



EDUCATE

INSPIRE

HONOR

MTJ TRIBUTE TO AVIATION

Once again Montrose Regional Airport (MTJ) hosted its annual Tribute to Aviation - that has become an annual event worthy of recognition throughout the Grand Valley.

Fortunately, The Rocky Mountain Wing (RMW) of the Commemorative Air Force was present with the PX and our RMW Ambulance. Unfortunately, neither the TBM nor the Cub was present. Ongoing issues with "309's" recently "repaired?" engine has our TBM Avenger grounded. Another engine removal will probably be required depending upon the outcome of a meeting with Commemorative Air Force Headquarters personnel in early October. (see page 2.) Our TBM wrench wrangler's are frustrated, irritated, agitated, and generally upset.

The CAF Mile High Wing brought their sweet Beach 18 "Sonoran Beauty" over the rock pile to carry the CAF's Warbird Ride program to our side and give local Warbird fans that rare opportunity to actually ride in a Warbird..

As in year's before, the collection of Military Aircraft on

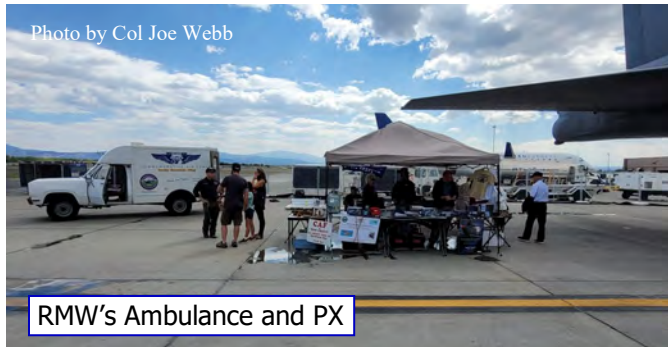


Photo by Col Joe Webb

RMW's Ambulance and PX

display was spectacular , providing attendees the opportunity to see today's front-line aircraft operated by the Army, Navy, Marines, Air force and Coast Guard.

this year then you should mark next September in your smart phone as a must go.

We'll be there too!

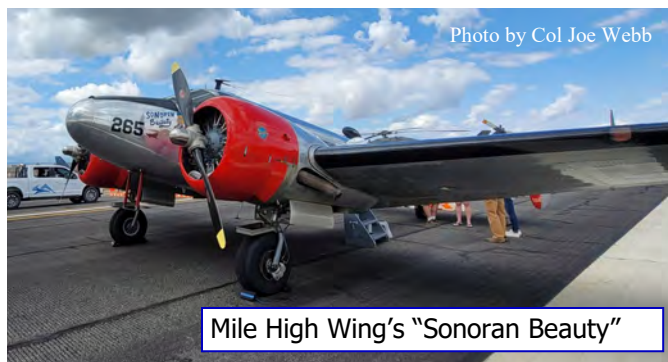


Photo by Col Joe Webb

Mile High Wing's "Sonoran Beauty"

But this gathering isn't just Military. General Aviation is on display too.

If you didn't drop by



Photo by Col Joe Webb

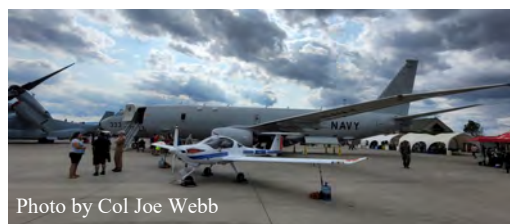


Photo by Col Joe Webb



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

The Air Show season was a bust because of lingering COVID issues but even more so because of engine issues with "309."

Ops Officer Col Bob Thompson is diligently working already on 2022!

TB=Thunderbirds
BA=Blue Angles

RMW AIR SHOW SCHEDULE - 2021

| MONTH | DAYS | LOCATION | SHOW | TBM | CUB | STATUS |
|-------|---------|-----------------------|------------------------|-----|-----|-----------|
| Aug | 23 - 29 | Broomfield, CO | CAF B-29 & Others | | | NO-GO |
| Sep | 1 - 6 | Colorado Springs, CO | CAF B-29 & Others | | | NO-GO |
| | 11 - 12 | Cheyenne, WY | Wild West Airshow | | | NO-GO |
| | 18 - 19 | Montrose, CO | Tribute to Aviation | | | COMPLETED |
| Oct | 16 - 17 | Loveland, CO | No. Colorado Airshow | | | NO-GO |
| Nov | 6 - 7 | Davis Monthan AFB, AZ | Thunder & Lightning TB | | | NO-GO |
| | 13 - 14 | Lake Havasu City, AZ | Airfest | | | NO-GO |

Western Slope Aerolab

On Thursday September 9, 2021, the Western Slope Aerolab had their first class meeting at the Rocky Mountain Wing (RMW) Commemorative Air Force (CAF) museum. The Western Slope Aerolab is a group of Home School and Charter School students with specific interests in Aviation. The group, headed by instructor Rebecca Clemons, is associated with the Colorado Aerolab - a non-profit organization that provides a, "... lab based STEM program aimed at preparing Colorado students for Colorado jobs and creating students that are college, career and community ready."

