



# AIRSHOW



CAF FRENCH WING - MONTHLY NEWSLETTER - BULLETIN MENSUEL

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## EDITORIAL

The long series of events organized in 2006 by the French Wing continued at an accelerated pace this month, with an increased amount of work. This is why, at the moment when I start to write this Newsletter, half of the month has already gone to the past, a delay that I beg all our readers to forgive.

As everyone knows, the Tour de France was cancelled following a serious technical problem on the engine of the *Spirit of Lewis*, which took place on the very first day of this raid. Followed a long period of immobilization that was used to accomplish many tasks on our Piper Cub, which had been planned at longer term. The radio and transponder modification took place in Rennes, and took 4 full days to complete. The comfort and ease of use that resulted war really worthwhile despite the efforts this major modification required.

Then, our American friends arrived in France for the commemoration of the very first American Ace, Raoul Lufbery, at the La Fayette Memorial, in Marnes-La-Coquette. A ceremony which was modest, but heart-warming, and which created new tight links with the Memorial Foundation.

Their stay also included an official visit to the Musée de l'Air et de l'Espace in Le Bourget where we were warmly welcomed. On these two occasions, the French Wing donated to each one of these organizations, a print of the painting made by Roy Grinnell to celebrate this historical event.

Three days in Normandy were included in the tour that we organized, on the Allied Landing Sites, but also various scenic places that we could not avoid.

In conclusion, a month of August and half of September very full indeed, but which gave us a lot of satisfaction, and the pleasure to live with a group of passionate and captivating people that we are proud, today, to count amongst our very best friends.

Bernard

**VERY WARM-HEARTED CEREMONY AT THE LA FAYETTE MEMORIAL IN MARNES LA COQUETTE TO COMMEMORATE THE 90<sup>TH</sup> ANNIVERSARY OF THE 5<sup>TH</sup> VICTORY OF RAOUL LUFBERY WHICH MADE HIM THE VERY FIRST AMERICAN ACE (PAGES 2 TO 5).**



Peinture: Roy Grinnell

**PUBLICATION OF THE PAINTING THAT ROY GRINNELL HAS DONE FOR THE INDUCTION OF SANDY SANSING INTO THE ACAHOF (PAGE 10).**



Peinture: Roy Grinnell

# RAOUL LUFBERY

Report and photos by col. B. Delfino

The project of honoring the 90<sup>th</sup> anniversary of the war event that saw an American pilot become the very first Ace of the American air forces, has just had a happy conclusion on September 02 at the La Fayette Memorial in Marnes la Coquette, near Paris.

This ambitious project was suggested by **Roy Grinnell** more than a year ago, during the art shows he held at the Aéroclub de France and in Le Bourget during the Paris Air Show.

The original idea was that the very last USAF Ace, **Steve Ritchie**, would honor the very first one, **Raoul Lufbery**. Unfortunately, Steve could not come. Therefore, this task was accomplished by **George Chandler**, a WWII Ace (Five Zeros shot down at the controls of his P-38 Lightning) and President of the American Fighter Aces Association.

The group of our American friends included the following people:

- George Chandler (Responsible for the constitution of the group of visitors).
- Cheryl White (George's professional assistant)
- Cliff Neve (Member of the Board of the AFAA).
- Matt Simek (Friend of the Aces and TV documentaries producer).
- Roy and Irene Grinnell (Roy being the official artist of the AFAA).



After more than a year of hard work, this photo symbolizes perfectly the completion of this great project. From left to right: Roy Grinnell, Jean-Claude Lemaire, and George Chandler surrounding Raoul Lufbery's grave.

In France, the members and friends of the French Wing who took the most active part in the accomplishment of this project were:

- Philippe and Danielle Duflot.
- Louis-Jean Gioux.
- Roger Gouzon.
- Gilles Avenel.
- Bernard and Fumiko Delfino.

