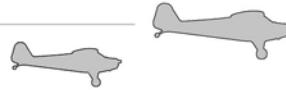




AIRSHOW

CAF FRENCH WING - MONTHLY NEWSLETTER - BULLETIN MENSUEL



Volume 13 - N° 6 - June 2008

EDITORIAL

The season started very well with a tour of Luxembourg, whose positive result was made possible thanks to cols Marie-Françoise Le Cornec and John Roeder. The task was far from easy, but their cooperation and the practical solutions found by Marie-Françoise and the people who guided us, resulted in a complete success, as you will see in the long article I had the pleasure to arrange for our readers.

It is precisely this type of full cooperation and participation which is generally lacking among Associations. What some people would qualify as drudgeries, and which are nothing else than tasks that can become pleasant if they are accomplished as a group. This point is not reserved to the only French Wing. I know many CAF Units which would see with great pleasure their members participate more fully, especially at the two extremes of any single project: Preparation and cleaning and sorting out. On that subject, please read the article printed on the "Operations" page. I hope that reading it will make people conscious that an Association only lives and exists thanks to the work produced by its members from the beginning to the end of a project, which includes the less pleasant phases quoted above of course !

I want to thank very warmly col Haruo Tanaka who managed to write a very beautiful article about his school period, as he was studying to become a pilot. One must remember the circumstances in which this story was actually taking place, and, above all, avoid making any judgement.

Finally, the report on the American Memorial Day ceremony and the celebration of the 80th anniversary of the La Fayette Memorial, nicely completes this edition entirely made of current events. Due to lack of space, I had to postpone until next month the publication of other articles which are less urgent.

The recommendation of the month, as you have read in the recent mail sent by HQ, is Recruitment. It is based on the simple fact that if everyone recruits one new member, the future of the CAF is safe. So, back to work !

Bernard

THE FRENCH WING IN LUXEMBURG

**A WARM
AND
ENRICHING
VISIT
WHICH
ENDED
WITH A
CEREMONY
IN THE
AMERICAN-
CEMETERY,**

**WITH ANNE L. WAGNER, AMERICAN AMBASSADOR
IN LUXEMBURG.**



Photo: M. Perrin



Photo: B. Delfino

THE PIPER CUB AND THE NC 856 NORVIGIE HAVE BEEN DECLARED GOOD FOR ONE MORE YEAR OF OPERATION !

COLONEL HARUO TANAKA SHARES WITH US HIS MEMORIES AND IMPRESSIONS OF THE STUDENT PILOT AND AVIATION LOVER HE WAS ALREADY IN 1944 AND 1945.



THE LA FAYETTE ESCADRILLE MEMORIAL IN MARNES LA COQUETTE, NEAR PARIS, CELEBRATED ITS 80TH ANNIVERSARY DURING THE AMERICAN MEMORIAL DAY CEREMONY ON MAY 24.

YESTERDAY'S SPONSORS (AND BEFORE!)... THE "SPIRIT OF LEWIS" NEEDS YOU !

NEWS

FRENCH WING ANNUAL DUES - YEAR 2008 - 2009

To all our members who haven't paid their participation, we ask to do it as soon as possible because the limit date was April 30! Those who are up to date with these dues are:

Jim Adams, Hugh Alexander III, Gilles Avenel, Lil Ayars, Jean Barbaud, Bunty Bateman, Guy Bortolus, Meril Butikofer, Claude Cardinal, Didier Cardinal, Ernest Cartigny, Jean-Yves Cercy, George Chandler, Jacqueline Clerc, Daniel Costelle, William Davies, Jean-Christophe Debuisson, Bernard & Fumiko Delfino, Stéphane Duchemin, Danielle Duflot, Ken Fields, Michel Fleury, John Francis, Claude Gascon, Marcel Francisci, Louis-Jean Gioux, Maurice Girard, Roger Gouzon, Patrick Gremez, Roy & Irene Grinnell, Aubrey & Barbara Hair, Yves Houssin, Rick & Louise Hudlow, Jean-Luc Jentel, Marie-Françoise Le Corne, Marcel Ledoux, David Ledrich, Jacques Leroux, Isabelle Lesser, George Lodge, Jim Lux, Cédric Malhaire, Léon Manoukians, Georges Marcellin, Christine Melkonian, Christian Monier, Kim Pardon, Guy Perrin, Patrick Pierre-Pierre, Hervé Queffélant, John Roeder, Sandy Sansing, Haruo Tanaka, Emmanuel Tonarelli, Christian Tournemine, Gilles Troussard, Regis Urschler, Stella Wilkes, et Ron Wright.

