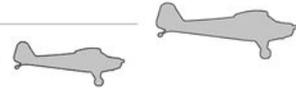




AIRSHOW



CAF FRENCH WING - MONTHLY NEWSLETTER - BULLETIN MENSUEL

Volume 12 - N° 4 - April 2007

EDITORIAL

Please do not look for an April Fools' Joke in this issue! I have been so busy these past few weeks that my mind was on many other things like the numerous current projects, and I have been unable to find a joke of the appropriate size. As a compensation, you will find a short bitter-sweet article about the famous Murphy's Law. It will give you the authentic origin of this law and all its developments. Of course, any resemblance with one of our readers would be pure coincidence...

That's it! The NC 856 is here! The nice weather that we all awaited for so long finally prevailed during the second week of March, and allowed us to go to Montbéliard and fly it back, as well as all the numerous spare parts that were part of the deal. The group of 6 members involved in this deal, officially bought the plane which flew several times in Le Plessis the day after it arrived. A short formation flight with the *Spirit of Lewis* even allowed me to take a few pictures that are published in this issue for the very first time.

Collecting the information relative to the members of the French Wing who will attend AIRSHO is slower than I hoped. Col. Patrick Pierre-Pierre who offered his help in this task, was somehow surprised by the difficulties he met while collecting this information. You will read, in this issue, the reasons why we do need to know your intentions, as well as some experienced advice intended for those who never went to Midland before.

This month has seen two important donations to the French Wing by cols. **Georges Marcelin** and **Regis Urschler** (Photos on the right). On page 12, you will find the details of these donations which have given a nice "kick" to our current projects! Like me, I hope, you will say Thank You! to these two members for their generosity and their enthusiasm for our Wing when you see them.

Bernard

THE NC 856 "NORVIGIE" HAS ARRIVED AT LE PLESSIS-BELLEVILLE!



Photo: B. Delfino

THE NICE WEATHER THAT EVERYONE WAITED FOR THE PAST 4 MONTHS ALLOWED THE FERRY FLIGHT THAT LASTED 2 HOURS AND 10 MINUTES (Page 2).



TWO SURPRIZE DONATIONS WHICH WILL GREATLY HELP THE FRENCH WING IN ITS ACTIVITIES (Page 12)



FRENCH WING ANNUAL DUES 2007/2008
ONLY ONE MONTH TO PAY YOUR ANNUAL DUES TO THE FRENCH WING! SEE THE LIST OF MEMBERS WHO ALREADY PAID ON PAGE 2, AND IF YOUR NAME IS NOT THERE, ACT NOW!

NC 856 NORVIGIE

Since the end of October 2006 we waited for a period of nice weather, long enough to allow us to get the NC 856 Norvigie recently purchased by six of our members who are putting this plane at the service of the French Wing and the CAF, especially during the aeronautical events that our Unit will take part in every year.

Bernard Delfino, Claude Gascon, Roger Gouzon, and Patrick Pierre-Pierre, drove all the way to Montbéliard aboard the Ford Transit on Friday 9 March (Our most worried members will be happy to hear that all expenses involved in this trip were paid by these members in order to keep the French Wing budget totally separate).

After a journey that lasted 7 hours, they arrived in Montbéliard, where they were welcomed by col. **Jean-Claude Miniggio**. It was early enough to do an engine run, and to start learning all the plane's little secrets (Below).



On Saturday morning, after a nice dinner and a night in a local hotel, the first task was for our friends was to load all the spare parts that came with the airplane: Two wings, all the flight controls that go with them, an elevator, two shock absorbers, and a complete propeller.



This delicate work took several hours and resulted in a very special looking "convoy" that made more than one head turn in the numerous vehicles that (easily) overtook our van on the way back home!... (Photo on the right). The experience we acquired during the moving of the Rearwin Sportster parts from Rennes to Villepinte, proved to be invaluable.

The long trip back took Roger and Bernard more than 8 hours, while Patrick and Claude flew from Montbéliard to Le Plessis in 2 h 10 mn... They were welcomed by **Philippe Dufflot** and **Jean-Yves Cercy**, as well as by **Philippe Nonat**, the owner of the hangar, then they moved airplanes around in the hangar in order to find enough room for the Norvigie.

The day after was used to sort out and stow the spare parts away, and get trained on the plane which behaved perfectly, helped by some real nice weather which helped the general good feeling!



A few pictures of the trip to Montbéliard and the flights that were done in formation with the Piper Cub Spirit of Lewis in Le Plessis-Belleville. Below, Jean-Yves is enjoying the very athletic engine manual start!...



MURPHY'S LAW

As a substitute for the traditional April Fools' Joke, we offer our readers a small historical article about the famous Murphy's Law which has been ruling our day-to-day life ever since human beings exist. Above all, do not say "*This has nothing to do with me*". You would rightly be considered as an Alien!...

Murphy's Law was born on Edwards Air Force Base in 1949. It is named after Captain **Edward A. Murphy**, who was an engineer working on Project MX981. This project was intended to find out how many G's a man can sustain during a sudden deceleration, like during a crash for example (*Photo on the right*).

