



COMMEMORATIVE AIR FORCE
The **COMPASS**
 MISSOURI WING



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**Saturday
 June 11
 General
 Meeting
 1:30 pm**



JUNE 2016



**SPRIT AIRSHOW
 MAY 13-15
 CHESTERFIELD, Mo.**



UPCOMING EVENTS

- June 11** General Meeting 1:30 - Speaker Ben Nothstine
- June 16-18** Warbird Expo - Indianapolis, IN B-25, TBM, L3, PX
- June 25-26** QCAS, 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 13** Louisville, KY B-25
- 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



WING LEADER'S REPORT



** UPDATE June 1, 2016 **



I am sure that you all recall this image from Christmas last year. Now don't panic we are not under any threat but it is time to cover our Flood Evacuation Plan. This requires our members to volunteer for a Team in the event that we have to make a move.

Team A - Aircraft Team shall be composed of a current flight team, ground crew and managed by a designated evacuation Flight Team Leader. The designated Flight Team Leader shall determine when the aircraft shall be evacuated and the destination of such evacuation. Once the aircraft have been relocated and secured the Aircraft Team Leader shall brief the Wing Leader.

Team B - Ground Support Team shall be managed by a designated evacuation Shop Team Leader. The responsibility of this Shop Team Leader includes securing all "tools and parts" in the Bomber & Historical Hangars, capping the drums in the Oil House and relocating or evacuating the Ground Service Equipment (GSE). The Shop Team Leader shall determine the destination and when the tools and parts shall be evacuated. Once the tools, parts and GSE are considered secured the Shop Team Leader shall report the status to the Wing Leader.

Team C - Museum Team shall be managed by a designated evacuation Museum Team Leader. The responsibility of this Museum Team Leader shall be securing the museum artifacts, artifacts in storage and the museum PX. The display cases shall remain IN PLACE. Once the evacuation has been completed the Museum Team Leader shall brief the Wing Leader on the status.

Please determine which team you wish to be a part of and let me know.

CAF Col. Bob Lawrence

SAFETY CHANGES

05.25.16 - In an ongoing effort to be safe we will be creating a new position. Ramp Boss - This position will have a primary person be responsible for securing the ramp when our aircraft need to be ran for maintenance or in preparation for a take off. To secure the ramp the individual must clear non-essential personnel and ensure the safety of the aircraft.



Mary, Mary quite contrary.
Oops...
Steve, Steve quite contrary.
How does your garden grow?

Landscaping looking good!!



< Bruce working on the insulation in the B-25 hangar.

v



New rolling oil drip pan for the B-25.

Bob getting ready to replace old No Smoking signs. >



< Tim taking down the winter hangar divider.

GOING GREEN



Our facilities are going green. We have implemented a recycle program to do our part for the environment. A recycle dumpster is now located next to the regular trash dumpster behind the oil house. Recycle bins are also located throughout the facilities. Lets all do our part to send fewer items to the landfills..

Please break down boxes so they don't take up too much room in the dumpster, and empty cans and bottles to avoid leakage and attracting bugs. No garbage please.

Acceptable items are:

Glass, Tin, Aluminum, Plastics (1-7), Cardboard, Paper, Magazines.

It will make a difference.

Thanks, CAF Col Tim Mohr

NEW MEMBERS



Larry Barnes

I'm 48 years old and live in Creve Coeur and have 2 sons age 31 and 27. Work for Boeing Company as an Aircraft Assembly mechanic, precision repairs and inspection work. Have a background in electronics, hydraulics, pneumatics. Automated system repairs and programming of industrial robotics. My hobbies and interests are Remote control jets and warbirds. Presently taking private pilot lessons and my future kit plane build will be a SF-1 Archon plane.

Past and present positions I have held is.

- * Board member of Sugar creek golf course community home owners association.
- * President of the St. Louis Aeropilots
- * Presently-Vice chairman of the Greater St. Louis Modeling Association.



John Hermannes

I was born Nov 23rd, 1975 in Bethesda, MD. My dad was in the Coast Guard, so we pretty much moved around during my early years. In 1985, we left STL for Juneau, Alaska. My parents fell in love with AK, which is where my dad ended up retiring, and I grew up. I volunteered at the Alaska Aviation Heritage museum on Lake Hood in Anchorage as a teenager, assisting with everything from running the gift shop and tours to aircraft restoration. I spent the summers on Lake Hood as a "dock-boy" loading and unloading various aircraft such as the DHC-2 Beaver and DHC-3 Otter on floats. I spent a lot of off days scrubbing the pilots' personal aircraft for free rides and lessons.