This first Front Range Aerolab class has already taken helicopter rides (thanks to Gateway Air Services) and

has traveled to Colorado Springs to spend two days visiting aviation museums and the US Air Force Academy.

Education Officer Col Tom Howe and Executive Officer Col Kent Taylor prepared a two hour presentation on the history of the Aviation Industry from after World War One (WWI - early 1920's) up to the beginning (late 1930's) of World War Two (WWII).

Included with the presentation was a visit to see "309" pulled out of its cocoon so it ("309") could stretch its wings. Many thanks the Col Dick Maddock attending to provide that experience for the very attentive group.



A Group of 32 very attentive and well behaved students and 14 drivers arrived mid afternoon and gathered in the RMW Museum. A big crowd so the students took seats on the floor surrounded by their "drivers."

The presentation appeared to be well received. Both the students and "drivers" had questions - some requiring

Cols Howe and Taylor to think back a bit.

We're hoping this first class at RMWCAF will be the catalyst that will bring Western Slope Aerolab back to our facility for more learning about today's Aviation Industry.



**COMMEMORATIVE
AIR FORCE
ROCKY MOUNTAIN WING**

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Keep 'em Flying

WING LEADER'S REPORT

*By Fred Suevel
RMW Wing Leader*

Our trip to the Montrose Airshow was a success. Yes, we didn't have a plane to show but in the two days of the show our PX brought in almost as much money as we do when we have a plane there.

What we really missed were the donations from the wing walk. We did have several people stop by who had been looking forward to seeing our TBM again.

When hearing of our engine problems many of those did



give us a donation to help with the engine. We also met a few people who were very interested in joining our wing. Kent will follow up with them.

One, Tim Hession, has already joined. Tim is a retired firefighter from Connecticut. He and his wife, Jessie, a retired nurse,

PHOTO OF THE MONTH



Shown here are a couple clips from a facebook video of the B-52 departing the Montrose Tribute to Aviation. Eight turbofans can find dust lying about that the normal traffic in and out of Montrose doesn't affect. We can expand the "sound of freedom" to include the "sound and sight of freedom."

moved here last year.

We had a phone meeting with Jim Lasche, Chief Aviation Officer of the CAF, to prep him for a meeting with Anderson Airmotive in early October. He will discuss our continued problems with our engine, and possible remedial action.

It's election season again for staff positions in our wing. The following positions are up for nominations: Executive Officer, Operations Officer, Maintenance Officer, Education Officer, and Finance Officer. If anyone is interested

in being nominated for one of these positions please contact Randy Swanson this month. The vote for these positions will happen in December.

Speaking of December, we will restart our annual Christmas party again. The date will be set at our October 9th monthly staff meeting.

Keep 'em Flying

TORPEDO BOMBING

It works!

A continuation of article:

TORPEDO BOMBING
How Did This Get Started

September 2021 Propwash

*By Col Tom Howe
RMW Newsletter Editor
& Education Officer*

By 1921 it had been proven that a torpedo carried by an aircraft could actually sink a ship. After WWI the world powers secured their standing by having a powerful and prolific navy as well as an army. The world was beginning to “shrink.” Natural borders of oceans and seas no longer insured a nation of

security from attack. Those with vision knew that in the future - ruling the skies was going to be as, if not even more important, than “ruling the waves.”

Naval operations in WWI were not as pronounced as the ground war but still played a big part in the overall outcome. The need for aircraft capable of carrying and accurately delivering a torpedo to a target was obvious to the Navy Commanders that experienced WWI. “Although the French

nations' contribution to the [WWI] Allied effort lay mainly with their vast Army on the Western Front, they also played their part in the war at sea and paid the price accordingly. Losses included one semi-dreadnought and three pre-dreadnought battleships, four armoured and one protected cruiser, twelve destroyers and fourteen submarines.”



Blackburn Dart

Blackburn began privately developing a carrier based torpedo bomber to replace the Sopwith Cuckoos. The venture was a success with the Royal Air Force (Fleet Air Arm) ordering 118 Blackburn Darts. The Dart was deployed in 1923 and served until 1933



Farmon F.60 TORP

Japan, flexing its military and naval muscle introduced the Mitsubishi 1MT, a tri-plane torpedo bomber, in 1922. But soon followed the 20 1MTs in 1924 with the Mitsubishi B1M entering service. A total of 443 B1Ms were manufactured many seeing combat duty as Japan invaded China. Then in 1929 Japan ordered 206 B2M from Mitsubishi. The B2M was the winning design in a bid process and was actually the British Blackburn T.7B that won the competition. Mitsubishi

One of the first 1920's Torpedo Bombers was the French Farman F.60 Torp introduced in 1921. The large multi-engine Torp was interchangeable between land and sea operations with removable floats. More than 60 Torp versions of the Farmon Goliath airliner airframe were delivered to the *Aéro-nautique navale*. Several varieties of this airframe served the French military throughout the 1920s.



Mitsubishi B2M

began tooling to build the T.7B and their B2M entered service in 1932.

