



Volume 14 - N° 6 - June 2009

## EDITORIAL

This month of May has been one of the busiest in the entire history of the French Wing, and asked for my services like never before!... Aircraft maintenance, renewal of the Certificates of Airworthiness, air shows, moving of the (voluminous) French Wing's equipment from col Roger Gouzon's residence in Villepinte to the new one in Ermenonville, not mentioning the mail and the thousand other tasks which need to be accomplished every month, they all combined with the result that I often had to work up to 15 hours every day. Therefore, the delay brought to this issue of our Newsletter is, I believe, excusable, and I thank all our members for their patience and their tolerance.

A great part of this bulletin is dedicated to the air show in La Ferté-Alais which fully fulfilled its role, helped by a reasonable entry ticket price and the nice weather which we all dreamed about!... Those of our members who took part in it did not regret it since, in addition, they were able to see the NC 856 in its new color scheme. The latter was displayed next to the French Wing booth, next to the plane which belongs to colonel **Jacqueline Clerc** to whom we are so grateful for her help! I wish to take this opportunity to warmly thank mister Jean-Marc Delrue and all the members of Association AJBS who allowed us to participate in this great event in such a positive way. To all of them, a big THANK YOU!

Soon after we had put away the PX and washed the airplanes, we had to get ready for the very pleasant week-end in Meaux whose report will be published next month. The next step is now the fly-in in Compiègne, on June 27, which is open to the public and will be a very popular event since at least 30 classic airplanes will participate. We wish that as many members as possible will attend this fly-in because we need all the help we can get to present the airplanes and run the PX shop.

Finally, I thank the members who haven't done so, for sending their annual dues to the French Wing as soon as possible!

Bernard

## SPECIAL ISSUE LA FERTÉ-ALAIS AIR SHOW 2009



Photo: B. Delfino

### A FIRST FOR THE NC 856



Photo: B. Delfino

**GREAT SUCCESS FOR THIS RARE AND ORIGINAL AIRPLANE**

### FRENCH WING 2009/2010 ANNUAL DUES

**ABOUT THIRTY MEMBERS HAVEN'T SENT THEIR ANNUAL DUES TO THE FRENCH WING.  
WE THANK THEM FOR SENDING THEM AS SOON AS POSSIBLE.  
PLEASE CHECK THE LIST ON PAGE 2.**

## MOVING OF COL ROGER GOUZON

Thanks to colonels **Bernard and Fumiko Delfino**, and, of course, **ncol Roger Gouzon** himself, most of the French Wing belongings have been moved from Villepinte to Ermenonville during the month of May, as well as all the technical equipment which includes a lathe, a wood machine, a vertical drill, and all the materials that we use to manufacture various tools and equipment, and accomplish various restorations. In total, they moved several tons of equipment to Roger's new house!...

The Rearwin Sportster needs to be moved, and if it's not the heaviest, it's certainly the bulkiest.

Want to help? Call Roger right now on 01 48 61 40 90.

## MAGAZINES FOR SALE

Colonel **Hervé Quefféléant** is selling to the highest offer, two collections of the past 15 years of magazines **INFO-PILOTE** and **LE FANA DE L'AVIATION**.

The product of this sale will be donated to the French Wing, therefore, we thank you for your generosity. If no offer has been made at the end of June, Hervé will be forced to throw them away, which would be a pity.

## 351 BOMB GROUP

The French Wing has been invited to take part in a ceremony which will take place on **July 03, 2009**, at 18:30, at the **La Fayette Memorial**, to honor a group of **WWII Veterans** of this Unit.

This ceremony is organized by mister **Jean-Paul André**, member of the "*Forteresse Toujours Volante*" Association, And the **La Fayette Memorial**.

Should you wish to participate, please contact **Bernard** at once.

## LIST OF MEMBERS TRAVELING TO MIDLAND

Here is the updated list of members who will travel to Midland for AIRSHO 2009 from Europe and Japan. A room has been booked in the Holiday Inn Express de Midland, single or double, according to their needs. All dates are from October 7 till October 12, except for **Twan** and **Patricia** who will depart on October 10:

- 1- **Arnaud Chatton and Marie-Françoise Le Cornec's nephew.**
- 2- **Jacqueline Clerc.**
- 3- **Gaël Darquet and Émilie.**
- 4- **Bernard and Fumiko Delfino.**
- 5- **Claude De Marco.**
- 6- **Claude Gascon and Maurice Girard.**
- 7- **Roger Gouzon and Patrick Pierre-Pierre.**
- 8- **Marie-Françoise Le Cornec.**
- 9- **Haruo Tanaka.**
- 10- **Danielle Dufлот.**
- 11- **Antoine and Patricia Roels.**

## FRENCH WING 2009 / 2010 ANNUAL DUES

As everyone knows, the date for the payment of the annual dues to the French Wing is on **May 1st** each year.

