

AIRSHOW

CAF FRENCH WING - MONTHLY NEWSLETTER - BULLETIN MENSUEL

Volume 12 - N° 11 - November 2007

EDITORIAL

As I'm typing these lines on my key-board, no member has applied for the jobs of Finance Officer and Executive Officer... I did have a couple of calls from members who wished to help but could not do the work because of lack of time or eligibility. I do appreciate these attempts to help, but we do need members who can fully occupy these functions. These calls were not made in vain though: We will need their help in various jobs linked to these positions like, for example, the monitoring of the accounts that we wish to instigate at a frequency that still needs to be determined. Once or twice a year would be a good start, and would guarantee some help to the future Finance Officer that he or she won't complain about!

The French Wing General Assembly is coming fast, and it will be very important. Whatever its result and the result of the elections are, the French Wing will need to adopt a line of conduct that will be noticeably different from the passed one. The long period when our members relied entirely on two or three persons is over, because the amount of work is far too important to be done by such a small group.

We will discuss all that on November 24, and I do hope that everyone will be attending with the firm intention to work more than ever before for the French Wing, and, therefore, for the CAF, even if it is at the risk of disturbing his own little personal habits, and giving our Association the priority it must have. The oath we all took to honor the men and their machines when we became CAF and French Wing members deserves a few personal efforts don't you think?...

With this Newsletter you will find the latest edition of our phone-book, amended following the latest departures and arrivals. I don't think I need to specify that it should only be used for the French Wing's affairs and activities. Thanks to all of you.

Bernard

RESULT OF THE CONTEST AMONG THE AIRPLANES THAT ATTENDED THE FINA-CAF AIRSHO 2007



Photo: B. Deljano

ALL THE WINNERS ARE ON PAGE 2

ARRIVAL OF TWO NEW MEMBERS IN THE FRENCH WING :



COLONEL JEAN-MICHEL GOUFFRANT

**EMMANUEL TONARELLI
FRIEND OF THE WING**



**ANNUAL GENERAL ASSEMBLY OF THE FRENCH WING ON NOVEMBER 24, IN PONT DU CHÂTEAU (63) :
SHOULD YOU WISH TO ATTEND THIS MEETING BUT HAVEN'T REGISTERED YET, CALL US AS SOON AS POSSIBLE ! IT'S STILL TIME TO BOOK YOUR HOTEL ROOMS !**

AIRSHO 2007 CONTEST

Article and photos: B.Delfino.

AIRSHO was more than the CAF General Assembly and a unique warbird air show.

It was for us all the occasion to be reunited with friends that we had been deprived of for a year, it was also the occasion for various events like the ACAHOF Banquet, the "Save the Girls" luncheon concerning the restoration and preservation of the nose-arts, the French Wing dinner, and finally, the subject of this article:

A competition among all the airplanes that attended the air show in Midland, whether they were CAF airplanes or not. The rules of this contest are simple and the same ones that have been adopted by the American EAA, used, for example, in Oshkosh each year. Here is the result for the AIRSHO 2007 competition in Midland:

The grand winner of this contest is a modest but superb PT-22 whose aspect reached a level of high quality absolutely unbelievable, with a perfect paint work and a metal polishing that was simply fantastic, comparable with the best mirrors! This result tells a lot about the hundreds of hours that were spent to get to this high level. A well deserved first prize!

BEST OF THE SHOW

CAF PT-22, N48742, assigned to the Inland Empire Wing.



BEST FIGHTER

P-47 Thunderbolt of the Lone Star Flight Museum, NX4747P.



BEST BOMBER

CAF B-24, NX24927, assigned to the B-29/B-24 Squadron.



BEST CARGO/UTILITY

CAF C-53, N45366, assigned to the Inland Empire Wing.



BEST LIAISON/OBSERVATION

CAF LT-6, N103LT, assigned to the Dixie Wing.



BEST TRAINER

CAF N2S-1, N48182, assigned to the 3rd Coast Sqdn.



BEST HELICOPTER

Gregg Baiano's TAH1P Cobra, N82276.



CAF MAF 2007



Photo: B. Delfino

The photo above, taken on September 28, gives a precise idea of the current situation of the CAF installations on the airport of Midland (ICAO Code: MAF). This photo can be compared with the black and white one on the right, which was taken by satellite a few years ago. The orientation of the two pictures is roughly the same.