Some time during the tests, he found that a sensor had been wired the wrong way around. He insulted the technician who had done the job and declared "*If there is only one way to do something wrong, he will find it!*". The chief of the project was keeping his own list of these incidents. He promptly added this one and named it *Murphy's Law*.

Soon after, US Air Force Dr. John Paul Stapp who was part of the "Guinea Pigs" who rode the sled which was subjected to 40 G deceleration (!) gave a Press conference during which he stated that the good safety records of this project were the consequence of a strict belief in Murphy's Law and the necessity of trying to circumvent it.

Aeronautical and space companies adopted and used this law abundantly. Then, magazines and newspapers talked a lot about it in their articles. Murphy's Law was born.

Dr. John P. Stapp had, in his personal principles, a paradox that said: "*The universal aptitude to inaptitude makes any human accomplishment an incredible miracle*". George E. Nichols, Project Director with Northrop collected laws of his own. The fourth one, particularly good, said: "*Avoid any action whose result is unacceptable*".

Murphy's Law developed rapidly, built on the base of human stupidity, a particularly strong base as one must admit!



Started in research, this law was adopted by every profession which soon developed its own laws. They are still valid today, and are not to become obsolete for a long while...

GENERAL RULES

These rules are simple, numerous, and have all been verified. We can quote a few of them :

- If it cannot go wrong, it will go wrong.
- If several things can go wrong, the one which will cause the greatest damage will be the first one to fail.
- If nothing can go wrong, something will go wrong any way.
- Left to themselves, things tend to go from bad to worse.
- If everything is fine, one has obviously forgotten something.
- You will always find something in the last place you checked.
- The other waiting queues will always go faster than the one you're in.
- Any system relying on human reliability will never be reliable.

COROLLARY RULES

- Nothing is impossible to the one who doesn't have to do it himself.
- It's always when you can see the light at the end of the tunnel that the ceiling collapses.
- Don't waste you time trying to make an imbecile understand that he is one since, by definition, he cannot understand.
- In a hierarchy, each individual steps up to his level of incompetence and stays there.
- In life, if something is good, it's either il-

- legal, immoral, or it makes you fat.
- A problem will never show up while you're in the after-sales man's workshop.
- In nature, nothing is right. Therefore, if something is right, something is wrong.
- Variables are not, neither are constants.
- The probability that something may happen is inversely proportional to its desirability.
- It works better if you plug it in.
- It starts better if you open the gasoline selector.

ADAPTATIONS OF MURPHY'S LAW

Some clever people may get out of embarrassing situations by adapting these implacable laws :

- Whatever happens, always make people believe that it is what you expected.
- When you look for the solution to a problem, it's always better to know the answer.
- In doubt, grumble. In trouble, delegate.
- If it works, don't touch it.
- The difficulty in the completion of a project is proportional to the number of advisers and promises for help, and inversely proportional to the actual number of helpers.
- Do not argue with an idiot. People may not notice the difference...

MURPHY'S LAW AND AVIATION

Drawing specific laws for aviation was done a long time ago. The innumerable incidents and accidents caused by variants of this law are there to prove that they are the most constant of all variables!...



FRENCH WING ANNUAL DUES: IT'S TIME TO SEND IN YOUR PARTICIPATION!

A year has gone by. It may not seem possible, but it's a fact, a hard real fact! Therefore, it is time to pay your annual dues which must be received before May 01, 2007. Depending on your level, it is:

- 50,00 € if you are a colonel, an Associate Member, or a Friend of the French Wing (\$ 50.00 if you live outside Europe. See below).
- 20,00 € if you are a CAF Cadet.

Many of you have already paid your dues. If your name is not in the following list, we thank you for sending you dues as soon as possible:

Gilles Avenel, Bob & Lilian Ayars, Bunty Bateman, Henri Bourrassier, Merrill Butikofer, Didier Cardinal, George Chandler, Daniel Costelle, Bernard & Fumiko Delfino, Jacques Delorme, Philippe Dufлот, Roy & Irene Grinnell, Aubrey & Barbara Hair, Tex Hill, Rick & Louise Hudlow, Marie-Françoise Le Cornec, Isabelle Lesser, George Lodge, Jim Lux, Georges Marcelin, Jean-Claude Miniggio, Patrick Pierre-Pierre, Sandy Sansing, Haruo Tanaka, Gilles Troussard, Regis Urschler, Stella Wilkes, Ronald Wright.

The payment is done with a cheque drawn to the **CAF French Wing**. If you live in the USA, send a cheque drawn to **Roy Grinnell**, add a note to specify that the reason of your payment is the French Wing annual dues, and send it to the following address:

Roy Grinnell
P.O. Box 719
LITTLE ELM
Texas 75068

If you live outside Europe and the USA, the best is to put a \$ 50.00 (US Dollar) note in an envelope, between two sheets of cardboard.

We sincerely thank you all for your contribution to the budget that makes our Unit what it is. This money is indispensable to the French Wing and its projects.

