AIRPORT SPRING IMPROVEMENTS!
New rotating beacon light and pole, new signage, new steps into Pilot Lounge and sod coming for the O Club entrance.

April 2016

UPCOMING EVENTS

April 15-17  Smoky Mtn. Airshow - Knoxville, TN  B-25
April 16    TBM Reunion, Peru, IL  TBM
April 23    Staff Meeting (10:30),
            Fourth Saturday Gathering - Lunch at Noon,
            General Meeting (1:30p)
April 30    U of I Fly-in, Terre Haute, IN  B-25
May 7      TBM LHFE ride at Smartt (11 am)
May 14     Spirit Air Show - St. Louis, MO  B-25, TBM, L3, PX
May 27     Salute to Veterans, Columbia, MO  B-25, L3
June 17-18 Warbird Expo - Indianapolis, IN  B-25, TBM, L3, PX
June 25-26  OCAS, Davenport, IA  B-25, TBM, L3, PX
July 1-4    Six Flag Flyovers, B-25, TBM, PX
July 9-10   DAV, Duluth, Minnesota  B-25
July 19-24  Souix Fall Air Show, Souix Falls, SD  B-25, TBM, PX
July 30-31  Defenders of Freedom, Omaha, NE  B-25, TBM
Aug 20      Sullivan, Mo.  B-25, TBM, L3
Aug 27      Coles County Air Show, Mattoon, IL  B-25, TBM, L3, PX
Sept 2-4    B24 Appearance, Branson, MO  B-25, TBM, PX
Sept 10-11  Camdenton, MO  B25, PX
Sept 23-25  Warbirds in Flight, Olathe, KS  B-25, TBM, PX
Oct 1-2     Robbin Air Force Base, Atlanta, GA  B-25
Recently we had a complaint sent in about subject matter that was told to a visitor. It was not CAF mission related or had to do with anything that we represent. I would like to take this moment and remind everyone the following from the CAF Unit Manual:
CAF Unit Manual
Section 2
Page 2-28

I. COMMEMORATIVE AIR FORCE MEMBER’S CODE OF CONDUCT

An individual is judged by the company he or she keeps. An organization is judged by its members. The Image of the Commemorative Air Force is affected to a greater degree by the individual member than most organizations because each member is easily identified by the uniform they wear. In any uniformed organization, the conduct and appearance of the individual member is especially important. Misconduct by a member is immediately credited to that organization. CAF members are easily identified in any crowd, at any place. For this reason, your responsibility to the CAF is even greater than in most other organizations.

Most uniformed organizations have air police, shore patrol, or military police to help protect their image and reputation from those few who would discredit it. The CAF does not have this protection and must depend on the character, judgment, and discretion of the individual member.

Each CAF member is not only responsible for their own conduct and personal appearance, but is also asked to use all possible influence to assure the good conduct and appearance of the members of any CAF group of which they are a part. There are several other rules, equally as important as those listed above which affect the image, wellbeing, and future success of the CAF.

Please remember that we all are an image of those we wish to honor. Both political parties, all races, genders and sexual preferences respect and honor our veterans. When they visit they visit to pay respect and personal details do not matter.

Thank You,
CAF Col. Bob Lawrence
Wing Leader

As you can see, our four new members were all smiles after being sworn in and welcomed into the Missouri Wing last month! In addition, they received an official national CAF patch as well as our Missouri Wing patch. From left to right please welcome: Mike Marsoobian, Bob Kressin, Mike Young, and Tommy Wagoner

Bob and Jim still building wing ribs.

Dutch giving an in-service on pre-flighting the TBM.

WING LEADER’S REPORT

SMARTT FIELD TOURS

On March 12th, Cub Scouts from Pack 966 in O’Fallon toured our facilities. They were a very interested and inquisitive group of young men who along with family had a very informative and educational day at the Wing. Not only did they get to see our great warplanes and facilities, they got to learn how the spars and wings were made by craftsmen for planes like the L-3 in the early 20th century thanks to Bob Cushman and Jim Abbitt.

