



HONORING AMERICAN MILITARY AVIATION THROUGH FLIGHT, EXHIBITION AND REMEMBRANCE

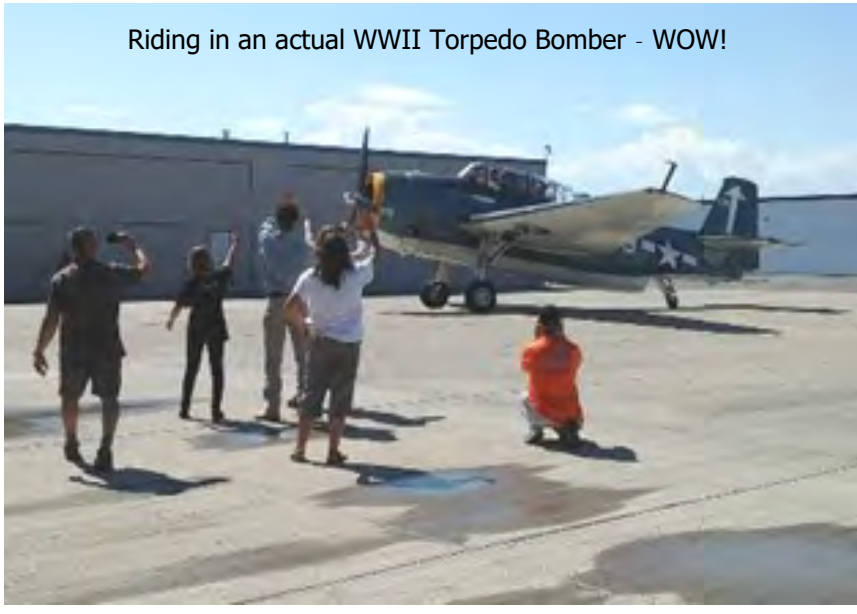
RMW TBM Ride Day

*By Col Kent Taylor
 RMW Wing Leader*

Awareness-building and social media activities over the past 18 months are beginning to pay off! Our first-ever TBM Rides day at Grand Junction netted 9 paying riders, and 50 or so “watchers” to the Museum on the 18th. Three of the rides came from our Website (Thank you Bill Losey!), one with an assist from the Museum display in the Airport baggage pickup area. One (or possibly two) came from our Facebook page (thank you Kevin McNulty!), and two came from advertising by the Sentinel, in the paper, on all four of their local radio stations, and through their new 970tix.com ticket sales website. The 970tix advertising package is a new venture for the Sentinel, and the RMW has the honor of being the first organization to sell tickets via the ticketing website! The remainder were “walk-ins” that had

been influenced by one or more of the advertising media, or were attracted by our signage on Horizon drive. We will continue to use this combination of RMW Website/Facebook and Sentinel advertising strategy for all of our remaining regional events, and track results to fine-tune the strategy for next year. Regardless of what drove the traffic to the event, the Rides Day was a success, in terms of both income and good will. Three of the rides were birthday presents, and the riders brought family members and friends with them. The weather cooperated nicely after a rainy start to the day, And all of the riders left with

permanent smiles etched on their faces. After witnessing the smiles and talking to the riders, two family members decided to take a ride themselves ... along with an (unrelated) innocent bystander or two! Pilot Chris Ryan did a masterful, professional job on the four flights that it took to complete all of the rides. Chris got rave reviews regarding his skill, professionalism, and commentary during the flights! My personal thanks to all of the Members who turned out to help make this event a success!



Riding in an actual WWII Torpedo Bomber - WOW!