Changes and improvements take place continuously for the well-being of airplanes and visitors. For those who were in Midland when the CAF arrived there, in 1991, these changes are enormous, and they show how will-power can get things to move.

The availability of funds makes the construction of new buildings possible. These funds often take the shape of donations made by CAF members.

For those who never went to Midland, here is a description of the picture :

- 1) Headquarters and all offices.
- 2) Public parking.
- 3) American Airpower Heritage Museum, gift shop and colonels' shop.
- 4) Jimmy Doolittle gardens.
- 5) Chapel recently completed.
- 6) Static display of the Vietnam war aircraft.
- 7) Nose-arts display, library, and nose-art restoration workshop.
- 8) Main hangar.
- 9) Tarmac.
- 10) Equipment stores and workshop.
- 11) Scrap metal area.
- 12) New hangar and O'Club.
- 13) Chalets set for AIRSHO.
- 14) Taxiway.



- 15) Runway.
- 16) Tower for the commentators during AIRSHO.
- 17) Colonels car park area during AIRSHO.

STEPHAN C. BROWN NEW CEO AND CAF PRESIDENT

Last month, we did not have enough room to write an article about our new *Chief Executive Officer*:

A former Army helicopter pilot and private pilot, **Steve C. Brown** has logged over 1800 hours. He took on his functions on October 1st 2007. He has a 25 years background in marketing and management for companies like *Humminbird Fishfinders* and *Valley Recreation Products*. When the

opportunity to link up with his passion for aviation again, Steve Brown accepted the job of Executive Vice-President and Chief of Marketing with the **Experimental Aircraft Association (EAA)**, where he worked for almost 5 years.

Concerning his new job at the head of the CAF, Steve Brown said that "*our main goal is to move forward and get the CAF mission known by a much larger audience*". He went on saying that "*We must honor the WWII veterans, as well as all aviation veterans, through an involvement of the fu-*

ture generation". Steve Brown is married to **Terri**. They have three children, Heather, Lauren, and Austin, respectively aged 21, 17, and 14.



Photo: CAF

Let us wish good luck to Steve Brown because the task that is waiting for him is immense.

AIRSHO 2007 PHOTOS ALBUM

Article and photos: B.Delfino.

Space was scarce last month to give our friends and members who could not attend the air show in Midland, a better idea of the planes that were present and the show they gave us. Here are a few photos that will, somehow, compensate for their absence...

As you will read on the following page, you can order a CD Rom which includes all these images and many others (Size 1200 x 798 pixels at 72 dpi) taken during Airsho.



Top to bottom and left to right:

- AT-6 Texan.
- NA P-64.
- Mitsubishi Zero.
- B-24 Liberator
- F-15 Eagle
- Zero *Tora! Tora! Tora!*
- P-51D Mustang



Find all these pictures and dozens of others taken during AIRSHO, regrouped on a CD Rom!

Dozens of photos including pictures of most of the planes taken on the ground or in flight, and, on request, photos of members and friends who attended AIRSHO 2007. These images can only be used as wall-paper on your computer or printed for a strictly personal use because they are protected by copyrights B.Delfino et CAF ©. This CD Rom is compatible Mac and PC, and it's available to our members at the special price of 10 euros (or \$ 15.00), including P & P.



Top to bottom and left to right:

- Val Tora! Tora! Tora!
- Beechcraft D-18
- C-47 Gunship
- P-47 Thunderbolt
- T-28 Trojan Horsemen
- Grumman Wildcat
- Grumann Hellcat
- Douglas Skyraider



Photo: J. Lepelletier et E. Bancel



Photo: J. Lepelletier et E. Bancel

ESCAPADE IN COLUMBUS

Several members of the French Wing got together in Columbus where took place a reunion of Mustang airplanes. Cols. Reg Urschler, Terran Tidwell, and Claude Requi, as well as cadets Julien Lepelletier and Eva Bancel, gathered together for this extraordinary event which saw the presence of 75 Mustang.

This event has been largely described in the November issue of the *Fana de l'Aviation* by our friend Xavier Méal whose prose and photos have given a good idea of its importance. It includes a special paragraph dedicated to Reg who said good bye to flying the Gunfighter after more than 3000 hours spent at the controls of this airplane!

