



# Airshow



CAF French Wing

Monthly Newsletter - Bulletin Mensuel

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## EDITORIAL

Events, during the past two months, were such that I could not report on the many events - other than the Pujaudran ceremony - that the French Wing took part in, during this period. Therefore, this issue is mainly aimed at filling these gaps.

Airshows take a great part of this issue. They show how much the public likes our Piper Cub. It's definitely the most beautiful or the most accurate in its livery, but it's the one that catches the public's and the amateurs' eyes.

This phenomenon is due to the passion that drives all those who look after it, one way or another, which shows in the aircraft appearance how much our Association is driven by noble goals.

I wish to congratulate all our members who received an Award during the CAF General Assembly, on October 01.

Well deserved, these Awards are the evidence of the excellent work produced by our entire Unit during the past year, and they will be joined by the Awards that will be given during our General Assembly.

Unfortunately, September ended with the death of our great friend colonel Michel Cahiez.

Very ill since about a year ago, he passed away while we were in Midland, a place where he would have loved to join us. We heard about these terrible news when we came back, too late to attend his ceremony. Our heart is with him and will always remain with him. Au revoir Michel...

Bernard

## AIRSHO 2004



Photo: Aisushi "Fred" Fujimori

**DESPITE AN UNCERTAIN WEATHER, AIRSHO 2004 WAS A GREAT SUCCESS FOR THE CAF AND THE FRENCH WING OF WHICH SEVERAL MEMBERS HAVE BEEN REWARDED FOR THEIR EXCEPTIONAL GOOD WORK DURING THE PAST YEAR.**



Photo: Bernard Delfino

Colonel Sandy Sansing receives the Lefty Gardner Award for his exceptional accomplishments for the CAF.

# AIRSHO 2004.....

Article and photos : B. Delfino.



*Left: The magnificent C-47 of the Cavanaugh Museum in Dallas, flown by col. Aubrey Hair.*

*Below: The CAF C-47 "Bluebonnet Belle" in its beautiful livery of the early weeks of WWII.*

*Bottom: The Curtiss P-40 Warhawk made its first flights in public since its restoration. Suffering an engine failure, about 18 months ago, it was saved by col. Ollie Crawford who belly-landed it with great skill.*

## THE FRENCH WING IN MIDLAND

If the number of French Wing members who traveled from France to Midland was relatively small, it was raised by our members residing in the USA, and this group of 16 members proudly represented our Unit during this great event that was AIRSHO'2004.

The group included: Bob and Lilian Ayars, Bernard and Fumiko Delfino, Claude De Marco, Philippe Duflot with his daughter Isabelle, Roy and Irene Grinnell, Aubrey and Barbara Hair, George Lodge, Jim and Nancy Lux, Claude Requi, Sandy Sansing, Terran Tidwell, and Regis Urschler, a total of 16 members to which we must add colonel Alain Jimenez who was invited to join us, following personal problems that he suffered from, at the very beginning of his stay.

## THE AIRPLANES

Placed under the sign of the sixtieth anniversary of the Landing in Normandy, Airsho allowed us to discover a few new airplanes, among which two C-47, accompanied by the already well-known Dallas Fort Worth Wing's R4D.

The Me109 - "Buchon" to be precise - recently restored to flying status, was not able to take to the air because of the lack of a qualified pilot. The P-40 Warhawk, victim of an engine failure and belly-land-



ded with great skill by col. Ollie Crawford about 18 months ago, was back, freshly restored, which pleased all its fans! The Convair recently acquired by the CAF was one of the stars, and an authentic Mitsubishi Zero (Photo on page 1) embellished this lot.

## BAD WEATHER

Many airplanes, either CAF or invited, took part in Airsho, and if, sometimes,



some were delayed by an often temperamental weather, they all got in time for this great annual event.

The hurricanes that plagued Florida and the other east coast states of the USA during September and October, had an influence on the entire lower half of the USA.

Midland, which normally gets very little rain (About 12 inches per year), saw this figure rise to a peak, since it got 6 inches in just one month!

Weather is the only element that the Commemorative Air Force cannot control, and this year 2004 was, unfortunately, the victim of its numerous caprices.

Rain showers and storms combined to make the organizers' task very difficult, forcing them to constantly

change their plans and schedules of the in-flight displays.

If the Friday and Saturday enjoyed a big sunshine for a troubleless display, the Sunday was extremely difficult to manage, and most of the air-display had to be cancelled for safety reasons.

Rain was absent, and some were surprised by this cancellation, but one must realize that the thunderstorms that circled a few miles out around the airfield represented a definite danger for these gasoline-filled aircraft, a fuel which is much more sensitive to lightning than the modern jets kerosene, less volatile, hence less dangerous.

