Commemorative Air Force
The COMPASS
Missouri Wing

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Saturday
August 12
General Meeting
1:30 pm

AUGUST 2017

AIRPORT WIND DAMAGE JULY 23RD

According to the weather service winds around 3am Sunday morning reached 71mph which caused this damage. At this time we have not taken control of the A Frame and are talking with the airport about what this means to the building. The screened area has been removed as it would have been cost prohibitive to repair.
CAF Col. Bob Lawrence

Upcoming Events

August 12
General Meeting - 1:30 pm

August 19
Sullivan, MO
Flyin - Ottumwa, IA B25, TBM, L3, PX, LHFE

August 26-27
Joplin, MO B25, TBM, L3
General Meeting - 1:30 pm

Sept 9-10
Camdenton, MO B-25, L3

Sept 9
Flyin - Beech River, TN B25

Sept 16
* Wings Over Dallas, TX (* Tentative Events)

Sept 22-23
Veterans Event - Louisville, KY B-25, TBM

Sept 30-31
Pumpkin Drop, Smartt Field B25, TBM, L3

Oct 7-8

Oct 13-15

Oct 28

Buying Dance Tickets keeps ‘em flying!

Rental Events for 2017

Sept 30 – Westerfeld Wedding
Oct 08 – Suttle Wedding
Oct 14 – Blannie Wedding
Oct 22 – Lang Wedding
WING
LEADER’S
REPORT

The summer sure is scooting by quickly and with the nice fall weather approaching I am in full planning mode. With the Hangar Dance, Wedding Receptions and Group Tours we have many opportunities for our members to get involved. Likewise there are a number of projects that come up this time of year above and beyond the new Control Tower and Fuel Pump redesign. More details on those to come.

Coming out of the summer break we have two great shows this month. Sullivan, MO which is a great one day stop to a local community on the 19th. Followed by a new stop in Ottumwa, IA on the 26th. Then getting into September things get really busy. Prior to the next issue of the Compass we will be in Joplin, MO again the weekend of September 8th This was a wonderful show for us the last time around and we are excited to be invited back.

2017 Hangar Dance is going to be the 35th Anniversary. Over the years we have made some modifications to set up and ticket costs. And we have been selling tickets online now for the last 4-6 weeks. As always we need everyone’s help. There is so much today and each year our members, and their families step up so Thank You all in advance.

With the temperatures really in a pleasant range I hope to see you all at the hangar!
CAF COL. Bob Lawrence
Wing Leader

SILENT AUCTION

Looking for a bargain? How about an unusual or collectible item? Be sure to check out the many items available at our silent auction while at the hangar dance. These items are donated by friends, members, and various business to help fund our activities. Take a few moments to stop by and see what is available and select what items you would like to take home. Some have a minimum bid required but many are simply up to you. Oh yes, we do accept credit cards as payment. It’s a lot of fun so give it a try!

DOOR PRIZES

Did you know that you might get a prize just for attending the dance? When you turn in your ticket stub you are eligible for one of the many attendance prizes that are given out throughout the evening. These include gifts, free meals at local restaurants, and other miscellaneous items. There is nothing to buy other than your dance ticket so listen closely to see if your name is called. If you would like to donate an item please let us know so we can include it on our list.

EVER HEAR OF A 50-50 DRAWING?

This is always a lot of fun. Simply stop one of our members selling the tickets and wait for your number to be called at one of the intermissions. The winning number is entitled to half of the money collected for the drawing. Thus the name 50-50. Oh, did I mention that this is given out in cold hard cash! Give it a try!

NO TICKET...
NO WRISTBAND...
...NO ENTRY!

As in all prior years, we thank all the members who buy tickets to support the Wing and then offer to help before, during, and after the Dance. This support enables the Dance to be as successful as it always has been and makes each member proud to be a part of this memorable evening. Each year our patrons who attend this great event simply rave about it and thank all of us for putting it on.

Again this year, everyone who buys a ticket will be presented a wrist band. This will enable us to see, even from a distance, that each person has paid to attend. Yes, it is sad to believe that, in past years, we have had a large number of people who attended but did not pay for a ticket. To avoid confusion, our members will also wear their wristband to show that they have also bought a ticket in addition to helping during the event. This should eliminate the possibility of anyone entering the function without buying a ticket.

And... Don’t forget that getting tickets online is as easy as One, Two, Three!!!

CAF Col. Gerry Spavale /Dance Chairman
We Need You!!

