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AIRSHOW

CAF FRENCH WING - BULLETIN MENSUEL - MONTHLY NEWSLETTER

Volume 16 - N° 1 - January 2011

Happy New Year 2011!

EDITORIAL

Those of you who regularly read the CAF director's blog on the CAF web site were probably outraged to read the announcement he made on December 30, 2010: He intends to closely mix the CAF with the casinos of the city of Laughlin (Nevada)! Not less !...

If, like me, you are very reluctant to risk your hard-earned money in a system which is totally opposite to the nobility and honesty of our organization, you will be more determined to fight this kind of actions from the leaders of the CAF more than ever before. To get two worlds so different from each other collaborate is pure heresy which we all must disapprove as strongly as possible.

As for the remainder of his message, no need to spend too much time on it. It's made of the pitiful self-satisfaction and blatant misinformation that we are used to...

Let's not waste our precious time, and let's concentrate on the French Wing projects which have been adopted for 2011. They are a lot more interesting and a lot more faithful to the goals we have been respecting ever since the birth of our Wing!

The end of the year celebrations have been dedicated to family and friends, and our activities have slowed down a bit. It is now time to get back to work. Therefore, I ask all our members to react promptly to my calls for participation.

We need volunteers for the organization of our Fly-in/Anniversary, for the appointed officer positions which are still available, and for the help on the airfields during the air shows we will attend in 2011. Please read carefully the article dedicated to these needs and react. I'm counting on all of you because everyone must bring his or her brick to the wall. This is an Association fundamental. I sincerely thank you all and I wish you a very happy 2011!

Bernard



Painting: Julien Lepalleter

THE FRENCH WING NEEDS ALL THE HELP THAT YOU, MEMBERS, CAN PROVIDE! PLEASE DO NOT FORGET THAT "ASSOCIATION" VERSIFIES WITH "PARTICIPATION" ☺ ☺ ☺

CALLING ALL SPONSORS OF THE PIPER CUB "SPIRIT OF LEWIS"

SPONSORING OF THE PIPER CUB “SPIRIT OF LEWIS”

This Sponsoring system is based on three levels of premium paid at the end of the calendar year. As a reward for these financial efforts, each Sponsor may fly at a reduced price according to the following scheme:

Flying Sponsor

Annual Premium 250€ and price per flight hour 25€ (Average cost over 10 hours of flight: 50€).

Restoration Sponsor

Annual Premium 125€ and price per flight hour 45€ (Average cost over 10 hours of flight: 57,50€).

Supporting Sponsor

Annual Premium 50€ and price per flight hour 55€ (Average cost over 10 hours of flight: 60€).

Non-Sponsors

Non-Sponsors do not pay any annual premium but the cost for one flight hour is 80 euros. Therefore, it is a lot more advantageous to adopt a sponsorship, even at the lowest level of Supporting Sponsor since the hourly cost is below this price as soon as you reach the third hour.

We thank all 2010 Sponsors to kindly renew their support to this airplane as soon as possible, and the others to adopt a sponsorship level of their choice.

At the date of printing this Newsletter, the - too short - list of the 2011 Sponsors was as follows:

Flying Sponsors

**Hugh Alexander III
Michel Baloche
Jean-Yves Cercy
Bernard Delfino
Roy Grinnell
Irene Grinnell
Marie-Françoise Le Cornec
Patrick Pierre-Pierre
Sandy Sansing**

Restoration Sponsor

Bunty Bateman

Supporting Sponsor

**Fumiko Delfino
Louis-Jean Gioux
Barbara Hair
Aubrey Hair
Haruo Tanaka
Camille Montaigu**

Let's remind you that the fixed costs of operation are covered by these Sponsor premiums, and they must add up to a total of 5600€ before the aircraft can financially operate.

SUPPORT THE “SPIRIT OF LEWIS”!



FRENCH WING FLY-IN

As announced last month, the date of the French Wing Fly-in has been decided on June 4 & 5, 2011.

