



EDUCATE

INSPIRE

HONOR

AROUND AND AROUND IT GOES

RMW Maintenance Officer Col Dick Maddock and his trusty Wrench Wranglers have the big round engine back in the nose of "309" - awaiting the day for the new engine's first test run after being installed. But wait, there's something still missing...

Where did the Propeller go? Big round airplane engines do not have flywheels, so they need their big propellers to start and run. As you've probably heard, "309's" big Hamilton Standard Propeller must, per the Federal Aviation Administration's requirements, be disassembled, inspected, and, if necessary, repaired once every five years. Only a few (probably less than one half dozen) propeller repair shops in the United States have the personnel with the proper training and equipment to accomplish this somewhat unique task. Fortunately, one considered to be among, if not the best at this task, is at the Colorado Springs Airport.

Thomas F. Hamilton built his first metal propeller in 1918. One of his Standard Steel

Propellers pulled Lindbergh across the Atlantic in May 1927. Hamilton formed The Hamilton Standard Propeller Company in 1929. Then Hamilton Standard became a United Aircraft Corporation division in 1934 along with Pratt & Whitney (engines). The Hamilton Standard Hydromatic propeller, introduced in 1938, quickly became the propeller of choice.



During WWII, a mind-boggling 530,135 Hydromatic propeller assemblies were manufactured by Hamilton Standard and its three licensees--refrigerator manufacturers Frigidaire and Nash-Kelvinator, and office equipment maker Remington-Rand. The manufacture of Propellers ceased long before 1999 when United Technologies Corporation acquired the Sundstrand Corporation and merged it with Hamilton to form Hamilton

Sundstrand. Hamilton Sundstrand continues to provide aerospace components and systems to most of the world's aircraft manufacturers, including Boeing, Airbus, Bombardier, and Embraer.

Fortunately for the CAF, there are still some manufacturers of replacement parts for Hamilton Standard Hydromatic propellers like the one now being serviced for "309." But as the demand for FAA-certified serviceable propellers for aircraft like our TBM and the many other CAF aircraft continues to diminish, the ability to have safe, reliable propellers for WWI aircraft will become more and more difficult.

The propeller shop in Colorado Springs disassembled the RMW's Hamilton Standard propeller while Cols Tom Howe and Kent Taylor watched. The initial inspection showed some wear inside the hub assembly that was evident in polymer spacing blocks between the propeller blades connect to the three-pronged "spider," which is the mount for the propeller blades to the engine shaft. The extent of the wear will have to be determined to see if just the polymer blocks will be replaced or if the spider's wear is such that the spider itself will also be replaced.

We'll know soon. Hopefully, within the next three to four weeks, Col Howe and his trailer will be returning to Colorado Springs to retrieve a "good as new" propeller for RMW's wrench wranglers to attach to "309's" ready-to-go engine.

(See Photos on page 2)



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

RMW AIR SHOW SCHEDULE - 2021

MONTH	DAYS	LOCATION	SHOW	TBM	CUB	STATUS
May	15 -16	Peru, IL	Gathering of Avengers			SCHEDULED
Jun	19	Boulder, CO	Open House / 40's Dance			SCHEDULED
	21 - 28	Grand Junction, CO	ASAB B-17 & B-25			SCHEDULED
Aug	23 - 29	Broomfield, CO	CAF B-29 & Others			SCHEDULED
Sep	1 - 6	Colorado Springs, CO	CAF B-29 & Others			SCHEDULED
	11	Eagle, CO	Wings & Wheels			SCHEDULED
	11 - 12	Cheyenne, WY	Wild West Airshow			TENTATIVE
	18 - 19	Montrose, CO	Tribute to Aviation			SCHEDULED
	25	Wendover, UT	Wheels & Wings			SCHEDULED
Oct	16 - 17	Loveland, CO	No. Colorado Airshow			TENTATIVE
Nov	6 - 7	Davis Monthan AFB, AZ	Thunder & Lightning TB			TENTATIVE
	13 - 14	Lake Havasu City, AZ	Airfest			TENTATIVE

Operations Officer Col Bob Thompson continues to contact and negotiate with these possible "Tentative" shows, and others for 2021.

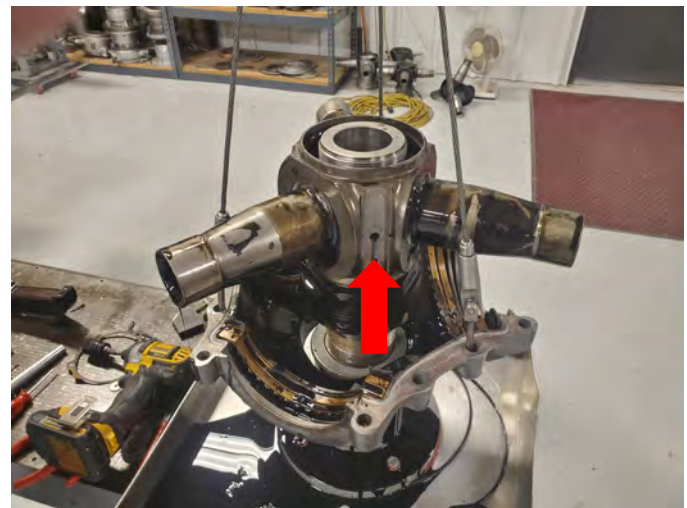
There's a big hole to fill in July and early August. Any ideas?