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

RMW AIR SHOW SCHEDULE - 2018

MONTH	DAYS	LOCATION	SHOW	TBM	CUB	STATUS
Mar	17-18	Luke AFB, AZ	TB Luke Days 2018			COMPLETED
May	5	Holloman AFB, NM	Legacy of Liberty			COMPLETED
	19	Peru, IL	Gathering of Avengers			COMPLETED
	26-27	Cannon AFB, NM	TB Special Ops Wing AS			COMPLETED
Jun	16	Boulder, CO	Open House/40's Dance			Cancelled
	23-24	Hill AFB, UT	TB Utah Airshow			COMPLETED
Jul	25	Cheyenne, WY	TB Frontier Days AS			Cancelled
Aug	18	Glenwood Springs, CO	Airport Open House			COMPLETED
	25	Evanston, WY	Airport Day Air Show			CONFIRMED
Sep	1	Steamboat Springs, CO	Wild West Air Fest 2018			CONFIRMED
	8	Eagle/Vail, CO	Wings & Wheels			CONFIRMED
	15-16	Montrose, CO	Tribute to Aviation			CONFIRMED
	29	Telluride, CO	Plein Air Festival			CONFIRMED
Oct	6	Prescott, AZ	Wings Out West Air Show			CONFIRMED
	26-27	Dallas, TX	CAF Airshow			Possible

September is a really busy month for our Wing.

Four major appearances will need support from the entire wing.

Plan on all the annual fun in Steamboat over Labor Day weekend then follow up at Eagle, Montrose and Telluride.

It is FUN!!

TB=Thunderbirds
BA=Blue Angles

Rocky Mountain Wing Event Schedule

Dates - 2018	Event Type	Location
8-Sep	RMW Staff Meeting	CAF-RMW Museum
13-Oct	RMW Staff Meeting	CAF-RMW Museum
10-Nov	RMW Staff Meeting	CAF-RMW Museum

Rocky Mountain Wing Event Schedule

Dates - 2018	Event Type	Location
1-Dec 9-Dec	Xmas Card Photos with Santa	GJT
8-Dec	RMW Staff Meeting	CAF-RMW Museum
?-Dec	2018 Survivor's Party	CAF-RMW Museum

SAFETY STAND DOWN 2018

Meet our new CEO Hank Coates in his first video appearance, [Safety Stand Down 2018](#).

Hank makes it clear what his priorities are relative to Safety, and introduces Jim Lasche who describes recent incidents, and the importance of always keeping safety at priority #1. **The video is required viewing for all pilots, air crew, and maintenance staff, BEFORE YOUR NEXT FLIGHT. If you intend to fly in the TBM or Cub, you must view this video before getting on board.**



**COMMEMORATIVE
AIR FORCE
ROCKY MOUNTAIN WING**

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Keep 'em Flying

PHOTO OF THE MONTH

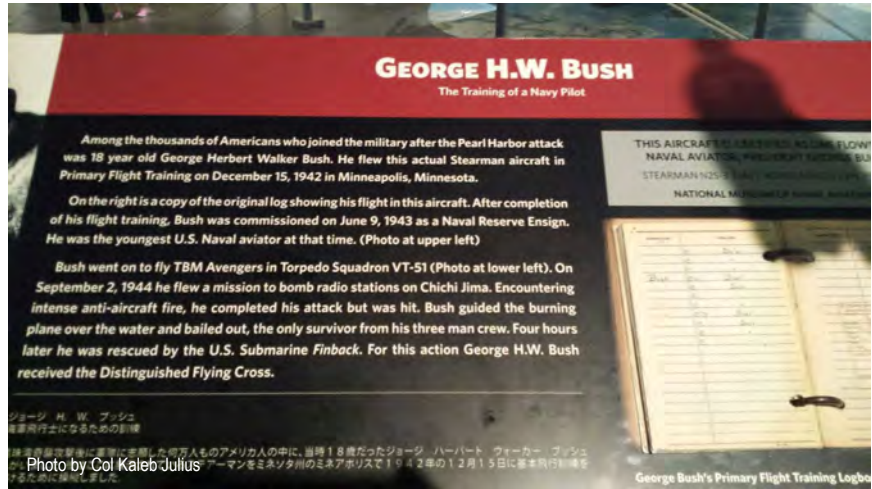


Photo by Col Kaleb Julius



A Stearman-Boeing Model 75 is on display at the Pearl Harbor Museum, Hawaii. This Stearman was a primary trainer flown by George H.W. Bush. RMW Col Kaleb Julis submitted the photo above of the sign at the Display. *The sign text is reprinted on page 4.*

