

THE FRENCH WING P-40 : AN ENORMOUS APRIL FOOLS' DAY JOKE !

These news were just, alas, an amicable joke for this year's April fools' day, that some readers believed.

We do hope that their sense of humor will be big enough to make them support this disappointment, and that they won't be too mad at us...

Clues were, nevertheless, evident: The date printed on each photo (01/04/2006), the vehicles which were evidently american, and the scenery which was so different from the one in Le Plessis-Belleville. All these anomalies should have alerted our readers.



One of them was able to feel the trap, but he pushed it to the point of doubting the presence of a dummy P-40 in the Disney Studios in Paris. However, this is a true fact, inherited from the movie "Pearl Harbor", which is effectively part of the Disney Studios animation in Paris.

As for the presence of our two friends cols. Philippe Dufflot and Didier Cardinal on the photographs, they are the result of the work produced by Bernard who chose pictures whose lighting was the same as the P-40 photos, and their inclusion became credible, thanks to his experience



with Photoshop, a computer photo-touching software. Decidedly, one cannot trust anything or anyone these days!

You can be sure that this annual farce does not reduce the usual seriousness of our bulletin, and we hope that you will continue to like it as before.

Last year, the April issue of our Newsletter did not include any joke because of the sudden death of our dear member Elzéard Ligneul and the solemnity of the reports of the commemorative events in March. Therefore, we decided to catch up with this tradition this year.

See you next year for another April fools' day joke...



FRENCH WING ANNUAL DUES - YEAR 2006 / 2007

The members who have paid their French Wing annual dues are:

Hugh Alexander III, Gilles Avenel, Bob & Lil Ayars, Jean Barbaud, Bunty Bateman, François Bergeon, Didier Bourrassier, Henri Bourrassier, Merrill Butikofer, Didier Cardinal, Ernest Cartigny, Arnaud Chatton, Jacqueline Clerc, Daniel Costelle, William Davies, Jean-Christophe Debuissou, Bernard & Fumiko Delfino, Dominique Deudon, Eric Ducreau, Philippe Dufflot, Ken Fields, John Francis, Louis-Jean Gioux, Roger Gouzon, Patrick Gremez, Roy & Irene Grinnell, Barbara & Aubrey Hair, Tex Hill, Yves Houssin, Rick & Louise Hudlow, Alain Jimenez, Marie-Françoise

Le Cornec, Isabelle Lesser, George Lodge, Jim Lux, Léon Manoukians, Georges Marcelin, Guy Perrin, Patrick Pierre-Pierre, Betty Piland, Hervé Quefféléant, Guy Robert, John Roeder, Sandy Sansing, Gordon Stevenson, Alphonse Thiry, Terran Tidwell, Gilles Troussart, Regis Urschler, et Ronald Wright.

To this date, 45 members haven't paid their dues. We thank them to do it as soon as possible.

Next month we will publish the list of these members who haven't sent in their due, which is a lot less pleasant. If you do not wish to see your name on this list, you know what to do. Thanks in advance!

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

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Patrick Pierre-Pierre
Sandy Sansing
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William Davies
Dominique Deudon
Stéphane Duchemin
Barbara Hair
Aubrey Hair
John Roeder
Ronald Wright

WELCOME JACQUELINE CLERC



Rare are those who do not know Colonel Jacqueline Clerc. Our first encounter was last year, when Roy Grinnell visited La Ferté-Alais (*above*) and met this exceptional woman: Jacqueline Clerc.

At the age of six, Jacqueline was the victim of poliomyelitis that left her two legs paralyzed. This handicap triggered an irresistible wish to overcome the situation that this virus had left her in. As she grew older, Jacqueline got her driving licence, and she did all she could to get her private pilot licence. She had to find enough courage, tenacity, faith, and patience to get the famous french bureaucracy.

But after several years of relentless fights, she became the very first paraplegic woman in France to get her PPL.

Her father, Jean Clerc, an exceptionally good man gave her a proof of his love when he built an airplane for her, in the basement of his house: A Criquet named "Four Aces".

