



CAF French Wing

Monthly Newsletter - Bulletin Mensuel



Volume 9 - N° 4 - April 2004

#### EDITORIAL

*The Winter season is over, or almost, and the practical work has started on our dear Piper Cub "Spirit of Lewis". I am aware that it resides in the Paris area, and that the chances to participate are limited for those of you who live in the remote provinces, but it is impossible, unfortunately, to do otherwise, at least for the moment. By the way, it is remarkable that some members did not hesitate to travel hundreds of miles, several times, to give an appreciable hand, and I thank them very warmly for that.*

*This preparation is long, delicate, and laborious, but it is inevitable. It's only after this step that we will be able to think about moving this plane and organize some stays in other areas of France.*

*Until now, the April issue of our Newsletter, included an April Fool's Day joke. This year, I chose to honor a great humorist, mister Bob Stevens, a portraitist of the aeronautical family and a merciless philosopher who managed to precisely define each one of us, professionals and lovers of military and civilian aviation.*

*Gone west far too early, Bob Stevens left us an immense production work of which you will find a few samples printed in this issue. If, by chance, you happen to find one of his books in a car-boot sale, do not hesitate, buy it!*

*Finally, I thank colonels John Roeder and Michel Perrin for another splendid article, this time about the SBD Dauntless. Good reading!*

Bernard

## THE AIRCRAFT ACQUISITION AWARD 2003 THAT THE FRENCH WING RECEIVED HAS ARRIVED IN FRANCE



**BROUGHT BACK BY COLONEL NICOLAS LIBIS, THIS AWARD, FULL OF MEANING FOR ALL OUR MEMBERS, HAS SAFELY ARRIVED EARLY IN MARCH.**

## FRENCH WING ANNUAL DUES YEAR 2004 - 2005

**TOGETHER WITH SPRING, HAS COME THE TIME TO PAY YOUR UNIT ANNUAL DUES...**

**PLEASE REFER TO THE LIST OF MEMBERS WHO HAVE ALREADY PAID THEIR ANNUAL DUES, PAGE 4 OF THIS NEWSLETTER: IF YOUR NAME IS NOT ON THE LIST, YOU MUST REACT VERY PROMPTLY AND SEND US THE USUAL AMOUNT TODAY, AND NO LATER THAN THE END OF APRIL! MANY THANKS.**

**EVERYTHING  
ABOUT THE  
FRENCH SBD  
DAUNTLESS!  
ARTICLE ON  
PAGES 5, 6, & 7.**



# BOB STEVENS: CARTOONIST

Rather than celebrate this 01 April 2004 with another *aeronautical* "sensational revelation", like the one about the P-40T, for example, I have chosen, this year, to honor one of the greatest aviation humorists - and probably the greatest of all times - mister Bob Stevens. This great artist, armed with an inimitable gift for drawing (Which I really admire), allows everyone to see himself in the characters and the situations he describes with accuracy in each of his drawings which are, by the way, often based on true facts and anecdotes. Bob Stevens' "victims" who had the honor to be immortalised by the hand of this observer with an eagle eye - providing that they can recognize themselves in these small master-pieces - will learn, I hope, a little wisdom and modesty. The exactness of these cartoons is such that they will still be appropriate to many generations of pilots, mechanics, and other ground personnel, for many years to come. Bob Stevens went west, victim of an illness, about ten years ago, but he will remain, for ever, the greatest in the category of funny drawing of the world aviation family.

Bernard Delfino



Bob Stevens was born in 1923 and prematurely left us in 1994. He became an Air Force fighter pilot as early as 1943, and flew about all fighter aircraft types that were used in the US forces.

After the war, he converted to jets, and broke a world speed record, reaching the speed of 711.75 mph on a Sabre F-86A.

Bob Stevens showed that his hand could hold a pencil with as much confidence as a control stick.

For more than 25 years, he illustrated the Air Force Magazine, with a long series of drawings titled "There I was...". He also worked for civil aviation magazines for professionals, amateurs, as well as model makers. He published several books that were re-published many times since their first issue.

P-47 "THUNDERBOLT" (ALIAS "THE JUG")



His work was recognized with four "Lincoln Day" awards, five "National Freedom Foundation" medals, and two Pulitzer nominations.

If Bob Stevens was happy to receive these distinctions, his modesty was even more mistreated when he discovered the comments that two of the greatest "monuments" of aviation wrote about his work: Chuck Yeager and Jimmy Doolittle. Here is what they wrote about the art of Bob Stevens...

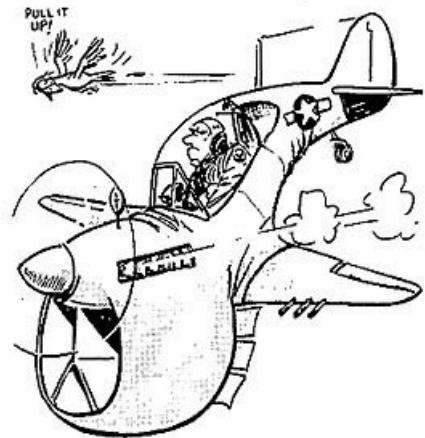


• "I've been a fan of Bob Stevens since his cartoons began appearing in Air Force magazine over 25 years ago. His drawings of aircraft are accurate in detail and his characters - particularly the facial expressions - are right on target and funny as hell. Any guy who can make something humorous out of - for example - a gear-up landing, has my vote as a first class cartoonist."

