



AIRSHOW

Volume 15 - N° 6 - June 2010

EDITORIAL

What a beautiful air show was the one in La Ferté-Alais version 2010! The recipe was quite simple but terribly efficient: Some good sun shine, just enough wind not to feel too hot, the efficiency and kindness of Jacqueline Clerc, a good one hundred + beautiful and historical airplanes, a very active PX gift shop, and, above all, a bunch of good and sincere friends, et voilà!

For my first day out since the beginning of my health issues, this was a better remedy than any medicine one could think of. A big thank you to everyone present for letting me participate as a "tourist"!

The latest examinations I went through let me look forward to a positive conclusion, although it is still far away. According to my favorite doctor whom I will see again next August, if the healing does take place, it will be between 6 months to a year from now. Therefore, I need to be patient - in all senses of the term - and I am.

It's the same every year: Some members need their ears pulled to get them to pay their French WIng annual dues. At the date of publication of this issue of our Newsletter, 19 members haven't sent their participation. I wish they's understand what a problem this is for those who work hard and spend some considerable personal time for the smooth running of our Association. I thank them all for spending a few minutes of their time to write a check and mail it to the French Wing head office. Should they fail to do that soon, this Newsletter will be the last one they will receive until they pay their dues.

The air show season is running at full speed now. You will see a list of the ones the French Wing will attend. Please do come and join us. They are all easily accessible, and if you feel like it, you can fly there for a modest price. All you need to do is contact us. I hope to see you there soon. We will talk about... airplanes! ☺

Bernard

THE UNUSUAL LANDING OF A B-17 OF THE 99th BG, 348th BS (Page 11)



A MIGRATING MUSTANG (Pages 8 to 10)



Photos: G. Danyet

LA FERTÉ -ALAIS 2010 (Pages 4 to 7)

ANNUAL DUES

BEWARE! IF YOU HAVEN'T SENT YOUR ANNUAL DUES YET, THIS NEWSLETTER WILL BE THE LAST ONE YOU WILL RECEIVE UNTIL YOU CORRECT THIS SITUATION!...

FRENCH WING ANNUAL DUES

IF YOUR NAME IS NOT ON THE LIST BELOW, THANKS FOR SENDING YOUR DUES ASAP.

Jim Adams, Gilles Avenel, Lilian Ayars, Michel Baloché, Jean Barbaud, Christophe Bastide, Bunty Bateman, Rémi Bellet, Didier Blouzard, Guy Bortolus, Henri Bourrassier, Bertrand Brown, Meryl Butikofer, Claude Cardinal, Didier Cardinal, Jean-Yves Cercy, Cédric Chanu, Jacqueline Clerc, Daniel Costelle, Gaël Darquet, Jean-Christophe Debuison, 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, Marie-Françoise Le Cornec, Jacques Leroux, Isabelle Lesser, George Lodge, Leon T. Lutz, Jim Lux, Georges Marcelin, Christine Melkonian, Jean-Claude Miniggio, Camille Montaigu, Guy Perrin, Michel Perrin, Patrick Pierre-Pierre, Hervé Quefféléant, John Roeder, Marcel Ruppert, Sandy Sansing, Haruo Tanaka, Christian Tournemine, Regis Urschler, Orhan Wichman, Ron Wright.

Members who will not pay their dues soon, will stop receiving this Newsletter until their participation is paid.

We're sorry that we have to take such a rigorous decision, but running an Association like the French Wing requires a minimum of discipline from its members. Write a check, put it in an envelope, stick a stamp on it, and mail it, only requires a few minutes of your time. So thank you in advance!

PIPER CUB SPONSORS GEORGES MARCELIN TO OUR RESCUE!

Here is an extraordinary example of dedication that our member **Georges Marcelin** showed towards the French Wing: Having paid his *Flying Sponsorship* at the end of last year, Georges decided to take the opportunity of the annual dues payment to add to it the amount to get a *Restoration sponsorship*. Georges repeated that the following month to confirm his extraordinary support to our little Cub, so well that he is now twice a *Flying Sponsor*, once a *Restoration Sponsor*, and once a *Supporting Sponsor*!

A big Thank You Georges! Without you we were running the risk of not being able to fly our Piper Cub!

CAF ANNUAL DUES INCREASED TO RECEIVE A PAPER COPY OF THE "DISPATCH" MAGAZINE

Although our Leader did not receive an official answer from the CAF Headquarters about the surcharge applicable to members who wish to receive a paper copy of the DISPATCH magazine, he received a copy of the email sent by Autumn Esparza who was confirming to one of our members who had written to her to protest against this lack of tact which creates an injustice and discrimination among the CAF membership, who could have done without it!

