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# AIRSHOW

CAF FRENCH WING - BULLETIN MENSUEL - MONTHLY NEWSLETTER

Volume 16 - N° 11 - November 2011

## EDITORIAL

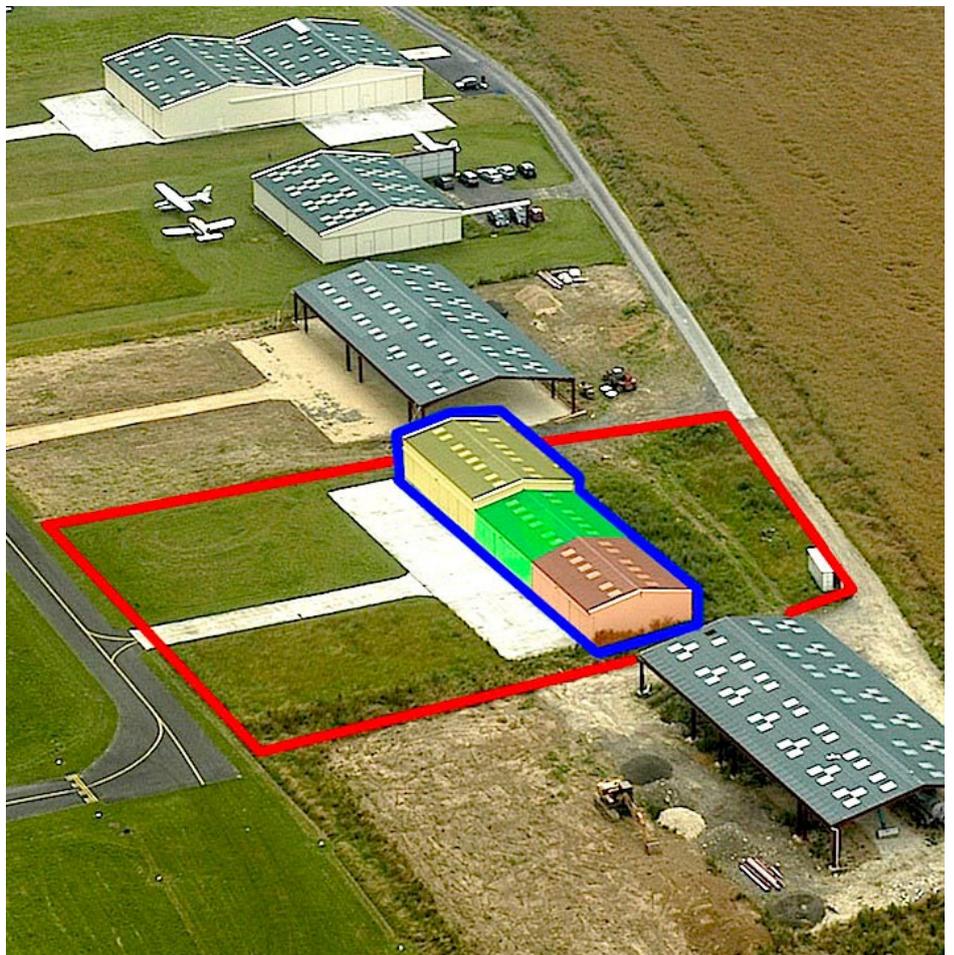
I sincerely thank from the bottom of my heart the numerous members who sent me warm messages after the announcement I made via email about the relapse of the disease that I have been suffering from for almost two years. These very friendly words made my moral shoot up immediately, and it's with the greatest hopes that I started a new treatment base on chemotherapy. If this treatment is difficult because of its side effects, it's the best chance I have to cure it. The tiredness that it causes quite frequently will make me less active, but you can be sure that I will do all I can to fully accomplish my tasks as a Unit Leader, efficiently helped by Bertrand who is the best Executive Officer that our Wing could have dreamed of!