THE FRENCH WING ANNUAL GENERAL ASSEMBLY WILL TAKE PLACE IN AUVERGNE

We talked a lot about it, and now it's a fact! The reactions received to this date about this first decentralization have all been extremely positive.

Our friends of the area of Clermont-Ferrand will deal with the logistic: Hotel, private meeting room, meals, and visit on Sunday. They will also need to find a secret guest of honor who should have a direct link with aviation in WWII if possible.

The central location of this town will allow many members from all regions of France to attend this General Assembly, and it will be, for the Parisians, the expression of their gratitude for our veterans who never failed to come to Paris for this annual event.

The date of this annual meeting will be decided according to the wishes and possibilities of our members in the Clermont-Ferrand area, but it should ideally be in the second fortnight of November, either on the 17 and 18 or on the 24 and 25.

LA FERTÉ-ALAIS 2007 : LIST OF PROFESSIONNAL TICKETS ORDERED

The members who ordered and paid their professional tickets are:

Gilles Avenel
Christophe Bastide
Didier Cardinal
Arnaud Chatton
Bernard & Fumiko Delfino
Philippe Dufлот
Michel Fleury
Claude Gascon
Roger Gouzon
Marie-Françoise Le Cornec
Georges Marcelin
Jean-Claude Miniggio
Michel Perrin
Patrick Pierre-Pierre
Claude Requi
Christian Tournemine

If your name is not on the list above, contact us at once!

2007 CAF INDIVIDUAL AWARDS

Any CAF member may ask for an Award for the individual who, in their opinion, deserves a CAF distinction.

The limit date for sending your request is the end of June, but time flies, and even for the fastest ones, this request requires reflection and time.

Your request must include the exact reasons that make you think that this person does deserve a CAF Award. According to your description, if your request is accepted by the Awards Committee, the latter will decide the type of Award that will be suitable.

Please do keep in mind that these Awards are only given for actions or tasks that are really exceptional, way above what our organization expects from a CAF member.

Send your request to:

Keith LAWRENCE
PO box 62000 - MIDLAND
TEXAS 79711-2000
USA

As usual, the French Wing Board of Administration will ask for some Awards if its officers believe that members of the French Wing, or people outside the organization, deserve such a reward. If there are any...

HELP TO RECRUITMENT

We wish to remind you that any member who will recruit one or more new colonel and member of the French Wing, between January 01 and December 31, 2007, will see his 2008 annual dues reduced as follows:

- 1 new colonel = 25 €
- 2 new colonels = Free

In addition, any CAF and French Wing member (*Colonel, Associate Member, and Cadet*) will have a chance to win two free return tickets to/from New-York with Swiss International Airlines, thanks to a free lottery draw during our 2007 General Assembly.



MEMBERS OF THE FRENCH WING ATTENDING AIRSHO 2007

More members have declared that they will travel to Midland since last month. However, this list remains non-exhaustive until we're sure that it is final.

The **French Wing** contingent, as it is known today, is very important since 30 members will be there, and many will be accompanied by one, two, or even three persons:

Europe:

Gilles Avenel, Jean Barbaud, Didier Cardinal, Jacqueline Clerc, Jean-Christophe Debuissou, Bernard Delfino, Fumiko Delfino, Claude De Marco, Stéphane Duchemin, Philippe Duflot, Roger Gouzon, Alain Jimenez, Marie-Françoise Le Cornec, Léon Manoukians, Jean-Claude Miniggio, Patrick Pierre-Pierre, Frédéric Pollicella, Antoine Roels, Gilles Troussard.

USA / Japan:

Hugh Alexander III, George Chandler, Roy & Irene Grinnell, Rick & Louise Hudlow, George Lodge, Bobbie Lodge, Jim Lux, Sandy Sansing, Haruo Tanaka, Ron Wright.

Many of these members will stay at the Holiday Inn Express in Midland where Irene Grinnell has already booked a block of rooms.

Other members dealt with their own booking in other hotels, which is fine and will not stop all these members to keep a perfect cohesion during their stay in Midland.

All our members will, of course, need to attend the CAF General Assembly on Friday, 28 September, at 3:00 P.M.

Due to the very special character of this annual meeting celebrating the 50th Anniversary, this General Assembly should also be exceptional!

ANNUAL DINNER OF THE FRENCH WING IN MIDLAND

Following the change of dates of AIRSHO, this dinner will now take place on Thursday 27 September at 7:00 P.M.

The restaurant will most probably be the same as last year since it gave us full satisfaction, and it has a private room that can allow for the sixty members that we expect.

Col. **Jim Adams**, who has been the organizer of this event for many years will soon make the necessary reservations. **Another reason for those who haven't done it yet, to give us the exact number of guests who will participate.**



INFORMATION RELATED TO THE STAY OF FRENCH WING MEMBERS IN MIDLAND

Only one member volunteered to help the collection of the information that will be useful for our stay in Midland: Col. **Patrick Pierre-Pierre** whom we thank very warmly for this help that was needed so badly.

If he hasn't done it yet, Patrick will contact every one of those travelling to Midland in order to get this information. We invite every member to welcome Patrick the best way they can.