Jacqueline decided to fly, without any assistance, along the path of the french mail service, the Aéropostale, from Paris to Dakar. She made it in 7 days and 8 hops! This performance was rewarded by the well-deserved medal of the Légion d'Honneur.

Followed two tours de France, alone at the controls, which managed to show

those who do not believe that they would be capable of such an accomplishment, that anything is possible for someone determined enough.

Jacqueline decided to attend Airsho 2005. Helped by several members, this stay went fine and Jacqueline was acclaimed by the public of Midland, and, especially by the handicapped who watched, like they do every year, the *Special Show for Special People*, an airshow organized especially for them. Jacqueline even had the honor to be on the first page of the Midland newspaper!

Today, Jacqueline continues to fly her Criquet, A two axis aircraft fitted with spoilers to help landing in a crosswind.

A Honored Guest of our November 2005 General Assembly, Jacqueline liked the warm welcome that she was given, and decided to become a CAF and French Wing member, which honors our Unit.



Welcome aboard Jacqueline!

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91230 MONTGERON
FRANCE

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email: jacqueline.clercpilote@wanadoo.fr



UPDATE ON THE SCI

This month we welcome cols. **Barbara** and **Aubrey Hair**, as well as **Maurice L. Watson**, a veteran whom we met in Ferrières during the commemoration of the crash of his B-24, who has become a faithful friend of our Unit and the CAF. A big Thank You to these new members of the SCI!



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
B & A. Hair	140,00
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
M. Watson	70,00
Total 331 parts	23170,00
sur 1000	sur 70000,00

TOUR DE FRANCE OF THE SPIRIT OF LEWIS

The July raid is put into place progressively. However, there are some sectors for which we still need some passengers.

We thank you for contacting col. **Claude Gascon**, responsible for this project, at 03 29 86 71 00 and giving him your preferences for this trip.

He will be too pleased to give you all the necessary information for your participation.

SENTIMENTAL FRANÇOIS

Sentimental Journey starts its engines with the usual production of blue smoke of burned oil, and the typical backfiring of piston engines. Nothing special will you say... However, this engine start sequence is special, very special indeed. Look who's sitting in the co-pilot seat, with his yellow cap...



Don't you recognize him? Take a look at the second photo. Well?... It's **François Bergeon** himself, new French Wing member, whom we presented last month, and who just qualified as co-pilot of the B-17. Bravo François! Kind of different from the T-6, isn't it?...



ELECTION CALENDAR

The election of the members of the French Wing Board of Administration will run, except for any withdrawal or other unexpected changes, according to the following calendar:

2006: Adjutant Officer

2007: Executive and Finance Officers

2008: Unit Leader

These positions are for 3 years, renewable via elections. They can be cumulative with only one designated Officer position, chosen by the Board of Administration (Maintenance Officer, Operation Officer, Public Information Officer, Historian, etc...).

Those of our members who might be tempted by an election at the position of **Adjutant Officer** may make themselves known now. They will receive all the necessary information about the job itself and the particulars of this position.

Also, should you be tempted by a position as a designated Officer, do not hesitate to tell the Board who chose these officers at a majority. These nominations are not linked to any calendar and can be allocated at any time.

Finally, if you think that a new position must be created, tell the Board of Administration who will judge its usefulness for the Wing, and will create it if necessary.

NEW FROM JEAN

Jean Barbaud has just finished this drawing of the CAF P-51 *Red Nose* roping a Ford Mustang. Fantastic! Bravo Jean!

We have offered this drawing for a use in the CAF 50th Anniversary book and other publications. Also, this picture may well be produced as a post card.

Jean's next drawing dedicated to the CAF will be a... P-40! Seeing the top quality of this Mustang, we know some people who just cannot wait to see it!...

SHORT LINES

• Our friend **Jean-Pierre Vésine** has moved. Here is his new address:

Lieu Dit "La Paguère"
32200 SAINT ANDRÉ
FRANCE

Telephone: 05 62 07 79 98

Email: JeanPierreVESINE@wanadoo.fr

Thanks for making a note of it.

