



COMMEMORATIVE AIR FORCE
The **COMPASS**
 MISSOURI WING



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JULY 2018



Gathering of Avengers in Peru IL on May 19th

UPCOMING EVENTS

- July 14** General Meeting 11:00 a.m.
- August 4** **Missouri Wing Airpower Museum Grand Opening**
- August 11** General Meeting 11:00 a.m.
- Aug. 17-19** Terre Haute, IN B-25, TBM, L3
- Aug. 25-26** Fly Iowa, Ottumwa, IA B-25, TBM, L3
- Sept. 8** General Meeting 11:00 a.m.
- Sept. 15** **Hangar Dance**
- Sept. 21-22** Camdenton, MO B-25
- Sept. 28-30** Olathe, KS B-25, TBM
- Oct. 5-6** Louisville, KY B-25, TBM, L3
- Oct. 6** Cystic Fibrosis Bike Ride
- Oct. 11** QB Event Olathe, KS B-25, TBM
- Oct. 13** General Meeting 11:00 a.m.
- Oct. 13-14** St. Louis Spirit B-25, TBM, L3
- Oct. 27** Pumpkin Drop and Smartt Field Open House
- Oct. 29** Ramp Demolition to begin
- Nov. 10** General Meeting 11:00 a.m.
- Dec. 8** General Meeting 11:00 a.m.



**2018 WEDDING
 RECEPTIONS**

- Sept. 22 Williams
- Oct. 13 Hoing
- Oct. 20 Steinhoff
- Nov. 3 Claremont
- Nov. 10 Wedding

WING LEADER REPORT



If you had attended the June General Membership Meeting there was a conversation on the future and direction of "The Compass" newsletter. The conversation revolved around what the Compass covered, its need and distribution method. You should have all received a distributed email on June 11 requesting articles and participation and I am happy to say some members have jumped in to better our newsletter. There is a common bond that brought us all together, a desire to participate, share and to preserve and this is the main means to communicate. Being an active member does not always mean you have to work on an airplane or host a tour. Participation by contributing to your newsletter is also a significant means.

CAF & MISSOURI WING GROUND FORCES



If you had received the May issue of the Dispatch you would have been introduced to the CAF Ground Forces Detachment. A good friend of the Missouri Wing, Col John Sprouse, is one of the founders of the group and if you are not following them on Facebook you really should. They are working on some great things and in the long run this is going to be one great CAF Detachment. Since we are done with the events until our Hangar Dance Col Looney and I spent a day putting 'The Hangar" back together. We lined the vehicles up in the manner in which I would like our vehicles to be displayed. It seems that we ourselves are creating the Missouri Wing Ground Forces. In time we will be adding info boards to each vehicle to share their specs and usage.

SOCIAL MEDIA



I want to Thank Col Matt Geery for coming on board as a Facebook Administrator. As you know Col Geery is seen usually around the B25 Maintainers but he also has a knack for communications. On June 22 Col Geery launched our Instagram account and in doing so immediately got in front of just under 2,300 ppl. This is a great platform to get in front of the general public and to keep our followers interested. We are also seeing an increase in the number of people communicating with us through Facebook Messenger. Most of these are about Museum Tours, Aircraft Rides and Event Availability. One last thing I would like to share is that our Facebook page now has over 5,000 ppl following everything that we post!

A DUAL GREEN THUMB



For years we have all know that Col Steve Go\$sett has been a financial wizard with his knowledge of the "greenback" however did you know of his other "green" hobby? Col Go\$sett is also a active volunteer with the Missouri Botanical Garden. With this passion he has taken the lead of our outdoor curb appeal. Currently he has been caring of the area around the Officers Club with a few other areas in his sites. Next time you are out make sure you do two things; First, take the time to look at the variety of plants and flowers he has put in place. Second, Thank him for taking the time to come out during the week to care for these beautiful additions. The images here do not do them justice so make sure you visit our website to see them in color.

THE FUEL DEPOT



As the Missouri Wing Airpower Museum Campus continues to take shape there is something new for you to see. The Fuel Depot is underway and adding a bit of historical depth. After exhaustive research by Col Lou Tacchi the stenciling that was used is historically accurate. He and Col Tim Mohr collaborated in giving our visitors something unique to look upon. While this is not yet complete I am certain the finished project will be fantastic!



