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AIRSHOW

CAF FRENCH WING - BULLETIN MENSUEL - MONTHLY NEWSLETTER

Volume 15 - N° 11 - November 2010

EDITORIAL

The CAF General Assembly has come and gone and those of our members who have a link with the Internet were able to visit the members' only web site to watch the 7 videos of this annual meeting. This event took a very special aspect due to the stakes of the elections it included. The sound of these videos is very poor, but a good ear will be able to understand the majority of the speeches, and, especially, those told with the utmost courage and dignity by the candidates from the floor opposed to the current CAF leaders. Some of the latter, members of the General Staff, found very funny to pin a target on their chest!... Ah! I nearly forgot: Our Director managed to flatter his own ego once more by "singing" a duet with Aaron Tippin, thereby confusing the General Assembly with show business. This is so afflicting and sad!... So, let's turn the page...

AIRSHO took place the two following days, but according to the information we got, it was a reduced-size Airsho because only about half of the airplanes were there, i.e. fifty instead of a hundred. The Arizona Wing and its planes, including the B-17 "Sentimental Journey", were missing, as well as the Dixie Wing whose annual air show dates were the same as Airsho. No Red Nose, no SBD Dauntless, etc... For the first time in history, none of our members went to Midland, but they should not worry about it, they haven't missed anything!

Another very important General Assembly will take place on November 27: The French Wing GA. It will have a very special aspect because by then we should know the results of the elections for 6 positions in the General Staff. On these results will depend, for a great part, the future of our Unit. Therefore, I hope that many of you will attend this meeting and decide what kind of future we will adopt for our Association!

Bernard

SPONSORING OF THE PIPER CUB "SPIRIT OF LEWIS" FOR 2011



Photo: B. Dufino

WITH THE END OF 2010 COMES THE TIME TO RENEW YOUR SPONSORSHIP TO SUPPORT THIS HISTORICAL AIRPLANE

A NEW IMPORTANT MEMBER OF THE FRENCH WING: THE PIPER CLUB FRANCE

A NEW PLANE FOR THE FRENCH WING: A POTTIER 220 S

CARTOONISTS AT THE MUSÉE DE L'AIR IN LE BOURGET WITH JEAN BARBAUD

THE FRENCH WING GENERAL ASSEMBLY WILL TAKE PLACE ON NOVEMBER 27, 2010, IN ERMENONVILLE

THE BEST 2010 LETTER

Of all the letters received by the French Wing since the beginning of the year, this one, recently sent by Barbara Hair is definitely the most beautiful and the most significant, because it sums up perfectly why we are denouncing the dealings of the current CAF leaders who want to change it into a slot machine stripped of any meaning and any pride. A big thank you Barbara!

I read a note recently from a distinguished WWII Veterans group which brought home to me how much irritation, yes, even anger, I feel when some of our CAF Colonels and leadership refer derisively to the “Good ol’ boys flying club” as something in our CAF history that we should be ashamed of and something we must stamp out with all deliberate speed. It was those “Good ol’ Boys” and their awesome aircraft who won WWII and saved the world from enslavement that allowed us young’uns to grow up free and safe in a world where democracy could thrive.

We in the CAF are so fortunate to have a number of these good ol’ boys still around keeping us honest about what is valuable and worth saving in our organization. People like Ollie Crawford, Chuck Beasley, Hal Fenner and hundreds more. They served their country well and pulled the world out of the fire. Now, some upstarts think they know a better way? Aubrey and I have toured the airfields in England which launched the Mighty Bloody Eighth Air Force whose crews took off in their bombers on their way to the occupied countries of Europe with very little chance of living more than a few hours and if not killed, perhaps shot down to spend the rest of the war in a prison camp. We visited the location of the British Spitfire factory in Southampton which was destroyed by German air raids and overnight the factory workers resumed making Spitfire parts in their garages to keep production going. Col Sandy Sansing, another good ol’ boy has told us about the French citizens who rescued him from a field in Picardie and hid him, thereby risking themselves and their entire families to a most hideous fate if the Germans ever found out. All these were the folks who were on their way to being good ol’ boys and girls who are being derided by some of our leadership today. How about our guys flying off the carriers in the Pacific, shot down and floating on rafts toward islands where torture and death was the order of the day? The nurses remaining in the tunnels of Corregidor to nurse the wounded under abominable conditions. Remember Pearl Harbor where gallant future good old boys were trying to launch a few fighters from the flaming scrap heaps of Hickam Field. Rabaul, Tinian, flying the Hump of the CBI, the good old boys were there.

