



AIRSHOW

<http://www.caffrenchwing.fr>

Volume 15 - N° 5 - May 2010

EDITORIAL

The dash of sympathy that I received since I announced last month, the state of my health which could be better, has simply been fantastic! The numerous letters, emails, presents, that I received have profoundly touched me and have been a formidable moral support which plays a major role in the means I have to reach a full healing which is still uncertain. Whatever it is, I sincerely thank, from the bottom of my heart, everyone who wrote to me or called me to encourage me. If the conclusion of this problem is positive, I will owe it to you all for the greatest part.

Unfortunately, the CAF seems also to be suffering from a disease that's wearing it out irremediably. The CAF that we loved so much has gone... Forgotten the noble goals adopted by its founders, forgotten the camaraderie and friendship it generated, forgotten the open mind and constructive discussions which allowed everyone to express himself freely and solve the problems, forgotten the recognition of those who sacrificed their time and money for our organization! Like any other benevolent association, the CAF only exists thanks to the number of its members, but, especially, their moral qualities. Future will tell us what it will become, and each of its members will be in control of his own decisions and the role he will play in it.

Fortunately, we still have History and its actors like the ones you will read about in this issue. Portraits of heroes who never claimed they were heroes: Jimmy Doolittle and his Tokyo Raiders, Buz Keeton, Woodie Woods, and Don McBride.

The aircraft maintenance had to be done without me this year, and I want to thank everyone who took part in its accomplishment. Gaël who took the leading role, and Jean-Yves, Patrick, Roger, Bertrand, Joël, Aurélien, Jean-Luc, and many others who I'm probably forgetting. A big Thank You to you all!

I nearly forgot... If you haven't already done that, please send in your annual dues. Thanks in advance!

Bernard

STRONG THE B-17?... SEE THE 414TH SQDN, 97TH BG, B-17 "ALL AMERICAN" ADVENTURE (Page 11)



IS THERE REALLY A CUB IN THE AIRPLANE? (Pages 5 à 7)

A 95 YEARS OLD TIGER, AND STILL VALIANT! (Page 8)

DOOLITTLE RAIDERS (Pages 9 &10)

OUR PIPER CUB "SPIRIT OF LEWIS" IS STILL IN NEED OF SPONSORS (P. 2)

FRENCH WING ANNUAL DUES... 36 MEMBERS HAVEN'T SENT THEIR PARTICIPATION YET... SEE THE LIST ON PAGE 2 AND SEND YOURS !

NEWS

FRENCH WING ANNUAL DUES

IF YOUR NAME IS NOT IN THE LIST BELOW, PLEASE DO SEND IN YOUR ANNUAL DUES AS SOON AS POSSIBLE.

Jim Adams, Gilles Avenel, Lilian Ayars, Michel Baloche, Jean Barbaud, Bunty Bateman, Rémi Bellet, Didier Blouzard, Bertrand Brown, Meryl Butikofer, Claude Cardinal, Didier Cardinal, Jean-Yves Cercy, Daniel Costelle, Gaël Darquet, Jean-Christophe Debuission, Bernard Delfino, Fumiko Delfino, Michel Fleury, Claude Gascon, Maurice Girard, Roger Gouzon, Irene Grinnell, Roy Grinnell, Joël Hardy, Aubrey Hair, Barbara Hair, Louise Hudlow, Rick Hudlow Eric Jansonne, Jean-Luc Jentel, Aurélien Le Baron, Marcel Ledoux, Kevin Léonard-Keller, Isabelle Lesser, George Lodge, Jim Lux, Christine Melkonian, Jean-Claude Miniggio, Camille Montaigu, Guy Perrin, Patrick Pierre-Pierre, Hervé Quefféléant, John Roeder, Sandy Sansing, Haruo Tanaka, Christian Tournemine, Regis Urschler, Ron Wright.

PIPER CUB SPONSORS

Thanks to **Camille Montaigu** for raising his sponsorship level in the Piper Cub *Spirit of Lewis* scheme and becoming a Flying Sponsor, and to **Jean-Christophe Debuission, Roger Gouzon, and Shirley Bateman**, for helping us reduce the necessary amount of money to 500 euros. We reiterate our call to all members who haven't renewed their sponsorship or are not yet sponsors for this year to do it as soon as possible. Thanks to you all, future sponsors, in advance.