The starting point of this project was a painting that Roy was commissioned for, commemorating Raoul Lufbery's fifth victory. As one can see on the front page of

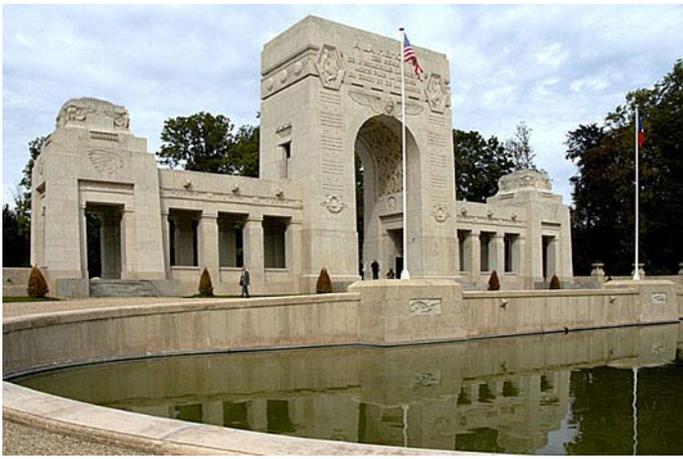
this issue of our bulletin, this painting is one of the most beautiful that Roy Grinnell has done so far. Prints were made from this painting by the AFAA, and were signed by numerous Aces during the annual meeting of this organization in San Antonio at the end of June, this year.

A special "French Wing" edition of 50 prints was also made on the same occasion, and donated to the French Wing by the AFAA and Roy Grinnell. Each one of these prints was signed by three Aces: **George Chandler**, **Steve Ritchie**, and **Tex Hill**, as well as the artist **Roy Grinnell**. Two of them were framed and donated to the **La Fayette Memorial Foundation** and to the **Musée de l'Air et de l'Espace** in Le Bourget.

Every active participant in this project will receive one of these prints as a reward for their efforts, the time they spent on this project, and the personal expenses they generously spent to insure the success of this operation. The 42 remaining prints are now for sale in our PX at the public price of 60,00 € (\$75.00), and 50,00 € (\$65.00) for members of the French Wing (A price to which one must add 10,00 € for P&P).

*The group of participants to the ceremony on September 02. From left to right: Bernard Delfino, Matt Simek, Roger Gouzon, Fumiko Delfino, Philippe Duflot, Eric Ducreau, Cheryl White, Irene Grinnell, Roy Grinnell, George Chandler, Cliff Neve, Ernest Paolucci veteran of the Normandy Landing, Gaëlle Lemaire (Secretary of the Foundation President, mister Russell Porter), and Jean-Claude Lemaire (General Secretary of the Foundation).*





It was September 02 that the group members went to the La Fayette Memorial where mister Jean-Claude Lemaire, the Foundation General Secretary, and Gaëlle Lemaire, Secretary of mister Russell Porter, President of the La Fayette Memorial Foundation.



This ceremony was concluded by a drink that our friends of the Memorial La Fayette Foundation gave us in the gardens of the Memorial where resides mister **Gérald Taupin**, responsible for this monument, whose help was greatly appreciated by all participants.



A very heart-warming ceremony took place under the arch of this majestic monument. Bernard Delfino and George Chandler each said a short speech. They particularly evoked the story of the La Fayette and Raoul Lufbery, and of this project. They thanked the most active participants of the French Wing, as well as the group of friends who travelled all the way from the USA.

Presents were exchanged by George Chandler et Jean-Claude Lemaire, hence sealing a new friendship between three associations whose common goal is to remember.



Alas, Cliff Neve, one of the people who was instrumental in the accomplishment of this project in the USA, had professional commitments and could only stay 3 days in France. For that he deserves our greatest admiration. He just had enough time to take part in this ceremony, in the visit of the Le Bourget Air Museum, and a quick tour of Paris main monuments that Philippe and Danielle Dufflot gave him the day after, while the rest of the group was driving towards Mont Saint Michel, first leg of our visit of Normandy.

Time was running out and we had to leave our friends, but with the promise that we would collaborate more closely and frequently in the future, especially with a painting that Roy Grinnell should do to commemorate the 80<sup>th</sup> anniversary of this splendid monument, in 2008.

#### MUSÉE DE L'AIR ET DE L'ESPACE IN LE BOURGET

We then drove to Le Bourget where we had a quick lunch in one of the many restaurants which face the museum, just before our visit.



From top to bottom and from left to right:

- General view of the La Fayette Memorial, inaugurated in 1928, and whose restoration should be completed in 2008, year of the 80<sup>th</sup> anniversary of this monument.
- George Chandler and his assistant Cheryl White.
- Exchange of presents between George Chandler and Matt Simek, and Jean-Claude Lemaire.
- Mosaic of the Sioux bead, the insignia of the La Fayette since its creation, which is under the arch of the Memorial in Marnes La Coquette.
- One of the stained-glass window where are buried several pilots of the La Fayette, including Raoul Lufbery. This one is an unexpected link between three projects of the French Wing: The sign on the left part includes a text which says "Château-Thierry and Belleau Wood, One way only". Château-Thierry being the site attacked by Sandy Ansling in June 1944 which is the subject of the painting printed on the front page of this issue, Belleau Wood being the name of the aircraft carrier where a Corsair is about to land in one other painting done by Roy for our Unit by Roy Grinnell, and, of course, the La Fayette and Raoul Lufbery. Strange coincidence?... Who knows?...

