

AIRSHOW

CAF FRENCH WING - MONTHLY NEWSLETTER - BULLETIN MENSUEL

Volume 11 - N° 4 - April 2006

EDITORIAL

This first quarterly of year 2006 has been saddened by the recent death of Joseph Risso of the Normandie Niemen and Robert Scott of the Flying Tigers, and, today, by the death of Pierre Clostermann. This hero had a gift to write, so much that, without even knowing it, he influenced the life of tens of thousands of young aviation lovers who, thanks to him, did a career in aviation. I'm one of them, and I shall always be grateful to him for this. Many of you expressed your deep sadness after you heard about it. The condolences message I sent to Madame Clostermann, on behalf of all our members, was highly appreciated by her and her family. It's the least we could do.

But life goes on, and you will find, in this issue, all sorts of news, the best ones being the arrival in the French Wing of several new members, two of whom see their portrait published this month. Others are still to come, and I'm simply waiting for their forms to arrive to write an article about each one of them. Thanks for your patience.

I was planning on the participation of all our members, without any exception, to our Unit's tenth anniversary celebration, which will take place on June 10 and 11, on the airfield of Le Plessis-Belleville. Alas, it seems that several members will not be able to make it for various and serious reasons. The most important news is that our dear Lewis Bateman's sister, Shirley, will be there! And she will come with three friends. The Spirit of Lewis will not stay on the ground for very long during this memorable week-end!

It sometimes takes months between the time an article is written and its publication, especially when urgent news have to take precedence, which happened throughout the whole Winter season. Therefore, you will find in this issue, with some delay, the report on the Tours airshow that Christian Tournemine and Christophe Bastide have made of it. I thank them very much for their kindness and their great patience.

Bernard

PIERRE CLOSTERMANN AKA "CLOCLO" HAS GONE WEST

ONE OF THE MOST FAMOUS WWII FIGHTER PILOTS, AND THE ONE WHO INSPIRED THE GREATEST NUMBER WITH HIS BOOK "THE BIG SHOW", PIERRE CLOSTERMANN, PASSED AWAY ON MARCH



WHAT'S THE CONNECTION BETWEEN THIS CURTISS P-40 AND THE FRENCH WING? READ OUR AMAZING ARTICLE ON PAGE 3.

GREAT CONTEST FOR A 50th ANNIVERSARY ORGANIZED BY THE CAF (See on page 6 the rules and the conditions to be fulfilled).

ONLY ONE MONTH LEFT TO PAY YOUR FRENCH WING ANNUAL DUES, IF YOU HAVEN'T ALREADY SENT YOUR CHEQUE (See details and list on page 4).

PIERRE CLOSTERMANN

Article by col. B. Delfino

If one asked me who, among all the french members of the French Wing, has never read "*The Big Show*", I would not hesitate one second: None!

This book, through the lived story it tells in such a lively and moving way, represents, in the world of aviation, THE book that every aviation lover must have read at least once. This book has the rare capacity to be, today like it did on the first day of its publication, the one that triggers passions and decides the future of its readers. It's the only example of such a phenomenon that comes to my mind and I type these modest lines. The only one, to my knowledge, in the history of literature, and in the history of aviation.

Tens of thousands of youngsters have, by reading it, caught the aviation virus, and made a career in aviation. How can a simple book have such a power will you ask?... Read it, or read it again, and you will know the answer to this question: A lively style, genuine technical and historical details, and plenty of emotion that Pierre Clostermann was able to transcribe on paper. A very difficult art, but terribly effective for who has it.



Meeting such a hero was the dream of all these aviation lovers, but the very stature of the man has always been such that it only came true for some lucky ones.

It was thanks to a happy convergence of circumstances, and thanks to the help from Yves Donjon and Eric Ducreau who met him during an airshow in Rouen in 2001, that I was able, at last, to hope and materialize this dream.

Fumiko, who had met Japanese Ace Saburo Sakai on two occasions, had promised him to give Pierre Clostermann, a calligraphy that he had written with his own hand. It took nearly three years to make this meeting possible. This event took place on June



9, 2001.