Why, you may ask yourself, do we need this information?... For several reasons related to the booking of the annual dinner as described above, the booking of chalet seats, the help that our members who will go to Midland for the first time, and the good cohesion of our member during our stay.

It was obvious, during the past years, that a good communication between our members during their stay in Midland,

was extremely useful in case of serious problems which are always possible and sometimes very important: Sickness, car accident, money problems, hotel and car bookings, etc... This kind of trouble happened several times, and the victims were more than happy about the help and solidarity that other members could give them.

USEFUL RECOMMENDATION

We advise everyone to pay all the expenses related to their trip with a **VISA Premier** card which gives various insurance and covers often ignored, especially a possible repatriation following an accident or a sickness, or even administrative and legal complication following a car accident.

This is particularly true for the purchase of your airline tickets and the renting of a vehicle.

This card costs a few more euros every year, but, as always, these insurance appear to be expensive... until one actually needs them!



TO FLY ON THE NC 856: IS IT POSSIBLE?

The fact that the airplane is in the restricted, CNRAC, category is very limiting. However, the law allows to fly passengers within a limited radius around the aircraft base, for those who do not actually fly the airplane, but take part in its maintenance.

If this restriction is no problem for the co-owners of the airplane since they will all do their share of this maintenance, any other individual will have a hard time to fly it. An Association should be created, and this person should have been a member for several months and prove that he actually took part in some significant maintenance work.

The other way would be to buy some shares in the plane. The co-owners are open to any suggestion...

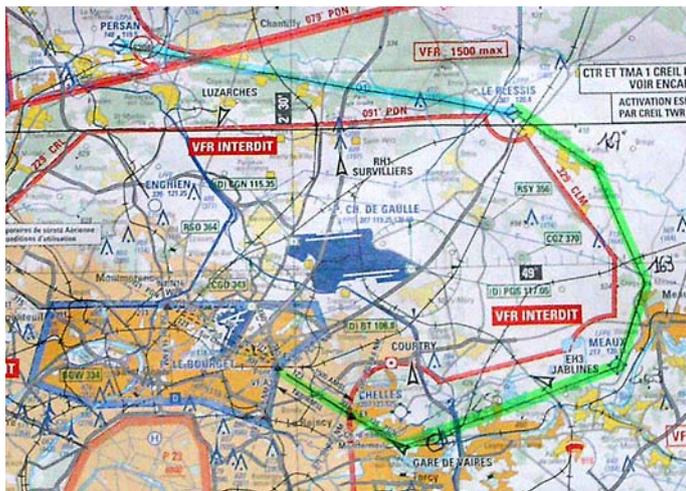
FLIGHT TO LE BOURGET

Article by col. Patrick Pierre-Pierre

The story of the French Wing will remember that the *Spirit Of Lewis* landed on runway 27 of the Le Bourget airport on February 17, 2007, at 10:55 local time, with **Roger Gouzon** as passenger and cameraman, and myself at the controls.

Since the arrival of Charles Lindbergh in Le Bourget, and the landing of Gilles Avenel for the 50th Anniversary of the Naval Base of Dugny, one may say that nothing much had happened on this airport which is ran by Aéroport De Paris...

To react to the call from the CAF to its Units, requesting the organization of a ceremony commemorating the 50th Anniversary of the creation of our organization, The French Wing Board of Administration, never running out



In green, the route followed by Patrick and Roger from Le Plessis to Le Bourget, avoiding the non-VFR red zone. Right: Claude De Marco, Guy Bortholus, and Henri Bourrassier. Below: Christian Tourmemine.

of good ideas, imagined to celebrate this event in the Musée de L'Air et de l'Espace.

The Parisian members of the Board started working on this project, and in a few days, the authorities had been contacted and a program established.

Madame Marie-Christine Poilpré, Assistant to the Museum Director Gérard Feldzer, asked them to work with Mister Jean Guerry, also known as "Mister Associations", who welcomed this suggestion with great enthusiasm. The special authorisation to land on this airport which is within the boundaries of the TMA (Terminal Region of Control),

class A, of Paris, was contacted by mister Feldzer and granted by the airport director. The fax confirming this agreement was received on Roger's fax machine on Monday 12 of February. I was then able to prepare my navigation from Le Plessis to Le Bourget.

It had been a long time since I flew this East-West transit to Le Bourget which is now closed following the terrorist attacks in 2001. The navigation itself does not represent any particular difficulty with a good weather. I meticulously studies the special map of the Paris area (Scale 1/250000) and the special instructions for Paris Le Bourget where the temporary safety measures are described.



Photo: B. Delfino

Rules). In a few minutes it's done. This flight plan is not really necessary but since instructions specify that the flight intention has to be sent, it's just as simple to apply for a flight plan.



Photo: B. Delfino

On the 16th, I did a practice flight with the J-3 and flew three approaches to Le Plessis with Roger aboard. The grass runway was still wet, and forced us to wash the

wing underside and the elevator which had been made dirty by some mud.

