



COMMEMORATIVE AIR FORCE
 The **COMPASS**
 MISSOURI WING



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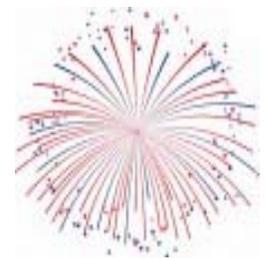
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JULY 2017



UPCOMING EVENTS

- July 2-4** Six Flags Flyovers - Eureka, MO B25, TBM
- July 8** General Meeting - 1:30 pm
- August 12** General Meeting - 1:30 pm
- August 19** Sullivan, MO
- August 26-27** Flyin - Ottumwa, IA B25, TBM, L3, PX, LHFE
- Sept 9-10** Joplin, MO B25, TBM, L3
- Sept 9** General Meeting - 1:30 pm
- Sept 16** **HANGAR DANCE**
- Sept 22-23** Camdenton, MO B-25, L3
- Sept 30-31** Flyin - Beech River, TN B25
- Oct 7-8** * Wings Over Dallas, TX (* Tentative Events)
- Oct 13-15** Veterans Event - Louisville, KY B-25, TBM
- Oct 28** Pumpkin Drop, Smartt Field B25, TBM, L3



- Rental Events for 2017**
- July 22 - Stroew Wedding
 - Sept 30 - Westerfeld Wedding
 - Oct 08 - Saettle Wedding
 - Oct 14 - Blannie Wedding
 - Oct 22 - Lang Wedding

**Saturday
 July 8
 General
 Meeting
 1:30 pm**

WING LEADER'S REPORT



June 2017 certainly brought high and low moments. This month I would like to allow the other articles to cover some of the major events. I would like to take a moment to talk about us.

In the Wing there are many different personalities. We have members from every walk of life; some of us are quite, some of us are quirky and some of us are just loud. This is what makes us truly unique and wonderful. When something happens there are always members to help and be part of the solution. Whether it is a member that has something tragic happen or if we have a member that we lose the Missouri Wing membership is a family.

In a group that has members that have been around for 1,5,10,20 or 30+ years we all bring our personal experiences of Wing life. As you know we cannot be a perfect match and some may be able to be friends at the Wing but would not hang out in the Non-Wing world. This is perfectly normal and I can say I have that in other walks of life. Likewise in Wing Life we members will be called upon to make decisions that not all will be happy with, but decisions have to be made. We may not like how one person does something but we are a group of members that all do things differently. This is just normal and we adapt.

To me you are all my friends and when I find that if one of you might have an issue with me I worry about that. I always will do my best to repair whatever happened so that there are no bad feelings lingering and we can move forward. I must be honest, losing Col Bob Moore this past week has really re-enforced to me why it just isn't worth holding on to negatives. I can think of a handful of times that Bob and I had an issue and we stepped aside to talk it through and it went away. Sometimes that is all we have to do; remove our ego's, listen to all sides and then move forward.

In my life I have lost my parents but I have never lost a friend and this week I did. This had a profound impact on me as I think you can see in this article. I guess in a way this article was an outlet for me to share my thoughts on the friendships I have with you all and how seriously I take it.

Thanks for letting me share,
CAF Col. Bob Lawrence, Wing Leader

IT'S NEVER TOO EARLY OR LATE TO DONATE!!!

It's definitely not too early to think about donating any items you or a friend may have that could be used in our Silent Auction at the **2017 Hangar Dance**. Books, models, aprons, gift baskets, vintage items, pictures, crystal, or anything someone would find interesting or unique is what we're looking for. **We would like to emphasize that these items should be of good quality and, if possible, aviation-oriented.** Many \$\$\$\$s have been brought in to the Wing because the right someone found that very special piece of memorabilia or perfect "thing" they thought no longer existed.

Dig deep into your closets, basements, and footlockers. Do it! Break the bonds and move on with your life! Let someone else be responsible for care giving to that once prized possession. And guess what? I'll provide a Federal Tax form that you can use to document your thoughtfulness and generosity.