Mustang veterans were many in Columbus. This is how our friends



met - too briefly though - Bud Anderson. There are hand shakes that one never forgets, and Julien will never forget this one!

Julien, a young artist, gave Reg two paintings that he did. One of them is printed below in miniature. Bravo Julien!



Photo: J. Lepelletier et E. Bancel



Photo: J. Lepelletier et E. Bancel

JEAN-MICHEL GOUFFRANT NEW COLONEL OF THE CAF AND THE FRENCH WING

Col. Jean-Michel Gouffrant met a great number of our members in the *Fighter Squadron* chalet from which one could watch the show comfortably. They discussed all day long, so much that he decided to become a CAF and French Wing member as soon as he would come back to France. It is now a fact, and Jean-Michel chose **Jacqueline Clerc** as a tutor, because he admires what she has done and her exceptional personality.

Jean-Michel grew up reading the "Grand Cirque" and "Feux du Ciel" by Pierre Clostermann. Amazed by the example of Rozannoff, he was nicknamed "Mermoz" as soon as he started high school, and he wanted to be a test pilot!

At the age of 13 he got his elementary aeronautical diploma (*Brevet Elémentaire de Sport Aérien*) which entitled him to fly 11 hours in a glider. Alas! That same year, the age limit was pushed back to the age of 16... Worse: He then was told that his

short-sightedness would stop him from becoming a jet pilot. It was the era of the Ouragan and Mystère fighters.

He then decided to do a career as a surgeon: Baccalauréat + 16 years of studies, and no more time to do anything else, except read the *Fana de l'Aviation* magazine. At the age of 34, he left the hospital and started a career as a private surgeon (Vascular and digestive surgery), and became a pioneer (First lever graft in France, in 1974). Having a bit more free time, he got into automobile competition on racing tracks, for which his short-sightedness was no obstacle, he obtained his diploma of aeronautical medicine, and he took on a "second occupation": The surgery of Toreros, giving more than 300 conferences on the subject, in France and abroad. Jean-Michel noticed that bullfighting and aviation have several points in common: Kindness, tolerance, and good humor.



After 33 years of surgery and 30000 operations, he dropped the scalpel on October 1st in order to take the time to... take his time, which means visiting air museums (Including the USAF depot in Tucson), and attending air shows. Midland was the fulfilment of one of these dreams, and he even flew aboard the P-51 Red Nose and did aerobatics!

Welcome aboard Jean-Michel!

Jean-Michel Gouffrant
1 Rue de Tosse

64100 BAYONNE

Tél: 05 59 31 07 05

email: gouffrant.gely@wanadoo.fr

* Jean-Michel received a CD with all the Newsletters published since January 2000, and he is entitled to a 30 minutes flight aboard our Piper Cub. As for Jacqueline, she will see her 2008 dues reduced by 50%.

TOURING

Article and photos: Patrick Pierre-Pierre

NOTRE-DAME DU PLATIN

Between sea and air: the Chapel of Airmen and Sailors

It was while I was doing some sight-seeing, last Winter, that I discovered the *Chapelle des Aviateurs et des Marins* in Saint Palais sur Mer.

More recently, thanks to **Alain Guay** of Association *Memorial Flight*, I met mister **Jean-Jacques Figeroux**, member of the Association *Amis de Notre-Dame du Platin* presided by mister **Michel Zone**. Mister Figeroux allowed me to visit this chapel.

It's a modest size building but the serenity that emanates from it, is extraordinary. Its white color reminds of mediterranean chapels.

On either side of the main door are two commemorative plaques. The one on the left is dedicated to the memory of **Lucien Rougerie** inventor of blind flying in 1928, and the one on the right to the memory of pilot sergeant **Félix-Marie de Kerimel de Kerveno** who died for France at the controls of his P-47 Thunderbolt on April 14, 1945.



The article which follows is largely inspired from the leaflet published by the Association.

In 1904, mr and mrs **Joseph Odelin**, with the agreement of the La Rochelle bishop, got an oratory built on a piece of land that they owned near



the beach at Saint Palais sur Mer, and dedicate it to Notre-Dame. This soon became too small and the main part of the building was taken down and replaced by a larger nave made of bricks. The bell tower alone was not touched. Once the chapel was finished it was blessed in 1908 by **Monseigneur Augouard**, bishop of Congo who was visiting the Charente Inférieure district*.