With just a few weeks to go before our biggest event of the year, I’d like to mention a few things:

- Consider donating items for our silent auction or door prizes.
- Read the Hangar Dance member’s packet you received in the mail and please volunteer to help with at least one of the listed activities.
- Buy your tickets early and invite some friends & relatives. They’ll love you for it!
- Look at the pre-dance schedule and help us out on Thursday, Friday or Dance Day.
- Plan on having fun, making some new friends and acquiring an acute feeling of satisfaction for doing something great for our Wing and Community.

CAF Col. Gerry Spavale /Dance Chairman

Uniforms and Costumes

One of the highlights of the Dance is watching all the people who come dressed in various military uniforms or apparel of the Big Band Era. This is probably the only local event where you have a chance to dress as someone from the past and even receive an award from a group of judges. Why not plan on joining the fun this year and show up in your favorite outfit?! Visit the Wing website for some photos of past dances and get an idea of who (or what) you might want to be.

CAF Col. Gerry Spavale /Dance Chairman

The Museum Skunk Works

Too Hot!! That’s the Skunk Works these last few weeks, so we stay out for now.

It’s cooler in the museum, and we’re cataloguing items not in cases. That means completing a card with a catalogue number for the item, writing a brief description, identifying who loaned or donated the item, and marking it’s location. A tag is attached, and a picture is taken. Sounds simple enough, but have you seen how much we have?

Stay tuned!

CAF Col. Bob Kalal

Wedding Reception

I want to Thank everyone for jumping in to either clean, prep, work or clean up the July 22nd wedding reception. This one was for the books as we again learned a few things. But above and beyond that I have to tip my hat to Chuck Strand, Charley Finnegan and Joe Vera Martinez. While we knew that it was going to be a very hot reception we had no idea we would see a heat index of 121F. We gathered every fan we had to help keep the air moving and by the end of the night had almost all of them pointed on the dance floor. Amazingly enough there were no overheating issues and these three guys stayed with me till the end to lock it all up. On prep and clean up I cannot express my gratitude to all that stepped in. Dutch Meyerpeter, Gerry Spavale, Mark Statler, Jim Lammert, Sandra Miller, Ron Wright and our new member Ian Collins. If I missed anyone I apologize, I really should have taken notes.

CAF Col. Bob Lawrence

Safety Article

Stay Hydrated

The hot days of summer are here. Getting dehydrated is easy to do when the temperatures soar around 100 degrees. Some tips for staying hydrated:

- Drink plenty of fluids while avoiding caffeine and alcohol
- Avoid extreme temperature changes
- Wear loose-fitting clothes. Avoid dark colors if possible.
- Slow down, stay indoors as much as possible
- Use a buddy system when working in excessive heat. Take frequent breaks if working outdoors.

Signs of heat exhaustion include cool, moist, pale or flushed skin, heavy sweating, headaches, nausea, and dizziness. If this occurs, move the person to a cooler place, apply cool water, and give them small amounts of water to drink. If they refuse water, vomit, or begin to lose consciousness, call 911.

Remember to never leave your children or pets inside your vehicle on hot days. The inside temperature of your vehicle can rise to 120 degrees.

CAF Col. Tim Dexter, Safety Officer
Their 100th Anniversary Celebration!

After finishing the Scott AFB Air Show, David Thompsen and I flew SHOW ME to Whiteman AFB in western Missouri on Sunday, June 11th. We were told to arrive around 8pm local and use a call-sign of “OSCAR 13” rather than our normal “November 345 Tango Hotel”. We had no idea why, but complied and touched down at 7:58pm on the 12,400’ runway. We requested progressive taxi instructions from the tower as we knew the B-2 ramp was extremely restricted and intruders could be met with deadly force. There’s a BIG RED line that you WILL NOT cross if you value your aircraft and your life. The B-2 “Spirit” is a “National Resource” and the security forces at Whiteman take their role very seriously and don’t play games!

We were marshalled to a position in front of a B-2 “bay” that housed one of those beautiful black wings and shut the engines off. I was totally impressed by David’s expertise (luck) as both props stopped perfectly in the Y position. I have never seen this done before. As we were accomplishing the Securing Checklist items, we noticed a group of flight-suited pilots walking towards us. We also noticed 2 armed Air Police (AP) vehicles positioning themselves in front of us at 45 degree angles. What was going on? We exited the bomber and were greeted by the squadron commander and 14 pilots from the 13th Bomb Squadron – “The GRIM REAPERS”. They were REALLY happy to see us and the Commander called us Rock Stars! They also explained our inflight call-sign. OSCAR was the name of the Grim Reaper on their squadron patch and they were the 13th Squadron. I still had no idea what was going on! Then something very strange occurred...