Charles E. Yeager, Brig. Gen., USAF Ret.

• "A look through almost any reference book can tell you the wingspan of a P-51 or how tall an Atlas missile stood. These are vital facts, to be sure, but these cold hard bits of data don't tell the whole story.

P-40 "WARHAWK" (WITH BUILT-IN HEADWIND)



The truth is that people - pilots, maintainers, and even the paper shufflers whose efforts sometimes annoy the pilots and maintainers - are the core of the flying business. Anytime you throw human beings into an equation there is ample opportunity for humor.

For more than a quarter of a century, Bob Stevens has given us cartoons that have taken note of the parade that is aviation. The drawings have an air of authenticity, about them because he really was there - first as a fighter pilot in World War II, and later as a missile, squadron commander - but the reason these panels are important doesn't lie in the fact that the rivet rows on an F-86 line up.

Twenty-five years from now, someone wearing an Air Force blue suit on a base on the moon will be able to find out the wingspan of an F-4 from any book, but to find out what it was really like to fly and fix one of those jets, he or she will look to Bob Stevens and his work for Air Force magazine.

And that is the true value of Bob Stevens' cartoons. The drawings are an accurate reflection of what life was and is like for

*those people who have the great fortune to make a living in or around airplanes. And for that, we should all be grateful".*

James H. Doolittle, Gen., USAF, Retired



Bob Stevens' humor perfectly suits the spirit of all CAF members who, with an apparent relaxed attitude, manage to do miracles of dedication and generosity to reach the noble goals they adopted since the creation of this great organisation.

"... HAVE THE CAF BRIEFING OFFICER CAREFULLY DESCRIBE YOUR AIRCRAFT TO AVOID TAKEOFF IN THE WRONG MACHINE."



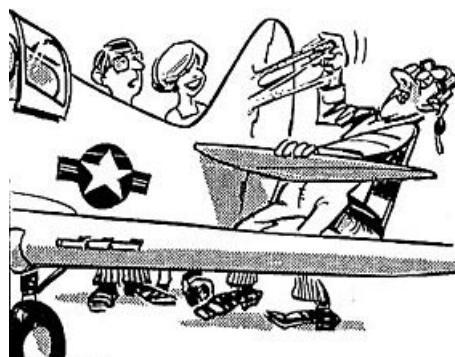
Helped by an accurate and merciless look, Bob Stevens memorizes scenes and anecdotes which, for him, are as many occasions to caricature these CAF Colonels who are only guided by the memory and the respect of the sacrifice of dozens of thousands of aviators during World War Two.

PARTICIPANT PILOTS BRIEFINGS WERE BRIEF.



The few examples - among so many - of cartoons produced by Bob Stevens, printed here, are so funny that they make us bitterly regret the premature death of this great artist.

"STICK YOUR CHEWING GUM ON THE RUDDER FOR GOOD LUCK (THEY DO THIS IN THE MOVIES AND THE SPECTATORS SHOULDN'T THINK YOU'RE A SLOB)."



Along the same line, the members of the French Wing will surely imagine what Bob Stevens could have drawn about the activities of our Unit, often a source of numerous funny situations.

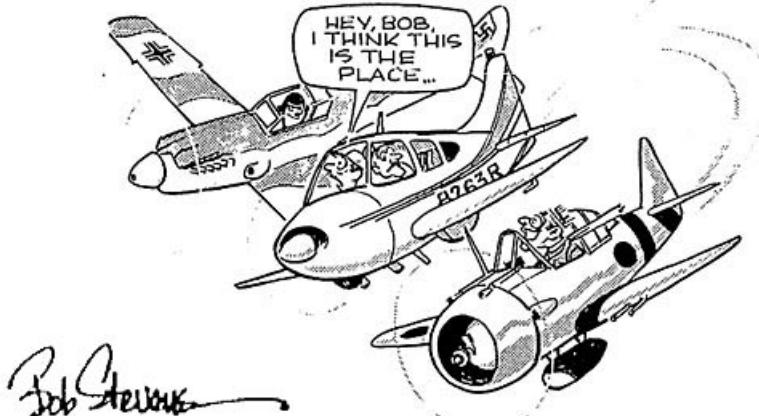
Bob Stevens published several books during his life, all very good and famous.

You will probably find most of these books if you look around during your stays in the USA. But in the mean time, you can search the Internet by simply typing "Bob Stevens" (Visit, in particular, the web site < Planestuff.com >).

