



Volume 15 - N° 1 - January 2010

## EDITORIAL

This year 2009 ends in a variety of feelings which are a true reflection of what life is in general : A mixture of A mixture of joys and sorrows which make it enthralling. Sadness, caused by the loss of yet, another good friend, col **Ernest Cartigny** whose portrait is on page 3. Hope with the election of col **Gaël Darquet** as our new Adjutant Officer. Satisfaction, with the arrival of a new member, col **Aurélien Le Baron**. Generosity, thanks to the allocation of a significant sum of money to the French Wing by **Dassault Falcon Service** for 2010. Gratitude for col Gaël Darquet since he is the one who obtained this help from Dassault Falcon Service. Cohesion, as you will see in the article about col **Cédric Chanu's** MS 733 maintenance. Dream, like the one that cae true for col **Marie-Françoise Le Cornec** aboard a Swiss Mirage III. Innovation, thanks to all the news pages. Disappointment and perplexity to see so few CAF members take part in the last CAF General Staff elections. And, finally, amazement and satisfaction, thanks to the good participation to the French Wing elections, even though there was only one candidate.

2010 should be just as surprising and even more involved than 2009. I have to start it with two requests for our members. The first one is about the **Piper Cub Sponsors** which have to send in their participation as soon as possible, so that we can start this airplane's financial year without any trouble. The second one is about the volunteers that we need for the Fly-in in Le Plessis-Belleville on June 5 and 6 : We must know who will participate actively at the beginning of next year, so that we can draw an action plan and distribute the tasks to make sure it will be a success. The more the merrier ! It's the only way to fully appreciate the friendship and camaraderie that prevail within the French Wing.

In the mean time, I wish all our members and their loved ones a very happy new year 2010!

Bernard

*A Happy New Year 2010  
to all our members and friends!*



## ADJUTANT OFFICER FOR THREE YEARS : COL GAËL DARQUET (Page 2)



Photo: B. Delfino

## ANOTHER NEW RECRUIT : COLONEL AURÉLIEN LE BARON (Page 4)



Photo: B. Delfino



## DFS SUPPORTS THE FRENCH WING! (Page 7)

**SPONSORS OF THE "SPIRIT OF LEWIS" :  
IT IS TIME TO RENEW YOUR SUPPORT  
TO THIS AIRPLANE ! (See Page 2 & 12)**

## CORRECTION

The author of the article about col **Claude De Marco's** biography is Claude himself, and not our Editor. The latter got mixed up with his copy/paste. That's what happens when one tries to go too fast!... Shame on you Ed!

## SPONSORS OF THE PIPER CUB "SPIRIT OF LEWIS"

Friends, Sponsors of the *Spirit of Lewis*, your support to this aircraft should, ideally, be sent in December each year.

Understanding that everyone has to face constraints, this date is relatively flexible, but this airplane's budget must be closed at the end of January 2010.

We thank in advance all members and friends who will renew their sponsorship, as well as the newcomers (*See last page*).

As a reminder, here are the various costs for each level of this annual financing:

### Flying Sponsor

Premium of 250€ & 25€ per flight hour

### Restoration Sponsor

Premium of 125€ & 40€ per flight hour

### Supporting Sponsor

Premium of 50€ & 55€ per flight hour

These annual premiums are used to cover the fixed costs (Hangar, insurance, etc) whose total is 5400€. The other costs are covered by the flight hours (Gasoline, maintenance, oil, etc).

We thank you for this indispensable support to our Association.

## RESULT OF THE ADJUTANT OFFICER ELECTION

Only one candidate had applied for this position : Col **Gaël Darquet**.

<b>Number of eligible members :</b>	73	
<b>Number of valid votes :</b>	35	(48%)
<b>Unexpressed :</b>	38	(52%)
<b>Votes for :</b>	35	(100%)



Therefore, col **Gaël Darquet** is elected at the position of Adjutant Officer for the next three years. He will take office on January 1st, 2010.