• **New French Wing patches:** They are currently being manufactured and will be available very soon! They will be sold for 10,00 euros each (or \$ 12.00 if you reside outside Europe). You can order them right now from our PX Officer **Fumiko Delfino** who will be too pleased to send them as soon as she receives these patches and your cheque (Members who live outside Europe should contact us so that we can give them the adequate directives).

• **Beware! La Ferté-Alais 2006: New arrival time at the airfield!** The loading of the van and the journey to the airfield are such that an arrival at 15:00 is more realistic than 14:00.

We will see all the members who want to help with the setting up of the booth, **at the check point on Friday June 02, at 15:00.** There, you will wait for the arrival of our Unit Leader or call him on his mobile at 06 80 36 17 17. The latter directive is also true for those who will arrive Saturday morning. We advise them to arrive before 08:30.

• **The Piper Cub radio and transponder modification is delayed until May.** Professional urgent matters were such that our Maintenance Officer, col. **Cédric Malhaire** had to delay this modification to May, at the earliest. For more information please call col. Cédric Malhaire on 06 80 35 72 54.

• If you wish to take part in the **CAF 50th Anniversary Logo Competition**, you now have only two months to do so. These drawings will need to be scanned with a resolution of at least 300 DPI, and these graphic documents will need to be sent to Kay Crites via email, or burned on a CD Rom and mailed to her. If you do not have a computer, the French Wing can do this scanning for you, so, go ahead!

PROJECTS

RAOUL LUFBERY COMMEMORATION

Colonel Roy Grinnell who, as can be seen on the attached photographs, works hard on the painting of Raoul Lufbery's fifth victory. He has done some fruitful research for this painting that will be very special indeed since the prints will be signed by a maximum of Aces still alive. As everyone knows, this painting will be the medium of the commemoration of the 90th anniversary of the very first American Ace.



The painting of Raoul Lufbery's Nieuport printed at the top of this page is only a rough draft (!) done by Roy, which he uses, together with a 1/32 model and numerous photographs, for the final painting, as can be seen above.

The biggest problems encountered by Roy, who makes sure that he precisely respects the historical truth for each of his paintings, were to know the exact color scheme of this Nieuport at the time of this mission, and the type of the bombers he was escorting. A very refined search, and the unexpected help from the members of the Memorial Flight Association in Dugny allowed us to find out that the plane was aluminium all over (painted for the fuselage and the wings, and natural metal for the engine cowling). The bombers were of two different types: Breguet

Michelin and Farman, which is rarely described since the existing books only quote one type or the other, depending on the publication.

Roy, during this research, found only one book that precisely described this aerial combat.

This text, which was written by James McConnell (*Photo on the right*), pilot of Escadrille Américaine which later became Lafayette Escadrille, can be found in the book he wrote before he lost his life in combat, titled "Flying For France", subtitled "With the American Escadrille at Verdun", published by Grosset & Dunlap publishers of New York. Three editions were published, the last one in 1918. Here is an excerpt of the book that tells this historical combat:



"...The uncertain wait at Luxeuil finally came to an end on the 12th of October. The afternoon of that day the British did not say "Come on Yanks, let's call off the war and have tea", as was their wont, for the bombardment of Oberndorf was on. The British and French machines had been prepared. Just before climbing into their airplanes the pilots were given their orders. The English in their single-seated Sopwiths, which carried four bombs each, were the first to leave. The big French Breguets and Farmans then soared aloft with their tons of explosive destined for the Mauser works. The fighting machines, which were to convoy them as far as the Rhine, rapidly gained their height and circled above their charges. Four of the battleplanes were from the American escadrille. They were piloted respectively by Lieutenant de Laage, Lufbery, Norman Prince, and Masson..

The Germans were taken by surprise and as a result few of their machines were in the air. The bombardment fleet was attacked, however, and six of its planes shot down, some of them falling in flames. Baron, the famous French night bombarder, lost his life in one of the Farmans.

