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AIRSHOW

CAF FRENCH WING - BULLETIN MENSUEL - MONTHLY NEWSLETTER

Volume 18 - N° 12 - December 2013

EDITORIAL

Due to computer problems, the December 2013 issue of Airshow will be shorter than usual. For the most part, you will find recent news concerning the French Wing and Commemorative Air Force, as well as a brief presentation of what went on during the November 24 general meeting that was held at Roger Gouzon's house. I've also added a selection of profiles I made representing the C-47 Dakota in French colours.

You will have to wait for the January 2014 issue to be able to read a full-fledged article. Your patience will be well rewarded, though, as Eric Bellebon and Stéphane Duchemin have written a very interesting article about the training of aviation cadet Raymond Daniel in 1943. Raymond is none else than Eric's

grandfather, which makes the article even more interesting!

I would like to thank all of the members who were present during the November 24 general meeting, as well as those who voted since. Our discussions and exchanges will help us take over the leadership of the French Wing.

The results of the elections will be published as soon as the final counting has been done.

I also seized the chance to draw a special "PolAir" C-47 Dakota (another one!). Nicknamed "Spirit of Rudolf", this aircraft flies only once a year! :-)

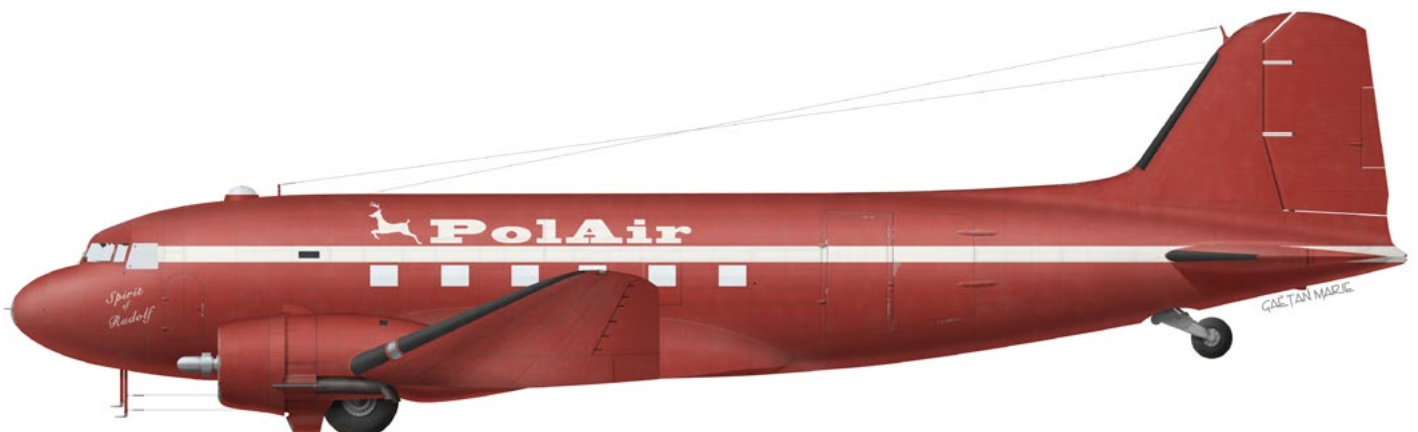
I wish all of the members of the French Wing a merry Christmas and happy new year. 2014 will be a year full of challenges for the French Wing but I am confident we will overcome them, as in unity lies strength!

Bertrand Brown

JEAN MILLIOT'S INTERVIEW IS NOW AVAILABLE ON THE FRENCH WING'S YOUTUBE CHANNEL (P.2)



ROY GRINNELL AND JEAN BARBAUD IN THE "FANA" (P.3)



COMMEMORATIVE AIR FORCE HEADQUARTERS TO LEAVE HISTORIC BASE OF MIDLAND, TEXAS



The Tora! Tora! Tora! Squadron of the Commemorative Air Force during the 2008 meeting in Midland. (Photo Ebdon (CC BY 3.0))

Following a vote by members, the Headquarters of the Commemorative Air Force should leave their historic base in Midland in 2014 or 2015.

The CAF constitution and bylaws require an approval of three-quarters of the voting membership in order to make the change. A total of 75.10% of the voices approved of it.

The CAF Board of Directors, headed by Steven Brown, will now decide where to relocate the Headquarters, out of six possible locations, all in Texas:

- Alliance Airport, Fort Worth
- Collin County Airport, McKinney, (Dallas Metropolitan)
- Dallas Executive Airport,

Dallas

- Ellington Field Airport, Houston
- Lackland/Kelly Airport, San Antonio
- North Texas Regional Airport, Sherman/Dennison, Texas (Dallas Metropolitan)

The board of directors should soon narrow down this list and will communicate its definitive choice during the first or second quarter of 2014.

It is indicated on the CAF's website that the annual meeting will still be held in Midland and that the CAF Airpower Museum will not be relocated.