I was very moved just thinking that I was about to meet one of those who are at the origin of my love for aviation. Like many, I thought, ever since my first reading of "*The Big Show*", at the age of twelve, that its author was untouchable, almost unreal, and I could not even hope to have the luck to meet him and exchange a few points of view with him.

The kindness of this great man, and his simplicity, soon melted all my fears and anxieties. His warm welcome helped us feel good.

It was with a real joy and a sincere emotion that he accepted from Fumiko's hands the calligraphy written by Saburo Sakai. He was also charmed to receive a few presents from our Unit, and he willingly accepted to sign a few documents that we had brought with us.

The conversation that we had with Pierre Clostermann was, for a great part, about Japanese pilots and their bravery during WWII. Not known well enough, and victim of often erroneous information, he told us that a future edition of his second book "*Flames in*



the Sky" would mend this inequity, and would include the absolutely fantastic story of Saburo Sakai's flight, after he had been shot and wounded over Guadalcanal.

The conversation turned to our Unit's activities, and, more particularly, to "Mission 441" of which a complete report was given to him as two of the French Wing Newsletters. Pierre Clostermann was impressed by this project and expressed his satisfaction to see the efforts we had deployed to honor the memory of WWII aviators. Our meeting lasted an entire hour, and rarely did an hour of my life go so fast!

Thank you Pierre Clostermann. Your kindness and your modesty confirmed the opinion the reading of your books forged in my mind since the very first time I read them.

Thank you Pierre Clostermann. Thanks to the example you gave us through your wonderfully written books, vocations were revealed among thousands of young men, vocations that became as many brilliant aviation careers. Without you, aviation would not be what it is today.

You have just left, but you will remain present for ever in our hearts, thanks to your exploits, and thanks to the books you gave us.

You just joined those who recently went away: Joseph Rizzo very recently, Jacques Remlinger your lifetime close friend, Saburo Sakai, Robert Lee Scott, and many, too many others.

Au revoir, and à bientôt Pierre Clostermann.

ROY'S LATEST BABY

Col. Roy Grinnell has hit the jackpot again with this splendid portrait of Tex Hill's P-40, the product of a recent private order.

This painting is so good that a publisher has already asked for it for one of its 2007 calendars dedicated to Aces. Other paintings from Roy that will be included in this calendar are: George Chandler (P-38), Pierre Clostermann (Tempest), Fred Christensen (P-47), Marcel Albert (Yak 3), Saburo Sakai (Zero), Pete Brothers (Hurricane), Lufbery (Nieuport17c), Claude Weaver (Spitfire Vc), Marseilles (Me-109), Gen Han & H. Fisher (Mig 15 bis), and Steve Pisanos (P-51B).



Beware! No print will be made from this painting of Rex's P-40, but should some of our members be interested by a giclée (printing on canvas), it would be possible for a special price (for members) of \$200.00 + P&P, to be ordered from Roy or from the French Wing, depending where you reside.

THE FRENCH WING GETS ITS P-40 (AT LAST!)

Unbelievable but true! The Disney Studios in Paris have done away with their P-40 that did not fulfil their needs any longer.

This plane is, in reality, a scale 1 model, and if it wasn't for the width of the propeller blades, slightly too wide, it would take a very close examination to see that it is not a real P-40.

It took an exceptional convergence of circumstances for our Unit Leader to be on the

spot, in the Disney Studios, the very day the plane - one of the models used for the movie "Pearl Harbor" - was about to be thrown away by the Disney Studios. He simply asked the question: "*Could you not donate it to our Association?*"

Enthused by the noble goals of the CAF and the French Wing, the people at the Disney Studios agreed and donated the plane immediately!

The deal was made official a few days later, and it's recently that the plane was brought to the airfield of Le Plessis-Belleville and fitted atop the pole that we had prepared for it.