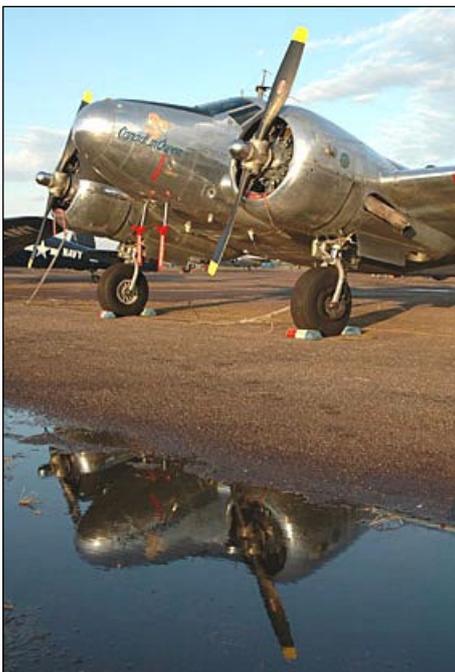
We wish to take the opportunity of this article to congratulate the people responsible for this airshow, because the result was admirable and highly appreciated by all spectators.



Above: The brand new Convair of the CAF during its air-display, an aircraft that tells a lot about the people who maintain it in airworthy condition.

A ground parade of the great majority of the airplanes present - a Première in the entire history of the CAF! - was an inspired idea which allowed the spectators to wait and realize how many aircraft participated in Airsho, and how big is this event.

Everyone was happy to hear that the normal air display could resume in the second part of the afternoon, thanks to a kind "hole" in the weather that pushed away the low clouds and allowed the day to be concluded by the extraordinary display of the "Masters of Disaster". These are composed of three planes whose pilots managed to give everyone a chill down their backs, and of *Shockwave*, the jet-powered truck, the fastest on the earth, thanks to its three jet engines that propel the truck at more than 300 miles per hour!



Above: The night rain showers gave the photographers the occasion to practise and get some very special results when shooting photos.

Fortunately, the airshow traditionally given to handicapped people and children on the Friday morning (*Special Show for Special People*) took place in a warm and bright sunshine. Like she does every year, colonel Fumiko Delfino joined the volunteers of this charitable event, and helped giving some warmth and happiness to these people who

desperately need some.

The CAF General Assembly took place during the afternoon of this Friday, a very important meeting which included, among other subjects, the presentation of the Organization status.

It also allowed the members who attended this meeting to vote for the renewal of four of the members of the General Staff.

It was also the time to present those members - or non-members - who accomplished extraordinary tasks for the CAF and its objectives during the past year, with some well-deserved Awards.

As everyone knows, any member of the CAF may ask for the granting of an Award to one or several people that he



Above: The Lone Star Flight Museum Corsair of the US Marines was one of the stars of the show.

The team of highly skilled US Army paratroopers, the *Golden Knights*, symbolized the hundreds of young soldiers that were dropped over Normandy on June 5 and 6, 1944, in order to begin the liberation of all the European countries, which had been oppressed by so many years of enemy occupation.

or she believes deserve it, by producing a file that describes the reasons for this request. This was, again, the case for some members of the French Wing who received various distinctions for their excellent work. The list of these winners is as follows:

Not only happy to provide a beautiful and impressive show of precision jumping, these paratroopers mixed with the many handicapped children and adults to give them some warmth and love for a few moments (*Photo on the right*).



LLOYD P NOLEN  
ACHIEVEMENT AWARD

**Col. Ken Fields**

MARVIN L. LEFTY GARDNER  
FLIGHT EXCELLENCE AWARD

**Col. Sandy Sansing**

DISTINGUISHED  
SERVICE AWARD

**Col. Fumiko Delfino**

SILVER MAGNOLIA  
BLOSSOM AWARD

**Col. Barbara Hair**  
**Col. Cedric Malhaire**

UNIT SERVICE AWARD

**Col. Gilles Avenel**  
**Col. Patrick Pierre-Pierre**

CAF LETTER OF  
COMMENDATION

**Col. Marcel Francisci**  
**Col. Michel Perrin**

We thank all these members for the work they have accomplished to support and help our Organization reach its goals.

Without them, the French Wing would be totally different from what it is today, a lot smaller, and may be nonexistent.

A big BRAVO and a big MERCI to all of you! Your accomplishments are as many examples that we wish to see followed by all the members of the French Wing.



Col. **Ken Fields**, absent because of some health problems, received the highest CAF distinction for the entire work he's done for our organization, and, namely, for his work relative to the American Combat Airmen Hall of Fame (ACAHOFF) of the AAHM.

Col. **Sandy Sansing**, after a thirty year long career in the CAF, and many actions to help our organization and various Units, including the French Wing, received the highest distinction that may be presented to a pilot. Today, the Maintenance Officer of the Central Texas Wing, Sandy continues, more than ever, to work for the CAF.

Col. **Fumiko Delfino** received a Distinguished Service Award for the exceptional work that she accomplishes continuously and daily for the CAF and the French Wing.

