



# AIRSHOW

Volume 15 - N° 4 - April 2010

## EDITORIAL

Some serious health problems and an involving medical treatment have forced me, since the early days of this year, to reduce my workload significantly. This, I hope, is temporary, but it will last at least several months, to such a point that I have to limit my activities for the current year, 2010, to the mail and the Newsletter. Therefore, I ask all our members to participate, more than ever before, to the life of our Association by doing their share of the work, especially the Officers who have a specific task to accomplish. All other members can also help and must take this opportunity to show that their enthusiasm is real.

The annual checks on the airplanes have started at Le Plessis-Belleville under the supervision of Gaël Darquet. Here is a very pleasant activity that anyone can participate in, even with no special knowledge since the tasks are so varied. This need for help is urgent because there is a limit date to present the airplanes to the DGAC, on May 10. Should we exceed this limit, the aircraft would lose their certificate which would then be very difficult to recover. So, do not hesitate to contact Gaël to see when and how you can help him.

Our Piper Cub is still in need of sponsors to cover the 2010 budget. I solemnly ask all our members who can afford it, to become a sponsor at the level of their choice. The life of this airplane is at stake!

It is at the end of April that all our members must have paid their annual dues to the French Wing. Thanks to you all for checking the list of members who are up to date for their dues. Should your name not be there, please do send your participation which is indispensable for the life of our Association.

I hope to be able to give you better news soon. In the mean time I thank you very sincerely for your help.

Bernard

## THE UNBELIEVABLE STORY OF B-17 "LOVELY JULIE" OF THE 398<sup>th</sup> BOMB GROUP, 601<sup>st</sup> SQUADRON (Pages 9 to 11)



## CAF WINTER STAFF CONFERENCE 2010: THE COMPLETE REPORT (Page 6)

## BECOME AN AIR TRAFFIC CONTROLLER THANKS TO THE EXTRAORDINARY SITE <http://radarvirtuel.com> (Pages 7 & 8)

## OUR PIPER CUB "SPIRIT OF LEWIS" IS STILL IN NEED OF SPONSORS (Page 2)

## WITH SPRING COMES THE TIME TO PAY YOUR **ANNUAL DUES...** THANKS FOR SENDING YOURS BEFORE THE END OF APRIL ! (Page 2)

## FRENCH WING 2010 ANNUAL DUES

Those of our members whose name is not in the list below are kindly requested to send us their French Wing annual dues as soon as possible, and no later than the end of April. We thank them very warmly for that.

**Jim Adams, Gilles Avenel, Lilian Ayars, Michel Baloche, Bunty Bateman, Rémi Bellet, Didier Blouzard, Bertrand Brown, Meryl Butikofer, Daniel Costelle, Bernard Delfino, Fumiko Delfino, Maurice Girard, Irene Grinnell, Roy Grinnell, Aubrey Hair, Barbara Hair, Eric Janssonne, Jean-Luc Jentel, Aurélien Le Baron, Marcel Ledoux, Kevin Léonard-Keller, Isabelle Lesser, Jean-Claude Minigio, Camille Montaigu, Patrick Pierre-Pierre, John Roeder, Sandy Sansing, Haruo Tanaka, Regis Urschler.**



## PIPER CUB SPONSORS

We sincerely thank **Maurice Girard, Claude De Marco, and Marcel Ledoux** for their subscription to the sponsoring plan for the Piper Cub *Spirit of Lewis* this month. Thanks to them, the amount required is now reduced to 775 euros. We ask all members who haven't renewed their sponsorship for the year, or those who have never been a sponsor, to adopt a sponsorship at the level of their choice. Thanks to them, our Association will be able to fulfil its goals in 2010. Thank you all!

## GENERAL STAFF AND AAHM

This crisis which is now openly discussed by the media has seen some new development these past few days, with the adoption of an agreement whose immediate consequences have been the resignation of the museum's director Tami O'Bannion, and 5 members of the Board of Administration. This agreement stopped the current court case but does not solve the fundamental problem of the management of the museum. Besides, this agreement includes some confidential clauses, the ignorance of which stops anyone to make any comment. The designed Receiver Fred "Mickey" Jones is still in his position, and the future will tell us with which sauce the museum will be eaten.

One has reason to fear, according to previous statements by the CAF director, that it will be filled with electronic gadgets which will make it lose the solemnity that it deserves, and will turn it into an aviation fun park stripped of all the dignity which it had ever since its creation!

