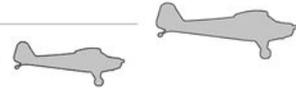




AIRSHOW



Volume 12 - N° 7 - July 2007

EDITORIAL

After more than ten years, the Sandy Sansing project which started by the quest for the Coigné family in Fère en Tardenois, has been closed by the granting of the Légion d'Honneur to Sandy on June 15, 2007, in the WWII Hall of the Air & Space Museum in Le Bourget.

Of all the work produced by numerous people, members and non-members, during all these years that went by at the speed of light, remain, today, a success for the French Wing, everyone's emotion, and, above all, the happiness of Sandy whose friendship we cherish so much!

Although I usually prefer to consider this kind of accomplishment and the product of team work, I will, today, make an exception for col. Philippe Dufлот whose tenacity and perseverance won over the "heavy" administrative system on which depended the granting of this glorious distinction. Bravo Philippe!

Lack of luck and bad weather forced us to cancel or change our participation to several aeronautical events. The air show in Le Luc is one of them because the NC 856 is suffering from an ignition problem that we hope to cure by changing the complete ignition wiring. Let us hope that the persistent bad weather will clear before the start of the Tour de France of the Piper Cub.

To this day, more than twenty members haven't paid their annual dues. I wish to ask them to send those in as soon as possible because this money insures the smooth day-to-day running of our Association. Therefore, it is indispensable. Beware! We will soon stop sending our Newsletter to those who will not react promptly. Be sure that we would be very sorry to get to such a point, but to continue sending it would not be fair for those who took the trouble to make this payment in due time...

Finally, the restoration of the Rearwin is still going on. We will welcome, with great pleasure all volunteers who wish to participate. A big Thank You in advance!

Bernard

FRANCE HAS HONORED COL. VIRGAL "SANDY" SANSING!



Photo: B. DeJijne

COL. SANDY SANSING, ABOVE WITH, FROM LEFT TO RIGHT, BARBARA AND GEORGE LODGE, HIS GRAND-DAUGHTER REBECCA, JIM AND NANCY LUX, AND THEIR DAUGHTER SHARON, RECEIVED THE LÉGION D'HONNEUR IN THE MUSÉE DE L'AIR ET DE L'ESPACE IN LE BOURGET (Pages 2 & 3)



COLONEL REGIS URSCHLER HAS DONE IT AGAIN WITH A SECOND VERY IMPORTANT DONATION TO THE FRENCH WING PROJECTS! (Page 11)

2007/2008 FRENCH WING ANNUAL DUES IF YOU HAVEN'T PAID YOUR ANNUAL DUES YET, YOU ARE NOW TWO MONTHS LATE! SEE THE LIST ON PAGE 8.

SANDY SANSING

Article: B.Delfino - Photos: B.Delfino, and C.Bastide (7)

Some 11 years ago, our friend **Sandy Sansing** (1) gave me a little piece of paper on which were noted a few vague names of people and places. He asked me if, by any chance, it would be possible to find the trace of the family who protected him from the enemy for several weeks in 1944.

This task, apparently immense and almost unattainable, appeared, after all, possible, and the help of several members of the French Wing, of Veterans Associations, and municipalities, was the secret of a success that no one could hope for then.

The rest of the story was told in this monthly bulletin, and I invite the most recent ones to refer to the July 2005 issue to read about all the various elements that this quest brought to light.

What can be described as the final reward to this great French Wing project, the granting of the Légion d'Honneur to Sandy, just took place in Le Bourget on June 15, 2007.

Obtaining this decoration was not easy. It took the main artisan of this task, col. **Philippe DufLOT** (4), almost two years of hard work, communication, and perseverance. Almost single-handedly, he managed to convince the French authorities of the legitimacy of this request.

How could it be otherwise when one considers the actions of Sandy for the liberation of our country?



But what appears to be so evident to the average persons that we are, may not seem to be so simple to the civil servants of our country.



Well, one has to believe that the file that we prepared for this request, and the words chosen by Philippe during his exchange of mails, had the effect that we were looking for since, last February, the decision to grant this glorious distinction to Sandy Sansing was made by the President of the French Republic, mister **Jacques Chirac**, whom we thank from the bottom of our heart for this wise and fair reward.

Sandy, a man made of discretion and modesty, did not hide his emotion when **Général Marbach** (2&3) pinned this medal on his chest, next to the numerous distinctions won by Sandy during his long military career.