Another piece of great news which had a beneficial effect on my moral is the offer to buy a hangar which we could not refuse since we had been waiting for it for years. The article printed on pages 6, 7, and 8 of this issue will tell you all about this un hoped-for acquisition by 5 members of our Association. If the French Wing is not the true owner of this building, it will be its soul which will turn this hangar into a place where everyone will be able to come and fully practice his passion. It will not only be used to shelter 7 airplanes, to do their maintenance, to organize meetings, but it will also be used to organize nice barbecues, project aviation movies, and do many other activities that are linked to our common passion. It will roughly take us a full year to reach our goals, and all volunteers will be warmly welcomed. And don't forget that Roger is ready to provide bedrooms for those who are ready to roll up their sleeves and work.

I'm looking forward to seeing you in Le Plessis-Belleville in 2012! ☺

Bernard

## A HANGAR FOR THE FRENCH WING!



**THE FRENCH WING'S DREAM IS ABOUT TO COME TRUE THANKS TO THE ACQUISITION OF A HANGAR BY SEVERAL OF ITS MEMBERS (DELIMITED IN RED ABOVE)**

**READ THE FRENCH WING ANNUAL GENERAL ASSEMBLY REPORT ON PAGES 4 AND 5.**

## THE CAF DIRECTOR IS LOSING HIS MEMORY!...

The members of the French Wing who used to be CAF Colonels and chose not to renew their membership to show their total disagreement with the suicidal politics adopted by director Steve Brown his friends of the General Staff, recently received a letter begging them to rejoin the CAF!

There is really matter to wonder what goes through the head of this person whose intrigues are putting in very great danger our organization and its museum!

As far as we know, our members concerned all had the same reaction: They read the letter which includes numerous errors and lacunae, and they immediately destroyed it, or replied to it to remind its author the reasons why they quit the CAF.

The biggest error, just to quote one, is the announcement that the annual dues are \$ 200.00. Wrong! It is \$ 260.00 for all foreign members who would like to receive a paper copy of the Dispatch magazine.

This letter also shines by the absence of any mention of the fundamental goals of CAF, which is quite simply scandalous!

Finally, mister Brown asks those who have decided not to rejoin the CAF to explain why... He, and the members of the General Staff, received, along the past years and the resignation of our members, several dozens of letters which clearly explained these reasons, letters which, so far, haven't received any reply since they were received by these leaders!...

## CALLING ALL SPONSORS!

We ask all Sponsors of our Piper Cub to renew their sponsorship before the end of December 2011.

The 2011 budget of this airplane has been exemplary, therefore, if we want to reiterate this exploit in 2012, we would like all sponsors whose name appear on the last page of this issue, and all other members who would like to join them, to send us their participation as soon as possible.

Let's remind everyone briefly what the system is for this plane:

This Sponsoring is based on premiums of three different levels paid at the end of each year. As a reward for this financial effort, each Sponsor can fly at a reduced price according to the following scheme:

### Flying Sponsor

Annual Premium 250€ and price per flight hour 25€ (Average cost over 10 hours of flight: 50€).

### Restoration Sponsor

Annual Premium 125€ and price per flight hour 45€ (Average cost over 10 hours of flight: 57,50€).

### Supporting Sponsor

Annual Premium 50€ and price per flight hour 55€ (Average cost over 10 hours of flight: 60€).

### Non-Sponsors

Non-Sponsors do not pay any annual premium but the cost for one flight hour is 80 euros.

*(Note: Approved pilots are all Flying Sponsors)*

## 2012 FRENCH WING EVENTS

- **The Carrefour de l'Air which allows Associations to resent their work to the public and to establish new links between themselves, will take place in Le Bourget on March 31 and April 01. The French Wing will have its booth there and we invite all members to come and see it like they did earlier this year.**
- **Other events are still to be determined. We hope to be part of the La Ferté-Alais air show, then, during june, our annual Fly-in will also allow us to celebrate Michel Baloche's Cessna 195 fiftieth anniversary.**

## SPONSORS 2012



### Flying Sponsors

Jean-Yves Cercy  
Bernard Delfino  
Roger Gouzon  
Roy Grinnell  
Irene Grinnell

### Restoration Sponsor

Cédric Chanu

### Supporting Sponsor

Fumiko Delfino  
Barbara Hair  
Aubrey Hair

## AÉROPUCES 2011



AéroPuces (Aviation flea market) took place in the Concorde Hall of the Air Museum on October 22 & 23, 2011.



There was many more booths than last year, and business went on non-stop on saturday, all day, thanks to the numerous visitors who were very keen.



