



# AIRSHOW

Volume 11 - N° 3 - March 2006

**EDITORIAL**

This month of February brought us a harvest of great satisfaction that no one was expecting.

The greatest news is, as you will read on the right, the induction of Sandy into ACAHOF next October. This distinction crowns an entire life dedicated to his family, his country, aviation, and the CAF. It rewards a man who is kindness and dedication personified, a man that each one of us can be proud to count among his friends. Bravo Sandy!

The second great news is the Honorable Mention that our Newsletter obtained in the Best CAF Unit Newsletter contest.

As you will read in the excellent report that Barbara made of this Winter Staff Conference, the competition was tough because many Newsletters were of a professional level, and sometimes beyond. To obtain this Honorable Mention is, therefore, a reward for all the members of the French Wing who participated in the elaboration of our monthly bulletin since its very early days. There are many of them! Too many to list them all here. Each one of them will recognize himself easily, and I wish to thank them all very warmly for the numerous compliments we keep on receiving continually every year. They are to be shared and savored between all authors of articles and illustrations which make this publication one of the characteristics of our Unit, the French Wing. Without them, this bulletin would simply not exist! Without them, our Association would not enjoy such a cohesion.

From the bottom of my heart, a big thank you to all of you!

I also thank those who took the trouble to react to our 2006 survey.

About 70% of our members replied to it, which is simply exceptional, and probably never seen before in any Association!

You will read the result on page 4 of this issue. As for those who have forgotten to send me their forms, they can still do it by sending the first page which will be used to update the French Wing Phone-Book. I sincerely thank them in advance.

Bernard

## COL. SANDY SANSING WILL BE INDUCTED INTO ACAHOF IN 2006



COLONEL VIRGAL "SANDY" SANSING, MEMBER OF THE FRENCH WING AND HERO OF THE PUISEUX EN RETZ COMMEMORATION IN JUNE 2005, HAS BEEN SELECTED FOR HIS INDUCTION INTO ACAHOF IN 2006!



CAF UNITS BEST NEWSLETTER COMPETITION:

THE FRENCH WING NEWSLETTER HAS RECEIVED A PLAQUE AND AN HONORABLE MENTION IN THIS COMPETITION WHICH WAS WON BY THE SWISS WING.

# WINTER STAFF CONFERENCE

Text by col. Barbara Hair - Photos: Col. Barbara Hair except for the Award presentation picture which was taken by col Raymond Jeffcoat

Those of you who have followed my reports from Winter Staff Conference in Midland the past few years are aware that February in Texas brings capricious weather: 2004 brought an horrendous dust storm, 2005 - dense fog and 2006 saw "The Polar Plunge" a shaft of extremely cold air penetrating into the heart of Texas and icing the roads in Dallas. Fortunately, the airports were still open and I flew to the meeting this year. This cut the travel time to less than one hour rather than the usual 6 hours by car. Temperature in Midland got as low as 16 degrees F. but no ice there.

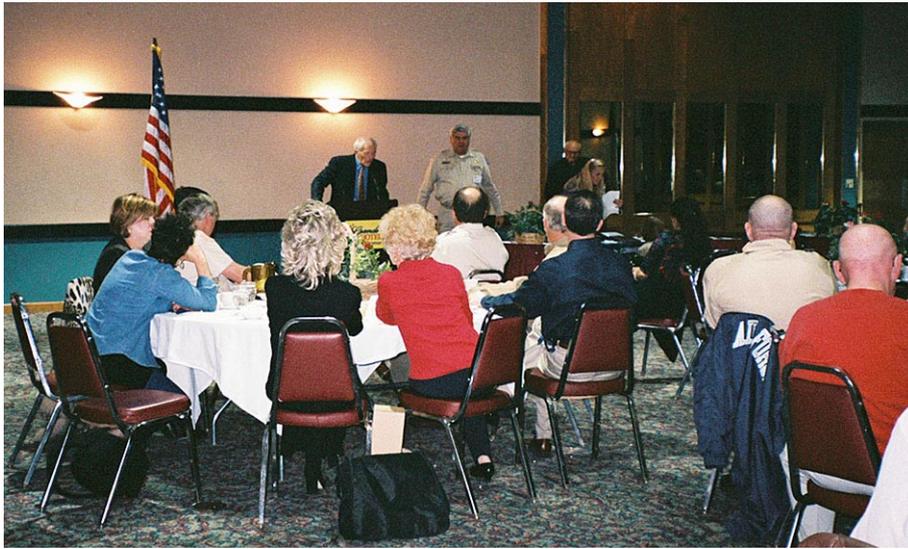
The Conference was well attended with over 200 attendees participating.

We began with the usual lively roll call answered proudly by the representatives of each Wing.

Col **Bob Rice** introduced the General Staff and Headquarters Staff. Two new faces since last WSC were introduced: **Bob Stenevik**, Safety and Flight Operations Director, who has done a fine job of focusing our attention on the necessity of safe operations at every level of our organization, and **John Lage**, the new Marketing Director of the CAF who will be leading us toward greater world-wide recognition of our brand, the CAF.

Our attention was next called by Col Rice to the unfortunate circumstances surrounding the trade of the P-82, a rare aircraft, for a flying P-38.