CAF GOOF

It is with deep regrets that we announce that this crisis has got worse this month, when registered letters were sent to members who dared contradicting the director and the GS. One of them is banned from the CAF but for "only" 5 years. That is **Hal Fenner**, a senior member who, for the past 40 years, gave his life, his time, and his money, to the CAF. Hal is 86 years old today, and when this ban is over, he will be 91... As for the others, **Floyd Houdashell** remains a member but cannot apply for an Officer position. **Graham Robertson, Gordon Stevenson, and Joe Cowan**, are all three banned from the CAF for life!... This decision is unacceptable for a large number of CAF members and it triggered many sharp protests, and the media have produced several remarkable articles about this conflict which is harming our organization.

ANNUAL DUES INCREASED TO RECEIVE HARD COPIES OF THE “DISPATCH” MAGAZINE

Our Leader received from Autumn Esperza a quote concerning the surcharge that will apply to foreign members who don't have a computer, nor a link to the Internet to receive the electronic copy of the DISPATCH, or those who simply prefer to receive a paper copy.

They will have to pay an extra \$60.00 which will take care of the extra cost to mail the magazine abroad, as compared to the mailing cost within the USA. **This will raise the annual dues, for those foreign members, to \$260.00.**

Bernard has asked that this point be added to the agenda of the next General Staff meeting...

NEW ARRANGEMENTS

Following an increasing number of requests for explanations received from our disappointed people, our Unit Leader sent to members of the French Wing two emails which have been summarized above.

These messages suggest that those who can, financially speaking, remain CAF members.

Those who can't, or choose that way to personally express their discontent, are assured that they will remain full members of the French Wing as **Benefactors**, as it is stipulated in the Statutes of our Association.

This is why the Board of Administration of the French Wing has decided to cancel its moral engagement to limit the number of these members to 10% of the total membership. That way, these members will remain French Wing members in the same conditions as before.

LA FERTÉ-ALAIS AIR SHOW

This year again, this air show is organized by the Amicale Jean-Baptiste Salis. The French Wing will be there with its booth and one airplane (Thanks Jacqueline!).

The static display will run from 9:00 to 12:30, and the air display from 13:30 till 18:30.

All participants need to buy their own tickets, like they did last year (Adults: 22 euros per day, 10-15 years old: 12 euros, Less than 10 years old: Free) at: CARREFOUR, FNAC, GEANT, Magasins U, BON MARCHE, AUCHAN, CORA, CULTURA, LECLERC, VIRGIN MEGASTORE, LE PROGRES.

LATEST FROM BERTRAND



No, it's not a mirage ! These are wonderful twins recently produced by Bertrand, aka Gaëtan Marie.

PIPER CLUB FRANCE GA



The Piper Club de France General Assembly, of which the French Wing is a member, took place on April 17, 2010, at Melun-Villaroche (LFPM). Our representatives, Roger Gouzon and myself, attended this meeting. We flew there with our J-3 in an hour and a half, return trip, without a problem, except a certain cloud of ashes which we could not see from our altitude of 1500 feet above sea level. The plane which had been washed the day before, remained as yellow after the trip as it was before it.

On this occasion, the B-17 *Pink Lady*, of association *Forteresse Toujours Volante*, should have been introduced to us, and the meeting was due to be held next to this authentic WWII veteran, but its new home is now La Ferté-Alais. Its arrival was originally planned for April 17, but it took place on March 19. The meeting place was, therefore,

changed, and it started at 10:30 and ended at 11:30 in the hangar of the De Havilland DH-115 Vampire of association *Cercle de Chasse de Melun-Villaroche*.

The President gave us his moral report and the treasurer gave us her report. Both were soon approved, as well as the various motions. Then, from 11:30 to 12:00, mister Lherminier gave us a speech about his plane which is displayed during various air



shows or fly-in's (Contact : CCML 17 Bd Aristide Briand 77000 Melun). A nice feeling prevails in this hangar where passion and professionalism go together well ! Mister Lherminier is a very friendly person, and the place can be visited as long as you use the right words.