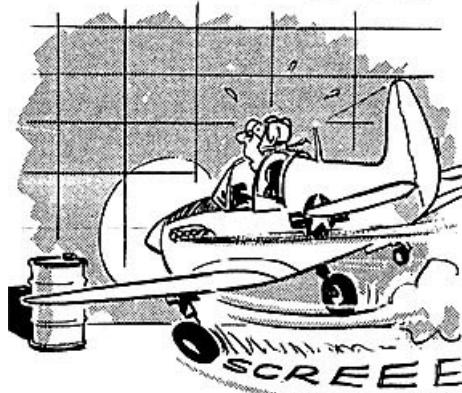
Honoring Bob Stevens on this 01 April 2004 was the best way to show him our admiration.

Merci Bob Stevens!

YOU NEVER KNOW WHO YOU'LL RUN INTO IN THE PATTERN AT "REBEL FIELD"-



"IF, AFTER TURNING OUT OF YOUR PARKING SPOT, YOU SEE A LARGE GRAY WALL, STOP QUICKLY, TURN AROUND AND TAXI BACK OUT OF THE HANGAR. YOU HAVE COMMITTED A RATHER SERIOUS ERROR."



"WE'RE ON FINAL! NOW REMEMBER, WHEN WE TOUCH DOWN, RUN LIKE HELL!"



THE AEROBATICS THAT PRECEDED "THE WAR" WERE SOMETHIN' ELSE!



ART SCHOLL IN HIS SUPER CHIPMUNK DOING THE LOMCOVAK\*

# NEWS

## WELCOME KEN W. FIELDS

Colonel Ken Wallace Fields was born on November 25, 1949, in Shamrock (Texas). He has been married to Carol for 30 years, and he is the father of three daughters, Katherine, Sarah, et Mary-Grace.

After High School in Shamrock, he went to the Texas Tech University in 1972 and became a Doctor of Jurisprudence in 1975.

Since that date, he is an Attorney at Law in Pampa (Texas) and a partner in law firm of Waters, Holt, & Fields in Pampa.

Member and/or Chairman of numerous Associations and cultural organizations in Pampa, Ken is also a member of the Air Force Association, of the Admiral Nimitz Foundation, and honorary member of the Army Airfield Reunion Association, and, of course, of the Commemorative Air Force.

Ken joined the latter in 1983 (# 10304), and since became a Life Member (# 1762). He was Squadron Leader of the DEW in 1990, Wing Leader of the West Texas Wing, was part of the CAF General Staff, as well as the Board of Directors of the AAHM, from 1995 to 1999.

Finally, since 1997, he is the Co-Chairman of the American Airpower Heritage Museum.

One can only admire such a résumé which was rewarded with numerous Awards all along his associative career.

Ken has been a CAF member for more than 20 years and he thinks that he received from this organization far more than he can ever give back to it.

Through the CAF, he had several occasions to meet and befriend with many WWII heroes that he read about when he was a boy. Holder of a Private Pilot Licence, Ken had a chance to fly our two B-17's, the airplane that his father flew during WWII in the Pacific. Ken also was lucky to have a little left seat time in the B-29 Fifi!



Ken wishes to mention all the CAF members from all over the world who, he thinks, form the greatest group of people whom he was privileged to call friends.

Ken appreciated the invitation he got from Roy and Irene Grinnell to dine with the French Wing group, during AIR-SHO 2003, and was very impressed with everyone he met. Ken wishes the French Wing a continued success.

We thank him very warmly and we are honored by the fact that he is now a member of the French Wing. Welcome to our Unit Ken!

Col. Ken W. Fields

P.O. Box 662  
Pampa  
Texas 79065  
USA

Tel: 00 1 806 669 6851  
Fax: 00 1 806 669 0440

email: <[fields@pampa.com](mailto:fields@pampa.com)>

## CHANGES OF POSTAL AND EMAIL ADDRESSES

### CADET JULIEN LEPELLETIER

Our Cadet Julien Leppelletier just changed his email address:

<[julien.lepelletier@free.fr](mailto:julien.lepelletier@free.fr)>

### ROY AND IRENE GRINNELL

Our friends Roy and Irene have just moved:

Roy & Irene Grinnell  
2620 Rockport Lane  
P.O. Box 719  
LITTLE ELM  
Texas 75068  
USA

Telephone: 00 1 972 292 39 92  
Email 1: <[roygrinnell@aol.com](mailto:roygrinnell@aol.com)>  
Email 2: <[buywarbonds@aol.com](mailto:buywarbonds@aol.com)>



## CAF FRENCH WING ANNUAL DUES YEAR 2004 - 2005

Here is the list of members who have paid their annual dues for the financial year which will start from May 01, 2004 till April 30, 2005.

If your name is not on this list, we thank you for sending your annual dues cheque (50 Euros or Dollars for Colonels and Associate Members, 40 Euros or Dollars for Friends of the French Wing, and 20 Euros or Dollars for Cadets).