Please bring at least one item to the Wing and feel good about what you're doing for mankind. Besides, it will get you interested in looking at what others have brought and you can perhaps find a special item to take the place (and space) of your donated one. It's called perpetual motion...

CAF Col. Gerry Spavale /Dance Chairman

HANGAR DANCE UPDATE



Work on the **September 16th 2017th** Hangar Dance is well underway. This is our **35th** year! Flyers and letters should be hitting local and distant mailboxes soon. We still need all of you who helped last year to come out in force again and help make the dance another success.

We still plan on having door prizes and a Silent Auction so please do everything you can to locate local (or distant) donors so we can have many high-dollar items available. Some items could include tickets to a sporting event such as the Blues or Cardinals, a weekend at Branson or Lake of the Ozarks, Southwest Airline tickets or some other "priceless" item. Remember, in addition to our thanks, their name will be included on a "Hangar Dance Supporters" display board for all to see at the dance.

Remember, tickets sales will be available through our website, www.cafmo.org, as well as through the mail and Wing. Our fearless Finance Officer has volunteered to handle the mail sales again, so be sure to address your requests to:

CAF Hangar Dance - 4 Limerick Lane - O'Fallon, MO 63366

We do have many members that have been supervising/ramrodding different aspects of the dance for decades and would like to pass the baton on to someone else. Please consider volunteering for one of the following Committees and being the member that assumes a little more responsibility just once a year for our biggest event. It's fun, you meet lots of nice people and you get to be a Commanding General for a couple days a year. Here is a list of the committees/committee heads, so please get in touch with the person in charge and volunteer to help out on at least one:

Ticket Sales/\$Steve Gossett **Food**/Bob Lawrence

Hangar Prep/Cleanup/Gerry Spavale

Stage-Lighting-Sound/Mike McEntee **Parking**/?? YOU??

Drink Sales, Balloons & Decorating/John & Connie Coffey

Silent Auction/Earl & Sue Burkhardt **Door Prizes**/??YOU??

50/50-??YOU?? Table/Chairs setup/takedown/Everyone

Please get involved – this is the biggest Fund-Raising activity we have in 2015 - and it is always the most enjoyable. Volunteer to help out and email me or give me a call if you have any questions or suggestions. **This is the one time of the year we need every member's dedication and support.**

CAF Col. Gerry Spavale /Dance Chairman



THE MUSEUM SKUNK WORKS



Do you know how small the Museum's back room is? If you do, you'd think we'd be done sorting and cataloguing there. Do you know how much stuff fits in that small space? That's why it's taking so long to complete that part of the project.

Much of what we find is worth keeping, and we'll sort, catalogue, and tag those items. Some of what we find prompts the question, "What the heck were we thinking?" Since no one knows that answer, we plod along with the cataloguing project. It is frustratingly slow, but we're also giving tours and attending air shows.

Thanks to the members already named for their ongoing efforts!

CAF Col. Bob Kalal



WILL WOSL WORK???

As a degreed Aeronautical Engineer, specializing in analytical supersonic aerodynamics, I was taught to utilize a very strict approach to evaluating concepts, design, and applications. Yes, during one phase of my life, I was very intense, investigative and nerdy. As my life experiences progressed, I became more lax in analyzing everything that was put before me. But, when our Wing Leader decided to invent and actually start an annual event never before seen in the greater St. Louis area, I was skeptical. I went back into my earlier life mode of analyzing the Concept, Design, Testing, Refinement and Final Product areas associated with any new entity. I did this, of course without letting Bob the Boss know. I really had my doubts, but didn't want to burst his bubble. Here are my findings:

The first annual WINGS OVER ST. LOUIS event was held on the Tac Air ramp at Spirit of St. Louis Airport Memorial Day weekend, May 27-29. The Wing was scheduled to have the B-25, TBM, and L-3 there and available for LHFE rides. JP & Kathy Mellor brought *Spanish Lady*, a beautiful yellow T-6 over from Terre Haute. Mark Schuler brought his Yakovlev, and five members of the Heart of America Wing in Olathe, KS traveled over to support us, but were unable to bring their PT-13 Stearman. Matt Conrad and I delivered *SHOW ME*, but *Lii' SHOW ME* didn't make the trip because of a failed radio and the Avenger stayed in its hangar for lack of an available tail-draggin pilot. Those Navy guys! They were all probably out sailing or swabbing someone's deck. Well – The concept of having all three aircraft there was nice – but not to be. Uh-Oh Bob, Concept and testing are not working... This is going to really bite us and destroy the whole weekend.