IF YOU CANNOT FIND YOUR NAME IN THE ABOVE LIST, YOU KNOW PERFECTLY WHAT YOU NEED TO DO...

We thank you for sending your cheques in euros to the French Wing head-office in Aulnay sous Bois, as soon as you can.

Cheques in Dollars will need to be sent to Roy & Irene Grinnell and written to their name.

YAMAMOTO DVD's

These DVD's which were announced in our previous issue are going fast, so fast that we only have a few in stock. These DVD's will be sold by our PX during the La Ferté-Alais air show. You will be able to buy them there, but the public may be quicker than you!...



SANDY SANSING WILL VISIT FRANCE NEXT MONTH

Col Sandy Sansing will come to France for a private visit from 26 June till 10 July. He will be travelling with his daughter Ginny, and one of his grand-daughters, Rebecca.

Sandy has been invited by the municipality of Puiseux en Retz and the surrounding villages to celebrate the Liberation, an event which will take place on Sunday 29 June.

Although this event has no official character, whatsoever, like it had in 2005, all our members who wish to participate will be welcome.

PICNIC IN LE PLESSIS ON JULY 5 & 6

According to the weather and the availability of our pilots, a week-end in Le Plessis-Belleville will be organized to get our guests to see the area from "u above".

All members of the French Wing are invited to spend this week-end of July 5 & 6 at Le Plessis-Belleville. A picnic will be arranged, and it would be nice if everyone brings a dish or a desert with him. The drinks will be in the Wing.

PLEASE DO CONTACT US ASAP IF YOU INTEND TO COME !

VERY IMPORTANT!

Should you intend to participate to one or several air shows or events whose list is printed on page 11 of this Newsletter, you MUST advise us as soon as possible, specifying if you intend to get there with your own car or if you wish to fly the Piper Cub. We also need to know if it is your intention to help with the setting up of the PX, and, after the event, if you also intend to help putting everything away. Thanks in advance!

THE NEW CAF ANNUAL DUES

As everyone knows today, and since March 1st 2008, the CAF annual dues have changed. Here is a summary:

- **Colonel**: \$ 200.00 (About 145 €).
- **Life Member** : \$ 2400.00 (About 1700 €), may be paid in one single payment or 12 monthly payments of \$ 200.00.
- **Cadet**: \$ 45.00 (About 32,00 €).
- **Supporting Member**, formerly **Associate Member**: \$ 55.00 (About 40 €).

Note: These prices include the subscription to the CAF monthly bulletin, Dispatch).

TRICKS AND EASY WAYS

If you wish to pay your CAF dues using the Internet and find it is impossible for some unknown reason, like it happened to col **Christian Tournemine**, try and re-enter your personal details in the system, as if you had changed address, and re-try the on-line payment processess. It would be very surprizing if it failed again. Thanks for the trick Christian!

THANK YOU !

- Thanks to col **Cédric Chanu** who donated tw lots of rags to the French Wing!
- Thanks to col **Christophe Bastide** who donated some safety tabbards to be worn on air-fields, as well as an enormous roll of fabric!
- Thanks to col **Henri Bourrassier** who has renewed his Supporting Sponsorship!
- Thanks to cols **Marie-Françoise Le Corne** and **John Roeder** for the excellent week-end we spent in Luxemburg!
- Thanks to the people and museums who welcomed our group so warmly and so friendly during this tour of the *Battle of the Bulge*!

LA FAYETTE MEMORIAL

Article and photos: Bernard Delfino

It was a former pilot, Edgard G. Hamilton, who had the idea of building a Memorial where all american pilots of the La Fayette who died during WWI, would repose together there. His suggestion was favourably welcomed by many french and american personalities who created, in 1923, the association *Mémorial de l'Escadrille La Fayette*.

An american lawyer residing in Paris, William Nelson

Cromwell, became the most generous subscriber of this project. He also became the one in charge of the quest for funds, and the building of the monument. A piece of land located in Marnes la Coquette, near Paris, was donated by France to the association so that the monument could be built on it.



Above: The President of the Foundation, Mr. Van Kirk Reeves at the microphone, and Mr. Blumrosen.
Below: The USAF Chief of Staff general T. Michel Mosley.



It was on July 4, 1928, that the memorial was inaugurated with the presence of Marshal Foch, the Minister of war, and the US ambassador. Once this memorial was built, Cromwell did not stop looking after it: He created the La Fayette Memorial Foundation to which he donated one million Dollars. This foundation took possession of the monument in 1932, with the condition that it would maintain and repair it for ever.



As years went by, the building suffered a lot from the rain and water ingress, so badly that a restoration was started at the beginning of this century, a gigantic and very costly task that is getting near the end today.