Mister Jean-Louis Aguère (right) had been delegated by mister Christian Tilatti, Curator of the Air Museum, to welcome our group.



On behalf of the museum, Jean-Louis Aguère accepted with great pleasure the framed print of Raoul Lufbery that we have donated to the museum. It will be displayed during the show dedicated to the 90<sup>th</sup> anniversary of the Battle of Verdun, which will include a special display dedicated to Raoul Lufbery.

Jean-Louis Aguère was our guide for the whole afternoon. He demonstrated an extensive knowledge of all the airplanes displayed in the museum, and embellished his comments with numerous interesting anecdotes, which made this visit a very pleasant one. Being perfectly bi-lingual, with the most distinguished Oxford accent, Jean-Louis really impressed every member of our group.

To print here all the pictures that were taken during our visit would require too many pages. Since we already published various articles about this wonderful air museum, we have chosen to print only one plane, a Bébé Nieuport (below) which was the plane that Raoul Lufbery piloted before going on to more powerful and more modern aircraft.

This visit was really pleasant and is now an extraordinary and unforgettable experience for every one, an experience that was extensively discussed in great lengths during the rest of our trip.

A very big Than You to our dear friends of the Musée de l'Air et de l'Espace who have proved once again how welcoming they can be.



## NORMANDY

The following morning, September 03, the group was driven by Roger Gouzon and Bernard Delfino in their respective personal cars, to visit Mont Saint Michel that was reached after a few hours.



At about 6:00 PM, we got back on the road and got to Montpinchon where we would reside for the duration of our stay in Normandy: The Château de la Salle, located 6 miles from the town of Coutances (Right).

This castle is several centuries old, and we can recommend it to those who would like to enjoy two or three days of a real rest in a very historical environment, at a more than reasonable cost.

Its owners are very pleasant, so much that one could easily forget the nobility of this castle. Our friends were

very surprised by this idyllic place and had some problems believing that we were about to spend two nights in it. In addition, the excellent meals that were served to us after two exhausting days visiting the main places of the area, reinvigorated the most weary ones.

Sainte Mère Eglise and Mile Zero of the Freedom Road were the first stage of this new day. The tour carried on with the visit of the Museum of Arromanches and the floating artificial harbour, then the American Cemetery where nearly 10000 soldiers rest in peace, and Omaha Beach, two very stirring places, followed by a drive back to the Château de la Salle for a well deserved meal.

The third day of this tour was dedicated to the visit of copper and pewter workshops, and an impressive one of a bell factory in Villedieu les Poëlles. The trip to Pegasus Bridge, north of Caen, was short and very sunny, like the preceding days.

The visit of this exciting museum is an inevitable stop for any tour in Normandy. The story of the exploits of these soldiers who landed their gliders by night, so close to the bridge that needed to be taken intact, always fascinates even the most knowledgeable visitor.

This day was concluded by an almost mandatory stop in Giverny for the visit of artist Claude Monet's flower gardens.



**PARIS AND THE AREA**

To visit Paris in just 4 days would be a performance, especially after the return of all the holidays makers and the subsequent traffic jams that they create! Therefore, we decided to alternate visits of the french capital and the countryside.

The first one of these days was dedicated to the visit of **Le Louvre** museum. The treasures that this museum owns are innumerable and would require several days to see them all. However, one selective day was sufficient to see the major items, including the real Mona Lisa (*Above*).

Back to the hotel early enough to allow our friends to get some rest, we then went to a two stars restaurant, the **Auberge des Saints Pères** in Aulnay sous Bois, for a dinner made of the greatest french cuisine. Everyone enjoyed the refinement of various dishes, and, at the same time, meet with other members of the French Wing: **Hervé Quefféléant**, and **Semaan and Nina Soueid**.



The last day of this tour was spent visiting the train car of the Armistice located in Rethondes (*Below*), and the lovely town of Pierrefonds and its splendid castle. Roger Gouzon being unavailable, it was col. **Gilles Avenel** (*Right*) who acted as chauffeur with his personal car.



donation to our Association as detailed on the last page of this issue. It took some time to realize how generous our friends **George Chandler, Cheryl White, and Matt Simek**, had been (We rarely receive donations that amount to 1100,00 euros!). We could hardly believe it and we warmly thanked them for a generosity that will greatly help the French Wing to carry on working to reach its goals, and to accomplish the current projects.



