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**Upcoming Events**

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<tr>
<th>Date</th>
<th>Event</th>
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<tr>
<td>May 5-7</td>
<td>Eastover, SC Guard Base B-25</td>
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<tr>
<td>May 7</td>
<td>Veteran's Flyover, Union, Mo.</td>
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<tr>
<td>May 13</td>
<td>TBM ACM Ground School - 9:30 am &amp; 10:30 am</td>
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<tr>
<td>May 13</td>
<td>General Meeting - 1:30 pm</td>
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<tr>
<td>May 20</td>
<td>TBM Gathering - Peru, IL TBM</td>
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<tr>
<td>May 20</td>
<td>Pause for Patriotism - Kankakee, IL B25</td>
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<tr>
<td>May 27-28</td>
<td>Rides Event, Chesterfield, Mo. B25, TBM, L3</td>
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<tr>
<td>June 3</td>
<td>Lake of the Ozarks, MO TBM</td>
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<td>June 10</td>
<td>General Meeting - 1:30 pm</td>
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<td>June 10-11</td>
<td>Scott AFB, IL B25, TBM, L3</td>
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<tr>
<td>June 24-25</td>
<td>Jesse James Show - Excelsior Springs, MO B25, TBM, L3</td>
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<tr>
<td>July 2-4</td>
<td>Six Flags Flyovers - Eureka, MO B25, TBM</td>
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<tr>
<td>July 8</td>
<td>General Meeting - 1:30 pm</td>
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<td>August 12</td>
<td>General Meeting - 1:30 pm</td>
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<td>August 19</td>
<td>Sullivan, MO</td>
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<td>August 26-27</td>
<td>Flyin - Ottumwa, IA B25, TBM, L3</td>
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<tr>
<td>Sept 9-10</td>
<td>Joplin, MO B25, TBM, L3</td>
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<tr>
<td>Sept 9</td>
<td>General Meeting - 1:30 pm</td>
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<td>Sept 16</td>
<td>hanging dance</td>
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<td>Sept 22-23</td>
<td>Camdenton, MO B-25, L3</td>
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<td>Sept 30-31</td>
<td>Flyin - Beech River, TN B25</td>
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<tr>
<td>Oct 7-8</td>
<td>Wings Over Dallas, TX (* Tentative Events *)</td>
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<tr>
<td>Oct 13-15</td>
<td>Veterans Event - Louisville, KY B25, TBM</td>
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<tr>
<td>Oct 28</td>
<td>Pumpkin Drop, Smartt Field B25, TBM L3</td>
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**Rental Events for 2017**

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<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
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<td>July 22</td>
<td>Stroew Wedding</td>
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<td>Sept 30</td>
<td>Westerfeld Wedding</td>
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<td>Oct 08</td>
<td>Saettle Wedding</td>
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<td>Oct 14</td>
<td>Blinnie Wedding</td>
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<td>Oct 22</td>
<td>Lang Wedding</td>
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**Saturday May 13**

**General Meeting**

1:30 pm
If you plan attending an airshow - Read This

This month I am writing from a Southwest Flight to Dallas to meet with Headquarters' Staff. Looking out the window the 6am sun is just lighting the colorful wingtip that exemplifies the Southwest Airlines colors. Branding is a powerful thing and builds a sense of loyalty to a brand or product and in our case a sense of pride for being part of an organization with such a great mission. One of the most powerful ways in which we share that mission is through our participation at air shows. Being the beginning of the season I thought it best to refresh everyone on Airshow compliance.

As you all know over the last 5 years we have set a standard for our air crews in participating at these events. It should be noted that we have since been told by multiple airshows that our crews are amongst the most professional to work with, most engaging with the general public and are generally appreciative to be given the opportunity to attend. Have we gotten to this point? Mostly because you the crews live up to the image of the Missouri Wing. How do we do this?

Professionalism:

To the hosting event - The Airshow Personnel, Volunteers, Air Show Boss and Sponsors, etc are our customers. We are fortunate enough that we were invited to participate in their event. If at anytime anyone from this group approaches you remember they are the customer and it is up to them if we ever go back. If they need us to move, we do so with no grief. If they ask us to give a special VIP aircraft tour, we say yes. Some things you may need to consult with the PIC, however for the most part all you have to do is be accommodating and polite. A no answer should be the last thing to consider.