The crypt which contains 68 sarcophagi, some of which are empty because the bodies have not been found or their transfer have not been possible, is practically finished.

On this day of May 24, 2008, American Memorial Day, it was a fully renovated monument which saw a very moving ceremony take place, in which the highest authorities took part.

The master of the ceremony, Mr. Alexandre Blumrosen introduced all participants like Mr. Van Kirk Reeves, President of the Foundation, Mrs Christiane Barody-Weiss, Mayor of Marnes la Coquette, Mr Pierre de Bousquet de Florian, Prefect of the Hauts de Seine District, Mr. Craig Stapleton, Ambassador of the USA in France, General S. Abrial, Chief of Staff of the Armée de l'Air, and General T. Michael Mosley, Chief of Staff of the USAF.

In addition, the foundation had invited various associations, among which the French Wing of the Commemorative Air Force, to participate to this event which also celebrated the 80th anniversary of

this Memorial. This is how cols Bernard and Fumiko Delfino were honored to be part of this ceremony, and to represent our Organization with dignity.

The ceremony started with the overflying of the monument by four Mirage fighters of the 2/4 La Fayette Squadron, based in Luxeuil, followed by four F-16 of the 52nd Fighter Wing based in Spangdalem, Germany.

The french and american national anthems were played by the brass bands before speeches were read by all mem-



bers of the authorities. These speeches were not too short and not too long, so right that this ceremony was one of the most pleasant we have been able to witness so far.



Many flower wreaths were placed under the arch of this splendid monument while the bands played some nice pieces of music, well adapted to the circumstance. The weather was a lot better than expected, which helped the complete success of this ceremony dedicated to the friendship between France and the USA.



BATTLE OF THE BULGE

Article: Bernard Delfino (3 & 4 May) and Claude Gascon (5 May)

The suggestion of a visit of the Battle of the Bulge sites, made by col John Roeder during our Annual General Assembly, last November, obtained the success that it deserved.

All participants to this tour were fully satisfied: Hotel, restaurants, transportation, museums visits, greeting, and perfect organization. We owe his good result to the good and hard work produced by the two main actors of this visit to Luxemburg: Cols Marie-Françoise Le Cornec who perfectly looked after all practical aspects of our stay, and John Roeder who performed a complete historical research, a very difficult task because of the complexity of the battles that took place in this region.

The perfect understanding of the places and inhabitants of Luxemburg by these two protagonists was, without any doubt, the secret of this success, since it opened doors for us wider than in the case of common visitors.

The members who took part in this tour were, in alphabetical order: Bernard & Fumiko Delfino, Danielle Duflot, Claude De Marco, Claude Gascon, Maurice Girard, Roger Gouzon, Marie-Françoise Le Cornec, David Ledrich, Jean-Claude Miniggio and his son Julien, Michel & Régine Perrin, and John & Anne Roeder.

Arrived during the afternoon of the Friday, most members were pleased to get together again and discuss this trip and many other things, including - it won't be a surprize to anyone - aviation!

The dinner taken in the restaurant of the hotel was, at the very least, amazing because of the quality of the food, its quantities, and the very reasonable price that Marie-Françoise had negotiated. French fries lovers - there were many of them - were pleased since,



Photo : B. Delfino

just like Belgium, it's the most typical dish of Luxemburg.

After a good night rest and a copious breakfast, the bus that we had rented arrived, as well as the members who did not stay in this hotel.

Mister Camille Montaigu, a personal friend of John and Anne Roeder, joined us on their invitation. We were able to appreciate his personality because he shares the same taste as the members of our Wing, co-owns two Cessna Bird Dog aircraft, and revealed himself as a very pleasant company.

The entire group boarded the bus which took us to the first stop of the day:

The 385th BG Memorial Museum in Perlé.

We were warmly greeted in the most extraordinary way by the staff of this museum which is free and dedicated to the USAAF and the B-17.

On July 12, 1944, two B-17 while on their way to a bombing mission over Munich, collided over the village of Perlé. Of the 18 crewmen, only two



Col. Claude Gascon practicing in the superb link trainer displayed in the 385th BG Museum

bailed out and survived the accident. One was made prisoner by the german police, and the other was hidden away by the belgian resistance.

It's on this dramatic fact of war that the museum is based. Displayed there is an exceptional collection of engines, equipment, uniforms, and other articles donated to the museum by WWII veterans and other benefactors.

Perfectly displayed, this objects hilight the human as much as the technical aspects of their story. The guided visit was very interesting and showed how much time and work the volunteers give to this association. The result is an exceptional museum whose goal, similar



Photo : B. Delfino

to the CAF and the French Wing: *Lest We Forget*, could only touch the heart of each one of us.