Most of us have moms and dads or grandparents who were there. Aubrey’s father was a CPT Instructor, my father was an engine mechanic for the WASP in Houston and Avenger Field in Sweetwater where he and my mom lived in a tourist court in one room. With a baby, my brother. In 1944, he was sent to Europe to work on Army Air Corps C-47s until they all got to come home. He died when I was 16 and I joined the CAF almost 20 years ago to honor his service. How I wish that good old boy was still here today and how he would have loved working on the DFW Wing R4D. But I have reflected on his life every time I sold a T-shirt or made a dog tag for sale or helped a child take a tour. So, let us have no more of “good ol’boy” bashing. We are here only because they were there.

Col Barbara Hair (*CAF Life Member*)

NEWS

2010 FRENCH WING ELECTIONS

The positions of **EXECUTIVE OFFICER** and **FINANCE OFFICER** have reached their term and are open to all candidates, members of the French Wing who has more than 6 months seniority.

SEND YOUR APPLICATION IN WRITING TO THE FRENCH WING HEAD OFFICE, NO LATER THAN NOVEMBER 15, 2010.

Appointed positions are based on volunteering and are open to anyone with no seniority limitation or else. See the list of available positions in the October Newsletter, and send in your application no later than November 15, 2010.

In case there are not enough candidates, the current Board of Administration will designate members by co-optation, after talking

to these members. It is, effectively, unthinkable to run an Association such as the French Wing by letting the entire weight on the shoulders of just a few members.

As its name says, an Association lives and moves forward thanks to the efforts of all its members. Should it be any different, we would be forced to reduce our activities.

FRENCH WING GENERAL ASSEMBLY ON NOVEMBER 27, 2010 - PRACTICAL ORGANIZATION

MEETING: It will take place at Roger Gouzon's home and will start at 2 PM sharp, until 6 PM, with a 20 minutes break around 4 PM.

AGENDA: Should you wish to add one or several particular points to the agenda, please write to Bernard (Mail, or email: bdelfino26@free.fr) before October 31, 2010.

PARTICIPANTS: Let us know if you intend to bring along people who are not members of the French Wing, and who are those people.

PX GIFT SHOP: The shop will be open before and after the meeting. Buy your Xmas presents there!

DINER: [If you intend to stay for the annual diner on saturday evening, send a cheque of 15€ per guest to the French Wing](#) (19 rue de Cannes 93600 Aulnay sous Bois).

LODGING: Roger Gouzon has 4 rooms to spare but they are already booked. However, do contact him to check their availability: roger.gouzon@orange.fr or 03 44 60 11 47. If you wish to book a hotel room, please do the reservation yourself on the Internet .

SUNDAY 28: As we do every year, the "survivors" will enjoy a visit of the Air Museum in Le Bourget from 10 AM till Noon, then, they will enjoy a meal in the museum's restaurant. **Please do tell us as soon as possible if you intend to be part of this visit and this lunch.**

On the right is the access map to Roger's house (2 Prairie Souville in Ermenonville). Car parking is on the square represented by a green rectangle, or in the near-by streets.



2011 PIPER CUB "SPIRIT OF LEWIS" SPONSORS

Due to the number of new members since the last GA, it is quite useful to remind everyone about the principle adopted for the financing of this airplane, in order to cover the fixed costs and the variable ones.

• **The annual fixed costs** (About 5500€) include the renting of some hangar space, the insurance, the certificate renewal, and the package cost of the airport at Le Plessis-Belleville. They are paid for by a premium that each member who wants to support this plane pays at the beginning of each year. The total of these premiums has to cover all of these fixed costs.

• The variable costs include the aircraft maintenance, some savings to pay the repairs in case of serious mechanical problems, gasoline, and engine oil. These costs are self-financed by the occupants of the plane.