WING LEADER'S REPORT

*By Col Kent Taylor
RMW Wing Leader*

The summer doldrums are coming to an end – vacation time is over, and our calendar is crammed with events from mid-August through Early October. Both airplanes are up and running well, and will be attending airshows and aviation events nearly every weekend. Attaboys to the Maintenance Crew for working extra hours to complete the TBM 100-hour inspection, replacing a cylinder, and getting everything ship-shape. Check out the calendar of remaining events and let Ops Officer Bob Thompson know which ones you would like to help with – especially if you can drive to Steamboat, Eagle/Vail, Montrose, and/or Telluride events. We need everyone to lend a hand to make these events as success-



ful as possible. And you get to have a lot of fun in the process!

Our TBM Rides Day at Grand Junction on the 18th was a complete success. A nice crowd of spectators, and nine paid riders + PX sales gave August income a nice boost. And the Ambulance crew added the whip cream and cherry on top with their appearance at the Glenwood Springs Airport Day with additional PX sales, also on the 18th. We're doing some heavy advertising for Rides at Evanston and Steamboat

Springs, hoping to keep the TBM and Cub busy earning their keep and contributing to the bottom line.

Speaking of the bottom line, our financial position continues to improve. It is the best that it has been in several years, thanks to a lot of work by a lot of dedicated members. Cash flow turned positive in June, and the forecast for the rest of the year looks great. If we can maintain our forward momentum, we might just have a record year!

Keith Swinehart and Byron Huffman have been visiting Farmers Markets and most recently the Glenwood Springs Airport Day with the Ambulance. They have noticed that the general public has shown significant interest in the RMW

Museum – it may be another avenue for attracting new Members. Keith will put together a couple of posters featuring the Museum to test this assumption. Ideas like this are critical to the future of the Wing – I encourage everyone to share their ideas about how to grow the membership.

Hope to see you all at one or more of the upcoming events,

Kent





MAINTENANCE REPORT

By Col Dick Maddock
Maintenance Officer

With the 100 hour inspection completed, we did a maintenance flight to Montrose. The plane came back with just two minor squawks. The exhaust gas temperature (EGT) was not working. Col. Taylor found a broken wire next to a joint plug, which he repaired. The second problem was the tailwheel lock cable rubbing on a brace in the second seat. We installed a rub bar to correct the problem.

At the last staff meeting, we adopted a new safety policy for air shows. The person sitting in the second seat will automatically be the

Plane Captain. It is the duty of the Plane Captain to verify that all items on the checklist (see below) are completed prior to take off for the return trip from an air show. (He need not perform all the items himself, but he must insure they have been completed satisfactorily by the crew.)

I will be on R&R for the next three weeks. Keep good care of our plane.

There is a new safety video out by the CAF Safety Department. All crew members should watch it prior to flying in the plane.

<https://www.cafoperations.org/safetystandown2018>



WWII QUIZ **ANSWERS ON PAGE 5**

The War on Land

1. Identify the three countries Germany invaded on May 10, 1940
2. Identify the first U.S. Mainland civilian location to come under enemy fire in the war.

Thanks to author Timothy B. Bonford

Page 7 has a printable Plane Captain Check List for your convenience.

If you plan to ride the second seat of "309" to Air Shows or other TBM events, you need to have one of these checklists with you.

Even though there should be a checklist in the aircraft seat, carrying your own will insure there will be no departure delays.

FLY SAFE

PLANE CAPTAIN CHECKLIST

In order to sit in second seat, must have attended ground school within past year and be plane captain qualified

The Plane Captain need not perform all the items himself, but he must insure they have been completed satisfactorily by the crew.

