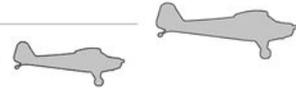




AIRSHOW



Volume 11 - N° 7 - July 2006

EDITORIAL

Getting all the news and reports about the events that took place during June in our 12 pages Newsletter was a performance that I did not think was possible. It required to condense the text significantly. I could have written a lot more about our joy, our problems, our satisfaction, our encounters with new friends, but it would have needed twice as many pages, if not more!

The problems were minor if one compares them with the happiness that we all enjoyed. The very first one was to be invited at the Air Museum in Le Bourget for the Grand Opening of the new Warbird Hall. Even if the weather was not the best we expected, this invitation by the Air Museum team was a fabulous honor that made us indebted, and we all do hope that our cooperation will not stop there.

Our dear *Spirit of Lewis* displayed only a few paces away from our booth during the annual airshow in La Ferté-Alais was really worth a look! The photo on the right is the proof that this dream, that no one could imagine, has actually come true. We owe its materialization to the members of the Jean-Baptiste Salis Association, to the organizer Editions Lariviere, and to Lewis Bateman himself, without any doubt.

Finally, the celebration of our Unit's 10th Anniversary was the achievement of more than ten years of efforts and hard and continuous work. Those who took part in it, one way or another, know its true value. This accomplishment is exactly in line with the CAF goals and the work that was necessary to create and develop it so that it could reach the size and popularity it has today, in the entire world. The CAF leaders know it, and that's why they have so much esteem for us. A great honor for our modest Unit.

All we have to do is continue on that track. A lot is still to be done: The acquisition of a hangar, the creation of a museum, the restoration of our Rearwin Sportster, and many other continuous activities and new ones that we will adopt in the future. See you in ten years time!

Bernard

THE GRAND OPENING OF THE WARBIRD HALL IN THE LE BOURGET AIR MUSEUM, THE AIRSHOW IN LA FERTÉ-ALAIS (PHOTOS BELOW), AND THE FRENCH WING 10TH ANNIVERSARY IN LE PLESSIS-BELLEVILLE, WERE AS MANY SUCCESSFUL EVENTS IN JUNE 2006.



Photo : B. Delfino

IF, FOR A REASON OR ANOTHER, YOU WERE NOT ABLE TO ATTEND ANY OF THEM, PLEASE READ THE REPORTS ON THESE THREE FANTASTIC AND MEMORABLE EVENTS!



Photo : R. Gouzon

LE BOURGET

THE FRENCH WING INVITED TO THE GRAND OPENING OF THE NEW WARBIIRD HALL

Report and photos by col. B. Delfino

The hard and implacable law of the weather, played a bad trick on the participants in the Grand Opening of the new Warbird Hall in the Musée de l'Air et de l'Espace in Le Bourget, on May 20 and 21. The violent wind and heavy rain that plagued the Northern part of France during these two days ruined our hopes of seeing our Piper Cub land at Le Bourget airport.

With a freshly renewed Certificate of Airworthiness the day before, the efforts to take off from Le Plessis by col. Claude Gascon and his passenger col. Roger Gouzon, were fruitless. Considering the risks that our airplane would have to face, they took the wise decision to push the aircraft back into its hangar, and drive to Le Bourget where they joined the other members: Claude and Didier Cardinal, Jacqueline Clerc, Bernard and Fumiko Delfino, Eric



Above: The C-47 Skytrain includes a video system that will take your breath away, reminiscent of Steven Spielberg's movie "Saving Private Ryan", including vibrations. Shivers and emotions guaranteed!... Below, cols. Fumiko Delfino, Claude Cardinal, Didier Cardinal, and Philippe Dufлот in the C-47.



Standing before the splendid B-26 Marauder of the Groupe Bretagne, left to right: Cols. Fumiko Delfino, Philippe Dufлот, Didier Cardinal, and Claude Cardinal.

Ducreau, and Philippe Dufлот and his wife Danielle.

The warbirds that made it to Le Bourget owe it to their size and to the power of their engines: A Dakota that came from Orly, and a JU-52 and a P-51D from La Ferté-Alais.

The setting up of the French Wing booth had to be de-

layed until the Saturday morning, which saved this equipment from a certain destruction, since the storm remained strong throughout the night.

The weather did not get many people out, but the most passionate or the most curious ones were able to enjoy this new Warbird Hall whose grand opening took place on Saturday afternoon, with several WWII veterans, including Roland De Lapoype, Ace of the Normandie Niemen. The creation of this new hall was, by the way, the

very first objective adopted by Gérard Feldzer when he took charge of the Musée de l'Air et de l'Espace last year. Thanks to him and his team of exceptionally dedicated people, this dream has now come true, to the satisfaction of warbird lovers.

We were glad to meet Gérard Feldzer himself, and several members of the team that surrounds him: Marie-Christine Poilpré, Gérard Feldzer's right hand, Claudine Oosterlinck responsible for the air navigation part, Philippe Gras responsible

for the museum archives and documentation, and Jean-Pierre Bertrand-Porchet, responsible for the airplanes, that many of our members have known for a long time. The reception they gave us was



Above, away from the bad weather, cols. Claude Gascon, Fumiko Delfino, and Roger Gouzon are ready to meet the public.

simply exceptional, and made of kindness and obligingness. They did all they could to make our first event in common with the museum the most pleasant they could, and they succeeded in a way that is beyond imagination!