FLYING SPONSOR

Annual premium: 250€

Cost per hour: 25€

Average cost per hour for 10 hours per year: 50€

RESTORATION SPONSOR

Annual premium: 125€

Cost per hour: 40€

Average cost per hour for 10 hours per year: 52,50€

SUPPORTING SPONSOR

Annual premium: 50€

Cost per hour: 55€

Average cost per hour for 10 hours per year: 60€

NON SPONSOR

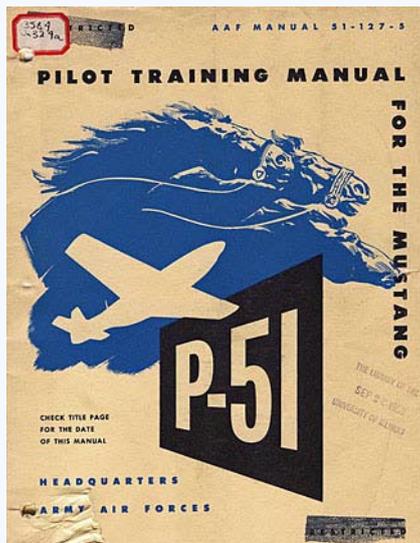
No Annual premium

Cost per hour: 80€

It has to be noted that our Insurance company accepts up to 6 pilots in charge who need to have an experience of 500 hours, a great part of which has to be on tail-draggers. These members have to be Flying Sponsors. There are, at the moment, 5 of them. If you do have the required experience and if you like the Piper Cub... ☺

**“AVIALOGS.COM”
A VERY USEFUL
WEB SITE**

Didier Blouzard sent us the address of this useful web site which gives access to an extraordinary amount of historical and technical documents. You will not be able to download these documents unless you are registered, but you will be able to print some of them.

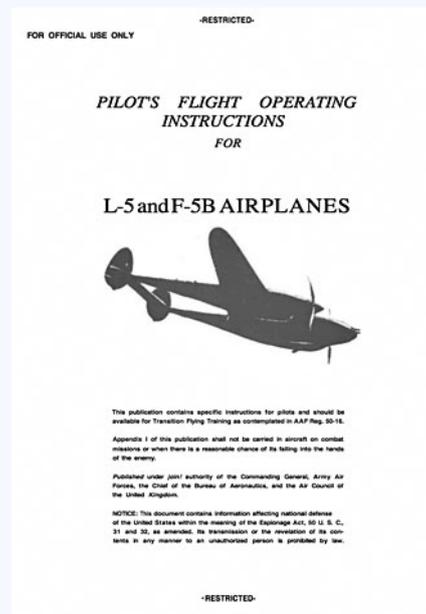


Beware! Before you hit “print”, please make sure you have enough paper for the job because some of these books include a great number of pages (For example (!), the P-40, all types included, has a total of no less than 17 documents, and, among them, the Part Catalogue alone has 521 pages!).

So you really need to register so you can download and save the documents you need on your hard disc, and only print the pages you really need on paper.

Registering only takes a few minutes, and an email giving you a password that will allow you to access the complete documentation will be sent to you.

The list of these documents will quickly expand, but, as it is, it will give you a lot of fun.



**THE PIPER CLUB FRANCE
HAS BECOME A MEMBER OF
THE FRENCH WING**

An agreement has been decided by the Piper Club France and the French Wing so that their mutual collaboration has become more active than ever before, one becoming a member of the other, and vice versa.

This will bring our two Associations together and will be profitable for both entities' members. The latter who will want to become a member of the other will be able to do so personally.

The Piper Club France President, **Guy Fourdrain**, who is well known by our members, will be present for our GA on November 27, and he will tell us his views on this question. All our members who are directly, or indirectly concerned by our Piper Cub,



Photo - Ica Bazin

are invited to bring their personal ideas for this GA, or they can write to us so that their views are told during the GA.

The first idea suggested by Guy is that he joins us during the air shows the

French Wing will take part of during the next air show season which his airplane, a rare Piper J-5C Ambulance that he just acquired, named AE-1 by the US Navy, a plane whose rear top fuselage opens up to load a stretcher (See next page).