Thanks to all of the members who helped make this another successful tour.
CAF Col. Gerry Spavale

Bob and Jim still building wing ribs.
Doolittle Raid’s 74th Anniversary

My wife Cecilia, the Wing’s Public Information Officer, is a huge fan of vintage films, especially the 1940s. She inquired one evening if I had seen the 1944 academy award winning movie, “Thirty Seconds Over Tokyo” starring Spencer Tracy. I said, I had not. She was a bit dumbfounded since we both have flown numerous times on SHOW ME, the Wings B-25J.

Since we both are familiar with the history of the raid on the Japanese mainland in April 1942, she suggested we should watch it. A little research revealed the movie was based on the 1943 memoir written by Lt. Ted Lawson, the pilot of the seventh B-25 bomber to launch from the carrier Hornet.

Thirty seconds was the time it took Lawson’s B-25B, Ruptured Duck, to complete their bomb run over Tokyo. Amazingly, the film portrayed the events in a documentary like style that closely follows the book. Soon after seeing the film, a package arrived at the house containing a copy of Lawson’s book. A surprise gift from Cecilia.

The book is a riveting account of Lawson’s experience in the Army Air Corps. He describes volunteering for the top secret mission that became an incredible story of survival after crash landing in the sea off the coast of China. Lawson covers in detail the raid from it’s beginnings, the extensive preparation, and relentless training required of each crew. The secret project required the all volunteer group not to talk about what they were doing to anyone. They trained for months not knowing what the final objective would be, no one dared ask. Security was tight. If word got out, the mission would be aborted.

Once I began reading the book I could hardly put it down. The events, situations, and encounters Lawson describes tests the readers ability to fully comprehend the gut wrenching brushes with death, and personal horrors that the raiders endured. Some didn’t survive. other’s that did were later killed serving in other theaters during WWII. But, the bond between these men was unshakeable. They will be forever known as the Doolittle Raiders. Eighty men that carried out one of the most daring missions of the war at a time when America needed it most.

The tributes paid to these men over the years are most deserving. Since reading the book, I have a greater understanding, and admiration for what these men accomplished. Once the last two remaining survivors, Doolittle’ s co-pilot Col. Richard E. Cole, and Staff Sergeant David Thatcher, gunner on Lawson’s B-25, are no longer with us (as CAF members) we should strive to keep their story from fading into history.

An excellent history of the Doolittle Raid can be found on the web at: <http://www.ghspaulding.com/doolittle_raid.htm>

Submitted by CAF Col. John Holechek

NEW MEMBERS

DOUG ROZENDAAL

Doug lives in Clear Lake, Iowa where he operates a lubricant and agricultural surfactant blending and packaging business.

He has been a CAF member since 1989 and is currently serving a second tour on the CAF General Staff. He also flies, instructs, and is an examiner in numerous WWII fighters, bombers, transports and trainers for several different CAF units as well as other museums and private collectors.

MIKE YOUNG

Certificated pilot 22 years, SEL, IFR
Retired from Maritz
Previously:
- Radio, television, model and air show announcer
- Multi-media writer, producer, photographer and corporate meeting producer
- Headhunter
- Corporate motivation program producer
- Personal computer system designer and trainer
- Computer equipment acquisition and management specialist
- SCCA auto racer, scuba diver
- Member and past president of the St. Louis chapter of the Missouri Pilots Association, member and past vice-president of the Gateway, Eagles of Missouri, member of the Black Pilots of America
- Volunteer at the Saint Louis Science Center
How 60mm Mortar Shells Became Tootsie Rolls

After World War II, the Korean peninsula was divided into the communist North and the democratic South. While South Korea was recovering and rebuilding, North Korea was being heavily armed by Mao’s China and Stalin’s Soviet Union. In June of 1950, North Korea invaded the unsuspecting South with infantry, tanks and artillery, nearly over running the entire country. The invasion prompted a coalition of UN member nations, led by the US, to intervene.