Our members who could not be part of this tour can get an idea of this Memorial by visiting its web site at the following address :

< <http://www.385bg.com> >



Photo : B. Delfino

This visit was followed by the one of the very nice church of Perlé, before which is a monument dedicated to the victims of the accident, where we decided to take a picture of our entire group.

All good things having an end, we congratulated our sympathetic hosts for their exceptional work, and boarded the bus again for the next step of our tour.

Back on the road, we went to one of the most historical places of this trip : Bastogne.



Photo : B. Delfino

There, we were given two hours for a meal on the main square of the city (Photo above) where restaurants are legion, buy some souvenirs, and just stroll while trying to imagine what these fierce combats which caused the loss of so many human lives represented.



Photo : B. Delfino

Back aboard the bus, we then drove to the *Bastogne Historical Center*, located quite close to the majestic US Memorial built with the shape of a star. From the top of this Monument, we enjoyed an amazing 360° view over the battle fields and the city of Bastogne. (Below).



Photo : B. Delfino

Our two guides, **Roland Gaul** (*Below left*) and colonel **Guy Lenz** (*Below right*), gave us a thousand details about the battle. Their huge understanding of this battle, their enthusiasm, and their wish to pass on their knowledge, was a real pleasure for all of us. They were the best hosts that we could have imagined. Let us thank Marie-Françoise for obtaining their cooperation during this week-end. Their task was to disentangle the hank of this hard and complex battle. They were quite successful since every one of us learned more during this week-end than by reading the numerous books that have been written on



Photo : B. Delfino

A big Thank You to Roland Gaul and Guy Lenz for having given us so much in so little time! But our new friends were not at the end of their efforts since much remained to be seen...



Photo : B. Delfino

this subject, and in a much more vivid and attractive way.

The excellent articles written by col John Roeder and published in the three latest issues of our Newsletter, were finally coming to life as we discovered these famous places, so far quite abstract.

We were like pupils who, after learning a subject in the classroom, could finally see and touch what they had studied painstakingly, in great lengths, using text and photos.

The next and last stage of the day was to visit the Wood of Peace where each one of the trees was given the name of one of the survivors of these fierce fights, then we drove back to our hotel.



Photo : B. Delfino



Photo : B. Delfino

The dinner was just as amazing as the previous day one, and a good night eliminated the efforts of a very busy day.



Photo : B. Delfino

This second day brought as many good surprises as the first one.

A first halt was made at the Patton Memorial where one can see a tank, a statue of the general, and a monument. All together, they show how the tenacity of this exceptional man made possible a change in the Battle for Bastogne.



Photo : B. Delfino



Photo : B. Delfino

Again, colonel Guy Lenz gave us ample explanations which enlightened the various phases of the operations.

The next step was, without any doubt, one of the peak points of our stay because it included the visit of the outstanding Military History Museum in Diekirch.

I believe that not one of us had seen a museum so rich, literally overflowing with so many collector pieces, from the smallest to the biggest object. This collection, we owe it to Roland

Gaul who, as he was a kid, decided to collect anything that was related to WWII and the Battle of the Bulge. Two of his friends did the same, and a friendly competition took place and brought these three adolescents at the head of an incredible collection which is probably unique in the whole world.



Photo : B. Delfino

battle in a very realistic way, like these soldiers pushing a flat-bottomed boat on the snow (*Above*).

Roland was the symbolic winner of this race (Note that Roland must have had very intelligent and understanding parents!... One can only thank

them because without the clairvoyance that their son and themselves showed, this museum would simply not exist). This personal collection represents, today, about 60% of everything that the museum owns, the rest being gifts to the museum most of the times.

The current building displays all these relics over four stories, but despite the respectable size of this museum, the innumerable objects displayed are inevitably piled on top of each other. A project for enlarging the museum is being designed, and we count on our friends tenacity to get to what they want.

As one can see on the printed photographs, many full size dioramas illustrate the different phases of the

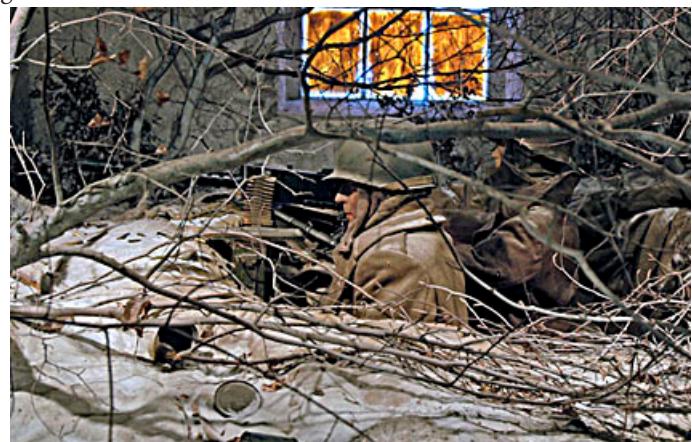
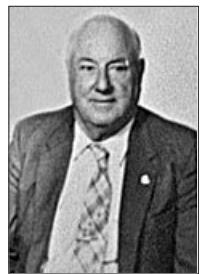