The 4th will be our Association's annual big event. Airplanes can arrive at the time they like (Those coming from some distance will arrive the day before). The program includes

the presentation of the planes by their owners, on the ground and in flight, a contest of the most beautiful aircraft, a meal and drinks, and other attractions which are still a surprise.

The 5th will be dedicated to those returning to their far away home and to the “survivors” who will finish what's left from the 4th.

FLY-IN/ ANNIVERSARY COMMITTEE

This committee already includes the following members:

- Planes and people safety: **Michel Baloche & Patrick Pierre-Pierre** who will work together for a total safety, with, in addition, the task to find the necessary hangar spaces during the night for our visitors' airplanes.
- **Meals for the 2 days: Gaël Darquet & Roger Gouzon** (Purchase and preparation of the food, BBQ cooking, drinks). **We are looking for 2 more volunteers to form this team of 4 members.**
- **PX: Fumiko Delfino & Noël Barange** (Preparation, installation, sales, and packing). **We are looking for 1 more volunteers to form this team of 3 members.**
- **Lodging of guests, hotel room booking, transportation: Roger Gouzon & Claude Gascon.**
- **Logistics: Roger Gouzon & Didier Blouzard** (Tables, chairs, fridges, washrooms, etc).
- **Report during the week-end: Bernard Delfino & Bertrand Brown** (Photos and articles). **We are looking for 1 volunteer to film a video report.**

• Festivities of the 4th (Afternoon or evening): **Bernard Delfino & Bertrand Brown**

• **Contest of the most beautiful planes with Awards:** The entire Board of Administration and Roy Grinnell (Several categories: Training, liaison, aerobatics, fighters, etc... according to the airplanes present).

• **Cleaning, brooming, washing of dishes:** All those who did not volunteer for any of the above tasks! ☺☺☺

PARTICIPATE !

Among the preparation and planned animations, here are a few which should please you all...

• **Design of an A4 size poster to announce this event among the French Wing and its friends. Those who are interested are kindly invited to start working on this poster whose project will need to be presented to the French Wing Board of Administration no later than April 30, 2011.**

• **The French Wing Board of Administration will reward with special Awards the 5 members who will have accomplished the most important or the most original tasks for our Association and/or the CAF, during the past 15 years, or since their arrival for members who do not have such a seniority.**

• **A contest of photographs taken during these days from June 3rd to June 5th will be open to everyone. The pictures will be judged for their artistic level, their originality, or their humor, and the best photos will be rewarded.**

The photos will need to be sent to the French Wing no later than June 12, either on paper (Minimum size 13 x 18 cm), or as an electronic

file via email or on a CD. In that case their definition must be at least 150 DPI (A higher one may be asked later in case we need it). Each participant will be allowed to send 5 photos in each of the category (Static planes, in flight, people, or others which are still to be decided upon).

• **A contest of the most beautiful planes in the various categories (Note that the owner's dressing in accordance to his plane's period will be a plus that will be taken into account).**

• And other surprises which will be revealed in these pages as we progress through this project organization.

YOUR IDEAS ARE WELCOME

The members of this team, as well as the members of the Board of Administration, are ready to receive all your ideas and suggestions which could help this event get even better.

We are especially looking for presents which will be given to the winners of the various contests, and the 5 members who are the most meritorious for the past 15 years.

Ask your friends, your employers, the shops you usually buy from, and anyone who could help us materially.

Many shop owners can provide this kind of presents and will be too happy to help us, either by the donation of articles, vouchers, or else.

All you need to do is ask them with tact and diplomacy, while explaining the noble goals of our Association and invite them to this Fly-in Anniversary.



APPOINTED OFFICERS OF THE FRENCH WING

As it was already announced in this Newsletter, our Association needs volunteers for various appointed positions. Here is the list of these positions already allocated and those which still need to be filled. Please help us replace the question marks with your names and first names:

• Public Relations (Including the publication of our Newsletter): **Bernard Delfino & Bertrand Brown.**

• Operations: **Patrick Pierre-Pierre & ???**

• PX Shop: **Fumiko Delfino & ???**

• Maintenance: **Bernard Delfino & Gaël Darquet** (Mechanical), et **Noël Barange** (Instruments).