After the trade had been made, the U.S. Air Force informed the CAF that the original contract specified that the



Working session with cols. Bob Rice, Joe Cowan, and Keith Lawrence at the grand stand

USAF was merely loaning the P-82 to the CAF and it was not ours to trade! Apparently, this agreement for loan had been made in the early days of the CAF and was unknown to the present HQ staff and General Staff. The CAF had received a clear title on the P-82 from the FAA prior to the trade! Naturally, this turn of events necessitated the P-38 going back to its owner and his giving back the P-82. There has been a great deal of misinformation going around about the circumstances of this



Col. Barbara Hair receives the French Wing Newsletter Honorable Mention

problem and Col Rice wished that all members should know the true situation and the outcome.

Discussion of good news followed with the restatement of the 4 goals for the CAF: **To insure our financial future, to generate aggressive membership growth, to reinforce safety as an integral part of the CAF's corporate**

**culture, and to promote name awareness of the CAF.** There has been a concerted effort at HQ to improve our financial position by negotiating additional member benefits through tie-ins with major corporations for member discounts for rental cars, phone cards, hotel chains etc, establishing new

units, redesigning the CAF website, completing the transition to electronic record-keeping, and decreasing costs at Head Quarters.

Rusty McInturff, Director of Development, reported that the prime directive is to present a unique and cohesive message to the public: That we are the CAF and nobody does Warbirds like we do.

Since we own the copyright on the word AIRSHO, that we style our local advertising for Wing air shows as, for example: CAF AIRSHO at Houston rather than "Wings over Houston". This would serve to bring greater name recognition here in the U.S. to the CAF and reduce confusion among the public about who is presenting warbird shows around the country.

He stated that we should become as recognizable for warbird shows as NASCAR is to auto racing here.

**Alyson Trevino** detailed her mission as making our CAF publications more exciting by redesigning the DISPATCH and CONTRAILS.

A CAF Cookbook is soon to be available for sale to the general public which might be expected to interest cooking aficionados in the CAF while raising some money as well.

The most stirring presentation was by the new Marketing Director John Lage. He reiterated the need for the CAF to move beyond the old Confederate icon if we are to achieve growth.

People on the street must see us as united and universally appealing.

**Old Confederate patches must go, to be replaced with the Commemorative insignia to reduce confusion in the marketplace.** Individual Wings may still have their local insignias but these must represent the whole body effectively and appropriately.



*The new Marketing Director John Lage demonstrates his plans*

Mr. Lage comes to us from the motion picture industry and has some good ideas about turning some of our real-life oral histories into videos using professional actors to bring these heroic exploits to the public via movies, TV etc. under the CAF brand. He recommends that each Unit have a fact sheet detailing their aircraft and special interests as well as location and number of members. This could be made available to airshow directors to serve as a reminder when they are looking for aircraft to invite. Mr. Lage welcomes innovative new ideas and any member can write him at HQ to discuss these.

**Code Name Bravo** has been such a success that it will continue with an allowance of 5 new memberships per year at \$100 per new member and Associate Members and Cadets may continue to upgrade to Colonel for \$100.



*Saturday night Conference dinner*

The 50th Anniversary of the CAF is upcoming and we are advised to watch our publications for more details of the celebration.

A 50th Anniversary logo contest is being planned.

The Commemorative Center has broken ground and is well under way. This building will house a lovely O'Club among other member amenities. Due

to a delayed start, however, it will not be ready in time for the 2006 AIRSHO.

Some exciting news for our Wing: the American Combat Airman Hall of Fame inductees were announced and our own Virgal "Sandy" Sansing will be among them this year! The Combat Unit to be honored will be "The Black Sheep Squadron" whose leader was the famous "Pappy" Boyington.

All in our Wing who wish to honor Col Sansing by their presence at the ACA-HOF Dinner on Friday night Oct.6

should be advised to e-mail Rusty McInturff as soon as possible to include your name on the reservations list as this year the seats are expected to sell out extraordinarily early. This will be a night

to remember on all counts but particularly as we honor our beloved Sandy.

More excellent news: At the Awards Dinner on Saturday night our Newsletter received a lovely plaque awarding us Honorable Mention in the Best Newsletter Competition. We were competing against a large number of extremely fine newsletters and it was an honor indeed to be among the best.

I accepted the award on behalf of Col Delfino and the French Wing and was showered with congratulations on the high level of professionalism and readability of our publication.

In closing, I would like all of you to know how very proud I am to represent you and to assure you all that the French Wing's projects are highly appreciated and recognized by the CAF.

Your hard and tireless work in paying tribute to the heroes of WWII and beyond is greatly valued and the fascination with your projects and ideas is drawing ever more individuals to ally with you in your endeavors.

Respectfully submitted,

Col Barbara Hair  
U.S. Representative for the French Wing



*Working session with the introduction of the entire General Staff*

# 2006 SURVEY

## RESULT OF THE 2006 FRENCH WING SURVEY

The forms of the survey organized by the French Wing a month ago took a bit longer to come back than expected.

However, at the date this Newsletter was typed, 66,67 % of the forms sent to our members had been received. It is much less than we hoped, but sufficient to extract some very useful information for the conduct of our Association.