On Saturday, we flew one LHFE in the bomber and a VIP ride for the highest donation/bidder winners of the Corey's Kare Fundraiser. We had a hydraulic fluid leak problem with a bomb bay door actuator bushing, but it was fixed with hard work by Keith Daniel and Bruce Arndt. Because of forecast evening thunderstorms, Matt and I flew the B-25 back to Smartt and hangered her there overnight. Uh-Oh Bob! Only one paying LHFE flight on Saturday. Concept and testing are not working...

We were delayed getting back to Spirit on Sunday because of low ceilings and finally made it shortly after 12pm. We flew one LHFE on Sunday afternoon and headed home for a night's rest. Uh-Oh Bob! Only one paying LHFE flight on Sunday. Concept and testing are not working...

Memorial Day Monday was a different story. The weather was great and the people were coming through the gates to view the aircraft, buy PX items, and sign up for LHFE rides. Looking better Bob! We flew four full LHFE rides on Monday and a couple were with the T-6 in 500 ft formation. During the 10am flight, we flew over Jefferson Barracks National Cemetery about 15 minutes into their big ceremony and we later heard that our overflight and sound produced chills, goosebumps, and tears. We were asked by Col Tee Baur to overfly the St. Louis Country Club in the morning if possible and we happily fulfilled that request on our way back to Spirit. Hopefully our "Sound of Freedom" didn't produce any hooks, slices, or miss-putts, but non-retired golfers playing golf on a Monday morning probably wouldn't have been there had it not been for the Holiday honoring the men and women who died while serving in the military...

It was a great day! Way to go Bob! No..... WAIT! Next time, talk to the weathermeister and don't let him schedule the only 20 mile line of thunderstorms in the entire USA for 4:30pm on Memorial Day at Spirit. Matt and I got down from the last LHFE around 4pm and noticed the PX people literally throwing stuff into the trailer. We had noticed some light rain to the north & northwest during that return, but had no idea it would blossom into a gully-washer! Well, it did and I've never seen the B-25 rain covers installed so fast! We waited the half hour deluge out and then took off for a return to Smartt. We arrived at 6pm and hangered our beauty. Our Leader arrived after all the hard work was done and said we were going to meet the Olathe five and the Daniel Duo at The Trailhead in Old St. Charles for dinner. We complied and had a great time. What a weekend!

During the weekend, the following also occurred:

- All B-25 flights circled Busch Stadium, St. Louis, and Jefferson Barracks. We flew over Lou Tacchi's house seven times!
 - Local Channels 4 and 5 conducted interviews and TV coverage.
 - Our Wing Leader fed the masses each day with Jimmy John's, Papa John's, & Jersey Mike's.
 - A good amount of camaraderie was experienced throughout the three days and at the Trailhead restaurant. Our Leader bought drinks and food for everyone!
 - The PX made some decent money
 - Dave Woodson's viewing stand was OUTSTANDING!
- And.... Dave cleans a mean B-25 windshield!

In Summary:

Did the CONCEPT work? YES

Was the DESIGN good? YES, except for empty spaces our aircraft did not fill.

Were we TESTED? Definitely!

Can we REFINE it a bit? YES

Can we have a great FINAL PRODUCT next year and in the future? **YES!**

All in all – I think Col Bob Lawrence had a GREAT idea and our organization will benefit from his initiative and intuitive thinking.

In other words – **I believe Bob is good for at least another decade as our Wing Leader!!!**

Col Pat Kesler, XO

NEW MEMBER



MATT GEERY

I was born in St. Charles, MO. Moved around with the family for a bit before settling back in St. Charles to complete high school at St. Charles High. After graduation I signed up to be a helicopter crewchief. I enlisted for six years. I was assigned to, 4-7th AIR CAV, then 160th SOAR, then back to the cavalry with the 3-17th.