WING "POSITIONS"



Recently, some of the **OLD GUYS** wanted to relay a few body positions that are great to use while at the wing. These have been used successfully for many years and will definitely come in handy when you put them to use.

Position 1: Feet one foot apart, body leaning forward at approximately 37 degrees, arms straight down with hands open and palms facing down (gloves optional but recommended). Push straight down, release, then push down again.

Result: This action will enable you to cram your trash into a full container so that the next person will be the one who has to dump this extra-heavy container.

Position 2: While walking through the hangar, raise one leg so that your foot is approximately 13 inches off the floor, take a quick step forward while pretending not to look down and continue walking in a normal manner.

Result: This action will allow you to walk throughout the premises without tripping over any foreign objects that are on the floor and eliminate hurting your back trying to pick them up to put them away.

Position 3: Sit in your chair, with your hands down, head bent slightly down and eyes staring at the floor.

Result: This is a tried and true way to keep from being asked to volunteer for some unfilled and thankless job by the Wing Leader during the monthly meeting.

Position 4: Pull your pants pockets out and place both hands on your head.

Result: This basic position has helped many of us over the years when the finance officer approaches you for money to help pay for some overdrawn line item that he noticed is overdrawn.

Position 5: Put a big smile on your face, extend your arm, and be on your friendliest behavior.

Result: Another tried and true way to greet visitors and new members at the wing usually resulting in a good response and the possibility to get them to join our membership and great organization.

*From the archives and CAF Cols Bob Moore & Craig O'Mara
Resubmitted by CAF Col. Pat Kesler*



WHY WE VOLUNTEER

Note: I wrote this many years ago, but feel the words below continue to touch upon an important subject... Respect for others...

I have been an aviation enthusiast ever since I was old enough to raise my head and focus my eyeballs on movement. With guidance from my father, I built my first model (a McDonnell F-2H Banshee) at the age of 5. He was a photographer at MAC and really tweaked my interest in anything that had wings and engines. My background as an Aeronautical Engineer, Air Force pilot, Airline big-bus driver, and corporate pilot have fed my enthusiasm and provided me with a rewarding life and memorable moments. I am fortunate to live close to an organization that continues to feed my need to be around aircraft and people that love them. I am also very lucky to be around men and women that have the utmost respect for our veterans and the history associated with their service. My fellow members are there because of individual reasons and desires and I would like to talk a little bit about that – so please bear with me...

Our Wing is a composition of volunteers who like to be around aircraft, people and history. Some are experts in a specific field, some are semi-experts in a lot of fields, and some are just members that want to help, learn, and participate in a unique organization that offers so much. Every member has the rank of Colonel and no one can be fired. No one is in the position of "pulling rank" and we are all out there for one basic reason – to keep these great symbols of freedom flying and available to the general public. We maintain a great museum and all participate so we can enjoy our times at the hangars and at various events and airshows. In other words, we are all volunteers hoping to generate positive inputs and receive good memories along the way while providing a great service to our community and nation. It all sounds great and, in a perfect world, this is what should happen on a daily basis.

It should happen and generally this is the case. But, I need to reiterate to everyone that, while we are all members looking for a fun and rewarding experience, we need to be aware of our individual actions, thoughts, and words while interacting with other men and women. It's easy to bring our problems to the Wing and vent or look for a sounding board when it comes to personal feelings or beliefs. Please remember that words can hurt and we are all human with emotions, feelings, and reactions. The Wing is a conglomeration of people with different backgrounds, professions, and skills in life and we should all be able to understand the fact that some are not as outgoing or outspoken as the rest of us. Please be cognizant of what you say and how you interact with others. Feelings can be hurt because of a stray word or phrase and the last thing any member wants is to affect another member adversely or cause him or her to leave the organization. The bottom line is we all need to **respect** the presence and feelings of our fellow members.