Today, the problem of the two members of the General Staff who have been banned, Floyd Houdashell and Graham Robertson, remains. More than 20 French Wing members have written to the Chief of Staff to express their profound disagreement with the way the CAF adopted for their elimination from the General Staff and their instant replacement by two members who strangely happened to be there (!), a process which neglected any form of democracy. Poor CAF!...

## EXTRA CHARGE FOR RECEIVING THE PAPER ISSUE OF THE DISPATCH MAGAZINE

Still no news concerning the extra amount of money to be paid for the reception of the paper version of this magazine, a scandalous problem which was denounced last month in these pages. Our members must not expect any favor from the CAF management, and rare will be the members who will be able to afford such an annual rise which will probably amount to a few dozen Dollars...

## RETURN OF GILLES AVENEL'S SCIROCCO

Our members will probably remember that this magnificent airplane was damaged on the ground more than two years ago?



Here it is, being rolled out

of the workshop where it was repaired, checked, and made practically brand new and more beautiful than ever! Gilles will do the necessary tests in the days to come and will land the plane in Le Plessis-Belleville, its new home, where it will join the other planes of the "French Wing fleet". Bravo Gilles!

# CAUSTIC NEWS



## YOUR TURN TO PLAY!

Here is a little game of 10 questions or anecdotes to test your sagacity. Send us your answers.

A zero error will win you a print of our Piper Cub by Roy Grinnell.

1) Some aviation pioneers who, of course, did not have any navigation instrument, used to take up a goose with them because this animal always keep its head and neck vertical, and using it as an artificial horizon. **True or false?**



Briefing of the goose by Patrick Pierre-Pierre.

2) The Los Angeles air traffic control one day received a request to reach flight level 60 (60.000 feet or 20.000 meters altitude). The incredulous air traffic controller ironically asked "And how do you expect to climb to 60.000 feet?", to which the pilot answered "We do not intend to climb to it but to come down to it". He got his clearance straight away with no more question from the controller...

**Which airplane was it?**

3) An American jet used by the US Navy and other naval forces in the world, was the only one - as far as we know - to be able to take off and fly with its wings folded, which happened on several occasions.

**Which airplane was it?**

4) During an annual AIRSHO in Harlingen, the pilot of a bomber did a fly-by before the crowd and, for effect, opened the bomb bay doors

and a forgotten load of folding lawn chairs fell out on the runway... **Which airplane was it?**

5) During a static show of airplanes of the Confederate Air Force, as it was painted on the plane's rear fuselage, a visitor who had just read this, asked to the colonel on duty "I didn't know that warbirds had fought during the civil war?".

**True or false?**

6) The largest plane which landed on an aircraft carrier is:

- a- Grumman Hawkeye
- b- B-25 Mitchell
- c- Lockheed Hercules
- d- Boeing B-52

7) The small amount of electrical power required by dirigibles was sometimes provided by hamsters which actuated a rotating cage driving a small dynamo. **True or false?**

8) It was Igor Sikorsky who, one day, said: "Helicopters do not fly. They are so ugly that the earth repels them".

**True or false?**

9) Which of these nicknames was or were given to the Martin B-26 Marauder?

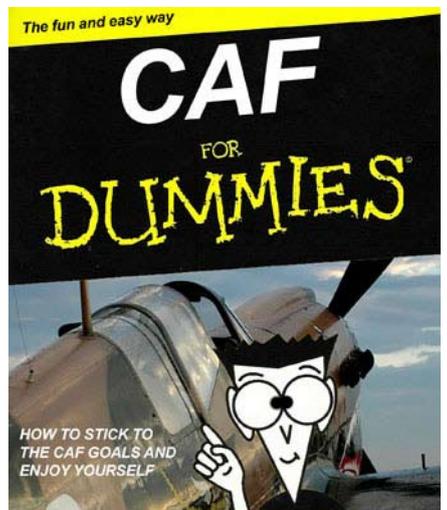
- a- Widow Maker
- b- Martin's Miracle
- c- Incredible Prostitute
- d- M & M

10) When Blériot was sitting in his plane, ready to take off for his historic flight across the English Channel, he turned to his friend Leblanc and asked him very seriously "Where is Dover?". The latter pointed his finger towards the sea, Blériot then signaled his chief mechanic to spin the propeller to start the engine, and he took off...