Many members have already sent their dues in, which, this year again, haven't been raised, thanks to the saving made thanks to the fact that we send a large number of Newsletters via the Internet.

Our members have, no doubt, noticed that this is the ninth year without any dues increase, despite the galloping cost of living which hits the French Wing budget as bad as any other budget in general life.

Should you not see your name in the list printed hereafter, it is time to send us your **50€** (Colonels, Supporting Members, and Friends), or **20€** (Cadets).

If you reside in the USA, please draw a check in the name of **Roy & Irene Grinnell** and send it to their home address:

**Roy & Irene Grinnell**  
PO Box 719  
Little Elm  
75068 Texas

Members who had sent their dues at the time of printing this Newsletter:

**Jim Adams, Hugh Alexander III, Gilles Avenel, Lilian Ayars, Jean Barbaud, Christophe Bastide, Bunty Bateman, Henri Bourrassier, Merrill Butikofer, Didier Cardinal, Ernest Cartigny, Jean-Yves Cercy, Cédric Chanu, Jacqueline Clerc, Daniel Costelle, Gaël Darquet, Jean-Christophe Debuissou, Bernard Delfino, Fumiko Delfino, Stéphane Duchemin, Danielle Dufлот, Ken Fields, Michel Fleury, Marcel Francisci, Louis-Jean Gioux, Maurice Girard, Roger Gouzon, Irene Grinnell, Roy Grinnell, Barbara Hair, Aubrey Hair, Rick & Louise Hudlow, Eric Janssonne, Jean-Luc Jentel, Marie-Françoise Le Cornec, David Ledrich, Jacques Leroux, Isabelle Lesser, George Lodge, Jim Lux, Léon Manoukians, Christine Melkonian, Jean-Claude Miniggio, Guy Perrin, Michel Perrin, Patrick Pierre-Pierre, Hervé Quefféléant, Claude Requi, John Roeder, Sandy Sansing, Haruo Tanaka, Christian Tournemine, Gilles Troussard, Regis Urschler, Orlan Wichman, Ronald Wright.**

**Latecomers, do not wait any longer! Send in your participation this very day because your support is essential to our Unit's operation!**

## FIRST FLIGHT OF B-25 "MAID IN THE SHADE"



It's on May 29 that this splendid B-25 took to the air again, after a restoration by members of the **Arizona Wing** which lasted 27 years (!), and gave this aircraft a health which is as good as it was when the plane was rolled out of the North American production plant, if not better!



We owe these nice photographs to col **François Bergeon** who is a member of this Unit for which he flies the T-6 and is a co-pilot of the B-17, as well as being a member of the French Wing as every-



one knows. Above is the team of hard working and meritorious members who took part in this restoration.

## CAF AWARDS 2009

If you think that one or several members or non-members deserve a CAF Award for their extraordinary accomplishments during the past year, at the service of the CAF and the French Wing, write to Keith Lawrence giving the names of the persons concerned and the detailed reasons why these members, or non-members, deserve such a distinction.

This request must be done for a task, a donation, an accomplishment, or an action, really extraordinary and going well beyond what is normally expected from a CAF member.

**Your application must arrive to the CAF head-quarters before July 15, 2009.** For more details, please contact Keith Lawrence at:

[klawrence@cafhq.org](mailto:klawrence@cafhq.org)

## COMPIÈGNE

We need to know who wants to ride aboard the **Piper Cub** on June 27 to get to Compiègne as a passenger. The price will be the usual one according to your level of Sponsorship.

The flight, from Le Plessis-Belleville to Compiègne, will take place early in the morning, and the one back home will be late in the afternoon.

The flight time will be about half an hour both ways.

# NEWS

As everyone knows, our American friends joined us in 1917 to help us fight the Germans. They arrived in Nantes with troops and equipment, but the front line was far away. With their practical and functional spirit, they established various relay positions at the center of France, establishing themselves in Gièvres, Pruniers, Noyers sur Cher and St Aignan sur Cher.