One can also imagine the creation of a Piper Cub Squadron which would be offered to the organizers of air shows, and a show as sophisticated as the one of the *Turbulent Team* whose Draine Turbulent airplanes, despite their modest size manage to capture the public's attention, young or less young ones, during all air shows (See *Airshow October 2010*).

This would require some serious team work and intense training for formation flying, but it's the only way to convince these air show organizers that the Piper Cub is not only a highly historical airplane, like the

Dakota, the Spitfire, the Zero, or the P-40, but that it is also able to catch the crowds' attention with means that are much more economical than the display of "big beasts" with powerful, costly, and thirsty engines.

But let's get back to Guy's airplane. It's a Piper J-5C Ambulance ordered by the US Navy which gave it the designation HE-1 (H for *Hospital*), changed a bit later for AE-1 (A for *Ambulance*) when letter "H" was given to the line of helicopters.

Let us remind our readers that the US Navy has never ordered any L-4H, but only the J-3 (NE-1) and the J-5 (AE-1).

The J-5 has wings fitted with a double main spar, a more powerful engine (Lycoming O-235 delivering 105 HP in this case), and it has a

larger fuselage allowing two passengers sitting side by side at the rear.



Photo: Guy Fourdrain



In 1942 the US Navy ordered 100 of modified J-5 (HE-1), received in 1943. They could carry a stretcher thanks to a modification of the rear fuselage as one can see on these photos. Today, it is a very rare bird, and Guy can be proud of his acquisition!

Welcome to Guy and to the Piper Club France!

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Email: gfourdrain@yahoo.fr
Site: www.piperclubfrance.org



Photo: Ica Bazán



DONATION OF A POTTIER 220S TO THE FRENCH WING

Thanks to our friend **Christian Wannyn** (Member of the Le Bourget Lion's Club) this plane, partly built, has been donated to the French Wing by another Lion, mister **Cotti**, whose son Dominique, author of this projet, has gone away to Madagascar, and could not take it along with him. Rather than lose this project, mister Cotti, on Christian's advice, decided to donate it to our Association, and we thank them both very warmly for his generosity.

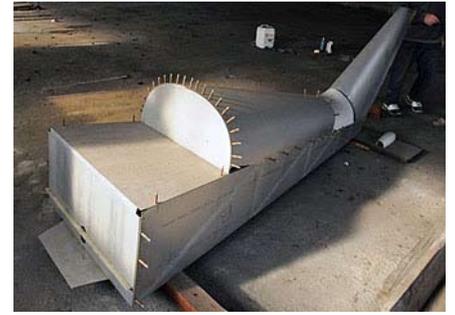
So here is this project which may well interest several of our member since this Pottier 220S is a two seats air-plane that can be found in many aero-clubs.

The photos



printed here show an airworthy Pottier 220, and the fuselage already built of the one we just received, as well as other parts for it.

In a first step, the plane and the material which it includes, have been stored in the hangar at Le Plessis-Belleville. It will give us some time to organize as best as we can the continuation of this project, but to find a proper workshop where it can be built, as well as allow us to restore our Rearwin Sportster



(Let's not forget it!...) remain the number one objective.

Here is a very important point that will be discussed during our General Assembly where we hope to see as many members as possible.



NEW TALENTS

A member of the Piper Club France, **Pascal Picard** (Captain with Air France and author of these texts), is offering a book made of cartoons by **Philippe Bergier** (Steward with Air France and cartoonist during his spare time) and **François Hébrard** (Pilot with Air France, author of these crayon drawings).



After 5 years of hard work, this book, which is totally financed by its authors, is currently sold 20 € (\$28.00) by subscription, instead of the normal price of 25 € (\$ 35.00 and delivery in 2011). We don't have enough room here to print some drawings in their



normal size, but as these three will give you a better idea about the quality of this book.