**True or false?**

*The hardest thing in flying, is the ground*

Screaming across Southern California 13 miles high in an SR-71, we were monitoring various radio transmissions from other aircraft as we entered Los Angeles airspace. Though they didn't really control us, they did monitor our movement across their scope. I heard a Cessna ask for a readout of its groundspeed... "90 knots," Center replied. Moments later, a Twin Beech requested the same... "120 knots," Center answered. We weren't the only ones proud of our groundspeed that day as almost instantly an F-18 smugly transmitted, "Center, Dusty 52 requests groundspeed readout." There was a slight pause, then, "525 knots on the ground, Dusty." Another pause. As I was thinking how ripe a situation this was, I heard a familiar click of a radio transmission coming from my back-seater. It was at that precise moment I realized Walt and I had become a real crew, for we were both thinking in unison. "Center, Aspen 20. You got a groundspeed for us?" There was a longer than normal pause, then, "Aspen... I show 1,742 knots." No further inquiries were heard on that frequency.



**Members' code of conduct included**

Shall we see, one day, the publication of such a book?... It would be quite useful, at least for those who have already forgotten the fundamental goals of the CAF ...

## QUICK REACTION...

Returning from a mission for Philip Adair (Of the 80th FG), On December 13, 1943, over the valley of Assam in India. Its P-40N "Lulu Belle" has been hit and its elevator is stuck in a shallow dive position. Adair managed to return to base by alternating normal flight and inverted flight to regain some altitude.

Our friend Jean Barbaud represented on the left the last part of the flight, when he lowered the undercarriage while flying up side down, before barreling the plane to normal flight and land. A very wise man indeed!

Adair... Adair... One must admit that with such a name!...

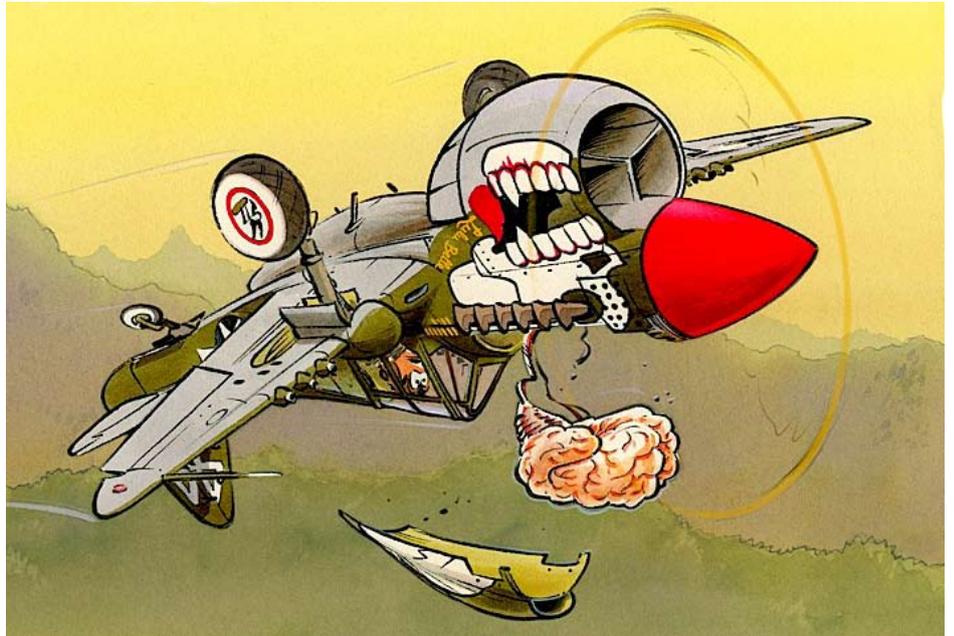


## SLEEP TIGHT...

Noticed on the Internet, and related to the current conflict between the General Staff and the CAF museum, this statement made by the Receiver Fred "Mickey" Jones to the Media:

*"I've been appointed Receiver because I have no knowledge of anything"!*

Sleep tight colonels and other CAF members. The museum is in good hands!...



**"Hold your fire! He's one of ours!... Well... I think..."**

Commemoration by Curtiss Wright of the 15,000<sup>th</sup> fighter they produced since the P-36, with this P-40N which bears the colors of all allied countries which flew the P-40 of which 13,737 were built during WWII.

## LUDI'S LAST FLIGHT

The time: 1938. The place: Hofner mountains in Austria.

The glider flying club is having its usual weekend gathering testing the skills of the new generations of future fighter pilots. In this club is Ludwig Bentner. His rival for his girlfriend is Bruner Gathmann. The young daring woman is Hanna Reightnor who later changed her last name to Reitsch.....