We then had lunch in restaurant *Le Reau* in Reau (*JI noticed, on this occasion, that Président Guy Fourdrain does the maximum to make sure his members do not get lost!*). This meal

was followed by a visit of the aircraft engine museum (Musée aéronautique et spatial du groupe SAFRAN, héritier du groupe SNECMA), located on the premises of the latter which produced, in those days, the engine fitted to the *Norvigie*. (Web site : <http://museesafran.com>).

Unfortunately, the departures were done according to everyone's particularities, and some did not have the pleasure to enjoy this visit which allowed us to see what experts can do to restore these old engines and these Gnome & Rhône motorbikes (*If you wish to visit this place, make sure you can spend at least half a day there*).

We said good-bye and look forward to see everyone for the Piper Cub Fly-in in Arcachon on June 25, 26, and 27. If anyone is interested to go there with the J-3, please make yourself known. As for me, I shall be there with a PA-18.

Patrick Pierre-Pierre



CAUSTIC NEWS



YOUR TURN TO PLAY!

ANSWERS TO LAST MONTH QUESTIONS

Too few members tried to answer the questions of this little game. Too bad... No one will get the print of the Piper Cub by Roy Grinnell. These questions were not difficult to answer.

Here are the answers:

1) **Goose used as an artificial horizon**: In spite of the funny and unbelievable aspects of this question, the answer was "True". Rare were the aviators to use this animal because the inconvenience was much bigger than the advantage of this system.

2) **Request to the air traffic control to get down to level 60 (60.000 feet)**: That was the SR 71 of course !

3) **The only jet of the US Navy which was able to take off and fly with its wings folded**: That was the Crusader. A pilot took off in these conditions by mistake one day and found that his plane was "soft" on the controls... Everything ended well fortunately, so well that other pilots, hearing about this unexpected possibility reproduced it several times, including a French Aéronavale pilot during an air show in Europe!

4) **"Bombardment" of the Harlingen runway with garden chairs during an annual AIRSHO annual**: It was performed by an A-20.

5) **Question from a visitor about the participation of aviation during the civil war**: The answer was "True". Let's hope that this visitor's knowledge in history have improved since...

6) **The biggest aircraft which have landed on an aircraft carrier**: It's the Lockheed C-130 Hercules during trials on the carrier Enterprise.



These trials, intended to test a long range system of goods delivery, although quite successful, was judged too dangerous because of the short distance between the right wing tip and the carrier's "island" superstructure.

7) **Electricity required by early days balloons given by hamsters**: The answer was "False" of course !

8) **It's Igor Sikorsky who said that: "Helicopters don't fly. They are so ugly that they are repulsed by the ground"**: The answer was "False". This joke is often used by airplane pilots to tease helicopter pilots.

9) **Nicknames given to the Martin B-26 Marauder**: Three of the four names were true answers :

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

10) **Blériot asking which way was Dover to his friend Leblanc**: The answer was "True". Was it one of Blériot's jokes, or was he just overcome by emotion? Nobody knows...

The hardest thing in flying, is the ground

The above excellent joke was signed Roy Grinnell who does have a good sens of humor!

Roy is also the author of the amazing, imaginary but very poetic, aviation story, "Ludi's last flight" about Hanna Reitsch, published last month.

YOU ARE A PILOT IF...

- "Affirm" and "Negative" have replaced "Yes" and "No" in your day to day conversations.
- You are more afraid of losing your flight log book than your first child.
- Your watch displays the UTC time.
- You stop a conversation to watch an airplane fly by.
- You know that you have put weight on because of your landing technique does not give the same results any more.
- You have a "Remove before flight" key ring.
- Your computer monitor wall paper is an airplane.
- At the gas station you look for the bonding wire.
- You spell words using the phonetic alphabet.
- You have noticed that the Star Trek vessel has navigation lights.
- You always carry a flight case.
- At a red traffic light you apply brakes with both feet.
- You pull your car control wheel when you come to a slope.
- The name of a town immediately brings the OACI code to your mind.
- Your best friends are called "Roger" and "Charlie".
- You have in your car an empty broad-neck bottle.

Kevin Leonard-Keller

CHINA NATIONAL AVIATION CORP.

Article : Roy Grinnell & Bernard Delfino

CNAC (China National Aviation Corporation), was founded in 1929 with the help of the Curtiss-Wright firm, to operate mail flights between the major cities of China. In 1933 it was taken over by the Chinese government and Pan American Airways.