Congratulations to Gaël who sent the following communiqué :

*"Greetings everyone,*

*I wish to thank you all for the confidence you have shown by electing me as your next Adjutant Officer, although I was the only candidate. A big thank you from the bottom of my heart. I will do my very best to represent the French Wing, its convictions, and all its members. I believe that the French Wing is in an ascending curve and that the future looks very bright and promising. I will only make one statement: "I can predict everything, except the future", therefore, it is down to us to carry on building what others have started years ago.*

*Long live the French Wing and my very best regards to you all!*

*Gaël".*

## RESULT OF THE CAF GENERAL STAFF ELECTIONS

Following the election to renew four positions among the CAF General Staff, either directly during the CAF General Assembly in Midland (1<sup>st</sup> column), or using a ballot (2<sup>nd</sup> column), the company ELMS, FARIS & Co. communicated the following results to the CAF :

<b>Col Steve Barber :</b>	117	178	<b>Total: 295</b>
<b>Col Mark Novak :</b>	162	168	<b>Total: 330</b>
<b>Col Charlie Wood :</b>	144	148	<b>Total: 292</b>
<b>Col Keith Wood :</b>	156	150	<b>Total: 306</b>
<b>Col Chuck Beasley :</b>	101	116	<b>Total: 217</b>

Are elected cols Steve Barber, Mark Novak, Charlie Wood, and Keith Wood. Note that col Chuck Beasley obtained an excellent score for a member who applied from the floor and did not get any publicity.

These totals show that the number of voters for this election is excessively low. The report does not state the total number of expressed votes, but one can estimate it to be around 330, which is very low, much too low for an organization like ours, with a membership of a little over 8,500, including around 5 to 6,000 eligible members. Today, it is urgent to find out precisely the true reasons for this lack of interest in this important election. It's only by knowing these reasons that the course can be corrected so that a genuine and indispensable enthusiasm can be retrieved.

## COLONEL ERNEST CARTIGNY HAS GONE WEST

On December 9, Col Ernest Cartigny took off for his last flight. He leaves a gap that nothing or no one will ever fill, either in the French Wing or anywhere else.



Col Ernest Cartigny was born on July 18, 1923, and was fond of aviation. He was very proactive in the aviation community, and he was known as one of the great defenders of civil aviation in general, and private aviation in particular.

A very active Resistant during WWII, he became a brilliant industrialist after the war was over. On September 28, 1986, he was elected Senator of the Seine Saint Denis district which started a second career made of justice, comprehension, and intelligence.

As soon as he started, he defended light aviation which was often left aside - when it was not attacked - while, for him, it was a benefit for the national economy, and a source of aeronautical vocations at a time when there was a definite lack of pilots in the air transport industry.

For two years he was a member of the cultural affairs commission, and, from July 1988 a member of the finance commission. In 1995 he was elected vice-president of the Senate. He was not re-elected at the end of his term, but he came back stron-



ger in December 2002 and became a member of the foreign affairs commission, and defense and armed forces, until September 2004, when he started

his well-deserved retirement.

In order to illustrate the open-minded spirit that best describes Ernest Cartigny, here is an extract from a speech he did in the Senate in 1990, about Germany's reunification. Ernest Cartigny was strongly in its favor because he thought, like many, that this reunification would be the true end of WWII in Europe, and a guarantee of peace:

*"In September 1944, with eight of my friends (...) I suffered deep into my flesh from this war that caused so many deaths. My eight friends died in atrocious conditions (...). We had fought together and I knew them well enough to guess their true thoughts: Today, I know that they would be beside me to also appreciate this conclusion. I'd like to also speak for those who cannot testify any more, because they must not be forgotten. The immense majority of them would agree with this decisive step we have made towards peace and the construction of Europe".*

Ernest Cartigny had taken part in the piper Club France in Normandy, on June 14, 2003. It was on that occasion that the photo on the right was taken, after a local flight aboard this Piper Cub.



Ernest Cartigny had been a CAF member for many years (# 12210). During a visit to Harlingen, he had the pleasure to give the CAF leaders, the Medal of the Senate. In the picture above, one can see him during this ceremony with Lloyd Nolen (Left) and Lefty Gardner (Right).

Our Unit Leader wrote a letter of condolences to Madame Cartigny, on behalf of all the members of our Association, to say how very sad we are for having lost a member of such a human value, and, before all, a great friend who always supported the French Wing ever since its very early days.

Au revoir Ernest!