Two Germans were brought down by machines they attacked and the four pilots from the American escadrille accounted for one each. Lieutenant de Laage shot down his Boche as it was attacking another French machine and Masson did likewise. Explaining it afterward he said: "All of a sudden I saw a Boche come in between me and a Breguet, I was following. I just began to shoot, and darned if he didn't fall".



Raoul Lufbery by famous artist Henry Farré

As the fuel capacity of a Nieuport allows but little more than two hours in the air the *avions de chasse* were forced to return to their own lines to take on more gasoline, while the bombardment planes continued into Germany. The Sopwiths arrived first at Oberndorf. Dropping low over the Mauser works they discharged their bombs and headed homeward. All arrived, save one, whose pilot lost his way and came to earth in Switzerland. When the big machines got to Oberndorf they saw only flames and smoke where once the rifle factory stood. They unloaded their explosives in the burning mass.

The Nieuports having refilled their tanks went up to clear the air of Germans that might be hovering in wait for the returning raiders. Prince found one and promptly shot it down. Lufbery came upon three. He drove for one, making it drop below the others, then forcing a second to descend, attacked the one remaining above. The combat was short and at the end of it the German tumbled to earth. This made the fifth enemy machine which was officially credited to Lufbery. When a pilot has accounted for five Boches he is mentioned by name in the official communication, and is spoken of as an "Ace" which in French aerial slang



This photo is remarkable by the fact that it is never published entirely, but often with the engine cowling and the rudder and fin cut off. It is of a much better quality than usual, clearly showing the Seminole Indian head, and the three "coups" (horizontal bars) on the rear of the fuselage (A "coup" was a physical touch of an adversary in combat, materialized by a paint bar on the face, another part of the body, or on the warrior's horse).

means a super-pilot. Papers are allowed to call an "ace" by name, print his picture and give him a write-up.

The successful aviator becomes a national hero. When Lufbery worked into this category the French papers made him a head liner.



The American "Ace", with his string of medals, then came in for the ennui of a matinée idol. The choicest bit in the collection was a letter from Wallingford, Connecticut, his home town, thanking him for putting it on the map.

Darkness was coming rapidly on but Prince and Lufbery remained in the air to protect the bombardment fleet. Just at nightfall Lufbery made for a small aviation field near the lines, known as Corcieux. Slow-moving machines, with great planing capacity, can be landed in the

dark, but to try and feel for the ground in a Nieuport, which comes down at about a hundred miles an hour, is to court with disaster".

Raoul, however, landed without any problems, an accomplishment that shows his maestria at the controls of his plane.

Raoul was so famous that it was him who told all the tricks of this job to his colleague pilots, including the famed Eddie Rickenbaker. The latter considered Raoul as THE accomplished fighter pilot, and he was trained by him with the result that one knows: Arrived in France in 1917 as the General Pershing's personal driver, he soon found his way to aviation and flew in the same unit as Raoul Lufbery. Rickenbaker finished the war with 26 victories, and as the Commander of his unit.



This photo shows a group of pilots of Escadrille Américaine. From left to right: Victor Chapman (Killed in combat), Elliot Cowdin, Bert Hall, Lieut. William Thaw, Capt. Thénault, Lieut. de Laage de Meux, Norman Prince (Killed in combat), Kiffin Rockwell (Killed in combat), and James McConnell (Killed in combat).

GEORGE T. CHANDLER - AN ACE WITH FIVE VICTORIES

Still on the subject of the Raoul Lufbery commemoration, we wish to introduce Ace P-38 pilot, **George T. Chandler**, who shot down 5 Mitsubishi Zero during WWII.

George, a young man of 85, is very active and has accepted to coordinate the Lufbery project in the USA, with the French Wing doing the same on this side of the Atlantic.

A banker by profession, George seems to be indefatigable. He is deeply involved in his bank and also in the American Fighter Aces Association of which he will become the President very soon.

George's parents were rather poor and struggled until his father found a job in the banking industry, thanks to the kindness of a friend of his. Things got better, and allowed George to carry on studying, only influenced by the lovely Barbara Ann, his sweetheart. He started a career as a bank clerk in his father's bank, in Pratt, Kansas. That is when another major event came up and had a decisive effect on the life of young George.