After weeks of bitter fighting, North Korean forces were pushed back over the border at the 38th Parallel. For a brief moment, it appeared the invasion had been checked. However, Mao’s response shouldn’t have come as a surprise, but it did. He sent a million-man army against the allies.

By November 26, 10,000 men of the First Marine Division, along with elements of two Army regimental combat teams, a detachment of British Royal Marine commandos and some South Korean policemen were completely surrounded by over ten divisions of Chinese troops in rugged mountains near the Chosin Reservoir. Chinese General Song Shi-Lun attempted to annihilate the Marines by ordering human waves of his soldiers against the greatly outnumbered defenders. Adding to the disastrous situation, a massive cold front blew in from Siberia, and with it, the coldest winter in recorded Korean history. Daytime temperatures averaged five degrees below zero, while nights plunged to minus 35 and lower.

Jeep batteries froze and split. C-rations ran dangerously low and the cans were frozen solid. Fuel could not be spared to thaw them. If truck engines stopped, their fuel lines froze. Automatic weapons wouldn’t fire. Morphine syrettes had to be thawed in a medical corpsman’s mouth before they could be injected. Precious bottles of blood plasma were frozen and useless. Resupply could only come by air, and that was spotty and erratic because of the foul weather.

Incredibly, the Allied High Command virtually wrote them off, believing their situation was hopeless. Washington braced for imminent news of slaughter and defeat. Retreat seemed impossible due to the encircling wall of Chinese troops. The situation prompted Marine Colonel Chesty Puller to remark, “They are in front us, behind us, and we are flanked on both sides by an enemy that outnumbers us 29:1. They can’t get away from us now!” If the Marines defended, they would be wiped out. So they formed a 12-mile long column, and began a bloody withdrawl.

There were 78 treacherous miles of narrow, crumbling, steeply-angled road through mountainous terrain. A 100,000 Chinese soldiers stood between the Marines and the sea at Hungnam. Both sides fought savagely for every inch of it. The march out became one catastrophic, moving battle.

The Chinese used the ravines between ridges, protected from rifle fire, to regroup their forces between attacks. The Marines’ 60-millimeter mortars, capable of delivering high arcing fire over the ridge lines, broke up the continuous waves Chinese attackers. But their supply of mortar rounds was quickly depleted. Emergency requests for resupply were sent by radio, using code words for specific items. The code for 60mm mortar ammo was “Tootsie Rolls.” Unfortunately, the radio operator receiving that urgent request didn’t have the Marines’ code sheets. All he knew was that the request came from command authority, and it was extremely urgent.

The drone of engines overhead through the clouds and fog was a relief to the beleaguered marchers. Suddenly, parachutes bearing pallet-loads of Tootsie Rolls descended on the Marines. After the initial shock, the freezing, starving troops rejoiced. Frozen Tootsies were thawed in armpits, popped in mouths, and their sugar provided instant energy. For many, Tootsie Rolls were their only nourishment for days. The troops also learned they could use warmed Tootsie Rolls to plug bullet holes in fuel drums, gas tanks, cans and radiators, where they would freeze solid again, sealing the leaks.

Over two weeks of indescribable misery, suffering, and murderous fighting, the 15,000-man column suffered 3,000 killed in action, 6,000 wounded and thousands of severe frostbite cases. Hundreds credited their survival to Tootsie Rolls. Surviving Marines called themselves “The Chosin Few,” and among themselves, another name: The Tootsie Roll Marines.

Submitted by CAF Col John Holechek

Sidebar: The Tootsie Roll was invented by Leo Hirschfield in 1896. He named the candy after his daughter’s nickname Clara “Tootsie” Hirschfield. During WWII, the Tootsie Roll was added to every soldier’s field rations, because the candy could hold up in a variety of weather conditions. The Tootsie Roll was also the first one cent candy to be individually wrapped and was the most popular candy during the Depression, due to it’s low cost.