• Safety: **Michel Baloche & ???**

• Fly-in & Anniversary Committee: **Gaël Darquet** (BBQ), **Patrick Pierre-Pierre** (Operations), **Michel Baloche** (Safety) & 5 other members ???

• Historian: **Jacques Leroux**

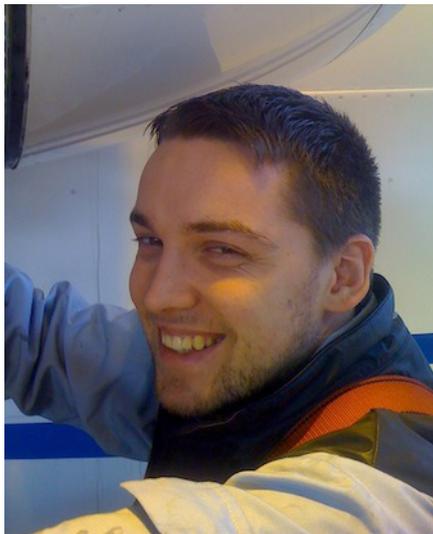
• Translation: **Bernard Brown & Noël Barange.**

• Web Site: **Eva Bancel, Stéphane Duchemin, & Bertrand Brown.**

These positions are very important for the smooth running of our Wing, especially those related to the Fly-In Anniversary.

WILLIAM VOLTZ NEW MEMBER

It's thanks to Gaël Darquet, indefatigable recruiter, that William just joined the French Wing.



Let's listen to William...

"Fond of aviation since I was a little boy, with always stars in my eyes when an aircraft flies over my head, I spent my school days to get closer to my dream. Today, I'm and airframe mechanic at Dassault Falcon Service after a basic piston engine license, an airframe systems baccalaureate, and a special mention for a license part 66.

Despite all this one of my dearest wishes remain and will always remain to participate in the preservation of aviation history and if each airplane has a soul, it's only up to us to keep it alive.

The French Wing seems to be the perfect combination to reach this objective. To that effect, I will give it my knowledge, my spare time, and, above all, my endless motivation, and, who knows, may be one day I can get close to my shooting star, pulled by its inverted 12 cylinders engine, the jewel of the Luftwaffe, the Messerschmitt bf109-G?"

Welcome aboard William!

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email: vtz@live.frCD

FRENCH WING EVENTS 2011

During our GA on November 27, it was decided that the French Wing would participate in 5 aerial events during 2011, and to Aéropuces at the Musée de l'Air in Le Bourget :

- French Wing Fly-in Anniversary on June 4, 2011 (And 5 for the "Survivors").
- Fête aérienne de La Ferté-Alais on June 11 & 12.
- Gathering of the **Piper Club France** in Nancy on June 17, 18, & 19.
- Aéropuces du Musée de l'Air in Le Bourget in October 2011.

PIPER CLUB FRANCE EVENTS 2011

Here is the list of events organized by the Piper Club France :

- 20.000 Fathoms in the Air, in Amiens on April 8, 9, & 10.
- Piper Club France Annual General Assembly in Angers on April 15 & 16.
- Annual gathering of the Piper Club France in Nancy on June 17, 18, & 19.
- Escapade in Nuits Saint Georges on September 24 & 25.

Note: The Annual Gathering in 2012 will take place in Chambéry on June 15, 16, & 17.