Unfortunately, sunday was quite different, lacking visitors, and the only business that took place was done between the exhibitors, so much that one may wonder if this event must be kept as it is, over an entire week-end.

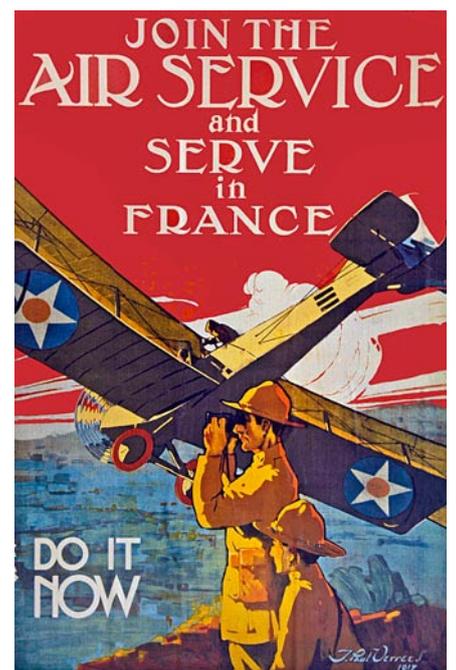
However, the objects put on sale were often very interesting and of good quality, but the asking prices were very exaggerated for the majority.

Books and models constituted the largest topic of the exhibition, followed by old toys, photographs, postcards, and many varied objects.

Strangely, aircraft parts were rather scarce and among those that were there, propellers were inexistent.

Many members of the French Wing came along during the week-end, to help setting up the booth or putting it away like Fumiko Delfino, Roger Gouzon, Michel Baloché, Noël Barange, and Bertrand Brown, or simply to come and see us. A big Thank you! to them all!

The French Wing sales were good on saturday but weak on sunday with an overall good, profitable business for our Association which, as everyone knows, is always looking for funds.



An auction took place on saturday afternoon, but the items put up for auction were lacking variety since they included a majority of old, or less old, corporate or airline models with different levels of quality.

Overall, it was an interesting and fruitful week-end which we will probably reiterate next year.

# 2011 GENERAL ASSEMBLY

The annual General Assembly of the French Wing took place as planned on October 29, 2011, in the home of Roger Gouzon in Ermenonville.

Fourteen attendees were present, which is far less than during previous similar meetings. Although a number of our members had repeatedly asked us to bring forward the date of this meeting, traditionally organized at the end of November, it was paradoxical to see that so few members took part in it. However, the quorum was reached and the meeting took place as expected.

The Unit Leader had prepared a video projection as usual, and he started the latter with a few messages sent by members who could not be there.

Airsho has been a disaster with very few members attending (*Note: Not a single French Wing member travelled to Midland again this year*), the public was very scarce, the show was way below the standard that we were used to in the past which made this event the only one of its kind in the world, and, finally, a General Assembly whose assistance was about one quarter of what it used to be!

The presentation carried on with the French Wing moral report which is positive despite a few difficulties met during 2011, like a lack of participation in the aircraft maintenance and the maintenance of the ground equipment, the sickness of several members, and the bad weather which

recently acquired by a group of our members.

The tasks relative to the layout of this hangar will not call for any special knowledge, just some goodwill. So we hope to see you all at Le Plessis-Belleville to help with the accomplishment of these numerous and varied tasks: Cleaning, organization, setting up shelves, arrangement of the mezzanine, painting, gardening, decoration, etc... starting with the help in the moving which will start on December 09.

The reasons for satisfaction were, fortunately, much more numerous than our difficulties: Presence of our booth and the Piper Cub at



Then followed a presentation of the state of the CAF whose future is in great danger if the most faithful members do not soon take over the way it is managed: The number of its members is progressively getting smaller, the museum is about to be changed into some kind of "Aviation Fun Park", its finances are terribly weak, and the CAF Spirit has been hit very hard by its leaders.

plagued several air shows to such a point that we had to decline the invitation to take part in them.