All 15 pilots lined up in front of the bomber and raised their hands. The commander got down on his knees and put his hands on the back of his head! They were being “arrested” by the APS! A photographer took a bunch of pictures and everyone started laughing and we socialized a little as the sun was setting. They all were walking away as I “rode the brakes” behind a tug towing SHOW ME into one of the “sunshine” metal roof shelters for the night. We had also learned that this was their squadron’s 100th anniversary and they had just reenacted an event that had occurred back in 1942 during WWII. (See the article “The Reapers Stole Those Mitchells” in the July COMPASS).

After putting our charge to sleep on a highly-protected ramp, we were given a 2002 Cadillac Coupe De Ville named “Cruella”. A British RAF exchange pilot had been assigned to the 13th for a 3-year tour, but had recently departed back to the UK. When he arrived in the states back in 2014, he said he wanted to become a “Real American” and therefore purchased a Cadillac, a pickup truck, and a Harley. He left the Caddy with the 13th in hopes they could sell her. Well, she’s still for sale. She drinks oil and has a lot of strange sounds, but has a nice ride. More about Cruella later. We drove to our hotel and attended a short get-together with some 13th BS alumni in the hotel lounge that night.

On Monday, our host Officer, Capt Nick “WOLF” Anderson handed us off to another pilot and we were given the opportunity to fly the B-2 simulator for an hour. After some air-to-air refueling and a nuclear detonation in front of us, we exited the highly secure area and went to an even higher security area where we were given a B-2 aircraft tour by Major “Shatter”. I asked him how he got that call-sign and he reluctantly said “I broke a lot of glass once”. I stopped my inquiry. Our tour lasted over an hour and we then received a tour of the 13th Squadron facility. Pretty impressive morning. That afternoon I drove David back to Smartt Field in Cruella and then drove back to the hotel. He had to get ready for a United Airlines Pilot check on Wednesday. Lonnnnnnnng day!

Our Wing Leader drove in Monday night, met me Tuesday morning for breakfast and we chatted with many alumni members of the 13th. Some of their war stories were flat out amazing! We later positioned our B-25 inside a beautiful hangar that normally held six A-10 Warthogs. We were the “centerpiece” for the upcoming formal banquet on Wednesday evening and squadron personnel were busy decorating and preparing for that historic event celebrating 100 years. Bob and I were invited to the “Gathering of Reapers” at the All Ranks Club that evening where we witnessed the burning of a piano (see the article in the July issue). It was “Red Shirt” night and all alumni, active duty personnel, and I had on red except for our Wing Leader who had not packed a red shirt. No problem – he wore his CAF blue, short-sleeve button-down and looked just like the Air Force Band Members who were playing there. After all – we do call him Blue Bob!

Bob and I talked with Brig Gen Paul Tibbetts IV, 509th Bomb Wing commander, for about 15 minutes and he told us that he had always wanted to fly a B-25 and an F-4. I must have said the magic word during the course of those 15 minutes. At the end of the conversation, he shook my hand, said “I rarely do this”, and when my right hand left his, it contained his personal challenge coin. It has a painting of an inflight B-2 with the B-29 Enola Gay fading away in the background. He designed the coin and incorporated his “favorite painting” on the front. His name and signature are on the reverse along with his call-sign “NUKE”. What a memorable evening!

On Wednesday, Blue Bob and I attended the banquet and were honored by Lt Col Rob Makros, 13th Bomb Squadron Commander, for bringing our B-25. It looked amazing in that setting. We were also thanked by Gen (4-star) Robin Rand, commander Air Force Global Strike Command, and Brig Gen Tibbetts again. During the speeches, we learned that “Shatter” had been one of the four pilots in the two B-2s that had bombed ISIS in Libya back in December, 2016 during Operation Odyssey Lightening. That was a 33 hour mission! There are no bunks in the B-2 and no flight attendant to make coffee, but they can stand up or lay down on the floor behind the two seats. Those Go-Pills must be better than the ones I remember taking while doing a 12 hour deployment sortie from Texas to England!!! Oh – and even I couldn’t stand up in the F-4 cockpit...
A GREAT time was had by all, and we said goodnight prior to our drive back to the hotel. Bob had to leave immediately and drive to Kansas City as he needed to catch a 6am Thursday morning flight to Reno for a business meeting. He is One Traveling Man! I was alone again except for the keys to Cruella. After an early breakfast Thursday morning, I drove back to the base, met Wolf and made him an offer he couldn't refuse. One of his buddies was going to have to drive me back to St. Charles and then back to Whiteman. Bob had suggested I drive Cruella back to Smartt and offer 4 seats on SHOW ME's return trip to Smartt on Saturday, June 17th. WOLF said YES and he helped me load the Cadillac with 16 cases of aircraft oil that we had acquired at Scott and Whiteman. The B-25 was repositioned to a safe location under one of the A-10 sunshades and I motored back to Smartt Field. I arrived around 1pm......when what to my wondering eyes should appear - but bunches of mechanics offering to unload all my gear (and oil)! Good timing Pat!