The main lines of these results are as follows:

- The Newsletter gets 100% approbation, a very important fact that has been confirmed by the granting of an award in the first CAF Units best Newsletter contest during the CAF Winter Staff Conference on February 18 in Midland.

At least fifteen members wish to write articles for this publication. We thank them in advance for that.

- Nineteen members want to recruit new Colonels or Associate Members.

- Twenty of you want to help with the setting-up, the running, and the packing of our booth during events, and fifteen are ready to help the PX sale under the direction of our PX officer, colonel Fumiko Delfino.

- Eighteen members can help organizing events and celebrations of all types, and fifteen can provide the lodging of several members in their home.

- The organization of a General Assembly can count on twelve members, and twenty are ready to organize tours in their area.

- The commemoration of the 90<sup>th</sup> anniversary of the very first American Ace, Raoul Lufbery, will get the help of at least eleven members.

- The restoration of the Rearwin Sportster 8500 will see the participation of sixteen members in this project that has obtained an almost unanimous success. Only two persons among our members and friends expressed some reticence



about the legitimacy of this acquisition and the urgency of this purchase. We have already explained in great length the reasons that forced us to expedite the acquisition of this rare aircraft that was contemplated by other collectors and amateurs.

The project was largely presented to the assembly during the Sunday morning meeting of our General Assembly, and it did not meet any opposition, on the contrary, thanks to the historical value and the good financial plan of this project.

This enthusiastic support allowed the Board of Administration to make the decision of this acquisition in a short time, but peacefully, when it became necessary. The enthusiastic reception this news received from all CAF members when they heard about it, confirmed the opportunity of our decision.

- Seventeen members of the French Wing intend to be members of the SCI (If it's not already a fact). Some of them will soon decide how many shares they want to acquire in this SCI.

Amazingly, it seems that some people have not yet assimilated the fact that the SCI is, and will remain, totally independent of the French Wing, whatever happens to the latter.

- Twelve members can help with our quest for a manufacturer of the new patches and pins.

- Nineteen members wish to take part in the organization of the celebration of the French Wing 10th anniversary that will take place in Le Plessis Belleville. The date planned at the moment is the weekend of June 10 & 11.

- The tour of France by the J-3 can count on the help of 22 members, but we are missing a number of passengers because many prefer to fly locally during the presence of the plane in their area, rather than meet the plane in a different place and fly a sector of the Tour.

- The list of Piper Cub Sponsors is updated every month. Some members have declared that they wish to become Sponsors but haven't sent in their participation yet. Col. Philippe Duflo will soon contact them.

- Sixteen members at least will fly to Midland and attend Airsho 2006. Many will travel with a companion, which should result in a large French Wing contingent this year.

This augurs well of the negotiations that col. Philippe Duflo will be able to carry out with various airlines.

Ten of these members wish to extend their stay in Texas, either by travelling early before Airsho or by staying in Texas after this event.

- Eight members have offered to help with the restoration work that needs to be done on the French Wing van. We will soon publish a plan that, we hope, will allow everyone to participate.

- Finally, the average time spent for the French Wing by all the members who took the time to send back their survey form, and, of course, answered this specific question, is about 5 hours per month.

However, one must emphasize the fact that eight members spend so much time every month for our Association that the true average, if we subtract the block of 420 confirmed hours they do together, drops abruptly to 3,5 hours, which is too little, one must admit.

Therefore, we leave it to everyone to do whatever he or she can to help increase this score, and, consequently, improve the French Wing efficiency, for the good of the CAF, the French Wing, and our common goals.

## SANDY SANSING WILL BE INDUCTED INTO ACAHOF NEXT OCTOBER

The good news was announced during the CAF Winter Staff Conference in Midland: Sandy Sansing will be honored with his induction into ACAHOF during Airsho 2006!

Sandy is well known by all our members since the French Wing worked on a long term operation that was very successful in 1997 and concluded by the reunion of Sandy and the Coigné family. The latter had hidden him away from the Germans in their house in Fère en Tardenois, and saved his life at the risk of their owns. Alas, since that reunion, Léon Coigné and his spouse have passed away, but their daughter, Christiane Hébert, still lives in Fère en Tardenois.

The reunion in Puisieux en Retz, last June, allowed us to reunite Sandy and many members of the families who protected Sandy immediately after he had bailed out of his plane over the village.

61 years later, our efforts and our "Spirit of Lewis", allowed Sandy to fly the same route that he had flown during his attack of the rail yard of Chateau-Thierry on June 20, 1944, to meet his first saviors, and even to find some pieces of his plane!

But Sandy is not just the hero of this story. He is a perfect example of what a man at the service of his country should be.

Enrolled in 1943 as an aircraft mechanic, he soon became a fighter pilot.

Based in England, he flew numerous dangerous missions. The last one took him over Puisieux en Retz before he could be repatriated to the USA, thanks to the advance of the allied front line. After the war, he stayed



in the Air Force and was based in various countries. He fought in the Korean war and the Vietnam war, and ended his career flying the fabulous Lockheed F-104 Starfighter. He helped the German air force resolving the numerous problems it had with this plane. Sandy corrected the pilots training program, which ended the series of accidents that had struck the Luftwaffe and had cost so many planes and pilots.