The latter, who had learned to fly and had a PPL, got a commission in the Army Air Corps as an Aviation Cadet in order to learn to fly military planes. A month later the attack on Pearl Harbor forced the USA to fully get in the war. His training started at Bakersfield (Ca) and carried on at Luke Air Force Base (Az).

He got his pilot wings in July 1942, with the grade of Second Lieutenant, and went to Hawaii for further training on the Curtiss P-40 Warhawk. He then went to New-Guinea with the 8th Fighter Squad-

ron in Port Moresby. There, he flew many missions but never encountered any enemy planes.

In April 1943 he was transferred to Guadalcanal, with the 339th Fighter Squadron, a unit that had become famous following the raid that had caused the death of Admiral Yamamoto, a major war episode that obviously changed history.

George's abilities as a fighter pilot were soon revealed and confirmed by the five victories that gave him the title of Ace, as well as the Distinguished Flying Cross and the Air Medal.



All these accomplishments were not easy life, however, and, on two occasions, George had to show his maestria when his plane was shot up, and had to fly back to his base on a single engine. A double performance which, over the immensity of the Pacific ocean was, alone, a real exploit!



After two years and one hundred combat missions, George was sent back to the USA where he married lovely Barbara Ann in March 1944. With the grade of Captain, he was posted to the air base of Chico (Ca), where he instructed the young pilots, helped by his great experience of aerial combat. He was finally released with the grade of Major in January 1946, and was able to get back to work in the family's bank, first in Lyons, and later in his own bank in Pratt, of which he has been the Director since 1948, not only as a banker, but also as an advisor, a counsellor, and a friend of his clients, most of them working in the agricultural business.

George and his wife raised three sons and a daughter, but the death of his wife Barbara Ann in 2000, after 56 years of marriage, profoundly affected his life made of great modesty, hard work, love of his family, and love of his country. Those of us who will have the privilege of meeting George newt September, will, no doubt, highly appreciate this exceptional man.



Above: A meal in one of the restaurants in Pratt (Kansas) with, from left to right, Roy Grinnell, George Chandler, Cheryl White (George's Assistant), and Irene Grinnell. On the right: Roy Grinnell and George Chandler standing next to Roy's original painting which commemorates George's double victory over Bougainville.





FREE FRENCH AIR FORCES (FAFL)

THE GROUPE BRETAGNE (5)



Articles and paintings by col. Louis-Jean Gioux

In December 1943, we move to Château-dun de Rhumel (Algeria), where starts, on the airfield of Têlergma, the training of the crews on the B-26 Marauder.

In addition to the Bretagne of the FAFL, are 5 groups newly created with crew members remobilized in Northern Africa which had recently been liberated.

Between the FAFL personnel and the others, a formal friendship prevails, but the Bretagne keeps its independence, a friendly relationship between the personnel and their superiors, inherited from the heroic time of flights over Chad and Lybia. In addition, the planes of the Bretagne have the Cross of Lorraine painted on them.

The training, supervised by the american authorities, carries on, and soon the first group Maroc 1/22 is ready to fight, followed by GMB 2/20 Bretagne, and the



third one Gascogne. Together, they form the 31^{ème} Escadre attached to the 42nd American Wing.

The 31^{ème} Escadre moved to Villacidro in Sardinia from which the Marauder attack targets in Italy and in the south of France, with the goal of disorganizing the transport of enemy troops and equipment. On May 29, 1944, the attack on the La Spezzia center (Italy) triggers the congratulations of the american Headquarters.

In November 1944, the 6 groups move to Saint Dizier (France) from where they carry on their attacks of targets located in Germany and on the Atlantic coast enemy resistance pockets firmly held by the german navy. Over all these objectives, the Marauder meet an active and accurate flak. The weather is often bad, but it does not stop the exceptional results that amaze the american forces.

On January 22 1945, raid on the port of Neubourg. On February 8 and 9, 1945, raid on the rail yards of Fribourg and Freistett. On the 28 of the same month, the attack of the Emmendingen plant, but the Bretagne loses a plane and two crew members.