The latter started in 1943 when Sandy became an aircraft mechanic and worked on the Curtiss P-40. His need for flying made him progress rapidly, and he finally got his wings.

Sent to England, he was posted to the 359th Fighter Group and flew many war missions before he was shot down by flak during the strafing of the railroad works in Château-Thierry, and hidden and protected by french Partisans.

Sandy's engaging personality, his modesty, his kindness, and his generosity, give this medal more value since rarely was it deserved so much.

Sandy knew the huge risks that he was taking on each mission, but he accepted them, like the thousands of his fighting comrades. Therefore, through this individual reward, we do have the sentiment that we have also honored all these young Americans who fought for the freedom of France.



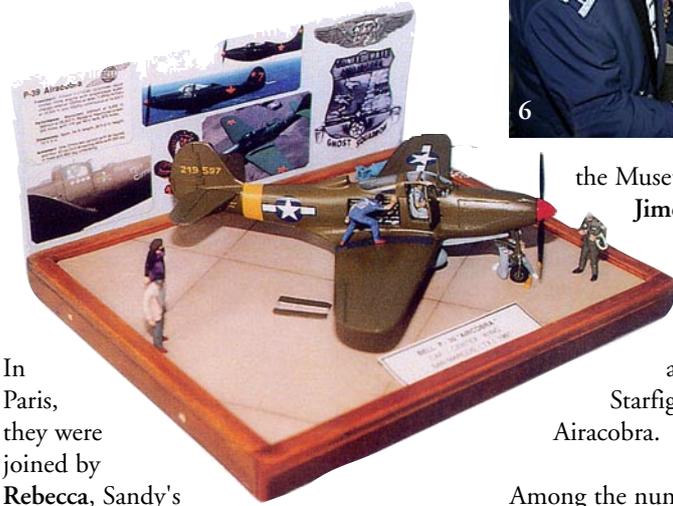
For the members of the French Wing, the satisfaction of a job well done, and the pride to know and have among their friends a man whose so noble and numerous attributes, were added to the emotion of this ceremony which concluded this long and great project.



We wish to thank the office of the President of the French Republic and the President himself, mister **Patrick Berron**, France General Consul in Houston, the US Embassy Air Attaché, **Michael Guillot**, and all the members of the Air & Space Museum in Le Bourget, and especially **Marie-Christine Poilpré** and **Christian Wannyn**.



The group that came from the USA, other than **Sandy Sansing**, comprised **Jim and Nancy Lux**. Having left from Austin, they stopped in Boston, then in England where they visited London and Duxford in particular, before traveling to Paris with the high speed train Eurostar.



In Paris, they were joined by **Rebecca**, Sandy's grand-daughter, and by **Sharon**, daughter of Jim and Nancy Lux.

Roy Grinnell, who did the painting which depicts the event that changed Sandy's life in just a few moments when his plane was hit by flak, also came over especially from Texas.

Last but not least, **George (5)** and **Barbara Lodge**, en route for a sea cruise, stopped in Paris for the day to take part in this event and represent the CAF General Staff.

The members of the French Wing, other than Sandy Sansing, George and Barbara Lodge, and Jim Lux, present for this ceremony, were: **Christophe Bastide (11)**, **Bernard and Fumiko Delfino**, **Claude De Marco (10)**, **Eric Ducreau (9)**, **Philippe Dufлот (4)**, **Claude Gascon (11)**, **Roger Gouzon**, **Roy Grinnell (10)**, **Alain Jimenez (6)**, and **Patrick Pierre-Pierre (12)**.

Association AVMP of collectors of military vehicles, that we already had the pleasure to associate to our activities, was present with a guard of honor and the american and french flags (8). Its mem-

bers had the pleasure to present Sandy with a 48 stars american flag, signed by all AVMP and French Wing members. A model of a Mustang P-51, lovingly carved in wood by the President of the AVMP, was also part of the presents received by Sandy.

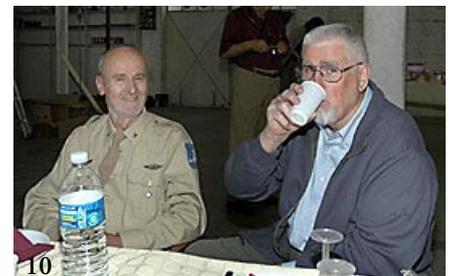
The Musée de l'Air & de l'Espace, represented by its co-Director and Curator, gave all members of the group various books and souvenirs related to



the Museum. Finally, col. **Alain Jimenez**, a keen model maker, gave Sandy (6) several models of airplanes that have marked Sandy's career, among which the F-104 Starfighter and the Bell P-39Q Airacobra.