The photos show the delicate manoeuvre of bolting the plane at the top of this pole. The operation was supervised by cols. Philippe Dufлот (left), our Finance Officer who seems to be pre-occupied by the cost of this operation... and Didier Cardinal



(below). Our Unit Leader was here too, of course (One knows too much about his pronounced leaning for this

type of airplane!...). The plane's paint scheme will soon be changed for one of the Flying Tigers.



AN IMPORTANT AND INDISPENSABLE CHANGE

As it was announced last month in the report made by Barbara Hair on the CAF Winter Staff Conference, all patches, pin's, and other embroideries which include the word "Confederate Air Force" must disappear from all our garments and others, as soon as possible.



stop us from keeping the noble goals that were chosen fifty years ago by the founders of the CAF. These goals are so right and so noble that they are imperishable. All members of the CAF have these goals deep in the bottom of their heart, and no one will ever ask them to change, on the contrary!

This decision has for origin the negative effect that this word, *Confederate*, has politically taken on as years went by, and its effect on the public.

If this term was amusing about fifty years ago, it has, today, a completely different meaning whose effect is undesirable. We understand that several members may feel some nostalgia for this defunct era, but the CAF has to adopt a more neutral aspect, and be more open to the general public than before. It has to be conducted and a business and a flourishing one.



But it is time, today, to stow our grey uniforms in our small personal museums, to undo our old patches, and to replace them with new ones of the Commemorative Air Force.

The cost will not be too high, and if it can console the saddest ones, these remains of the early days of the CAF will soon become coveted collectors' items and will have a value that they never had before!

Still on that same subject, on March 16, the CAF General Staff decided to drop the use of the modern wings and revert to the classic ones as the official CAF logo. A decision which will be highly appreciated by many members.

FRENCH WING ANNUAL DUES - YEAR 2006 / 2007

Like every year, with Spring comes back the time to pay your French Wing Annual Dues.

All payments must be done before April 30. Therefore, if it's not already done, we thank you for sending us a cheque of: 20€ if you are a Cadet, 40€ if you are a Friend of the French Wing, or 50€ if you are a Colonel or an Associate Member.

Our friends who reside in the USA must send a cheque of \$50.00 to Roy and Irene Grinnell, in their name, so that they can cash it and give us the cash the next time we meet them (Roy & Irene Grinnell, P.O. Box 719 Little Elm,

Texas 75068). That way we will avoid most of the ruining bank charges. The members who are up to date with their annual dues are:

Hugh Alexander III, Gilles Avenel, Bob & Lil Ayars, Jean Barbaud, Bunty Bateman, François Bergeon, Didier Bourrassier, Arnaud Chatton, Daniel Costelle, Merrill Butikofer, Bernard & Fumiko Delfino, Philippe Dufлот, Ken Fields, Roy & Irene Grinnell, Barbara & Aubrey Hair, Tex Hill, Isabelle Lesser, Georges Marcelin, Patrick Pierre-Pierre, Betty Piland, Hervé Quefféléant, Sandy Sansing, Gordon Stevenson, Terran Tidwell, Gilles Troussart, Regis Urschler, and Ronald Wright.

SPONSORS OF THE "SPIRIT OF LEWIS"

Levels of sponsorship :

Flying Sponsor

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

Restoration Sponsor

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

Supporting Sponsor

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

Non-Sponsor

No annual premium and
80 Euros per flight hour

List of Sponsors to date :

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
Ronald Wright

WELCOME FRANÇOIS BERGEON

Col. François Bergeon loved the article about Sandy Sansing's commemoration in Puisieux en Retz, to such a point that he found our contact on the CAF web site and sent our Leader a message, last February.

François immediately offered to host our own web site, which is a big step forward in the long path that will lead us to a proper web site for our Wing.

Not only did he offered this big favor, but he started a welcome page which includes

famous aviation cartoon series whose hero is called Buck Danny.

He got his french PPL in 1982 and flew at the aero-club of Etrepagny before he decided to go and live in the USA. There, he got his american licences (IFR), commercial, multi-engine, and instructor in 1995.