Retired, Sandy carried on flying all sorts of warbirds and dedicated himself entirely to the CAF.



His induction into ACAHOF crowns a life that has been totally dedicated to aviation, to his country, to the CAF, to his faithful Connie, and to their three children.

This distinction will hardly hit his legendary humility, but it's a fact: Rarely an Award

has been so much deserved!



## SPONSORS OF THE "SPIRIT OF LEWIS"

**NB: Our Piper Cub will only fly if the Sponsorships are paid well before the air show season.**

### Flying Sponsors

250 Euros per year  
and 25 Euros per flight hour  
Average for 10 hours: 50,00 €/hour

### Restoration Sponsors

125 Euros per year  
and 40 Euros per flight hour  
Average for 10 hours: 52,50 €/hour

### Supporting Sponsors

50 Euros per year  
and 55 Euros per flight hour  
Average for 10 hours: 60,00 €/hour

### Non-Sponsors

No annual premium and  
80 Euros per flight hour

To date, the following Sponsors have paid their sponsorship:

### FLYING SPONSORS

Gilles Avenel  
Bernard Delfino  
Fumiko Delfino  
Marcel Francisci - ACF  
Claude Gascon  
Roger Gouzon  
Irene Grinnell  
Roy Grinnell  
Alain Jimenez  
Jean-Claude Miniggio  
Patrick Pierre-Pierre  
Sandy Sansing  
SKY RUNNER  
Regis Urschler

### RESTORATION SPONSORS

Didier Cardinal  
Bunty Bateman  
Georges Marcelin

### SUPPORTING SPONSORS

William Davies  
Stéphane Duchemin  
Barbara Hair  
Aubrey Hair

## MEETING WITH THE REARWIN SPORTSTER



Col. Cédric Malhaire and his companion Gaëlle welcomed, on February 25 and 26, a group of three members of the Board of Administration, Philippe Duffot, Didier Cardinal, and Bernard Delfino, and col. Roger Gouzou.

The reason of their visit was to see the Rearwin Sportster that only Cédric had had the privilege to know until now, and to install, in its shelter, shelves that Roger manufactured to stow the multitude of parts that belong to the plane.

What a surprize it was to discover a fuselage in excellent shape, with no rust, an engine that has obviously been used, but in a state that is more than acceptable, an empennage which is complete and only waits for some fabric



covering, and two wings, one of which is in one piece, and the other dismantled but in a good general state.

The weather was freezing over Brittany, but this did not reduce our enthusiasm, and if some doubts may have remained regarding a possible restoration of this aircraft, this visit annihilated them totally, to such a point that everyone dreamed of the distant day when this plane will take again to the air.

Therefore, our happy group of 5 colonels started assembling the shelves. We were greatly helped by a clever identification system that Roger had adopted, so well that the whole operation was over in less than an hour.

A short photo session for History, for the Wing Newsletter, and especially for the CAF one, CONTRAILS. We then arranged all the parts on the shelves, and the plane and its engine in the hangar.

The afternoon went by quickly, too quickly, but we were happy and satisfied. We drove to Cédric's home where Gaëlle was waiting

## UPDATE ON THE SCI

This month, we welcome the entry into the SCI of madam Cales Colette who has booked one share in this company. A big thank you to Colette who is the efficient French teacher of col. Barbara Hair in Dallas.

Those who were part of our group during the visit of the Cavanaugh Museum last October, met Colette and were able to appreciate her extreme kindness.

The French Wing survey shows that several members have a definite interest in this SCI. However, they will need a bit of time to determine which exact sum their personal finances will allow them to allocate to this investment. We thank them in advance for their future participation.



G. Avenel	700,00
C. Cales	70,00
D. Cardinal	210,00
J-C Debuissou	350,00
B. & F. Delfino	5040,00
J. Francis	420,00
C. Gascon	5040,00
L-J. Gioux	70,00
R. Gouzou	4060,00
G. Marcelin	350,00
J-C Miniggio	70,00
P. Pierre-Pierre	5040,00
G. Robert	140,00
C. Tournemine	1400,00
<b>Total 328 shares</b>	<b>22960,00</b>
<b>over 1000</b>	<b>sur 70000,00</b>



for us to enjoy a delicious dinner made of a Tartiflette and other excellent dishes. Thank you Gaëlle and Cédric!

Of course, the plane was celebrated with a bottle of Champagne whose quality was on the same level as this historical event. The evening ended with long discussions of many current subjects, and we went to bed very late, but lulled by dreams of flights aboard the Rearwin Sportster.

## WELCOME ARNAUD CHATTON

Colonel Marie-Françoise Le Cornec has shown an exceptional enthusiasm by recruiting, only a few months after her arrival in the CAF, a new colonel who shares her passion for flying gliders, col. **Arnaud Chatton** whom we welcome in the CAF and the French Wing this month.

Arnaud was born on December 31, 1970. He lives in the East of France where he works for the ALSTOM company as an electro-mechanic.

His passion for aviation resulted, as soon as he was old enough, in flying lessons for which he has shown an extraordinary gift.

An aerobatics glider pilot, Arnaud won the young pilots National Championship in 2000.

Five hundred young pilots had applied for this competition and only thirty of them were selected.