I learned to fly before I learned to drive, and in 1992, the summer of my sophomore/junior year in high school, I earned my private pilot license. After high school, I served 4 years in the Marines, ultimately going into a reserve unit (Co. E, 4th Recon BN, 4th MARDIV) as a recon man. I finished my instrument, single/multi-commercial and Airline Transport ratings and started flying as a bush pilot in 1998. I was based in various hubs throughout the entire state including Barrow on the Arctic Ocean for a year, St. Mary's near the mouth of the Yukon River for 3 years, Aniak, Bethel, Nome, Kotzebue, Unalakleet, and Anchorage. I flew various aircraft from the Cessna 207, Cessna 208B Caravan as well as Beech 1900C's, to name a few.

I've flown the entire state from the Aleutians to the Arctic to the Southeast panhandle for 7 years hauling pretty much everything imaginable in some of the harshest flying conditions imaginable. In 2005 I was hired to fly the CRJ-200 regional jets for Air Wisconsin Airlines, based in Philadelphia, Dulles, Chicago, LaGuardia, Norfolk and Raleigh Durham for 10 ½ years. In 2015 I began flying for Spirit Jets out of Spirit of STL airport as a Captain in various Learjet models (LR-60 and LR-75).

I have a BA of Science degree (Cum Laude) in Aviation Science. I am married with 2 kids (Savanna, 8, and Eli, 5). I love history and am hosting the 70th annual reunion of WWII vets from my grandpa's unit this coming Sept, part of which is being held in the CAFMO hangar. I look forward to assisting the museum in any way shape or form in the years to come, with the ultimate goal of flying an old warbird.

John Berger



Resident of Crestwood, Missouri. Current employed by Allied Industrial Equipment as an assistant parts manager. I have experience with hydraulic, electrical and mechanical systems in addition I have parts, inventory control and logistics skills. I had 23 years in forklift repair. I love vintage aircraft and the history associated with them.



Dan Hartman

Dan Hartman grew up the son of a Naval Aviator and career Airline Pilot. It was for this reason that he developed a love for aviation at a young age. Dan joined the Civil Air Patrol as a Teenager and earned his Billy Mitchell Award and became a Cadet Officer. He also had the chance to attend the CAP Minnesota Wing Flight Academy and solo in a Cessna 172.

Dan graduated from the University of Colorado with a Degree in Criminal Justice and served as a Federal Police Officer in the Washington D.C. area. He is also a graduate of the Federal Law Enforcement Training Center. Dan now works for Accenture Federal Services, an IT consulting and technology management firm. Dan also is a musician. He has played guitar for 10 years and piano for 18 years. He has even performed as a member of a local 90's rock cover band that frequently plays in Saint Charles.

Dan is very excited to be a part of the Commemorative Air Force and is actively working to obtain his private pilot's license. He plans to continue building up hours and acquiring additional ratings as time allows. His dream is to eventually become a qualified CAF pilot!



Spirit Air Show ~ Mo. Wing Ground Crew

ULTIMATE GAMES OF CHANCE



The more senior members of the Missouri Wing may recall the scene in the 1963 movie *The Great Escape* when actor Steve McQueen's character escapes from a German POW camp by stealing a motorcycle and jumping over a barbed wire fence. The film, directed by John Sturgis, was based on an actual escape of 76 Allied prisoners of war from Stalag Luft III on March 24, 1944.

However, the facts surrounding the prisoners escape is truly remarkable. They dug three tunnels named "Tom," "Dick," and "Harry." The first two were discovered and filled in. "Harry" eventually was finished and used in the actual escape. The two foot square tunnel ran from under a stove in hut 104 three hundred and forty feet to the camp perimeter at a depth of thirty feet.

Unfortunately, Hitler was so enraged by the mass escape from the so-called *escape proof* camp he ordered that all those who were re-captured shot. On the advice of Gestapo chief Heinrich Himmler the number was reduced to 50. Of the 76 escapees only 3 made it to freedom. The terrible loss of life only prompted another escape attempt. A fourth tunnel, "George," was under construction when the camp was liberated by Allied troops. An estimated 91,000 POWs were held captive in Europe during the war, only 737 managed to escape and rejoin their own forces.

It should be noted that escapes were not haphazard attempts by desperate men to reach freedom, but were meticulously planned over a period of months with a surprising amount of assistance coming from the most unlikely of sources. The always resourceful British, and their American ally devised numerous ways to provide escape materials to captured soldiers and airmen in Nazi Germany. However, creating ways of doing it resulted in some of the most clandestine activities of the war.

The British hid escape maps in special versions of Monopoly games sent to their POWs in Germany. The United States Playing Card Company was approached by the American, and British intelligence agencies to create what became known as the "Map Deck." The top secret deck was specifically created to assist allied prisoners of war to escape from German POW camps.