This comes as a blow to the city of Midland, whose economy is closely linked to the CAF's activity. ■



BATTLE OF FRANCE VETERAN JEAN MILLIOT INTERVIEWED BY STÉPHANE DUCHEMIN

Jean Milliot's interview is now available on the French Wing's YouTube channel:

<http://www.youtube.com/watch?v=YTVdu4oEZoM>

You can also view the video directly on the French Wing's website:

<http://www.caffrench-wing.fr/>

This interview was made by Stéphane Duchemin and edited by Thomas Michel, who improved the framing and worked on the sound. Unfortunately, the quality of the sound was so bad that it was quite difficult for him to improve it. Unfortunately, the result is a soundtrack which is not always easy to follow.

Jean Milliot was a secretary in the Groupe de Chasse II/10 (Fighter Group) when war broke out. He tells us about the fighting during the Battle of France, the sabotages, the 5th column and the retreat of the fighter group in the face of the German advance. ■

JEAN BARBAUD AND ROY GRINNELL: WORDS OF THE "BURMA BANSHEES"

Our friend and member Jean Barbaud is not only a very gifted cartoonist with a remarkable sense of humour, but also a writer and historian.

Included in the latest issue of the famous French magazine "Le Fana de l'Aviation" (No 529, December 2013) is Jean's article about the "Burma Banshees", American pilots of the 80th Fighter Group in Burma. They flew Curtiss P-40s adorned with large skulls on the nose and fought against the Japanese with great success.

The cover of the magazine

was painted by another of our members: Roy Grinnell, another remarkable artist.

For those of you who haven't subscribed to the "Fana" or haven't bought the latest issue, why not make yourself an early Christmas present and purchase it from your usual press outlet.

On his Facebook profile, Jean had dedicated his article to our late friend Bernard Delfino: *"Specially dedicated to Bernard of the French Wing CAF. Have a good flight up there among the clouds, amigo!"* ■



The cover of the December 2013 issue of the "Fana de l'Aviation" by Roy Grinnell and the two first pages of Jean Barbaud's article. (© Editions Larivière)

HISTOIRE

La chasse américaine face aux Japonais

Paroles de "Burma Banshees"

Entre la mi-1943 et la fin 1944, les pilotes du 80th Fighter Group, les "Burma Banshees", effectuent sur P-40 des missions d'appui au sol face aux troupes japonaises. Témoignages...

Par Jean Barbaud, avec le concours de Jim Bush

"Après avoir traversé la grande dépression des années 1930, on pouvait me voir comme garçon de ferme dans les champs poussiéreux de l'Ohio, à côté de Philip Alvin, l'un des rares pilotes survivants, [et le chef de file du CPTP] [il] pour obtenir un brevet de pilote. Ma formation s'est effectuée aux commandes d'un Piper J-3 Cub" m'attend une légende de guerre, mais désormais de paix, sur les pistes ternies de Cargèse, dans le Wyoming. C'est ainsi que je me suis retrouvé tout jeune sur le terrain dès septembre 1942, cherchant un métier volant dans le ciel de la cité Est, le Republic P-47 "Thunderbolt".

Affecté au 80th FS (Fighter Squadron) du 80th FG (Fighter Group) basé à Mitchel Field, dans l'État de New York, nous nous entraînaient à piloter et manœuvrer le "Jag" [l'acronyme donné au "Thunderbolt"] avant d'embarquer pour l'Europe en guerre. Plus de six mois de formation en vol, le P-47 avait un seul défaut : il se comportait comme une véritable volée de gazes volantes, les gaz.

Au printemps 1943, ma formation achevée, [il] comprenait mon "Thunderbolt" en train d'être lancé à bord du cargo qui allait l'emporter en Angleterre. J'avais été de la mission pour affronter la Luftwaffe, puisque le 80th FG allait participer à la "grande bataille" en Europe. Malheureusement, le haut commandement ne avait décidé autrement et le scélérat qui avait mon cher "Jag" avait longuement - le Général Map Arnold nous a confié son mot pendant notre aéroport!

.....

(1) CPTP - Civilian Pilot Training Program, un programme de formation de pilotes civils, qui en 1942 fit venir en USA par le gouvernement japonais

2013 GENERAL MEETING

As I explained in the editorial that due to computer problems, this issue of Airshow is shorter than usual. This led to the loss of the work I had done on the preparation and translation of the article by Eric Bellebon and Stéphane Duchemin, but also what had already been done for this issue. As a result, I will simply write here a short summary of the exchanges and discussions we had during the 2013 general assembly, which was dedicated to the memory of Bernard Delfino.

The members who were present discussed a number of topics, the main ones being:

New board of directors and organisation

The election of three new board members was one of the main topics of the general meeting. The three candidates were as follows: Stéphane Duchemin applied for the post of Unit Leader, Bertrand Brown as Executive Officer and Jean-Yves Cery as Finance Officer. With only one candidate per position, the results of the elections can be anticipated with ease...

The new board will have plenty of work to take over and manage the French Wing's affairs. Bernard did practically everything himself, which makes taking over all the more difficult.

We have already decided to use a certain number of new tools and methods, notably to improve communication among members. Some of these are already in place, such as the new mailing system used for sending the newsletter and communicating important information to members, the new YouTube video channel, and the continued work on the French Wing's website.