Shortly before the USA got involved in the war in the Pacific, CNAC started flights over the Himalaya mountains, nicknamed the "*Hump*", between India and China. When the Burma road was closed by the Japanese forces, these flights became the only way to supply China from the outside. CNAC worked a lot for the Flying Tigers, transporting personnel and goods between its various bases to supply them.

When, in July 1942, the Flying Tigers were integrated in the American Forces, many pilots went to work for CNAC. Flying up to 150 hours per month in unarmed DC-3, in a mountainous and dangerous



environment, in an awfully adverse weather, and without any modern navigation aids, they accomplished the very first giant air lift in the history of aviation, one of the most glorious aviation exploits of WWII.



Between 1942 and 1945, the pilots of CNAC transported about 115.000 tons of supplies and personnel for the Chinese and American Forces.

These adventurous pilots, of which unfortunately many never came



back, played an essential role in the final victory.

They performed more than 38.000 flights over the Himalaya, often flying in clouds or by night to avoid marauding Japanese fighters, always ready to attack these easy targets.

In 1947 the CNAC fleet was made of numerous DC-3 and C-46, and six DC-4.

When the war was over, many of these crews left China, and when the forces of Mao Tse Tung took over the country, CNAC left and developed its international routes. Financial problems soon appeared, which forced PanAm to sell its last interests in CNAC in 1949.



All these crew members lived intense hours, often dramatic ones, but also, sometimes strange and even funny, which are not well known. Here are two examples of remarkable anecdotes which are worth reading...

Beautiful painting by Roy Grinnell showing a CNAC DC-3 flying over the Himalaya.

DC-2... AND A HALF

In May 1941, Captain Hugh L. Woods was flying a DC-3 between Hong Kong and Chungking when he received a radio message warning him that Japanese airplanes were in the vicinity. He landed the plane in an emergency on the airport of Suifu. The crew and the passengers had just the time to take cover in a near-by wood before the Japanese planes arrived. They strafed and bombarded the plane so well that the fuselage was full of bullet holes and the right wing was hit by a bomb which went through it and blew up when it hit the ground, completely blowing it off in the process.

Woods called the airline by radio, and said that if a replacement wing could be brought, he could fly the plane back to its base. Alas, there was no spare wing for a DC-3, but one for a DC-2 was available. Despite the fact that it was 5 feet shorter, it had the same shape and dimensions at the root.



A test was done on a plane that was in maintenance, which proved that it was possible. A tool kit was made up and sent to Suifu, together with the spare wing attached under the fuselage of a DC-2.

The wing was successfully fitted to the DC-3, using some modifications which were done with the help of the Douglas field representatives.

After a short test flight, the plane flew to Hong Kong with a stop at Chungking where it even took a full load of passengers! This is how was

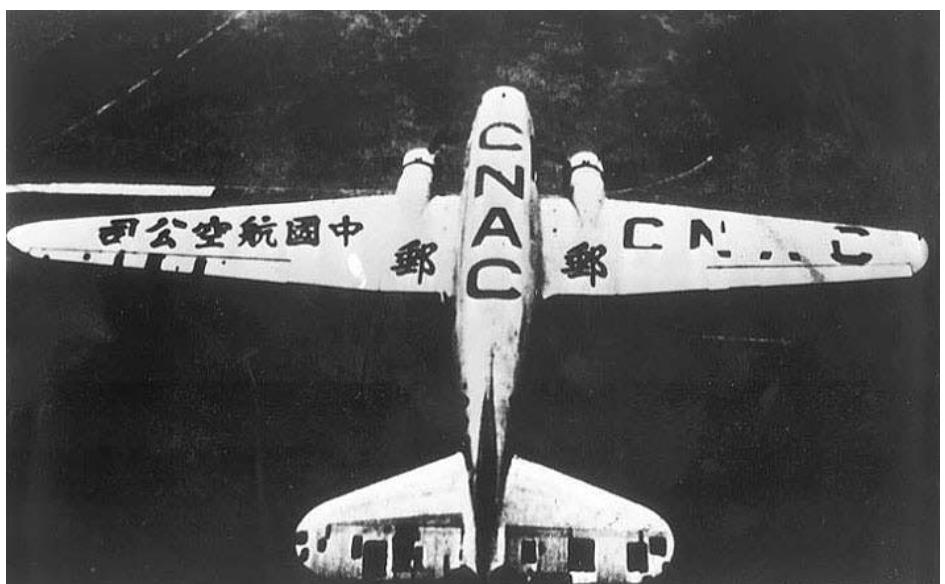
born the one and only DC-2 1/2 of all times!