They built a gigantic cold store in Gièvres, an assembly line for the airplanes which arrived in crates in Pruniers, and a hospital at Noyers sur Cher. From 1917, they also developed the railroad activities towards the East of France. They became acquainted with the population, and numerous weddings took place with the departure of the spouses towards the USA in 1919.

853 American soldiers died in the area, following some wounds received on the front line, some sickness, or some accident which happen within any army. July 18, 1919, is when the last one left France for the USA. They left many memories behind that the senior inhabitants still talk about since their parents were of the same generation of this phase in history.



A monument was erected at the limit between the two towns of Noyers sur Cher and Saint Aignan, in order to commemorate their stay and honor their dead and the profound friendship which exists between the USA and France, the friendship of the heart and the love of Freedom, far away from any political controversies.



Traditionally, on every commemoration day, and at least on May 08 and November 11, a procession takes place, which starts from the town hall and gets to the war memorial in the cemetery and this one on the bridge over river Cher. This year, pretending that this ceremony at the American

monument would be a problem with the traffic, some people tried to stop it from taking place!... Our Mayor had to firmly discuss with the Prefect, and, helped by the Gendarmerie the ceremony took place after some fruitful negotiations, for a limited time and number of participants. I have been taking part in this ceremony for many years as a representative

of Association France-États-Unis, of the CAF French Wing, as a town councillor for the past year, and as a simple French citizen, cordially and profoundly friend of the USA. As part of my reaction to this incident, I asked Bernard and my friend Mayor, permission to wear the CAF uniform, if only to make shame with those who forget a little to quickly. All the questions I had to answer during the reception that followed, honored our friends and their goals, and were well received by my interlocutors.

*Col Christian Tournemine*

*(Note: These photos have been taken by the Mayor's wife, S. Billon, except the one of the monument which was taken by myself).*



# NEWS

I will never forget this beautiful Sunday May 21 in Haudainville. With my parents, we walked out of church at about noon when two fighters appeared low over the roofs, their engines at full power. My only thought at the time was "I hope they will not crash on our house!". After a short dogfight, one of the planes produced some thick black cloud and crashed next to the canal at about 600 yards from the village.

In the afternoon, my cousin (A future Corsair pilot in the Aéronavale) and I went to the crash site despite my parents' advice not to. I didn't know if the plane was German or not. All we



could see was some smoking pieces of metal at the bottom of a large hole which was already full of water, due to the proximity of the canal. From that hole, a lockkeeper holding a long fork was pulling out some pieces of metal and human remains.

I heard, a long time later, that the pilot was American : **John Martin Church** (Jake was a nickname that had been given to him by his family). For some unknown reason, people believed he was a Canadian. Maybe they felt better if this liberator spoke French?... Despite the fact that the Feldgendarmerie tried to stop it, Jake was honored two days later in the church of Haudainville which was too small to

contain the crowd that had turned up from all the villages of the area.

On May 23, 2009, Association "La Mémoire des Ailes" organized a small but moving ceremony for our friend Jake who died for our freedom, thousands of miles from home, at the controls of his P-47. Merci Jake! But these words are far too small to express the endless gratitude that we feel for you. Therefore, a few flowers, a minute of silence...

*We will never forget your sacrifice Jake ! Thanks again to you and to all American pilots, airmen and other soldiers who fought for France!*