This fact alone gives the reader a good idea of Arnaud's high level of skill, all the more so that he won the competition! Today, he carries on, on the same track. He is a member of the national aerobatics team, and he will participate in the National Championship next August, in Nancy, (Championnat de France).

We heard, from a secret source, that Arnaud has numerous qualities, among which modesty, team spirit, and a great moral value, which makes us even happier of his arrival in the CAF and the French Wing.

Arnaud will go to Midland next Fall, where he will be able to watch the warbirds that he keeps dreaming about, his favorite one being the Mustang P-51.

Until the Association phone-book is updated (When all 2006 French Wing survey forms have been received...), we thank you for adding colonel Chatton's address manually:

**Col. Arnaud Chatton**  
45C Rue du 8 Mai 1945  
54390 FROUARD  
France  
Tél: 06 20 36 72 45

## 2006 FINANCING OF THE "SPIRIT OF LEWIS"

It seems that the explanations given on this financing were too complicated. Here is a simplified version:

The operational costs are made of **fixed costs** and **variable costs**:

### ANNUAL FIXED COSTS

Renting of a hangar space, insurance, landing fees, radio tax, and renewal of the Certificate of Airworthiness, for a total of 5535,00 € which are covered by the total of the annual sponsor premiums.

### ANNUAL VARIABLE COSTS

Gas, engine oil, routine maintenance, provision for heavy maintenance, are costs covered by the hourly rate applied to the plane occupants, depending on their level of sponsorship.

This system is based on a total of 50 hours per year. The current number of sponsors does not allow us to cover the fixed costs.

We are missing a certain number of Sponsors to fill the current gap of 1500,00 €, be it by six

Flying Sponsors or by any other combination of all three levels.

The arrival, this month, of three Flying Sponsors, cols. **Marcel Francisci**, **Roger Gouzon**, and **Alain Jimenez**, has helped us progress in a short time, but it is still insufficient.

Therefore, we call all our members and ask them to become Sponsors for this season 2006. It is only thanks to this help that our Piper Cub will keep on flying. A big Thank You to you all!

## SHORT LINES

• Association **Aviation Club de France** has decided to make an important donation to the French Wing to help it complete its projects. We thank its leaders and **colonel Marcel Francisci** whose support to our Wing has helped us accomplish many projects during the past years.

• The March issue of the CAF Newsletter **CONTRAILS** includes an article that presents our second plane, the **Rearwin Sportster**. This March issue is not printed and only appears on the CAF Members' only web site. Therefore, we invite all our members who are connected to the Internet, to download it. Those who aren't, can ask for a paper copy by contacting the French Wing head office who will print it for them.

• We have established a very friendly contact with the great grand-son of Rae Rearwin, **Eric Rearwin**, who has authorized us to use his pictures as we like within the activities of our Association. He also sent several photos to **Alyson Trevino** who is responsible for the CAF publications, to illustrate this article in the march issue of Contrails. We thank him sincerely for this help.

• The **Rearwin Sportster** has won a great success among our members, a fact that is clearly demonstrated by the results of the 2006 French Wing survey, and by the significant gifts that have made cols. **Léon Manoukians** and **Georges Marcelin** whom we warmly thank for their generosity (See last page). These donations will greatly help the restoration of this very rare aircraft.

• Col. **Roy Grinnell** is actively looking for any information related to the mission that saw **Raoul Lufbery** become the very first American Ace: Type of the bombers he was escorting, with photos, paint scheme of these planes, etc...

• The CAF is organizing a **contest for a logo** which will be used to celebrate the CAF 50th Anniversary in 2007. The drawing must use the words "**Commemorative Air Force**" or "**CAF**", and "**50**", and it must be clear and readable. Your designs must be received in Midland before June 30. Sharpen your pencils!...

# PROJECTS



## RAOUL LUFBERY COMMEMORATION

*Col. Louis-Jean Gioux sent us an interesting biographical article followed by a discovery by col. Roy Grinnell about the logo of La Fayette Escadrille...*



### GERVAIS RAOUL VICTOR LUFBERY

Raoul, Edward Lufbery's father had an american nationality and was an industrial chemist. He marries Anne Vessière who gave him three sons among whom was Gervais Raoul born on March 14, 1885. Alas, Anne died two years after Raoul was born. He, and his two brothers were raised by their grand-mother, on their mother's side, Madeleine Vessière. The eldest of the three sons particularly looked after Raoul, a very active, athletic, and adventurous child, so much that he decided, at an early age, to travel around the world. He visited Marseille, Algiers, Tunis, Port-Saïd, Istanbul, then Bulgaria, Austria, and Germany.

He chose the american nationality to escape the 2 years long french national military service, then, in 1907, he embarked for the USA. The following year, he enroled in the 20th Marines Battalion; which allowed him to visit Hawaii and the Philippines. Liberated in 1911, he decided to travel around the Orient: Japan, Hong-Kong, Ceylon, India, Singapore, and Calcutta where, in 1913, he met Marc Pourpe, 2 years younger than him and son of a highly ranked civil servant of the Suez Canal. Marc Pourpe was a passionate pilot. He took Raoul under his protection and made him his mechanic.