## AURÉLIEN LE BARON NEW MEMBER

Aurélien Le Baron, an aircraft mechanic working for Dassault Falcon Service, was invited to our GA by Joël and Gaël. A good initiative since Aurélien liked the general feeling and everyone who was there. That was enough for him to decide to become a member of the CAF and the French Wing soon after. Like all of us, Aurélien is fond of aviation, and he decided to turn it into a career. But let's read what he has to say...

*"I was born on March 11, 1985, in Lorient (Morbihan in Brittany), and I started an interest in aviation when I read books about the early days of aviation (Aéropostale, Mermoz, Saint Exupéry, etc...).*



Photo: G. Darignat

*I wanted to become a pilot, like all kids do, but I quickly got discouraged, thinking that it was not accessible, like any other profession in aviation, until one day, I heard about the Aeronautical professional Baccalaureate (Airframe), which could be reached with the Micro technique Licence (Lathe and milling machine) which I was completing at the time.*

*After I got the latter, the following year I integrated the high school Christian Corbière in Morlais (Finistere, in*

*Brittany), for two more years. At the end of my Aeronautical professional Baccalaureate, I got the aviation extension which will give me the B1 Licence after a period of two years practice on airplanes.*

*After this time in Morlais, and various practical courses on Breguet Atlantique, Transall, Piper Navajo in England, and Fokker 100 and ATR 42 at Sabena Technic in Dinard, I did some temporary work in Toulouse with Latécoère Aéroservice on ATR 42-72, and with Air France Industrie on Airbus 320.*

*Following the reorganization plan adopted by Airbus, consecutive to the delay of the A380, I moved to Paris and worked for Omega Industries to do main-*

*tenance work on Boeing 737 until this company collapsed. I finally got a job with the Dassault Falcon Service, in Le Bourget, to carry out maintenance work on the Falcon fleet. It was there that I met Joël and Gaël.*



Photo: B. Delfino

*So, I'm now specialized on airframes, and my favorite warbird is the Boeing B-17 Flying Fortress".*

Colonel Joël Hardy is Aurélien's "godfather" within the CAF and the French Wing.

Both are seen on the photo below, taken "at the office" at Dassault Falcon Service.

Another mechanic is an asset that the French Wing can be proud of since there is plenty of work to do!

Welcome aboard Aurélien!

**AURÉLIEN LE BARON**  
29 Rue de l'Église  
95170 DEUIL-LA-BARRE  
France  
Tél: 06 23 87 47 73  
Email: ixachilan@hotmail.com



Photo: G. Darignat



## FOLLOW BARBAUD!

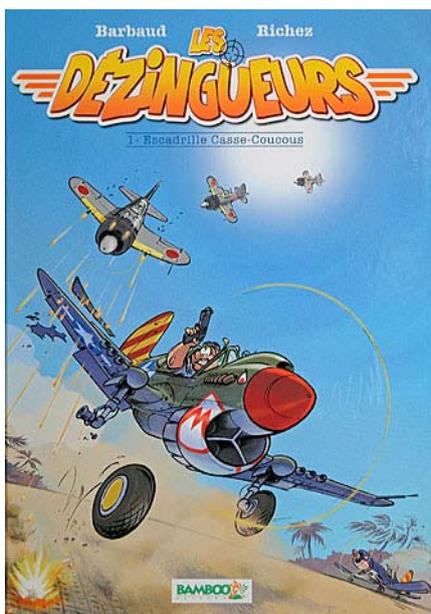
Jean Barbaud has hit hard with the first volume of his 48 pages, brand new and very funny “*Les Dézingueurs*” (*Escadrille casse-concoucs*).

The scenario is by Hervé Richez, the drawings by Jean Barbaud, and the coloring by Afroula who is no one else than Jean’s charming wife.



You will be happily surprised by this album new style. It’s something we’ve never seen before ! Totally crazy, and with an irresistible humor that will hit you from the beginning to the end of these stories filled with excellent farces.

If you like warbirds, do not hesitate one second! *Les Dézingueurs* is the best present you can receive (or give) for Xmas (or any other occasion). In addition, it’s not expensive (Less than 10 euros), which is good, and it will serve you for a long



time because you will need to read it and read it again to discover all the details you will not have noticed previously.