I spent a year in South Korea and 15 months in Bagdad. After I exited the military I went out and got my airframe and powerplant license. I started to go back to school. Ended up becoming a paramedic/firefighter. I am currently with the city of St. Charles. I have a beautiful wife named Elena, and we have two sons Ronan 18 months and Lochlan 3 weeks. I am excited to get this opportunity to work on a WWII aircraft. I am looking forward to meeting everyone. Thank you.

CAF Col. Matt Geery

SCOTT AFB AIRSHOW

The Scott AFB Centennial Anniversary Air Show was held on June 10-11. We flew the B-25 and L-3 over on Thursday, June 8th and the TBM arrived on Friday the 9th. We were positioned there early for the employee and government ID holding personnel open house on Friday. The contract had all three aircraft as static displays with no airshow flying. We are not allowed to sell LHFE rides at military installations, so we were just going to sit and stand around allllllll weekend. How boring! Some of us decided to stay on base and forgo the daily trip back and forth to Scott while fighting the traffic. I was one of them.

Friday produced a lot of visitors and we had great support from members manning the aircraft and PX. We were told that the base expected over 100,000 visitors over the two-day weekend and WOW!!! It seemed liked there were that many attendees on Saturday alone. Bruce Arndt spent the entire day on the Dog-tag machine and his fingers looked like bent flex-straws that evening! The PXers were working hard all day and spent minimum time in those chairs.

Dave Woodson assembled his great viewing stand and it received one heck of a workout on both days! The bomb was about to "explode" from internal money pressure by 5pm on Saturday. Please thank Dave when you see him for his hard work on this income-producing platform!

(WAR STORY): It had been a lonnnng day and we were all invited over to the Events Center for Hors Deufers that evening. What a spread! Reminded me of the good ol' days at the O'Club. All it was lacking was carrier landings on the bar and bat-hanging in the ceiling fans. We were among the last to leave and had a table by the back bar. I was minding my own business when a good-looking, camouflaged BDU-dressed female O6 ("real" full Colonel) approached our table and asked us if we needed any "to-go" boxes of goodies left over from the evening's event. Most answered "No thank you", but I, instead, walked over to her and stated that "During my 20 years of service, I could not remember ever serving with such an attractive bird Colonel". She smiled! Matt Throckmorton immediately saved me by stating "What he means is we want to thank you for the great food and hospitality". Oh well, so much for my military retirement! She eventually left and we all went back to our 1970-built Scott Inn rooms. Took me a while to get to sleep...

Sunday was a busy day and we were swamped again. Bob Moore did his magic with the LHFE program and asked our Wing Leader if we could possibly sell LHFE rides on the B-25 flights scheduled for afternoons over Six Flags on July 2, 3 & 4. What a great idea!!! There will be no waiver on altitudes for these flights and we can therefore carry passengers. He and Bob Carmack worked hard and filled all three flights. "Red Bob" also started filling morning flights on those days since the pilots would be available. We will all really miss Bob's genius and dedication to the LHFE program, the Hangar Dance, and the Wing officer positions he held. Wow, I'm getting emotional and need to finish this report. Can't believe you're gone good friend...

The Clydesdales marched by a couple times each day and were show-stealers when they stopped by in front of SHOW ME each time!

And, speaking of stopping by... (War Story) I was manning the viewing stand after relieving Dave for an hour. I looked across the long line of visitors and noticed a petite blonde female in camos. Uh Oh Pat! Yep! It was her... the 375th Air Mobility Wing Commander. I looked away and then looked back and she was looking directly at me. She motioned with her finger that she wanted to talk to me and started towards the viewing stand. I knew she was probably walking around thanking the aircrews and workers, but why did she have to single me out? Well, so much for my retirement pay! She cut through the crowd and stopped directly in front of me. Maybe she just wanted to admire my tan CAF Flight suit! She said "Hello" and I immediately

apologized for my words of the previous evening. She said she thought that I had given her a compliment and asked me if I was taking it back. I said "Of course not" and that it had been meant as a compliment. What a sweet Lady. I was totally impressed with her and would have given her a battlefield commission if I had had the power...