We warmly recommend that our members and friends visit this new Warbird Hall which displays the following aircraft: Yak 3, D-520, P-51D Mustang, P-47 Thunderbolt, Spitfire, Polikarpov I-153, Bücker 181, FW 190, B-26 Marauder, and C-47 Skytrain. Do come and discover this great addition, for, as the slogan says: "A museum so rich that you need to come back several times to see it all".

LA FERTÉ-ALAIS

Report by B. Delfino

For the very first time, the French Wing was authorized by Editions Lariviere and the Jean-Baptiste Salis Association, to display its Piper Cub in the static area. This fact, alone, was worth the trip to La Ferté-Alais. Our friends there were kind enough to park the plane in the military vehicles area, which made it even more beautiful, thanks to the contrast of its bright yellow color with the khaki of the Jeeps, Dodges, and other vehicles. The public was charmed and one can easily estimate the number of pictures that were taken of our airplane, throughout the week-end, to more than a thousand, not forgetting the numerous kids who were able to pose before it, and even sometimes sitting in the pilot's seat which made them and their parents, totally delighted!



Photo: B. Delfino

One can now proudly say that, for the very first time ever, a Commemorative Air Force French Wing airplane landed at La Ferté-Alais!

Could anyone dream of a better present, the year we celebrate the tenth Anniversary of our Unit?

Philippe Dufлот, Michel Fleury, Roger Gouzon, Marie-Françoise Le Cornec, Léon Manoukians, Cédric Malhaire, Jean-Claude Miniggio, Patrick Pierre-Pierre, Frédéric Pollicella, Antoine Roels, Christian Tournemine, and Jean-Pierre Vésine, in total, 23 members to whom one must add many of their relatives and friends, which doubled that figure. Many of the latter actively participated in the life of the French Wing throughout the week-end, like, for example, **Danielle Dufлот**, who efficiently assisted our PX Officer **Fumiko Delfino** in her task. (Thank You Danielle!). Many good friends came and said hello to us and shared our satisfaction to be there, like **Jack Krine**, **Xavier Méal**, and **Gérard Feldzer**.



Photo: B. Delfino



Photo: R. Gouzon

This fact alone justified our presence at this great airshow, the biggest in France.

Many of our members realized how much we have progressed since the creation of our Unit, and contemplated for a long time this modest Piper Cub parked twenty paces away from our booth, some of them even pinching themselves to make sure that this historical moment was not a dream!

Cols. **Gilles Avenel** and **Roger Gouzon** were the lucky ones who flew the *Spirit of Lewis* from Le Plessis-Belleville to La Ferté-Alais with a perfect weather, and, above all, had the great honor of landing it on this legendary airfield.

The number of members present at La Ferté-Alais was also exceptional. They were: **Gilles Avenel**, **Jean Barbaud**, **Henri Bourrassier**, **Didier Bourrassier**, **Didier Cardinal**, **Jean-Yves Cercy**, **Arnaud Chatton**, **Jacqueline Clerc**, **Bernard Delfino**, **Fumiko Delfino**, **Eric Ducreau**,



Photo: D. Cardinal

The show was perfect, thanks to the weather which, after weeks of rain and strong winds, had kindly decided to let the sun shine.

The star of the show was the Battle of France thanks to the presence of two airplanes of that period: The Morane 406 that came from Switzerland, and the Hawk 75 from England. To see them fly together was a great pleasure for all the spectators. Let us thank those who managed to get these two rare aircraft back in the air.

The rest of the show included airplanes of all eras, which is the specificity of this airshow.

The warbirds which are a prime interest for all of us CAF members, were legions. One was able to watch rarities like a P-51C that came from Duxford, a Hellcat, a Wildcat, an Me109, several Yak 11, a Ju-52, a C-47, several Piper Cub, a B-17, a P-51D, a Lockheed Electra, a C-45, a Boeing Stearman, a PT-22, a Corsair, several Bücker Jungman and Jungmeister, two Tiger Moth, a Dragon Rapide, and a Polikarpov.



Photo: B. Delfino

to eat and drink because the sun was hot throughout the week-end. The French Wing booth was visited by numerous amateurs who were interested by the articles that we sell, articles which are mainly related to the CAF and the French Wing, but also by the presence of our friend **Jean Barbaud** who signed many of his books and post-cards, as well as col. **Jacqueline Clerc** who signed her book for her fans.



Photo: F. Pollicella

The post-WWII period was the occasion of an air display of planes like the Sabre F-86, the Douglas Skyraider, the Bronco, the Dassault 315 (Three of them that flew in formation with the latest production of the Dassault Falcon family). Several aerobatics were performed



Photo: D. Cardinal

by various planes, either individually or in formation. The noticeable absence of the Patrouille de France, busy at another airshow, was regretted by many spectators, and the Armée de l'Air only sent one Alphajet.



Photo: B. Delfino

The ballet of WWI aircraft, a speciality of La Ferté-Alais was a delight for the eyes.

It was followed by aircraft know as "classics" like a Rearwin Cloudster (A type that was produced after the Sportster), a Valiant, and two Beechcraft Staggerwing.



Photo: D. Cardinal

From top to bottom and from left to right: The P-51C that came from Duxford - Cols. Bernard Delfino and Roger Gouzon working hard (!) - Col. Christian Tournemine who was a great help for the setting up and the disassembly of our tent - Col. Gilles Avenel who had the honor of landing the Spirit of Lewis at La Ferté - Col. Patrick Pierre-Pierre who had the one to take-off from there and return the plane to Le Plessis, with col. Roger Gouzon as a passenger on both occasions - Our friend Didier Bourrassier, his father col. Henri Bourrassier, and col. Didier Cardinal - And finally, Jean Barbaud who had the visit of artist Lucien Périnotto, famous through his paintings and many of the front pages of Le Fana de l'Aviation magazine.