The effect on your (good) mood is guaranteed, so much that we’ve heard that it may well be reim-

bursed by the National Health Service (*Ed: Carefully save your receipt because Dr Barbaud will give you a prescription on a simple request*).

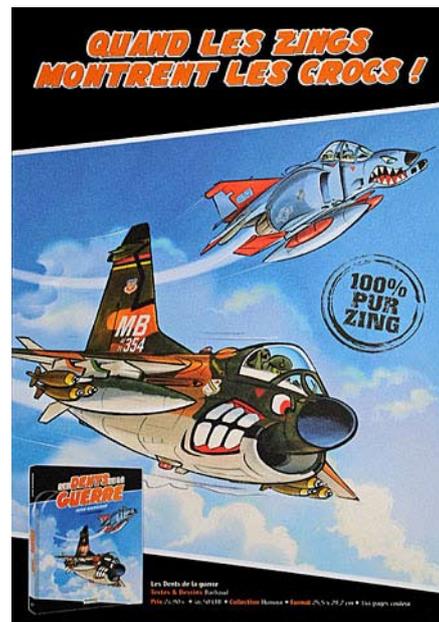
## “Les Dents de la Guerre” (Shark Teeth)

This other book has 144 pages and it includes 120 airplanes chosen in the story of aviation. Their main



characteristic is to have long teeth. A real pleasure and a must for any true aviation lover.

It’s a bit more expensive (24,90 €) but it’s worth its weight in gold because drawings and texts are by Jean Barbaud who cleverly mixes pencil and pen to get an amazing and explosive mixture!



In short, here are two books that we strongly recommend to people fond of aviation, aged 5 to 105 (*Ed: Beyond that age, a medical advice is a must to avoid immediate and secondary effects of the inevitable laughter crisis*).



## THE PRINTS MADE FROM THE PAINTING OF OUR PIPER CUB "SPIRIT OF LEWIS" BY ROY GRINNELL ARE AVAILABLE!

This is what this print looks like. The high quality, non-acid, 300 grams paper sheet measures exactly 30 x 40 cm (approximately 11,81" x 15,75"), which allows European members to use an easy-to-find standard frame. The price of this lithograph is 10 euros for the members of the French Wing (+ 6€ P&P), and 15 euros for the public (+ 6€ P&P).

Our members who reside in the USA can order prints from Irene & Roy Grinnell who will get the print made locally, with the size you wish, in order to avoid excessive transport costs. Please contact them at < [buywrbonds@aol.com](mailto:buywrbonds@aol.com) >.



Piper Cub 9-A Cub "Spirit of Lewis"  
French Wing - Le Plessis-Belleville



Artist  
Roy Grinnell

**BEWARE! A LIMITED SPECIAL OFFER FOR OUR MEMBERS RESIDING IN FRANCE, WILL ALLOW THE FIRST 30 ORDERS TO RECEIVE 2 PRINTS FOR THE PRICE OF ONE (P&P WILL BE THE SAME). ORDER YOURS FROM THE FRENCH WING BY SENDING A CHEQUE FOR THE AMOUNT OF YOUR ORDER (YOU MAY ORDER AS MANY AS YOU LIKE).**

## CREATION OF THE COMMITTEE AND TASK DISPATCH FOR THE FLY-IN IN LE PLESSIS-BELLEVILLE

You know about it since last month, the French Wing intends to organize a private Fly-in of classic airplanes in Le Plessis-Belleville on June 5 and 6, 2010. We hope to get all of the numerous aircraft that reside on this airfield, but also on the participation of a few aircraft which belong to friends in the Paris area.

Col Patrick Pierre-Pierre is the main organizer, but he will need all the assistance he can get from our members who are willing to help.

We must first form this project committee of 6 responsible and dedicated members. Therefore, we are waiting for the call of volunteers who, ideally, will include 2 pilots, 2 mechanics, and 2 administrative helpers. Their task will be to prepare this event, with tasks like:

- Liaison with the airport managing staff and the owner of the hangar, in order to fully respect the local rules.
- Getting free landing taxes for outsiders.
- Prepare the budget for this Fly-in.
- Organization of the parking area.
- Strict implementation of safety rules.
- Hotel accommodation when required for outsiders.