A visit and a meal in **Le Plessis-Belleville** allowed us to show our friends our beloved **Piper Cub** and discuss with them the current projects like the restoration of our **Rearwin Sportster**, and the acquisition of a hangar which would allow us to also have our own little museum (*Above*). Another fact which is related to **Raoul Lufbery**, our President surprized the entire group when he revealed that Raoul trained on this airfield during several months. The loop was looped.

A visit of the castle in Chantilly concluded the afternoon but not the day since, after dinner, we all had a ride on a boat (*Bateau Mouche*) on the river Seine which was a nice way to discover most monuments, fully illuminated, much better than using cars.

**CONCLUSION**

The greatest surprize for us came when our friends who came over from so far away to honor the first American Ace, when we had our last meal together, in a restaurant close to their hotel.

As we announced to every one how much had cost the tollway, the gasoline, and the tickets to every museum we visited, they surprized us with a generous

I could not close this report without thanking very warmly those who actively participated in this project ever since it was first suggested, fifteen months ago :

The American Fighter Aces Association, the Memorial La Fayette Foundation, thee Musée de l'Air et de l'Espace in Le Bourget, our friends Matt Simek, Cliff Neve, George Chandler, Cheryl White, Roy and Irene Grinnell, and our members and friends Louis-Jean Gioux, Philippe and Danielle Dufлот, Roger Gouzon, Gilles Avenel, and Fumiko Delfino.

*Bernard*



## THE RAOUL LUFBERY PRINT HAS BEEN GIVEN TO PRESIDENT RUSSELL M. PORTER

As you read it on pages 2 and 3 of this issue, the print of the Lufbery painting donated to the Memorial La Fayette Foundation on September 02, was presented to the Foundation President, mister Russell M. Porter (*On the right of this photo*).

The latter, unfortunately, could not participate to this heart-warming ceremony. Therefore, Miss Gaëlle Lemaire, his Secretary, and mister Ernest Paolucci (*On the left*), presented the print a few days later. Mister Porter was very touched and impressed by this picture that he likes very much because of its great artistic and historic value.

He expressed the wish to see our collaboration increase in the future, and even with the participation of our Piper Cub if possible!



Photo: Gaëlle Lemaire

## VISIT TO LA FERTÉ-ALAIS : A HAPPY COINCIDENCE

As our friend Matt Simek (*Below*) had arrived in Paris two days before the group, we made sure that he would be entertained with an early visit to the Air Museum in Le Bourget on August 30th, and La Ferté-Alais on the 31st.



During the latter, as we were disappointed by the fact that the museum of the **Amicale Jean-Baptiste Salis** only opens to the public on week-ends, we saw a strange airplane that curiously looked like colonel Jacqueline Clerc's *Criquet*, practising touch-and-go's, and, after a final landing, it disappeared in the direction of the private hangars.

Soon after, as we were about to have lunch in the airfield



restaurant, we had the pleasure to see Jacqueline park her car in front of the restaurant.

This happy coincidence was the occasion to have lunch together and talk about aviation, then, to go and have a close look at Jacqueline's aircraft. A very

pleasant conversation with Jean Salis, owner of the place, and a few words by



Jacqueline, widely opened the doors of the museum for our group (Matt Simek, Roy and Irene Grinnell, Philippe Duffot, Jacqueline Clerc, and Bernard Delfino), which was given an improvised visit, thanks to a member of the Association.

Showing all the planes that we had the privilege to see so closely would require too many pages, but the photo of a rare Dewoitine D-27 is typical of these machines.

We can only advise all our readers to go and see this museum. A day out that they will love!



## WELCOME GEORGE CHANDLER

Colonel George Chandler has been a CAF member for several years. His ID number is 24994. It was only during his visit that we discovered this very pleasant fact.

Everyone knows George through his exploits during WWII, becoming an Ace after he shot down 5 Mitsubishi Zéros at the controls of his P-38 Lightning.

This life as an aviator, he had started it when, being a private pilot, he joined the Army Air Corps as an Aviation Cadet, one month before the attack on Pearl Harbor. George got his wings as a fighter pilot in July 1942, and was posted to Hawaiï to train on the P-40 Warhawk. He then left for New Guinea where he joined the 8th Fighter Squadron in Port Moresby.