Photo: C. Tournemine

The public was able to buy many souvenirs from the numerous shops that offered for sale various articles like books, magazines, models, souvenirs, aviation antiques flight simulators, toys, aviation gears, paintings, sculptures, and, of course, enough

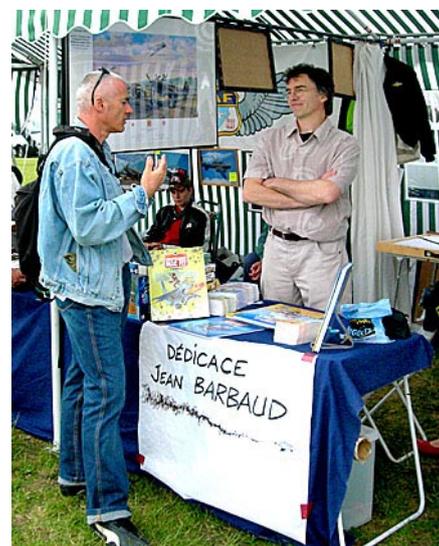


Photo: B. Delfino

THE FRENCH WING IS 10!

Report by B. Delfino

"What a nice week-end!". This is the remark that one often heard during and after this Fly-in which celebrated the French Wing's 10th Anniversary.

In total, almost sixty persons participated to this anniversary, including the following members: Shirley Bateman, Daphne Prebble, Gilles Avenel, Jacqueline Clerc, Bernard et Fumiko Delfino, Eric Ducreau, Philippe Duflot, Michel Fleury, Claude Gascon, Roger Gouzon, Marie-Françoise Le Cornec, and Patrick Pierre-Pierre.

They were joined by David Bottley and his wife Eileen, second sister of Lewis Bateman, many relatives of the members who attended this event, and many friends who are either residents of the airfield of Le Plessis-Belleville, professional relations, collectors of classic cars, collectors of Vélo-Solex, and even simple curious ones who happened to be on the airfield. This created a very amicable and special feeling that many had never experienced before anywhere.



Photo : B. Delfino



Photo : B. Delfino

Organizing a Fly-in like we did, without any experience, remained a question mark for all of us, but a great camaraderie more than compensated this gap, and we quickly noticed and understood the major points that we will keep in mind for future, similar events. The remarks and compliments we received during the week-end revealed that we were on the right track, helped by a superb and hot weather which compensated for the preceding weeks made of gray sky, strong winds, and heavy rain showers.



Photo : Yuri Delfino

On the left, Le Plessis-Belleville as seen from the sky. Philippe Nonat's hangar where resides our Piper Cub is the second from the top. Below, the same one photographed during a take-off from the grass runway.



Photo : Yuri Delfino

A team of three members was necessary to purchase, transport, prepare, cook, and serve, the food for the 60 persons present over these two days: Roger Gouzon, Philippe Duflot, and Bernard Delfino.



Photo : B. Delfino



Photo : B. Delfino

Other than our valiant Piper Cub which did not stop one minute during the week-end since it flew exactly 11 hours over the two days (!), four airplanes participated in this celebration: The Aeronca L-3 and the yellow Morane-Saulnier 733 that belong to our friend Rex Coates (Photos on the left), the splendid Norécrin belonging to our friend Giovanni Farrugia and his colleagues (Top right), and a local, very cute Piper Colt (Photo on the right). A relatively modest number of airplanes that can only grow in the future. However, it was largely sufficient to create a warm and aeronautical feeling, everyone admiring other people's airplanes and collecting information, which resulted in passionate and very friendly conversations.

The presence of old vehicles that date, for most of them, of the same period as the airplanes, was a plus that amplified the importance and the historical aspect of this Unit great event.

The long and difficult job of preparing this 10th anniversary and Fly-in was rewarded by a success that no one could imagine.

The preparation of the meals was, without any doubt, the most important part of this huge task, and played a major role in its success.

The efforts that it required were paid back by the great satisfaction of every guest.

Together, they solved, one by one, all the difficulties, and all went well, with Philippe and Danielle Duflot serving the starters and deserts, Bernard Delfino at the barbecue for the sausages and kebabs, and Roger Gouzon, now known as "Roger La Frite", at the electrical french fry maker (Below).



Photo : E. Ducreau

Some "porta-potty", an indispensable accessory for the complete success of such an event, were rented at low cost by

col. Eric Ducreau. It is to be noted that **Philippe Nonat**, owner of this hangar in Le Plessis-Belleville, has the intention to fill that gap in a near future, and we thank him in advance for that.

Temperatures were high in the nineties, but a light breeze made it easier to stand a heat that we were not used to during the past months. Around the barbecue and the French Fry maker, it went even higher, around 102, and some were wondering if the red skin displayed by Roger and Bernard was due to the sun or to some kind of over-cooking...

The waiting list for flights kept full and the pilots available: **Gilles Avenel**, **Claude Gascon**, and **Patrick Pierre-Pierre**, relayed each other to satisfy a maximum of requests, thanks to 30 minutes flights over the local area.

Despite this arrangement, the lack of time stopped several members from flying, even only a few minutes, a lapse that will be compensated as soon as it will be possible, may be during the airshow in Cambrai on June 30th, and July 1st and 2nd, as well as during the Tour de France, during the second fortnight in July.