Since the Red Cross presided over the treatment of POWs on both sides, home nations could send care packages to help prisoners survive months of imprisonment. The US produced these packages at a high security facility in Virginia without the Red Cross knowing the true nature of the contents. The Bicycle-brand playing "map" cards had top-secret escape routes pressed between the two paper layers of the cards. When moistened, the cards' glue dissolved allowing the paper layers to be peeled away exposing a piece of the map hidden in the deck.

Other items in the care packages included radio transmitters, compasses, saws, and wire cutters hidden in ordinary objects like baseball bats, and coffee pots. The cards remained a closely guarded secret for many years after the war. The secrecy surrounding them was so high, no one really knows how many were produced or how many survived. There is one on display at the Spy Museum in Washington, D.C. and another thought to be in a private collection. They are presumed to be the only surviving examples.

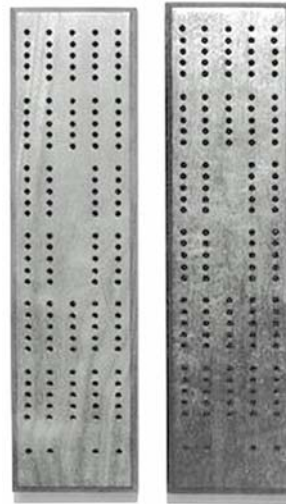
Submitted by CAF Col. John Holechek



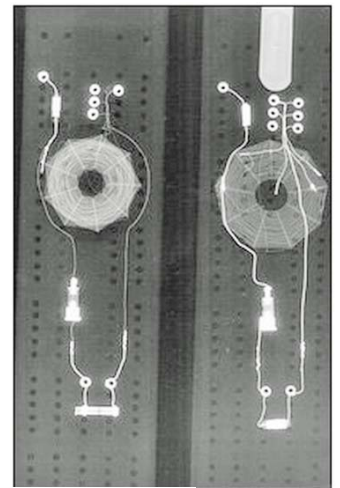
< Bicycle playing cards, when moistened, could be peeled apart to reveal a map piece.



Completed escape map showing through the upper layer of the cards. >



< Care packages sent to American POWs included harmless looking cribbage boards.



An X-ray reveals radio transmitters inside cribbage boards. >



A special limited-edition reproduction of the "Map Deck" cards was released in 1990 and are still available today.



A FEW SMARTT HAPPENINGS

The new C-47 owners flew in to check on their plane. They were on their way to Florida in a DC-3.



Jim Abbitt and his grandson flew in to get gas after a flight in Jim's Stinson Voyager.



John Fester's T6 getting a new engine cylinder.



TBM LHFE ride makes for one happy guy! The pilot was smiling too!



Mike was having a time deciding which tools to use, so he put on his flying gloves and took them all. If it was painting, "Picasso" would have known which brushes to take.



Jim and Dan installing shelf decking. "Didn't we have a hammer here a minute ago?" "Now I know how Pat feels!"



TBM maintenance crew led by Dutch.

New sign for the field being put up by Steve & Dennis.





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JUNE 2016



"COLUMBIA MEMORIAL AIR SHOW - SALUTE TO VETERANS"

Thanks to over 3000 volunteers who planned, executed and worked the Memorial Day Airshow allowing us, B-25 pilots and crew and L-3 pilots and crew to participate.

The large crowd marveled at the various U.S. and Canadian sky diving and flying demonstration teams. Also the static displays drew "oohs" and "aahs" with the typical questions of "does it still fly?" and not so typical question "does it make you puke?" (From a 5 yr old listening to how to "drive" the L-3)

Most impressive was the unabashed patriotism and heartfelt "thank you" to all the service men and women who "risked all to protect all". Friday brought groups of vets from the VA hospital and various nursing homes for breakfast and a private airshow.

The entire weekend centered around honoring nine retired military "heroes" from all four branches of the U.S. military as honored guests. On Saturday, one of those, Major General Arnold Fields, USMC, Ret., Deputy Commander, USMC Forces, Europe passed on the thanks to 2 of our own. As representative of the U.S. Congressional directive honoring those veterans of the Viet Nam Conflict, giving them a long overdue thank you for their service, he presented commemorative awards to Col. Hubert Looney and Col. Bob Cushman.

Hubert and Bob represent many in our wing who served in Viet Nam and came home to a then ungrateful country, but now deserve and are honored by our undying gratitude.

Thanks to every one who served - you did well.
 CAF Col. Bev Cushman



June Birthdays!

Steve Gossett (6) • Glenn Racine (15) • Dutch Meyerpeter (17)
 Chris Santschi (27) • Joe Wurtz (29)

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