Gilles Avenel, Bob Ayars, Lilian Ayars, Bunty Bateman, Guy Bortolus, Henri Bourrassier, Merill Butikofer, Claude Cardinal, Daniel Costelle, William Davies, Bernard Delfino, Fumiko Delfino, Philippe Duflot, Louis-Jean Gioux, Roy Grinnell, Irene Grinnell, Barbara Hair, Aubrey Hair, Rick Hudlow, Louise Hudlow, Bill Katsones, Isabelle Lesser, Elzéard Ligneul, George Lodge, Jim Lux, Patrick Pierre-Pierre, Marcel Ruppert, Connie Sansing, Sandy Sansing, Haruo Tanaka, Terran Tidwell, Gilles Troussart, Regis Urschler, Jean-Jacques Vaucher.

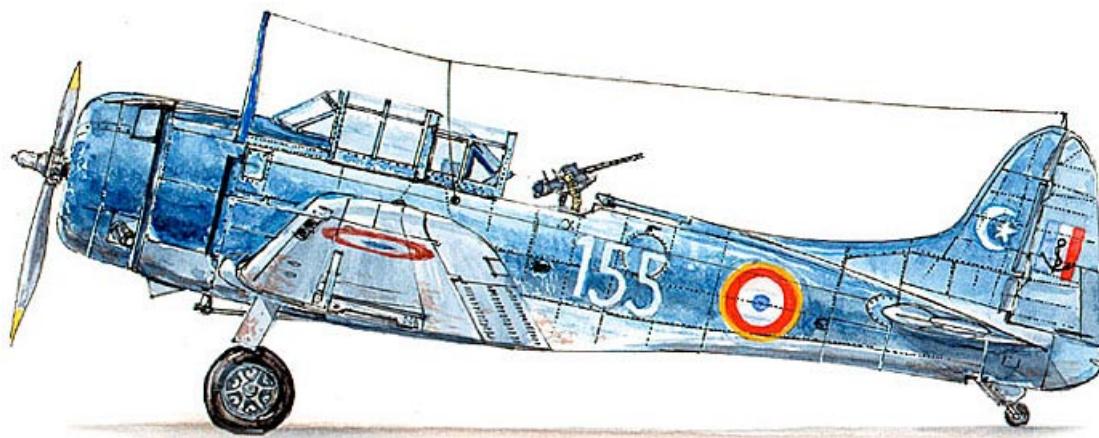
## LA FERTÉ-ALAIS 2004

If you intend to take an active part in the La Ferté-Alais airshow and help us with our booth on Friday 28, and throughout the week-end till Sunday evening, and if you haven't yet sent your cheque of 30 Euros to pay for your access badge and car park pass, thanks for sending it as soon as possible! Please use the form that you will find at the back of this Newsletter.



# DOUGLAS SBD & A-24 DAUNTLESS

By Colonels John P. Roeder and Michel Perrin - Painting by Jean Bellis



From the 1920's the US Navy went in for shipboard dive bombers. The most famous of them and one of the truly great airplanes of WWII was to become the Douglas SBD Dauntless.

The SBD was a direct descendant of the Northrop BT designed to a US Navy requirement issued in 1934. In 1936 the Navy had accepted the dive bomber as the BT-1 and 54 production aircraft were ordered by BuAer. Although a huge leap from conventional thinking the USN was not satisfied with the type. In redesigned form and with a significantly more powerful engine it became the SBD.

In April 1939 BuAer placed an order for 144 SBD-1s with Douglas. Of these only



Color photograph of one of the first SBD produced by Douglas.

57 were delivered, as the Navy considered the type still as not combat worthy, in particular due to lack of range and the missing of any armor protection.

They were consequently handed over to the Marine Corps, which lost 17 of them on the ground at Pearl Harbor.

The remaining aircraft of the initial order were delivered as SBD-2s with their combat radius increased from 200 to approximately 500 miles.

The SBD-3 with self-sealing fuel tanks and crew armor protection was delivered from March 1941. This was finally the aircraft that was acceptable to the Navy and which was to become its workhorse in the year after Pearl Harbor in the Pacific.

Other variants followed, the SBD-4 in October 1942 and the SBD-5 in May 1943. Production ended with the SBD-6 in July 1944, after 5,936 SBDs of all variants had been built.

From the Coral Sea in May 1942 to the Marianas in June 1944, the SBD played a significant if not decisive role in all carrier versus carrier battles in the Pacific.

The Dauntless legend was however established on 4 June 1942 near Midway, when in a six minute attack SBD-3s sank three major Japanese carriers.

A fourth one which was damaged later in the day sank the following morning. With the four carriers 300 aircraft went down and 3,057 men including most of the elite of the Japanese Navy air crews disappeared. The US lost one carrier, 140 aircraft and 362 men.



Splendid color photograph of a production aircraft fresh from the plant with chalk markings.

The Japanese Navy never recovered from this defeat, which turned the tide of the war in the Pacific.

Half the world away Operation Torch was unfolding, when US troops landed on the Coast of Morocco on November 8th, 1942.

Of the 164 aircraft aboard the four carriers supporting the invasion force, 36 were SBDs. After three days of fighting the French Vichy forces gave up, but the US Navy had lost 44 aircraft, nine of which were SBDs.

In the North Atlantic the Dauntless saw limited service with hunter-killer groups which had been organized to oppose the German U-boat threat.