On the 17th, the weather is gorgeous! The met taken on Aérofax confirms it: CAVOK (*Ceiling & Visibility OK*). I call the Le Bourget airport office to apply for my flight plan VFR (Visual Flight

At 9 A.M. Roger and I are at the airport to get the aircraft ready.

Engine start at 9:45. I want to let the engine warm up for 15 minutes. To avoid arriving to Le Bourget with a dirty plane I decide to take-off from the 07 hard runway.

I contact Paris info after take-off, then I leave this frequency. Heading on the village of Saint Pathus, my first turning point. Then it's Crégy les Meaux, and the airfield of Meaux.

Cruising at 1300 feet I contact Meaux. I have a good 20 knots headwind which forces me to recalculate my ETA's. I navigate using the compass and my watch. My GPS shows from the very beginning that it's searching the sky! That's no problem for I always considered this system as a secondary way of navigating, and I had prepared my navigation on paper, like in the "good old days". I forget about the GPS to concentrate on my navigation. We are



Photo: C. Tourmemine



Photo: B. Delfino

Patrick and Jean Guerry, Mister Associations of the Musée de l'Air

at the vertical of the Meaux airfield. The wind is about to come from my left hand. I calculate the drift.

As I come out of the zone I announce my intention to leave the Meaux frequency, and the controller asks me what kind of event is taking place in Le Bourget. I give him the information and I leave the frequency.



Photo: C. Bastide

Above: Christian Tournemine, Gilles Avenel, Arnaud Chatton, and Patrick Pierre-Pierre.
Right: Jean-Claude Miniggio and Roger Burri.

I'm now listening to the ATIS (Automatic Service of Information) of Le Bourget. I make a note of the recorded information and I contact the tower in Le Bourget. With no surprize the lady controller asks me to call back when I arrive at point E1, the water tower of Montfermeil (Below). At point E1 I get the OK to carry on to point E2, a cross-road formed by highway A3 and a railway track. Before I reach E2 I can see the airport of Le Bourget. I land on a semi-direct left hand on runway 27.



Photo: R. Gouzon

Above: Point E1: The water tower of Montfermeil.
Right: Le Bourget after take-off and right turn around the control tower. The museum is at the far end of the airport, in the center of the picture.

I clear runway 27 and taxi via runway 21. There, I contact the ground frequency and taxi via taxiways Charlie 3 and Victor up to parking area Tango, the Museum parking area where Philippe, Gilles, Christophe, and mister Guerry, are waiting for us. My GPS wakes up and tells me that we have arrived in Le Bourget... Long life to technology!

The *Spirit Of Lewis* will spend the night with *Stinsy* the magnificent Stinson L5 ferried from Switzerland by col. Roger Burri, the very sympathetic pilot of the Swiss Wing. Roger received the OK to land at Le Bourget after many phone calls and the help from mister Guerry. Roger was very early on the ETA given to the authorities, and his clearance had not reached Le Bourget. He was forced to wait for a new authorization on the airfield of Lognes.

During these two days, the Stinson and the J-3 were photographed hundreds of times by the museum visitors. Many children were able to sit in the planes, and seeing the light in their eyes I don't doubt that a few vocations to become a pilot were born on that day. Mission accomplished!



Photo: C. Bastide

The day after, early in the afternoon, Roger took-off for Switzerland. Thanks Roger for taking the trouble to fly all the way to Le Bourget! I hope that we will have other occasions to meet again and fly together in formation.

At 4:00 P.M. with Roger Gouzon as a passenger, I took off for the return flight to Le Plessis. The ATIS showed a departure from runway 25! I don't fancy that at all! It's



Photo: R. Gouzon



Photo: B. Delfino

on the other side of the airport. At least 15 minutes taxi. I get the OK to depart from runway 03. The orders from the controller are: "Climb on the runway heading, 1300 feet maximum, and after flying by the tower turn right and exit via points E".v

I line up on 03 and open the throttle. I gain some speed low over the ground and I climb on that heading. After the tower I turn right, still climbing, and I get my heading. The flight back to Le Plessis will be just as pleasant as the day before.



Photo: C. Tournemine

Above: Ceremony of the folding of the 48 stars flag that will be given to Regr Burry by Association des véhicules militaires de Picardie.

As soon as we arrive, we fill up the gas tank and prepare the plane for its next flight. The *Spirit Of Lewis* can then tell his hangar mates about its flights. I know! He told me! The J-3 is an airplane that talks to its pilots.