In April 1943 he was transferred to Guadalcanal, to the 339th Fighter Squadron, a Unit that would become famous thanks to the mission that saw Rex Barber shoot down the plane Admiral Yamamoto was travelling in. After two years and 100 war missions, and after becoming an Ace and getting the Distinguished Flying Cross,



George was posted to the base of Chico (Ca) where he instructed young pilots. He left the Air Force with the grade of Major in January 1946, and went back to his original job in the family bank, of which he has been the Manager since 1948.

Welcome to the French

Wing George!

George Chandler  
223 South Main  
Pratt - Kansas 67124 - USA  
Tél: 1 620 672 6421  
Fax: 1 620 672 3633



## GENERAL ASSEMBLY OF THE FRENCH WING 25 NOVEMBER 2006 AT 14H00

We ask all our members to fill in and send us as soon as possible the form related to this General Assembly that was published last month, so that we can start booking hotel rooms and organizing meals.

The hotel and restaurant addresses where this General Assembly will take place will be announced next month. The most probable hotel will be the Etap'hôtel in Tremblay en France at a cost of 39,00 € per night.

If you want to take an active part in the life of our Association, and if you want to clearly express your opinions and views, be there! You will be able to take part in the votes that will be done

during the General Assembly, concerning the projects we will adopt for year 2007.

Also, since it is unlikely that the current Wing Adjutant, colonel Didier Cardinal, will apply for this position again, we ask all potential candidates to send their written application for this position as soon as they can. Please read last month issue and the Wing Internal Rules to know what the specific tasks of the Wing Adjutant are.

**We thank you for reacting quickly to this request, by sending your form no later than October 15, simply because we must book these rooms as soon as possible.**

## LETTER TO "PIPER LEWIS"

*My dear Piper,*

*What do I read in the Newsletter!! You too, have been the victim of old age? Two of your cylinders failed! Just at the most important time for you, when you were about to make your engine purr for the pleasure of the crowds and your devoted friends!*

*How frustrating this moment must have been for them, if I judge by shock I felt when I read about the news. Dear old comrade of a distant era, I, too, wasn't spared! If your engine has problems, my own gear has done the same.*

*If you now have four brand new cylinders, I have now two brand new artificial joints on my left landing gear, at the hip and the knee!*

*As you see, our destinies run parallel! How do I regret that I wasn't able to be there! I would have run with my tool case, and a pocket full of valves, to help in your recovery. You know that, a long time ago, I did many repairs of the same kind!*

*But you can warmly thank your rescuers for their competence and their celerity, as well as the chain of solidarity which allowed this miracle!*

*I also heard that colonel Fumiko had facilitated your recovery. What a pleasure for your pilots!*

*Now you need to take good care of yourself! And I am sending you some subsidies to help in your convalescence.*

*I hope to see you in great shape for the General Assembly on November 25. I count on that! Don't forget that you promised to take me "up there" one day. You owe it to me, in memory of the good old days!*

*In the mean time, please give my congratulations and regards to those who looked after you and saved you!*

*Too bad I live so far away!*

*Keep on plowing across the sky: that's where you belong!*

*But do be careful!*

*Your friend  
Georges Marcelin*

# RADIO MODIFICATION

Article by col. Patrick Pierre-Pierre, photos by col. Bernard Delfino.

We had been expecting it for months. It was delayed several times for various reasons. Today it is a reality, thanks to the hard work of four of our members, colonels Cédric Malhaire, Roger Gouzon, Patrick Pierre-Pierre, and Bernard Delfino.

Here is the report written by Patrick...

"Ready in the Paris area since August 16 to prepare the trip of the J-3 to Rennes for the implementation of the radio and navigation equipment modification planned for the period from August 18 to 22, I can appreciate the good work done on the airplane after the engine technical problem that all our members know about.

The flight I did on the 17 with **Bernard** confirmed my good impression.

On Saturday 18, I get to the airfield of Le Plessis-Belleville with **Colonel Roger Gouzon** who will be my passenger for the entire trip.

Frustrated by the fact that I could not fly the Tour de France, I have planned, after Rennes, to go to La Rochelle, then to Angers August 26 and 27 for the airshow **Anjou Ailes Rétro** organized by the dynamic team of the **Musée Régional de l'Air d'Angers-Marcé**. The trip back to Le Plessis being planned for the 27th or the 28th, depending on the weather conditions.

Driving his brand new car, Bernard is already on the road to Rennes where we will meet him and **Colonel Cédric Malhaire**.

At our end, it is not too brilliant... I'm talking about the weather of course!