The Silver Magnolia Blossom Award presented to col. **Barbara Hair** rewards her excellent work as the Ambassador of the French Wing to the Commemorative Air Force Headquarters and all CAF members residing in the USA. The one presented to col. **Cédric Malhaire** rewards the amazing work he has accomplished for our Piper Cub since he took on the job of Maintenance Officer, including, and in particular, the maintenance program approved by the French Authorities DGAC.

Cols. **Gilles Avenel** and **Patrick Pierre-Pierre** received a Unit Service Award for their efficient participation to the in-flight display program and flight program of our Piper Cub, Gilles for his work as the Operation Officer and pilot, and Patrick for his very frequent participation to the operation of this plane during the past year, without which our plane would have often been grounded and unable to take part in all the missions flown to Montbéliard, Falaise, Rennes, and Persan-Beaumont.

Finally, cols. **Marcel Francisci** and **Michel Perrin** received a letter of commendation rewarding the financial help given to our Unit and our Piper Cub by Marcel, and the organization and coordination work done by Michel during the erection of the monument in Pujaudran and its inauguration.

You too can receive one of these distinctions should you decide to painstakingly accomplish one or more tasks during the coming months. Tanks in advance!



*Above: Col. Sandy Sansing and colonel Fumiko Delfino receiving their Award from the hands of the CAF Chief of Staff Bob Thompson.*

*Left: Barbara was very honored - and very moved - to receive such a distinction.*

*Those who could not attend Airsho to receive their Awards will get them during our General Assembly on November 20, or by mail if they can't make it.*



### MASTERS OF DISASTER

The show that gave the actors of Masters of Disaster was of an unequalled density, and, to say the least, breath-taking! The three pilots of the Pitts, the jet propelled Waco, and the Racer, showed the greatest virtuosity, brushing only a few meters from each other, while the truck "Shockwave", spitting flames and smoke, demonstrated its diabolical abilities.

The smoke produced by the three planes and the truck was such that the wind pushed it towards us and made them sometimes almost invisible, (The pilots confirmed that, from above, they had a perfect vision of the site). This explains the milky aspect of some of the pictures taken during the show. The result produced by these four virtuosi was simply amazing and left the spectators mute with admiration, even the most experienced.



Below, left: Col. Claude De Marco proud to receive the insignia of the Demo Team.

Below, right: Reg Urschler and Geof "Hak" Hickman, both pilots of the Heritage Flight, Reg flying the P-51 Gunfighter and Hak the USAF F-16.



The traditional French Wing diner perfectly organized by our friend col. Jim Adams and his wife Terry, was very successful and gathered 26 people on this Thursday 29 September.

There we met the F-16 demonstration pilot who is one of the few qualified for formation flying of Warbirds and modern jets.

Geof "Hak" Hickman was invited by Regis Urschler pilot of the P-51 Gunfighter and retired Brigadier General.

Together, they took the opportunity of

this diner to give all the French members present the insignia of the Demo Team, a distinction which was highly appreciated by, and accompanied by an invitation to tour the F-16 the following morning, an honor that no one would have missed for anything.





This private visit was the occasion to meet the team that looks after this plane.

Hak spent a lot of time explaining all the technical aspects of this plane, even authorising us to seat in this fabulous fighter. This visit was one of the strong moments of our stay. We warmly thank our host for having spent so much of his time for our group, with so much amiability and friendship. Merci Hak!

Hak was very busy throughout the weekend, carrying out several demonstrations of the F-16, either solo or in formation with the P-51 Mustang *Gunfighter* and the P-47 Thunderbolt *Tarheel Hal*, during the Heritage Flight, a beautiful and moving sight that one can never get tired of.



Unfortunately, the sun shine was not there when the U.S. Navy equivalent to the Heritage Flight, the Legacy Flight, took place, which made any picture taking very difficult. Light is the secret of

good pictures during airshows, and the "hide-and-seeK" that was played by the sun and the clouds during this demonstration stopped us from taking pictures that could be printed in this Newsletter.

## GIFTS TO THE FRENCH WING

Our Unit was exceptionally welcomed in Midland, be it by the members of Headquarters, by the General Staff, or by every one that we had the privilege to meet during our stay.

This permanent demonstration of friendship and the thousand nice attentions that were continuously given to us, deeply touched the heart of all our members, and are as many reasons to carry on with the good work that we started 8 years ago, and deserve these numerous proofs of friendship.

But this was not all! We had the good surprize to receive several outstanding gifts:

**Sandy Sansing** renewed his Flying Sponsorship of the Spirit of Lewis for next year (\$ 250,00), and gave the French Wing another \$ 250.00 to help its activities!

**Regis Urschler** gave our Wing \$ 500.00 for the operation of the Spirit of Lewis, a financial help that was highly appreciated and made Regis a Flying Sponsor of our Spirit of Lewis for year 2005.

**Barbara and Aubrey Hair** took the opportunity of the French Wing diner to donate the Spirit of Lewis 4 rocker-box covers that they took the trouble to get chromed. These parts will seriously improve the look of our Cub, together with the seals and new screws that they took the trouble to purchase!