To order, please write to:

Pascal Picard,
36 Rue Paul Jozon
77300 Fontainebleau
France



CARTOONS TAKE TO THE AIR

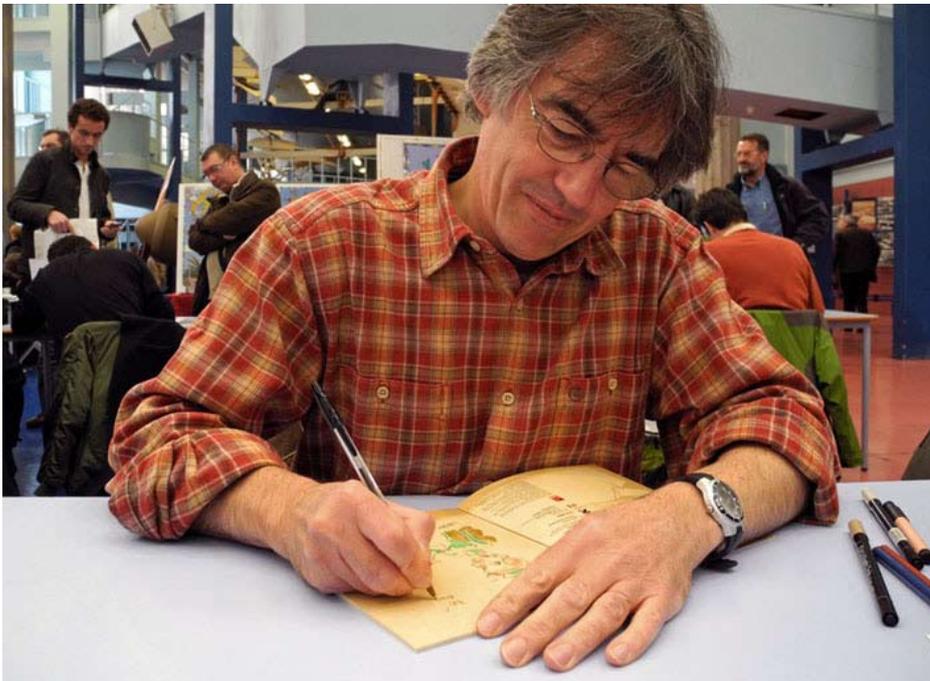
Article & photos: B. Delfino - Drawings: Jean Barbaud

CARTOONS HAVE TAKEN TO THE AIR AT THE AIR MUSEUM IN LE BOURGET

A very big success for this 6th edition of "La BD prend l'air" which took place in the Musée de l'Air et de l'Espace on October 23 and 24. No less than forty artists were present, including our friend **Jean Barbaud**, member of the French Wing and one of the very best aviation cartoonists that we know.



Below, Jean made many of his fans happy by personalizing his books. A blank front page, a ball pen, and a few color felt pens, and presto! within a few minutes, Jean creates an adorable F-100 Super Sabre!



Readers of the magazine "Le Fana de l'Aviation" are familiar with these caricatures which can be found in several books that every aviation lover must have at home!

Below, an aerial view of the main hall in the museum, where took place this two-days event. The artistes did not stop because the waiting queues were so long to get a signature!

Jean deserves our most sincere thanks, and even our admiration because, living a few hundred Miles away from Le Bourget, he took the risk of spending hours in an overcrowded train, with uncertain schedule, due to a strike that paralysed our country for two weeks!

Fortunately he managed to get to Le Bourget early in the afternoon on that Saturday October 23. The queue waiting before the billboard with his name was already long to get a personalized drawing. But car-





toon lovers are patient and use this waiting time to admire their favorite author's talent and dexterity to create those fabulous caricatures in just a few minutes.

Like all true artists, Jean gives the impression that drawing these cartoons is very easy, but try it for yourself and you will soon notice that it's quite different! I know that one can learn anything, and that with tremendous sustained efforts, one may be able to produce some honest drawings, but one cannot learn talent. It's innate and can only be improved.

That is the exact portrait of Jean Barbaud who is a very hard worker who's trying to reach perfection, which can be noticed in everyone of his cartoons.

However, Jean is extremely lucky since he has a wife whose virtues are not limited to the family's welfare. She helps

Jean very efficiently in his work. Afroula, (A name of Greek origin), is not only a perfect spouse, but she is also a very talented colorist whose work is not immediately visible since Jean's drawings monopolize so much the attention of the readers.