Around 5pm on Sunday, we all packed up the PX and readied the aircraft for return to Smartt. That is, all except for the B-25. It was scheduled to go to another Air Force Base and one of its pilots (me) had just been assigned to an additional 4-day TDY (Temporary Duty). I had packed for this High-Priority assignment, but really wasn't looking forward to an 8=day TDY. (See the "13th Bomb Squadron Reapers" article).

All things considered, the Scott AFB Show was a definite revenue-producer. I wanted to fly in the show, but if we had done that, the aircraft would have been stationed on the "Hot Ramp" and visitors would not have been allowed to see or touch the aircraft. Good decision Scott AFB! It was a HOT and WINDY weekend, but I believe the members enjoyed the camaraderie, the interactions with all of the people, and the USAF Thunderbirds.

Col Pat Kesler/XO



L-3 RIDER

Mike Kuechler gives a "thumbs up" as he prepares for his flight in our L-3 "Defender" at Smartt Field.

Mike is building a RC model of the Navy version of the L-3, in a blue paint scheme, and contacted the Missouri Wing about actually flying in one. He said his flight was amazing and adds to his enthusiasm to finish and fly his model.

We look forward to seeing his model parked next to "Lil Show" when he gets it finished.



THE REAPERS STOLE THOSE MITHCHELLS!!!

(Extracted from "They Called Him Pappy" by Nat Gunn and various articles on the subject)

It was Captain Pappy Gunn who in many ways was responsible for the final American effort in the Philippines and **the first offensive Air Force mission of the war**. Although he was a highly trained and experienced combat pilot, Gunn was initially assigned to the transport role. He had become close friends with Lt Col "Big Jim" Davies, the former commander of the 27th Bombardment Group, and when he spotted a **dozen brand-new North American B-25 Mitchells** that had been consigned to the Netherlands East Indies Air Force, he rushed to let Davies know they were there.

On 27 March, a few days after Davies took over the **REAPERS**, Gunn came into Big Jim's office and grinned. "Johnny, there's a couple dozen B-25's at Batchelor Field in Melbourne." The two concocted a plan to persuade Brig Gen Eugene Eubank to write an order of dubious authority transferring the Mitchells to the 3rd Attack Group, of which Davies was now in command. Fearing an international incident, Eubank hesitated but gave Davies a letter authorizing him to pick up the bombers. Davies and several of his pilots loaded aboard Pappy's C-47 and flew down to Melbourne. When they got there a rigid Army major at first refused to release the airplanes - until Pappy threatened him with a courts martial! Davies and his men jumped aboard the B-25s and flew them north to Townsville.

Not until 2100 hours did somebody at Batchelor Field discover that an Air Corps Lt. Colonel had taken off with 24 unauthorized B-25's. Within a half hour, men were frantically making phone calls up and down the east coast of Australia to determine how Davies had shammed an authorization to pick up the planes.

Meanwhile, Davies stopped at Brisbane's Archer Field to refuel. But, before the 3rd Group pilots could take off, **the base commander and a squad of MP's met the REAPERS with force and fire in their eyes**. "Colonel, Sir," the major said, "I have orders from FEAF to hold these planes here in Brisbane and to detain you and your men". "We need those planes Major" Davies said soberly. The base commander looked at the pilots in their cockpits wearing a mixture of apprehension and supplication on their faces. He squinted at the B-25's, their fuselages shaking from warming engines—like anxious greyhounds ready to pursue game. "As soon as we get these planes to Charters," Pappy said, "we'll have them hitting Lae and Salamaua within a couple of days." The major looked at the middle aged Mad Professor. "Are you Captain Gunn?" "Yes. The major grinned. He knew Pappy's reputation, "Yes", he said, "I suppose you will have those planes ready in a couple of days." "I guarantee it," Gunn said. The major looked at Davies and sighed. "Okay, Colonel, I guess a written order does supersede an oral one," as he cocked his head and the MP's moved off.