The two men have tried to win the favors of this up and coming lady pilot. She was gathering notoriety in the aviator's circles in Austria and Germany. On this clear Saturday morning, the gliders were in full force, launching from the hillsides and showing the visitors growing proficiency in aerobatics. Ludwig, known as Ludi was climbing into the heights above the clouds and at times disappearing beyond sight. Bruner was showing off his new white glider with red and black trim. He wanted to put a swastika on it, but for now, it was forbidden.

Hours passed and Ludi has not returned. Hanna became worried and soon an aerial search was in progress. Ludi has not returned. Darkness came and the search went on

the following days. No results. Weeks and months went by. People gave up the search. Finally as history has shown, Germany and Austria were in a war. Hanna became famous as a test pilot with a title of Flugcapitan Reitsch. In 1944, Bruner was fighting on the Russian Front in his Me-109. Bruner met his fate in a fatal dogfight near the Russian-Polish border.



The time now is 1946, Austria is trying to recover from the devastation of the war. Hanna returns home and shortly thereafter, a new glider club is back flying, from the club's area in the mountains.

On one very windy day, Hanna is wondering whether it is still safe to fly. A group of members are standing by their gliders and Hanna speaks to the group and is suddenly interrupted. "Look there above the cumulus over the hill. " There is a speck in the sky heading towards the group. As it grows larger, someone shouts, "It's a glider." "Who's that crazy guy?"



The glider appears to be coming towards the group, and as it flashes by, Hanna screams "That's Ludi's glider."

The glider heads down to the valley floor and lands in a clearing. The group races down the mountains to see what has happened. Hanna races over to the glider, and throws back the canopy. There to the shock of everyone are the remains of Ludi. The glider is in perfect shape, a few scratches and discoloring, but how could this be?... Hanna is inconsolable, in grief and shock.... What has happened here?

How could Ludi have returned after disappearing 8 years ago and the glider was intact? Was he airborne all the time? Where did his glider disappear to?

The findings of an investigation concluded that the glider came down in the wooded forest high in the mountains. It landed in the tree tops and was trapped there until this unusual windy day. It became free and uplifted into the thermals until it came to rest in the valley below. But what of Ludi?

The committee's autopsy revealed Ludi had a massive heart attack and was unable to breathe enough oxygen where he fainted and died of complications due to his heart attack. The glider came to rest in the tops of the tall pine trees.



# WINTER STAFF CONFERENCE

For the first time in the history of the Wing Staff Conference all meetings were held at the new CAF Commemorative Center.

There, around 130 Wing officers and staff registered who had gathered for information, discussion and educational offerings to further their leadership abilities back home.

The heart of the Conference began on Saturday March 20th with the roll call at General Assembly. Unfortunately, various factors conspired to reduce the total number of attendees below the usual levels.

Col Clay Francell, Director of Education and AIRSHO, discussed details relating to AIRSHO which is scheduled for October 9-10 2010.

Entertainment will include Aerobic pilot Matt Younkin and his Twin Beech featured in both day and night shows, Bob Carlton in his jet sailplane also performing a night show, aerobist Kyle Franklin and his wing-walking wife Amanda, the F-16 Viper West Coast Demonstration team, the B-1 Bomber and various other acts which have not been finalized. Our own CAF aircraft will be featured as always in a display of WW II military aviation with B-29 Fifi on track to fly once again!

For those of you who attended the USO show after AIRSHO last year and had difficulty seeing the stage, this year's show stage will be re-oriented to provide better viewing.

Several changes are planned in the special seating areas: For the first time this year large tents divided into "Suites" will be utilized for front row seating and a new seating arrangement called "Prime View" will be available by reservation on the balcony of the Comm Center. This area will be limited to 100 persons total with each colonel reserving a space allowed to bring one guest.

Those interested in the pricing for these types of seating are encouraged to check the CAF web site, click on AIRSHO where more details of the pricing and reservation process may be accessed.

President Stephan Brown then discussed CAF finances reporting that this year's budget shows our organization on track to be in the black for next year. Brown noted that "*while some of the moves have been unpopular*" we are moving forward financially.

Employees have been trimmed to nineteen, certain fund-raising efforts such as direct mail and frequent rentals of the Comm Center for community social activities have offset costs and are projected to add net revenues of \$38,000 in 2010.

Membership trends still show retention to be a weakness with 661 Cols failing to renew. Of these, 317 were first-year members (37%).

Total membership of Cols for 2010 stands at around 6,000 including Life Members. There are 74 Units and total aircraft of 159 with 95 of these flying.

CAF Restoration Grants bestowed on various units have allowed 3 newly restored aircraft to join the flying fleet this past year.