AUDIO CD OF THE SPEECH MADE BY HENRI BOURRASSIER DURING THE GA MEAL

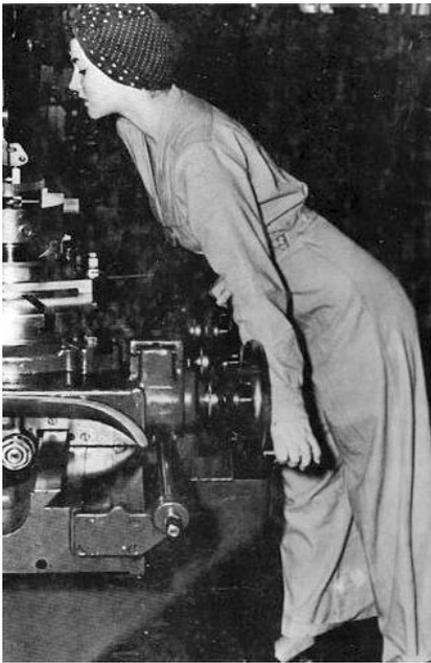
During the French Wing GA, on November 27, our Leader had the good idea to record the story that **Henri Bourrassier**, veteran pilot of the Groupe Bretagne, told us at the end of the annual dinner. This exceptional 45 minutes long document, cleaned of all unwanted noises, has been put on an Audio CD so that everyone can listen to it on any home CD player. No need for a computer to listen to this exciting story of Henri from his early days in aviation until his arrival at the Groupe Bretagne, and even Dienbien Phu. **You can order this CD by sending a 5 euros check to the French Wing, for your participation to the design of this disc, its burning, and the mailing cost. It will be mailed as soon as we get your check.**



Photo: B. Delfino

“ROSIE THE RIVETER” HAS GONE WEST

Geraldine Doyle was 17 when, after high school, she decided to get a job in an iron foundry. One day, as a United Press International photographer visited the plant, he spotted Geraldine Doyle leaning over a machine tool and took her picture. She was wearing a red bandanna with white dots over her hair.



It was in 1942 that Westinghouse Corporation contracted artist Howard Miller for several posters with the intention to hang them on the walls



of its premises in order to raise the moral of its employees. Miller decided to base one of these posters on the portrait of Geraldine Doyle who ignored it totally, and ignored it for forty years!

In fact, Geraldine only kept this job for two weeks. She played the cello, and when she heard that one of her colleagues suffered a bad injury at one hand, she decided to quit and find a quieter, less risky job in a library.

It was in 1984 that Geraldine and her family found out, thanks to an article published by the magazine *Modern Maturity*, which related Geraldine's portrait and Miller's

poster. This photo has also been published as the cover of a Time-Life book "*The Patriotic Tide - 1940-1950*". Geraldine Doyle, modest, simply declared that she would have preferred to find this out earlier.

Of course, she never had the big muscles shown on the poster, she was never called Rosie, and she never fitted any rivet, but this slogan became a real symbol of women emancipation, which kind of pleased her.

Later, she signed innumerable posters but never made a penny from that.

Geraldine Doyle passed away on December 26, 2010, at the age of 86, in Lansing, Michigan.



STAR WARS

Second superb painting with a nice sense of humor, painted by Roy Grinnell, and titled: "Wait... *The Droid just wants to say hello!*". Like the one before, it is the result of a special order and it is included in the book **Star Wars Art Visions** (500 books limited edition) which you can see on the web at the following address: ftp://ftp.abramsbooks.com/abrams/Publicity_Fall10/StarWarsVisions/Publicity_Images-cleared/StarWarsVisions_LIMITED%20EDITION_interior.pdf

LE PLESSIS-BELLEVILLE SNOWED UNDER

It's been a long time since those familiar with the airport in Le Plessis-Belleville had seen so much snow!

National road # 2 was even closed for 24 hours to clear the snow, and the road linking Le Plessis-Belleville and Ermenonville was closed for 5 hours. The photo on the right shows it as it re-opened.

Our perfect reporter Cédric Chanu was not afraid by this situation and he "fought the elements" to bring back these amazing shots!

Below it, the snow-drifts were more than 3 feet in some places!



Above, the access to the hangar was a real problem since the thickness of the snow was about 2 feet.

On the right, only the foot marks of our friends, the rabbits were visible.