The last operation of US Navy SBDs in the Western Hemisphere took place on October 4th, 1943, when USS Ranger launched twenty SBD-5's to attack German shipping in the approaches and harbor of Bodø, Norway.

From November 1943 the USN gradually replaced the SBD by the new Curtiss SB2C Helldiver.

Since the spring of 1944

SBD's were in fact in a minority on US carrier decks, from which they flew their last mission on 5 July, when attacking targets at Guam. The US Marines clung to the SBD until the end of WWII and slightly beyond, pounding away by-passed

Japanese garrisons in the Solomons.

In strict contrast with the SBDs career was that of the US Army A-24, basically the SBD with deck-operating features deleted.

The Army whose operational doctrine was focused on strategic air warfare had



*Another color picture of an early war-time SBD.*

dies on February 9th, 1942. One other dive bombing attack is known to have followed later that month. The Army was to make little use of the A-24 in combat, and even then very seldom as a true dive bomber.

It considered it too slow, too short of range and not tough enough for continued operation from advanced land bases.

*Photo : Bernard Delfino*  
Nevertheless a production contract for 170 A-24A's (equivalent to the SBD-4) was placed in 1942 followed by orders for 615 A-24B's (equivalent to the SBD-5), although the US Army

was never more than luke warm for dive-bombers of any type.

This was not so with the French. They had not forgotten the lesson that they had been taught by the German "Stuka" in the battle of France in 1940.

Initially 168 aircraft were delivered from the Navy production line between June and October, but the Army was not ready to the use them, as dive bombing techniques had not been developed. Navy and Marine air crews were called upon to help, but they could not pass on their enthusiasm to the Army for dive bombing.

The A-24 was first used operationally over the Netherlands East In-



*Formation flight of 2 SBD's of the CAF and the Lone Star Flight Museum in Galveston (Texas)*

totally neglected dive bombing in the pre-war years. The repeated stunning success of the German "Stukas" finally launched a hasty re-thinking, but controversy persisted, and it was not until 1941 that production of the A-24 went ahead.

This was probably the reason why at an early stage of the re-building of the French air arm in North Africa they planned the formation of dive bomber units for the Armée de l'Air as well as the Aéronavale. Lend-Lease allocations in early 1943 included 98 SBD/A-24s.

About 45 A-24B's were handed over to the Armée de l'Air in North Africa in 1943/1944. Some use of the type was made for police actions in Syria.

The real combat career of the A-24 in the Armée de l'Air began however after the liberation of Southern France. In September 1944 the "Groupe Vendée" with its A-24s moved to Toulouse, from where it started dive bombing German



*Line of freshly produced SBD's.*



Colonel John Roeder stands before the CAF's SBD, a long time before its latest restauration by the Dixie Wing.

strongholds in the so called Atlantic Pockets north of Bordeaux. With 16 A-24B's on strength the group at some point was transferred to Vannes in Brittany.

From there it conducted dive bombing missions against the "Pockets" in the Lorient and St. Nazaire areas until the war ended.

In order to block French harbors as long as possible Hitler himself had ordered that the enclosed garrisons fight to the last man. In these operations the group lost four aircraft.

After the end of WWII the surviving A-24B's were mainly used for training purposes at bases in Morocco and Casaux, France. Occasionally they also served for patrol and survey duties over North Africa. The last A-24s were retired in 1953.

The Aéronavale formed two squadrons - Flotillas 3F and 4F - with 39 SBD-5s



at Agadir, which became operational in September 1944. In November the squadrons flew with 32 aircraft to Cognac near Bordeaux, from where they dive bombed targets in the "Atlantic Pockets".

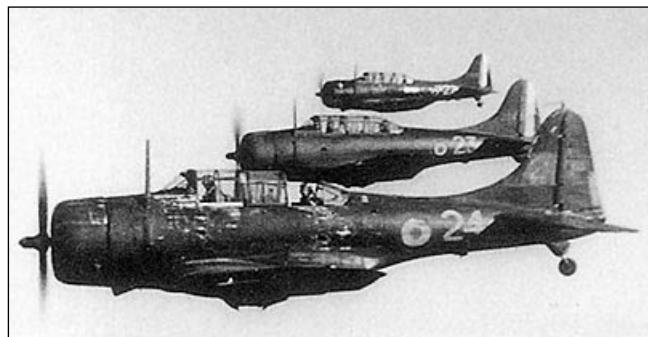
Aéronavale SBDs flew a total of 1,500 sorties and dropped some 500 tons of bombs on the Royan, Verdon, La Coudre, Grave, La Grande Côte and Oléron strong

holds. Only five aircraft were lost in these operations.

An incident worth reporting occurred on 6 April 1945, when Aéronavale SBD's and conventional bombers of the Aunis Group simultaneously attacked the German batteries on the Grande Côte.

No aircraft was lost in the resulting confusion, but no hits could be achieved either.

The problem was one of coordinating attacks of aircraft with very different tactical functions, a task which would have been virtually impossible in air operations in major combat zones.