After **Blériot** flew across the Channel on July 25, 1909, Mister Odelin had the idea of turning Notre-Dame du Platin into the Patron of aviators to emphasize the exploits of these pioneers. On September 24, 1910, an aviator

who was born in Riom, **Eugène Gilbert**, flying a Blériot XI, took off from Royan, flew over the king of the light houses, the one of Cordouan, and dropped a wreath of flowers over the chapel. He landed on the beach at Pontailiac where an enthusiastic crowd welcomed him for performing

the very first aeronautical pilgrimage. This flight was repeated in September 1913 by another aviator, **Marcel Brindejone des Moulinais**, with a Morane Saulnier monoplane type C, with a Clerget 160 HP engine, on the occasion of a raid from Marseille, Dinard, Deauville, Nantes, Royan and Agen. This raid should have allowed him to win the Pommery trophy, Brindejone did not get the trophy, the organizers were discredited, and the trophy disappeared. But this is another story...

As early as 1910, Joseph Odelin get some medals made with the image of Notre-Dame du Platin. The final medal includes the face of Mary with these words "Look at her and take to the air", on the back, a sea gull flies above the ocean and the Terre-Nègre lighthouse in the sunset. Many of these medals were hang in the fuselage of numerous airplanes, especially during WWI.

The first religious and patriotic "ground" pilgrimage took place on September 8, 1916. More than 4000 people, including many soldiers in uniform, were present. At the end of the ceremony, the abbot of the parish, abbe Guilbaud, blessed the sea and the air, and declared that Notre-Dame du Platin was the Patron of all aviators and seamen.

* In 1942, the district of Charente Inférieure (located on the left bank of river Charente) changed name and became Charente Maritime.



With this first pilgrimage started a tradition which would last for decades. In 1919, the new parson, abbe **Chanal**, a veteran, unveiled a bust of Notre Dame sculpted by famous artist **Jampolsky**.

The abbe dreamed of creating a large sanctuary and an orphanage for the children of aviators killed in combat. A committee was even created to collect the necessary funds. Unfortunately, abbe Chanal died in March 1920 from his wounds, and his project died with him.

Between the two world wars, each year, on September 8, a pilgrimage took place. Preceded by soldiers who carried the bust of Notre Dame, the pilgrims walked to the beach, an airplane dropped flowers and the priest blessed the sea and the air.

Pilgrimages stopped with WWII. The chapel was damaged during the bombardment of the Royan pocket in



March 1945. It was repaired in 1947 thanks to the funds that compensated the damages done during the war.

The vestry was built a few years later with the profits made when the Priory was sold. It was an attached building used by the priest. The pilgrimages started again after the war, but with time, traditions finally disappeared.

In December 1999, the chapel was the victim of a powerful storm which is in everyone's memory. Trees fell, damaging the roof! The cleaning and restoration were carried out by the parish volunteers.

In 2004, vandals broke the bust, tried to set fire to the place, damaged the triptych, made the walls dirty, and destroyed all the aircraft models, some of them very old, hanging from the ceiling like as many symbols. What the war and the storm could not do, some cretins did! The most urgent repairs were done by the parish, and the triptych was restored by Madame Skop.

The Association "The Friends of Notre-Dame du Platin" created in March 2005 works in close cooperation with the priests of the area to get this highly historical building back to life. Its members are trying, among other projects, to restart a collection of models of the most significant aircraft of the birth of aviation era. To that purpose, Alain Guay built and donated a magnificent model of the Blériot XI to this Association. The models which are currently displayed are a Ryan "*Spirit of Saint Louis*", a P-47, an Airbus