Photo : B. Delfino



Photo: B. Delfino

After this visit we took the traditional group photo and moved on to the Siegfried line to discover the *Dragon's teeth*, which are made of blocks of concrete, tangled up together, which, like icebergs, only show their tips that were supposed to stop tanks



Photo: B. Delfino

and other vehicles. History showed how illusory this Siegfried Line was...

The day carried on with the visit of the National Monument of the Strike, erected in the memory of workmen who dared to go on strike against the Germans. As one can guess, the result came sooner than expected, and was very dramatic...

Having to return urgently to Paris where the exam of the J-3 and the NC 856 aircraft was imminent, I left the end of this report to col Claude Gascon...



Photo: B. Delfino

Montaigu, Michel and Régine Perrin, Danielle Duflot, Roger Gouzon, Claude Gascon, Maurice Girard, and Claude De Marco.



Photo: R. Gouzon

Colonel Lenz as well as a Luxemburg official, explained the creation of this cemetery which, alone, sums up the harshness of the fights that took place during that particularly rigorous Winter of 1944 - 1945.



Photo: R. Gouzon

In that cemetery, all soldiers victims of this famous *Battle of the Bulge*: 5076 identified american soldiers and 101 unidentified rest in that magnificent garden. A moment after we were welcomed by the Super-Intendant of the cemetery, we were honored to meet the charming US ambassador in Luxemburg, Mrs. Anne L. Wagner. After a few



Photo: R. Gouzon

The Spring weather was gorgeous on this morning of May 5. At 10 o'clock everyone was on time at the splendid Luxemburg american cemetery: Marie-Françoise Le Cornec, John and Anne Roeder, Camille



Photo: R. Gouzon

greeting words, Mrs. Wagner invited us to recollect on the grave of famous general George S. Patton Jr. After a moving musical moment which ended with the American national anthem, the Ambassador and our Vice-President Roger Gouzon placed a beautiful flour wreath on the grave of the hero of the Battle for the Ardennes, who, although he died in California, wished that he would be buried alongside his soldiers.

To conclude our stay in Luxemburg, we visited the German cemetery, some distance from there, where 10.914 german soldiers are buried, including 810 unidentified ones.

As Roland Gaul pointed out, we were able to see the devastations caused by this war that the Germans called the Poor People's War because these soldiers didn't have a standard uniform, not enough equipment or weapons, and a great many number of soldiers buried in that cemetery were none other than children aged less than 18!



Photo: R. Gouzon

We sincerely thank everyone who participated in the success of this beautiful and moving week-end in Luxemburg!

MEMORIES OF A STUDENT PILOT

Article : Col Haruo Tanaka

On the morning of April 08, 1944, I was walking with my mother along the red path that led to the Chikugo Pilot School, near Fukuoka, where I had been admitted in the 6th promotion. I was just 12 years old then, and my heart was burning with hope to be a pilot one day.



Col Haruo Tanaka when he was admitted to the Flying school of Chikugo (Fukuoka) in 1944.

Below, the same, some 50 years later, in a completely different uniform : the CAF one.



The same day that I arrived there, we were given a uniform which was identical to the Military Preparatory School. It was the beginning of a period of four years which should have ended with my qualification as a pilot.

We were studying the normal school program, to which was added the study of radio, maintenance, navigation, and general knowledge of aviation.

Life at school was very strict. Unfortunately my training stopped after 18 months when the war ended. Therefore

I went back home to Kure, Hiroshima. It was eight days after the atomic bomb had been dropped, but that's an entirely different story...

THE AIRPLANES I SAW DURING MY SCHOOL TIME

THE TRAINER BÜCKER YUNGMAN (KYUSHU Ki-86)



This is a plane I will never forget. We had called it *Akatombo*, (Red Dragonfly). It was of a typically german style, audacious, with two swept back wings, and very beautiful. Although it was a training plane, our instructor showed us from time to time how he could do barrel rolls and spins. He probably had excellent capacities for that. Sometimes we also heard the worrying noise of its engine as he flew low over the classroom. We were rather afraid !