If it is certain that our influence over the weather is near the absolute zero, the Unit Leader expressed his wish to see more members on the airfield of Le Plessis-Belleville in 2012, especially since the coming year will be essentially dedicated to the hangar

the La Ferté-Alais air show (Thanks Jacqueline!), excellent annual French Wing Fly-in, followed a week later by the 15<sup>th</sup> anniversary of our Association with the presence of the "Shadooguy" band, the Aéropuces in Le Bourget, and the excellent news about the purchase of a hangar in Le Plessis-Belleville.

The most positive point, however, is the fact that the CAF Spirit remains

intact within our Unit. If that Spirit has practically gone from the leader of our organization, it has found, in the French Wing, a place which allows it to stay alive until things get better...

As our Finance Officer was absent for family reasons, the budget presentation was done by our Unit Leader. The assessment is very positive and our reserves are such that we will be able to carry on purchasing tools and ground equipment for aircraft maintenance like, for example, the purchase of a cleaning tool for spark plugs, and various other spare parts for our Piper Cub.

The other purchases will be some furniture for the hangar, steps, and other pieces of equipment useful to aircraft maintenance.



The Piper Cub budget followed and our Leader had the pleasure to announce that it reaches the end of this year with a perfect balance, with no loss and no profit, despite the spending of 1500 euros on spare parts and tooling!

The airplane has flown a total of 32.5 hours so far which is an ideal figure for a safe and economical operation. The major point of this budget is the number of Sponsors and their type, which must reach a number sufficient to cover the fixed costs of 5600 euros, the rest of the costs being covered by the occupants of the airplane.

This is why the Unit Leader insisted on the need to have the required number of Sponsors at the end of December 2011. Therefore, he asked all 2011 Sponsors to renew their sponsorship as soon as possible and thanks them in advance (*Note: See the list of these Sponsors on the last page of this issue.*)

Then came the list of projects achieved during the past year :

- Carrefour des Associations
- La Ferté-Alais air show
- Fly-in of the French Wing
- 15th Anniversary of the French Wing
- Aéropuces in Le Bourget
- Excellent articles written for the French Wing Newsletter
- Positive sales of the PX despite the reduced number of events
- Perfect Piper Cub budget with no loss and no gain
- Improvement of the French Wing web site
- Great success of the blog "L'Écharpe Blanche" with an increasing number of daily visits
- Good cohesion of our members

## PROJECTS FOR 2012

The projects adopted for 2012 are the following :

- Moving from one hangar to the other, starting from December 09 2011 until this task is over
- Cleaning of the hangars
- Sorting out things until the mezzanine is done
- Organization of the mezzanine and the offices
- Creation of the workshop part and building of the necessary shelves
- Inside and outside decoration
- Creation of the car park
- Planting of trees, bushes, and flowers
- Carrefour de l'Air (Associations) in Le Bourget
- Air shows to be determined (Carrefour de l'Air, La Ferté-Alais, Fly-in of the French Wing, etc)
- Annual checks of the Piper Cub and other planes.

## FRENCH WING ELECTIONS

Elections this year concern the jobs of **Unit Leader** and **Adjutant**. The

respective candidates for these positions are **Bernard Delfino** and **Noël Barange**.

The members present voted there and the absent were sent a ballot during the following week. Once the ballots are back, the Board of Administration will count the votes and will announce the results via email and the Newsletter.

## 2011 AWARDS

The most meritorious members received a Piper Cub profile to thank them for their help to the Piper Cub and NC 856 maintenance, and for their enthusiasm during year. Those members are :

**Fumiko Delfino**  
**Jacqueline Clerc**  
**Jean-Claude Miniggio**  
**Noël Barange**  
**Bertrand Brown**  
**Roger Gouzon**  
**Rémi Bellet**  
**Jean-Yves Cercy**  
**Laurent Cugel (Cirrus)**  
**Pierre Cavassilas**

A big thank you to these members whose excellent work allowed us to reach our goals for year 2011!

The day ended with a drink and an excellent diner in a good friendly spirit.

## THANK YOU !

We wish to thank especially **Marie-Françoise Le Cornec** and **Michel Perrin** who did not hesitate to travel hundreds of miles from Luxemburg and Toulouse respectively. Let us also thank Michel for bringing a cardboard box full of bottles of an excellent red wine which was highly appreciated by the connaisseurs! And, finally, a special thank you to our host **Roger Gouzon** whose welcome was perfect as usual!