Below, the snow-plough was snowed under and had to be left there.

Fortunately, the snow started melting three days later, but it took a long time, and at the time these lines are typed, about 10 days after these snow falls, there is still a lot of snow on several places.

The aircraft stayed in their warm hangars which came out of this ordeal unscathed. ☺

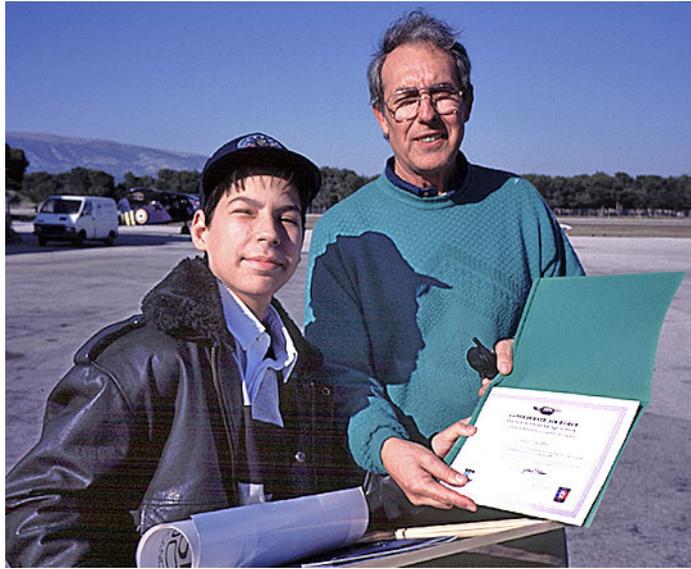


JULIEN LEPELLETIER

Article: B. Delfino - Peintures: Julien Lepelletier

It was on the day of his 13th birthday that Julien Lepelletier became a member of the CAF and of our Unit (*Right*). Who would have guessed what would be the future of this kind boy whose discretion and sincere love for aviation impressed us so much immediately?

It was Claude Requi who care for Julien and guided him in his young life of aviation lover.



and paintings that one can see here and there on various web sites, or published on paper. A simple search with his name on Google will lead you straight to those.

Julien has recently taken part in the creation of a 2011 calendar whose sale is aimed at collecting funds to help an air museum: The CAEA (Conservatoire de l'Air et de l'Espace d'Aquitaine) located on the Air Force Base 106, on the



Today, this boy has become a transformed young man with an exemplary morality which should inspire many of today's youngsters!

Hard working and more fond of aviation than ever, Julien compensated the impossibility to become a pilot

by acquiring drawing and painting techniques which will amaze lots of people! One just has to see the painting printed on the first page of this Newsletter to realize how capable he is. This amazing piece of work is, in fact, the cover picture of a future comics book that Julien will get published in the early months of 2011 (Zephyr editor). You can get one reserved for you. You won't regret it.

Starting with top quality aircraft profiles, Julien had a go at oil paintings. Then he concentrated on learning the technique, while producing drawings



airport of Bordeaux-Mérignac. The museum members asked 12 artists who graciously agreed to be part of this project. An amazing fact is that among those 12 artists, two are French Wing members, **Jean Barbaud** and **Julien Lepelletier**!

Keep your eyes open for the publication of this book which will really be something. **Victor Hubinon** can rest in peace. The young generation is up and running!



WINTER FLIGHT OF THE PIPER CUB

Although the season is not really ideal for that, the Piper Cub “*Spirit of Lewis*” did not hesitate to take the opportunity of some clear weather to take off thanks to one of our not-so-cold and courageous pilots.

The three photos printed here were taken using continuous shooting during a low fly-by above the hard runway. They ideally show the pleasant and familiar silhouette of our plane.

Unfortunately, the light was such that we cannot really see who was at the controls.

Could it be our friend **Michel Baloche**, a brand new Flying Sponsor who has just joined the group of pilots approved by our Insurance company ? ... Difficult to say.