The enthusiasm of our friends who came from England, **Shirley**, **Daphne**, **Eileen**, and **David**, was only equalled by our pleasure to have them with us for three memorable days.

The conversations often mentioned, in great length, the memory of our beloved



Photo: Daphne Prebble

Lewis Bateman whose presence was felt by everyone who were lucky enough to meet him during their life (A feeling that was also noted by several members during the La Ferté-Alais airshow).

The *Spirit of Lewis* took them all up in turn, making long time dreams come true. The only shadow over this ideal picture was the absence of **Bunty Bateman**, a problem that we do hope will be compensated by her visit to the French Wing in a future that we all wish to be as near as possible.

Enthused by these flights and the friendly feeling, **Shirley Bateman** and **Daphne Prebble** decided to become *Friends of the French Wing*. Shirley made a donation to the French Wing, as well as **David** and **Eileen Bottley**, and **Marie-Françoise Le Cornec**. These additional gifts are invaluable for all the projects that our Unit adopts



Photo: David Bottley

Above, left to right, **Daphne**, **Shirley**, and **Eileen** make good use of the shadow provided by the wing of the Aeronca while awaiting the return of the Piper Cub.

Left, **Gilles Avenel** and **Shirley Bateman** after their return from a memorable flight with the *Spirit of Lewis*.

Below, three of our friends from England: **David Bottley**, **Daphne Prebble** and **Shirley Bateman**, during the Saturday evening diner in Tremblay en France.



Photo: Eileen Bottley

regularly, and we sincerely thank them for their highly appreciated generosity. **Shirley** and **Daphne** left on Sunday morning for a sight-seeing tour of the



Photo: B. Delfino

Above, a Peugeot C202, one of the antique cars present at Le Plessis-Belleville.

Below, **Marie-Françoise** and **Jacqueline** discussing flights and aviation.



Photo: B. Delfino

South East of France, while **David** and **Eileen** spent the day in Paris for a quick visit of the city, guided by col. **Fumiko Delfino** who helped them avoid any language problems, and used her great experience of the french capital.

The best conclusion that can be given to this short report on an ideal weekend, is the great satisfaction of our British friends, as described by a message received from **Daphne Prebble** :

"I had a wonderful time and felt that I had known you all for a lot longer that three days! You certainly know how to make visitors feel welcome!"

Shirley had been looking forward to the weekend ever since there was just a glimmer of hope that she might be able to fly in the Piper Cub named after her beloved brother, Lewis, whom she used to call "Lewis Pocket" because he always gave her money when she was a little girl. Thank you again for your wonderful hospitality!"

WELCOME MICHEL FLEURY

Colonel Michel Fleury was born on November 8, 1943. Retired from airline Swissair where he worked as a commercial agent, that is where he met his friend col. Philippe Duflot, today his CAF "godfather".

Michel's been in love with aviation since his earliest days. An experienced model maker, he built, among others, a free-flight Piper Cub, so free that, one day, it decided to go its own way and finished its days at the top of a tree! But Michel is determined to switch over to radio-control and do



it again with a Piper Cub that he will paint in the French Wing's Piper Cub colors, the *Spirit of Lewis*. Having done his national service in Marine Infantry (4th RIMA) where he acted as a telephone operator, Michel had a go at parachute jumping, and he jumped a few dozen times. Michel also obtained his PPL but the latter is now obsolete. Very tempted to fly again since he totalled about 100 hours, Michel may well decide, in a near future, to have another go at it. A recent flight aboard our Piper Cub (*Photo on the left*) revived this temptation...



Photo: B. Delfino

Michel Fleury
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23450 Fresselines
France
Tél: 05 55 89 72 59
Mobile: 06 31 87 75 38
Email: Soon, hopefully...

WELCOME HUGH ALEXANDER III

Third of the name, **Hugh Alexander** was born in Houston (Tx) on February 22, 1943. He served in the US Navy aboard USS Wren, during the sixties, as a gunner assistant.

Since his return to civilian life in 1967, he worked in catering and public relations for more than thirty years. HE worked with NASA on food projects, and served four US Presidents. The most pleasant job for him was when he help Princess Grace organize a giant Texas barbecue for more than 600 guests during the Yellow Rose ball in Monte Carlo in 1982.

Today, Hugh works for the Southwest Museum services as Director of development, for the library and the Presidential Museum which is scheduled to open in 2012. Last year, Hugh, and 16 other CAF members created the **River Bend Squadron** in Wharton (Tx). In less than three months (!) they obtained a hangar and all the parts necessary to the restoration of a BT-14, a plane also known as *Yale*.



The BT-14 was built as a training airplane for France, but the Germans got there before the planes. Therefore, they were sent to England, Canada, and South Africa. The BT-14 was the prototype for the T-6 Texan. The aircraft should be flying in about a year.

Married to his second (and last) wife Carolyn, his interest for the B-17 brought him to the **Gulf Coast Wing** and **Texas Raiders** in 1981. Since then, he flew more than 300 hours with it. He also served as Morale Officer, Tour Director, Crew Chief, and Flight Mechanic. Hugh will join the Tour de France for about a week, and he has the intention to become a Sponsor of the French Wing's Piper J-3 *Spirit of Lewis*.

Hugh Alexander III
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SHORT LINES

• **Our Newsletter in the Musée de l'Air? What for?...**

Dr. Philippe Gras, historian responsible for the museum's archives and documentation department, has asked that we add the museum to our list of Newsletter addressees.