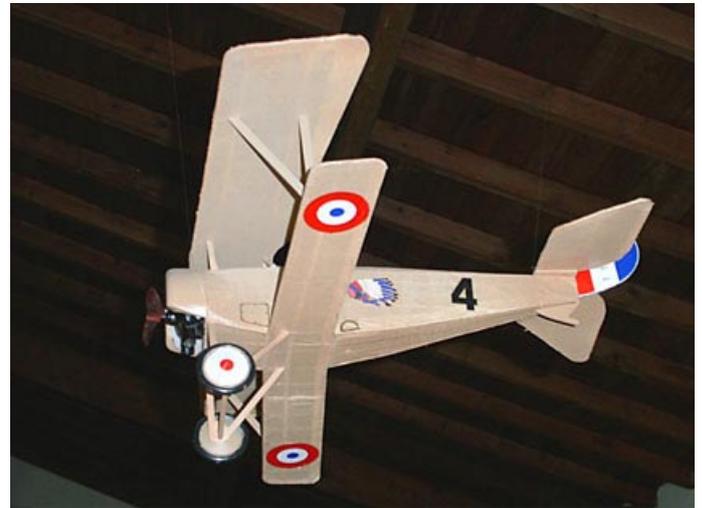
Since 1995, a triptych painted by artist **Bozenna Skop** decorates the far wall. It represents a surrealistic view of Notre-Dame du Platin in interstellar space.

In December

A300, a trimotor marked "US Mail Pan American Airways", a Nieuport, a Breguet biplane marked XIII, and a helicopter.

Every year, on January 5, a religious ceremony commemorates the crash of a Lancaster that was shot down on January 5, 1945, during the bombardment of Royan. This ceremony was first started by elected people of Saint Palais.

The crew was composed of 6 Australian airmen and one British. They are buried in the cemetery of Saint Palais sur Mer. In September each year, since 2005, another ceremony takes place. A mass that is reminiscent of the pilgrimages that used to



take place on September 8. The military school of Rochefort is represented by a delegation of officers, joined by parishioners from Royan and Saint Palais. At the end of the event, an Air Force plane flies over the chapel.

Important restoration work has been done, thanks to the help received from the parish of Royan, the annual dues of the members of the Association, and the availability of some of the members who did some of the work themselves. The chapel which was bought by the church in 1927 when Joseph Odelin passed away, is now used as a part of the local church during the summer months.

The Friends of the Chapel have adopted goals which are close to ours. They are looking for a model of a Lancaster to add to the collection of the few models they saved in 2004. Friends modellers of the French Wing of the Commemorative Air Force, I'm calling for your help and solidarity.

AIR MAIL

This month we received a long letter from col. Christophe Bastide who reacted to the calls made in our Newsletter or via email. It appears that Christophe has a clear and exact view about the practical needs of the French Wing. Normal, since he is often among the ones who work for the PX or the airplanes. Please read on...



Photo: B. Delfino

IN THE MOOD...

Dear friends, members of the French Wing,

As I look at the 2007 French Wing activities agenda, I notice that this year was really and truly busy. I say "was" because the air show season is almost over, and that one would be mad to try and organize an air show at the end of the year, considering the outside temperature!... I don't think that any organizer would like to get that cold...

Let us wait for the 2008 season and see what it will give us, but before thinking about air shows, we have to get the airplanes back in the air, do all the necessary checks, and think about those who were not able to fly... I mean the occupants of the NC 856 which, with its old engine, has been the cause of some worries.

The program of the Wing for 2007 was heavy, far too heavy. But what I notice is that the Wing managed to attend the great majority of these events, and did fairly well. Of course, some of these events were cancelled all together because of the long distance to get there, technical problems, or awful weather conditions which ruined the festive season (Where the hell has Summer gone?...).

Let's see what this program was for the French Wing at the beginning of the 2007 season:

- La Ferté-Alais (Annual air show)
- Le Bourget (CAF 50 years)
- Le Plessis-Belleville (Antiques and fly-in)
- Niort (Air show)
- Popham (Gathering of the Piper Club)
- Montluçon (Air France Fly-in)
- Meaux (Fly-in)
- Le Luc (ALAT anniversary)
- Evreux (Air show)
- Tour de France of the Piper Cub
- Couhé-Verac (Air show)
- Sarlat (Air show)
- Lens (Air show)
- La Rochelle (Open cockpit)
- Angers (Air show)
- Toussus le Noble (Air show)
- Rennes (Air show)
- Persan (Fly-in)

In total, 18 events, to which we must add the ceremony for Sandy Sansing's Legion of Honor, and the trip to Midland for some lucky members...

Of these 20 events, 13 did take place! Isn't that a fantastic performance for such a modest Association like the French Wing? Which similar Association can say the same?...