Looking more closely at the previous publications will show these readers

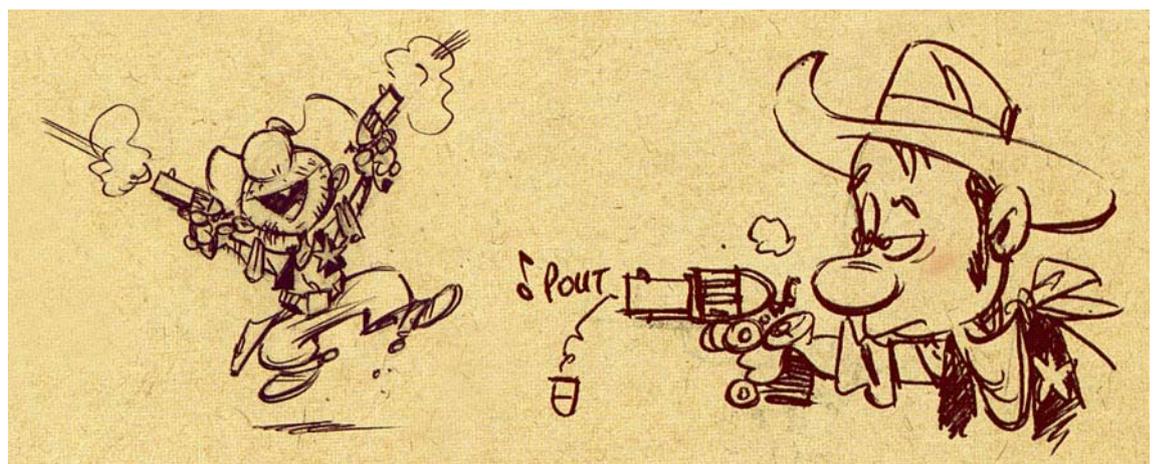
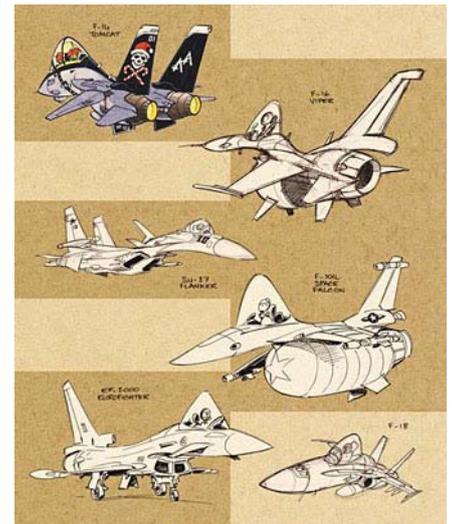
how extraordinarily efficient is her work!

Very recently published, Jean's **Sketch Book** is a collection of wonderful drawings chosen from the thousands he has already drawn during his career which is already thirty years long.

The first 900 books are all signed by the

artist and numbered. This is why we strongly recommend it to our readers. And if you meet Jean during an air show or a cartoonist event, bring along your copy of this book, Jean will be too pleased to add a little drawing, just for you, with a little joke like he loves to add to it.

(Order from www.comixburo.fr)



ROY GRINNELL

Article: B. Delfino - Peinture: Roy Grinnell



“SOLID CITIZEN” TO THE RESCUE

Roy Grinnell carries on with the paintings representing all American Aces of WWII.

Here is his latest painting that I know, our readers will appreciate. And here is the story of this remarkable feat :

Lt. Richard G. (Dick) Fleischer, in his P-47D-2, is scrambled 27 Dec 1943 with Blue Flight, 340 FS, 348th FG to intercept what turned out to be 12 Vals. The dive-bombers were harassing US PT Boats operating off the SW coast of New Britain Island near Arawe.

Spotting the dive-bombers, Dick called them out, dropped tanks, then dove in to intercept. “Coming in fast,

throttled back to come up from under at about a 20 degree angle” as the Vals were heading to attack the PT Boats.

The 1st Val was shot down with hits to the engine and right wing. A wing-over and 4 second burst got #2, both confirmed by the Navy. A 3rd Val was fired at, but uncertain on the outcome. Only 4 Vals made it home. Dick will finish the war with 6 victories.

PAINTINGS ON DEMAND

Do not forget that Roy can do any painting of your choice. All you need to tell him is the precise subject that you wish to order, and he will tell you the price which mainly depends on the area of the painting and its complexity.