Hugh L. Woods had received his pilot licence in 1927 (Number 7421) from the hands of Orville Wright himself, in Wichita.

Woodie had two other particularities: He was the very first transport pilot to fly over the Hump, and the pilot of the very first civilian transport plane to be shot down in the history of aviation. When this happened, on August 28, 1938, he managed to successfully land his plane in a river, but the fighters strafed it, killing 12 of the 17 occupants. Soon after, Woodie stopped flying and became director of the CNAC operations until 1947, when he returned to the USA and started a real estate company. Sadly, Hugh Leslie Woods died too early in 1979, at the age of 73, in Miami (Florida), victim of the Alzheimer disease.



Left, Captain Hugh L. Woods, hero of this extraordinary adventure. Above, two photos of the bombed plane with the right wing torn off. Below: Birth of the famous DC-2 1/2. Note the evident difference in length between the left DC-3 and the right DC-2 wing.



BEAR NECESSITY

Charles Ridgley "Ridge" Hammell (*Below*) was a Happy-go-lucky CNAC pilot always in a good mood who had bought a Siberian bear on the Calcutta market. He named it after the sweet name of "Elmer".



As they often flew without a copilot, "Ridge" and his pilot friend **Donald "Don" McBride** (*Below*) - with the approval of their director of operation **Hugh "Woodie" Woods** - had



the habit to fly with Elmer sitting in the right hand seat. Elmer did not have an oxygen mask so that, at high altitude, he used to go to sleep.

Once he had been seated in the co-pilot seat and that his belt had been fastened, he stayed there, calm and happy, during the whole flight, wearing a pilot cap which was held on by the radio headset.

When the Captain put the aircraft on automatic pilot, it was the signal for Elmer to wake up and hold the control wheel, which he did quite seriously. When the pilot took over the controls, Elmer took his paws off the wheel and went back to sleep. However, when he was "at the controls", Elmer, conscious of the importance of his task, did not like to be disturbed in his work...

During a flight performed by "Don" McBride, a passenger, a young Air Force Lieutenant, became scared when pieces of the ice that was accumulating on the propeller blades got detached and hit the fuselage, sounding very much like bullets fired by enemy fighters. In addition, strong turbulences made him believe that the pilot was trying to avoid the shooting. Elmer was at the controls so McBride was able to go and reassure the Lieutenant.

He explained the reason for this noise, and offered him to go to the cockpit and meet the copilot

named Elmer, "*one of the best in the whole fleet!*".

When the passenger walked into the cockpit, he thought that the copilot was wearing a remarkably well made bear mask. After a careful examination, he concluded that it could only be a joke and bent over to do a closer examination. Elmer showed his discontent by opening his jaws and producing a loud threatening growl that left no doubt about his disapproval. We told you, Elmer did not like to be disturbed during his work, at all!

In a panic, the Lieutenant ran away from the cockpit shouting: "*My God, it's a bear!*"

Don grabbed him by the shoulders and explained in a very calm voice: "*The copilot Elmer is very competent. He knows the route like the palm of his paw. We've had big problems finding co-pilots lately, and Siberian bears are our solution. Would you lie to come up to the cockpit and see how Elmer lands the plane?*".

The Lieutenant replied: "*Captain no! If I ever get on the ground, I'll walk back to Dinjan*".



FLYING TIGER AT 95

Articles: Jim Lux - Photos: Jim Lux & Irene Grinnell

Lil Ayars, Jim and Nancy Lux were invited to attend a surprise 95th birthday party for Robert "Buster" Keeton. He is one of the thirteen remaining American Volunteer Group (AVG) "Flying Tigers" and one of only three remaining pilots.

Robert Buster "Buz" Keeton was born in Manzonala (Colorado) in 1915. He got his Navy pilot wings in Pensacola in 1938. In 1941, he resigned from the Navy and joined the Flying Tigers where he was assigned to the Panda Bears squadron and won 3.5 confirmed victories and 4 probable. After the AVG, he flew C-54's over the North Atlantic route, then, after the war was over, he became an airline pilot flying mainly for PanAm and retired in 1975 after some 27,320 flight hours.