# THE FRENCH WING HANGAR

Article & photos: B. Delfino



Since we arrived on the airport of Le Plessis-Belleville 6 years ago, we made several requests for an authorisation to build a hangar so that our Association could be in its own walls.

The permanent lack of space made this project impossible, and, instead, we rented spaces in Philippe Nonat's hangar, until the owner of a part of a hangar (The tallest part of the hangar on the above photo) made us an offer which we could not refuse.

Since the French Wing is financially unable to purchase this building, 5 of our members put together their savings in order to have enough for this acquisition: **Gilles Avenel, Jean-Yves Cercy, Bernard Delfino, Claude Gascon, et Roger Gouzon.**

Once the purchase is complete, these members will get a mezzanine built up so that we can create three rooms which will be used as an O'Club, an office, and a storage room for aircraft parts and PX items.

The floor area will be dedicated to the storage of three airplanes and a

workshop which will help the aircraft maintenance and the restoration of the Rearwin Sportster which has been delayed until now.

Therefore, our members will be able to come and practice their passion as much as they like and fully enjoy this hangar that we were hoping for.



If you refer to the photo on the first page of this issue, reproduced here in a smaller size, you will see that the total area of this building is 6,450 ft<sup>2</sup>. The part colored orange is 1,940 ft<sup>2</sup>. It belongs to Michel Baloche and it shelters his Cessna 195 and his Taurus. The party colored green belongs to

Cédric Chanu and its surface is also 1,940 ft<sup>2</sup>. It shelters Cédric's MS 733. The third part recently acquired by the afore mentioned group of members is colored yellow. Its area is 2,583 ft<sup>2</sup> and its taller size will allow us to build the mezzanine we need.

The land that comes with the hangar (surrounded in red on the photo) will allow us to park many airplanes during our Fly-in, and, on the other side of the building, to park up to 20 cars.

The planting of tree and flowers will improve the aspect of the hangar and will turn it into a very pleasant place that should draw many of our members.

As one can see, the concrete floor before the hangar and the concrete taxiway gives us an undeniable comfort since they allow the moving of airplanes, even the heaviest, with no effort at all. In addition it will be a lot easier to find the various washers and split-pins that we drop than over some grass.



The comfort does not stop there since the facilities of this hangar include a large underground water container located on the back side of the building, pressurized by an air compressor which allows us to have running water to wash the planes.

This water also allows us to have toilets, which is a luxury that we were all dreaming of since we first got there.

Finally, an electrical power unit provides electricity which feeds the lighting of the hangar and the power tools which we need for aircraft maintenance.

The photos above and right show the back of the hangar and the added room which contains the electrical power unit, the compressor, and the toilets. The car park will be located on part of the green area. The apprentice gardeners will enjoy improve this side of the hangar with trees and flowers on the rest of this area.

### **THE FRENCH WING IMPLICATION IN THIS PROJECT**

If the purchase of such a building by our Association was impossible, it will still play a major role in the



acquisition of the furniture and the equipment which will be common to all our members.

The French Wing and its members will have the task of providing the tables, chairs, shelves, cupboards, and all the necessary furniture for the smooth operation of this hangar and for the comfort of its users, that is to say, our members.

Already, thanks to the generosity of Roger Gouzon, we have a metal set of spiral staircase which will be used to access the mezzanine,

which will make us save about 2.000 euros! It's the very same Roger Gouzon who will provide numerous metal shelves that we will just need to build to store the innumerable spare parts and other pieces of indispensable equipment. If other members have the possibility to donate more items useful to this hangar, we thank them to tell us about them. Their offers will always be welcome.

The following two photos of the inside of this part of the hangar, have been taken from two opposite corners. There

is no wall between the three parts which gives a nice impression of space. The difference of level in the roof clearly shows the extra height that will allow us to build the mezzanine. Translucent parts of the roof provide a good lighting during the day, and neon tubes hang from the ceiling to provide a good lighting during the dark hours as necessary.

The bottom photo gives a better idea of the size of this hangar, the second one from the left. At the extreme right, Philippe Nonat's hangar where we will reside until the end of December.