To the general public - This group comes to the airshow for multiple reasons. To awe at the aircraft; To have a family day; To just stare above at the power of aviation: countless other reasons. We the Missouri Wing have an image that we want these visitors to see and we have refigned that image over the last 5 years or so. When you walk up to a Missouri Wing aircraft what do you see? Take a step back on this and try to remember what it was like when you were not a member. You’re at the Spirit Air Show and in the distance you see “Show Me”. A WWII B-25 Mitchell that has been painstakingly restored to WWII wartime configuration. Under the wings, next to the nose art and near the tail gunner position stands a crew of 8 all in matching flight suits standing to greet you and remind you why this airplane came to be. What she did during the war and how she took her crews to and from their missions. They’re ready to share with you the stories of the young men who served and the gallantry they exemplified. The crew knows that they are the ones that will keep the stories alive and educate the younger generations on why these men and airplanes cannot be lost to history.

That is respect; that is an image. That is what and who we are. Now think about all the shows you have gone to as part of one of our crews. You look around the static displays and you see crew after crew just slouched in chairs under the wings, not engaging the visitors and just looking like they would rather be anywhere else. That is NOT who the Missouri Wing is. Don't get me wrong, these shows can be long and we bring chairs because sometimes we need rest and then there are the days where it is slow. However, do not forget why we are there. It is a fact that being on a crew is a job, it requires your participation in any and all ways. To be fair you will most likely only sit at lunch and that is to be expected. You must carry your weight in tasks following the collaborative instructions of the crew. Everyone has a job while there, some more specific than others. However at the end of the day you are there as part of that crew and for the general public as a spokesperson for the Missouri Wing of the Commemorative Air Force.
**ROSIE’S REUNION**

The Missouri Wing was honored to be invited to bring our B-25 to a special reunion for some of the “Rosie the Riveter’s” at the CAF Heart of America Wing’s facility at New Century Airport in Olathe, Kansas on April 12. Our stay only lasted a few hours but the memories these remarkable women shared with us will be with the crew of Show-me for a long time. Their stories of working in a bomber factory during WWII were as fascinating now as when it happened so many years ago. Their “spunk” was definitely still there and really fun to have them share it with all of us. One of the crew members summed it up when he said “those gals were really a hoot!” A hoot indeed!

We were delightfully surprised when they walked up to our plane and proudly pointed out the exact part or section that they worked on during the war. They knew exactly what they did and how they did it, day after day, to keep our “boys” safe while they were in harms way.

Thanks to everyone who helped with this event. It was indeed our pleasure to have been a part of it.

*CAF Col. Bob Moore*

For an event to be held mid-week and mid-day, I thought the turnout was quite remarkable. My compliments to Dan Desko and his cohorts for putting this modest but meaningful gathering together. The weather was nice and the “Rosie’s” were so happy for the attention they received. Deservedly so. Their contributions were essential to the war effort and like so many events of that era, continue to mold our society today. It is hard to imagine, how these ladies could work on the assembly of one small component and never get to see a completed B-25! Yet, there was one.

On Thursday, two daughters of one of the Rosie’s brought her back out to go for a ride on the PBJ. You and I may be a bit jaded by the hours we’ve been privileged to fly in these old aircraft. It is always a thrill, always an honor but for me, the real payoff for the thousands of hours we have volunteered over the past few decades is a close encounter with a veteran. Thursday was two of those moments. The first was a Marine veteran of Iwo Jima. He went ashore on D-day +4 and was the only survivor out of a group of 30. He had to come look at the “Semper Fi” on the nose of the PBJ.

Then there was “Rosie”. What a delightful and vibrant lady. She was assisted in descending the rear ladder by a crew member who gently guided her feet to each rung then steadied her as she cleared the fuselage. As she stood up she shouted in glee “That’s the first time I’ve had a man hold my hips in a LONG time!”. Cracked us all up. I ferried her daughters as close to the runway as possible so they could video the take-off and landings. I later spoke with their mother and she shared stories about her husband serving in the Philippines, watching MacArthur say he shall return. Not sure where he went from there but he suffered from PTSD all of his life. She shared these stories with me and thanked me for “listening to an old women’s stories”. The honor was all mine. I know you all feel the same about Mary. Moments like these are the real icing on the CAF cake.