We left Cruella in the B-25 hangar awaiting the Saturday pickup and I said goodbye to her as I added another quart of oil. Great 8 days, great people, and great memories! WOW! Did my own bed feel great that night?!!!

CAF Col Pat Kesler/XO
**B-25 Hangar Goes Green**

Tim Mohr installing new LED lights. Less energy and MORE light.
Thanks, Tim!

**Heading to Oshkosh**

**WWII control tower started.**

**Progress being made on WWII control tower.**

**New torpedo stand in the museum.**
Bill started his aviation career as a courier for Boeing Aircraft in Wichita, Kansas, at the age of 16. At 17 he talked his father into giving him permission to join the US Navy. He did his basic training at Great Lakes. After graduation he was picked for underwater demolation training (UDT). For UDT training it was a qualification to complete Marine basic training in San Diego. In the end he was grateful that he had already completed the Navy basic training because it had toughed him up. Bill was assigned to the LSM 140 (Landing Ship Medium) and was sent to the Pacific (early 1945). They hauled tanks and replacement sea planes for the battleships. He was stationed in the engine room to keep "the kid" safe. When his talent to identify aircraft was discovered he was immediately sent to the radar gun tub or the conning tower.

When the war ended his ship was sent up the Yellow River in China to prisoner of war camps to pick up POWS. From there the ship went back to San Francisco. He was then mustarded out of the Navy but was surprised he still had five years to serve in the Naval Reserve, which got him a free trip to Korea in 1950 on the aircraft carrier USS Boxer (CV-21).

After a couple years of motorcycle riding and stock car racing "Wild Bill" decided to use the GI Bill and attend MIT in Chicago where he met his future wife, Caroline, who was attending nursing school. They both graduated, were married and then moved to Mulvane, Kansas, where they both were hired on at Boeing Aircraft. Boeing sent Bill to jet engine school. Then John was born. McDonnell was testing the XF-88 in Wichita for the Air Force and was having engine problems. Boeing loaned Bill to McDonnell to figure out what was wrong with the engines. Needless to say they got the plane flying. Old Man Mac came over to Bill and offered him a job: "Young man you can have a great future in St. Louis working for McDonnell Aircraft." After a couple weeks he went to St. Louis for an interview and accepted the job. At McDonnell Bill worked on Banshees, F-3Hs, F-101s, F-4 Phantoms, F-15s, F-18s, the Mercury and Gemini spacecraft and Sky Lab. He was proud to have known and worked with the Mercury and Gemini astronauts. If something wasn't working that is where Bill was sent. While living in St. Charles Caroline and Bill had six more children.

In 1976 John and Connie went to Harlingen, Texas, and toured the Confederate Air Force base and knew that was something Bill would really enjoy. They gave him a membership that year for Christmas which started him in the CAF. Bill served as Wing Leader for five years spending many a day out at Smartt Field. One of his big accomplishments was keeping the Wing going after being wiped out by the 1993 flood. In appreciation of his leadership and example during those years the Wing membership gave him a leather bomber jacket which was one of his prized possessions. Bill helped with getting the articles for the Compass and was instrumental in getting many new members, both which he felt was necessary for the Missouri Wing to "Keep 'em Flying".

Bill lived a long and happy life and will be sadly missed by friends and family. The Coffey family would like to thank everyone for their support and condolences.

Godspeed, Dad. Throttle Up!
Hangar Dance Tickets on Sale NOW !!!

Help support the biggest fundraiser of the year. Buy your tickets!

August Birthdays

Tim McCluskey (2) • Mary Racine (3) • Marty Malinee (9) • James Doucette (12)
Marilyn Feltham (13) • Les Heikkila (24) • John Marshall (25)
Jim Lammert (26) • Mark Statler (27)

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