Some of the most encouraging news was that CAF aircraft have now gone 28 months accident-free.

We are presently running ads in National Aviation Magazines which are garnering attention and helping with recruitment.

The Digital "Dispatch" will become more interactive with links to videos.

Special projects include implementing the idea of establishing "Air Bas-

es" in large population areas around the USA with the test center in Houston Texas in conjunction with "Wings Over Houston" Airshow.

Country music singer, pilot and CAF Colonel Aaron Tippin has been appointed as a Spokesman for the CAF by President Brown with a possible B-29 Super Fortress National Concert Tour and a possible benefit music album with proceeds going to the CAF.

A report on B-29 Fifi was positive with 2 engines already hung, another to be hung next week and the last sometime soon after.

Fifi rides will soon be available and special events will coincide with her return to service. She is in the best shape in years with reliable engines.

An open forum with the President followed which provided vigorous discussion of the disagreement between the GS and the AAHM Board of Directors which resulted in civil court action between the two parties. The outcome of this disagreement was unknown at the close of the WSC.

The highlight of the WSC this year was the induction of the first 6 members of the CAF Hall of Fame. There were 3 Colonels inducted posthumously: Col Lloyd Nolen, Marvin "Lefty" Gardner and Vic Agather. Colonels present for their induction were Oliver "Ollie" Crawford, Bill Godwin and Van Skiles. We salute these 6 Colonels whose love and work for this organization made it outstanding in the preservation of WWII military aircraft and whose efforts built the foundation on which we all stand. A perfect ending on which we could all agree.

*Report respectfully presented by colonel Barbara Hair, French Wing Representative.*

Article: B.Delfino

Did you ever feel like becoming, one day, an air traffic controller? Be happy because a clever Frenchman, fond of aviation, Laurent Duval, has created a web site just for you!

**radarvirtuel.com** allows you to monitor the whereabouts of thousands of airplanes at any time you want, almost like an air traffic controller would see them on his screen. The system is not real time but it is refreshed every minute or so.

So, say you're waiting for a friend arriving on a particular flight, this will allow you to follow his airliner from the moment it takes off from a city in Europe, America, and even the Martinique. Since the system is improved day after day, one can safely say that it will be world-wide in a very near future. Already, one can monitor flights operating in the USA, on the East and the West coast, which is very promising.

## HOW DOES IT WORK ?

The web site is based on an information system broadcast by each airplane equipped with an ADS-B transponder (*Automatic Dependent Surveillance Broadcast*).

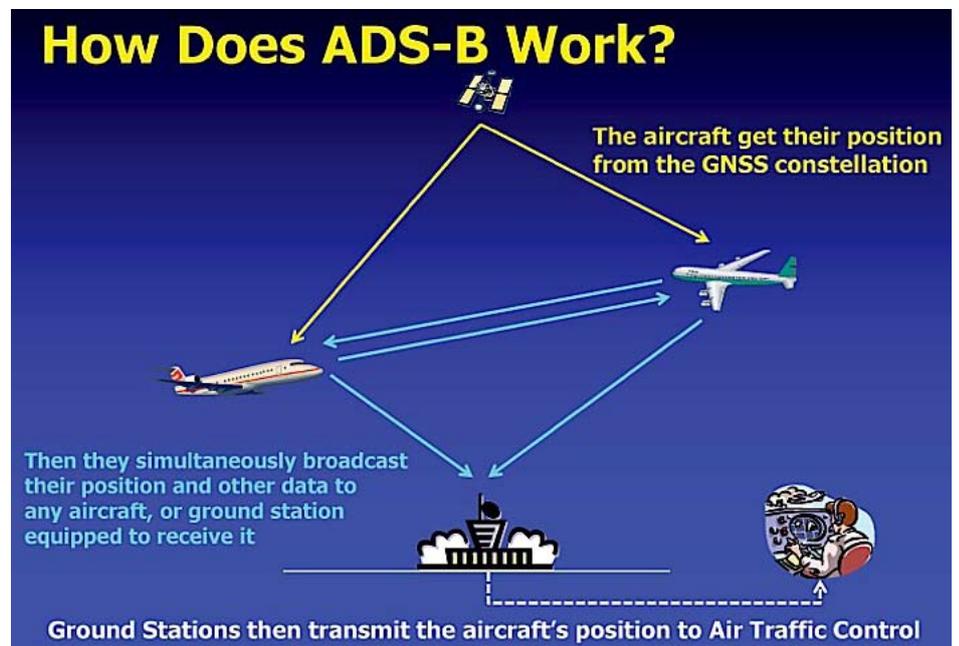
The aircraft fitted with such a transponder permanently broadcast various informations on their identity, their route, their heading, their altitude, etc. A very important point is that they obtain these informa-