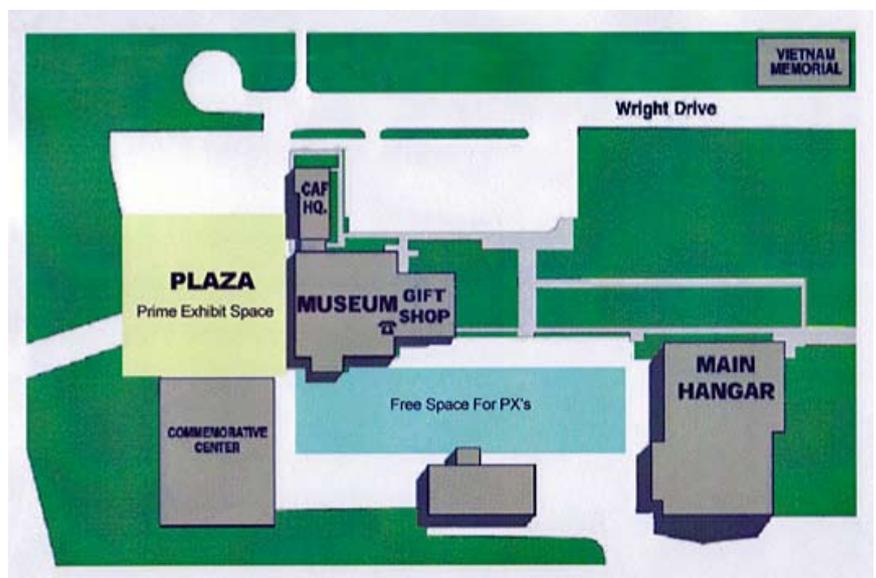
*Col Claude Gascon*



## NEW ARRANGEMENTS FOR AIRSHO 2009

As shown on the map on the right, the zone surrounded by the HQ, the AAHM, and the Commemorative Center, will be named "Plaza", and it will be the main area for shops and booths. The blue zone on this picture will be free and mainly used for CAF Units' PX's.

Let us hope that the number of vendors related to aviation will be more important than during the previous years. An aspect that was not looked after too well in the past, not as much as it deserved.



# LA FERTÉ-ALAIS 2009

Article : Bernard Delfino



Photo: B. Delfino

As everyone knows, the organization of this annual event was done this year by Association Amicale Jean-Baptiste Salis which allowed for a reasonable ticket price, and to welcome a numerous public.

Each morning of the two days was dedicated to the static display, and the in-flight displays took place in the afternoon, a very practical system which let everyone enjoy the all airplanes and the few gift shops before getting ready for the air show.

Thanks to colonel **Jacqueline Clerc**, the French Wing received a first class treatment : The NC 856 was displayed next to Jacqueline's Criquet, named "Carré d'As" (*Right*), before her own hangar, and the PX booth was just across the street, facing the airplanes, just a few meters from them !

This exceptional location facilitated the contacts with the public whose questions were numerous and often pertinent. The NC 856 was very successful because its look is such that it cannot leave anyone indifferent. Many discovered its existence and were curious about its technical aspects. The veterans suddenly found themselves in Algeria where they either had flown the plane or worked on it. Those deserved a thorough look at the airplane, number 25, a true veteran, actor and witness of this part of French aviation history. Although their



Photo: B. Delfino

memories were at first rather vague, they came back fairly quickly as they saw the plane and talked about it, and it's with a spark in their eye that they discovered memories that had been left hidden away in their mind for too long, and they were then able to tell us some anecdotes which were moving, tragic, or amusing.



Photo: B. Delfino

The number of airplanes present for this event was high, even though, unfortunately, several of them were the victims of technical problems or else, which stopped them for attending it like the Hawk 75 and the Caudron Rafale.

The FW 190 suffered an electrical problem when it arrived on Thursday 28, and if it finally got to La Ferté, it could not be flown as expected.

The aircraft which compensated for a large part these regrettable absences was, no doubt, the glider version of the Me 163 which demonstrated its great aerodynamical qualities with a first class pilot at the controls. One can see on these pictures, the plane that dragged it up in the air, the moment the cable was disconnected, and a high speed pass before the public.



Photo: B. Delfino



Photo: B. Delfino



Photo: B. Delfino

The rest of the show was a retrospective of aviation history, with an important part dedicated to the pioneers, in this 100th anniversary of the crossing of the Channel by Louis Blériot. A wind which

was a little too high stopped any attempt to take off, but the starting the engine of these venerable machines were great emotional moments for the many aviation lovers.



Photo: B. Delfino



Photo: J-Y. Cery

# LA FERTÉ 2009 IN PICTURES...



Photo: B. Delfino



Photo: B. Delfino



Photo: B. Delfino



Photo: B. Delfino



Photo: B. Delfino



Photo: B. Delfino



Photo: B. Delfino



Photo: B. Delfino

Top to bottom and left to right : L-39 Albatros of the Breitling team, Spitfire Mrk XIV, four Aéronavale Super-Étendard in perfect formation, T-28, Junkers 52, Hawk of the Red Arrows, an ALAT combat helicopter Tiger, and one of the many Red Arrows figures.



Photo : B. Delfino



Photo : B. Delfino



Photo : B. Delfino



Photo : B. Delfino



Photo : B. Delfino



Photo : B. Delfino



Photo : B. Delfino



Photo : B. Delfino

Top to bottom and left to right : Waco, Morane-Saulnier 406, Dassault Rafale, Corsair, Red Arrows, De Haviland Tiger Moth, Corsair taking off, and the AJBS Fieseler Storch de LAJBS performing some stationary flight, thanks to an important headwind.