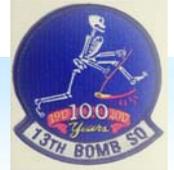
Soon, the major stood on the field and watched the Mitchells soar into the sky. Not until the last B-25 had disappeared to the north, did the base commander return to his office to call an aide of General Brett himself. "I'm sorry, Sir," the major told the officer, "We're too late. The planes have already taken off."

At 2400 hours, while a deep midnight darkness hung over Charters Towers, the drone of planes prompted the men of the 3rd Group to rush onto the air strip and ignite lights. Swiftly, the B-25's touched down on the runway and taxied to the far end of the strip, while waiting vehicles led them to the revetment areas. By 0100 hours, the pirated bombers had been safely tucked away and the lights snuffed out. **Grim Reaper** ground crews hugged the clean olive green surfaces of the Mitchells, almost awed by the sight and smell of the new planes. Unlike the A-24's that

Davies had brought originally, these bombers did not need service, new engines, new electrical equipment, armament systems, or extensive overhauls. In Brisbane, meanwhile, the understanding major was already confined to quarters for possible court martial because he had allowed an air corps officer to abscond with 24 new aircraft without proper authorization. The Dutch reacted furiously, to no avail, demanding that AAF return the planes at once.

Above is the reason the 13th Bomb Group **REAPERS** took that "hands up" picture and requested our B-25 as the showpiece for their 100th Anniversary banquet...

Col Pat Kesler/XO



GRANT'S 1ST BIRTHDAY

On June 17th, the MO Wing hosted a party for Grant in the Officer's Club. Parents Erin and Tom had good food, good games, and a great venue for a well attended group of enthusiastic guests. Besides our usual collection of planes, vehicles, and military exhibits, the guests had the bonus of getting a closeup look at the Tora, Tora, Tora planes parked on our ramp. As usual everyone was surprised by what we have here at Smartt Field. All the kids and family had a great time and young Grant did very well in the gift department.

Thanks to Col. Joe Vera Martinez and Col. Hubert Looney for helping out with the party and showing what we are all about.

CAF Col. Gerry Spavale

JULY GROUP TOURS

On July 13th we have a group of 10 kids coming and on July 19th we have around 100 kids from the St. Charles County Family YMCA visiting us. This is on a Wednesday so we will need about 5 members to help out. This is their normal day for their Summer Camp's weekly field trip.

CAF Col. Gerry Spavale

STROEW WEDDING, JULY 22

Our 1st wedding of the year and as usual we will be needing help on Thursday to clean the Hangar and get it ready for the setup. Nick Talarico, Chuck Strand, and Joe Vera Martinez have volunteered to staff it.

CAF Col. Gerry Spavale

BURNING A PIANO

(From an article by Scott Wolf on fightersweep.com)

If you live in a circle of pilots who fly high-performance aircraft, you are going to lose friends, and it sucks every time. We throw nickels on the grass, we drink shots of a vile, nasty liqueur called Jeremiah Weed, we sing our favorite songs, and we share good memories of that person. We sit and reflect in our own quiet time.

Another one of the ways we send off our friends is by burning a piano. It began sometime between the first and second World Wars, thanks to our friends the British. For those of you unfamiliar, allow me to regale with some fighter pilot lore—and like all good fighter pilot stories, at least ten percent of it is truth.

Combat aviation was still very new at the time, and thanks to advancements in technology allowing upgrades in performance and lethality, the status of pilots began to grow, earning them a prominent position in society. Also during that time in England, a cultural change was occurring as officers, particularly pilots, were being drawn from the common population rather than from royal or prominent families. Why? Because Great Britain lost nearly an entire generation of men to World War I—particularly in the upper echelon of their society. In order to fill out its officer corps, the Royal Air Force needed to look into the general population for qualified people.

The British military establishment up to that point had preferred officers of noble upbringing and class. Throughout the Royal Air Force, efforts were underway to civilize the officer corps with many educational programs designed to refine the manners and tastes of the pilots.