- Renting of a porta-potty.
- Cleaning and arrangement of the hangar.
- Organization of the BBQ.
- Organization of an aircraft contest.
- PX booth.
- Video projection in the evening about the CAF.
- Purchase of food and drinks.

Regarding the execution of this event, the members of this committee will, of course, be on their toes, but they will need a few more volunteers to accomplish various tasks like cooking, meals and drinks distribution, monitoring the area, cleaning, mooring of the planes which will stay over night, etc...

**SHOULD YOU WISH TO TAKE AN ACTIVE PART IN THIS EVENT, PLEASE MAKE YOURSELF KNOWN AS SOON AS POSSIBLE!**

A first meeting of all these participants will take place at the end of January. This will leave just 4 months to prepare and organize this Fly-in, which is not too much.

A big thanks you in advance to all volunteers!

# DASSAULT FALCON SERVICE

Article : Gaël Darquet - Photos : Gaël Darquet and DSF

It was with an immense pleasure that I recently heard that **Dassault Falcon Service** had replied positively to a request for the sponsoring of our Association.

This significant help will allow us to move forward fast in our projects, especially the restoration in flying

in the world for the maintenance of the Falcon aircraft. A complete range of these services is offered to its customers



© DSF

condition of what will be the most beautiful Rearwin Sportster in the world. But before we can dream about the future flights of the Rearwin, let me introduce to you what is one of the largest aviation groups in the world.

**Dassault Falcon Service** (DFS) is, since 1967 the most experienced maintenance center for the complete range of the Falcon business jets.

Located on Le Bourget airport, DFS is a subsidiary company of **Dassault Aviation**, unique in Europe, and, before all, the largest service station



© DSF



© DSF

for programmed maintenance, restoration and cabin refurbishing, modifications of the engines, avionics, repairs, and equipment testing. With

just a few hours after a request for assistance is received.

In addition, DFS runs its own airline with crews available 24 hours a day and 7 days a week, able to provide its customers with a fleet of airplanes ranging from the Falcon 50 to the 900 EX EASY anywhere in the world and in the safest and most comfortable conditions.

A handling service is available on the ground from the arrival to the departure of airplanes to satisfy the needs of the crews and passengers.

its various workshops like avionics, hydraulic systems, structures, and engines, DFS can respond to any requirement of its clients. Unique in Europe, DFS, can



Photo: G. Darquet

also provide technical assistance in Le Bourget, but also anywhere in the world, thanks to its ramp service department,

I wish to thank mister **Yves Gueyffier** director of DFS for promptly sending our request to the communication department after a single interview. I also wish to thank **Nadège Hartweck** of the public relation department, who did her very best to help us, so that DFS could become our sponsor, which, today, is a fact.

# FLYING THE MIRAGE III

Article: Marie-Françoise Le Cornec - Photos: See legends

REPRODUCTION STRICTLY FORBIDDEN

Colonel Marie-Françoise Le Cornec had appreciated a flight aboard a Swiss Hawker Hunter a few months ago (Below), which gave her the idea to fly the Mirage III. That's precisely what she's done. Read on...

- "The Mirage III is fantastic. You'll love it".  
- "I flew the Mirage. You're going to love it".



With these recommendations given to me by, respectively, a member of Civil Aviation and my chief pilot, a former colonel of the Air Force, I went to Payern, in Switzerland, where my flight was planned.

Effectively, the Swiss have the intelligence to authorize Associations to buy aircraft which have been withdrawn from service. After they have been de-militarized, they keep them flying to keep their aviation heritage airworthy, for the pleasure of people fond of aviation. It's a way to keep

these machines in a good state, and to please potential passengers. This is how Espace Passion acquired a Mirage III and a Hawker Hunter.

Welcomed by colonel Thierry Goetschmann, responsible for the flights with the



Mirage, with the typical kindness of Swiss pilots, I am taken to the flight equipment shop. After I've put on a complete gear (Above), including boots and gloves, we go and do the pre-flight check of the airplane.

This magnificent plane is waiting in its hangar the moment to take off. Of course I have loads of questions to ask about this plane that Thierry answers with patience. The sky is the only one not cheerful, and I watch the sky with concern, observing big black clouds who soon pour their contents over us all.