The AVG "Flying Tigers" were the one American success story during the early months of World War II. The Japanese had bombed Pearl Harbor, destroyed most of the Navy's Pacific Fleet and subjected the American military to its worst defeat in history at battle of Baatan in the Philippines. The "Flying Tigers" were a ray of hope by helping prevent a Japanese victory in China.



Claire Chennault convinced America's Franklin Knox, Secretary of the Navy, to allow Navy pilots to resign their commissions and fly as civilians for the Chinese against invading Japanese forces. They became known as the AVG "Flying Tigers" and performed brilliantly flying Curtis P-40 "Tomahawks" against the Japanese forces. The "Tigers" were instrumental in preventing the fall of China to Japanese forces. They had an incredible kill ratio of 10 Japanese aircraft downed for every P-40 lost.

was spectacular with beautiful wildflowers and we drove through the Hill Country on our way to the Jenkins ranch. We stopped to pick up Lil Ayars who lives in Blanco, Texas not far from the Jenkins ranch.

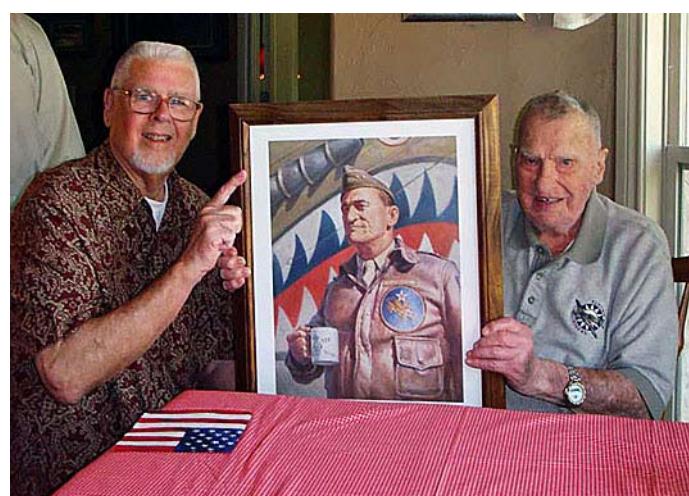
Bob was completely surprised when family and friends arrived for the party. Many came from great distances including his close friend, Jack Bond, the brother of the late AVG "Flying Tiger" Ace, Charlie Bond.

The French Wing was well-represented at the birthday party by Lil Ayars, Roy and Irene Grinnell and Jim and Nancy Lux.

Happy Birthday Buz!



Top, Buz in 1941, above, the same with Irene, left with Nancy and Jim Lux, and, below, Roy and Buz with a portrait of Chenault painted by Roy.



"DOOLITTLE RAIDERS" REUNION

Article : B. Delfibno - Photos : Jim Lux & USAF.

On April 17, took place in the US Air Force museum, in Dayton, the annual reunion of the survivors of the Doolittle Raiders,

Of the 8 who are still alive, four were present (*Photo on the right, from left to right*) : Thomas Griffin (92), David Thatcher (88), Robert Hite (90), unknown, Richard Cole (94), and the Secretary of the Air Force Michael Donley.

These four honorable veterans were honored during an entire week-end : Discussions and signing sessions when they met the public, an exceptional fly-in of 17 B-25 Mitchell aircraft with an air display, and a moving ceremony to honor those who have passed away.

During their first reunion of this type, after the war, a cupboard containing 80 silver goblets, each bearing the name of one of the raiders (Made of 16 planes with 5 crew members), was adopted for this annual ceremony. On each occasion, the survivors have a toast to the memory of those who passed away since the previous reunion, and, after this toast, the goblets of those gone West are turned upside down. Today, only 8 goblets remain upright.



Photo : Jim Lux



When only two of the Doolittle Raiders remain, they will open a bottle of Cognac, vintage 1896, the year Jimmy Doolittle was born, for a final toast in honor of their 78 friends who have passed away (*Ed: Note that Jimmy Doolittle left us in 1991*).