FACT: The largest Tootsie Roll ever made was 50 by 25 by 50 feet long.
Cadet projects are minimal so far this year. While work is being done, attendance is down due to transportation and school activity issues. Josh Daniel comes consistently, and he keeps busy helping clean the museum, repairing models, and hauling trash.

As attendance improves, we’ll find activities for the cadets. You will see them at the air shows again this year helping with the PX trailer and other jobs. Glad to have their energy!

CAF Col. Bob Kalal, Cadet Coordinator

SMARTT FIELD MUSEUM

We are all proud of the Missouri Wing museum here at Smartt Field and appreciate all the work that Jack and his fellow docents do for our guests as they tour our facilities.

Have you stopped by and looked at the artifacts on display lately? Probably not, right? I know, you have seen many of the items on display before and think that not much has changed. But in addition to recently added displays, each item has a story that has been hidden and is just waiting to be told.

For example, a parachute has been on the lower shelf in one of the display cases for at least 20-25 years just waiting to be revealed. Finally, last month, it was removed from the case to be examined. It was so large that Gerry Spavale got permission from the local YMCA to spread it out on the floor of their gymnasium so the whole parachute could be examined at one time. Imagine, for the first time in all those years it was finally being recognized. It turns out that it is actually in pretty good shape and it was exciting to find a Japanese marking on it. (See the attached picture). This will give us an exciting starting point to find out even more about it!

If you would like to join in this research, please let us know! Who knows where this adventure in history will lead us!

CAF Col. Bob Moore

Takeoff into History ... Doolittle Raiders - April 18, 1942

MARCH 12, 2016 GENERAL MEETING MINUTES

The meeting was called to order by Wing Leader, Bob Lawrence. The 36 members attending then joined Chuck Strand in the Pledge of Allegiance. General Staff member Doug Rozendaal was welcomed as a special guest.

Staff present were: ADJ, XO, FO, OPS.

WL: Announced that 8 various committees (Compass, Gas Sales, LHFE, Membership, Museum, Parades, PX, and Website) will be eliminated and their functions will be part of newly formed committees as follows:

1. Air Shows: (All events in which aircraft are involved)
   Chairman: Matt Conrad
   Cmte: Tom Wagoner (FSO) Bob Moore (LHFE)

2. Events: (Weddings, Tours, Hangar Dance, Pumpkin Drop)
   Chairman: Gerry Spavale
   Cmte: Pat Kesler (Experience) Steve Gossett (Finance)

3. Educational & Community Outreach
   Chairman: Bob Lawrence
   Cmte: Lou Tacchi (Facility)

4. Facility Management
   Chairman: TBD

5. Membership
   Chairman: Bob Moore

WL: Presented a report from HQ on the State of the CAF. Viewing the presentation assured everyone that the CAF is well on its way to being one of the premier aviation organizations in the country.

FO: As usual, this is a tough time of year financially for the Wing. Finances should return to a positive amount when the show season starts in another month. Steve thanked all those who have already paid their dues for the year.

ADJ: Four new members joined in the CAF oath and were welcomed as members and presented with National CAF and Missouri Wing uniform patches.

Meeting was then adjourned.

CAF Col. Bob Moore

Dixie Wing’s P-63

Believe it or not this is the P-63 that was in our hangar during the ’93 flood. Happy to see it coming together. Congratulations!
April 2016

B-25 engines ran first time this year.
Air Shows here we come!
Getting the planes ready for airsows is a lot of work!
Today is a perfect day to tell you that no one could do a
better job than the job you do!

A BIG THANK YOU TO
ALL OUR VOLUNTEERS!!!!!

DOOLITTLE RAIDERS MINUTES AWAY FROM LAUNCHING
APRIL 18, 1942

David Woodson (14) • Bill Coffey (15)
Mark Pruitt (18) • Rick Rea (30)

Compass Deadline: Articles should be submitted by the 24th of the month.