*Bob Robinson*

I enjoyed every moment of the Rosie Reunion at the CAF Heart of America Wing in Olathe Kansas. Visiting with the other Rosie’s, seeing my “Show-Me” and her crew and many other friends i have met along the way. Dan Desko outdid himself rekindling memories with the video of North American Aviation and her history, a very special day, indeed!

*Mary Lou White, “Rosie”*
On Friday we departed in “Show Me” from KSET headed for Grimes field in Urbana, Ohio, for a truly historic aviation event. Urbana was the “staging” airfield for the 75th Doolittle Reunion festivities to be held at Wright Patterson AFB museum in Dayton. The crew consisted of Jordan Brown, Pat Kessler, John Fester, Pat Fenwick, Mark Schuler, Bob Moore, Gerry Spavale and Charley Finnegan. Off we went and it was decided to stop and take on more fuel at Terre Haute, since it was right on our course. Good idea with all these old guys as a restroom break was needed already and only half way there! Lol  The folks at Hoosier Aviation have a nice FBO and friendly folks…..must have a tough boss.

Reload the plane and off again to Grimes Field which took about an hour in beautiful VFR conditions. Upon landing, we were the first B-25 to arrive and got to park in front of the museum (arranged by Jordan) which was hosting the event. This helped us for giving rides for the next 3 days. The people at the Champaign Aviation Museum were great hosts for the whole weekend. What a great bunch of people/volunteers and what a job they did in hosting all the B-25 crews for the whole weekend.

We were able to throw down some lunch at the on-field restaurant and a crowd was already gathered on the field anxious to see all the B-25’s arriving. Within a couple hours, Bob Moore had sold a ride in the bomber, so off we went with 5 happy customers. After that, a trailer was pulled up in front of the hangar with what appeared to be beer tappers on one side! What a sight for sore/thirsty eyes and it was FREE! Pizza then arrived for all the crews and was a welcome site and much appreciated. A large van was provided for our transportation to and from the hotel. Mark Schuler was designated as the van PIC for the weekend and did a great job, even with all the heckling and multiple back seat drivers!

Saturday morning brought in more B-25’s to the field and a large continuous crowd of people. The museum staff arranged the hangar with a table for each bomber selling rides and had quite a system of getting people signed up for rides in a fair way for all. What a sight it was, with 9 different bombers giving rides with the sound of radial engines almost constantly. The crowd loved it. Bob Moore was assisted by Gerry Spavale and Nikki Brown selling rides all day. They did a great job selling 3 rides for Saturday and they also sold hats and challenge coins. The crowd kept growing all day as it was beautiful outside and more planes kept arriving. Dick Cole even made an appearance and shook hands with all who came by his golf cart. What an honor to visit with this young man of 101 years! What a great person and hero he is.

On Saturday evening, the beer trailer opened up again and a delicious meal with brisket was served for all crew members. Again, can’t say enough about the museum volunteers and the hospitality they provided for all of us.

Sunday morning (Easter Sunday) was forecasted to be a rain out, but turned out to be a great day for selling rides. The crowds came out again and Bob sold another 3 rides! Good thing we had Pat Fenwick along keeping an eye on the bomber with all the flights it was doing. All went well and then late in the day it was time to prepare for an early morning departure on Monday. The pallet was loaded and the airplane cover was put on in record time!
We took off Monday morning headed for the National Air Force Museum at Dayton, part of Wright-Patterson AFB. The bombers were lined up and were to take off every 3 minutes headed for the museum closed runway. The runway was repaved years ago for this same event but remains a closed runway as far as public traffic. We were the eighth bomber to take off so we had the call sign “Raider 8” for the flying on Monday and the flyover on Tuesday. What a sight it was with 11 B-25’s lined up with the radial engines rumbling. A large crowd had gathered to watch this historic event, even lining up on the highway next to the airport. There was also a large crowd waiting for the bombers to land and they too were also lined up on the roads near the airfield at the museum. After landing, we taxied into position on the runway so all the bombers could be on static display the rest of the day and morning on Tuesday. A large crowd came flooding in as soon as the gates were opened.