We thank all these friends for their great generosity and their friendship. Thanks to them, the future of our Unit is very optimistic.

We will discuss these generous gifts to the French Wing during our General Assembly on November 20, and if our friends listen very hard, they will be able to hear the rounds of applause, despite the distance between us!

Airsho'2004 was a great success despite the weather changes. The CAF is simply fantastic: The friendship shown by its members has the power to wipe off any difficulties, whatever they are. The year to come will be very important for our Unit which has several project on its cards that will be discussed on November 20. They will allow us to travel to Airsho'2005 with results that are in line with the CAF and its goals.

# FALAISE & RENNES 2004.....

At the end of our 2003 General Assembly, the year to come, only one possibility of participating to an airshow was the 2004 La Ferté-Alais, but, at the time, we were still unsure of the state of our Piper Cub and plenty of work was still to be accomplished on its painting and its maintenance program...



Top to bottom: Spitfire MkV from Duxford, B-25 of the Duke of Brabant, Corsair from Duxford previously of the Breitling warbird team, and, the best, our "Spirit of Lewis" photographed during a low pass during its demonstration, with Patrick Pierre-Pierre at the controls.

these events without any major problem. We surely learned a lot during these trips, and the accumulated experience

It was a lack of space on the airfield of La Ferté-Alais that stopped our Spirit of Lewis from participating, but our booth was there indeed and was very successful with the public.

will let us deal with future airshows in a much better way.

## FALAISE

The public of Falaise was simply great. Made of enthusiasts, it was the time to make various and interesting contacts which will become useful in the future.



A few weeks later, things started to become clear, and occasions to get the Spirit of Lewis involved in airshows came up fast, to such a point that we did not know if the plane would be ready to participate!

Fortunately, thanks to the good and hard work of many members, our Piper Cub was painted and decorated in due time, and agreements were obtained with the organizers of these events.

The Montbéliard Fly-In, organized by col. Jean-Claude Miniggio, was very successful, as everyone knows, and it was thanks to the efforts of col. Cédric Malhaire that our airplane was able to take part in the important airshows of Falaise on August 22, in Normandy, and Rennes, on September 10 and 11, in Brittany, in conditions that were more than acceptable.

The weather was generally bad and gave us reasons to worry, but the good star that looks after our Unit pushed away the clouds every time, and allowed us to attend



With many airplanes coming from Duxford, lead by Stephen Gray's son, the show was beautiful, so good that it reminded us of the early La Ferté-Alais airshows.

Our valiant little *Spirit of Lewis* proudly displayed the colors of the Commemorative Air Force and the French Wing in the Normandy skies.

With colonel Patrick Pierre-Pierre at the controls, it flew in formation with four other planes, and our modesty was badly hurt when we received a great number of compliments for its beauty and its faultless operation.





Left: Cols. Roger Gouzon, Patrick Pierre-Pierre, Didier Cardinal, Stéphane Duchemin, and Yves Donjon show their satisfaction to be in Falaise.

Below: The P-47 Thunderbolt from Duxford, the Spirit of Lewis during its display with the L-4H based in Brittany, and a Stearman whose aerobatics were highly appreciated by the public.

ciency were appreciated by all. In addition, our stay included meals of the local specialities, which no one complained about.

Just like in Falaise, the good star of the French Wing was in super shape. If the wind was still present on Saturday morning, the clouds had given way to a perfect blue sky.

This indulgence lasted throughout the week-end, and allowed col. Gilles Avenel to fly the Spirit of Lewis for the Sunday presentation, in formation with

We sincerely thanks the organizers of this event for their kindness and their warm welcome, especially mister Jean-Claude Abraham and the Director of the Falaise Aéro-Club.

The feeling, during this event, was so warm and friendly that we do hope to be able to reiterate for the next airshow which will take place in two years.

but definitely too late to take part in the air display of the Saturday, and after an amazing total of 4 hours and 30 minutes flight time.

The other members of the French Wing



went by car or with the French Wing van, and if the trip was long and wet, everyone got there in good shape.

Like he had done for the airshow in Falaise, col. Cédric

another splendid L-4H Piper Cub based in Brittany (Photo on the left), a show that was very appreciated by the public of Rennes.

The rest of the show was up to our hopes, and, there again, the planes that came from Duxford were the stars of the show, other than our splendid Piper Cub of course!...

## RENNES

Bad weather played a few bad tricks to the occupants of our Spirit of Lewis during their trip to Rennes. After leaving Persan on Friday, at about 2 PM, Patrick Pierre-Pierre and Dominique Ducreau had to fight strong head winds, and finally turn back and land for fuel in Pontoise. After leaving Pontoise, they tried again but had to land again and stay in a hotel for the night. The wind and the rain were decidedly too strong and too dangerous.

Everything was fine the following morning, and the plane arrived in Rennes at about 1 PM with no further problems,

Malhaire had prepares our stay the best possible way. His reception and his effi-



Since a cold and wet front was due to arrive over the area early the following day, the wise decision to fly back on Sunday afternoon was taken as soon as this forecast was known.