**The moving will take place from December 9, and will call for the help of all our members. Please do come! If we only need to move things over 200 meters, there is enough work for as many members as possible.**

**Thanks in advance!**



# MUSTANG ACES (1)

Article & profiles : B. Brown

## WING COMMANDER STANISŁAW SKALSKI



Wing Commander Stanisław Skalski (27 November 1915 – 12 November 2004) was the top Polish fighter ace during the war with 18 11/12 victories and two probable.

He was the CO of No 133 (Polish) Wing., which was heavily involved in Operation Overlord and was one of the most successful Allied units during the opening days of the invasion.

After the war he returned to Poland, and was arrested and jailed by the communist regime under the false accusation of espionage.



## MAJOR DOMINIC S. "DON" GENTILE

Major Dominic S. "Don" Gentile (6 December 1920 – 28 January 1951) was one of the first and better-known Mustang aces.

He enlisted in the Royal Canadian Air Force in 1941, because he did not have the degrees required to join the US military as a pilot.

He was posted in the RAF with one of the famous Eagle squadrons flying Spitfires.

In September 1942, the Eagle transferred to the US Air Force and became the 4th Fighter Group, flying the P-47 Thunderbolt and later the P-51 Mustang.

He was credited with 19.83 aerial victories and 3 damaged, with 6 ground kills, in 350 combat hours flown. He also claimed two victories while with the RAF.

Gentile was killed in a T-33 Shooting Star in 1951.



## CAPT. CLARENCE F. "BUD" ANDERSON Jr.

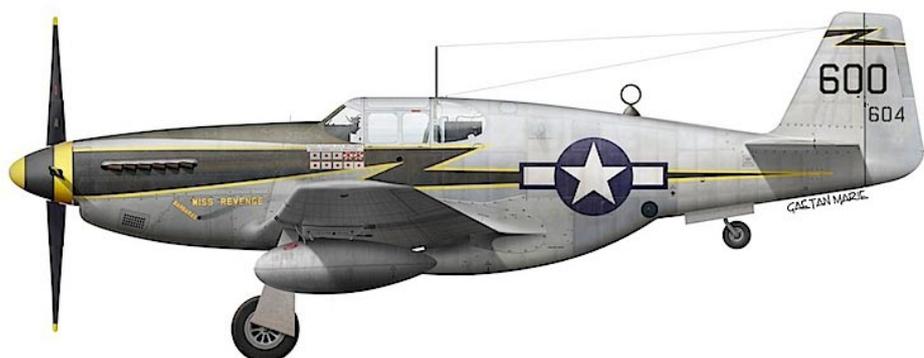


Capt. Clarence F. "Bud" Anderson, Jr. (born 13 January 1922) of the 357th Fighter Group scored all of his 16.25 victories while flying P-51 Mustangs called "Old Crow".

This P-51B was the first of his mounts and was equipped with a "Malcolm" hood. Although produced for British Mustangs, American fighter pilots tried to acquire these whenever could they as provided better visibility and space than the standard P-51B canopy.



## LT.COL. EDWARD O. McCOMAS



Lt.Col. Edward O. McComas flew this reconnaissance F-6C nicknamed "Barbara's / Miss Revenge" with the 118th Tactical Reconnaissance Squadron. The squadron was based in China and India in 1944 and 1945.

Flying this aircraft, McComas became "ace in a day" and went on to a total score of 14 aerial and 4 ground victories.



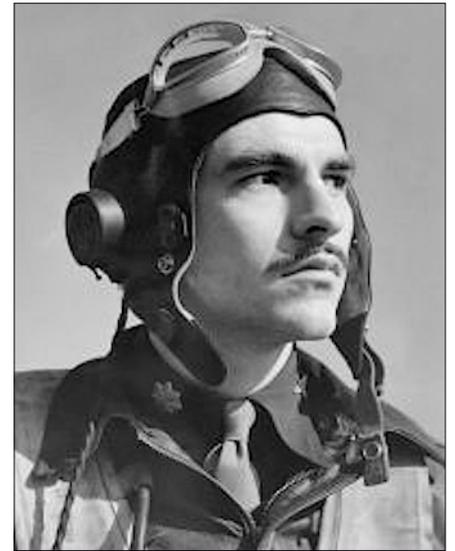
## MAJOR THOMAS L. HAYES JR.