The day flew by, literally, and we were then headed to the museum for a reception/dinner honoring Dick Cole and the B-25 crews that had flown in for the event. Also honored was the company Henessey that makes cognac and made the bottle that the Raiders used for the final toast. The crew had to make a “quick change” in the locker room, aka, bathroom, at the museum. I hope there aren’t any pictures that leaked out of that scene! There was a short program presented in the auditorium, first honoring Dick Cole, then honoring all the Chinese that assisted the Raiders after they had bombed Japan. What a great, entertaining and educational program it was. Now it was time to eat and it was all set up in the museum in the WWII area which made for a great setting. After eating, all the participating crews were recognized with a plaque presented by Dick Cole himself and a bottle of Henessey Cognac. Each crew member also received a limited edition challenge coin for this year’s event.

Now off to the hotels to rest for the flyover on Tuesday. Apparently Jordan, aka, Harold Cox, cancelled the hotel reservations? What a mess, but Jordan and Pat Kesler got it worked out, even though Pat K and Pat F ended up at a different hotel in the honeymoon suite.

Tuesday morning all headed to the bomber to get her ready for showing and then an eventual 2:15 flyover of the Doolittle festivities at the museum. While the pilots were at the 11 am briefing, 2 generals from the Air Force stopped by each bomber for a visit and a photo. Dick Cole even paraded by on his golf cart mid-morning. At noon all of the public were cleared from the field so we could do engine starts at 1:30. All the bombers fired up and were anxious to take to the air to form up for the flyover. Each bomber took off in 30 second intervals, what a sight, and sound, that was! Jordan and Pat did a great job flying in the formation. It was a spectacular sight flying with ten other B-25’s. After the flyover, most of the bombers headed home or back to Grimes, but 4 bombers made another pass in the missing man formation. At 2:30, two B-1 bombers made a fast fly-by for the crowd, what a sight that had to be.

So now a left turn to a westerly heading to head back home via Terre Haute for more fuel. What a weekend it was, and what an honor it was to be able to participate in it. A historic event is an understatement for the events that started on Friday and ended Tuesday. The CAF was represented well at this event with 4 B-25’s present.

Check out Facebook and Youtube for many, many, pictures and videos of the event.

CAF Col. John Fester
A BIG THANKS

Here are the people that donated to the Wing in the first quarter of 2017. These are cash only.

Tee Baur
Bob Carmack
Gerald Carpenter
Dave Ceglinski
Logan Doyle
Bud Eberhardt
Bob Kalal
Al Kaser
Roger Kingsborough
David Lee
Hubert Looney

Thanks a lot for your generosity!!

CAF Col. Steve Gossett

CAF Col. Dutch Meyerpeter

AVENGER LAUNCHED 2017

Sunlight greeted the TBM crew while towing the "Blue Bird" to the ramp this March after a thorough inspection following almost 100 hours of 2016 season show flights. The maintenance test flight of over an hour allowed time to make several power take offs and landings to confirm operational integrity of all aircraft systems.

This was followed by some air work and pilot currency. There were many days/weeks/months of intense inspections/repairs covering every system of engine and airframe and electric components. All of this was accomplished by extremely interested Wing members who should be called technicians. Those Wing members performing all that is necessary to keep our aging warbirds in airworthy status goes beyond being referred to as mechanics.

When you consider the effort and alterness displayed as it was detected at last day of B-25 inspection of oil coolers systems leak. This problem required immediate disassembly of three of the four oil cooler systems for repair at Pacific Cooler in California. Congrats and appreciation is the act of the day to those Wing members that shouldered the installation of coolers upon return from repair, just in time for test runs and test hop and pilot currency before attending the 75th Anniversary of the Doolittle Raid on Tokyo in April 1942. We should all be grateful to be so fortunate to have persons with foresight that endeavor to foresee the varied responsibilities and complications that arise in keeping 72 year old warbirds in the state of airworthiness for flight with the Missouri Wing.

Congrats to you all!

CAF Col. Dutch Meyerpeter
SAFETY ARTICLE

Facility Maintenance Item List

In an effort to have work items for our members who want to help but (like me) are not aircraft mechanics, we will be posting jobs on a clipboard next to the sign in sheet in the hallway between the hangars. These will be general items like: emptying the trash, clean vehicle windows, police up fuel sales station, etc. Simply put your name in the assigned to box and ask an experienced member if you need to know where supplies etc are. Anyone can add items to the list, just remember these are general items and do not include aircraft issues.