The trip back, with Gilles Avenel and Roger Gouzon on board, only took two hours and thirty minutes, and only one refuelling stop, which was the occasion for some friendly jokes about Patrick who had required almost twice as long...

Very wide, the airfield of Rennes Saint-Jacques was supposed to give the public a chance to watch the show comfortably,



Be it in Falaise or Rennes, colonel Fumiko Delfino did magic at the PX.

She was helped by many other Wing members in turn, like Philippe Duflot and Gilles Troussard (Picture below left).

hotel rooms one, two, or sometimes even three nights.

Everyone was happy to be there since the show was so good and the feeling among our members so sincere and warm!

This feeling of camaraderie and good mood helped us solve many small practical problems that appeared here and there, either on our booth or in the operation of our plane.

but the number of visitors was such that the crowd remained compact throughout the Sunday.

Planes flew all day long, warbirds alternating with aerobatics and modern aircraft. In addition, the show was commented by our good friend Bernard Chabert, as good as ever, who did not hesitate to talk about the Commemorative Air Force French Wing airplane, some words that greatly warmed up our hearts. Merci Bernard!

Following a request from the organizers of these airshows, and in order to avoid any problems with the professional shops, the PX sales were limited to items which are specific to the CAF and to the French Wing, which, despite our fears, allowed us to emphasize our identity, and presented, at the end of the day, more advantages than nuisances.

Therefore, it was decided that, from now on, we will adopt this way of running the PX, and only sell articles that reflects the goals and activities of our Association, except during the La Ferté-Alais airshow, where the rules are more flexible.

The stocks of toys and other articles which do not have a direct link with the French Wing will be sold until they are sold out, and progressively replaced by objects that are specific to the CAF and to the French Wing.



We wish to warmly thank the following colonels and friends for their participation in one or both of these events:

Gilles Avenel, Christophe Bastide, Didier Cardinal, Philippe Duflot, his wife Danielle and their youngest daughter, Bernard ad Fumiko Delfino, Yves Donjon and his wife Isabelle, Stéphane Duchemin, Eric Ducreau and his wife



## GOOD PARTICIPATION

The number of French Wing members, or friends, who attended these two events, was very high.

Many did not hesitate to travel hundreds of miles to get there, and slept in

Dominique, John and Cécile Francis, Roger Gouzon, Julien Lepelletier, Cédric Malhaire and his companion Gaëlle Lebras, Guy Perrin, Patrick Pierre-Pierre, Gilles Troussard and his wife Dominique.

Finally, we sincerely thank, once again, the organizers of these two events for their kindness and the perfect execution of their airshows.

*Top to bottom: The P-40 from Duxford, an Skyraider escorting a B-25, Philippe and Gilles helping with the PX sales, the Breitling L-29 aerobatic team, and our Piper Cub during taxi.*



## DEATH OF COLONEL MICHEL CAHIEZ

It was once that we returned from Texas that we heard about the terrible news about the death of colonel Michel Cahiez.

As it is the case every time we lose a dear friend, we could hardly believe this dramatic news.

With Michel, it's a part of the CAF French Unit history that disappears.

The meeting of cols. Eric Ducreau and Bernard Delfino with Michel took place during a warbird static display in Le Bourget in 1994, and it became the starting point of the creation of the French Wing. Recognizable from far away, thanks to his bright purple case that had a CAF patch on it, Eric and Bernard had no trouble to spot Michel and ask him some information about the CAF and its French Unit whose existence was seldom known by the public.

Michel had then explained the complications that this "ghost" Unit was in, and he expressed his unlimited support to the creation of a new Unit that would be up to our Organization.



The link was established, and it's with the help and invaluable information that Michel gave us that the

process of this creation was able to carry on to finally get to the point when the CAF directors approved and adopted this new Unit.

Good-natured and with an excellent sense of humour, Michel had a very friendly personality, able to charm any one who approached him. He was very moved by our decision to make him Honorary President of our Association,



some years ago, and he did all he can to deserve this distinction by sincerely and efficiently playing his role as the "wise man" of our group.

He once told us that the creation of the French Supporter Squadron had been one of his greatest satisfaction in his life, and that this satisfaction had exceeded all his hopes when, thanks to the acquisition of our Piper Cub, our Unit had changed for the status of Wing.

Alas, illness appeared during Spring 2003. The stays in hospital became more and more frequent. Then, paralysis forced our friend to stay indoors. It was only the phone conversations that we had with him on a regular basis that brought up his moral already very low.

Bernard had a last conversation with him just before going to Texas. Very tired, Michel still hoped to get better, but destiny decided otherwise.

Should our members and friends wish to send a condolences message to his widow, they can do so by writing to the following address:

Madame Cahiez  
17 Rue Jean Lebas  
59554 NEUVILLE SAINT REMY

We are sure that a few lines will please her, and show her how popular MICHEL was within the entire CAF.