The modesty of our monthly bulletin made us hesitate for a long time after this unusual and surprizing request, but the weekend we spent at the museum allowed us to meet **Philippe Gras** and understand the reasons behind this request: With the mission to collect absolutely everything related to aviation that is published, and to preserve it *ad vitam aeternam*, this documentation department wished to receive a copy of all the issues published since the very first one, in order to make it available to the public.

Therefore, we have established this new link which will allow the museum to receive this bulletin, and we have given **Philippe Gras** a CD Rom which includes all issues since January 2000, in French and English.

The issues published before that date were made with a software that is, today, obsolete, and it will be very difficult and time-consuming for our Unit Leader/Public Information Officer, to publish them again as they were, from July 1996 and December 1999 (His retirement being already very busy, he wonders where he could find the time to accomplish such a long and difficult task...).

• **Are you a good Spotter?** It is still time to participate in that friendly and convivial contest. The answers to the 6 tests, the name of the winners, and the prizes they will win, will be given simultaneously during our General Assembly, next November.



Above, a brilliant demonstration by Hugh Alexander III who does not hesitate to test a set of chocks and seat cushion when it becomes necessary, even if this should take several hours of his precious time!...

WELCOME JEAN-YVES CERCY

We first met Jean-Yves as we were working on the annual check of the *Spirit of Lewis* in Le Plessis-Belleville. He liked the CAF straight away, and Jean-Yves is, today, a member of the CAF and the French Wing, a Flying Sponsor of the Piper Cub, and one of the approved pilots.

Born on September 19, 1969 in Haute Savoie among a family that had no aeronautical traditions, it's only when, 19 years later (Except for a period when he assembled various plastic kits) that he accidentally fell in love with aviation, through an exam for the National Civil Aviation School (ENAC). Followed a year for his national service spent in Colmar, picking up the Mirage 3 breaking parachutes on the taxiways, three years of training in the ENAC where, on every flight, he discovered that it was exactly what he wanted to do, and a few months waiting to get a job with Air France as a... baggage loader (In 1993, air transport was not at its



best). After 12 months spent on the ground, good fortune finally turned up: Co-pilot on the A320 (4,5 years), on the A310 (1,5 year), and on the Boeing 777 (4 years). After these ten years spent as a co-pilot, he went back to his first love (The A320) but this time on the left seat as a Captain on the short and medium network.

He has also been fond of classic gear airplanes in general, and antique in particular (Which a yellow Piper Cub represents perfectly!), improving his knowledge reading the *Fana de l'Aviation* magazine, and flying on a maximum number of types: Stampe, Pitts, Zlin, T-6, Stearman, Fouga, Cub, and he hopes not to stop there!

Jean-Yves CERCY

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WELCOME GORDON STEVENSON

Col. **Gordon Stevenson** is a sponsor of the P-40 and the P-47, and he owns a T-6 (Photo on the right, the yellow T-6 which has since been repainted to war-time metal).



Gordon has been a member of the CAF General Staff for 5 years. His interest for aviation started in the Fifties, when his father took him to airshows on Randolph Air Force Base in San Antonio. His father had flown 1300 hours as a flight mechanic on the B-24 *Liberator*. Based in Okinawa, he participated in the preparation of the invasion of Japan's main land. "Thanks to the Bomb", war ended, and his father came back home with no problem. His uncle was a tail gunner on the B-25 *Mitchell* on the China-Burma-India theatre. He finished his tour with 270 hours of combat missions. His mother was a dietitian on the largest hospital ship, USS Francis Y. Slinger. She did 5 trips to Europe and back, picking up wounded soldiers in Cherbourg to take them to New

York. She always said how much she was amazed to see the friendship and optimism of the french people despite the massive damage sustained by their cities. With another of-

icer, she would drive around the area trading sugar, coffee, and cigarettes for fresh eggs. She then served these eggs to the most wounded soldiers during their return trip. His wife's father was deputy Commander of the 376th Bomb Group in Italy, in 1944 and 1945. He flew 50 missions, three of which were over Ploesti. Taylor, his son, flew solo the day of his 16th birthday, aboard a 1946 Piper Cub, and he will soon borrow Gordon's T-6!

Gordon Stevenson

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SHORT LINES

• **The new French Wing patches have arrived!** They will be sold to French Wing members for 8,00 euros each (or \$10.00 if you live outside Europe).

Outsiders will have to pay 10 euros and \$ 12.00 respectively. Order yours today with PX Officer **Fumiko Delfino** who will be pleased to return them as soon as she receives your cheque (For members residing outside Europe, thanks to contact us so that we can send you the appropriate directives, or wait until Airsho2006 because we will bring a batch of them and will sell them over there).

• **CAF mail related to the Organization 50th Anniversary Directory :**

You must have all received a mail from the CAF which included two questionnaires.

One has to be checked and amended if you find an error. The other asks you if you wish to include up to 2 photos in this Directory.

If this is the case only use photos that are free of any copyrights, that are in direct relation with the French Wing activities, and make sure they do not include people who may not like to find their portrait in this book.

Stick the provided labels on the back of the photos after writing down the credits, and sign the appropriate form.

You can order this Directory in two different versions, a standard one and a Deluxe one.

Thanks for sending back these questionnaires as soon as possible, even if you don't find any error.