Our readers may think that such a routine flight does not deserve a full page since there is nothing there special enough to justify it. Well... Look a bit closer at these pictures... Can't you see anything strange?... Just turn the page and you'll know...





Ha!... Yes indeed, this plane is a 1/4 scale model with a wing span of almost 10 feet! It was built by **Jean Piech** who contacted us several months ago to ask for the permission to paint his model just like our *Spirit of Lewis*. Charmed by such a pleasant idea, we invited him to Le Plessis-Belleville and take as many



photos that he needed. That was done so well that the result is amazing and his plane looks just like the real thing! On the photo above one can see **Jean Piech** in the center, with his two sons, **Laurent** on the left, his elder son, and **Nicolas**, the “little one” on the right, test pilot of the airplane. Let’s read what Nicolas has to say...

“When one builds a Piper, the choice of colors is somewhat limited. It is quite hard to find a finish other than the traditional yellow. The L-4 version offers a wider variety, but this would have meant some major changes in the plane structure... I was lucky to find, one day, a picture of the nice-looking

Spirit of Lewis. After some detailed research, I had a number of photos, and, especially, the airport where we could see the aircraft!

The Piper engine is a four stroke 20cm³. Its building took around 6 months. One major modification from the original plan

was to change the structure so that the doors would open. It would have been a crime to have them permanently closed on a model of this size. The structure

is quite classic. Like all models, it’s the finish that makes the difference and creates the illusion. My father took a great pleasure using his chisel to represent the wings waves and the various repair patches. The making of the seats cost its life to an old leather bag. The engine cowling kept us busy so that we could get realistic cylinders, panels, and attachment points.

The family’s target was to get the plane ready for the “Maquettes Show” organized last May 8 and 9, 2010 at the schools of

Saint-Cyr Coetquidan. This show sees the participation of the best French modelers, and even international ones since the world champion joined in. Due to lack of time, the first flight took place on the 7th, just in time! I’m lucky to be the family’s test pilot, and I must say that I rarely had so much pleasure. I wasn’t too worried for the first flight (The Cub is not a vicious plane. It just has its own character!) and, as soon as I opened up the throttle, everything went fine. Because of its large size, the Cub requires a real three axis piloting, which is a change from the smaller models. The aircraft was, therefore, ready for service and ready for the show!”

Hats off to Jean, Laurent, and Nicolas whom we sincerely thank for such a pleasant surprise! All we need to do now is find a way to get this marvelous model and its big brother together for the photo of the century. We will do everything possible for that ☺



FREE FRENCH SPITFIRES

Article & profiles: Bertrand Brown

Desperately in need of modern fighters, France took a keen interest in the Spitfire as early as 1939. A single Spitfire Mk I was delivered and tested by the French air force in July 1939. After the war, France also operated the Spitfire during several years, notably using it in combat during the Indochina war, while the French navy operated the naval version of the Supermarine fighter, the Seafire. Between these two periods, French pilots flew and distinguished themselves at the controls of the legendary fighter, as part of the Free French Air Forces. Here are a few of these men and aircraft...

Spitfire Mk I, No 64 Squadron, flown by S/C Maurice Choron, autumn of 1940

Maurice Choron was one of the first French pilots to arrive in England and joined the RAF in August 1940. After a short training period with an OTU1, he was assigned to No 64 Squadron and became the first French pilot to take part in the Battle of Britain. On November 1st, he shot down a Heinkel He 115. Maurice Choron disappeared on April 10, 1942 over Northern France, during the first mission flown by No 341 (Free French) Squadron "Ile de France". He was credited with three confirmed and three probable victories.



Spitfire Mk V, No 91 "Nigeria" Squadron, flown by Cpt Jean Demozay, september 1941

Jean Demozay also took part in the Battle of Britain, flying with No 1 Squadron on Hurricanes. He earned his first victory one week after Choron, downing a Ju 88 on November 8, 1940. His tally increased steadily, and his skill as a fighter pilot was truly revealed when he transitioned to the Spitfire Mk Vb after his transfer to No 91 Squadron, of which he eventually became the commanding officer. He is credited with 18 victories, 2 probable victories and 4 damaged, and flew 400 combat missions. He regretfully stopped flying combat missions in January 1943. He was killed in a flying accident in December 1945.