François was a full-time instructor during several years on tail draggers (PA-18, Super Cub) and aerobatics (Great Lakes, Pitts).



the contact of each Board of Administration member. Those of our readers who are connected to the Internet can open this page at the following address:

<http://www.frenchwingcaf.org/>

We now need to prepare the contents of our web site and to put it on line. Merci François!

François came to France to spend some leave during the second half of March, and the Board of Administration members met him in the Le Bourget Air Museum. The photo above shows François with Didier and Philippe during this meeting.

François works as a computer program engineer for a company that deals with credit card payments. He was fascinated by aviation ever since his early years, when he was building plastic models and reading a

He took part in local aerobatics competitions, and even became the Champion for Arizona in 1999 flying a Pitts S-2C! He is also a research pilot and a check pilot for the **Civil Air Patrol** (USAF auxiliary).

A member of the Arizona Wing for the past 3 years, and Sponsor of the B-25 "*Maid in the shade*" which is currently being restored, François has been flying the Arizona Wing's SNJ for his own pleasure, and he is authorised to give rides when people want to.

He dreamed of flying a T-6 for the past 15 years, and he loves this plane so much that he wrote an article about it, which was published in 1996 in the french magazine *Info Pilote*. He also wrote an article about the Civil Air Patrol, which was published last year in *Aviation & Pilote*. You can visit his (old) web page at the following address:

UPDATE ON THE SCI

A computer typing error shortened the family name of Colette, Barbara's french teacher. It should have read **Colette McAlester**.

Those who know her will have corrected this mistake. We hope that Colette will forgive us for such an error.



G. Avenel	700,00
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. Gouzon	4060,00
C. McAlester	70,00
G. Marcelin	350,00
J-C Miniggio	70,00
P. Pierre-Pierre	5040,00
G. Robert	140,00
C. Tournemine	1400,00
Total 328 parts sur 1000	22960,00 sur 70000,00

<http://www.cybercockpit.com>

Should members who visit Arizona wish to fly with him, the Wing asks for \$250 for 30 minutes, but beware, François only flies between October and May because the weather is too hot in Arizona!

Welcome aboard François!



WELCOME RONALD WRIGHT

Col. Ronald D. Wright, Ron for everyone, became interested in aviation at a very early age.

He was born on February 23, 1943, in Independence (Missouri), a suburb of Kansas City.

His father was a flight engineer and pilot with TWA, and airplanes were an important and constant part of his life. As a young boy, he built and flew airplanes of all sorts.

Although his father taught him to fly at the age of 10, he only got his pilot license 40 years later. He is currently the holder of a US Commercial Certificate and instrument rated.



He married Sharyl, his wife of 38 years. She is a professor of Art History in a small local University. They have two daughters and three grand-children. A dentist by profession thanks to diplomas he got in the universities of Kansas and Missouri, Ron served in that function with the US Air Force, in Heidelberg, Germany, from 1972 till 1975. His assistant was from Verdun, and, thanks to her, he learned a



bit of French and, especially, he learned to enjoy France where him and his wife take trips searching for cathedrals, sculptures, and nice paintings.

Ron practices but he stayed in the Army reserves, and retired with the grade of Colonel.

His love for WWII aircraft led him to the Commemorative Air Force. HE has been a member for about 8 years, and he belongs to the Heart of America Wing. He flies the Fairchild PT-19 that has been assigned to this

Unit (picture on the left), and, today, he's a member of the French Wing!

Ron made a point of supporting the Rearwin Sportster restoration project, and to become a Supporting Sponsor of our J-3.

A very big Thank You Ron, and welcome aboard!

SHORT LINES

• Association **Aviation Club de France** decided to make another important donation to the French Wing for the restoration of the **Rearwin Sportster!** We thank the leaders of ACF, and **colonel Marcel Francisci** whose generosity and help to our Wing are simply extraordinary!