Photo: Raymond Clerc

Photo: Raymond Clerc

Photo: Espace Passion / Citradails

The decision to go is taken, and after a few minutes for getting ready and the last safety recommendations, we start to taxi. A quick take-off, a powerful climb, we fly to our "box". I have the privilege to enjoy a demonstration of the efficiency of the air brakes which come proud on the top and the bottom of the wings. The plane, so to say, stops in the air, then flies at the limits and gets its warning going on vigorously. A large loop and some evolutions. Suddenly comes what I was waiting for: "*Now you fly it!*".



Photo: Espace Passion / Clindailes

This wonderful machine is incredibly smooth to fly. It obeys the slightest request. I have *carte blanche* to do what I want.

How I love to fly this Mirage! A few more moments flying around and soon we have to return to base

tion: He puts the plane in such a position that the nose climbs and the altimeter goes down. It's crazy!

Of course, my manoeuvres are monitored by my guide who indicates the way I should do things.



Photo: Espace Passion / Clindailes

I tell him I want to do a large loop. The plane shoots up vertical, helped by the amazingly powerful after burners. Then, after the loop, I do a few rolls with disconcerting ease.

because this bird gobbles up kerosine with voracity. Before we get home, the pilot gives me a little demonstra-

Now it's time to go back. Thierry takes over the controls because this manoeuvre is a delicate one and requires a good presentation, but I have a total confidence.

Everything is fine and the bird lands very smoothly. There! Unfortunately, it's over. What if I told you that I found this flight magnificent but too short, and my only wish is to go back up immediately!



Photo: Raymond Clén

I'd like to thank the team of volunteers who prepared this flight. Pilot, mechanics, fond of what they do, people who remind me of the *Aéropostale* ones. People who are dedicated and wonderful, people for whom I'm full of admiration and gratefulness.

Should such a flight appeal to you, and, believe me, it's worth it, please do visit the web site:

< <http://www.clindailes.ch> >

# MAINTENANCE AVION

Article: Gaël Darquet - Photos: B. Delfino

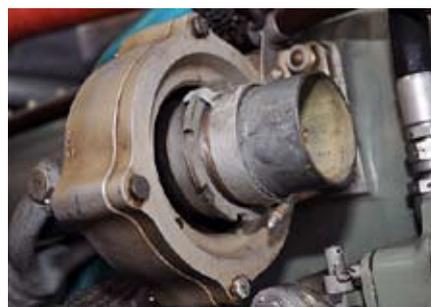
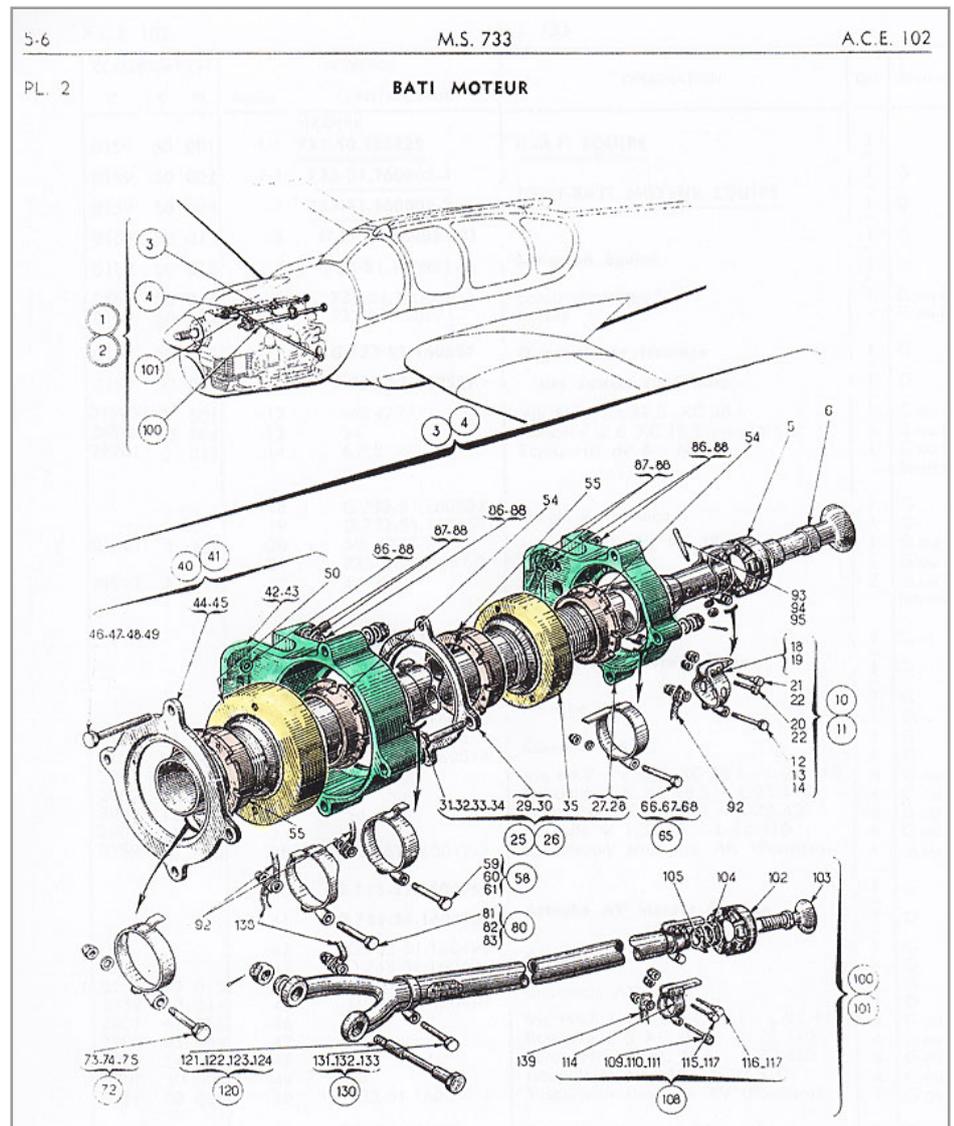
## OPERATION "SILENTBLOC"