The word **RESPECT** as a *noun* is defined as "esteem for, or a sense of worth or excellence of a person or a personal quality". As a *verb*, it is defined as "to hold esteem or honor, to show regard or consideration for, and to refrain from intruding upon". All members should actively pursue the true definitions of this word and respect one another while being positive about our unique organizational events and goals. Negativity serves absolutely no purpose except to breed more negativity and it will rob you and others of energy – and we all know how easily energy evades each of us as we get older. Conserve your energy and always channel it in a positive direction.

I volunteer at the Missouri Wing because of many reasons and will continue to do so as long as I am able. I also want to know that my trips out to the hangars will recharge my positive terminals. The more positive and pleasant the environment – the more we'll all accomplish.

Mike Marino checking out the TBM. Dutch lending a hand.



MAINTENANCE UPDATE

As we begin a new airshow season all aircraft are operational. All of the mechanics have completed their CAF required annual on-line training with Headquarters that is in line with the CAF regulations.

The L-3 annual was completed without too many issues. Throttle rigging was completed so that both cockpits have full authority. New exhaust was installed. The tailwheel assembly was shimmed and tightened up and other small issues were repaired. Plans are in place to obtain wing, cockpit and prop covers so wit is protected from the elements when on those rare occasions it is parked outside it is protected from the elements. The support crew on the aircraft takes great pride in keeping this aircraft operational and safe.

The TBM crew has it running great and picking up a couple of commitments that the B-25 could not make due to mechanical issues. The winter months were spent on changing a leaking cylinder and nagging hydraulic system leaks. Through the dedication of Dutch Meyerpeter and his crew of Bob, Timmy, and Keith the TBM has remained a dependable asset to the organization. We couldn't do it without your dedication.

The B-25 crew fought several issues that were time consuming and negatively impacted the winter schedule. During the inspection two of the oil coolers were found to be leaking and had to be removed and sent out for repair. All 56 valves had to be checked and adjusted on the engines. The two large seats in the aft compartment were removed and smaller seats installed to facilitate moving around in the cabin during the rides program. Most of the avionics wiring has been inspected and the engineer's panel has been cleaned up and rewired. The most time consuming was doing a repair to one of the inspection panels on the wing. The best news over the winter was that during the inspection of the new brake discs they were exhibiting better than expected wear over the past year. Great news when new discs are \$95.00 each and there are 56 of them on the aircraft. The last hurdle is a nagging oil leak on the left engine that is keeping us from setting out to airshows at this time. Thanks to Dan, Charley, Mark, Jim, Matt, Marty, Buddy, and everyone involved.

As I write this there are two events that are weighing on me. June is the 25th anniversary of the beginning 93 flood. It is truly amazing that with a handful of members and volunteers the Wing survived this disaster. We closed the book on one chapter of the Wing and started down a new and better path.

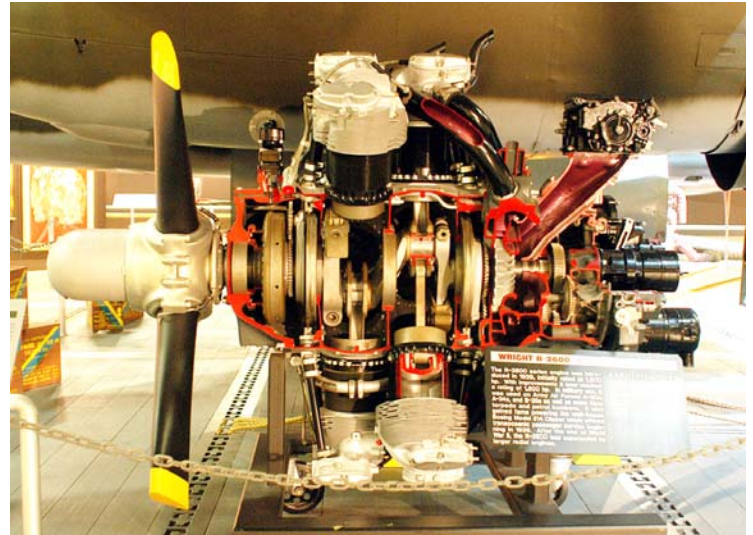
The county could have taken the easy way out and condemned the main hangar but had it rebuilt and the B-25 hangar was built the following year. Kudos to all involved.