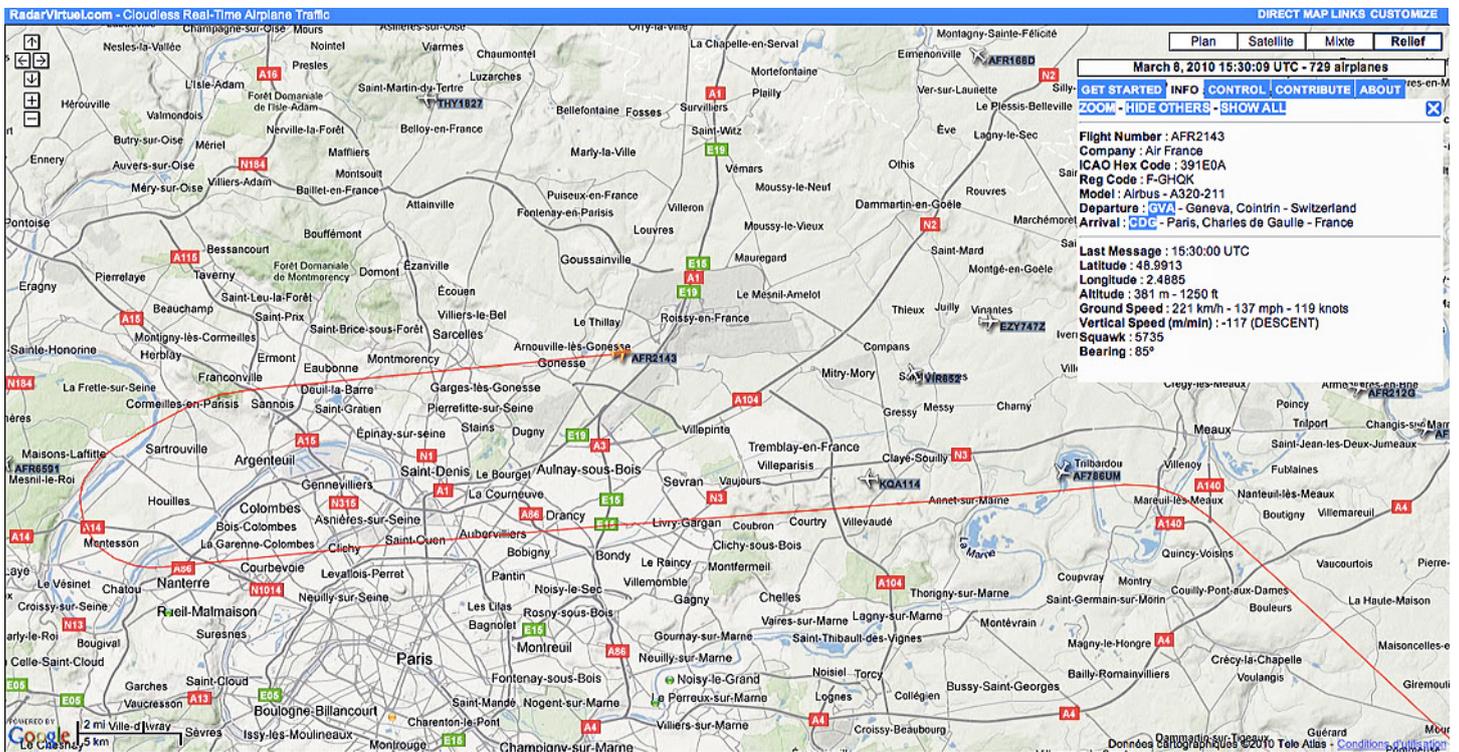


*The crowded sky of Europe!... Here's a screen shot of the traffic over Europe. For more details read the article...*

tion about their position thanks to the GNSS (Global Navigation Satellite System). Having collected these informations, the ADS-B broadcasts them on the 1098 MHz frequency. Therefore, they can be received by any owner of an ADS-B receiver, like a control tower, an air traffic control center, another airplane, or

anyone fond of aviation, and used for various purposes like this radarvirtuel.com web site. The idea of the creator of this remarkable web site is to ask all owners of ADS-B receivers to send these useful informations to him so that he can make them available to us all by displaying them on line.