On April 25, 1945, the raid on the ammunition warehouse of Ingolstadt particularly spectacular because the bombs fall on the enormous explosives



warehouse and start an infernal "fireworks" with some debris sent up as high as 10,500 feet!

On May 8, 1945, the war ends. With it, end the war missions. On May 9 and June 18, 1945, the Bretagne is honored when it led a Cross of Lorraine formation, followed by the B-26 of the other groups, during the victory parades over the cities of Paris and Dijon.

The Bretagne flew, over France and Germany, 60 missions which represent 1703 hours of war missions, dropping 501 tons of bombs.

The six citations gained by Groupe Bretagne allow its personnel to wear the Legion of Honor distinction.

Since the war missions are over, another activity starts: Aerial transport, for which one can count on the ardor and skilfulness of the crew members, as good as those displayed since 1941, in all kinds of weather, and all theatres of operation.

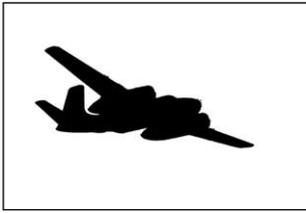
THE MARTIN B-26 MARAUDER

The B-26 Marauder, medium bomber, was produced by the Glenn Martin Company. Designed in 1939, the first aircraft took off on November 25, 1940. Version A, with a very heavy wing load, was hard to fly because of a high landing speed. Version B saw its wing load reduced, thanks to a major increase of the wing area. Followed versions C, D, and, finally, G in 1944, which was fitted with two double rows radial Pratt & Whitney engines, delivering 2000 HP each. With a wing span of 21,64 m (65 ft), and a length of 17,09 m (52 ft), it had a take-off weight of 17330 kg (38200 lbs), a speed of 455 km/h (285 mph), a service ceiling of 6000 m (18200 ft), and a range of 1800 km (1125 mph), with 7 crew members, 2000 kg (4400 lbs) of bombs, and 11 machine-guns.

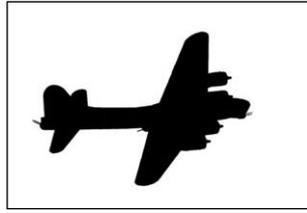


CONTEST : ARE YOU A GOOD SPOTTER ?