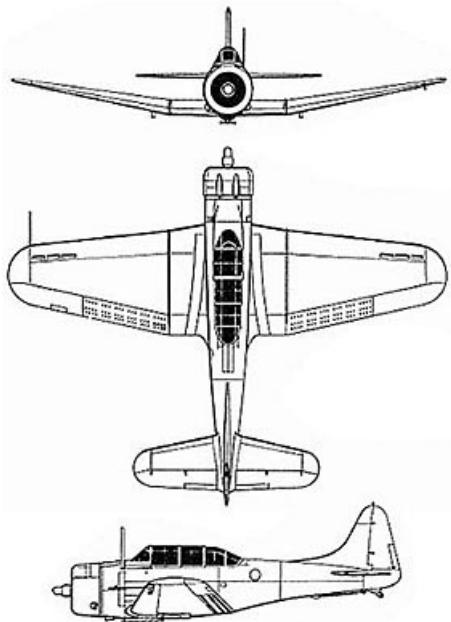
This was surely one of the reasons why Allied Command had banned dive bombers to participate in large battle field operations from 1943.

Aéronavale SBD's were again in action over Indochina in the initial phase of the conflict that opposed France as a colonial power with the communist Viet-Minh who were striving to get control of the territory.

In February 1947 the French carrier "Dixmude" (ex. British Bitter) arrived off the coast of Indochina with nine SBD's of the 3F aboard.

They struck targets in Annam and flew close air support for French ground forces in Tonkin.

Due to catapult problems the carrier returned to France in April. It sailed back to Indochina again in September



carrying nine SBD's of the 4F. These operated exclusively from land bases first in the Saigon sector, and then from Hanoi, before going back again to Saigon. In May of 1948 the carrier sailed back to France.

It was replaced by the Arromanches (ex. British Colossus) with 10 SBDs of the 4F aboard.

In a six weeks effort the squadron flew 152 missions mostly from land bases, attacking targets all over Indochina.

After the carrier had returned to France in January of 1948, the SBD was retired by the Aéronavale.

## DATA TABLE

### DOUGLAS SBD-5 DAUNTLESS

Description : Two-seat carrier based scout/dive bomber.

Propulsion :

1 1200 HP Wright R-1820-60

Wing span: 12,60 m (41 ft 6 in)

Gross weight: 4853 kg (10700 lb)

Maximum speed: 405 km/h (252 mph)

Cruise speed: 224 km/h (139 mph)

Range: 1794 km (1115 mls)

Service ceiling: 7407 m (24300 ft)

Armament: 2 fixed .50 cal. machine guns, 1 flexible 0.30 cal. twin in dorsal position

Bombload: Up to 726 kg (1600 lb) under fuselage, and two 177 kg (325 lbs) under wings.

# SPIRIT OF LEWIS.....

## "SKY RUNNER" BECOMES SPONSOR OF THE SPIRIT OF LEWIS

Our friends and members cols. Philippe Duflot and Gilles Troussart, decided, quite generously, to react to our call for new Sponsors, and made their company SKY RUNNER, a Flying Sponsor of the Spirit of Lewis. We warmly thank them for such an efficient help. The current Sponsors are:

### FLYING SPONSORS

Gilles Avenel  
Hervé Cherry  
Bernard Delfino  
Claude Gascon  
Irene Grinnell  
Roy Grinnell  
Jean-Claude Miniggio  
Patrick Pierre-Pierre  
Claude Requi  
Sandy Sansing  
Société SKY RUNNER

### RESTORATION SPONSORS

Didier Cardinal  
Roger Gouzon  
Cédric Malhaire

### SUPPORTING SPONSORS

Bunty Bateman  
Christophe Bastide  
Henri Bourrassier  
Michel Cahiez  
William Davies  
Fumiko Delfino  
Louis-Jean Gioux  
Patrick Gremez  
Barbara Hair  
Aubrey Hair  
Elzéard Ligneul  
Guy Perrin  
John Roeder  
Marcel Ruppert  
Jean-Jacques Vaucher

## ROY & IRENE GRINNELL SPONSORS OF THE SPIRIT OF LEWIS

The arrival of Irene and Roy Grinnell within the Sponsor program of our Piper Cub Spirit of Lewis, allows us to close this budget for 2004. This new help ensures that we have a full year of operation for our aircraft.

Those of you who will participate in the extraordinary meeting organized to honor Roy Grinnell, on April 17, will be able to thank him directly for his generosity and his enthusiasm.

## THE WORK ON THE SPIRIT OF LEWIS HAS STARTED



Some of our friends in Persan on March 27. Left to right, standing : Fumiko Delfino, Guy Perrin, Didier Cardinal, Cédric Malhaire, Roger Gouzon, Frédéric Pollicella, and, kneeling, Bernard Delfino.

On Saturday March 27, despite the deep cold weather of this early Spring, a team of courageous volunteers started the long and painstaking job of sanding down the current markings, in view of the "militarisation" of our Spirit of Lewis.