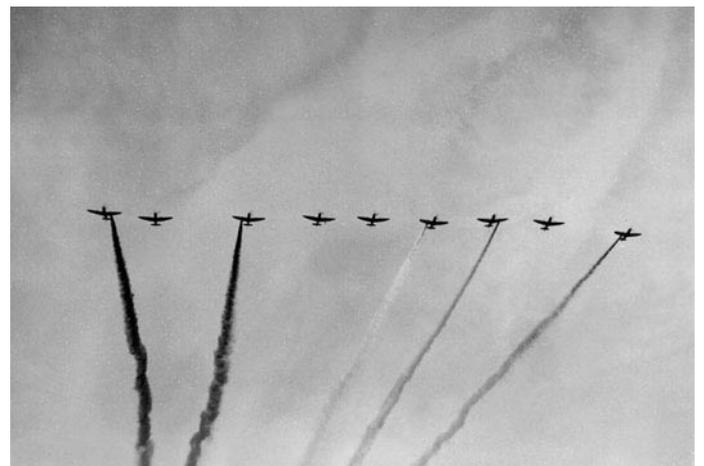
Photo: B. Delfino

PHOTO ALBUM

Thanks to colonel **Marie-Françoise Le Cornec** we have the pleasure to print some never published pictures taken during WWII: A line of Potez 542, a formation flight of 9 Spitfire with blue-white-red smoke, some B-17 in formation, and B-26 marauder forming a Lorraine Cross. These pictures were probably taken in Paris during the celebration of the 1945 victory.

Should some members have more information to send us, they will be very welcome.

May be our Groupe Bretagne veterans, colonels **Henri Bourrassier**, **Louis-Jean Gioux**, and **Alphonse Thiry** also have some memories about this flight if they were part of it?



REARWIN SPORTSTER

Despite the numerous tasks that were added to this restoration of the Rearwin Sportster and to the sorting out of the workshop where it will take place (Administrative tasks, Newsletter, mail, NC 856, etc...), this month of March saw the continuation of the manufacturing of the fuselage supporting frame. This task was accomplished by cols. **Roger Gouzou** and **Bernard Delfino**, helped by cols. **Fumiko Delfino** and **Jean-Yves Cercy**.



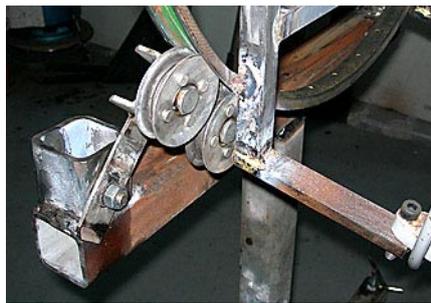
The pictures printed here, sometimes spectacular, show the main steps of this work: The cutting of the various parts, their preparation, the welding, and the assembly of this supporting frame structure.

Some difficulties were experienced during various tests, disassembly and re-assembly of this job, mainly due to the great length of this frame which is almost 20 feet long (!), and very flexible despite the size and the weight of the steel tubes that were used.

The tests done along this manufacturing helped avoiding any big trap. They showed that some minor modifications and reinforcements were necessary here and there in order to ensure the greatest possible rigidity and the complete safety of this equipment.

Four castor wheels allow for the positioning of this supporting frame anywhere in the workshop. Once this position is found, five screw jacks are used to level the frame and compensate for any irregularity of the floor. In addition, it can be easily modified to support the Piper Cub fuselage when the time of its overhaul will come, in a few years time.

Rotating the fuselage is done easily and effortlessly, thanks to the rollers that the fuselage sits onto, eight at the front, and four at the back. The fuselage is then



blocked in the chosen position using the brakes to allow the operators to reach the most hidden corners.

Roger and Bernard had the happy surprize to welcome col. Jean-Yves Cercy who managed to spend the whole day with them despite the busy agenda his job as an Air France Airbus A320 Captain imposes on him (*Below*). A big thank you Jean-Yves! Your visit was the best surprize of the month for the main artisans of this project!



As one can see on the photo on the right, this project is coming to an end, and the long-awaited time of the painting in bright orange, anti-rust, color, rewarding

months of continuous work has come. It will have required, from Roger and Bernard, a total of 800 hours of work to imagine, draw, and manufacture, for a minimum cost, this frame that will help the future volunteers work on this fuselage in the greatest possible comfort.

Following the call made last month for a possible name for this Rearwin Sportster, no suggestion has been made so far, except an idea expressed by our Unit Leader. Since he is not fully happy with it, he decided to keep it secret. The task is easy: We have to find a name that reflects the ambition and the dignity of this great project. Any suggestion will be welcome!...



SPIRIT OF LEWIS

THE FRENCH WING PIPER CUB SPONSORING SYSTEM

The annual premiums and cost per hour are split as follows:

- **Flying Sponsors:** 250 Euros per year and 25 Euros per hour (Average cost per hour, over 10 hours: 50,00 €).

- **Restoration Sponsors:** 125 Euros and 40 Euros per hour (Average cost per hour, over 10 hours: 52,50 €).

- **Supporting Sponsors:** 50 Euros and 55 Euros per hour (Average cost per hour, over 10 hours: 60,00 €).

- **Non-Sponsors:** No annual premium and 80 Euros per hour.

This system, which is based on 50 flight hours for the whole year, asks for a sufficient number of Sponsors to cover the annual fixed costs of \$ 6800.00.

QUESTION: Can you buy your own Piper Cub and pay all the expenses related to such an ownership?... No?... Well, for a modest amount of money, you can have the pleasure to fly as much as you want on a legendary J-3, without the worries inherent to such an ownership. How?...