Among the numerous friends and guests, one noted particularly the presence of **Nicolas Libis**, a fighter pilot based in Tours and a great personal friend of Sandy, **Lieutenant-Colonel Kelly Carrigg (7)**, Chief of the liaison officers of the US Army, **Commander John R. Davis (7)** of the Veterans of Foreign Wars of the United States, mister **Christian Wannyn** of the Lions Club in Le Bourget and volunteer who works for the Musée de l'Air.

This memorable day was concluded with a meal which took place in a building kindly lent by col. **Roger Gouzon**, in Villepinte, the very same building that saw the restoration of the French Wing vehicle, and the start of the Rearwin Sportster restoration.



SOME AMERICANS IN VERDUN

Article: C.Gascon - Photos: J.Lux

After the Le Bourget event of the Légion d'honneur given to **Sandy**, the latter, together with **Jim Lux** and his wife **Nancy**, their daughter **Sharon**, as well as **Cindy**, our interpreter, were with us on this Wednesday at about 2 P.M, when we had lunch at col. **Claude de Marco's** house (5).

The visit of the American Cemetery in Romagne (2) which was planned for the afternoon, was moved to the following day because the weather was favorable for flying, and, at about 5 P.M. we decided that a visit of this cemetery could be started from the air.

Therefore, it's with an exclusively masculine crew (**Sandy, Jim** and **Claude**) that I took off for the first flight to Romagne. As we flew over Verdun, I gave Sandy the controls (3) who was pleased about it and immediately found that we were somewhat "tail heavy" (Jim and Claude, you need to slim down a bit!).



Despite this minor problem, we came back safely to Verdun, flying over Douaumont where Sandy gratified us with two high bank turns over the ossuary and the fort. Then, we went back to Verdun-le-Rozelier where my passengers gave me a warm (or relieved?...) applause on landing.

Second take-off with **Nancy, Sharon** and **Cindy** (Bravo for the girls! The balance was a lot better!) for a slightly shorter program: Verdun, Douaumont and Vaux, and a second landing when, had it not been for the sitting and buckled-up position of my passengers, I would have received a standing ovation... (4).



The mood was excellent, and it kept that way Rue Saint Pierre, where we were awaited by Champagne and a meal, just like at Claude's.

The following day, at 10 A.M, we met at the foot of the underground citadel where we were able to experience the cold feeling of the battle of Verdun in 1916 and 1917.



At 11:30, we were expected at **Jean Paul Mathieu's**, the Mayor of Verdun first Assistant, who knows Austin very well since his son lives and works there, and who is a personal friend of Jim. There too, a heart-warming welcome was waiting for us.

Then, we were expected in Romagne by the Land Lord, Super Intendent **Rivers** (1), who told us about the harshness of the fights in 1917 when it took the american troops two months to force the Germans to retreat the 4

miles between Montfaucon and Romagne. More than 14000 young Americans are buried there, in a spotless cemetery, and 900 others, Missing In Action, have just their names etched in the walls of the Memorial which surrounds the chapel. Sandy and Jim were very receptive of the welcome and explanations of Mr. Rivers.

On Thursday evening took place, like everywhere else in France, the annual musical feast (Also known as a festival of cacophony and noise). Therefore, everyone stayed in.

The day after, everyone loeft: Sharon went to Switzerland, and the group went to Fère en Tardenois where a few glasses of champagne were waiting for them, then it was back to Paris, before



leaving for the USA. It was a moment of emotion, and Jim and Nancy asked us to promise to go to Austin and stay with them.

Texas is far away, but yes, we will go there, and we're sure that this invitation will be particularly warm.

FLY-IN AT MEAUX

Article and photos: Bernard Delfino

The first Fly-in which took place on June 9th in Meaux was a great success.

Nine planes were present despite the fog which, however, cleared quickly before midday.

This meeting of airplanes produced, amongst others, by Nord-Aviation, saw the presence of our NC 856 (1) and our Piper Cub, a pretty NC 858 painted in the colors of Air France (4), two Norécrin (2), one Nord 1203, one Cessna 170 (3), one Piper Super-Cub, and an aerobatics plane.

A well organized BBQ of excellent quality - one of the best we have ever tasted - allowed the 40 participants to get acquainted, and to discuss aviation, as one may have guessed!