FRENCH WING ANNUAL DUES YEAR 2006 / 2007

To this date, and except for possible errors, members who have paid their dues are:

Hugh Alexander III, Gilles Avenel, Bob & Lil Ayars, Jean Barbaud, Christophe Bastide, Bunty Bateman, Shirley Bateman, François Bergeon, Didier Bourrassier, Henri Bourrassier, Merrill Butikofer, Claude Cardinal, Didier Cardinal, Ernest Cartigny, Jean-Yves Cercy, Arnaud Chatton, Jacqueline Clerc, Daniel Costelle, William Davies, Jean-Christophe Debuissou, Claude De Marco, Bernard & Fumiko Delfino, Dominique Deudon, Stéphane Duchemin, Eric Ducreau, Philippe Duflo, Ken Fields, Michel Fleury, John Francis, Marcel Francisci, Claude Gascon, Louis-Jean Gioux, Lucien Goubard, Roger Gouzon, Patrick Gremez, Roy & Irene Grinnell, Barbara & Aubrey Hair, Tex Hill, Yves Houssin, Rick & Louise Hudlow, Eric Janssonne, Alain Jimenez, Bill Katsones, Marie-Françoise Le Cornec, Marcel Ledoux, Julien Lepelletier, Jacques Leroux, Isabelle Lesser, George Lodge, Jim Lux, Cédric Malhaire, Léon Manoukians, Georges Marcelin, Jean-Claude Miniggio, Guy Perrin, Michel Perrin, Patrick Pierre-Pierre, Betty Piland, Frédéric Pollicella, Daphne Prebble, Hervé Quefféléant, Claude Requi, Guy Robert, John Roeder, Marcel Ruppert, Sandy Sansing, Gordon Stevenson, Haruo Tanaka, Alphonse Thiry, Terran Tidwell, Christian Tournemine, Gilles Troussart, Regis Urschler, Roger Vaucamp, Jean-Jacques Verrier, Jean-Pierre Vésine, Orlan Wichman, and Ronald Wright.

To date, 18 members over 102 haven't paid these dues and, therefore, are two months late. Our Finance Officer is very affected by this situation. He is in intensive care with 100% oxygen!...

Beware! If you are among these late paying members, this Newsletter is the last one you will receive until you have paid your dues.

This decision may seem a bit tough, but it is necessary if we do not want to create an injustice toward those who have paid in due time. Thanks for acting promptly.

SPONSORS OF THE "SPIRIT OF LEWIS"

Levels of sponsorship:

Flying Sponsor

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

Restoration Sponsor

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

Supporting Sponsor

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

Non-Sponsor

No annual premium and
80 Euros per flight hour

List of Sponsors to date:

FLYING SPONSORS

Gilles Avenel
Jean-Yves Cercy
Bernard Delfino
Fumiko Delfino
Marcel Francisci - ACF
Claude Gascon
Roger Gouzon
Irene Grinnell
Roy Grinnell
Alain Jimenez
Jean-Claude Miniggio
Patrick Pierre-Pierre
Sandy Sansing
SKY RUNNER
Regis Urschler
Jean-Jacques Verrier

RESTORATION SPONSORS

Didier Cardinal
Bunty Bateman
Georges Marcelin

SUPPORTING SPONSORS

Henri Bourrassier
William Davies
Dominique Deudon
Stéphane Duchemin
Barbara Hair
Aubrey Hair
John Roeder
Ronald Wright

STATUS OF THE SCI

The need to acquire a hangar is getting more and more acute, and we cannot do what we want in the hangar where our Piper Cub now resides. Therefore, we ask all members who are interested by this SCI, but haven't decided as yet, to make themselves known as soon as possible. Thanks!



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
M. Watson	70,00
Total 311 parts sur 1000	21770,00 sur 70000,00

TOUR DE FRANCE OF THE SPIRIT OF LEWIS

There are three seats available to fly aboard the Piper Cub during this trip. Therefore, we ask all our members who are interested by their participation in this tour, even for local flights, to call col. Claude Gascon, responsible for this project.

Please do call him on 03 29 86 71 00 to give him your preferences about these flights. He will be too pleased to give you the necessary information for your participation.



FREE FRENCH AIR FORCES (FAFL) THE GROUPE BRETAGNE (7)



Articles and paintings by col. Louis-Jean Gioux

In 1955, the JU-52 were replaced by the Nord 2501 "Noratlas". All personnel were trained on this modern aircraft.

The crew carried on the exhausting missions of transport, parachuting, sanitary evacuation, in Africa and even France. Each week, the group made sure that one plane, the "Sudanese", flew up to the Tassilit, another one, the "Mauritanian", operated to Fort Trinquet via Aïoun, and a third one, the "Guinean" flew to Bamako, Gas, via Lake. In addition, the Bretagne also had the task to instruct the flying staff from other transport groups.

At the beginning of 1957, the Groupe Bretagne flew air drop and supply

missions to various spread over immense territories: Port-Étienne, Fort-Gourant, and Aïn Ben Tili, involved in military problems in Mauritany.

In 1958, new threats from rebel bunches on the Mauritanian posts required an action in Rio de Oro and in the Spanish Sahara.

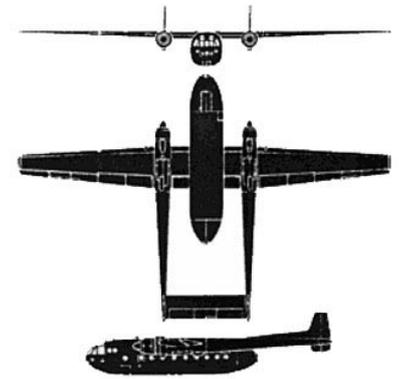
Until 1965, the groupe constantly flew over Africa. From 1947 till 1965, it flew more than 250000 hours, thus contributing to the presence of France in Africa.



as a perfect example. It was the end of aerial transport for the Groupe Bretagne. A new page was turned...