This team included Didier Cardinal, Fumiko and Bernard Delfino, Eric Ducreau, Cédric Malhaire (With his companion Gaëlle and their daughter Erin aged nearly three months), Roger Gouzon, Guy Perrin, and Frédéric Pollicella.

All these friends have started to prepare the aircraft for its painting while Guy worked on the 65 HP Continental engine, fitting helicoils to renew the screw thread of the rocker covers, in order to get the motor back to standard.

The tasks to be accomplished are legion and will call for the help of everyone who would like to take part in this preparation job. Here are the dates when we intend to work on the Spirit of Lewis throughout each day during April:



Photo : Bernard Delfino

During an engine run: In the rear seat, Cédric Malhaire, and in the front one, Didier Cardinal.

Sunday 11 April, Saturday 24, and Sunday 25 April. For these three days, we expect to see a maximum number of members from 10:00 till 17:00. There will be enough work for everyone.

The tasks to be accomplished are :

- Sanding of the civilian markings on the fuselage sides.
- Complete stripping and painting of the engine cowlings.
- Preparation of the fuselage for the yellow paint.
- Painting of the fuselage.
- Painting of the blue vertical band, and of the red and white horizontal bands on the empennage.
- Application of the star insignias on the fuselage sides and the wings.
- Painting of the registration using 12 cm high letters, under the stabilizer.
- Complete stripping and painting of the engine air deflectors.
- Touch up of the engine casing with gold paint.
- Painting of the wing struts.

- Painting of the airplane's name (Spirit of Lewis), on both sides of the front fuselage.
- Replacement of all surface corroded screws, nuts, and bolts.
- General cleaning of the airplane.



Photo: Eric Ducreau



Photo: Bernard Delfino



Photo: Bernard Delfino



Photo: Eric Ducreau

## **PROPOSAL OF A FLYING WEEK-END ON APRIL 24 AND 25 FOR ALL OUR MEMBERS**

After a long year of waiting, working hard, and learning the hard way, on April 23 the "Ground" insurance contract for our Piper Cub will end. It will be replaced by a "Flying" Insurance contract which will allow us to get our plane back in the air as often as we wish.

Therefore, we suggest to all our members to participate in a very special week-end that will allow us to work, to fly, and to relax.

These flights will be 30 minutes long and will be commanded by two of our approved pilots.



on the plane, friendship, and a barbecue that everyone will be able to help with by bringing a dish, a bottle, and a dessert, that we will all share and enjoy.

The cost of these flights for all occupants will be as per the rate that was approved when we adopted the financial plan for the Spirit of Lewis:

- 25 Euros/hour for the Flying Sponsors.
- 40 Euros/hour for the Restoration Sponsors.
- 55 Euros/hour for the Supporting Sponsors.
- 80 Euros/hour for all the non Sponsors.

We wish to remind you that everyone can become a Sponsor at any time, and at the level that he wishes to choose.

Therefore, if you intend to fly several hours aboard our Spirit of Lewis during the year, you ought to become a Sponsor. This will reduce your costs considerably.

## **PIPER CLUB FRANCE ANNUAL GENERAL ASSEMBLY**

This meeting was held on the airfield of Nangis (77). Ran by its President, mister Guy Fourdrain, several points were mentioned: Activities, election of the Board of Administration, budget, projects for 2004, projects for 2005, production of superb yellow caps with the Piper Club France logo, etc. The meeting ended with a lunch at the airfield restaurant. The French Wing was represented by Guy Perrin and Fumiko and Bernard Delfino.

The bad weather was a handicap, and only one Piper Cub, the F-BDTS from Soissons managed to fly to Nangis. Bravo to his pilot!



Photo: Bernard Delfino

## The FSS P.X.

The following articles are available against a payment by cheque to the **CAF French Wing**. (Note: **Postage is extra** unless stated otherwise).

- Official Wing patch: € 9,20.
- "Gioux" type patch: € 6,10.
- Pins epoxy, various: € 5,50.
- Pins cloisonné, various: € 7,60.
- Painting "Lloyd's Dream" 50x76cm: € 40,00.
- Painting "Lloyd's Dream" 50x76cm. framed: € 55,00.
- 100 sheets of paper with your letter head: € 8,00.
- Color Photos (B17, B25, etc...) 30x45cm: € 9,00.
- T shirt Piper CUB, 170 grams, L or XL: € 16,00.
- T shirt cartoon P40, 170 grams, L or XL: € 16,00.
- T shirts: Other sizes available on order.
- T shirts illustrated with the picture of your choice (Maximum size A5): Send in your picture and we will make the Tshirt of your dreams (Warning! Only send pictures that are totally free from any copyrights): € 12,00.
- Color aircraft profiles 15 x 20 cm. pre-framed: *Various*: € 4,00 each.
- Warbird cards by painter Jean Bellis: € 4,00 each.
- Video cassette of sequences filmed in Midland (55mm) VHS PAL: € 16,00 ©
- Large format paintings by Col. Eric Besançon: F4U Corsair and Messerschmitt 262 night fighter: € 31,00 ©
- Poster of 36 WWII airplanes painted by Jean Bellis, 61x81cm: € 9,00 (Members) € 10,00 (Non Membres) ©
- Prints of the Roy Grinnell paintings - Normandie Niemen, Corsair F4U7, and B26 Marauder - Unsigned: € 40,00 + P & P € 10,00. Signed by veterans: € 60,00 + P & P € 10,00. ©
- Post Cards based on the same paintings (B26 Marauder, Corsair, and Neuneu): € 0,50 each ©
- CD Rom of 36 FSS Newsletters since January 2000, French and English, compatible PC and Macintosh, <.pdf> format readable with Adobe Acrobat Reader: € 10,00 P & P inclusive ©
- CD Rom of 200 warbird photos taken during Airshow in Midland, by B. Delfino: € 10,00 P & P inclusive ©