TB=Thunderbirds
BA=Blue Angles

AROUND AND AROUND...



Disassembly of "309's" Hamilton - Standard Propeller begins.



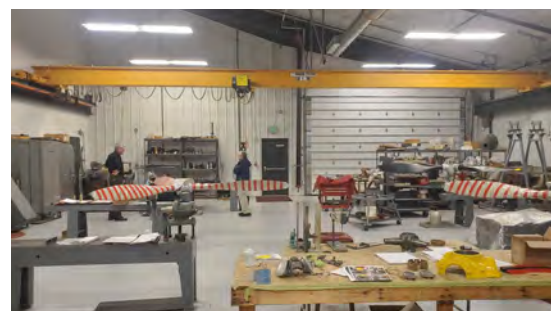
If the area of "309's" Spider marked above is worn beyond specifications, the Spider will have to be replaced.

REMEMBER

IF YOU PLAN TO CREW "309" TO ANY AIR SHOWS OR EVENTS IN 2021 OR IF YOU PLAN TO WORK ON "309" OR THE CUB, YOU NEED TO COMPLETE THE CAF TRAINING COURSE AT THE LINK BELOW:

www.cafoperations.org/66-1

DO IT NOW EVEN YOU CAN'T FAIL.



This Prop Shop is just a small part of a complete aircraft re-manufacturing facility.



**COMMEMORATIVE
AIR FORCE
ROCKY MOUNTAIN WING**

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Keep 'em Flying

PHOTO OF THE MONTH



Colonels Dick Maddock and Randy Peebles having just removed "309's" rebuilt engine from the fore-ground engine stand are now ready to lift the engine back into place in the nose of "309" where it belongs-leading the way to new adventures.

Thanks to Colonel Stu Lynn for this creative photo.

WING LEADER'S REPORT

*By Fred Suevel
RMW Wing Leader*

February 13th was the date of our last monthly meeting and it was held at the museum. The turn out was better than we thought, almost reaching the limit of 20 members allowed in the museum at one time. So glad to see the enthusiasm returning to our wing. It looks like our Zoom meetings have come to an end and from now on we'll once again be meeting at the museum. For now, we're still limited to 20 people in the museum so if you want to attend, please come early.



A small group of us arrived early (7 a.m.) before the meeting to put the engine back on the plane. Thanks to West Star Aviation, which donated the use of their heavy-duty travel lift, we were able to get the engine mounted on the plane in less than an hour. In the following weeks, we'll work to get all the control lines, fuel hoses, oil hoses, hydraulic hoses, vacuum

hoses, and electrical wires that were left dangling on the plane reconnected to the engine. A few final checks and adjustments are all that's needed to restart the engine.

On Feb. 22, our propeller was transported to West Pac in Colorado Springs by Tom Howe and Kent Taylor for its 60 month AD (Airworthiness Directive) inspection. They will open it up and inspect all the internal parts for corrosion, cracks and any other problems. We expect to pick it up in 2 to 4 weeks as good as new. Once back, it will be installed on the plane and then we'll finally be able to fully run the engine

... and fly old 309 again.

All in all, things are looking up for our return to flying condition, and the still tentative airshow/event schedule is starting to shape up. So, it's time to start checking out the show schedule, and decide which show(s) you'd like to volunteer for. Call or email Operations Officer Bob Thompson to sign up now – he needs Wing-Walk hosts, PX 'hawkers' booth-babes/hunks, event set-up/tear-down technicians, loadmasters, recruiters, and all-purpose generalists to help with every event. Make your reservations now to get your preferred event(s)!



“TB” & “Jay”



TB and Jay are the creation of RMW member Ernie Stech

TB does a torpedo run

TB rolled back into the hangar looking tired but happy.

“Where have you been, big buddy?” Jay looked up at the torpedo bomber dwarfing him.

“I just had a very good day.”

“What happened?”

“We went out on a torpedo run.”

“What’s that?” asked the little yellow Piper Cub.

“It’s what we actually did during World War II. It’s how we dropped our torpedoes in the water to sink enemy ships.”

“Tell me more.”

“Some people wanted to film a torpedo run. So, my pilot flew us out to this big lake. The camera crew was

on shore. Once we got there, my pilot got us lined up, and we flew real fast in a straight line across the lake next to the shore. We had to do that several times. Each time was called a ‘take.’ My pilot flew closer and closer to the water on every pass. I was a little worried. I really don’t like water even if I am a Navy airplane.”