We are also putting together a listing of all our vehicles (including tugts) and info for each such as type of oil, battery voltage, fan belt size, etc so they can be checked regularly. If you like to tinker with vehicles, please let me know and we will put together a general schedule. We will get several weights of oil and antifreeze to have on hand for vehicle service.

Thank You! CAF Col. Tim Mohr

That Feeling of Support - Helping Do Our Part

Hello Pilots, I want you to know that when you start the planes up for a mission you may not know the sense of pride that is felt. It’s a real sense of pride that is felt among those that are watching the engine/s come to life. That rumble, sputtering, smoke belching sound that soon turns to a smooth heartfelt roar.

Did you ever wonder why all the spectators always stay till after you taxi out? Did you ever see them turn their backs and leave when you start up, you never will. Many are steadfast and watch with intensity till you go out of sight. and when you’re gone someone always ask “when are they coming back? If you’re just out doing training, they know when you are due back, and the question always comes up, “Shouldn’t they be back by now?” If you’re gone for more than a day, the other faithful question is “When are they due back and what time?”

If you taxi out, and it takes more time that usual to warm up the engine/s, there is concern as to whether something is wrong, especially from a new spectator. A seasoned veteran watcher will always speak up and fill in all of the details as if they were reading the checklist in the plane itself.

You might wonder if they know if the takeoff is going as expected, believe me they know. When you return, your landings are graded also, even if nothing is said.

The airplane that you take away is always on loan to you and please return it with the same amount of pride of ownership and care that it was given to you.

I know I have jumped around here and failed to keep things in chronological order, but it’s the way I felt and how the thoughts came forth.

For all that support our mission, CAF Col. Hubert Looney

PS. The ground crew and spectators really enjoy when you do a fly-by. It’s like their own little airshow. (JC)

The Museum Skunk Works

Ever wonder what happens in the Skunk Works? In the last month, several museum members have started the inventory project prior to remodeling the museum. Bob Lawrence provided mail totes, plastic tubs, and new shelving units so we could remove items from the old shelves and tear them down. Five old units are gone, and two new ones replace them. We’ve swept the floor and cleaned the pump room. Museum artifacts have been place in covered plastic tubs, which are on the new shelves.

Next steps include: tagging and cataloguing those items; learning how to properly store the uniforms; replacing the remaining shelves; and cataloguing items in the museum.

Thanks to Colonels Jack Seeman, Gerry Spavale, Dave Ellis, Joe Vera Martinez, Bruce Kreycik, and Ed Michelsen and Cadets Dakota Jones and Josh Daniel for their efforts and sense of humor. We’ve had some fun as we discover a variety of items. CAF Col. Bob Kalal
It's L-Bird weather!

**COMMEMORATIVE AIR FORCE**
**MISSOURI WING**
P.O. Box 637
St. Charles, MO 63302-0637

**MAY 2017**

**WING CONSTRUCTION PROJECTS**

We are very close to finishing the Duce and half and trailer paint and also installing the mount for the large B-25 model for parades. WE will have music to blast out during parades in the form 4 speakers and CD player thanks to Mark Statler, 40’s tunes military themes etc. should be fun.

Some time in May we will start working on the control tower between the museum and half circle. The plan is to make our end of the airport look more like a WW2 airfield, sand bag gun pits some camo netting etc.

We also would like to install outside speakers to play appropriate music to set the mood.

The A-frame is now ours, so we need to inspect it figure out what needs to be done so as to turn into a future theater and learning center. With building we also need to move the fence and gate to the other side of the building.

**KOREY'S KARE BENEFIT**

Our family would like to thank the Missouri Wing for their generosity in donating the rides in the B-25, TBM and L-3. Also to the members who donated to the Benefit. A special thanks to the members who came to eat drink and bid on baskets and items. The funds raised all go to equipment and needs for Korey's long term care. The Benefit was as the new President would say it was "yugely, yugely big," very successful! THANK YOU AGAIN!  

**CAF Col. Louis Tacchi**

**May Birthdays**

- John Eskew (2)
- Matt Conrad (6)
- David Lee (7)
- Ben Hilderbrand (9)
- Tim Mohr (18)
- Timmie Booloodian (19)
- 🎈 (21)
- John Fester (24)
- Tim Schantz (28)
- Eric Downing (28)

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