1. Check to see if gust locks are removed; if so place by tail wheel
2. Check hydraulic accumulator pressure
3. Check hydraulic oil
4. Check oil - 29 gal. max./21 gal. min.
5. Check that oil cap is in place & secured
6. Check fuel add—confirm amount with pilot
7. Check fuel caps are on & locked - left, right, center tanks
8. Steps & signs should be installed tightly against upper bulkheads
9. Steps and jaybar are properly stored -- per color coding
10. Check that tie down chains are tight & in proper place
11. Secure PX & luggage in plane in safe manner
12. Do not place bungee cords on any control rods or cables - check to confirm control rods & cables are free & clear of obstruction
13. Walk around the plane and look for anything out of order
14. Canopy must be closed anytime the engine is running



Col Maddox will never have this sort of support when he and the other few RMW Wrench Wranglers work on our "309". Aussies here are working on a Lockheed Hudson Bomber during WWII. Can nine pregnant ladies have a baby in one month?

Text of Sign in Photo of the Month
Page 3

Among the thousands of Americans who joined the military after the Pearl Harbor attack was 18 year old George Herbert Walker Bush. He flew this actual Stearman aircraft in Primary Flight Training on December 15, 1942 in Minneapolis, Minnesota.

On the right is a copy of the original log showing his flight in this aircraft. After completion of his flight training, Bush was commissioned on June 19, 1943 as a Naval Reserve En-

sign. He was the youngest U.S. Naval aviator at that time.

Bush went on to fly TBM Avengers in Torpedo Squadron VT-51. On September 2, 1944 he flew a mission to bomb radio stations on Chichi Jima. Encountering intense ant-aircraft fire, he completed his attack but was hit. Bush guided the burning plane of the water and bailed out, the only survivor from his three man crew. Four hours later he was rescued by the U.S. Submarine *Finback*. For this action George H.W. Bush received the Distinguished Flying Cross.

RMWCAF STAFF OFFICERS

Wing Leader Kent Taylor
 Executive Officer OPEN
 Finance Officer Robert Toth
 Adjutant Becca Walters
 Operations Officer Bob Thompson
 Maintenance Off. Dick Maddock
 Museum & Mess Sergeant Dorothy Dutton
 Safety Officer Byron Huffman
 Education Officer Tom Howe
 Judge Advocate Gerald Feather
 Marketing Officer OPEN
 Public Information Officer Tom Dennis
 PX Officers OPEN (Bob & Georgia temp.)
 Newsletter Editor Tom Howe
 TBM Aircraft Coordinator Bob Thompson
 Cub Aircraft Coordinator Charlie Huff
 Ambulance Coordinator Byron Huffman
 Facilities Manager Kay Johnson
 Recruiting Officer Keith Swinehart
 Grants Officer Dave Shepard



Thanks to Col Rob Duncan, some interesting details regarding the painting, upper right, that appeared here in last month's Propwash Gazette: "8-T-1's 'faulty tailwheel' is historically correct. The hydraulics were shot away (lots of internal hoses as targets) the lack of pressure extended it. There was no t/w uplock in the TBF-1. That model also had a middle seat which was later discarded to install more radios and autopilot hydraulics. A flight of three ships in "v" formation was then the standard torpedo attack formation."

Shown above is an original TBF-1 publicity photo, depicting a four man crew.

NEXT STAFF MEETING
SEPTEMBER 8, 2018
10:00 AM
RMWCAF HANGAR
SUPPORT YOUR CAF WING.



Staff Meeting Bullets 8/11

Compiled monthly from RMW "Official Communicator Award" Winner Col Becca Walters meeting notes.

Wing Leader's Comments:

July was a slow month, except for the Maintenance Crew, who put in a lot of hours doing the required 100 Hour Inspection and repairing the discrepancies they found. Finances are still holding up, cash-flow positive, \$20,000+ in the bank, and a heavy August/September event schedule should leave us with a much improved financial position at the end of the year.

Operations:

Col Taylor reported for Bob Thompson – August and September airshows are staffed for pilot and TBM crew, but we need volunteers to drive to the local events to help with the PX and Rides. Kent asked members to call Bob Thompson and let him know if they are able to help with Steamboat Springs,

Recruiting:

Col Swienhart reported that the last Ambulance Farmers Market visit showed people had a greater interest in our WWII museum than planes and airshows. He suggested that we add some signage to the Ambulance to advertise the Museum.