The members of the French Wing present were cols. **Jean-Yves Cercy, Fumiko and Bernard Delfino, Philippe Duflot, Claude Gascon, and Roger Gouzon.**

The very friendly atmosphere and the general good mood were the main characteristics of this fly-in where we met our friends Giovanni (5 left) and Eric (5 right). The latter, whose Norécrin is fitted with the same engine as the NC 856, gave us a brand new fuel pump which may come useful to the NC 856 in case of an always possible failure (We don't know yet of any airplane that does not run into serious technical problems one day or another!).

The French Wing was the first of the guests to land on the beautiful airfield of Meaux-Esbly, at 11 A.M. sharp. Classic planes and general aviation ones live together there with helicopters and ultra-lights. Therefore, the traffic is rather busy, which makes the presence of an air traffic control mandatory.

During the afternoon, local flights were organized for all participants, and regretfully, the time to take-off for Le Plessis-Belleville in order to land before the night and to clean the planes once back inside the hangar came too soon.



1- Left: The NC 856 en route to Meaux-Esbly. The fog is still visible and the sun has difficulty to clear it up.

Below, top to bottom:

2- The magnificent Norécrin that our friend Eric restored in a little over 10 years, (The plane is up for sale because Eric wants to get a step higher!).

3- The Cessna 170 and its very classic lines of the fifties.

4- The NC 858 painted in the colors of Air France, nicely restored and fitted with a Continental engine like the Piper Cub.

5- Our friends Giovanni and Eric, who restored the Norécrin.



VISIT TO ROYAN

Article and photos: Patrick Pierre-Pierre

Nine miles north of Royan, on the road to Marennes, in the village of Le Gua, is the museum of the "Pocket" of Royan created in 1990 by **Alain Dodat** (†) and **Philippe Lelaurain** who looks after this museum which is open 7 days a week and 365 days a year.

Last "pocket" on the Atlantic coast held by the Germans, Royan was entirely destroyed in 1945. The final liberation of the area took place on May 1st, 1945.

Over 5000 ft², 3 exceptional collections (french, german, and american), made of weapons, dummies, uniforms, vehicles, photos, archives, bill-boards, and objects, will tell you the last battle of the Atlantic wall, and the day to day



life of the french population during the german occupation.

The staging of the 1944/1945 combats, in a natural environment will surprize you. The richness of this museum is in the most minute details that are displayed. From a german bicycle to the 2nd armored division tanks, as well as the MP's Harley Davidson motor-bike, I discovered the history of the Charente maritime district.

At the beginning of september 1944, the groups of Resistants who moved east and south, liberated most of the Charente maritime and besieged the pockets of Royan and La Rochelle. On september 12, the Free French held the entire perimeter which ran along a line Marennes, Saujon, and Talmont

sur Gironde. These units represented a force of 9300 men, most of them being dressed with pieces of uniforms found here and there, and equipped with heteroclite weapons. Patrols and traps were the greatest part of the activities along the front line which will

not see many german attacks. The siege of Royan lasted 7 months. Between september 15 and april 1st, 1945, the french losses were 56 killed, 98 wounded, 16 MIA, and 20 made prisoners. The number of german soldiers killed or wounded is still a mystery today, but 99 of them were captured during that same period.



From october to december 1944, many civilians

had fled the area after an agreement had been reached between the french and the germans. For the first ones, it was better that the civilians did not stay in the combat zones, and for the second ones, they did not have to feed them. Some civilians did not want to evacuate. Many lost their life during the bombardment of Royan.

The Supreme Headquarters Allied Expeditionary

Force gave its agreement for an action starting on april 1st, and the Free French forces, reinforced with elements of the 2nd armored division under the commandment of General Larminat, prepared the attack of the Pocket of Royan.

The main purpose of these operations was to free the access to the only gig harbor that the Allied had on the Atlantic. Effectively, although it had been liberated in august 1944, the port of Bordeaux was not useable since the estuary of the river Gironde was under the fire of the german guns located at the Pointe de Grave and the Pointe de la Coubre. These naval and ground operations were also another chance for the french units, under french commandment, to demonstrate their fighting spirit and their military capacities.

A landing was prepared on the island of Oléron. Operation "Jupiter"





included a fleet made of the battleship "Lorraine", the heavy cruiser "Duquesne", and numerous sloops, frigates, patrol ships, and seven Canadian mine sweepers which will clean the shore. This fleet was commanded by admiral Rue. This landing was the third most important one on the coasts of France, after the one in Normandy and the one in Provence. From April 14 to April 18, an intense naval bombardment saturated the German defences on the island of Oléron



and the Pointe la Coubre. On April 30, 1945, 48 hours of combat were necessary to defeat the German garrison.