To get to this level of excellence, the logistics have to be exemplary and faultless. We can only thank our dear senior staff who like to get on the move but sometimes feel a bit tired and cannot do it all. They sometimes ask for help to those who are willing to give a hand, but the problem is that these members can, generally, be counted using the fingers of one hand only.

We are lucky that a handful of keen members who, despite the long distance they have to travel, come and do give a hand, which immediately brings a large smile on the faces of our senior workers, a smile made of satisfaction and gratitude. When this happens, they believe they get wings growing on their backs, in addition to the ones fitted to our dear aircraft parked in Le Plessis-Belleville.

I will end this letter by saying that, like a rugby team (To stay in the right mood) the French Wing is a group of friends who must get together to act together. The score can only go up if goals are marked as a

team, all united, without any member showing any kind of individualism, or staying behind!

My very best aeronautical regards to all of you!

Christophe

Let us simply add to this letter that Christophe took part in 6 of these events and that he came to Le Plessis-Belleville for several days especially to work on the airplanes. A beautiful example of enthusiasm and dedication for the CAF and the French Wing! Thanks Christophe!



AVIATION AND PHOTOGRAPHY

Several members have recently asked our Unit Leader for some information regarding the purchase of a camera which would be good for shooting any type of airplane.

This is a vast question that he will try to answer through an article as soon as possible. One can hardly dissociate the cameras, the lenses, the subjects, and the actual shooting, which calls for a minimum of explanations and illustrated examples, hence, a few pages.



VARIED AND REPETITIVE QUESTIONS

Two questions come back regularly from numerous members:

Q - Can I authorise another member to vote for me during the annual elections of the French Wing?

A - No! This is not allowed by our Statutes. Members who cannot attend the General Assembly will receive a ballot through the mail or via email, a few days after the General Assembly.

Q - When are the various annual dues and sponsorship due?

R - The French Wing annual dues is payable on May 1st each year, the CAF one is on the commission anniversary day each year, and a Piper Cub sponsorship is payable on December 31 December each year.

FRENCH WING ANNUAL DUES

LATE MEMBERS: YOU ARE NOW RUNNING THE RISK OF NOT RECEIVING OUR NEWSLETTER ANY LONGER!

The annual dues for the French Wing are:

- 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:

Hugh Alexander III, Gilles Avenel, Lilian Ayars, 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, Cédric Chanu, Arnaud Chatton, Jacqueline Clerc, Daniel Costelle, William Davies, Jean-Christophe Debuissou, Dominique Deudon, Bernard & Fumiko Delfino, Jacques Delorme, Claude De Marco, Stéphane Duchemin, Eric Ducreau, Philippe Duflot, Ken Fields, Michel Fleury, John Francis, Marcel Francisci, 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, 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, Antoine Roels, Marcel Ruppert, Sandy Sansing, Matt Simek, Semaan Soueid, Haruo Tanaka, Alphonse Thiry, Leon Thomas, Terran Tidwell, Christian Tournemine, Gilles Troussard, Regis Urschler, Jean-Jacques Verrier, Bernard Violette, Roger Vaucamp, Orlan Wichmann, 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.

FRENCH WING GENERAL ASSEMBLY

To this day, the list of participants to our Annual General Assembly is established as follows:

- Christophe Bastide (1)
- Henri Bourrassier (2)
- Didier Bourrassier (1)
- Guy Bortolus (1)
- Jacqueline Clerc (1)
- Fumiko et Bernard Delfino (2)
- Claude De Marco (1)
- Philippe Duflot (2 - Sous réserve)
- Michel Fleury (1)
- John Francis (2)
- Claude Gascon (1)
- Louis-Jean Gioux (2)
- Roger Gouzon (1)
- Marie-Françoise Le Cornec (1)
- Jacques Leroux (1)
- Léon Manoukians (1)
- Michel Perrin (1)
- Patrick Pierre-Pierre (2)
- John Roeder (2)
- Christian Tournemine (2)
- Jean-Pierre Vésine (1)

Should you have forgotten to register, please do call us at once.

Make sure that you advise col. Henri Bourrassier who is organizing this meeting (Telephone: 04 73 83 21 72 or Cell phone: 06 50 91 05 01).