When one realizes the amount of vibrations produced by an engine and the efforts applied to its fitting points, one realizes that a mounting with no shock absorption could only lead to a break of one of its elements. These shock absorbers are generally made of rubber parts fitted in-between the engine and its supporting frame. One can find this very efficient system on all sorts of domestic appliances which include a motor or moving parts like, for example, washing machines or refrigerators, whose vibrations must be damped to reduce their noise level.

The name *Silentbloc* is a trade mark that originates from the **Paulstra** company from Belgium, which has become a common word like many others, and one can find this type of mechanical fitting system under other names like, for example, *Vibrachoc*.

It was during the annual check of his MS 733 that Cédric discovered that the forward *silentblocs* of the Potez engine were worn out. He had been monitoring them for a long time, and he found that the rubber of these dampers was so weak that the metal parts would come into contact before long. It was time to do something about it!... The time to find new parts, thanks to a friend, and he asked several mechanics to help him. Joël, Bernard, Roger and Gaël offered to help him immediately.

On "D" day we were able to see that the weight of the engine was on these front shocks and vibrations dampers which did not do what they're intended to do any more. The rubber parts were squashed, and the metal parts were almost touching each other. As one can imagine, the



engine vibrations and the shocks during landing would have not resisted for very long.

After we enjoyed a coffee prepared by Cédric, our mechanics put on their overalls and started the job. Cédric, the day before, had got everything ready, which made us gain some time.

The first step was to hang the engine with a hoist that Roger fitted, in order to take up the weight and allow us to remove the *silentblocs* without any effort or constraint.

We started with the right hand side one. The first part to remove was an extension to the main tube, which is used to hold the engine cowlings. That was soon done since it's fitted with only one bolt.

Then we unscrewed the castle nut (Item 55) after we had removed the locking clamp (Item 72), which makes sure this nut cannot unscrew itself. Then the plate (Items 44-45) which holds the two halves of the *silentbloc*



inside the engine attachment case (Items 42-43 in green), was removed. It is held in place with four bolts.