Therefore, it is now official since several of our members have received this request which is nothing but an increase in the CAF annual dues, which the CAF have the hypocrisy to call "*a donation*"!... This pitiful decision simply confirms the lack of respect

the Headquarters have for our members and further increase their resentments about people who are simply CAF employees at the service of its members, not the opposite!

In addition, our Leader reminded director Steve Brown what he told him when the annual dues were increased from \$160.00 to \$200.00, explaining that one of the reasons was **the cost of this publication and the mailing of this magazine**. This statement has been forgotten and our members have, once again, to pay this surcharge...

One can wonder what our annual dues are made for! A point that our Leader has asked the General Staff to clear, and which, to this day, hasn't received any answer...

Therefore, we let our members free to decide if they want to pay this increase in the CAF annual dues. Many have already refused to pay it, and our leaders in Midland are the only ones to bear the responsibility of this consequence.

BENEFACTORS OF THE FRENCH WING

We remind you that due to the lack of *fair-play* from the leaders of the CAF, the Board of Administration of the French Wing has cancelled the moral contract it had adopted towards the CAF, consisting in a limitation in the number of its Benefactors, who are non-CAF members.

Those who cannot afford the continuous dues increase that we are facing, can now become **Benefactors** of the French Wing, as it is stipulated in the Statutes of our Association, with the same status as if they still were CAF members.

FRENCH WING 2010 EVENTS

Here is the list of aeronautical events that the French Wing will attend this 2010 summer season.

Should you wish to take an active part in any of these events, either to fly there (at the usual price), or to help with the PX gift shop, please make yourself known at once by Patrick, Gaël, and Bernard, specifying your needs and your intentions.

- **Le Plessis-Belleville:** Fly-in of the French Wing on June 5 - All airplanes (J-3, NC 856, MS 733, Yak 18, C-195, Scirocco), and many others invited by our Association. PX, numerous rides possible, and BBQ (5€ per guest).

- **Merville:** Annual air show on June 13 (Access: free) - J-3, Yak 18, et C-195, avec PX.

- **Verdun:** 45th anniversary of the airfield, and 75th anniversary of the aero-club on June 20. All available planes, with the PX.

- **Château-Thierry:** Commemoration of the death of Quentin Roosevelt, Amitié Franco-Américaine, and Escadrille La Fayette, on July 4 - J-3 and C-195, with the PX.

- **Coulommiers:** Promotional air show on August 8, with numerous warbirds! But, above all, the J-3, NC 856, MS 733, C-195, and Yak 18, with the PX.

(N.B: This event is still to be confirmed)

- **Pontoise:** Air show on September 5 Septembre. All available planes, with the PX.

- **Lens:** Air show on September 12 (Access: free). J-3, NC 856, Yak 18, with the PX.

BRAVO FOR MICHEL PERRIN!

Michel Perrin has proved, once again, that one doesn't have to live near Le Plessis-Belleville to help our Wing and its airplanes.

Having sent him the blueprints of a cable tensiometer, necessary to the maintenance of our airplanes, he manufactured it as professionally as possible, and he brought it to us recently. This tool is made for the most common cables of 3mm diameter, and it only needs to be calibrated and a scale to be made, which will soon be done.

Also, Michel who, like many, has been very disappointed by the actions taken by our leaders in Midland, decided not to renew his membership, but also decided to become a French Wing **Benefactor**, and he took this opportunity to donate our Wing the equivalent of the \$ 200.00 which were originally destined for the CAF. This made him the very first *Restoration Sponsor* for year 2011!

A very big Thank You Michel for your support to the French Wing! May your example of generosity be followed by many other members.

BRAVO FOR GEORGES MARCELIN!

Having been invited by the Russian government, Georges Marcelin went to Moscow on May 8, 2010, for the 65th anniversary of the 1941/45 war victory.

It is the General Consul of Russia in Marseille, who personally brought Georges his airline ticket and his visa at his home in Antibes! Georges was escorted from Nice to Moscow where an interpreter was waiting for him and stayed with him during his entire stay. He was welcome in Moscow by the Commander of the Normandie-Niemen Fighter Regiment and the Rus-

sian Air Attaché in the VIP lounge, where they made a toast to Victory with Vodka (Bottoms up!).