Photo: B. Delfino



Photo: B. Delfino



Photo: B. Delfino



Photo: B. Delfino



Photo: B. Delfino



Photo: B. Delfino



Photo: C. Tourmenine



Photo: C. Baatide

Top to bottom and left to right : Morane-Saulnier Paris, Nord 1100, Hawkeye de l'Aéronavale "ready to land on the carrier", Morane Saulnier 406, Mitsubishi Zéro (A nicely modified T-6), Corsair, Focke-Wulf 44 Stieglitz, and a group of "actors" dressed up and ready to be dropped on D Day.

# MAINTENANCE & OPERATIONS

## MISSION ACCOMPLISHED

Col Patrick Pierre-Pierre is back with us after an absence of 6 months. He is now able to get his *Operations Officer* position back, which was temporarily taken on by our busy Unit Leader!

## AIRCRAFT MAINTENANCE

• Col Cédric Chanu's Morane-Saulnier 733 was hit and grounded by an important crack in its exhaust pipe, only two days before the event in Meaux. The combined efforts of Cédric, Roger, and Bernard, allowed them to replace the entire exhaust pipe in one day so that the plane could participate in this event, the following day, which pleased the organizers of this fly-in.

• NTR (*Nothing to report*), these three, apparently insignificant letters, have a great meaning for the NC 856 since our pilots have been able to write them down in the aircraft log book after

each flight which has been performed since the annual check! These three letters are the best reward that can be received by everyone who helped with the maintenance of this aircraft since last February, when the annual was started.

Cherry on the cake, the numerous compliments received from the public during the air show in La Ferté-Alais, concerning the cleanliness of the engine, and the general condition of the airframe, really pleased all these members who, day after



Photo: B. Delfino

day, worked so hard to get to that result. A lot of work remains to be done though, and any member who wishes to help will be very welcome.

• The Piper Cub carries on flying with no particular problem, and it eagerly awaits all candidates for a local flight.

## MESSAGE FROM THE GSAC

All pilots are required to check and recheck the exactness of the times which are recorded in all aircraft log books, the exactness of the time totals including the ones carried forward after each page.

Pilots are also required to enter "RAS" (*NTR*) if no technical problem has been experienced during a flight, and to also sign their entry after each flight.

Let us add to these totally legitimate recommendations the absolute necessity to enter the exact quantity of gasoline added after each refueling operation, which is

the only way to precisely monitor and calculate the true gas consumption of the engine, and determine its health status.

## AIR SHOWS - 2009 SEASON

Here is an update on the events that have been confirmed or not for the French Wing:

- **Compiègne** (27 June) is **confirmed** with the J-3, NC 856,, and MS 733, and the PX if members volunteer to help in the setting-up and the transport.
- **Niergnies** (18 July) is **not certain yet** and we are still talking with the organizers.
- **Lens** (13 September) is **not certain yet** and we are still talking with the organizers.
- **Pontoise** (13 Septembre) is **not certain yet** and we are still talking with the organizers but the air show is in conflict with the one in Lens.
- **The week-ends at the Musée de l'Air** are **confirmed** for early September due to numerous problems to be solved with the DGAC.

*Note: Should you be interested to get to any of these air shows aboard the Piper Cub, please do tell us at once! Your name will be added to the list. The price for these flights will be the ones for your level of Sponsorship.*

## 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.
- Norvige 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 ©.
- Eric Besançon large size paintings: F4U Corsair and Messerschmitt 262 night fighter: € 30,00 P & P included ©.
- Poster N°1 Avions de la seconde guerre mondiale peint by Jean Bellis, 61x81cm: € 9,00 (FW Members), € 10,00 (Non Members) © + P & P.
- Greeting cards with Jean Bellis' profiles: € 4,00 each (P & P according to quantity) ©.
- Roy Grinnell prints - Normandie Niemen, F4U7, and B26 Marauder - Unsigned: € 30,00 + P & P € 10,00. Signed by veterans: € 50,00 + P & P € 10,00 ©.
- Roy Grinnell print of the Piper Cub: € 10 + P & P (FW Members), € 15 + P & P (Non members).
- Post Cards based on the same paintings (B26 Marauder and Neuneu): € 0,50 each (P & P according to quantity) ©.
- CD Rom of all FW Newsletters since January 2000, French and English, and 200 photos of warbirds taken during Airsho in Midland, by B. Delfino: € 10,00 P & P included ©.

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