## DELAY IN THE PUBLICATION OF OUR NEWSLETTER

As we announced it in the last issue of this monthly bulletin, our trip to Texas and the annual holiday of the "editor" resulted in an important delay of this publication. Thank you for your indulgence and understanding.

### VARIOUS GIFTS

Col. Didier Cardinal donated a tank full of gasoline when we travelled to Falaise with the Wing's van (And this van's fuel tank is big!). Merci Didier !

Col. Roger Gouzon has donated a box of US Army first aid gauze in its original box. Very rare! Merci Roger !

Col. Eric Ducreau has donated 4 US Army jerrycans of various and authentic colors. Merci Eric !

### SIXTIETH ANNIVERSARY CEREMONY OF THE LIBERATION OF PERSAN

Four of our members took part in the official commemoration of the 60th anniversary of the Liberation of the airfield of Persan-Beaumont, base of our Piper Cub: Cols. Gilles Avenel, Eric Ducreau, Philippe Dufлот, and Roger Gouzon.



Despite the very official aspect of this ceremony, the feeling was perfectly friendly and relaxed. Many airplanes were present, and a friend of col. Eric Ducreau came with his Traction Avant Citroën, famous WWII car that was intensely used by the Inside French Forces (Forces Française de l'Intérieur FFI) to fight against the occupant. This car has the same age as our Piper Cub, and was very happy to be united with it, as shown on the above picture.

Everyone wanted to seat at the wheel, and the picture on the right shows that Gilles was as comfortable there than when at the controls of the Spirit of Lewis!

A group of collectors, fond of military vehicles set up a camp like "in the good old days".

The equipment and the number of vehicles they displayed was unusually high,



and this importance added an undeniable touch of authenticity to this event.

The success of this commemoration largely exceeded the hopes of the authorities, and our Piper Cub pleased the public and took to the air four times for some joy rides.

The weather being nice, the passengers were very pleased with their short flights.

## !!! BEWARE !!!

### THE CAF FRENCH WING GENERAL ASSEMBLY HAS CHANGED HOTEL

Following the reservation of the whole hotel, the owner of Hôtel Acadie in Tremblay has warned us that we cannot hold our General Assembly in the usual hotel in Tremblay en France.

Instead, he is offering the use of the other Hôtel Acadie that he owns in **Gonesse**, not far from Le Bourget Airport, and of the same class as the one in Tremblay.

We are certain that no one will mind about this small change which will have no influence on the content and the schedule of this meeting.

Here is the contact of this hotel and the access map:

#### HÔTEL ACADIE GONESSE

Route d'Aulnay  
RN 370 - La Croix de Saint-Benoit  
95500 GONESSE

Tél: 01 39 85 20 20  
Fax: 01 39 85 22 58

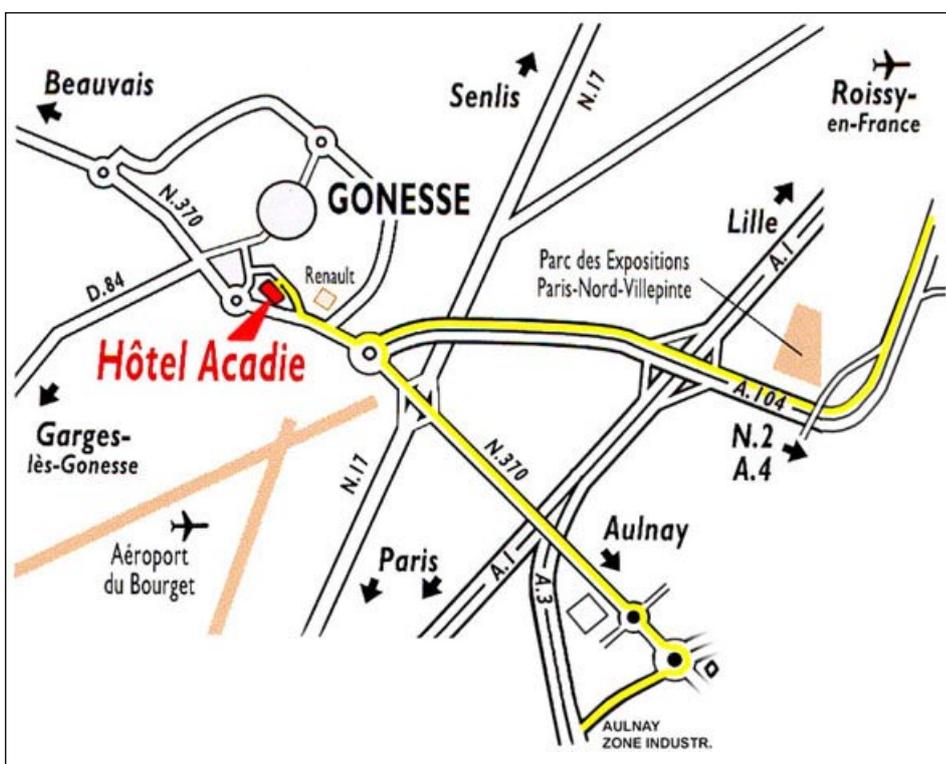
email: [hotelacadie@wanadoo.fr](mailto:hotelacadie@wanadoo.fr)

Web site: [www.hotelacadie.com](http://www.hotelacadie.com)

In order to compensate this change, the price of the rooms has been agreed at a rebate 40.00 Euros per night (Breakfast not included).