The instruction became very unpopular, usually scheduled when the flying conditions were optimal. The program that was most egregious to the pilots was, of all things, **piano lessons**. It was believed in addition to refining the manners of the pilots—good luck with that—piano lessons would increase their dexterity and improve eye-hand coordination, as well as engage the parts of the brain needed to optimize their cognitive performance in combat.

Nearly every RAF base had pianos in the Officers Club to encourage playing the piano and developing those gentlemanly qualities. Unfortunately, the piano teachers were ill equipped to achieve the RAF's goals. They were accustomed to teaching children (a strong argument can be made for uncanny similarities), so when it came to teaching pilots, some of who were veterans of World War I, the normal authoritarian approach flew like a lead balloon. Let's be honest: what self-respecting fighter pilot would prefer piano lessons to hanging out with his bros, telling heroic tales involving their combat prowess, and downing adult beverages?

Allegedly, at one point a young Flight Lieutenant named Al Lockwood from RAF Coltishall went to visit some friends at RAF Leuchars. He was curious as to why he did not see them going to their mandatory piano lessons, as they hung out in the squadron all day. They related that a terrible accident had occurred at the club and it had burned down; but, on the bright side the piano went with it. The club was already rebuilt but they still had not replaced the piano—given the scarcities of a luxury like that during the days of the depression.

This tragedy planted a seed in this young man's mind. Since no one wanted their clubs destroyed, RAF officers drug the pianos out of their clubs and burned them beyond repair. Word quickly spread and soon the RAF ceased the mandatory piano lessons. Piano burning became an unspoken act of defiance that would occur when the pilots felt the bureaucracy was dealing them some injustice.

Ready for a twist in the story?? Al Lockwood had a daughter named Annea Lockwood, who went on to study composition at the Royal College of Music in London and completed her studies with courses in electronic music. She is best known for her rare performance of her well-known 1968 piano piece called 'Piano Burning.' In this work, a piano (one that is beyond repair and ready to be trashed) is burned, allowing the listener to hear a variety of pitched and unpitched sounds as the piano strings heat and break. Some say the notes produced by the burning represent the souls being released and soaring their way skyward...

Another legendary version of the tradition's origin holds that RAF piano burning began as a tribute to fallen airmen. According to the New Zealand Herald, a piano-playing pilot in the Royal Air Force during World War II played to his fellow airmen each time one of their number had been killed. When he himself was killed in action, his comrades decided that "if he couldn't play the piano any more, nobody would, so they dragged it outside and set it alight..." *CAF Col Pat Kesler/XO*



JUNE 24-25 2017

JESSE JAMES OUTLAW AIRSHOW

A sad start to the airshow weekend this time, Bob Moore passed away on Monday and the funeral was on Friday the 23rd, the same day we left for Excelsior Springs Mo. He was scheduled to attend the show with us and it really made for a somber weekend. Bob was a great man and a huge asset to the Wing. He will be missed, but not forgotten, by all.

All 3 airplanes attended this show, so Hubert and the L-3 were off first on Thursday to get a head start on things. Sam Graves flew the TBM with Tim Blaloodian and Bob Sanders. Matt Conrad and John Fester were the pilots on the B-25 and the crew included Buddy Welsh, Tom Wagoner, Bob Carmack, Mark Schuler and Joe Martinez. Bruce Arndt brought the px trailer and a big hats off to him for doing so!

The weather turned out great for our departure and the whole weekend, couldn't have asked for better. The bomber and TBM arrived at 6:30 Friday evening, just in time for VIP event at the airport. We deplaned and had a bunch of customers instantly.

Now it was time for food and beverage. We found a great Brewery/Pub downtown and had great food and camaraderie out on the patio. A toast was made in memory of Bob Moore and his great service to the Wing. Time to head to the hotel for a much needed rest for the upcoming show.

Saturday morning was a perfect 57 degrees and severe clear skies so off to the airport. Everyone worked diligently to get the airplanes staged and the px set up for business. There was a pilot briefing at 9:30 and gates opened at 10:30. The show didn't start til 12:30 so we had to get the plan down on getting the bomber and TBM out to fly in the show. The 2 planes flew the show together and it was well received by the crowd. Many great comments about the performance and the sound of those radial engines! The air boss said it was the biggest crowd ever for that show.