To prepare the ground operation called "Venerable", it was decided to destroy the city of Royan by means of an aerial bombardment. According to the mission order AC 918 issued by the R.A.F. Bomber Command, Royan was a "heavily armed city that was only occupied by German troops".

During the night of January 4 to January 5, 350 RAF bombers, in two waves, flattened the city. Six Lancaster were lost, two of which by accident. Eighty

per cent of Royan were destroyed. As opposed to what the order of the RAF Bomber Command stated, 2223 French civilians were still present in the city. 442 of them were killed, and 400 others wounded. The Germans lost 47 men.

The responsibilities in this drama, especially the origin of the information concerning the evacuation of the population, or the designation of the city of Royan as an objective, are still, today, impossible to determine precisely.



Operation "Venerable" lasted from April 14 till April 18, 1945, date of the German troops' surrender.

The private museum of the pocket of

Royan tells the story of the combats for the liberation of a piece of our country. About 20,000 people visit this museum every year, including many Europeans.

Philippe Lelaurain now wishes to retire, but since no local organization or municipality, either local or regional, is ready to take over this museum, it

will be closed on October 1st, 2007. Unfortunately, the collections will be sold during public auctions in Spring 2008. The total value of the collections and the building is estimated to be around 1.5 million euros (1.9 million Dollars), and the building might be sold separately.

This money is not so much in comparison with the one spent by the local and departmental authorities, often for projects intended to satisfy oversized egos which have not much to do with the collectivity. Some "private" interests cost much more than the duty of memory. Therefore, a powerful heritage and a part of the story of Royan will be irremediably disbanded.

Musée de la poche de Royan
17600 Le Gua
05 46 22 89 90
<http://perso.orange.fr/musee.poches.royan/index01.html>

-Open from July 1st till August 31, between 10 AM till 7 PM.

-Open from September 1st till June 30, between 10 AM and 12, and between 2 PM and 6 PM.

Adults : 6,20 €
Children : 3,50 €

Bibliography : Royan-Pointe de Grave by Alain Ahazette & Fabien Reberac
Editor : Histoire & Fortifications.



FRENCH WING ANNUAL DUES

**LATE MEMBERS:
YOU ARE NOW TWO
MONTHS OUT IN THE
PAYMENT OF YOUR
ANNUAL DUES!**

The annual dues for the French Wing is:

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

If your name is not on the list below, we thank you for sending your participation as soon as possible:

Gilles Avenel, Bob et Lilian Ayars, Jean Barbaud, Christophe Bastide, Bunty Bateman, Shirley Bateman, François Bergeon, Guy Bortolus, Didier Bourrassier, Henri Bourrassier, Merrill Butikofer, Claude Cardinal, Didier Cardinal, Ernest Cartigny, Jean-Yves Cercy, George Chandler, Cédric Chanu, Jacqueline Clerc, Daniel Costelle, William Davies, Jean-Christophe Debuissou, Bernard & Fumiko Delfino, Jacques Delorme, Claude De Marco, Stéphane Duchemin, Eric Ducreau, Philippe Dufлот, Michel Fleury, John Francis, Claude Gascon, Louis-Jean Gioux, Maurice Girard, Roger Gouzon, Patrick Gremez, Roy & Irene Grinnell, Aubrey & Barbara Hair, Tex Hill, Yves Houssin, Rick & Louise Hudlow, Alain Jimenez, Marie-Françoise Le Cornec, Marcel Ledoux, Jacques Leroux, Isabelle Lesser, George Lodge, Jim Lux, Cédric Malhaire, Léon Manoukians, Georges Marcelin, Jean-Claude Miniggio, Guy Perrin, Patrick Pierre-Pierre, Betty Piland, Daphne Prebble, Hervé Quefféléant, Guy Robert, John Roeder, Sandy Sansing, Matt Simek, Semaan Soueid, Haruo Tanaka, Alphonse Thiry, Christian Tournemine, Gilles Troussard, Regis Urschler, Bernard Violette, Roger Vaucamp, Stella Wilkes, Ronald Wright.

In France, the payment is done by writing a cheque to the CAF French Wing.

If you live in the USA, send a cheque written to **Roy Grinnell**, and specifying

the reason for this payment, to the following address:

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

The others should mail a \$50.00 note in a letter. Make sure you slide the money between two sheets of cardboard.