The CAF French Wing is a non-profit Association ruled by the 1901 law, and registered under number 2473 of the Journal Officiel dated 10 July 1996.

Unit Leader: Col. Bernard DELFINO  
Tel: 0148690457 - email: bdelfino26@aol.com  
Executive Officer: Col. Claude REQUI  
Tel: 0442287755 - email: claude.requi@free.fr  
Finance Officer: Col. Didier CARDINAL  
Tel: 0160260798 - email: delta.charlie@wanadoo.fr  
Adjutant: Col. Eric DUCREAU  
Tel: 0148616735 - email: edducreau@aol.com

AIRSHOW is a publication of the French Wing of the Commemorative Air Force, Inc. - Any partial or complete reproduction of the articles and the illustrations published in this monthly Newsletter is forbidden without the agreement of the FW. Please write to the Association at the following address: 19 rue de Cannes 93600 - Aulnay sous Bois - FRANCE.

# SAFETY.....



A GOOD SLICE!...

This photo is ideal to emphasize several important safety aspects of aviation: The usefulness of brakes and chocks, and the dangers of propellers which can easily slice through metal (Imagine the effect on a human being!... Many experienced this because of their lack of concentration or by inadvertence, and only a few came out unhurt to give us their impressions). The story does not say what was the expense for the person responsible for this accident, but one can easily imagine...

### FOR SALE: "SPIRIT OF LEWIS" LEATHER JACKET



Above is the splendid leather jacket and its painting made by col. Hervé Cherry.

This jacket is still available at a price of 160,00 Euros.

The money produced by this sale will go directly into our L Bird project budget, and this excellent buy will be a nice way to help our Piper Cub.

### BE A SPONSOR OF THE "SPIRIT OF LEWIS" !

Our Piper J-3 Cub needs Sponsors!

If you always showed a definite interest for this airplane, you may now become one of its active Sponsors, and fly it regularly, by selecting one of the three available levels, and add pleasure to good deeds by flying this legendary WWII aircraft.

Here is the list of these levels and the sponsorship costs for each one of them:

• **FLYING SPONSOR:** 250 Euros per year and 25 Euros per flight hour.

• **RESTORATION SPONSOR:** 125 Euros per year and 40 Euros per flight hour.

• **SUPPORTING SPONSOR:** 50 Euros per year and 55 Euros per flight hour.

Non-Sponsor members will still be able to fly our plane for a unique rate of 80 Euros per flight hour.

**LA FERTÉ-ALAIS AIRSHOW, 28, 29, & 30 MAY, 2004**  
**&**  
**AIRSHO 2004 IN MIDLAND (TEXAS)**

Dear friends,

The La Ferté-Alais airshow is almost there and we need to know whether you intend to participate or not. Also, and although it is still in a far future, the CAF General Assembly in Midland, and AIRSHO'04, on 01, 02, and 03 October 2004, will soon be there too. We also need to know if you will attend these events.

Thanks for returning this form as soon as you receive it. It is the only way to guarantee the best possible organization.

Many thanks to you all!

Bernard Delfino

NAME AND FIRST NAME: ..... CAF #: .....

**LA FERTÉ-ALAIS AIRSHOW, 28, 29, & 30 MAY, 2004**

- I will participate to the La Ferté-Alais airshow from Friday 15:00 till Sunday 20:00 as a volunteer. To this effect, please find attached to this form a cheque for 30 Euros for the purchase of a badge and a car park pass for my vehicle.
- I wish to be responsible for a particular task in the CAF French Wing booth:
- Welcoming of the public.  
 • Organization of the Saturday BBQ.  
 • PX sales.
- I shall be at La Ferté-Alais as a spectator on Saturday 29 May.
- I wish to take part in the evening BBQ at the CAF French Wing booth (15 Euros).
- I shall be at La Ferté-Alais as a spectator on Sunday 30 May.

**AIRSHO 2004 À MIDLAND (TEXAS)**

- I will attend AIRSHO'04 on 2 and 3 October 2004, and the CAF General Assembly on Friday 01 October, 2004.
- I shall travel with ..... persons.
- I wish to get some help for my hotel accommodation.
- Arrival date: ..... at ..... hours.  
• Departure date: ..... at ..... hours.
- I wish to share my rental car with ..... persons.
- I will participate in the French Wing diner on Thursday 31 September (Number of guests: .....).