Approach circuit into one of the Paris CDG airport by flight Air France 2143 materialized by the orange line. The plane is on final approach on the South runway at Roissy CDG. It has been isolated and shows the following data : Speed 137 mph, altitude 1250 feet, rate of descent 117 m/min, heading 85°, etc. Unbelievable!

When you connect yourself to the web site, you can see a global view of Europe at this very moment (*Previous page*). You only need to wait a couple of seconds for that. Then, using the usual Google Earth zoom and direction controls, you can get closer to the area that you are looking for to see an airport or a particular plane. Since **Google Earth** is the back ground of these maps, you can choose between various display modes: Map, satellite, mixt, or relief.

As soon as you click on one of the little planes, a window will appear on the right of your screen with all the available informations (Flight number, airline, registration, aircraft type, airports of departure and arrival, altitude, ground speed, etc). The plane will then take an orange color, and, behind it will appear the rout it followed during the past half hour. To get a clearer picture, you can isolate this plane by clicking on **HIDE OTHERS** and come back to a global picture by selecting **SHOW ALL**.

Using of the **CONTROL** selector, you will be able to select the data you want to see near the little airplane like

the Flight number, the registration, or any other data are available in the **INFO** window.

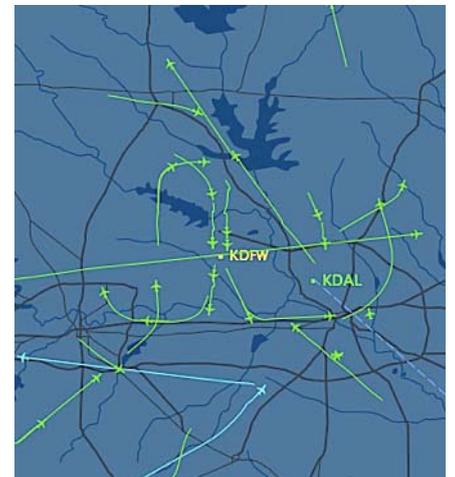
The fun side of this web site may be further improved if you own an air band VHF receiver. You will then have a full show with sight and sound only limited by the quality of your VHF receiver's antenna, 60 to 120 miles at the very best with a roof antenna.

You too can become a contributor of this web site if you purchase an ADS-B receiver. There are several of those available whose price is about \$ 500.00, to which you will need to add the cost of an antenna and the wiring in your house, for a total of about \$ 800.00.



One should note that a similar system exists in the USA, that the most interested can visit:

<http://flightaware.com>



Although it is very interesting, one must admit that its graphics are not the very best, may be a bit too... aeronautical. The radarvirtuel.com web site is a lot better, and closer to the public at large. Its author is ready to receive any comment and suggestion that you may wish to make. His email address is directly accessible by clicking on the **ABOUT** button.

Blue sky everyone!

# THE INCREDIBLE “LOVELY JULIE”

Article: B. Delfino - Photos 398<sup>th</sup> BG.

Nuthampstead air Base (England),  
15 October 1944.

The B-17 crew members programmed for the bombardment mission 98 on Cologne are woken up at 4 A.M. for a take off scheduled for 6:30 A.M.

The aircraft are part of the 398th Bomb Group, Squadrons 601, 602, and 603. After the usual breakfast, briefing, and engine start, one by one the planes take off, but death hits early when one of the 602 planes crashes on take off near the village of Anstey, killing all occupants.

The plane commanded by 1st Lt. Lawrence M. DeLancey, “*Lovely Julie*”, takes off on schedule, starts its climb, and joins the group for the long flight to Cologne.

The mission carries on as per a routine process until the aircraft reach the target. That’s when a very dense flak breaks out. It doesn’t stop the crews from consciously and courageously doing their bomb run. Aboard the “*Lovely Julie*” the crew



*The B-17 was such a strong airplane that it could sustain damages like this one.*

feels the airplane relieved from the weight of its bombs as soon as they are dropped.

That is when hell break out! The plane is suddenly and violently shaken, so much that DeLancey thinks that a bomb has exploded in the bomb bay, but he is immediately brought back to reality when he realizes that it’s the nose of the plane that has exploded because part of the metal skin

has folded over the cockpit, blocking the forward view almost completely.

Simultaneously, the dash board is torn off its location, and the cockpit fills with numerous debris of all sorts.