COLONEL CÉDRIC CHANU

In the last issue of our Newsletter, we announced the arrival of col. Cédric Chanu. Here is the letter that he just sent:

"Hello everyone,

Being a happy member of the CAF and the French Wing since May 26, 2007, I wish to introduce myself:

I lived my early years in the Bourgogne region, quite close to the airfield of Paray le Monial, and in line with the runway of Saint-Yan.

Therefore, I quickly got a tendency to raise my eyes to the sky when I could hear the sound of an engine.

This attraction for aviation soon led me to radio-controlled aircraft modelling, then, later, to gliders.

Today, I have turned this passion into my profession, and I am an Air France airline pilot, flying the Airbus 320.

A few years ago, I bought a **Morane Saulnier MS733 Alcyon**, and if I do realize how lucky I am to fly aircraft as modern as the Airbus A320, it is always a pleasure to open the canopy of an old airplane and inhale this unique smell made of bakelite, engine oil, and old leather.

Making it fly is another story, made of flexibility, cleverness, but also awkwardness of a time which has long gone by.



Col. Cédric Chanu (left), and his "god father", col. Jean-Yves Cercy, pose before Cédric's splendid MS 733 Alcyon (Note the exceptional cleanliness of the plane, which was obtained with a lot of elbow grease! Sun-glasses mandatory when the sun is shining!).

This aircraft was built 15 years before I was born. Therefore, I don't feel that I own it: One let me have it so that I could make it travel from one era to the next one, and keep it flying as long as possible. It is this attraction which made me decide to go towards you, and, today, I am very proud to be a member of the CAF and the French Wing.

Col. Cédric Chanu"



HIGH WINDS OVER MIDLAND

Winds of almost 100 MPH blew over Midland during the evening of June 26, and substantially damaged the roof of the CAF hangar (*Photos on the right*), the construction of the O'Club (*Below*), and a few other buildings of a smaller size like a chalet and a trailer.

These pictures received via the Internet show the strength of these winds, and their frightening effect on these buildings. Fortunately, none of the airplanes have been damaged, and no CAF members have been hurt. The electrical power, which had been cut off, was re-established at around 12:30 the following day.



DONATIONS OF PRINTS BASED ON ROY GRINNELL'S PAINTING

Sandy Sansing's stayed about ten days after the Légion d'Honneur ceremony in Le Bourget.

Sandy and the group which travelled with him visited successively Puiseux en Retz, Château-Thierry, Verdun, and Fère en Tardenois.

Sandy, in his own name, and in the name of the French Wing, donated a print based on Roy's painting to the town hall of Puiseux en Retz, another one to the town hall of Château-Thierry, and a third one to Christiane Hébert, daughter of Léon Coigné, with whom Sandy stayed for several weeks.



CURRENT NEEDS OF THE FRENCH WING

Many members reacted positively after our call for tools and various products, a few months ago.

This operation allowed them to take part in the French Wing activities, despite the distance and their various occupations.

Today, we reiterate this call for members who could easily obtain these articles at a very low cost or even free. Here is the list which is not exhaustive:

- Envelopes (A5 size).
- Nuts and bolts of all types, Ø 4, 5, et 6 mm.
- Cans of WD40.
- Blank CD and DVD's.
- Paper sleeves for CD et DVD's.
- Small size metal cupboard with doors and locks.
- Black permanent markers (Fine).
- Abrasive paper for body work (All grades).
- etc...

Thanks in advance!

FRENCH WING ANNUAL GENERAL ASSEMBLY

We only received a few replies to the call made last month, concerning the French Wing General Assembly in Auvergne. This is surprising since the geographical situation of Pont du Château should allow many members to participate, more easily than in Paris.

Thanks for replying as soon as possible! This will allow the organizers to book hotel rooms and organize meals in a restaurant of Pont du Château.

- Today, the participants are:
- Christophe Bastide
 - Fumiko and Bernard Delfino
 - Claude De Marco
 - Philippe Duflot
 - John Francis
 - Claude Gascon
 - Roger Gouzon
 - Marie-Françoise Le Cornec
 - Michel Perrin

And of course, the local members who are organizing this event.

THE FRENCH WING PIPER CUB SPONSORING SYSTEM

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

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

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

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

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

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

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

ANSWER: **BY BECOMING A SPONSOR!**



Peinture: Roy Grinnell

SPONSORS OF THE PIPER CUB FOR THE 2007 SEASON

Although the number of sponsors is now sufficient to cover the fixed costs of the Piper Cub, you can still become a sponsor and fly at a reduced cost. Your participation will be a great help for this aircraft that requires all our attention. A big thank you to all the sponsors who help the French Wing reach its goals!