As I write this it is also the seventh anniversary of the passing of my Dad, Leroy Fenwick. U.S Arm, PFC Purple Heart, Bronze Star. Thanks for your service Dad. Because of your sacrifices and millions of others of your generation I can do what I do now.

CAF Col. Pat Fenwick



WHAT DOES THE B-25 MITCHELL AND TBM AVENGER HAVE IN COMMON?



The R-2600 series engine was introduced in 1939, initially rated at 1,500 hp. With improvements, it later reached a rating of 1,800 hp. In military use, it was used on Army Air Forces A-20s and B-25s as well as some Navy torpedo and patrol bombers. It also gained fame powering the well-known Boeing Model 314 Clipper, which offered transoceanic passenger service beginning in 1939. After the end of World War II, the R-2600 was superseded by larger radial engines.

The Wright R-2600 Cyclone, designed and produced by the Curtiss-Wright Aeronautical Corporation, was a 14-cylinder, double-row, air-cooled radial engine. It was more famously known for the smaller aircraft it powered, rather than the larger craft. It was used in a variety of famous aircraft that included the Boeing 314, Curtiss SB2C Helldiver, Grumman TBF Avenger, Douglas A-20, Martin PBM Mariner, and North American B-25. Work began on the engine September 23, 1936 under the company's specification #439 and production began in 1938.

Under normal operating conditions, the engine developed 1,700 hp (1,270 kW) for take-off, but the horsepower ranged from 1,600 hp (1,190 kW) up to a maximum of 1,900 hp (1,415 kW), depending on the model and configuration. It was a high compression engine with ratio of 6.9:1, requiring 100-Octane fuel. It had a bore of 6.124 in and stroke of 6.312 in. Total displacement was 2,603 cubic inch and it weighed 2,045 lb. More than 50,000 engines were produced with production tapering off by the end of the war.

The B-25 was powered by two air-cooled, supercharged, 2,603.737-cubic-inch-displacement (42.668 liter) Wright Aeronautical Division Cyclone 14 GR2600B665 (R-2600-9) two-row 14-cylinder radial engines with a compression ratio of 6.9:1. The engines had a Normal Power rating of 1,500 horsepower at 2,400 r.p.m., and 1,700 horsepower at 2,600 r.p.m. for takeoff, burning 100-octane gasoline. These engines (also commonly called "Twin Cyclone") drove three-bladed Hamilton Standard Hydromatic variable-pitch propellers through 16:9 gear reduction. The R-2600-9 was 5 feet, 3.1 inches (1.603 meters) long and 4 feet, 6.26 inches (1.378 meters) in diameter. It weighed 1,980 pounds (898 kilograms).

The TBM Avenger-3E was powered by the Wright-Cyclone 14 Aircraft Engine Series C14-BB Model R-2600-20, manufactured by the Wright Aeronautical Corporation. The engine is a 14 -cylinder, staggered two row radial air cooled type. The propeller is driven at a ratio of 16 to 9 crankshaft speed by means of reduction gears. The supercharger is of the two speed, single stage, centrifugal type, having an impeller which is driven at a ratio of 7.06 to 1 when operating in LOW blower, and a ratio of 10.06 to 1 crankshaft speed when operating in HIGH blower. The carburetor is a model PR48-A3 Stromberg injection carburetor, incorporating automatic altitude mixture control and idle cut-off.

TECHNICAL NOTES:

Type: 14-cylinder, two-row, air-cooled radial
Displacement: 2,604 cu.in.
Maximum rpm: 2,600
Maximum hp: 1,700
Weight: 1,980 lbs.
Cost: \$16,500
Specifications:
Wright R-2600
Date: 1938
Cylinders: 14
Configuration: Twin-row, air-cooled radial
Horsepower: 1,700 hp (1,267 kW)
RPM: 2,600
Bore and Stroke: 6.125 in. (155.6 mm) x 6.312 in. (160.2 mm)
Displacement: 2,603 cu. in. (42.70 liters)
Diameter: 55 inches (1,397 mm)
Weight: 2,045 lbs. (928 kg)