When the WWI broke out, Raoul enroled in the First foreign regiment, and was soon detached to MS 23. In December 1914, Marc Pourpe killed himself during a flight, and Raoul decided to learn to fly. He obtained his licence in 1915. In 1916, he joined Escadrille 124 which became



Escadrille Américaine, then the famous Escadrille La Fayette. Raoul got 6 victories in 1916, one of which over the great german pilot Leffers. He received the Légion d'Honneur. In 1917 he raised his score to 10 kills and became a First Lieutenant. He was given two leave periods which he spent in Nonette, a small village south of Issoire. In 1918 he was promoted to the grade of Major and he became an Instructor in Issoudun, then, he resume active combat.

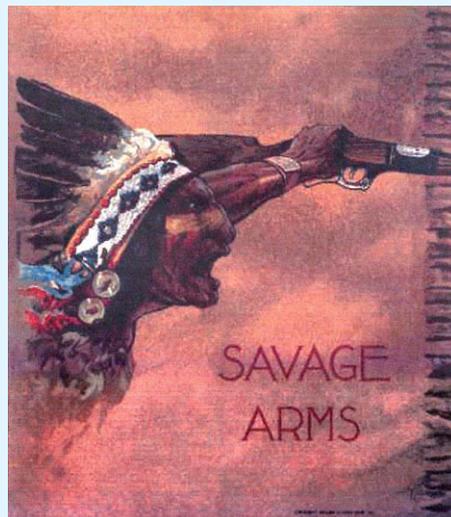
On April 12, 1918, he got his 17th victory, near the town of Toul. But on May 19, his plane was hit and caught fire. Refusing to die burning, he jumped out from a height of 2600 feet, with no parachute, and crashed in a garden, his spine broken. He was 33 years old...



The idea of painting an Indian head on the planes operated by first, Escadrille Américaine, then, Escadrille La Fayette, is not well known.

Almost as obscure, is the fact that there was two different heads used during the life of this Unit: The first one was a Seminole profile, and the second one, a Sioux.

The Seminole head, as it is represented here is, by the way, an error since the indians of this tribe never wore the abundantly feathered ornament as it is represented, preferring a more simple ornament.



The picture printed here was printed, from 1906, on the catalogue of the **Savage Arms** company which merged with **Driggs-Seabury Ordnance Co.** during World War One.

Savage Arms, still in activity today, was producing the Lewis machine-gun and its 9 millimetres ammunition that Raoul Lufbery used on his Nieuport 17 when he became the very first american Ace of all times.

Therefore, it is an almost identical figure that inspired the members of Escadrille Américaine, and which one can find on Raoul Lufbery's plane.

# VISIT TO THE ANAMAN

Report and photos by col. Patrick Pierre-Pierre

On the former naval base of Rochefort Soubise, which since was turned into a Gendarmerie school, remains a bit of Marine Nationale: **Association Nationale des Amis du Musée de l'Aéronautique Navale** (ANAMAN, or National Association of Friends of the Fleet Air Arm Museum). This Association's goals are to promote, preserve, and enhance a part of the Aéronautique Navale heritage. It is strong of 200 active members, including ten Associations which count, in total, 3000 people who love aviation.

The ANAMAN's objective is to create a museum dedicated to naval aviation on the historical site of Rochefort sur Mer, with the help of its members, the Marine Nationale, the General Council of the local district Charente Maritime, and the support of local companies and schools specialized in aviation.

The hangar which shelters the treasures of the association is named DODIN. This building is one of two hangars where worked the apprentices when the school was still in service. Our Leader was based there from September 1963 to April 1964, when he studied to get his aircraft mechanic diploma.

Since 1988, over an area of 31500 ft<sup>2</sup>, the museum is partly open to the public. It includes a collection of 23 aircraft, 1200 models, 200 historical artefacts, a library that includes a total of 1000 books, an important collection of photos, and various pieces of equipment for training. Unfortunately, the big storm in 1999 has caused some

destruction that our friends of the ANAMAN are still repairing today. Thanks to their hard work, their patience, and the time they spend, they managed to repair most of the aircraft, but a lot remains to be done. The printed documents have also been damaged extensively. They are, today, going through a phase of digitalization, in order to save the original documents, and to make available their contents to the public, the researchers, and the authors. A web site is in preparation, and as my guide said, it will be a reference for the history of naval aviation.

One of the best pieces of this collection is, undoubtedly, the Dewoitine 520 which is currently restored for static



piston or gas turbine, which were used by the navy apprentices.

Whether you are a pilot, a mechanic, civilian or military, active or retired, young or less young, and an aviation lover, you can join the ANAMAN.

I wish to sincerely thank mister **Michel Poupard**, a former member of the Aéronautique Navale and the Civil Security (On Canadair aircraft), who was an outstanding guide who was kind enough to spend a great part of his available time to help me discover these treasures far too remote from the public.

Useful contacts :

**Jacques CAMESCASSE**  
President (0546740423)

**Jean KERMONNACH**  
Vice-President (0546074634)

**ANAMAN**  
Ecole de Gendarmerie Nationale  
Rond point Albert Bignon  
BP 90308 Rochefort cedex  
France



display (Below). The other aircraft in restoration are a Breguet Alizé, an Aquilon (naval version of the Vampire), a Zéphir, and some helicopters.