S/Sgt George E. Abbott, who was in the bombardier position has been killed instantly and, miraculously, the navigator Raymond Ledoux who



*The crew of “Lovely Julie” one month after the accident :*

*Standing up, from left to right : Pilot Lawrence DeLancey, Co-pilot Grady Cumby replaced on that day by Philip H. Stahlman whose photo is printed below, in the oval box is the photo of George E. Abbott who was killed as he was acting as Bombardier, Bombardier Patrick Ryan, Navigator Raymond J. Ledoux.*



*Squatted, from left to right : Mechanic Benjamin H. Ruckel, Belly Turret Gunner Albert Albro, Radio Wendell Reed, Tail Gunner Herbert D. Guild.*

*(Note : It is possible that the names of Ruckel and Reed have been switched)*



*Left: Superb color photo of another aircraft of the 398th Bomb Group: "Sweet and Lovely".*

*Below: Another plane of the 398th BG.*

*Bottom: The terrifying and inevitable flak during a bomb run.*

was sitting less than a meter from him was knocked down momentarily. When he comes back to his senses, without a scratch, he manages to reach the cockpit where the two pilots fight to keep the plane straight and level. Mechanic/Gunner Benjamin Ruckel is also OK. The radio and the intercom being inoperative, he tells the rest of the crew about the situation.

In the cockpit the pilots slowly realize the extent of the damage: Only two instruments work, the altimeter and the compass which is mounted on the panel above the windscreen, but their accuracy is doubtful. The oxygen is out of order, so are the radio and the intercom, and there is a hydraulic fluid leak beneath the rudder pedals of the pilot: The brakes



which will probably be useless on landing, provide there is one!... At 27,000 feet altitude, a freezing wind rushes inside the plane through the

Since the navigator has no more maps or navigation instrument, they fly in a direction that they think is correct. Their doubts disappear when they recognize Belgium below their wings.



A few shots with small weapons from the ground fail to reach them. Then, two Mustang whose pilots can't believe their eyes escort them up to the coast which they reach at the border between Belgium and Holland. The navigator Raymond Ledoux confirms that they are just south of Walcheren island.

They resist to the temptation to land in France since the engines and the flight controls function normally.

Once over England, Ledoux, helped by the nice weather gets some landmarks and guide the pilots the best he can. Standing beside them, he gives them the route to follow, giving headings from memory, which takes them straight to their base of Nuthampstead.

As they approach the airfield, Stahlman lowers the undercarriage and the flaps. They are operated electrically and work perfectly. A test of the hydraulic pump sends a jet of fluid through the cockpit, which confirms that the brakes will probably be useless.

Ruckel shoots a flare to warn the base that the airplane will land directly, whatever happens.

On the ground, everyone is alerted by the strange sound produced by the plane which one can hear before it can be seen. It's like a long complaint, a continuous howl which freezes one's blood.

DeLancey, his head leaning to one side in order to see the runway the best he can, lands the plane by feel, may be a bit fast in his opinion, but perfectly. Obtaining enough braking power to slow down the B-17, he decides not to stop on the runway or on a taxiway so that he would not be a problem for the other aircraft of the group which will soon be there.

Every man on the base, who has watched the landing, and the emergency vehicles, rush towards the plane which is now stopped on the grass. They cannot believe their eyes! It's like if a giant's hand had smashed the nose of the airplane. The metal is torn



*That an airplane can sustain so much damage and keep on flying is beyond imagination...*

off, shredded, and bent backwards, with pieces covering the cockpit up to the top turret. On the left, one of the nose side guns hangs down at the end of a piece of metal skin.

The trace of the 88 mm shell is perfectly visible. It went through the chin turret and exploded exactly where the unfortunate George E. Abbott was, killing him instantaneously and devastating everything that was around. A spectacle of desolation that no one will ever forget!



The two pilots are still sitting in their seats, trying to recover from the terrible emotional shock they have been subjected to. Navigator Raymond Ledoux taps on their shoulder and suggest that they get out of the plane, which they do automatically.

The doctor gives every member of the crew sleeping pills and advises them to go and sleep...

The crew received various distinctions and obtained a well-deserved rest.

Some went back home and returned to civilian life. It was not before 1975 that was organized their first reunion. Eight of them, accompanied by their wife attended it.

Since then, several of them passed away, but the memory of their sacrifices must remain as alive as possible. It is the role of this modest article intended to remind everyone that we owe our Freedom to these young men who did not hesitate one second to come and help our country.

May their memory help us become better men...

# WING PROJECTS

## PATRON COMPANIES SUPPORTING THE FRENCH WING

DASSAULT FALCON SERVICE - TOPGUNART.COM  
AVIATION CLUB DE FRANCE - EDITIONS LARIVIERE



### 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 ( buywrbonds@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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