Hosted in the best hotel (5 stars), Georges was interviewed that evening by a team of reporters of the newspaper "Le Parisien", a report which was soon published in France.

The following day, May 9, a great commemoration took place on the Red Square with a fabulous parade. Something unbelievable that one must see to believe, with a parade made of 17 nations, including Regiment Normandie-Niemen. Then took place a lunch in the huge and magnificent Kremlin, with President Medvedev and Vladimir Poutine. The guests returned to their hotel, and at 21h30 they all went to the 22nd floor to watch a panoramic fire works!

The following day was free until 18h30 when Georges was picked up at his hotel and driven to one of the national TV channels where he was interviewed for one hour by two lady reporters! Quite amusing indeed!

On the morning of May 11, George left the hotel at 6h30 to go to the airport where he said good bye to his interpreter.

On May 13 the General Consul phoned him and asked if he was happy about his stay!...

Guess what his answer was?...

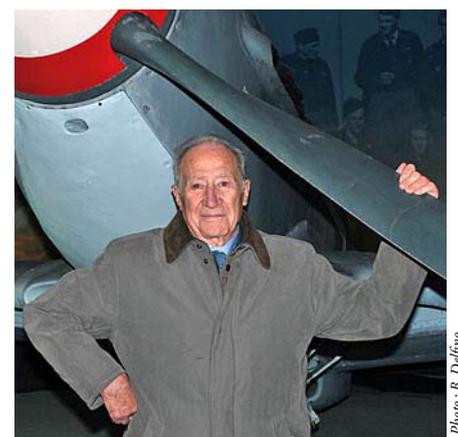


Photo: R. Delfino

LA FERTÉ-ALAIS 2010

Article & photos: G. Darquet & B. Delfino

One more year already!... And here we are at La Ferté-Alais for this new edition of this air show, thanks to the very efficient and charming **Jacqueline Clerc** and the AJBS association which gathered so many beautiful airplanes, for a very attractive price, better than the previous years.

We noticed immediately that with the help of the sun shine, the crowd was a lot bigger than last year.

This reunion of friends was very nice and a beautiful Spring sun shine was there too. The only thing missing was the Piper Cub. It should have been there but some misunderstanding within the AJBS association stopped it from coming. We will catch up on that next year.



The PX, meeting point of the French Wing members, was very busy during these two days, thanks to the place it was erected, besides the American Army camp and the C-47, which also allowed us to watch the air display.

The French Wing members' good work allowed us to get good results with the PX sales and advertising our Association.

For the second time, Association AJBS reiterated its impeccable organization with the static display visit in the morning and the air display starting at 13:30. A very good system that everyone approved!

Thanks to that, our members, like the public at large, were able to enjoy a close look at the all aircraft displayed, but also some sadness for the B-17 aficionados since it was only presented in the static area.

The B-17 will soon get a complete overhaul and will eventually fly again in about 8 years. We all cross our fingers to see it fly again soon.

The show had two main themes this year: The first one was the 70 years commemoration of the "Battle of Britain" with two Hurricane, one Spitfire Mark V, one Tiger Mot, and, of course, a Buchon painted as one of the planes that took part in the famous movie which depicts this great period of aviation history.





The second theme was “Staline’s Falcons” with two Yak 3, one Polikarpov I-16 which was very pleasant to watch flying, one Yak 3U, and two Yak 11.

Every flight was fascinating to watch, and, for the very first time on the airfield of La Ferté-Alais, we were able to feel the power of Christophe Jacquard’s FW 190. A rare warbird which was simply impressive!

Totally opposed to the warbirds was the fabulous display of three gliders who performed some very sophisticated aerobatics with some a Pink Floyd music which left everyone dreaming, and, on the sunday, a magnificent



flight of the Blériot XI whose pilot, despite some strong gusty wind (for this type of plane), was quite busy.



We are now all eager to see next year’s edition, and, with a bit of luck, go there with several planes...

But, in the mean time, we shall enjoy the French Wing Fly-in in Le Plessis Belleville, followed by many more air shows where we hope to see as many members as possible.

It’s never too late to register, so, please, do come and join us!

But let’s give way to a modest photo album made of pictures that will tell you a lot more than a long speech, and which ends with a smile...



Top to bottom : The PX at full speed. Fumiko, Bertrand, Gaël, and Joël are quite busy ! The impressive FW 190 owned by Christophe Jacquard. The splendid Spitfire MkV flown by Steven Grey in person. Christian Tournemine at work. In the background, Roger and Patrick.