The following aircraft are displayed in the hall Dodin :

DC 3 Dakota, Nord 262, Beechcraft D-18, Piper Navajo, P2V7 Neptune, Dewoitine D520, Jaguar Marine (the only one existing!), T-6D, Breguet 1050 Alizé, Broussard, Etendard IV M, Morane Paris, Fouga Zéphir, Aquilon, Stampe SV 4, HN 21, H 34, Dauphin, Alouette II Marine, Djinn, a steam powered hoist for captive balloons, as well as a nice collection of engines, either





# FREE FRENCH AIR FORCES (FAFL)

## THE GROUPE BRETAGNE (3)



Articles and paintings by col. Louis-Jean Gioux



In the weeks that followed, the two squadrons, one named "Nantes", stationed in Fort Archambault (Chad), and the other named "Rennes", stationed in Moussora (Chad), trained and prepared themselves for a second campaign of Fezzan.

The same applied to the Blenheim section (*above and right*) under the orders of Lieutenant Court.

The Groupe Bretagne, in view of this new attack, received the help of six

8, 1942, the American and British troops landed in North Africa, a fact that radically changed the aspect of the military forces in Africa.

Thus the imprisoned Gaullist air force members

Bristol Blenheim and a new Glenn Martin Maryland.

In August 1942, Commandant Noël was replaced by Commandant Saint-Péreuse.

On November

were freed and able to join the meagre ranks of the Groupe Bretagne, and many volunteers joined the fighting forces of De Gaulle.

In December 1942, the entire Groupe Bretagne was assembled in Zouar (Center Chad) to start its operation in the second campaign of Fezzan.

The reconnaissance and surveillance missions over the immense territory intensified and allowed the destruction of motorized Italian elements.



### THE GLENN-MARTIN MARYLAND MK1



American bomber manufactured by the Glenn Martin Company.

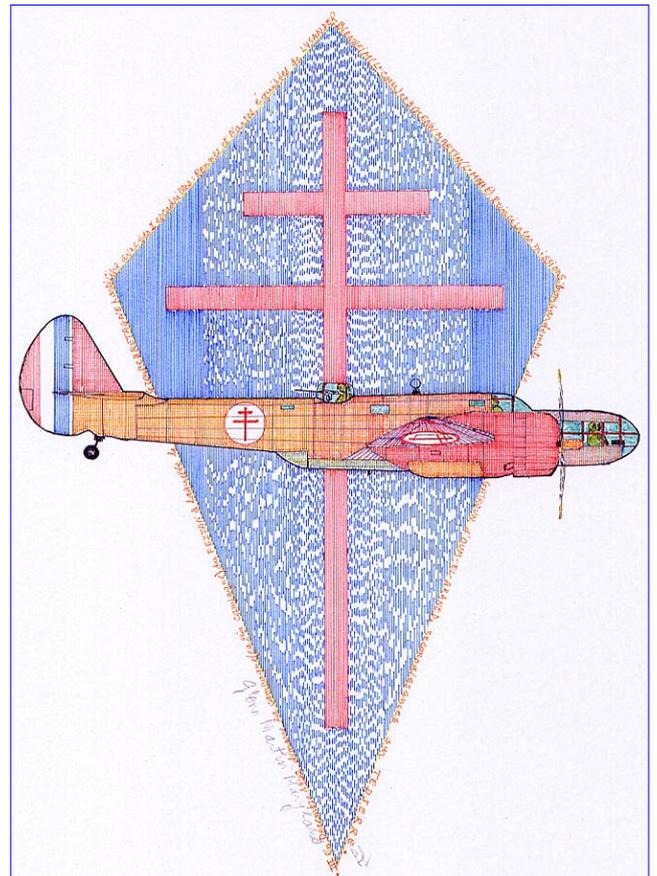
It was ordered in great numbers by France, but from June 1940, date of the Battle of France, they were delivered to Great-Britain.

It was fitted with two 14 cylinders air-cooled Wright Cyclone engines which delivered 1600 horse power each. Its wing span was 18,70

m (56,7 ft), and its length 14,78 m (44,8 ft). Its take-off weight was 10400 kg (22907 lb).

With a service ceiling of 7300 m (22121 ft), its speed reached 480 km/h (768 mph), and its armament included 7 or 8 machine-guns and 900 kilograms of bombs (1980 lb).

Its crew was three men, and it was operated by the Groupe Bretagne from 1942.



# MAIL

*This mail page is there to clarify points that you may find obscure, to suggest ideas, or simply to ask for some information related to the CAF or to our Unit. Do not hesitate to write and send any question you wish to ask. We will do our very best to answer them the best we can.*

## **Q What is the plan for the future of the Rearwin Sportster ?**

*Various members*

**A** A meeting entirely dedicated to this project took place at the end of February in order to "clear the field". One can, however, summarize briefly this project in two distinct phases: The aircraft restoration which took around 5 years or more, depending on the difficulties we will have to face, and the restoration of our Spirit of Lewis.

At the completion of the Rearwin Sportster restoration, this plane will become the operational aircraft of our Wing, and we will start the restoration of our Piper Cub which should not be immobilized more than three years, thanks to its general good state.

The French Wing will, therefore, have only one plane in service for the on coming eight years, which will greatly limit our operational costs.