Spitfire Mk Vb, No 340 Squadron "Ile-de-France", flown by Cpt Bernard Dup erier, august 1942

When No 340 Squadron was formed, Bernard Dup erier took command of B Flight ("Versailles") and later took command of the entire squadron when Philippe de Scitivaux was killed in action on April 10, 1942. Initially equipped with Spitfires Mk I and II, the squadron received the more powerful Spitfire Mk V, which was introduced as a stop-gap measure to counter the threat of

the new Fw 190, pending the arrival of the improved Spitfire Mk IX. During Operation Jubilee (the August 19, 1942 raid on Dieppe), the squadron's aircraft received distinctive white stripes. On that day, Dup rier flew four support missions, shared a kill on a German bomber and damaged another one.



Spitfire Mk II, 61 OTU, RAF Rednal, november 1942

This is where it started for all French pilots who gained fame at the commands of the Spitfire: the aircraft of OTUs, most of which were war-weary hand-me-downs from frontline squadrons. This Mk II was the first Spitfire flown by Pierre Clostermann, in November 1942. The Mk II was totally outclassed by contemporary German fighters and no longer used by frontline units, but could still prove useful as a trainer. Clostermann wrote about this first flight in his memoirs *The Big Show*: *“How deliciously soft was the aircraft’s response! The slightest shift of the foot or hand was enough to throw the aircraft around the sky. The speed is such that the few seconds that have gone by have taken me several miles from the airfield. The black runway is no longer but a charcoal streak on the horizon. Timidly! I attempt to turn, fly over the airfield again and come back right and left. Pulling slightly on the stick, I climb to 9,000 ft in the blink of an eye. [...] All my life I will remember my first encounter with the Spitfire. Softly, as one would caress a woman’s cheek, I pass my hand on the cold, smooth aluminum of the wings that carried me... At last, I have flown a Spitfire...”*



Spitfire Mk IXc, No 602 Squadron, flown by P/O Pierre Clostermann

The Mk IX is the last of the Merlin-engined Spitfires, and is often considered as the most beautiful and best of all Spitfire. This Mk Ixc was flown by Pierre Clostermann. After a stay with No 341 “Alsace” Squadron, Clostermann was assigned to No 602 “City of Glasgow” Squadron. Bearing the red lion emblem and the French Cross of Lorraine, this Spitfire ended its career flying with the Italian air force in 1947. Clostermann probably never achieved any victories in this aircraft, but was credited with 4 confirmed victories on other 602 aircraft before converting to the Hawker Tempest. He ended the war with 33 victories.



WING PROJECTS

PATRON COMPANIES SUPPORTING THE FRENCH WING

DASSAULT FALCON SERVICE - TOPGUNART.COM - SKY RUNNER
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FRENCH WING PX



Print of the Spirit of Lewis flying over Le Plessis-Belleville, from the painting made by Roy Grinnell.

300 gramms, non-acid, high quality paper, size 30 x 40 cm.

The price for this lithograph is 10 euros for Wing members (+ 6€ P & P), and 15euros for the public (+ 6€ de port).

Our members residing in the USA may order from Irene & Roy Grinnell in order to avoid excessive P & P (buywrbons@aol.com).

The CAF French Wing is a non-profit Association ruled by the 1901 law, and registered under number 2473 of the Journal Officiel dated 10 July 1996.

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SPRIT OF LEWIS SPONSORS 2011



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Barbara Hair
Aubrey Hair
Camille Montaigu
Haruo Tanaka

What?...

There's still
plenty of room
in here !?!?!...

RENEW OR
ADOPT A
SPONSORSHIP
AND FILL UP
THIS SPACE !

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