A MIGRATING MUSTANG

Article and profiles: Bertrand Brown

When we talk of famous aircraft, we generally mean famous types rather than individual airframes. However, some aircraft have a history of their own. Twilight Tear is one of these. Having served three different air forces over a period of several decades, it finally retired to the civilian market where, by a twist of fate, it resumed all its previous military identities and returned to its former airfields.

In the second half of 1944, a brand-new Mustang was rolled out of the production lines of North American Aviation at Inglewood, California. With its NAA construction number of 122-31590, it was part of a batch of 1,000 P-51D-20-NA ordered by



Hubert "Bill" Davis. It was painted in the colourful markings of the 78th FG and coded HL-W.

Davis, who had received private education in England before the war, named it "Twilight Tear" after an American racehorse born in 1941 whose excep-

Twilight Tear quickly went to war. With it, Hubert Davis claimed an Me 109 and another one damaged on March 2, 1945:

"I was flying Cargo Yellow Two on Captain's Higginbottom's wing, heading south-east at 21,000 feet, when enemy aircraft, approximately 24 Me 109's, were reported at six o'clock low at 15,000 feet. Cargo Squadron did a 180 left and then started a descent to 15,000 ft. Capt. Higginbottom turned into a flight of four Me 109's, but held his fire when number four proved to be a P-51. Capt. Higginbottom went after one 109 and I turned into two 109's coming at me from my right. I went after the number two man and after completing a 360 to the left, I was able to hit him with about a 30 degree deflection shot. He was in a climbing turn at the time. I saw hits on the wings, around the cockpit, and on the engine. The plane turned over, pouring out dense black smoke, and went spiralling straight down. The landing gear came down. I followed on his tail, shooting until I "hit" about 6,000 feet, then pulled off to one side as I was going about 400 mph. I followed him down through clouds and saw the plane hit. I did not see the pilot bail out nor did I see any chute open. I climbed back up to about 14,000 ft to where the flight was still in progress. I saw two 109's down on the top of the clouds and dived on them. I fired at the wing man and saw hits on the wings and fuselage, but I was closing too fast so pulled up to keep from over-shooting. I did not see what became of the plane".



the US military. After the customary flight testing by NAA, it was transferred to the US Army Air Force with the military serial number 44-63864. It arrived in the United-Kingdom on December 14, 1944 and was promptly delivered to the Duxford-based 78th Fighter Group, which was in the process of replacing its P-47 Thunderbolts with Mustangs.

In Duxford, the Mustang was assigned to an 83rd Fighter Squadron pilot, Lt.

tional performance earned it the 1944 Horse of the Year honours, the first filly to do so in forty years.





On March 11, Davis was on a mission to escort back to base another 83rd FS pilot who had a leak in the coolant system, Lt Jack Hodge. The two set course for England but Hodge decided he wouldn't make it that far and turned north towards Sweden. Losing height rapidly over a low cloud layer, the two pilots couldn't see whether they were over land or water. As Hodge went into the clouds, Davis told him to bail out but received no answer. He dived through the clouds and emerged at 800 ft but was never able to locate Hodge or his aircraft's wreck.

Sadly, Hodge had bailed out but had opened his parachute too early and got tangled up in the aircraft's empennage. Badly injured, he was taken care of by local people but succumbed to his wounds shortly after. The locals negotiated with the Wehrmacht and were given permission to give Hodge a decent Christian funeral. He was buried in Øster Starup cemetery.

On March 19, Davis scored again during a mission near Osnabruck, downing two Me 109s:

"I was flying Cargo Yellow Three position in Cargo Squadron. We had just dropped tanks, and had climbed from

8,000 feet to about 11,000 feet going up to engage 109's above us. I looked over my left shoulder to see where my wing-man was, and saw a Me 109 at 8 o'clock on me, approximately 1000 feet below me, going in the opposite direction. I immediately dove on him and he started a turn to the left. We had made about two 360 degree turns, when I was able to get in a burst at 90 degrees. I could not see if I hit him as he was blanketed by the nose of my plane. When I saw him again, he rolled over and started spiralling straight down.

First his canopy came off, and then I saw him bail out. Something, it might have been part of his canopy, hit the right side of my windshield, cracking the glass. His plane went straight on in and exploded. I was still in an almost vertical dive so I went down and took a picture of the fire. On the way back up I saw a chute and took a picture of that.