At the end of these eight years, we will have a "fleet" of two planes in perfect order, and, we do hope, stationed in our own hangar which will also be our museum, workshop, club-house, and meeting place, providing a sufficient number of people decide to become members of the SCI for this hangar...

## **Q What are the current rules to recruit new members ? Is there a "miracle" method to drain aviation lovers toward the CAF and the French Wing?**

*Various members*

**A** A very vast subject indeed! And difficult to summarize in a few lines. Unfortunately, we don't know of any "miracle" method. If it was the case, we would count several hundred members in the French Wing!... Therefore, here is a list of advice that, we hope, will help you become good and efficient recruiters.

- To be able to speak is a good thing accessible to most members, but there is a much more important one: **To be able to listen**. You will often need this faculty during your discussions, and, if it's not your best point, learn to listen to others with attention. It's an excellent personal school that we recommend to all our members. In addition, the importance it gives to your interlocutors is often decisive in their choice to get a commission in the CAF and the French Wing or not.

- Knowing the Commemorative Air Force and the French Wing, their goals and their activities, is one of the conditions to fulfil because you will, no doubt, be "bombarded" with questions by your interlocutor.

- Knowing the members of the Board of Administration and their contact is also very important, like a good knowledge of most of our members.

- Always keep handy a commission form which you will get from the French Wing head office. You will be able to photocopy it as many times as necessary. A new set of forms will be produced soon, but it will take some time.

- Print a copy of our Newsletter that you will show to the potential members (If you don't have a computer, ask for a copy from the French Wing head office, or from a member who lives near you and receives it via email).

- Do not try to saturate people to the point where you start inventing things. An excess of information may be as bad as a lack of it.

- Do not talk about a particular point unless you are certain to know it perfectly. It is better to admit your ignorance than to give false information to your interlocutor because it may have disastrous consequences for our Association. Direct your interlocutor towards a member of the Board of Administration who knows this subject perfectly.

We suffered in the past from erroneous assertions made by members whose exuberant enthusiasm made them say things that were totally wrong. If this may not have great consequences for

the average amateur, it may cause some very bad damage when one is talking to Media representatives. This did happen, and correcting it took a lot of diplomacy and time.

- Insist on the dignity of the CAF and French Wing's goals, on our attachment to the respect of the veterans who risked their life so many times for the Freedom we all enjoy today, and on the numerous activities that our Wing offers to his members.

- Do not force people! If they like our Association, they will take the decision to join it and the CAF on their own. Depending on the persons and their degree of interest for the CAF, this will take a few days, a few weeks, or a few months.

- If you attended Airsho in Midland at least once, talk about it, about the amicable feeling that prevails there, and about the unique show that it includes, because it really is unique!

- Emphasize the fact that Operation Code Name Bravo allows one to join the CAF for half the price of a normal commission (\$100.00 instead of \$200.00) the first year. Do not forget to underline the fact that the current rate of change (For european residents) is very advantageous at the moment.

- Finally, give everyone the CAF website address (And soon the French Wing one). The friendliness of the CAF web site brings an undeniable plus in the decision to join the CAF or not.

**But recruiting is not all!** By recruiting a new member, you will automatically become his "godfather", and you will need to keep him under your wing long enough for him to be independent, by advising him, guiding him, and making sure that his membership brings him everything he expected.

If necessary, get some advice from the French Wing head office. Invite your protégé to participate in meetings and other events.

Keep up the amicable and warm feeling that you found in Midland and which impressed you so much. This is probably the "miracle" method you were looking for...

## 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.
- "Gioux" type patch: € 6,00.
- Various epoxy pins: € 5,50.
- 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 chaque.
- 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: € 40,00 + P & P € 10,00. Signed by veterans: € 60,00 + 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 ©.

*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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# WING PROJECTS

## PATRON COMPANIES SUPPORTING THE FRENCH WING

SKY RUNNER - EPSON  
 AVIATION CLUB DE FRANCE  
 DIFFUSION SERVICE

## THANK YOU!

This month, our most sincere thanks go to colonel **Marcel Francisci** and Association **AVIATION CLUB DE FRANCE** from whom we just received a cheque of 1000 euros split into a support to our projects and a Flying Sponsorship.

The support that have been giving us Marcel and this organization is simply extraordinary! It greatly facilitated the acquisition of our Piper Cub *Spirit of Lewis*, and the accomplishment of numerous other ambitious projects. A big THANK YOU! to Marcel and the ACF! Thanks to them we will be able to fully fulfill, this year again, the CAF and the French Wing goals.

We also received donations from col. **Léon Manoukians** for the restoration of the Rearwin Sportster, and from col. **Georges Marcelin** who loves this project too. A big THANK YOU! to Léon and Georges for their help that is highly appreciated. The Rearwin Sportster shuddered with joy when it heard the good news!

Its restoration will be the main project that will use this generosity because the result of our 2006 survey has shown how popular this acquisition and this restoration are amongst our members and friends: 98% of enthusiastic approbation! Simply exceptional!

Léon MANOUKIANs	30,00
Aviation Club de France	750,00
Georges MARCELIN	145,00
Avoir précédent	856,96
<b>TOTAL</b>	<b>1781,96</b>

€