The weather is "CAVOK" (*Ceiling And Visibility OK*) but the wind is strong, about 25 knots of cross-wind, and 35 knots in l'Aigle where we



For Cédric and Bernard the long and stressful wait that our Piper Cub occasioned was hardly bearable (!). As one can see on the photo above, col. Cédric Malhaire used this period to accumulate the energy necessary to complete this radio modification. It was 19:00 when our J-3 finally arrived, and that its crew was warmly welcomed (Below).

plan to refuel. Since there is no expected improvement, I decide to delay our departure until the following day.

Bernard has arrived in Rennes and, while he and Cédric await our arrival, they prepare the work.

On the 19th, after a serious study of the TAF and METAR we decide to take-off. The time is 09:20 when the wheels leave the ground. The wind is still present, but with a strength that is acceptable for our valiant J-3 and its crew.



An important phase of this modification: The lunch on Sunday.

The expected flight should take us to Rennes in two stages, with a technical stop in l'Aigle.

Ten nautical miles after Saint André de l'Eure, some low clouds force me to turn back and divert to Saint André. I could not continue our flight in VMC (*Visual Meteorological Conditions*).

In Saint André we refuel and put the aircraft in the hangar of the Cercle Aéronautique de Saint André. A pilot based there offers to drive us down town for lunch.



We accept his offer and his proposition to see his hangar where we discover a Stampe and a Partenavia.

Back to the airfield using a taxi, I read the weather forecast that the club generously printed for us: The forecast is not very good but the hills of the Perche are no more in the clouds.

We start off again to go to Alençon since the stop in l'Aigle has become unnecessary.

The cloud base has gone up but the headwind of about ten knots that we have had to fly against since we left is still present. In any case, be it in l'Aigle or Saint André

we would have been forced to stop and refuel before Rennes, one time more than expected.

Stuck in Alençon for several hours by beautiful but powerful Cumulo-nimbus clouds we fly the last leg with no further problem, except that we had to go south for a while in order to avoid the trail of these clouds.

We land in Rennes Saint Jacques at 19:00. Having left in the morning at 09:20, and arrived at 19:00 hours!... Decidedly, General Aviation is a quick way of travelling for people who are not in a hurry!

The work on the radio can start, but a day late, and after a good night sleep.

Sunday 20th at 09:00: Cédric prepared the work perfectly. On a sheet of 1/16" aluminium he draws the box that will contain the radio, the transponder, the altimeter encoder, the inter-phone, the female plugs for the jacks, the switches, and all the wiring.

Bernard and Roger take the front seat off, and I remove everything that was fitted to the baggage compartment lid.

The work is more complex than it seemed to be at first sight. Finally, four days will be necessary to complete the job.

Alas, Bernard had to drive back to Aulnay sous Bois on the Sunday evening so that he could be at Roissy airport the following morning to welcome Roy Grinnell and his wife Irene.

At the end of the work, I'm very happy with the final result. The radio ground tests are OK, and we have done a professional job, of a typical aeronautical quality. I'm very proud that I could help Cédric and Roger for this modification.

On Thursday 24 we leave for La Rochelle at 11:00. We fly at the vertical of Nantes Atlantic with no problem. A good 3/4 tail wind pushes us towards La Rochelle that we reach after a flight of 1 hour and 40 minutes.



The *Spirit Of Lewis* is welcomed at the hangar of Air Loisirs by Gilles, a true aviator who, he says, is an engine driver!... Let's specify that his current engine is a Boeing 747-400!... Thanks to Gilles our J-3 is sheltered in a well-frequented hangar, with planes that are



based here, and the men and women who either work there or come to feel an atmosphere made of friendship around beautiful planes built or restored and maintained with love.

Saturday 26: We fly the leg La Rochelle - Angers-Marcé in 1 hour and 30 minutes. There again, the weather that was, at first, not too good, finally improved with a 3/4 tail wind and a cloud base at 1500 feet.

In Angers we find several friends whom we met during various air shows.

Anjou Ailes Rétro is well named since we saw several Stampe, two Zlin, one Morane Saulnier 317, one PA-

18 150 nicely displayed in flight by the "engine driver" already mentioned, several Yak 52, two Fouga-Magister, one Morane Paris, the aerobatic team Cartouche Dorée, the Air Force presentation team of the Alpha Jet, two MD, one superb Stinson, two PA-19, one J-3 registered Fox Papa, and one J-3 that we all know very well. In total, fifty airplanes dating from the thirties to the seventies.