<http://www.nationalmuseum.af.mil/Visit/Museum-Exhibits/Fact-Sheets/Display/Article/196245/wright-r-2600-cyclone-14/>

CAF Col. Alexander Furla



WINGS OVER INDY 2018

Metropolitan Airport June 29-July 1 2018

Finally able to make our first appearance in the B25 for the 2018 season. Thanks to all who worked on the bomber to make it happen and Jordan for stepping in to be the PIC of the bomber at the last minute. We gathered at KSET on Friday and it was hotter than ever! A big thanks to Dutch and Louise, and Bill Wehmeyer to see us on our way and close up hangars for us.

The TBM crew consisted of JP Mellor, Mark Schuler and Bob Sanders. The B-25 crew was Jordan Brown, John Fester, Hubert Looney, Joe Martinez, Matt Geery, Charlie Finnegan, Chris Orf and Bob Carmack.

Did I say it was hot?? We loaded up the planes, and water, and headed out in loose formation. Climbed as fast as possible to get to cooler air and enjoyed a great ride to Indy. We arrived with a pretty large crowd of people waiting for us including 3 WWII veterans. We promptly gave them a ride in the bomber and then visited with our hosts, the Indiana Wing of the CAF. A great group of guys and gals who were very hospitable and friendly, making sure we had everything we needed the whole weekend.

Soon we were off to Outback Steakhouse for some food and cold beverages. Lots of good food and conversation about the day's work.

We were booked in a nice hotel with suites for everyone. Bob and Joe were given the honeymoon suite and apparently really enjoyed the fold out couch. Lol

Up early on Saturday and off to the airport, hotter than Hell's fury again but we got the airplanes ready and settled in for a hot day. The crowds were thin because of the heat but we still managed to sell one ride in each airplane for the day. There were quite a few nice WW2 aircraft on display including a Bearcat, T-6, T-28, F-86, a couple Stearmans and a P-51.

Saturday evening Hubert wanted to go to a local dive for food and drink, so we did and ended up having a foosball tourney after a few libations. Great fun and a very understanding waitress helped us enjoy our visit there. We then gathered in Joe and Bob's room and attempted to solve the world's problems with the help of some Raspberry wine. We did not solve many problems.....

Sunday morning brought a couple of rain showers as soon as we got to the airport so we were a little delayed getting the airshow going. With Carmack and Joe selling hard, we sold 2 rides in the bomber and one in the TBM. Great work guys.

Time to pack up and head home, we scavenged up some chips and peanuts and departed together only to be greeted in St Louis by a double line of thunderstorms. We picked our way through and landed at Smart just before another wave of rain hit. Quickly got the planes put away so we could all head home. Jordan and JP had to pick their way back through the storms to get home as did Mark Schuler. All got home safe. Thanks to Hubert for being the last man standing and getting the hangars closed up and secured for us. Thanks to Jordan and JP for doing a lot of "airplane shuffling" to get to and from KSET and KUMP.

A great weekend was had by all and a good representation of the Missouri Wing at the show. The Indy group was very appreciative of the airplanes coming and we were happy to have helped.

CAF Col. John Fester



MISSOURI PILOTS ASSOCIATION VISITS THE MISSOURI WING

On 06/20/18 The MO Pilots Assoc. took a tour of our facilities. It was arranged through Ken Pratt who is a member of both organizations along with their leader Ken Christian and myself. After a nice fried chicken dinner a letter was read from Ken Pratt who missed the evening's activities because he was in Belize flying for Wings of Hope. He wrote a touching story of on Father's Day he flew a newborn boy from a village to a hospital in Belize City who was in dire need of medical care. What a great story!

Afterwards Joe Vera Martinez and I took some of their members to tour the Gallery, planes and Officers Club. One of the members I recognized was Dr. Bill Sill who used to be my Physician. For most of them it was their first time getting to see what we have here and I think they had a great time. It's a great testament to the dedication of our members.

CAF Col. Gerry Spavale, Education Officer

ADJUTANT'S REPORT



PX –

Peru IL - The PX made the trip to the Gathering of Avengers in Peru IL on May 19th. The weather turned out great and a huge crowd enjoyed the show! The PX and Rides sales totaled nearly \$4000 for a one-day event!