On February 1st, 1965, the base of Thiès was given to the Senegalese authorities. The group left an unforgettable memory in Africa of a brilliant Unit that could be used

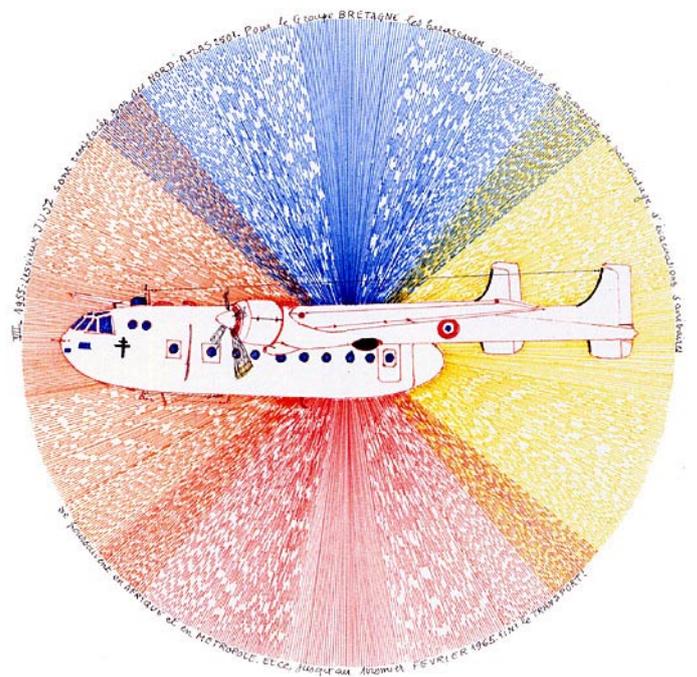


THE NORD 2501 NORATLAS

Built by Société Nationale de Construction Aéronautique du Nord (SNCAN) following a program published by the Armée de l'Air, the Noratlas was a twin-boom transport plane fitted with two 14 cylinders, air-cooled, radial engines that produced 2040 HP each.

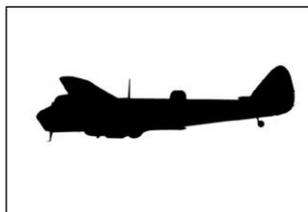
The first prototype (Nord 2500) first took to the air on September 10, 1949. It was fitted with two Gnome-et-Rhône 14R engines which produced 1600 HP. The Hercules engine was chosen for the second prototype (Nord 2501) to drive a four blade Rotol propeller. This aircraft crashed at Lyon-Bron, killing its 5 occupants. Among them was famous aviatrix Maryse Bastié. This accident did not stop the Air Force from choosing it, and the first aircraft delivered flew on November 24, 1952.

The aircraft wing span was 22,40 m (68 ft), its length 22 m (67 ft), and its height 6 m (18 ft). Its take-off weight was 22000 kilogrammes (48460 lbs). Its maximum speed was 440 km/h (275 mph), its service ceiling was 7000 m (21200 ft), and it had a range of 2500 km (1560 mls). Its crew was 5 men, and it had a payload of 45 passengers or 8500 kilogrammes (18700 lbs).

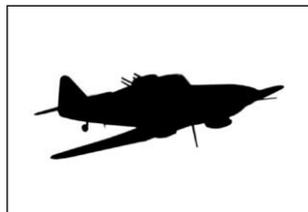


CONTEST : ARE YOU A GOOD SPOTTER ?