If you cannot converse directly with Roy in English, just tell us and we will be too pleased to translate for you. If you're a member of the French Wing, you can be sure that Roy will make you the best possible offer. That way you will be able to have a very valuable painting of your own airplane or any other subject.

MECHANIC

Article & Photos: Marie-Françoise Le Cornec

Mechanic! This word is said with great pride by my interlocutor. To me, it means people who are dedicated, impassioned by their work, who do not count hours or days to maintain in good condition THEIR airplane.

Wishing to learn more about the training required by this occupation, I asked one of the Mirage mechanics to tell me about his job.

In Switzerland, a military mechanic starts with four years in school, followed by one year in the technical school in Tessin. Then, he starts in the Air Force. This man spent four months in the new recruits school, then seven weeks in the specialized school of Buochs. Each year, he

has to attend eight classes of three weeks as a Mirage mechanic, and three months of improvement on the Atar 09C turbo-jet engine. In addition, he is also a car mechanic and a helicopter mechanic.

Being part of the responsible persons for the maintenance of a 1987 Mirage III, he tells me that all checks are carried out like they are done in the Air Force. He is also checked by the civil aviation authority.

For one hour of flight, there are seven hours of maintenance! The plane is always serviceable. During the winter, the engine is checked. The tasks are certified, and the paperwork is sent to the Federal Air Office.

In Switzerland, each mechanic knows

everything about his plane, and can maintain the entire aircraft on his own. When one sees how seriously and conscientiously this plane is maintained, one can only be respectful and admire these men.

History is full of examples of the dedication of mechanics for their pilot. Remember Collenot and Mermoz, Pochon and Thiers for Nungesser, and Capitaine de Seynes of the Normandie-Niemen who chose to crash with his plane rather than bail out, leaving his mechanic Bielozaube die in his Yak.

If one talks a lot more of the pilots, let's not forget that airplanes would not fly without these indispensable mechanics!



Numerous access hatches facilitate the maintenance of the Mirage

COUHÉ-VÉRAC 2010

Article & Photos: C. Bastide

If some of you plan to have the pleasure to come to Couhé-Vérac and land there like our Piper Cub did during its famous tour of France with Patrick and Roger onboard, I advise you to do so for a week-end when takes place the one and only air show in the Poitou-Charentes region.



This event is a real institution, and the result of six months hard work to find the pilots and the planes available for that period.

If I tell you 2000, 17, 26, 10, these are not the figures of some loto game...

- 2000 is the number of visitors who watched the air display during 5 hours.
- 17 is the number of the version of the 2010 event organized by the members of the Board of Administration of the aeroclub of Couhé-Brux.
- 26 is the number of planes present. And quite a good choice too!
- 10 is, in euros, what everyone had to pay to come and watch the air show.

After watching these planes during a whole day, one has some problem leaving this

aerodrome located in the countryside. So much that many stayed until 9 P.M.!

Every year this air show is a must for all aficionados who come and see these planes, some they have already seen be-



fore, but always with great pleasure, and some totally new ones.

Some spectators come with their entire family and eagerly wait for the planes' arrivals,

with their camera ready to shoot.

This year the organizers wanted to honor aircraft builder Yakovlev and the pilots of the Normandie Niemen. with the presentation of several Yak airplanes: Yak 18, Yak 52, Yak 12 (recently restored and repainted, whose pilots only had ten hours experience on this



aircraft), and a superb Yak 3 which flies at more than 375 MPH. It was on that plane that fought, from the spring of 1943 the pilots of the famous Normandie Niemen regiment.

From the smallest one, the Cri Cri, the Broussard, the Aspan Nord 1100 based in Niort, the T-6, the Pitts S2EA, the Sukoï 28, the Nord 3200, and the Alouette 2: A complete legend.

The members of the Parachute Club of the Vienne district started the show by jumping from a Broussard and forming a star to honor all the pilots, with the movie "The Longest Day" music in the background.

A big thank you to the organizers. And see you in!

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FRENCH WING PX



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

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

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

Our members residing in the USA may order from Irene & Roy Grinnell in order to avoid excessive P & P (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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SPRIT OF LEWIS SPONSORS 2010



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