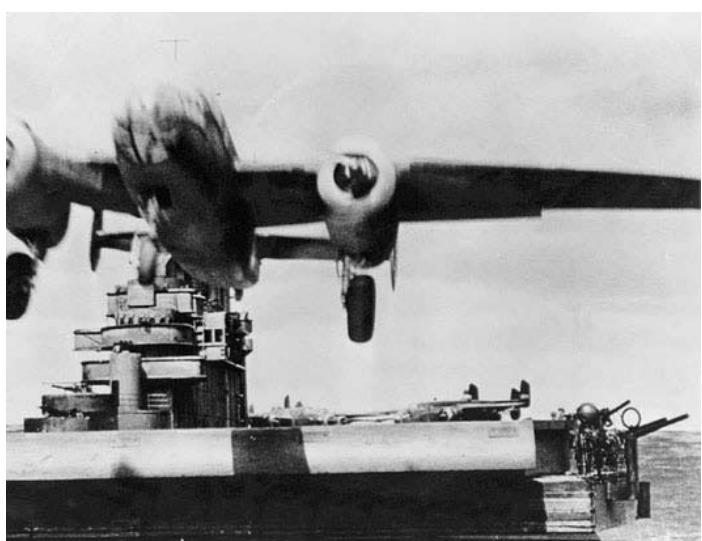


The Doolittle Raiders emblem, Jimmy Doolittle, the goblets, and the Cognac





Left to right : Robert Hite (Copilot, crew # 16)v, Thomas Griffin (Navigator, Crew # 9), David Thatcher (Flight Mechanic/Gunner, Crew # 7), Richard Cole (Copilot, Crew # 1).



Top to bottom and left to right :

- Take off of a B-25 from the Hornet as seen from one of the escorters.
- Another one seen from the bow of the carrier.
- En route for Japan, a few feet above the Pacific.
- Without them, nothing would have been possible: Maintenance of one of the 16 B-25's by the mechanics.

You can see plenty more photos on the official web site of the Doolittle Raiders :
www.doolittleraider.com



THE B-17 "ALL AMERICAN"

Article: B. Delfino - Photos 97th BG.

Since our readers appreciated the article about the B-17 *Lovely Julie*, last month, we do it again with the adventure of the B-17 *All American* of the 97th Bomb Group, 414th Squadron.

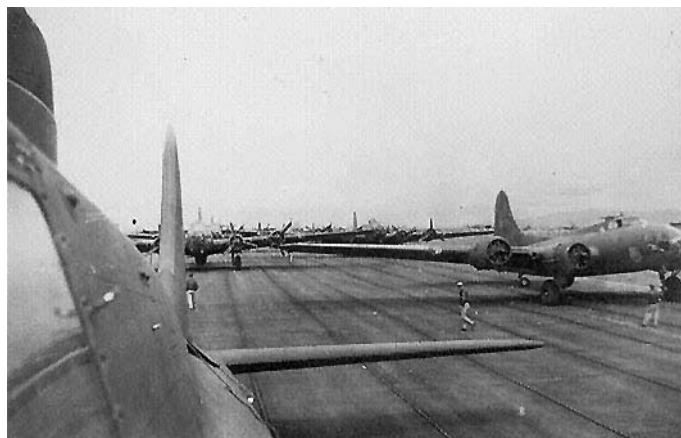
97th BOMB GROUP

This group was formed on January 28, 1942. On August 17, 1942, it flew its first bombardment mission on rail-works near Rouen, followed by many others until November when it was moved to the Mediterranean theatre to bomb European southern countries (France, Italy, Sardinia, Sicily, etc). Finally, it took an active part in the preparation of the landing in the South of France, before it was deactivated on October 29, 1945.

"ALL AMERICAN"

Piloted by Lt. Kendrick R. Bragg, the plane of the 414th Squadron was flying a mission over Bizerte North of Tunis on February 1st, 1943, when the group was attacked by enemy fighters. One of them, whose pilot was probably wounded or killed, had lost the control of his plane and collided with the leading aircraft, tearing a wing off which caused the loss of the plane and its crew.