ANSWER: **BY BECOMING A SPONSOR!**



Peinture: Roy Grinnell

PIPER CUB SPONSORS FOR THE 2007 SEASON

The number of Sponsors has not changed this month, but we are still waiting to hear from some members who haven't renewed their sponsorship yet.

We invite them to do this as soon as possible to cover all the fixed costs entirely so that it can operate in complete quietude. Thanks in advance!

SPONSORS 2007

FLYING SPONSORS

Hugh Alexander III
Gilles Avenel
Jean-Yves Cercy
George Chandler
Bernard Delfino
Fumiko Delfino
Claude Gascon
Roger Gouzou
Irene Grinnell
Roy Grinnell
Jean-Claude Miniggio
Patrick Pierre-Pierre
Sandy Sansing
SKY RUNNER
Regis Urschler

RESTORATION SPONSORS

Bunty Bateman
Didier Cardinal
Michel Fleury
John Roeder

SUPPORTING SPONSORS

Christophe Bastide
Frédéric Baudin
Henri Bourrassier
William Davies
Jean-Christophe Debuissou
Claude De Marco
Stéphane Duchemin
Louis-Jean Gioux
Barbara Hair
Aubrey Hair
Léon Manoukians
Haruo Tanaka
Ron Wright

SPIRIT OF LEWIS FLIGHTS OF THE MONTH

It was on March 12 that the *Spirit of Lewis* was introduced to the NC 856 *Norvigie*.

The meeting was very amicable, and the two airplanes adopted each other from the first second. We guess that discussions between them went on and on after we had put them to bed in the hangar...

The Piper Cub took the opportunity of this arrival to fly over the nearby area of Meaux. Once with col. Patrick Pierre-Pierre at the controls (He had invited a charming lady who is an Airbus A320 pilot with Air France), and a second time



Photo: B. Delfino

with col. Claude Gascon (*Above*) for a formation flight that allowed Bernard to photograph the NC 856 *Norvigie* in its natural element.



This day was also a good occasion to take a few family pictures outside the hangar. The Rearwin Sportster who is a little "sick" will not be able to join them for a while...



Photo: B. Delfino

SPIRIT OF LEWIS ANNUAL CHECK

The 100 hours (Annual) check of the Piper Cub will take place in April.

Rather simple, this check should not represent any particular difficulty. It is nevertheless an amount of work which is far from negligible.

All members who want to take part of it will be welcome, especially if they are professional mechanics, but this is not a must since there is enough work for everyone. It will include the general cleaning of the plane, paint retouching, polishing of the windscreen, engine oil change, lubrication of all flight controls, etc, nothing difficult as one can see.

2007 OPERATIONS

Not many changes since last month, except the replacement of **Fumiko Delfino** on the leg Le Plessis-Montbéliard by col. **Léon Manoukians** who wishes to fly there, and the probable cancellation of the stop in Toulouse because of the absence of local members, monopolized by an important family event. This stop will, therefore, be replaced by another one in the South-West area, which is still to be determined.

Col. **Jean-Christophe Debuissou** has finalized the stop in Grenoble: He booked two nights in the hangar for the Spirit of Lewis, and one day of local flights on July 18, with a reunion of classic cars and a giant BBQ on the airfield. It all sounds like a very nice day!

The pilots and passengers of the Tour de France will need to turn themselves into perfect reporters by taking many photos and writing the story of each day. A summary of this Tour de France will be written based on these and it will be published in our Newsletter.

2007 TOUR DE FRANCE

DATES	ITINERARY	PILOT	PASSENGER
13/7/07	Le Plessis/Troyes/Montbéliard	C. Gascon	L. Manoukians
14/7/07	Repos Montbéliard	C. Gascon	L. Manoukians
15/7/07	Montbéliard/Chalon/Issoire	Gascon/Miniggio	P. Dufлот
16/7/07	Repos Issoire	Gascon/Miniggio	?
17/7/07	Issoire/Grenoble	Gascon/Miniggio	?
18/7/07	Repos Grenoble	Gascon/Miniggio	?
19/7/07	Grenoble/Mende/Toulouse	C. Gascon/?	?
20/7/07	Repos Toulouse	P. Pierre-Pierre	?
21/7/07	Toulouse/Périgueux/Couhé	P. Pierre-Pierre	R. Gouzon
22/7/07	Meeting Couhé	P. Pierre-Pierre	N/A
23/7/07	Couhé/La Rochelle	P. Pierre-Pierre	R. Gouzon
24/7/07	Repos La Rochelle	P. Pierre-Pierre	?
25/7/07	La Rochelle/Rennes	P. Pierre-Pierre	Hugh Alexander III
26/7/07	Repos Rennes	G. Avenel	Hugh Alexander III
27/7/07	Rennes/Deauville/Dieppe	G. Avenel	Hugh Alexander III
28/7/07	Repos Dieppe	G. Avenel	Hugh Alexander III
29/7/07	Dieppe/Le Plessis	G. Avenel	Hugh Alexander III