The hotel where the rooms have been booked, and where this meeting and meals will take place is:

L'Estredelle

24 Rue du Pont
Pont du Château
Tél: 04 73 83 28 18
Fax: 04 73 83 55 23

Site Internet: www.hotel-estredelle.com

FRENCH WING ELECTIONS: WE ARE (STILL) LOOKING FOR A FINANCE OFFICER AND AN EXECUTIVE OFFICER!

It seems that our eligible members are still thinking about the possibility to apply for one of these two jobs...

Of course, we are hoping that the ladies will also consider applying for these positions. Experience among the CAF shows that they do just as good - if not better - than men.

Should no member at all apply between now and our General Assembly, the current Board of Administration will nominate two members as it is specified in our Statutes, before the end of the current term, that is to say, before December 31, 2007.

The work-load of these two functions is not so heavy or complicated as it may seem:

- For the Executive Officer, it's simply to replace the Unit Leader should he become unavailable, which implies that he/she should have a good knowledge of the CAF and the French Wing, and he/she must be present during all Board of Administration meetings so that he/she participates actively to the decisions which are made regularly.
- For the Finance Officer, this means that the accounts are looked after in a simple and logical way. Good house-keeping and method are the two mandatory elements that will ensure his/her peace of mind and success. The periodical payments have been automated (Renting of the hangar space and gasoline for example), which makes these repetitive tasks easy. The rest of the accounts does not require any more work and time than the personal accounts of each one of our members, and probably a lot less. Nothing there to be afraid of for someone who has some basic seriousness and self discipline.

Time goes fast. Therefore, potential candidates should make up their mind soon and tell us at once. This is, for anyone who has a minimum amount of enthusiasm, an excellent opportunity to show that their dedication to the CAF and the French Wing is not limited to the payment of his annual dues.

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 2008

Two of our members have already paid their 2008 Piper Cub sponsorship. They are colonels **Sandy Sansing** (Flying Sponsor) and **Yves Houssin** (Supporting Sponsor).

At a time when we are still chasing those who are late for the payment of their 2007 annual dues, due on May 1st, this is really a pleasant piece of news!



NEW FRIEND OF THE FRENCH WING

Emmanuel Tonarelli was first met by col. Marie-Françoise Le Cornec during the Lens air show.



Victim of the deadly aviation virus, like all of us, Emmanuel is the manager of his newly born company which sells equipment for pilots and aerodromes: **Delton Aviation**. Although this company is well on its tracks, business doesn't allow him to become a colonel just yet, but it will be done as soon as his company grows sufficiently. In the mean time, Emmanuel has become a Friend of the French Wing.

Emmanuel sent us a comprehensive catalog which includes all Jeppesen products, as well as watches, pilot flight-cases, cockpit accessories, log books, earphones, etc, at very reasonable prices. We invite all our readers to visit his web site or to call him at the number printed here below. **Emmanuel will give the best possible welcome to all French Wing members who must tell him they are members when they call or send him an email.** Should a product not be in his catalog, do not hesitate to mention it to him. He will probably be able to get it for you.

A lover of warbirds and General Aviation, Emmanuel is currently setting up a Piper Cub Fly-in in the Cambrai area, in cooperation with the Piper Club de France.

This event will probably take place during April 2008, at a date that is still to be decided. The French Wing will be happy to attend this event.

Welcome to the French Wing Emmanuel!

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BP 80008 - SANTES
59136 WAVRIN CEDEX
FRANCE
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** Thanks to his commission, Emmanuel received a CD rom containing all the Newsletters published since January 2000, and he has won a free 30 minutes flight in our Piper Cub as soon as possible.*

GIFTS TO THE FRENCH WING

Col. **Alain Jimenez** has made a gift of 50 euros to the French Wing projects.

This gift comes in addition to the ones received in Midland from Lilian Ayars, Barbara and Aubrey Hair, Jim and Nancy Lux, and Sandy Sansing.

Thanks Alain! Thanks to all of you!

COL. FRANÇOIS BERGEON AT THE FINA-CAF AIRSHO 2007

Col. **François Bergeon**, member of the French Wing, was present in Midland where he flew the splendid T-6 number 25.

It's on board this T-6 that he took cols. **Jean-Claude Miniggio** and **Patrick Pierre-Pierre** for some aerobatics that they will remember for a long time. Note that François is also a certified co-pilot on the B-17 *Sentimental Journey*.



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

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