• **Airshow of La Ferté-Alais June 02, 03, and 04, 2007:** If you did not react in due time to the mail sent to you on March 15, you now need to buy your own tickets at the public price of 26 euros per day, twice the price asked for professional participants. Too bad!

Those who wish to help with the setting up of our tent, meet us at the airfield check point on Friday June 02, at 2 PM. Should no member of the Board of Administration be there, be patient and wait for the arrival of our Unit Leader, or call him on 06 80 36 17 17.

• **The CAF is organizing a National Convention in Las Vegas from July 06 till July 12, 2007.** Should you wish to participate, please contact the French Wing at once to get the necessary details.

• **For its 50th Anniversary, the CAF will publish a book on that theme.** It will include a history of the organization and a portrait of the CAF today. You will soon receive documents that will allow you to be part of the book. Watch your mail and call the French Wing head office if you have any problem understanding or translating what it's about.

CAF 50TH ANNIVERSARY LOGO COMPETITION

The CAF organizes a competition for the logo which will be used to celebrate the CAF 50th Anniversary in 2007.

This logo will be used in all CAF publications related to this event, and will be shown on all CAF airplanes. Any member or friend can participate. The rules of this friendly competition are simple:

- The drawing must include the words "Commemorative Air Force" or "CAF", and figure "50".

- It must be clearly readable.
- It must be sent as a high resolution (300 DPI) JPEG graphic document.
- It will need to be sent to Kay Crites via email at: < publicrelations@cafhq.org >, or burned on a CD Rom and sent by mail to the following address:
CAF Headquarters, PO Box 62000, Midland, Texas 79711, USA.
- It must be received in Midland **before June 30, 2006.**

If you do not have a computer, send

your drawing, fully finished, to the French Wing head-office which will scan it and send it to Midland on your behalf. A professional level must be adopted because this logo must be readily useable.

All suggestions will be judged by an impartial jury, and the winner will get a set of **golden wings** to be worn on your uniform, and a **three days and two nights holiday week-end** to be chosen among 41 destinations.

RAOUL LUFBERY COMMEMORATION

Col. Philippe Dufflot found the military record card of Raoul Lufbery, as it is preserved in the Defence archives, as part of the project Memory of Man-kind.

This card, as the assiduous reader will notice, include two errors of a fair size. Were they willingly included by Raoul, or were they simple thoughtfulness from the secretary on duty that day? We will probably never know...

Raoul's date of birth is written as being March 21, 1889, while the true date was March 14, 1889. The place of birth is given as being Paris, while, as everyone knows, Raoul was born in Chamalière.

We learn that Raoul enrolled himself in the Army on August 25, 1914 for the duration of the war, that he was coming from the First Aviation Group (Dijon Depot), and that he got three citations from the Army, the Military Medal, and the Croix de Guerre in 1916.

The person to be advised in case of an accident has been changed from Madame Jeanne Moncyrang (Spelling not guaranteed), living in rue de la Pompe in Paris, to his brother Julien Lufbery, Secretary of the Army Headquarters.

Then, his profession as a civilian has been declared as a mechanic, which is true since he was Marc Pourpe's mecha-

Nom <i>Lufbery</i>	Prénoms <i>Raoul</i>	Grade <i>Captaine</i>
Né le <i>21 Mars 1889</i> à <i>Paris</i>	Canton <i>Adjudant</i>	
Département	Service Armé en <i>Auxiliaire</i>	
Fils de <i>William</i>	et de <i>Annie Versière</i>	
Domiciliés à <i>New York Broadway 45</i>		
Entré au Service Actif le <i>25 Août 1914</i>	Mobilisé le	
Arme avant l'aviation <i>1^{er} Groupe Aviation</i>	Dépôt à <i>Dijon</i>	
Matricule de recrutement	Recrutement de <i>Seine et Marne</i>	
<i>3 Citations: Armée</i>		
<i>Décorations: Médaille de la Valeur et Croix de Guerre</i>		
<i>Marié avec</i>	<i>7-1916</i>	domiciliée à
<i>Paris</i>		Département
ADRESSE		
à prévenir en cas d'accident		
Nom <i>Mme Julien Lufbery</i>	degré de parenté <i>frère</i>	
rue de la <i>Pompe</i>	N° <i>155</i>	
Canton <i>Paris</i>	Département du <i>Seine 155</i>	
Emploi dans le civil:	Affectation:	
<i>Mécanicien</i>	<i>Pilote Voisin</i>	
	<i>Tournes S.V.P.</i>	