2007 AIRSHOWS & EVENTS

MONTH	DATE	PLACE	A/C	CREW One way	CREW Return	PX	ORGANIZERS
MAY	25-27	LA FERTE ALAIS	J3 NC	J-Y Cercy/P. Dufлот Gascon/	PPP/ Gascon/	YES	AJBS
JUNE	2/3	LE PLESSIS	J3 NC	TOUS (Fly-in)	TOUS (Fly-in)	YES	CAF/FW
JUNE	10	NIORT	NC	PPP/Passager	PPP/Groupe Norvигie	NO	ASPAN
JUNE	14-17	POPHAM (UK)	J3	G Avenel/P. Dufлот	G Avenel/P. Dufлот	70ansduJ3/NON	Piper Club France
JUNE	14 & 18	BOULOGNE	J3	PPP/	/	NO	CAF/FW
JUNE	16/17	MONTLUÇON	NC	JY Cercy/PPP/	JY Cercy/PPP/	NO	Rassemblement AF
JUNE	23/24	LE LUC	NC	PPP/Groupe Norvигie	PPP/Groupe Norvигie	NO	ALAT
JULY	8	EVREUX	J3 NC	G Avenel/P. Dufлот PPP/RG	G Avenel/P. Dufлот PPP/RG	YES	Armée de l'Air
JULY	13-29	TOURDEGAULE	J3	See attached table	See attached table	Mini PX	CAF/FW
JULY	22	COUHE VERAC	J3	During Tour de France	During Tour de France	Mini PX	Aéro club
AUGUST	5	SARLAT-DOMME	NC	PPP / P Dufлот / R Gouzon	PPP / P Dufлот / R Gouzon	NO	Aéro club
SEPT.	2	LENS	J3 NC	/ . Dufлот /	/ . Dufлот /	YES	Air History
SEPT.	9	LA ROCHELLE	NC	PPP/groupe Norvигie	/	NON	Aéro club
SEPT.	16	TOUSSUS LE NOBLE	J3 NC	/Passager /Passager	/Passager /Passager	YES	Air History
SEPT.	22/23	RENNES	J3	Gascon/	Gascon/	Mini PX	Aéro club

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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WING PROJECTS

PATRON COMPANIES SUPPORTING THE FRENCH WING

SKY RUNNER - TOPGUNART.COM - EPSON
AVIATION CLUB DE FRANCE - DIFFUSION SERVICE
EDITIONS LARIVIERE - UNIVERS PUB - SWISS INTERNATIONAL

THANK YOU!

• This month, our most sincere thanks go to:

- **Georges Marcelin** who suffers from the distance that exists between him and the Rearwin Sportster, which stops him from getting his hands on the job like he is dreaming of (Mechanic one day, mechanic always!). He found a compensation by making a gift of 200 euros to this project. A big Thank You! Georges!

- **Regis Urschler** who just made a donation of \$ 1000.00 (Around 750 €) to the French Wing. The reason? Let's read what Reg says to explain this gift: *"It is my pleasure to try and support the efforts of those who have lived through the deprivations of war and the loss of Freedom, as only those who have experienced the loss, truly understand, appreciate and respect the definition and the value of that precious gift.*

Those who know only Freedom....and never have been deprived... never really will know just how fortunate and blessed they are!

Warmest regards to all my comrades in the CAF French Wing...

*Keep'em Fling!
Regis Urschler"*

All the members of the French Wing thank Georges and Reg for their generosity and their enthusiasm for our Unit and all its projects. The French Wing is proud and honored to have men of this caliber as members. A big Thank You! to you two!

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Claude DE MARCO	50,00
Roger GOUZON	2,00
Michel PERRIN	4,00
Jean-Pierre JOB	80,00
Jean-Christophe DEBUISSON	50,00
Henri BOURRASSIER	50,00
Hugh ALEXANDER III	18,50
Sandy SANSING	700,00
Regis URSCHLER	927,00
George CHANDLER	750,00
Matt SIMEK	100,00
Guy BORTOLUS	10,00
Patrick PIERRE-PIERRE	5,00
Eric BESANÇON	20,00
Jean BARBAUD	40,00
Shirley BATEMAN	50,00
David & Eileen BOTTLEY	50,00
Marie-Françoise LE CORNEC	50,00
Philippe DUFLOT	13,00
Christian FALENTIN	15,00
Barbara & Aubrey HAIR	105,00
Claude REQUI	17,00
Kim TOLFREE	5,50
Eric JANSOONNE	30,00
Christophe BASTIDE	45,00
David PRICE	25,00
Fumiko DELFINO	223,60
Bernard DELFINO	269,75
Haruo TANAKA	45,00
Eric REARWIN	10,50
Yves DONJON	8,00
Roy & Irene GRINNELL	140,00
Bunty BATEMAN	150,00
Marcel FRANCISCI	100,00
Dominique DEUDON	200,00
John ROEDER	175,00
Ronald WRIGHT	104,00
Léon MANOUKIANS	30,00
Aviation Club de France	3750,00
Georges MARCELIN	590,00
Activités French Wing	57,00
Avoir précédent	856,96
TOTAL	9721,81