At the end of WWI, British Aircraft Manufacturer

(Continued on Page 6)



MAINTENANCE



WWII QUIZ

ANSWERS ON PAGE 5

Naval Operations and Sea Battles

Identify the only U.S. ship sunk by the Japanese Kaitens (human suicide torpedoes.)

Code Names

Who were they Flying Knights?

Thanks to author Timothy B. Bensford

NEXT STAFF MEETING
10/9/2021
RMWCAF HANGAR
SUPPORT YOUR CAF WING.

WWII QUIZ (SEE PAGE 4)
ANSWERS

Naval Operations and Sea Battles




The SS Mississinewa in October 1944.

Code Names


The Squadron of P-38's under the command of Major Richard I. Bong in the Fifth Army Air Force. Bong was the top US ace of the war with forty "Kills."





9/11 Staff Meeting Bullets
Compiled monthly from RMW Staff Meeting Notes.


-  Wing Leader Col Fred Suevel's Comments:
 - Maintenance Crew spent undue time cleaning TBM after first flight check.
 - Intake ports of two of the intake cylinders and all of the exhaust ports were full of oil. Valve guides are shot!
 - 1/4 inch of oil in the blower. (Shouldn't be any in there.)
-  Executive Officer Kent Taylor reported that 32 Students and 14 adults attended the first Western Slope Aerolab class at the RMW Museum.
-  Operations Officer Col Bob Thompson reported that he has cancelled all the Air Shows for 2021. Our invitation to the Montrose Trib-

ute to Aviation was still open. Bob was scheduling support staff for the Ambulance and PX to Montrose

 Maintenance Officer Col Dick Maddock gave a lengthy overview of the current TBM engine problems. Discussions have been initiated with CAF HQ and meetings with Col Jim Lasche are forthcoming.

 Col Maddock reported for Safety Officer Col Bryon Huffman that we need to make sure when we are closing the Bombay doors and folding the wings to be sure you can see ALL the area before you say "Clear." We don't want anyone getting hurt! One person needs to be the head "Marshall" when marshalling the plane.

 Education Officer Col Tom Howe reported on the Western Slope Aerolab class that held at the RMW Museum on September 9. Thanks to Col. Tom Jackson, Col Randy Peebles, Col Kent Taylor for their support. A group of 32 Aerolab Students with 14 accompanying adults attended this first class at our Museum. There will be more.

 Col Keith Swinehart attended the staff meeting. He says he is happy to be a liaison for CAF Airbase Arizona as he now resides in the Phoenix area.

| Rocky Mountain Wing Staff Officers | | |
|--------------------------------------|----------------------------|-----------------------------|
| Names in ALL CAPS are voting members | | |
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| Museum Officer | Kip Howe | |
| Public Information Officer | Michael Berry | |
| PX Officer | Open (Bob & Georgia temp.) | |
| Newsletter Editor | Tom Howe | howetom@zoho.com |
| TBM Aircraft Coordinator | Bob Thompson | |
| Cub Aircraft Coordinator | Charlie Huff | |
| Facilities Manager | Kay Johnson | |
| Recruiting Officer | Open | |
| Grants Officer | Tom Dennis | |

Keep 'em Flying



9/30/2021

TORPEDO BOMBING

It works!

Continued from Page 4

The Douglas Aircraft Company's first military aircraft contract was the winning design in 1921. This aircraft was the torpedo bomber on the US's first aircraft carrier, the USS Langley. The DT pioneered the folding wing concept used to decrease the storage area required by each aircraft thus increasing the number that could be carried on each aircraft carrier. 46



Douglas DT

DT served from 1921 to 1929.

The Soviet Union developed the Tupolev TB-1 in 1925 as their primary heavy bomber. About a third (66) of these were float plane versions that could be used as torpedo bombers and aerial surveillance. The Soviet Union flew one of the land based TB-1's from Moscow to New York City in 1929 - a trip of 13,194 mi in 137 flying hours [1.]

The Martin T3M and T4M entered service as torpedo bombers for the US in 1926 and served

through 1938. The T3M was primarily a float aircraft but the T4M was carrier based. 124 T3Ms and 155 T4Ms were delivered.

There was disagreement between the US Navy and the US Army about which service branch was responsible for bombing roles. Many of the Army's bombers were float based and capable of both traditional bombing

as well as carrying torpedos. The limited number of aircraft carriers in service limited the Navy's ability for torpedo bombing only from carrier based aircraft. But as the number of carriers increased, so do the Navy's need for more capable carrier based torpedo bombers.

the Navy's front line Torpedo bomber into early WWII. The TBD first flew in 1935. A total of 130 TBDs



The Douglas TBD Devastator was developed in the mid 1930's that was

Martin T4Ms



were produced between 1937 and 1939.

The Navy recognized this aircraft was already obsolete by the late 1930's and began writing specifications for a replacement carrier based Torpedo Bomber/

Douglas TBD Devastator



Aircraft development was flying forward (pun intended) world wide by the late 1930's and with the world on the verge of another World War, design, development and the ability to manufacture aircraft of all types was foremost with all world military powers.

We'll look at WWII and international Torpedo Bomber development in next month's Propwash.



Tupolev TB-1 in flight to New York 1929

[1.] Duffy and Kandalov 1996, p.38]