14 / 9 / 15 Venir à Ambérieu

5 / 10 / 15 Parti au G. B. 102

17 / 11 / 16 Venir de l'Escadrille N 124 pour prendre livraison d'un Spad monoplace

17 / 11 / 16 Parti N. 124

22 / 11 / 15 Délivré un ordre de service pour répondre G. B. N. 124 par voie aérienne

nic. His posting was as a Pilot of Voisin aircraft, a plane that he probably learned to fly on.

Finally, the back side of this military record card includes several facts about Raoul's movements: "Came from Ambérieu on September 14, 1915", "Left for

G.B. 102 on October 5, 1915", "Came from Escadrille 124 on November 17, 1916, to take delivery of a single-seater Spad", then, the same day "Left for N 124, broke down in Louvres, back to R9A", and on November 22, 1915 "Was given a mission to answer (or carry on) etc... (unreadable).

"CARTOONS TAKE TO THE AIR"

Such was the title of a show dedicated to aviation cartoons which took place last month at the Le Bourget museum (Musée de l'Air et de l'Espace du Bourget).

Our friend Jean Barbaud (*right*) was one of the artists who took part in this show, and his kindness allowed dozens of his fans to get a personalized signature, including a drawing of their choice! Quite a performance because this show lasted a whole 48 hours.

The "muscled" guards at the gate made sure that each visitor could only get two books signed each, which, considering the number of them and the success of this show is understandable.





FREE FRENCH AIR FORCES (FAFL)

THE GROUPE BRETAGNE (4)



Articles and paintings by col. Louis-Jean Gioux



On January 22, 1943, the Groupe GMB 2/20 Bretagne left Zouar and established itself up North in Sebha. General Leclerc did the junction with the British troops in Tripoli, and left for the conquest of Tunisia. But the Groupe Bretagne did not take part of the Tunisia campaign. It was transferred in April 1943 in Ben Gardane, south of Tunisia, where it trained for night flying.

The equipment was wearing out. An aircraft accident cost the lives of Captain

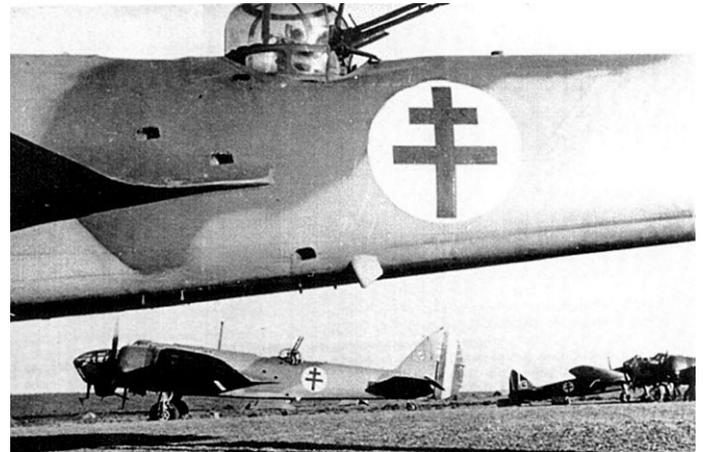
the Groupe Bretagne, with, namely, an eventual deployment in Russia. In July 1943, while flying back from Algiers, an other aircraft accident that involved Commandant de Saint Péreuse cost him the loss of a leg.

Finance and Captain Roques. On June 27, 1943, General de Gaulle inspected the Group.