Other acts at the show included Team Aeroshell, T-33 Ace Maker, A-10 Warthog, Kyle Franklin, Stearman, T-28, and Pitts aerobatics. The show also included a bunch of fast, custom cars racing down the runway before and after the show. The top speed of the winner was 208mph!!!

After the show we did an LHFE ride in the bomber and Sam did a VIP ride. Then we had a planed VIP flight over Kansas City sponsors of the show and it included the Aeroshell team, B-25 and TBM. We flew in trail behind the T-6's. What a great time that was and many people got to enjoy the sights and sounds. The tower at MCI asked us to buzz the tower which all 6 planes did and then we headed back to KGPH. After all planes and the px were secured, it was off to eat supper and enjoy a cold beverage.

Sunday morning was also a beautiful, severe clear morning. Off to the airport and the planes and px were up and running quickly thanks to our hard working, efficient crew. Gates opened at 10:30 and here they came in droves. Same plan for the airshow routine which started at 12:30 and went off without a hitch. Another large crowd had gathered and really enjoyed all the airplanes. After the show, the TBM and L-3 headed home and the B-25 did 2 LHFE rides before departing. Many thanks from the airboss and airport manager and we were then off for KSET.

These airshows are fun, but they are also a lot of work for all the crews. The smiling faces and thankful vets and families make it all worth it. The Mo Wing was well represented and much appreciated this weekend.....again! Overall, a very successful and enjoyable weekend for all.

God Speed Robert "Bob" Moore!!!! *CAF Col. John Fester*



CAF Col. Bob Moore



Since learning of Bob's passing yesterday my phone and email have been used more than any day I can remember. I have had calls from Missouri Wing, Heart of America members and Headquarters personnel. Bob's personality was far reaching.

Bob joined the CAF just under 30 years ago on October 11, 1987 and in that time dedicated so much to the Missouri Wing. He took care of our Hangar Dance, our parades and recently handled the LHFE program which has resulted in well over \$100,000 in rides and was my Adjutant.

Bob was the reason that I joined the CAF. When I first came to visit i walked into the museum and saw three members and none of them spoke to me. So I wandered around and eventually left. About three weeks later I tried again, went to the museum and wandered. Then, from the door to the ramp I heard, "How We Doin'.. That day I joined and everything I have done and will continue to do will be because of Col Bob Moore just saying hi to me. He will be so very missed.

Below are a few notes that we have received:

Hello Bob,

It was with great sadness I learned of Bob's passing. I got to know Bob through the CAF and the collaboration of our two Wings. He was a great ambassador for the organization, a kind and generous soul and a fine man. On behalf of the Heart of America Wing I wish to extend our condolences to his family, friends and fellow Colonels of the Missouri Wing. He will be missed by all who knew him.

David Swartzbaugh, Wing Leader/Heart of America Wing

I just learned about Bob Moore's passing last night. I first met Bob at various CAF air events in 1991, after becomming a CAF Col. I can only imagine how devastated you all must be. Please know the pain of his loss is felt on this side of the State as well. He was a tireless worker, salesman, smiling face and great man. I'm proud to call him my friend.

Bob Robinson, Heart of America

There are also so many nice pictures and thoughts all over Facebook from our membership as well as many more emails and text messages that were sent to me.

CAF Col. Bob Lawrence





COMMEMORATIVE AIR FORCE MISSOURI WING

P.O. Box 637
St. Charles, MO 63302-0637



JULY 2017



"Red Bob"



Our deepest sympathy to Sandy and family from the Missouri Wing and friends. Celebrating the life of a good man and mourning his passing.



July Birthdays

- Bob Kalal (6) • Dick Hyde (7) • Tee Baur (8) • Hubert Looney (12)
- Stuart Scott (12) • TR Proven (18) • Wanda Weaver (19) • Jack Seeman (24)
- Joe Racine (25) • Nick Talarico (26) • Lou Tacchi (30) • Lennie Kratzer (31)

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