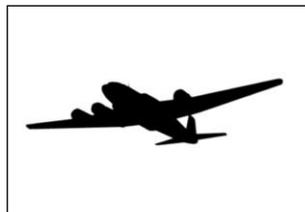
TEST N°3



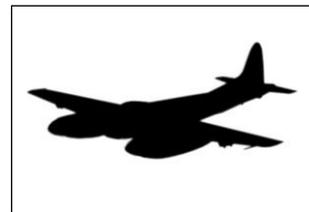
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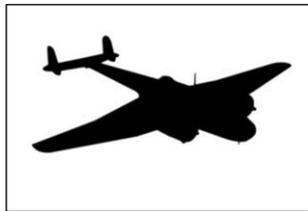
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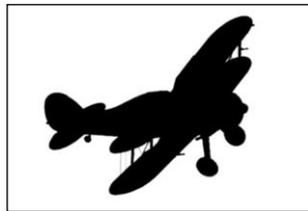
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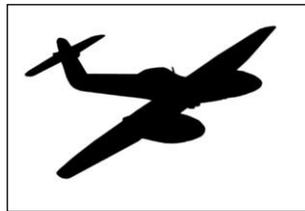
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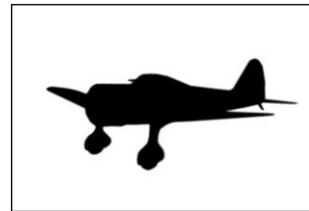
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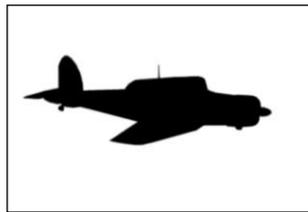
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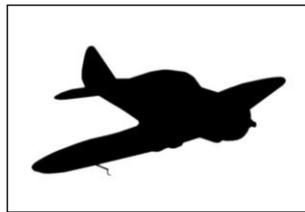
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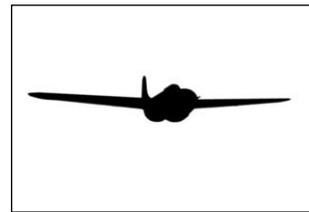
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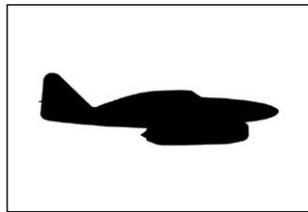
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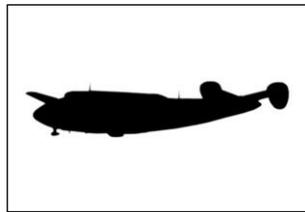
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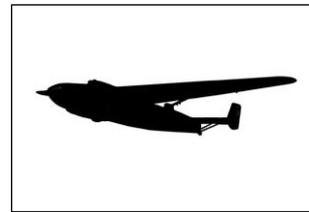
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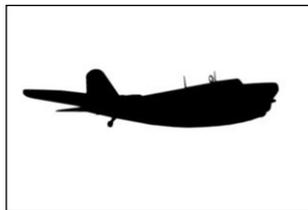
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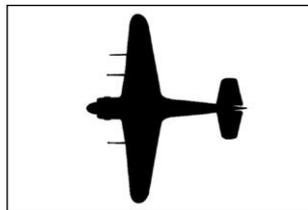
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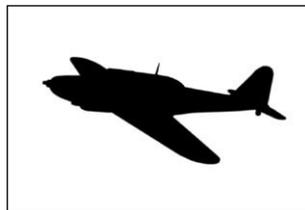
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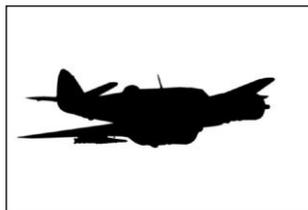
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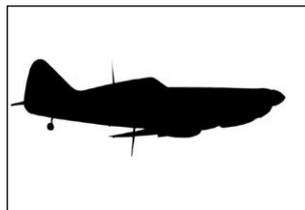
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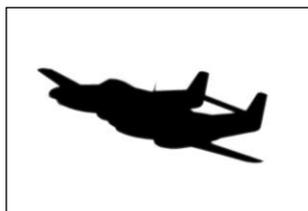
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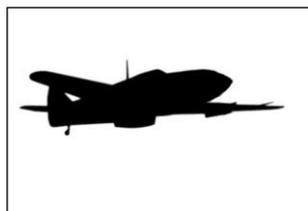
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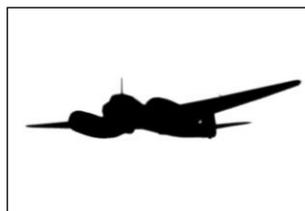
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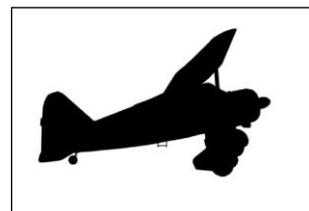
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CONTEST OPEN TO ALL MEMBERS AND FRIENDS OF THE FRENCH WING

Third game of our contest, this page includes aircraft which, for most of them, are very well known, and only a couple of them may be a problem for our spotters who will need to dig out the information from their personal documentation. You can send your answers by mail or email, simply quoting the number of this test, the number of each picture, and the exact type that you have found for each one of them, not forgetting your name of course. Send the lot before the next issue, and make sure that you are as precise as possible since, in case of similar answers, this exactness will help us find the winners.

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 sincere thanks go, this month, to our friend **Guy Perrin** who has donated his tool bow to the French Wing. As everyone knows, Guy, who is retired today, was an aircraft engineer who worked for UTA, Air France, and finally for British Airways.

The donation of this box and the tools it contains, represent a value of about 1200 euros, But the usefulness of these high quality tools for the maintenance of our airplane is invaluable. a very big **THANK YOU** Guy!

THERMOMETER

Following the sales done by the PX during the recent events, new names and sums of money have appeared in the list. The nature and the amount may surprize some unaware readers.

Effectively, the PX sells articles that are purchased according to its needs, and opportunities that may happen at any time. But it also sells articles that have been donated to the PX by members or friends. The product of these sales is then added to this list as a donation to the French Wing, under the name of the donor. Therefore, one must not be surprized to find sums of only a few euros, if the article was sold at a low price. Other sales will follow during new events, and these sums will grow accordingly.

	€
	70000
	68000
	66000
	64000
	62000
	60000
	58000
	56000
	54000
	52000
	50000
	48000
	46000
	44000
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	22000
	20000
	18000
	16000
	14000
	12000
	10000
	8000
	6000
	4000
	2000
	0
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	5,00
Christian FALENTIN	15,00
Barbara & Aubrey HAIR	15,00
Claude REQUI	17,00
Kim TOLFREE	5,50
Yves DONJON	8,00
Eric JANSOÛNE	30,00
Christophe BASTIDE	15,00
David PRICE	25,00
Fumiko DELFINO	197,60
Bernard DELFINO	153,75
Haruo TANAKA	15,00
Eric REARWIN	10,50
Yves DONJON	8,00
Roy & Irene GRINNELL	138,00
Bunty BATEMAN	150,00
Marcel FRANCISCI	100,00
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
Activités French Wing	8,00
Avoir précédent	856,96
TOTAL	4352,31