WOSL – It was an unseasonably hot weekend and the B-25 was down for maintenance, so attendance was lower vs 2017. However, the PX, gate, and TBM rides sales for the weekend totaled nearly \$3000 and 40+ members came out over the weekend to help out and enjoy each other's company!

Membership-

Matt McHugh has been spending time at the wing lately and has decided to join us! He is a graphics designer and photographer. He will be at the wing mostly on Thursdays due to his work schedule. I introduced him to the B-25 and TBM maintenance teams so he can help out in the hangars on Thursdays. He has also helped hang the slat walls in the Gallery, so Matt has been a big help already. If you see him around say hi and introduce yourself!
CAF Col. Bruce Arndt



2018 HANGAR WEDDINGS

So far this year we have had 5 weddings with 5 more scheduled for the fall. Each wedding has been unique and a pleasure to work.

With Bob Lawrence, Joe Vera Martinez, Charlie Finnegan, Steve Gossett, Bruce and Suzanne Arndt working the weddings everything has gone smoothly with the exception of the occasional tiki torch flareup and broken glass cleanup. Thanks to all of the members helping with the Thursday cleanup. Also Special thanks to Hubert Looney and Tim Mohr for being there to help move vehicles and planes and taking care of problems that pop up.

All of the weddings have been successful and guests have had a great time. The events have given us a lot of exposure to those who otherwise would not have had a chance to see what we have here. Many of the guests have expressed interest in attending our events and touring our facilities.

Once again, thanks to all who have helped out.
CAF Col. Gerry Spavale



SAFETY



What a great day to spend at the airport. Show Me flew, Avenger was pulled out of the hangar, followed by our June General Meeting. If you haven't checked out the museum lately please do so. I think you'll be impressed with the progress that is being done. While speaking of the museum, I want to give a big shout out to Jack, Bob, and Gerry for all the tours you provide to our future members and general public. A second shout out to all the mechanics that work hard keeping our planes airworthy and the pilots who fly them. That's all for now. If you come across any safety issues or have suggestions, please let me know.

Take care. Be safe and keep 'em flying.

Tim Dexter, CPCU



The Heat is On! Stay Hydrated, Drink Water!!



Unfortunately we lost another long-time and dedicated member in past Wing Leader Bob Willhauch on May 17, 2018. Before he became too incapacitated to fly, Bob would often take new members for a flight in his beloved Mooney.

Bob had told me that his father was a Marine who had volunteered during World War II. Even though he was a married 29 year old with Bob being his nine year old son, like so many others of that era he felt it was his patriotic duty to serve.

Tragically his father was killed on Iwo Jima on the day of the iconic flag raising, February 23, 1945 which happened to be the day I was born.

I have read that during the first days of the battle that there was a Marine casualty every 45 seconds. I sometimes reflect on this fact and consider that at the instance when I was taking my first breath that some Marine was taking his last. Perhaps even Bob's father.

Let us never forget the brave fighting men who gave their lives for our freedom. *CAF Col. Bill Wehmeier*



GALLERY UPDATE

We are slowly approaching the completion of the gallery. Thanks to help from Mike Marino, Lou Tacchi, Ian and Joseph Collins, Steve Baldwin, Bruce Arndt, Joe Vera Martinez, Bob Lawrence, and others, we finally have a layout to work around. Next will be getting the viewing room in place and the electronics for that and the work station.



DISCOVERY ZONE

A new addition will be the Discovery Zone for our younger visitors. They will have a hands on experience with various pieces of equipment, tools, and uniforms which will be located in the middle of the Gallery.

GRAND OPENING 8/4/2018

With the addition of a few more articles, signage, and labels, we will have the grand opening Aug. 4th.
CAF Col. Gerry Spavale, Education Officer



Bruce Kreycik and Gerry Spavale working on new display.





COMMEMORATIVE AIR FORCE
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**JULY
2018**



4TH OF JULY O'FALLON HERITAGE & FREEDOM FESTIVAL PARADE

Photos by CAF Col. Alexander Furla



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