By this time I had lost my wing-man. I climbed to 13,000 feet in order to join up with some other 51's or to find another German plane. I was heading East to where it looked like there were some 51's in the distance when I saw a 109 about 1000 feet above me and going the other way. He must have seen me turn after him, because he immediately started a climbing turn to the right, pulling a trail of smoke. I was closing on him and fired at about 900 yards (sic). I didn't see any hits. We did about another complete turn. I was right behind him at this time and just going to fire when the canopy came off and the pilot bailed out the left side. I followed the plane down and took a picture of the fire".

Davis flew most of his 35 wartime missions in Twilight Tear and scored three of his four aerial victories with it. The rest of the aircraft's wartime career is uncertain. Some sources indicate that Twilight Tear was responsible for one or even two victories over Messerschmitt Me 262 jets. The author has not been able to find any confirmation of this. According to USAF records, pilots of the 78th FG accounted for 13 Me 262 kills, including three by 83rd FS pilots.

After the war's end, Twilight Tear remained at Duxford and was flown to Speke, near Liverpool, in July 1945 where she was handed over to the American Assembly Unit Number One for storage. In 1945, Sweden bought surplus P-51 Mustangs from the US, and Twilight Tear was part of the last batch, which was transferred to the Flygvapnet in June 1948.

Assigned to Wing F16 in Uppsala, it was designated J26 Fv26158 (in Sweden the P-51 was referred to as the J26, J standing for Jakt - Fighter). With its new Swedish colours, and coded red D and later green K, Fv26158 flew with F16 until the early 1950s, when the Flygvapnet retired the J26. Some sources state that Fv26158 also served with Wing F4 at Ostersund.

Sweden sold all of its retired Mustangs to other countries. Fv26158 was purchased by Henry Wallenberg and Co in February 1953, and overhauled by Svenska Flygverkstaden in Malmo. It was then flown to Israel via Rome and Athens. Af-

ter its arrival in the Middle East, it became IDF/AF 3506(38).

Details about its career in the IDF/AF are unknown, aside from the fact that it served until 1961, when Israel retired its Mustang fleet. It seems that 3506/38 was then transferred to the IDF/AF Museum and stored in the open at Herzlia until it was purchased by former IDF/AF colonel Israel Itzahki in 1978.

With very little resources, Itzahki began restoring the Mustang. With help from several American enthusiasts, the aircraft took back



to the air in February 1984 under the civilian registration 4X-AIM.

In 1986, Itzahki decided to sell the fighter to the Swedish company FlygExpo. It was inspected and test-flown by Stephen Grey and then transferred to Malmo on December 23. Upon its arrival, the original Swedish markings were found when the aircraft was stripped of its paint and it was decided to give it back its original Flygvapnet colours (but with the civilian registration SE-BKG). For a short time in 1994 and 1995, it was loaned and flown in the Netherlands, bearing the colours of Royal Netherlands East Indies Air Force N3-615 before returning to Sweden and reverting to its Swedish colours.

The aircraft thrilled crowds at air shows for many years until April 2002 when it was sold to Stephen Grey's Fighter collection at Duxford.

The following year, it was painted in its original wartime colours of the 78th FG, with a new civilian registration (G-CBNM). The aircraft had come full circle.

It was fully restored at Chino in 2007 before returning to Duxford where it continues to please the crowds at air shows today.



THE TWILIGHT TEAR MYSTERY

There is an ongoing debate as to which aircraft is the real 44-63864. In 1960, William Lear Jr. purchased a surplus IDF/AF Mustang supposedly bearing this registration.

This aircraft was modernized and modified to a two-seater configuration with wing tip tanks. It crashed in Iceland in 1963 during a ferry flight, killing its pilot. The wreck was stored until 1989 when it was flown back to the US and restored to flying status as N42805. William Lear claims the original data plate was chiselled off the airframe at some point, and that his aircraft is the original Twilight Tear. On the other hand, Stephen Grey explained that when the aircraft was returned to Sweden, its previous identity as Fv26158 was confirmed, and that there is no doubt that Fv26158 was the original 44-63864. Time passing by and records being scattered, it is doubtful this question will ever find a definitive answer.

AN UNUSUAL LANDING...

Article: B. Delfino - Photos USAF

George Ureke was a B-17 pilot with the 99th Bomb Group, 348th Bomber Squadron, based, at the time of this incident, on Tortorella Airfield (Foggia), Italy.