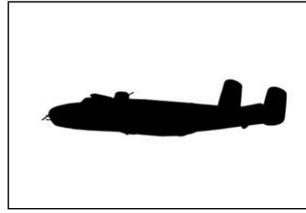
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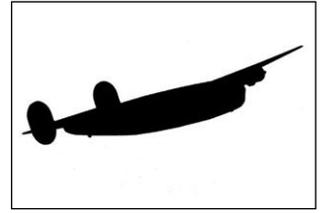
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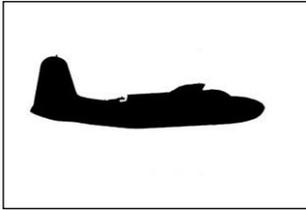
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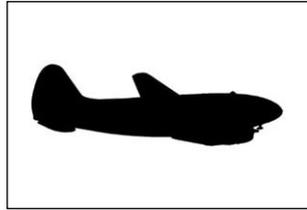
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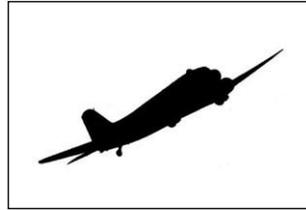
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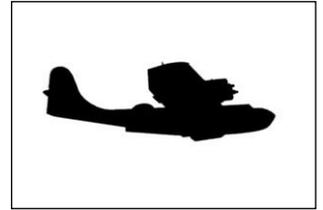
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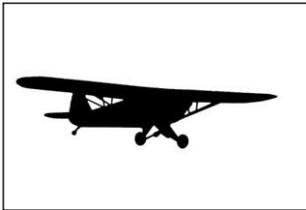
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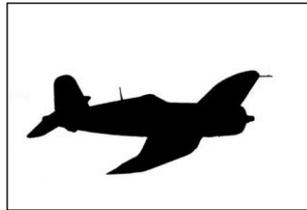
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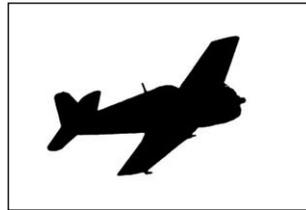
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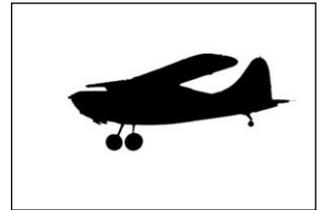
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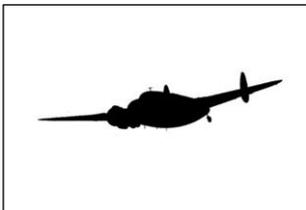
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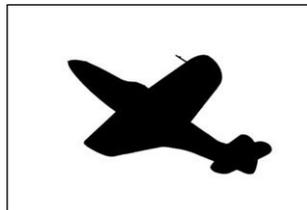
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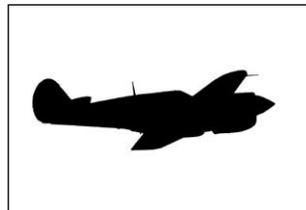
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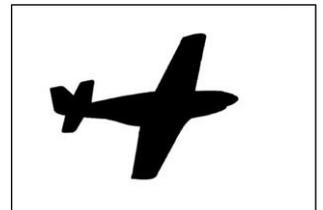
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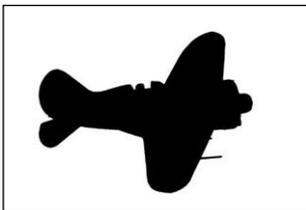
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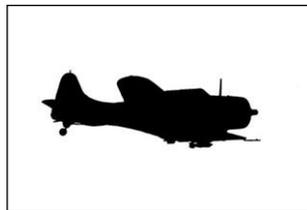
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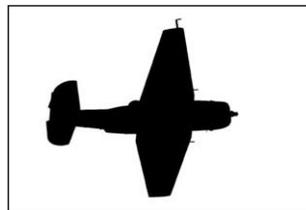
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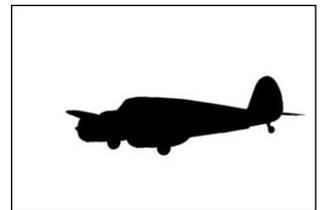
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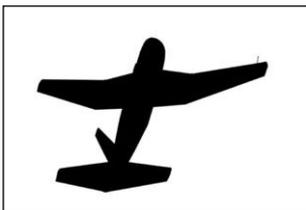
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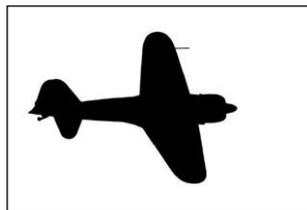
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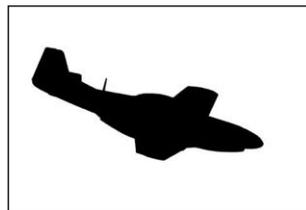
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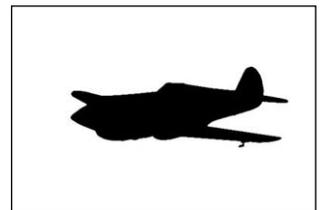
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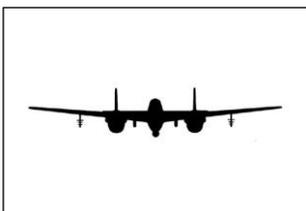
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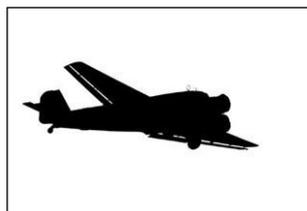
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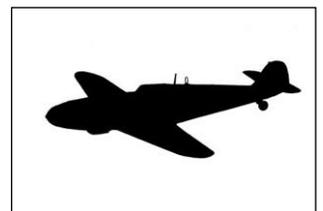
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28

THIS CONTEST IS OPEN TO ALL MEMBERS AND FRIENDS OF THE FRENCH WING

This page is the first one of a series and part of a contest whose prizes are prints of various artists. You can send us your answers by mail or email, simply quoting the test number, the picture numbers with the exact aircraft type and name you have found for each one of them, and, of course, your own name and first name. Send it before the publication of the next issue, and be as precise as possible. This exactness will be used to find out who the winners are in case two members have similar answers. The aircraft printed on this page are easily recognisable, but the future tests will probably be less easy.