I cannot remember, like my comrades do, that we had to grasp the planes and hold them down to the ground during a storm, but, on the other hand, I vividly remember, as if it was yesterday, the precise image of a plane whose front part had gone into the ground like a grass-hopper after its propeller had hit some workmen who were working alongside the runway. It was the first solo flight of a pilot, with a red ribbon between the wings.



THE GLIDER "SECONDARY"

During physical practice, we pulled the plane using a rubber cable. Despite our rhythm-given shouts and our many efforts, we were unable to get it to move. I can still feel this sensation in my hands today.

I don't have that many memories of this plane, except for a precise image of a missed landing, when the plane flipped over.

THE MITSUBISHI ZÉRO



Photo : B. Delfino

One day, over the school, took place a fierce dogfight between japanese and american fighters.

All of a sudden, a Zero left the combat and landed urgently. The aircraft was intact. The pilot immediately asked his way to a dentist and he took the school director's bicycle. He went by us with his white scarf floating behind him.

At that time we didn't understand what was going on, but much later, an Air Force pilot (National Defence) explained to me that teething trouble in the sky is worse than the enemy because of the atmospheric pressure. One could even say that the pilot's eyes were revulsed because of that.

THE RAIDEN



After the Zero, it was the turn of a Raiden to land in an emergency after it had been hit during air combat. When he landed, the propeller blades were bent. One could have said that it looked like a see lion that had been pushed to the coast by the sea.

Some scaffolding was erected along the runway, and Navy mechanics arrived with a truck which had an engine on it. It was a rather sad spectacle because one could feel that the war would end soon.

After a week's work and a test flight, the plane was able to take off heavily with its big belly vibrating.

THE RECONNAISSANCE TYPE 98



On April 5, 1945, the instructor Okabe Saburo (*Below*) came to say good bye to the Director and the pupils. It was the day before he left for a Special Kamikaze Attack. He had volunteered in February. He said to us: *"I know why you are wondering why I delayed, against my personal feelings, my request to depart. I did not want to die before I could give you all my technical and practical knowledge, as well as my human thoughts. Therefore I needed some time for that. Now that I have given everything, I can go with no regret".*

We went to pick some branches of cherry trees covered with flowers on the hill behind the airfield and we put them inside the cockpit of his plane.

When the engine started, the petals flew away like snow flakes. As soon as he took off, the instructor turned back towards us as he climbed, then he dived and flew before us at low altitude. He pulled up and stabilized in level flight. He was extremely skilled. The soft movement of his wings expressed his eternal good-byes.

One should note that failing the use of attack aircraft, pilots would go aboard trainers. Most of the times they were shot down before reaching their target. Saburo Okabé flew low over the water and was not spotted by the Americans. The head band instructor Okabe as wearing when he crashed on the transport ship *Caswell* was picked



Saburo Okabe, instructor of col Haruo Tanaka.

up by the crew of the ship. This very same crew gave it back the dead pilot's family in May 1959.

LE B-29

The airfield of Tachiarai, the huge Army Air base included an airplane production plant. It started being bombarded by the B-29 at the end of March 1945. In June, all students were evacuated to a school which was 50 minutes away, located on the mountain of Yamegun, in prefabricated buildings.

We used to watch formations of B-29 airplanes flying at high altitude. That was the first time I ever saw some contrails. These contrails drawn in the sky at 30,000 feet, and a speed of 375 MPH even made us forget that they were produced by enemy planes.

The city's inhabitants did not like at all the sound of the B-29 engines, but, personally, I found it light and pleasant. After the war, I learned that the B-29 was the best ever produced propeller driven plane. Therefore, I was right.

During a moonless night, a Japanese fighter collided with a B-29, and after a flash, the latter fell, its silhouette being lit by a vivid red flame. At once, we saw parachutes opening. The next day, the American crews were taken prisoner and taken away wearing a blind fold.

Every time I look at the piece of windscreen I picked up and saved, this scene comes back to my mind and makes me feel sad.

THE GRUMMAN F6F

During an alert, we took refuge in a shelter. On that day the clouds were very low.

Since we only heard the sound of engines and some shooting, far away, we came out after a few minutes and looked at the sky, unconscious of the danger. Suddenly, a Grum-



Photo : B. Delfino

man appeared, slicing through the clouds, and flew very low before us. We clearly saw the American pilot's face, but we froze, our feet nailed to the ground. Had the pilot instinctively pressed his weapons' trigger, most of us would have been killed. This made me think at the death that would have come in such an unexpected way. Later, we were told that the Grumman only came to recognize the hangars.

Despite this explanation, I feel grateful for the pilot who spared our lives, and, since, the F6F has become my favorite plane. I will never forget this scene.