The hardest part was still to come because there is no document describing this task in the Maintenance Manual. After several attempts we managed to remove the first half of the *silentbloc*. The second half was more delicate. The use of an extractor quickly made by Bernard proved to be fruitless, and only a perfect alignment of the engine and the main tube allowed us to remove this part effortlessly. We were then able to compare the old *silentblocs* with the new ones and made sure of their perfect compatibility, which was the case.



In the mean time, Gaël and Bernard started preparing the other side, while Joël carefully cleaned and inspected the various parts that had been disassembled.

Cédric adjusted the new parts and started fitting them, a task which was simply the reverse operation, with the addition of adequate lubrication of all parts that required it.

After applying the proper torque on the castle nut, we released the weight of the engine and were happy to see that the new *silentbloc* on the right hand side did exactly what it was supposed to do.

As the night was coming fast, it was time to put the tools away and clean the work area.

After a last coffee to conclude a good day's work, we all went back home. Cédric came back the following day to wire-lock everything on the right hand side, and he completed the left hand side which had an easier access.



and not the rears? Simply because they support a lot less weight than the front. The latter being located 3 feet forward have to support the effect of this leverage which multiplies the weight by that



much. They will be replaced on the next major check, but this will ask for the removal of the engine mounting frame, and the engine itself.



One could wonder why the front *silentblocs* were replaced

# WING PROJECTS

## PATRON COMPANIES SUPPORTING THE FRENCH WING

DASSAULT FALCON SERVICE - TOPGUNART.COM - EPSON

AVIATION CLUB DE FRANCE - DIFFUSION SERVICE

EDITIONS LARIVIERE - UNIVERS PUB - SWISS INTERNATIONAL

### SPRIT OF LEWIS **SPONSORS 2010**



#### FLYING SPONSORS

Rémi Bellet  
DASSAULT FALCON SERVICE  
Bernard Delfino  
Marcel Francisci  
Roger Gouzon  
Irene Grinnell  
Roy Grinnell  
Georges Marcelin  
Sandy Sansing

#### RESTORATION SPONSORS

Aucun

#### SUPPORTING SPONSORS

Fumiko Delfino  
Barbara Hair  
Aubrey Hair

### 2010 SPONSORS

Like we do every year, we call for all potential Sponsors to support our Piper Cub whose fiscal year is the calendar year.

We thank you for sending your participation, at the level of your choice, before the end of December.

Please see the list of the 2009 Sponsors in previous issues of this Newsletter to remind you of your past level.

All new Sponsors will, of course, be very welcome.

Flying Sponsor: 250 € / \$  
Restoration Sponsor: 125 € / \$  
Supporting Sponsor: 50 € / \$

### DONORS

Stéphane DUCHEMIN  
Christian WANNYN  
Gaël DARQUET  
Camille MONTAIGU  
Didier CARDINAL  
ANONYME  
Michel FLEURY  
John FRANCIS  
Alain JIMENEZ  
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Marie-Françoise LE CORNEC  
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David PRICE  
Fumiko DELFINO  
Bernard DELFINO  
Haruo TANAKA  
Eric REARWIN  
Yves DONJON  
Roy & Irene GRINNELL  
Bunty BATEMAN  
Marcel FRANCISCI  
Dominique DEUDON  
John & Anne ROEDER  
Ronald WRIGHT  
Léon MANOUKIAN  
Aviation Club de France  
Georges MARCELIN  
Semaan SOUEID



### FRENCH WING P.X.

The following articles are available with a payment by cheque to the CAF French Wing. (+ P & P).

- Wing patch: € 9,00.
- Norviegie patch: € 6,00.
- French Wing pin: € 10,00.
- Various pins "cloisonné": € 5,00.
- 100 A4 sheets with the Wing logo and your personal address: € 10,00.
- Warbirds photographs 30x45cm: € 10,00.
- T shirt Piper CUB, 170 grammes, Hanes, L or XL: € 15,00.
- T shirt cartoon P40, 170 grammes, Hanes, L or XL: € 15,00.
- T shirts other sizes on order.
- T shirt illustrated with the picture of your choice (Maximum size A5 - Warning! Only send pictures that are free from any copyrights!): € 15,00.
- Aircraft profiles 15 cm x 20 cm ready for framing: Various types: € 4,00 each.
- Vidéo filmed in Midland (55mn) VHS PAL: € 16,00 @.

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