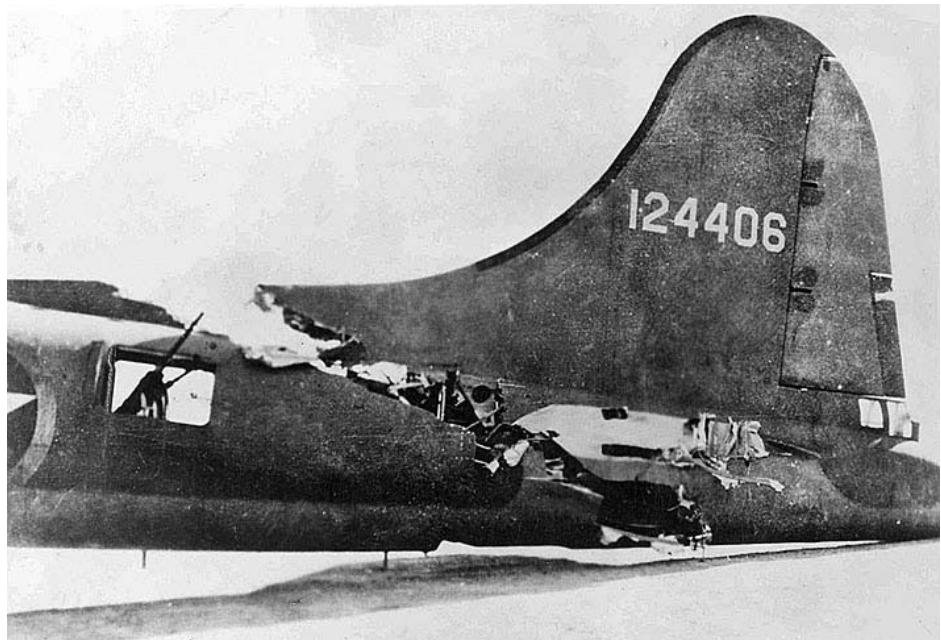
The enemy fighter carried on and collided a second time with another B-17 - "*All American*" - tearing off his complete left tail plane and elevator. The fin was damaged, the fuselage was "sliced" over two thirds of its diameter, the tail wheel was torn away, the flying control cables were damaged, as well as the hydraulic and oxygen systems. Although the



tail was "flapping" in the wind, an elevator cable was still intact which allowed the crew to keep the plane

afloat, miraculously, and with no one wounded on board. The plane did an emergency landing and stopped, resting on the rear of the fuselage. People did not believe their eyes!

It was when three men climbed aboard through the rear door that the plane collapsed. Their weight had been enough to overcome the strength it had left!



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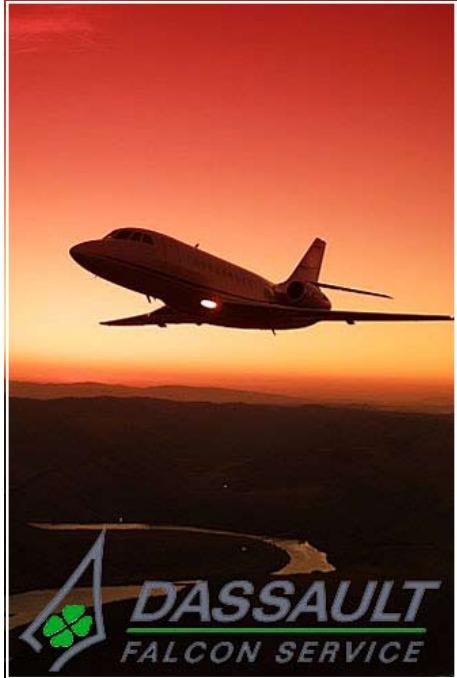
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2010 SPONSORS

As one can see on the above list, the reactions to our last month call for Sponsors of our Piper Cub have been numerous and very positive. However, we need more sponsors to fill in the required amount of 500€ to close that budget for 2010. We thank you in advance for sending your participation at the level of your choice, and as soon as you can. A big thank you to you all!

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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 grammes, 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 15 euros for the public (+ 6€ de port).

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Unit Leader: Col. Bernard DELFINO
Tél & Fax: 01 48 69 04 57 - Mobile : 0680361717
email: bdelfino26@free.fr
Executive Officer: Col. Roger GOUZON
Tél: 03 44 60 11 47 - Mobile: 0682904071
email: roger.gouzon@orange.fr
Finance Officer: Col. Claude GASCON
Tél: 03 29 86 71 00 - Mobile: 0675742596
email: claudegascon@free.fr
Adjutant: Col. Gaël DARQUET
Mobile : 06 19 56 77 79
email: darquet.gael@yahoo.fr

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