Unfortunately, on Sunday 27, the show suffered the fatal accident of a Vampire during its landing in Angers. The Prefect stopped the air show although the accident occurred outside the air display hours, and at 15:30, we sadly left for Le Plessis where we arrived at 19:00 after a fuel stop at Chartres.

Roy, Philippe, and Bernard, welcomed us at the hangar where our valiant Piper will tell its friends like the Stampe, the MS 733, and a few other planes, its 10 hours tour over a quarter of the country.

In conclusion of these adventures which compensated for the cancellation of the Tour de France, I wish to thank very warmly all our members and friends who provided us with accommodation and transportation during this tour.

*Col. Patrick Pierre-Pierre."*

*Top: Patrick has just vacuumed the entire cockpit of the Piper Cub.*

*Centre: Back to Le Plessis-Belleville. Our two friends are happy to get back on the ground after a tour that lasted almost 11 hours.*

*Below: There it is! A new and ideal arrangement of the radio and navigation equipment which replaces advantageously the previous one that no one will regret...*



## FRENCH WING ANNUAL DUES YEAR 2006 / 2007

At this time of publication, and except an error or some late mail, the members of the French Wing who are up to date with their Wing Annual Dues are:

Hugh Alexander III, Gilles Avenel, Bob & Lil Ayars, Eva Bancel, Jean Barbaud, Christophe Bastide, Bunty Bateman, Shirley Bateman, François Bergeon, Guy Bortolus, Damien Bourgaux, Didier Bourrassier, Henri Bourrassier, Merrill Butikofer, Claude Cardinal, Didier Cardinal, Ernest Cartigny, Jean-Yves Cercy, George Chandler, Arnaud Chatton, Jacqueline Clerc, Daniel Costelle, William Davies, Jean-Christophe Debuisson, Claude De Marco, Bernard & Fumiko Delfino, Dominique Deudon, Stéphane Duchemin, Eric Duceau, Philippe Dufflot, Patrick Ferré, 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, Semaan Soueid, Gordon Stevenson, Haruo Tanaka, Alphonse Thiry, Terran Tidwell, Christian Tournemine, Gilles Troussart, Regis Urschler, Roger Vaucamp, Jean-Jacques Verrier, Jean-Pierre Vésine, Bernard Violette, Orlan Wichman, et Ronald Wright.

Five members have not paid their dues yet, but are about to do it, a delay caused by their professional life. Therefore, they still receive our Newsletter. As for the other late members who haven't reacted to our calls, they were taken off the list of French Wing members: Jean-Paul Barland, Christian and Guillaume Frézar, Jean-Claude Petit, and Jean-Jacques Vaucher.

## SPONSORS OF THE "SPIRIT OF LEWIS"

Rappel des niveaux de sponsorship :

### Flying Sponsors

250 Euros per year  
et 25 Euros per hour

Average for 10 hours: 50,00 €/hour

### Restoration Sponsors

125 Euros per year  
et 40 Euros per hour

Average for 10 hours: 52,50 €/hour

### Supporting Sponsors

50 Euros per year  
et 55 Euros per hour

Average for 10 hours: 60,00 €/hour

### Non-Sponsors

No annual premium and  
80 Euros per hour

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Gilles Avenel  
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## "SANDY'S CHANGES OF PLANS"



The painting that Roy Grinnell did to celebrate the induction of col. Sandy Sansing into the CAF American Combat Airmen Hall of Fame, has just been revealed.

This complex painting which depicts the attack on the rail road of Château-Thierry, required more than a month work in addition to the time spent by Roy to collect the necessary historical details so that it could be as exact as possible.

The result is there, in the shape of a magnificent artistic and historic piece of work, which perfectly tells the story of this war mission.

Prints are currently being printed by the ACAHOF. They will be signed by several veterans who will be present in Midland for AIRSHO, next month. Should you want to purchase one of these prints, you will need to contact ACAHOF directly.

## END OF THE SPOTTERS CONTEST

Because of our many activities at the end of this Summer, and the work they occasion for the editor of our Newsletter, the latter has decided to stop this contest and limit it to the 4 tests already published, which is already a lot since they represent together 112 silhouettes that one had to recognize.

If you want to be one of the competitors, and if you haven't sent your answers for test number 4, please do it as soon as possible.

The result and the answers will be published in our Newsletter next month. The prizes will be given to the winners during our General Assembly on November 25.



Articles and painting by col. Louis-Jean Gioux

In July 1969 Squadron 02/091 Bretagne, after its training, becomes operational on the Mirage III B aircraft.