He talked about the future of

He was then replaced by Capitaine de Maismont who became the leader, and, on July 18, 1943, General Bouscat confirmed the near departure of the group for the East.

On July 28, 1943 the planes took off for Rayak, and, in November, the Groupe Bretagne left for Egypt, and finally started off for Algiers.



THE BRISTOL BLENHEIM

Manufactured by the Bristol Aeroplanes Company Limited, the *Blenheim* was a light bomber, based on model 142 civilian transport, designed in 1936. It came into service in 1937 under the denomination Mk 1.

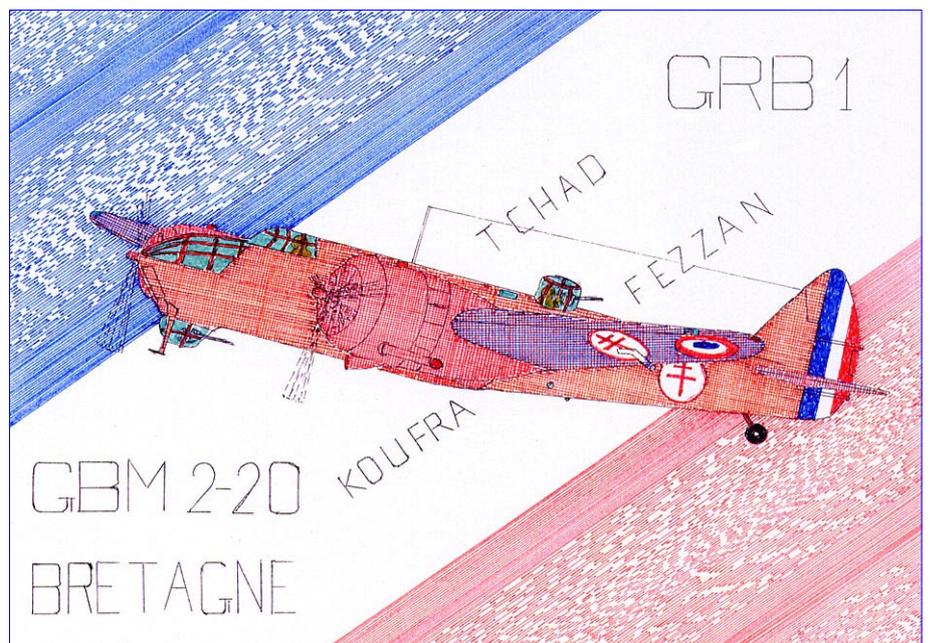
When it appeared, it was faster by 160 km/h (100 mph) than the *Hart* it was about to replace, and faster than all the fighters in service in the Royal Air Force!

Various versions, each time improved, followed up to the Mk IV.

It was fitted with two air-cooled, 9 cylinders, Bristol Mercury engines, delivering 840 HP each.

Its speed reached 430 km/h (270 mph). Its wing span was 17,17 m (57 ft), its length 12,12 m (40 ft), and its height 3 m (10 ft).

The crew comprised four men, and its range was 1800 km (1125 miles). The



armament consisted of a single fixed machine-gun firing forward, and another one mounted on a semi-rotating turret. The bomb load was 450 kg (1000 lbs). This armament increased with the different versions of the plane.

The Blenheim has the distinction of being the only aircraft to have served in all command branches of the RAF: Bomber Command, Fighter Command, Coastal Command, Army Co-operation Command, and Training Command.

REPORT

The Armée de l'Air only organizes air shows on its main bases every 5 years. It shows the importance it can get!

Since the French Wing decided to take part in the Tours air show, and to send its *Spirit of Lewis*, Patrick Pierre-Pierre made the necessary contacts. Philippe Dufflot should have been his passenger, while Christophe and Christian would be waiting for them as an efficient assistance team and the running of a small PX by Christophe.

Alas, the latter, who was present as early as Saturday morning with all the necessary badges given by the public relation department of the Air Force, received a call from Patrick who announced that the weather was like pea soup in Persan, and did not allow any take-off.