The access to the hotel is no more difficult than the other one located in Tremblay:

- Those of you coming from the East, via highway A104, will not come out at Tremblay, but will carry on for about 4



kilometres and follow the Gonesse panel. They will get to a round-about near the Renault garage, then, 200 meters down the road, they will turn right in the street where the hotel is located.

- Those arriving from the North via highway A1 will follow the exit for A104 Gonesse as indicated on the map, then they will follow the same directions as above.

- If you arrive from the West or the South, will better use highway A3 from the Porte de Bagnolet, and you will leave the A3 at "Aulnay Zone Industrielle". Then, at the round-about, you will turn left 90° onto N370 and carry on until you hit the hotel street.

#### VITAL INFORMATION

Time flies and many of you haven't told us whether they will or not attend our General Assembly on November 20.

We thank you for telling us about your intentions **ASAP** by filling in and sending back the form that was sent with last month Newsletter or by email (If you require a new form, please do contact us by fax or phone at 01 48 69 04 57).

Please do not forget to send a cheque for your participation to the annual diner on Saturday night (30 Euros per head) addressed to the CAF FRENCH WING.

# SPIRIT OF LEWIS.....

## SPIRIT OF LEWIS SPONSORS

### FLYING SPONSORS

Gilles Avenel  
Hervé Cherry  
Bernard Delfino  
Fumiko Delfino  
Marcel Fransisci  
Claude Gascon  
Roger Gouzon  
Irene Grinnell  
Roy Grinnell  
Jean-Claude Miniggi  
Patrick Pierre-Pierre  
Claude Requi  
Sandy Sansing  
Société SKY RUNNER

### RESTORATION SPONSORS

Didier Cardinal  
Cédric Malhaire

### SUPPORTING SPONSORS

Bunty Bateman  
Christophe Bastide  
Frédéric Baudin  
Henri Bourrassier  
Michel Cahiez  
William Davies  
Claude De Marco  
Louis-Jean Gioux  
Patrick Gremez  
Barbara Hair  
Aubrey Hair  
Yves Houssin  
Rick Hudlow  
Elzéard Ligneul  
Guy Perrin  
John Røeder  
Marcel Ruppert  
Jean-Jacques Vaucher

## PIPER CUB ACCESSORIES

The list of WWII items is growing! We own, today, the following items:

- A pack of band-aid, a pouch, and a map of Normandy, donated by Patrick Pierre-Pierre.
- Two US Army jerrycans donated by Christophe Bastide.
- Two maps of Normandy and a WWII brass extinguisher, with its stand, donated by Bernard Delfino.
- A box of gauze donated by Roger Gouzon.

## SUCCESS OF OUR PIPER CUB

As we mentioned before in the report about Falaise and Rennes, our airplane seems to have the power to please the crowds!

Effectively, on every airfield where the plane stopped, our Spirit of Lewis immediately got many compliments from those who could have a look at it.

We cannot imagine what it will be like when the chromed rocker box covers that were donated by Aubrey and Barbara Hair, are fitted on its Continental engine!...

## SPARE PARTS

Our Piper Cub will soon improve thanks to new spark plugs et a new air filter that were brought back from the USA where prices are a lot better than in France.

In addition, the chromed rocker box covers donated by Barbara and Aubrey Hair, as well as the seals and new screws that they also gave us, will greatly improve the general look of our warbird in a more than significant way.

The future purchases that we will have to do will concern the ignition leads, the tyre tubes, and the general screws and bolts that will be replaced progressively.

## NEW SPIRIT OF LEWIS STICKERS

Some splendid new vinyl stickers representing the nose-art of our Spirit of Lewis are now available. Very tough, they will allow you to embellish your car, your motorcycle, your computer, your refrigerator, and anything that you wish to embellish.

They are available at a price of 2 Euros (Or Dollars) a piece or 10 euros (Or Dollars) for 12 stickers (P & P inclusive).

## RENEWAL OF YOUR SPONSORSHIP FOR 2005

The end of the year is coming fast and, as everyone knows, the sponsorship premiums have to be paid before December 31.



We ask all sponsors to be kind enough to renew their help to our airplane by sending us a cheque for the amount of their sponsorship:

- Flying Sponsors: 250,00 Euros.
- Restoration Sponsors: 125 Euros.
- Supporting Sponsors: 50 Euros

Some have already thought about it, and we thank them very much because of this support from its sponsors depends the future of our plane. These premiums are used to pay the fixed costs of our aircraft, the variable ones being covered by the flight time, a system that works perfectly well.