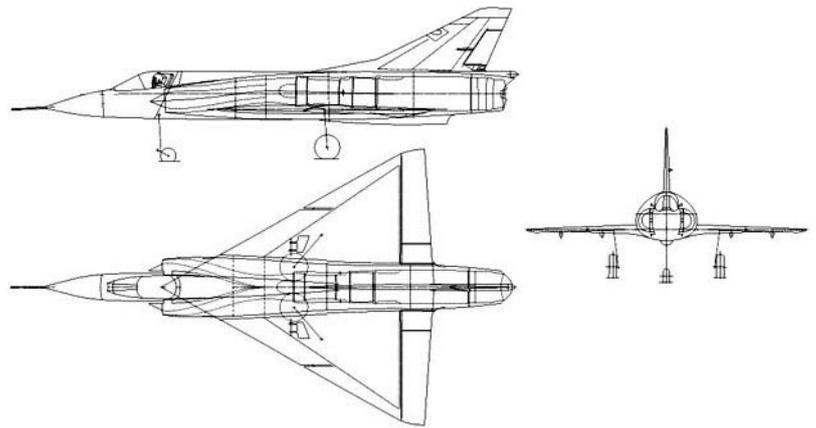
Despite difficult months in full alert, the Unit flies all its missions with enthusiasm, whatever the meteorological conditions were.

In October 1975, it is released from its status of full alert. The crews can, at last, relax, but they carry on flying all the missions assigned to their Unit.

In 1989, in Cazeaux, Squadron Bretagne celebrates its 25 years of existence, and, in May 1992, it will be the 50th anniversary of the Groupe Bretagne.

Soon a new destiny will appear for this famous group, since the In-Flight Refueling Squadron (ERV), flying the tanker Boeing C135, will have the honor, in July 1996, to adopt the name and the traditions of the glorious Groupe Bretagne.

This phase will be the subject of the tenth and last article written about the Bretagne...



## THE DASSAULT MIRAGE III B

Built by company Avions Marcel Dassault as early as 1955, the Mirage III emerged from the study and experience acquired during the Korean war.

The Mirage III B is a traing airplane for fighting, interception, and bombardment. A supersonic plane with a delta wing, it flew for the first time in 1958. It was the extended version of the Mirage III A so that a second pilot could be seated, practically where the avionics compartment was.

It was fitted with a 6 tons thrust SNECMA Atar 9B jet engine. Its wing span was 8,22 m (24,90 ft), its length 14,77 m (44,75 ft), and its height 4,25 m (12,88 ft).

Its take-off weight was 11800 kg (25990 lbs), its speed 2230 km/h (1400 MPH), or Mach 2. Its operational ceiling was 20000 m (60000 ft), and its range 1200 km (750 Miles).

Its crew included one or two pilots.



## 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 most sincere gratitude go, this month, to colonel **George Chandler** who has donated 1000,00 euros at the end of his visit in France, early this month.

• **Matt Simek** has done the same for the amount of 100,00 Euros!

These two generous gifts are the expression of the satisfaction of our friends who came to commemorate the 90th Anniversary of Raoul Lufbery's fifth victory that made him the very first American Ace. Their stay was very pleasant for them, but also for those who participated in the organization and the implementation of this 10 days visit.

• Colonel **Georges Marcellin**, moved by the problems experienced by our Piper Cub, has donated 150,00 euros to our airplane to help its financial wounds. A big Thank You Georges! our airplane's engine is now purring even better than before!

• Finally a big Thank You to colonels **Roger Gouzon, Gilles Avenel, Philippe Dufлот, and Fumiko** for using their personal cars during the visit of the Lufbery Tour.

This saved the expensive renting of a mini-bus, and avoided the constraints of the definite lack of comfort and slow speed.

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George CHANDLER	1000,00
Matt SIMEK	100,00
Guy BORTOLUS	10,00
Patrick PIERRE-PIERRE	5,00
Eric BESANÇON	20,00
Jean BARBAUD	40,00
Shirley BATEMAN	50,00
David & Eileen BOTTLEY	50,00
Marie-Françoise LE CORNEC	50,00
Philippe DUFLOT	13,00
Christian FALENTIN	15,00
Barbara & Aubrey HAIR	15,00
Claude REQUI	17,00
Kim TOLFREE	5,50
Yves DONJON	8,00
Eric JANSOONNE	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	295,00
Activités French Wing	8,00
Avoir précédent	856,96
TOTAL	5620,31