Thomas L. Hayes, Jr. of the 357th Fighter Group was credited with 8.5 victories. He got his pilot's wings in February 1941 and flew P-40s with the 17th Pursuit Squadron. He was shot down and wounded in February 1942. After recovering from his wounds, he was assigned to the 35th Fighter Group, flying P-39s and P-40s. While in this unit, he was credited with two Japanese aircraft destroyed on the ground. He later joined the 357th Fighter Group and took command of the 364th Fighter Squadron in May 1943. "Frenesi" was the name of a popular song by Artie Shaw



## MAJOR GEORGE E. PREDDY Jr.



Maj. George E. Preddy, Jr. (5 February 1919 – 25 December 1944) began the war by flying P-40s with the 9th FS, 49th FG in defense of northern Australia but was seriously injured in a collision and was sent back to the USA to recover. Later, he was assigned to the 487th FS, 352nd FG, of which he became Operations Officer in March 1944. Promoted to Major, he assumed command of the 328th FS. He was recognized as a highly gifted pilot and most of his kills were against enemy fighters. His most impressive feat was shooting down six German fighters on a single mission on August 6, 1944. With 26.83 aerial victories (including 23.83 in the Mustang), he is the P-51 ace of aces. He was killed by friendly fire while chasing a Fw 190 at low level on Christmas Day, 1944.

## CAPT. JAMES S. "SULLY" VARNELL



Capt. James Sullin "Sully" Varnell, Jr. was the Mediterranean Theater third-ranking ace with 17 victories and ranked as number 10 among Mustang aces. This little-known ace scored all of his 17 victories within 67 days, making him one of the fastest-scoring aces ever. Gifted with exceptional eyesight, Sully Varnell was a laid-back person who became an extremely aggressive and competent pilot as soon as he climbed into a cockpit. Several of his victories came in doubles or triples, and he was known to attack relentlessly, following his prey into dangerous situations and even attacking when he was out of ammunition. All of his victories were scored against fighters, with the exception of his final victory - a Ju 52 transport that he shot down on August 4, 1944. He was killed in the crash of his aircraft on April 9, 1945.

## COLONEL BRUCE W. CARR



Colonel Bruce W. Carr flew for the 354th Fighter Group, 353rd Fighter Squadron and was credited with 15 air victories. His first victory over an Me109 in 1944 brought him admonishment for "being overly aggressive in combat". In addition to having shot down 15 enemy aircraft, Carr has the distinction of being one of the rare pilots to have been shot down over Germany and to have returned with a stolen Fw 190 fighter. Carr also served in Korea and Vietnam. He retired from the Air Force and passed away in 1998.

# WING PROJECTS

## PATRON COMPANIES SUPPORTING THE FRENCH WING

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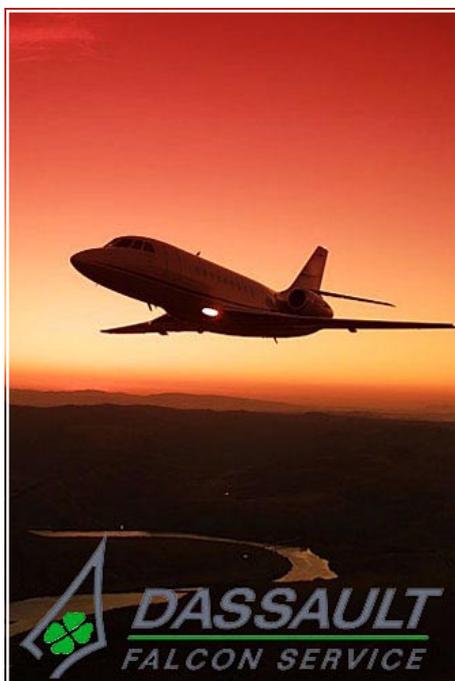
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Anonyme

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### NEW PX ITEM

#### LA FERTÉ-ALAIS 2011



CD Rom of 110 photos taken during the 2011 La Ferté-Alais air show. 1600 pixels jpeg images that make a nice screen saver/wall paper, or which can be printed for personal use only (10 € P&P incl, or 8 € for our members)

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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