THE FLIGHT SCHOOL

The story of this flight school started in 1920 when it was created as an Imperial Aviation School mandated by the Army. In June 1938 two schools were opened in Sendai and Yonago. Twenty pupils were accepted for the first promotion.

Then, other schools started in Furukawa, Kyoto, Okayama, Ehime, Miyakojima, and Nagasaki. In April 1944, my school in Chikugo opened and I was admitted as part of the 6th promotion. I was one of the 1191 elected student of all these schools together.

During seven years, 4600 pilots came out of these schools, 158 pilots took part in the Special Attacks, and 860 pilots were killed.



Photo : B. Delfino

AIRCRAFT MAINTENANCE

CERTIFICATES OF AIRWORTHINESS

The Piper Cub and the NC 856 have passed their renewal of their Certificate of Airworthiness with no particular problem. Just a few minor administrative details have to be sorted out, which will be done in a few days time. The French and European legislations are not simple, and the authors of some of the laws are sometimes a bit lost in their own contradictions!...

The two planes flew in formation to Persan-Beaumont for this exam on May 14. Jean-Yves and Roger aboard the *Spirit of Lewis*, and Patrick and Bernard aboard the *Norvigie*. The latter, much faster than the Piper Cub slowed down as much as possible so that Bernard could bring back a few pictures of this very pleasant flight.

The excellent state of the planes impressed the GSAC agents, which was the best possible reward for the members who took part in their annual checks and various repairs during more than three winter months whose weather was too often far too cold.

The Piper Cub looks new and the *Norvigie* got at least ten years younger than it was a year ago.

Much work needs to be done yet, but our members can be sure that we will do anything possible to get the NC 856 to the same level as the *Spirit of Lewis*. More than four years were necessary to get the latter to become such a nice plane.

During these four years, we learned a lot, and the experience we acquired lets us hope that the *Norvigie* will require less time. However, spare parts are very rare and too often non-existent. In that case we have a choice of using alternative modern parts, or parts made to measures, a very costly choice indeed, but when you're in love!...

Just like the Piper Cub whose bright yellow color and elegance attracts the public's eyes, whether it's made of experienced people or not, this *Norvigie* is very popular because of its very special look, its scarcity, and by the fact that it is one of the few french warbirds that

is still in flying conditions today! The very positive comments that we have received from the public, the multiple compliments heard on all the airfields where the plane stopped, and the repeated Thank You that many express with no reserve for our efforts to keep this french plane in a flying state, do show how justified and rewarded are our sacrifices.

It's with a great pleasure and a genuine pride that the co-owners of this aircraft puts it at the service of the CAF and the French Wing in order to promote their goals. They are not the only ones to do this since other members who own an airplane have been doing it for a long time: In France, **Gilles Avenel** with his impressive Jurca Sirocco, and **Jean-Claude Miniggio** with his Piper Super Cub and, especially, his extraordinary Morane-Saulnier 315, and **Cédric Chanu** with his Morane 733. We will never thank them enough!

Making these private planes at the service of the CAF and its Units is also quite common in the USA where many members, owners of prestigious planes, make them available to the CAF to represent it and participate in numerous air shows, AIR-SHO included, among which, just to quote one, **Gordon Stevenson's T-6**.

Let's thank these members who do not hesitate to contribute with all their energy and passion to our organization, with no other counterpart than the satisfaction of participating to the common cause.

NC 856 NORVIGIE

Col **Gilles Avenel** expressed the wish to become a member of the NC 856 operational crew. Although he is not one of the co-



owners, he was admitted among the team as a pilot who participates to the annual operational expenses. Therefore, Jean-Yves, after a test flight, declared Gilles as "*Good for Service*" on May 18, as an approved pilot of this airplane. Congratulations Gilles!

(Note: Our readers will be pleased to read that Gilles' Jurca Sirocco, which suffered a ground accident a few months ago, will soon be fully repaired and based in Le Plessis-Bellevalle, in the very same hangar as the J-3, the NC 856, and Cedric Chanu's Morane 733).

RESTORATION OF THE REARWIN SPORTSTER

All our members can come and participate to the Rearwin Sportster restoration in col Roger Gouzon's workshop in Villepinte. Whether you are available one day or several, tell us. We will organize the work around your availability.

The tasks that have to be done, at the risk of repeating ourselves, do not require any special knowledge: Sanding, cleaning, inspection, protection, sorting out, recording of parts in a data base, nothing difficult as one can see. An enriching activity, much better than the innumerable hours one may spend before an insipid television set!...

HANGAR

The annual checks completed, we need to sort out the equipment and tools in all cupboards, clean the tools and the equipment, and sort out the spare parts.