SPONSORS 2007

FLYING SPONSORS

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

RESTORATION SPONSORS

Bunty Bateman
Didier Cardinal
Michel Fleury
John Roeder

SUPPORTING SPONSORS

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

AIRSHO 2007 CHALET

The booking of seats in the **Fighter Squadron** chalet has been done according to the list drawn as per our members' requests:

Saturday 29 September: 9 tickets at \$ 90.00

- Hugh Alexander III (2)
- Gilles Avenel (1)
- Arnaud Chatton (1)
- Jean-Christophe Debuissou (1)
- Roger Gouzon (1)
- Marie-Françoise Le Cornec (1)
- Léon Manoukians (1)
- Ron Wright (1)

Sunday 30 September: 22 tickets at \$ 40.00.

- Gilles Avenel (1)
- Hugh Alexander III (2)
- Jean Barbaud (3)
- Arnaud Chatton (1)
- Jean-Christophe Debuissou (1)
- Fumiko Delfino (1)
- Philippe Dufflot (5)
- Roger Gouzon (1)
- Irene Grinnell (1)
- Marie-Françoise Le Cornec (1)
- Léon Manoukians (1)
- Jean-Claude Miniggio (3)
- Patrick Pierre-Pierre (1)

The CAF has asked our Unit Leader to collect the money beforehand, in Dollars, so that the tickets are paid in one payment.

BEWARE! If you cannot pay before September 26 P.M. in Midland, you will need to pay before departing for Texas, by bringing or sending the amount of your reservations, in Dollars, to the French Wing head office.

No other currency will be accepted.

Therefore, you will need to change the right amount of money before you do this payment.

NO P-38 "GLACIER GIRL" FOR DUXFORD

The P-38 *Glacier Girl* which was due to participate in the Duxford air show, and, to that purpose, was due to fly across the Atlantic following the same route that it followed in 1942 when it crash landed on the ice of Greenland due to a shortage of fuel, had to fly back and land in Goose Bay (Labrador) with a serious engine problem. According to the information given by Karen Hinton, wife of pilot Steve Hinton, it suffers from a cracked cylinder head. Changing the engine and testing it while flying across the Atlantic would not be reasonable, therefore, the crew is now concentrating on getting the aircraft serviceable for Oshkosh. Decidedly, this P-38 doesn't want to go to England!...



2007 OPERATIONS

By col. Patrick Pierre-Pierre

I have the impression, with our ignition problems on the NC, to live again the difficulties that we had last year with the J-3. Bernard and Roger are doing what is necessary for the HA to fly again as soon as possible.

Therefore, our participation to the air show in Le Luc has been cancelled. I'm disappointed, like Roger and Philippe who would have been the crew, with me, for this long trip. But, safety first!

Gilles has also been forced to cancel the trip to Popham with the J-3 due to bad weather. It's a wise decision.

Our next big air show is Evreux. There too, all is not well: A change in the Air Boss and bingo! we have been "forgotten". Result, only one plane, the NC, will be present on the Sunday, from 9 A.M. in the static display. The PX and the J-3 are jobless.

I hope, nevertheless, that many of our members will attend this great air show organized for the benefit of the french air force charity scheme. Let me remind you that the US Air Force aerobatics team, the Thunderbirds, will be there.