FRENCH WING P.X.

The following articles are available with a payment by cheque to the CAF French Wing. (+ P & P).

- Wing patch: € 9,00.
- "Gioux" type patch: € 6,00.
- Various epoxy pins: € 5,50.
- Various pins "cloisonné": € 5.00.
- 100 A4 sheets with the Wing logo and your personal address: € 10,00.
- Warbirds photographs 30x45cm: € 10,00.
- T shirt Piper CUB, 170 grammes, Hanes, L or XL: € 15,00.
- T shirt cartoon P40, 170 grammes, Hanes, L or XL: € 15,00.
- T shirts other sizes on order.
- T shirt illustrated with the picture of your choice (Maximum size A5 - Warning! Only send pictures that are free from any copyrights!): € 15,00.
- Aircraft profiles 15 cm x 20 cm ready for framing: Various types: € 4,00 chaque.
- Vidéo filmed in Midland (55mn) VHS PAL: € 16,00 ©.
- Eric Besançon large size paintings: F4U Corsair and Messerschmitt 262 night fighter: € 30,00 P & P included ©.
- Poster N°1 Avions de la seconde guerre mondiale peint by Jean Bellis, 61x81cm: € 9,00 (FW Members), € 10,00 (Non Members) © + P & P.
- Greeting cards with Jean Bellis' profiles: € 4,00 each (P & P according to quantity) ©.
- Roy Grinnell prints - Normandie Niemen, F4U7, and B26 Marauder - Unsigned: € 40,00 + P & P € 10,00. Signed by veterans: € 60,00 + P & P € 10,00 ©.
- Roy Grinnell print of the Piper Cub: € 10 + P & P (FW Members), € 15 + P & P (Non members).
- Post Cards based on the same paintings (B26 Marauder and Neuneu): € 0,50 each (P & P according to quantity) ©.
- CD Rom of all FW Newsletters since January 2000, French and English, and 200 photos of warbirds taken during Airsho in Midland, by B. Delfino: € 10,00 P & P included ©.

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

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WING PROJECTS

PATRON COMPANIES SUPPORTING THE FRENCH WING

SKY RUNNER - EPSON
AVIATION CLUB DE FRANCE
DIFFUSION SERVICE

THANK YOU!

Our very sincere thanks go to the following members for their generosity and enthusiasm this month :

• Colonel **John Roeder** who has become Supporting Sponsor of the Piper Cub and made a donation of 100 euros to the activities of our Association.

• Colonels **Henri Bourrassier** and **Dominique Deudon** who have become Supporting Sponsors du Spirit of Lewis.

• In addition, we thank col. **Dominique Deudon** for his donation of 200 euros to the Rearwin Sportster restoration project.

Thanks to these three members, the budget of our Piper Cub for the 2006 season is even more secure, and the Rearwin Sportster budget has made a serious step forward.

Although we could easily do with more Piper Cub Sponsors (Up to 20 Supporting Sponsors or any combination of the three levels), the season is on the right track.

We wish to remind all our members and friends that they can become Sponsors of the *Spirit of Lewis* at any time. All they need to do is send us a cheque of the level they will have chosen according to the list of levels and flying hours described on page 2 of this issue.

Dominique DEUDON	200,00
John ROEDER	100,00
Ronald WRIGHT	40,00
Léon MANOUKIANS	30,00
Aviation Club de France	1750,00
Georges MARCELIN	145,00
Avoir précédent	856,96
TOTAL	3121,96

€