“That’s all? You flew fast in a straight line?”

“At the end of each run, my pilot pulled back on his stick and we shot up into the sky.”

“So how did you drop the torpedo?”

“We didn’t.”

“I don’t understand,” said Jay, shaking his cowl side to side.

“There aren’t many real torpedoes left, and no one wants to drop one in the water and lose it.”

“Then how did they film a torpedo drop?”

“They took the tape back to their studio. They have a machine that can put things into movie shots. They use the machine to create a torpedo, have it come out of my belly, and splash into the water.”

“Amazing,” exclaimed Little Jay. Then he got a really big smile.

“What are you so happy about?” asked TB, a little miffed.

“Those same people could make a movie with me. My pilot could zoom down out of the sky towards a jungle and then pull up. The movie people could make fake machine gun pictures and sounds and put them in the movie so it would look like I was strafing troops on the ground.”

TB groaned and shook his head. He had nothing to say.



MAINTENANCE REPORT



WWII QUIZ

ANSWERS ON PAGE 5

The War on Land

Identify the German gun introduced in the North African campaign that sliced through British armor almost effortlessly.

Naval Operations and Sea Battles

What was the Japanese strength on Okinawa in April 1945?

Thanks to author Timothy B. Bensford



NEXT STAFF MEETING
3/13/2021
RMWCAF HANGAR
SUPPORT YOUR CAF WING.



Feb 13th Staff Meeting Bullets

Compiled monthly from RMW Staff Meeting Notes.

Thanks to efforts of Col Maddock and his wrench wranglers prior to the staff meeting, the repaired engine is back where it belongs - in the nose of "309."

The Propeller has been loaded on Col Tom Howe's trailer and is awaiting departure to Colorado Springs where the FAA required Air Directive will be completed.

Col John Mummery reported that the wing is current on all payments and in good shape until the Air Show season begins this coming spring.

Col Taylor introduced visitor "Kip" Howe, Col Tom Howe's nephew that recently moved to GJT from New York City. Kip has a background in Museum work and is considering joining Col Dorothy Dutton working the RMW Museum.

Col Thompson again reminded everyone that they should get their hold harmless forms completed and submitted.

Col Thompson's search for more pilots continues with one prospect from Colorado Springs under consideration.

Col Maddock reported the engine installation went well and connecting all the umbilicals will be next. Some parts are still at Anderson Airmotive and should be coming back soon.

Safety Officer Col Byron Huffman reviewed efforts that have been completed that make working with the engine out of the aircraft safer and more efficient.

Again, the RMW offers many thanks to West Star Aviation for the loan of their substantial fork lift. Installing "309's" engine would be much more difficult without that assistance.

There was considerable discussion regarding the new federal pan(ic)demic mask rules on "secure" airport property. The new "rules" imply mandatory mask use anywhere inside the airport fence. That ruling is being challenged by many airports so stand by (in a mask.)



WWII QUIZ (SEE PAGE 4)
ANSWERS

The War on Land

The 88 millimeter.

Naval Operations and Sea Battles

Lieutenant General Mitsuru Ushijima had over 100,000 troops and 3,000 planes, many of which were the dreaded Kamikazes.

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Names in ALL CAPS are voting members		
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Cub Aircraft Coordinator	Charlie Huff	
Facilities Manager	Kay Johnson	
Recruiting Officer	<i>Open</i>	
Grants Officer	Tom Dennis	

1/26/2021



Help Wanted



The Rocky Mountain Wing Commemorative Air Force

Public Information Officer

Public Information Officer Responsibilities:

- Developing strategies and procedures for working effectively with the media.
- Preparing press releases, speeches, articles, social media posts, and other materials for public consumption.
- Maintaining good working relationships with media organizations.
- Planning and hosting press conferences to announce major news or address crises.
- Collaborating with executive Staff for branding a positive public image.
- Working with various teams to organize and host public events and promotions.
- Speaking directly to the public or media to address questions and represent the organization.

Museum Director

Museum Director Responsibilities

- Work with Wing Staff to expand and improve educational community outreach.
- Maintain records and cataloging acquisitions.
- Collaborate with other institutions in the surrounding area.
- Research, compile and prepare written information about items in the collection.
- Recruit and train wing members as docents for host tours.
- Ensure collections are properly preserved.
- Update websites to explain new acquisitions and displays.
- Raise funds and obtain grants to expand collection, update facilities, or support research efforts.

POSITION MAY BE FILLED?

If you are interested or know someone that might be interested in either of these important Wing positions, Please contact Wing Leader Col Fred Suevel (rmw.leader@gmail.com) or Col Kent Taylor (rmw.executive@gmail.com)

Your Wing needs Your HELP!