TOUR DE FRANCE 2007

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

2007 AIRSHOWS & EVENTS

MONTH	DATE	PLACE	A/C	CREW One way	CREW Return	PX	ORGANIZERS
MAY	25-27	LA FERTE ALAIS	CANCELLED				AJBS
JUNE	2/3	LE PLESSIS	J3 NC	TOUS (Fly-in)	TOUS (Fly-in)	OUI	CAF/FW
JUNE	9	MEAUX	J-3 NC	C. Gascon/P. Dufлот JY. Cercy/B & F Delfino	C. Gascon/P. Dufлот JY. Cercy/B & F Delfino	Mini PX	Local
JUNE	14-17	POPHAM (UK)	CANCELLED DUE BAD WEATHER				Piper Club France
JUNE	14 & 18	BOULOGNE	CANCELLED DUE BAD WEATHER				
JUNE	16 & 17	MONTLUÇON	CANCELLED DUE BAD WEATHER				Rassemblement AF
JUNE	23 & 24	LE LUC	CANCELLED DUE IGNITION PROBLEMS				ALAT
JULY	8	EVREUX	NC	C. Gascon/P. Dufлот PPP/R. Gouzon/	C. Gascon/P. Dufлот PPP/R. Gouzon/	Refusé	Armée de l'Air
JULY	13-29	TOURDEGAULE	J3	Voir tableau joint	Voir tableau joint	Mini PX	CAF/FW
JULY	22	COUHE VERAC	J3	Pendant tour de Gaule	Pendant tour de Gaule	Mini PX	Aéro club
AUGUST	5	SARLAT-DOMME	NC	PPP / P. Dufлот / R. Gouzon	PPP / P. Dufлот / R. Gouzon	NON	Aéro club
SEPT.	2	LENS	J3 NC	/ /P. Dufлот	/ /P. Dufлот	OUI	Air History
SEPT.	9	PERSAN	NC	PPP/groupe Norvigue	PPP/groupe Norvigue	NON	Aéro club
SEPT.	15 & 16	TOUSSUS LE NOBLE	J3 NC	/ PPP/	/ PPP/	OUI	Air History
SEPT.	22 & 23	RENNES	J3	C. Gascon/	C. Gascon/	Mini PX	Aéro club

FRENCH WING P.X.

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

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

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Unit Leader: Col. Bernard DELFINO
Tél & Fax: 01 48 69 04 57 - Mobile: 0680361717
email: bdelfino26@aol.com
Executive Officer: Col. Claude GASCON
tél: 03 29 86 71 00 - Mobile: 0675742596
email: gascon.claude@neuf.fr
Finance Officer: Col. Philippe DUFLOT
Tél: 01 34 07 86 34 - Mobile: 0630097735
email: skyrunner@wanadoo.fr
Adjutant Officer: Col. Roger GOUZON
Tél: 01 48 61 40 90 - Mobile: 0682904071
email: TBA

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WING PROJECTS

PATRON COMPANIES SUPPORTING THE FRENCH WING

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

THANK YOU!

• This month, our most sincere thanks go to:

- Colonel Regis Urschler who, for the second time this year, has made a donation of \$ 1000.00 to the French Wing for its projects, the main one remaining the restoration of the Rearwin Sportster.

This unexpected help has just made the French Wing Projects "thermometer" jump a big step up. This will allow us to purchase some parts for the Piper Cub, like a pair of eye-brow engine cowlings, and a pair of new tyres and tubes for the main undercarriage.



A big Thank You! to col. Regis Urschler who, unfortunately, will not be at AIRSHO since he will fly Gunfighter II to Columbus, for the Gathering of Mustangs air show on the same dates.

We do hope to find another occasion to show Regis our gratitude for these two generous donations which greatly help our Wing reach its goals.

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Jean-Yves CERCY	50,00
Arnaud CHATTON	15,00
Claude DE MARCO	50,00
Roger GOUZON	2,00
Michel PERRIN	6,00
Jean-Pierre JOB	80,00
Jean-Christophe DEBUISSON	50,00
Henri BOURRASSIER	50,00
Hugh ALEXANDER III	18,50
Sandy SANSING	700,00
Regis URSCHLER	1707,00
George CHANDLER	750,00
Matt SIMEK	100,00
Guy BORTOLUS	10,00
Patrick PIERRE-PIERRE	15,00
Eric BESANÇON	20,00
Jean BARBAUD	40,00
Shirley BATEMAN	50,00
David & Eileen BOTTLEY	50,00
Marie-Françoise LE CORNEC	50,00
Philippe DUFLOT	13,00
Christian FALENTIN	15,00
Barbara & Aubrey HAIR	110,00
Claude REQUI	17,00
Kim TOLFREE	13,10
Eric JANSOONNE	30,00
Christophe BASTIDE	45,00
David PRICE	25,00
Fumiko DELFINO	330,60
Bernard DELFINO	364,25
Haruo TANAKA	45,00
Eric REARWIN	10,50
Yves DONJON	8,00
Roy & Irene GRINNELL	465,00
Bunty BATEMAN	150,00
Marcel FRANCISCI	100,00
Dominique DEUDON	200,00
John ROEDER	175,00
Ronald WRIGHT	104,00
Léon MANOUKIANS	30,00
Aviation Club de France	3750,00
Georges MARCELIN	590,00
Activités French Wing	57,00
Avoir précédent	856,96
TOTAL	11137,91