Safety:

Col Huffman found a used portable evaporative cooler on Craig's list that would be suitable for cooling the TBM Hangar. Byron will check the unit out, see if he can negotiate a donation or partial donation, and get back to the staff.

RMW Website

Col Taylor needs help managing the website.

Next Staff Meeting is September 8, 2018. Please Attend.

WWII QUIZ (SEE PAGE 5)
ANSWERS

The War on Land

1. The three were Belgium, Holland and Luxembourg.
2. The oil fields west of Santa Barbara, California, which were fired on by Japanese submarine I-17 on February 23, 1942.

LT COL HARRY MCKEOWN, USAF (RET)
SUMTER, S.C.

Dear Dr. Strother,

Before you throw this letter into the trash-basket, let me introduce myself. In 1944 I met you with Col. Tibbets and Didi Moorman when you brought a B-29 to Clovis AFB, Clovis, N.M. I was the Director of Maintenance & Supply and Base Test Pilot at the time. You came to show us that the B-29 plane was not one to be feared. You were the pilot that day and demonstrated your excellent flying skills and convinced us the B-29 was the plane that any pilot could be proud to fly. From that day on we never had a pilot who didn't want to fly the B-29.

It has been many years, but I have never forgotten that day at Clovis and never will...

I realize that it was a long time ago, but I still want to thank you for your helping me that day at Clovis. I will admit that I was scared, even though I had just returned from flying B-24s in North Africa. You made the difference in my flying from then on. I wasn't the only pilot that felt this way, and I am sure that they would thank you too if they knew where you were.

The article didn't mention Didi Moorman so I assume that she has passed on. She was the Co-Pilot that day.

Thank you again and with kindest regards, I remain

Harry McKeown, Lt Col USAF (RET)
Sumter, S.C. 29150

A previous article's follow-up

Several months ago, as a result of a Propwash Gazette article about how the Women's Air Force Service Pilots (WASPs) supported Colonel Paul Tibbets efforts to train crews to fly the then new B-29 Flying Fortress, Col Dorothy Dutton provided these two items to the Propwash Editorial staff. The staff has had them sitting aside for some time now.

If you will recall, Colonel Tibbets called upon a couple WASPs to become instructor pilots in the B-29 then plagued by many problems including in-flight engine fires.

WASPs Dora Strother and Didi Moorman met the challenge and used their many feminine skills, including expert pilot-

ing, to check out B-29 crews for Colonel Tibbets. As is shown in the (undated) letter from Lt. Colonel Harry McKeon to then Doctor Dora Strother,

While Colonel McKeon's letter is written with true regard of Dora's and Didi's capable piloting, one still has to wonder if the crew that flew that B-29 in Clovis AFB that day had been just another flight instruction crew if the results would have been the same.

The two WASP pilots would put the B-29 through a demonstration session that convinced the mostly hesitant Army Air Force Pilots that the B-29 was safe to fly if handled properly in case of a mishap.

The photo here shows both Dora and Didi with Colonel Tibbets and a B-29 crew. This is a reprint of the photo from the National WASP WWII museum. We have no way of knowing if the photo is related to Colonel McKeon.

You can learn more by stopping by the RMW Museum some Saturday after 10:00 AM and talking with our Col Dorothy Dutton.



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3. Check hydraulic oil
4. Check oil – 29 gal. max./21 gal. min.
5. Check that oil cap is in place & secured
6. Check fuel/add—confirm amount with pilot
7. Check fuel caps are on & locked – left, right, center tanks
8. Steps & signs should be installed tightly against upper bulkheads
9. Steps and tow bar are properly stored -- per color coding
10. Check that tie down chains are tight & in proper place
11. Secure PX & luggage in plane in safe manner
12. Do not place bungee cords on any control rods or cables – check to confirm control rods & cables are free & clear of obstruction
13. Walk around the plane and look for anything out of order
14. Canopy must be closed anytime the engine is running