There again, our members who are not specialists can perform these tasks which are indispensable, and even paramount. Please do contact us to pick up a date!

OPERATIONS

2008 FRENCH WING OPERATIONS

The list of air shows and other events that the French Wing hopes to take part in has been finalized as follows:

- **La Ferté-Alais** 30 May till 1st June: Annual air show (With the Piper Cub in the static area and the PX).
- **Albert Bray** 6 & 7 June: Air show (With the PX).
- **Moret sur Loing** 13 till 15 June: Weekend Piper Club France (Local flights at La Ferté-Alais, Moret sur Loing, Nangis, Moret sur Loing). No PX.
- **Cambrai Niergnies** 21 & 22 June: Fly-in of Piper Cub aircraft (With the PX).
- **Le Plessis-Belleville** 5 & 6 July: Fly-in and picnic of the French Wing (With the PX).
- **Saint Quentin** 6 & 7 September: Air show (With the PX).
- **Meaux** 13 & 14 September: Fly-in and static display (With the PX).

Candidate pilots and passengers for all these flights are kindly requested to make themselves known by advising cols. Patrick Pierre-Pierre and Bernard Delfino, quoting their preferences and dates and trip details.

CANCELLATIONS

Please note that the French Wing was forced to cancel its participation to the **Avord** air show on July 12 and 13, as well as the Far West Raid which was supposed to take the Piper Cub across France to the village of **Saint Girons**, near Toulouse.

We are experiencing a temporary, but real, lack of pilots, for various reasons (Mainly holidays and work).

It seems that our members who are not a pilot are late reacting to our call for their participation, Be it as a passenger of the Piper Cub or as a help to the PX. This is why we are reiterating this call and ask all of you to tell us about their intentions as soon as possible. Thanks in advance!

As it is today, the French Wing schedule for this season is already very heavy: Seven air shows of Fly-ins, it is more than what we have been used too so far!

IMPORTANT MESSAGE TO ALL OUR MEMBERS

The goals of the CAF and the French Wing have been, so far, the efficient powering medium for our numerous activities. It seems, however, that our members generally do not give enough importance to the practical details that make sure that the "machine runs smoothly".

Participating to activities like air shows, tours of historical and sight-seeing places, meals, meetings, and all other pleasant tasks is not enough.

Any activity asks for a meticulous preparation, a smooth running of the event, and a happy conclusion. These three phases which are the indispensable basis of any project, whatever it is, are the secret of success. Take one away and the whole thing collapses inevitably!

The **preparation** asks for an active participation of several members, and includes the study of the budget that will be allocated to it, the purchase of the necessary goods, and a multitude of tasks that may well become as many burdens if they are left to one or two members only.

The **event itself** rarely is a problem since everyone savours the present moment and relaxes while appreciating the show, the meal, and the fact that he is among friends he has not seen for some time.

The **conclusion** is too often the most neglected part because it calls for some cleaning and arrangement when everyone is tired and only wishes he could go home and keep a good impression of the event. That's when one, two, or three members at the most, have to do the most unpleasant part of any activity. You can see them holding a rag, a sponge, or a broom, and working for hours, and sometimes days, in order to sort everything out.

We ask all our members to keep in mind this inevitable fact that any participation must not be slacken from the very beginning until the very end of a project. Washing the dishes after a meal, cleaning a plane after a landing, cleaning and sorting out the equipment and the room where an event took place, etc, **together**, these tasks are done quickly and everyone will gain the incomparable satisfaction that he will have participated efficiently to the common cause.

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?...

BECOME A SPONSOR!



Peinture: Roy Grinnell

2008 SPONSORS

This month, we thank col **Henri Bourrassier** for renewing his Supporting Sponsorship. We need to find another 300 euros so that our Piper Cub can fly without any worries this year. The flexibility of this program is such that we managed to face the recent gasoline cost rises, but it is paramount that we find this missing money as soon as possible! Be a sponsor or renew your sponsorship like col Bourrassier and many others did!

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.
- Norvégie patch: € 6,00.
- French Wing pin: € 10,00.
- 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: € 30,00 + P & P € 10,00. Signed by veterans: € 50,00 + 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 Airshow in Midland, by B. Delfino: € 10,00 P & P included ©.

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THANKS TO ALL SPONSORS OF THE SPIRIT OF LEWIS, FORMER, OR NEW ONES, FOR SENDING THEIR PARTICIPATION FOR YEAR 2008

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TOTAL	15869,91

Note: Ces chiffres représentent les sommes qui ont fait l'objet d'un don au French Wing depuis l'achat du Piper Cub en Mai 2003, et non pas un état des comptes en banque de notre Unité.