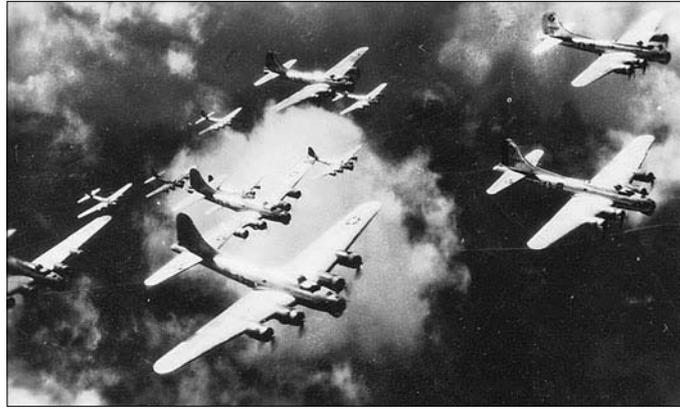
This unit was part of the 15th Air Force which operated on the Mediterranean theatre from 1943, when it was created, until 1945. It was commanded by Jimmy Doolittle, during its first months of existence. Equipped with B-24 and B-17, the 99th BG took part in the raid on Ploesti, followed by numerous others, mainly in France: Toulon, Montpellier, Nice, Nîmes, Chambéry, Grenoble, Sète, etc...

On one of these missions, George Ureke and his crew had faced some intense and murderous flak. If no one on board the plane had been injured, it was quite different for the B-17 which had lost all its instruments, among which the indispensable air speed indicator.

Coming back from the mission, they flew in formation with the other planes, and did not really need these instruments, but the air speed indicator became more and more important because it is a prime instrument during approach and landing so that the air speed does not fall below stalling speed. The only way to do without it and be sure that they were flying at the right speed, was to follow the airplane in front of them and strictly maintain the same air speed.

During the take-off, in the morning, the runway which was made of pierced steel plates (PSP), was covered with a

thick layer of mud caused by weeks of continuous rain. On each take off and landing, the plates had sunk deeper and deeper into the mud, so that when the



plane was about to land, the runway was covered by a layer of more than 4 inches of slippery mud. Things became worse when George Ureke asked his copilot Kenneth D. Goodwin to lower the flaps. The latter said: "*We don't have any. They're not coming down*". It was then too late to crank them down, and an overshoot was impossible without an air speed indicator, and far too risky.

Flying faster than the normal speed, the plane "swallowed" half of the runway before it touched the ground. At the end of the runway was a gully which had been hit several times by British bombers which blew up, killing or injuring their crews.



Once on the ground, George Ureke applied the brakes... No brakes! Or, more exactly, the wheels stopped spinning but the plane did not slow down, floating on the mud because of the dangerous phenomenon of aquaplaning.

George Ureke was quick and followed his reflexes. He decided to try and turn the plane around 180°. He got engines 3 and 4 to idle, pushed 1 and 2 to take off power, hoping to veer the plane while applying the brakes on the right hand side. Even if the wing touched the ground because of the centrifugal force, the plane would be damaged but at least they would avoid crashing into the gully.

Such a maneuver would have normally forced the plane to come off the runway, but the latter was so slippery that the aircraft carried on in a straight line on the runway, while turning around. When it approached the 180°, the pilot applied maximum power on engines 3 and 4.

With all four engines at take off power, the plane was moving backwards at high speed, but it eventually slowed down and stopped just before the end of the runway. The pilot taxied back to the nearest exit they just passed seconds before, in order to clear the runway for the following planes...

Navigator, James W. Collier, and Bombardier, Lowell E. Clifton, who were sitting in the nose of the bomber had the fright of their life! As George Ureke modestly noted, his copilot and himself were two copilots for a few moments. It was God who was flying the plane!

Regretfully, George Ureke noted that no one made any comment or questioned him about his very peculiar way of landing a B-17... It was, however, a master stroke that only an exceptional pilot could perform successfully!

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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 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.

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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As one can see on the list above, and thanks to the exceptional help from Georges Marcelin, the budget is fully covered except for 25€. If a generous French Wing member could become Supporting Sponsor, we could stop worrying. Come on guys! Just one more effort please! ☺

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Eric JANSSONNE
Christophe BASTIDE
David PRICE
Fumiko DELFINO
Bernard DELFINO
Haruo TANAKA
Eric REARWIN
Yves DONJON
Roy & Irene GRINNELL
Bunty BATEMAN
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Aviation Club de France
Georges MARCELIN
Semaan SOUEID