## The FW P.X.

The following articles are available against a payment by cheque to the **CAF French Wing**. (Note: **Postage is extra** unless stated otherwise).

- Official Wing patch: € 9,20.
- "Gioux" type patch: € 6,10.
- Pins epoxy, various: € 5,50.
- Pins cloisonné, various: € 7.60.
- Painting "Lloyd's Dream" 50x76cm: € 40,00.
- Painting "Lloyd's Dream" 50x76cm. framed: € 55,00.
- 100 sheets of paper with your letter head: € 8,00.
- Color Photos (B17, B25, etc...) 30x45cm: € 9,00.
- T shirt Piper CUB, 170 grams, L or XL € 16,00.
- T shirt cartoon P40, 170 grams, L or XL: € 16,00.
- T shirts: Other sizes available on order.
- T shirts illustrated with the picture of your choice (Maximum size A5): Send in your picture and we will make the Tshirt of your dreams (Warning! Only send pictures that are totally free from any copyrights): € 12,00.
- Color aircraft profiles 15 x 20 cm. pre-framed: *Various*: € 4,00 each.
- Warbird cards by painter Jean Bellis: € 4,00 each.
- Video cassette of sequences filmed in Midland (55mm) VHS PAL: € 16,00 ©
- Large format paintings by Col. Eric Besançon: F4U Corsair and Messerschmitt 262 night fighter: € 31,00 ©
- Poster N°1 of WWII airplanes and N°2 of post-war era, painted by artist Jean Bellis, 61x81cm: € 9,00 (Members) € 10,00 (Non Members) ©
- Prints of the Roy Grinnell paintings - Normandie Niemen, Corsair F4U7, and B26 Marauder - Unsigned: € 40,00 + P&P € 10,00. Signed by veterans: € 60,00 + P&P € 10,00. ©
- Post Cards based on the same paintings (B26 Marauder, Corsair, and Neuneu): € 0,50 each ©
- CD Rom of 36 FSS Newsletters since January 2000, French and English, compatible PC and Macintosh, <.pdf> format readable with Adobe Acrobat Reader: € 10,00 P & P inclusive ©
- CD Rom of 200 warbird photos taken during Airsho in Midland, by B. Delfino: € 10,00 P & P inclusive ©.

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# SAFETY.....



## OOOOOPS !..

Was it a problem with the braking system or some mistakes? Whatever the reason, this Bae 146 operated by a western airline recently experienced a rather brutal arrival by finishing its taxi run in the air bridge that was waiting for the flight arrival. One can see the consequences of

this shock that must have been extremely violent since the engine pylon did not resist it. The cockpit also hit the jetty, and the fuselage bent to a point that the aircraft may not be repairable. Conclusion: **Prudence while taxiing!**

## FRENCH WING ELECTIONS

The General Assembly of November 20 will be the occasion to elect the **Vice-President** and the **Treasurer** of our Association. The candidates had to send in their candidature before October 15 at Midnight. Four members have applied for these jobs in due time, two for the position of Vice-President, and two for the position of Treasurer. The battle may be tough but it will be fairplay and democratic.

### Vice-President

*He assists the President, and will act as such during his absence. His specific task, in addition to all the President's ones, includes a good knowledge of the CAF regulations and the law of the land, the procedures during meetings, social activities of the Unit, and the implementation of all the other tasks that may be requested by the President.*

### Treasurer

*He is in charge of all the funds collected by the Unit, keeps an exact record of these funds, and he is responsible for the respect of all regulations and directives from the CAF concerning financial matters, as long as they are compatible with the law of the land. He will submit, in a timely manner, to the CAF HQ, all the necessary reports about the health of the Unit finances. His specific tasks include the good keeping of the members' files and the payment of their annual dues, as well as the payment of the Unit's expenses. He overlooks all Unit projects' finances for an annual audit during the annual general assembly, and liaise with the CAF Headquarters.*

## BE A SPONSOR OF THE "SPIRIT OF LEWIS" !

You always have had a definite interest for this plane. You can now become one of its Sponsors by choosing one of the three levels available, and add pleasure to usefulness by flying aboard this legendary WWII airplane. Here is the list of these levels and their price:

•••**FLYING SPONSOR**: 250 Euros per year and 25 Euros per hour.

•••**RESTORATION SPONSOR**: 125 Euros per year and 40 Euros per hour.

•••**SUPPORTING SPONSOR**: 50 Euros per year and 55 Euros per hour.

•••**NON-SPONSOR**: No annual premium and 80 Euros per hour.

A quick calculation shows that, for instance, for 50 hours per year, this system allows everyone to fly for a very modest hourly price:

- Flying Sponsor = 30 Euros,
- Restoration Sponsor = 42,50 Euros,
- Supporting Sponsor = 56 Euros,
- Non-Sponsor = 80 Euros.

This choice is wide enough to allow each one of our members to find the level he wishes to adopt.