND, 2014

By Col Kent Taylor  
Acting Adjutant

A special Staff Meeting was held on March 22, for the purpose of addressing the recent landing gear collapse incident with the TBM in Arizona. The TBM suffered damage to the left wing, fuselage, oil cooler, and prop. Because of the prop strike, the engine must be torn down and inspected.

After considerable discussion, the wheels were set in motion to:

- ◆ Truck the TBM to the Arizona Wing's hangar at

Falcon Field in Mesa

- ◆ Order a used (airworthy) prop
- ◆ Send volunteers to Mesa to remove the engine and ship it to Anderson Air-motive for a major overhaul (only slightly more costly than the required teardown and inspection)
- ◆ Jay Anderson volunteered to move to Mesa for the duration, to oversee/coordinate the repair.

Total cost to repair is expected to be on the order of \$100,000. Insurance will likely cover half the cost, and the rest will come from the

Wing treasury. Any members who would like to contribute time or money to the repair effort will be welcomed with open arms. We hope to have the repairs done in time to get to at least some of scheduled airshows, but safe and professional repair work will be the number one priority.

The staff and other volunteers are exploring participation in some of the airshows without the TBM, and other fund-raising options while the TBM is grounded. Stay tuned for more detail after next month's staff meeting.