It was raining on Sunday morning when Christian met Christophe Bastide on the hotel car park. Together, they went to the base, a bit worried about the rest of the day. The personnel of the *Premier Escadron d'Instruction en Vol* invited them to the Unit's bar. They were touched by so much friendship. The weather department was very optimistic, but the Pipe Cub had to arrive before 9:30 to stay in the slot that had been accepted (Such a day could not suffer any improvised arrangements!).

A call from Patrick confirmed that the weather over Persan was as bad as the previous day. It stopped any attempt to fly to Tours, especially considering that a technical stop for gas was necessary, and made the flight a bit more complicated. A few moments later, a call from Bernard confirmed that the flight was cancelled. We instantly became orphans. Assistants with no one to assist... Crew



without a plane... It was tough for us who wanted to make this first sortie of the *Spirit of Lewis* on an Air Force base a triumph (well... almost) of the French Wing. We resigned ourselves to watch the air show and make the best of it by representing the CAF.

The program was more than good, with a classic air display, but with some good surprises which somewhat compensated our frustration. In fact, Patrick and Philippe's frustration was even worse. Patrick, who returned to La Rochelle by train, must have gone mad when he saw the beautiful weather that was over the area. The arrival of col. Alain Jimenez made our day and compensated the absence of the Piper Cub (*On the left with Christian Tournemine, and on the right with col. Christophe Bastide*).



The air show was excellent, and, among the demonstrations of the C-160, the paratroopers, Vampire, DC-3, CAP 232, T-28, Fairchild, MD-312, and Pitts, we were particularly impressed by the Mirage 2000 solo flight, flabbergasting with maestria and top quality. It was followed later by a group of 4 Mirage 2000 flying with a very small separation between

the planes. They gave the chills to the entire crowd of 35000 people spread over the entire large base.

Our beloved B-17 was there and gave us a very nice display. Of the same level, one must quote the team of the *Marche Verte*, as well as the *Patrouille*

Breitling, as good as always. The solo demonstration given by the Gendarmerie Squirrel helicopter, the Puma Resco, the Yak, Gazelle, and Hawk, made the balance with the efficient Belgian F-16 which even gave us a simulated in flight refuelling behind a KC-137. Cherry



on the cake, an Indian Sukhoi arrived. Its power surprised the crowd, especially when it saluted the crowd with a Cobra attack. Finally, the long awaited Patrouille de France (that I have been watching for... 50 years!), gave us the long version of their show which, this year, put the accent on a smooth but rigorous show by the entire team, leaving less blanks than before.

This day was excellent despite our bitterness about the absence of our plane. It was organized to help the social goals of the Air Force. It was, therefore, an honor to have been there.

Cols. C. Tournemine et C. Bastide



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 ©.

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THANK YOU!

Our most vivid thanks go, again this month, to colonel **Marcel Francisci** and Association **AVIATION CLUB DE FRANCE** whose directors sent us another cheque of 1000 euros (\$ 1200.00) to help the Rearwin Sportster restoration.

This renewed support so close to their previous one shows an extraordinary enthusiasm from the leaders of ACF, and, particularly, col. Marcel Francisci who played a decisive role in the attribution of this help.

Our new member **Ronald D. Wright** also wanted to show his support to the Rearwin Sportster restoration with a gift which is highly appreciated, as well as a help as **Supporting Sponsor** of our Piper J-3 *Spirit of Lewis*. A very big Thank You Ronald!

Let's take the opportunity of this article to call all our members who cannot take a part in our activities as big as they wished, either for reasons which are purely geographic, professional, or health.

These members can still help with gifts of the value of their choice. The French Wing already enjoys an exceptional participation as compared with the national average: Close to 50%. Thanks to them, we can do even better. Thanks in advance!

Ronald WRIGHT	40,00
Léon MANOUKIAN	30,00
Aviation Club de France	1750,00
Georges MARCELIN	145,00
Avoir précédent	856,96
TOTAL	2821,96

€