Other novelties will be introduced progressively, but should not change much in the organisation of our unit. They are primarily adopted as more practical tools for our various tasks.

Moral report

The number of unit members remained

stable in 2013, despite the passing of three of our members and several resignations.

The activities of the French Wing have been fairly low this year: we were present on very few airshows, and work on the airplanes and in the hangar has been minimal...

There are positive points that deserve to be mentioned: the few airshows and events that the French Wing did participate in went well, with several members making themselves available and helpful. The members who own aircraft were available for these meetings. The popularity of the French Wing among other CAF units is still strong. Several of our members also worked on interviewing veterans and recording their memories.

A fundamental question was that of the position of the French Wing with CAF Headquarters. Many French Wing members are strongly attached to the CAF and do not wish our unit to separate from this organisation. Others have more of an attachment to the French Wing itself and do not feel as concerned by this.

According to the new figures available on the CAF's website, our unit is just under the number of colonels required to register as a CAF unit. We plan to reinforce our relations with other CAF units and renew contact with the Headquarters.

Financial report

The French Wing's finances were largely run by Bernard, who then informed the Finance Officer of the various operations. Bernard's health being what it was these last few months, the accounting is not complete. At this time, we cannot give a full explanation for every accounting movement (positive or negative) that has taken place.

As a result, we have agreed to make all of the accounting and financial documents we have available to any French Wing member who wants to consult them, until we are in a position to give a complete report for the year 2013.

Our members need not be alarmed. The financial status of the French Wing is sound, and the gaps in accounting are simply ordinary expenses or incomes for which we don't have a complete explanation. The sums in question are small, and with time we will be able to give a full and detailed account. In the meantime, we believe it is better, in the name of transparency and honesty, to give full access to our accounting to any member who wishes to do so.

Novelties, projects

- Creation of a research group concerning the restoration of the Rearwin Sportster. This group's task will be to quantify and evaluate what will be needed to restore the aircraft completely. Its conclusions will allow us to decide whether to move on with the project or not.

- The annual fly-in and general meeting will be held earlier in the year.
- Definition of maintenance plans for the Piper J-3 and NC.856.
- Renewing with the tradition of group visits to airshows and museums.
- Creation of a "public" edition of the newsletter.
- Reinforcing our relationships with other CAF units and aviation associations.
- Creation of a work group, whose goal will be to define the best way to finance the operations of the Piper Cub. The goal will be to have the Cub fly more often (only 20 hours in 2013!). ■

Airshow "Public Edition"

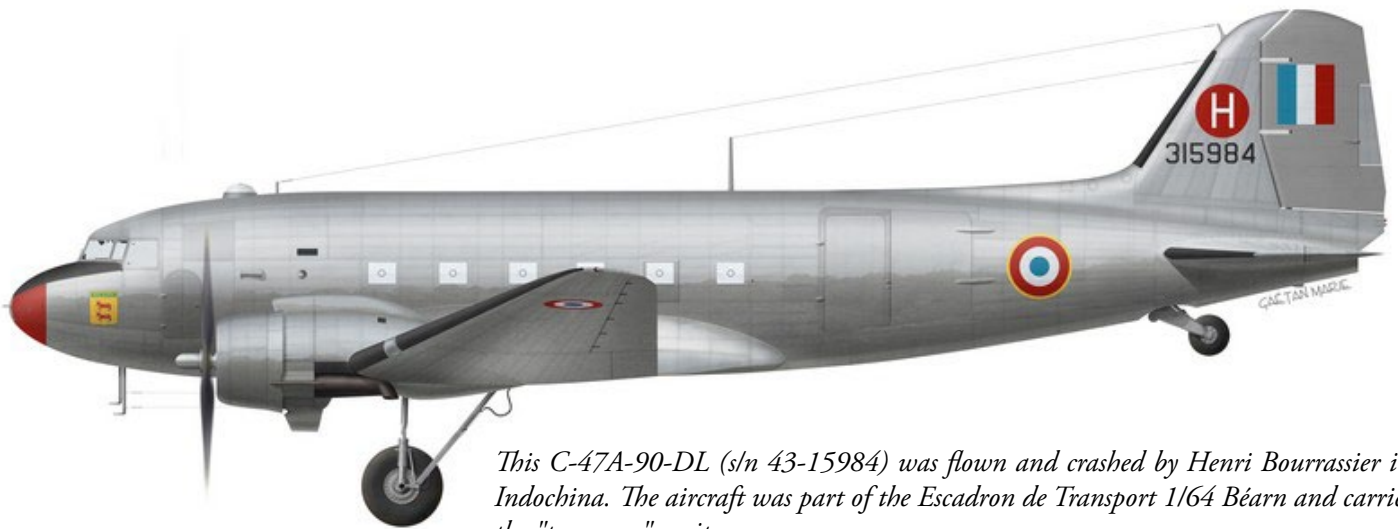
This new edition of Airshow is meant for distribution to non-members who are interested in the French Wing. Content that is not to be viewed by non-members will be removed from the public edition. Feel free to let people know they can subscribe for free, simply by going to our website and registering:

www.caffrenchwing.fr/airshow-newsletter/

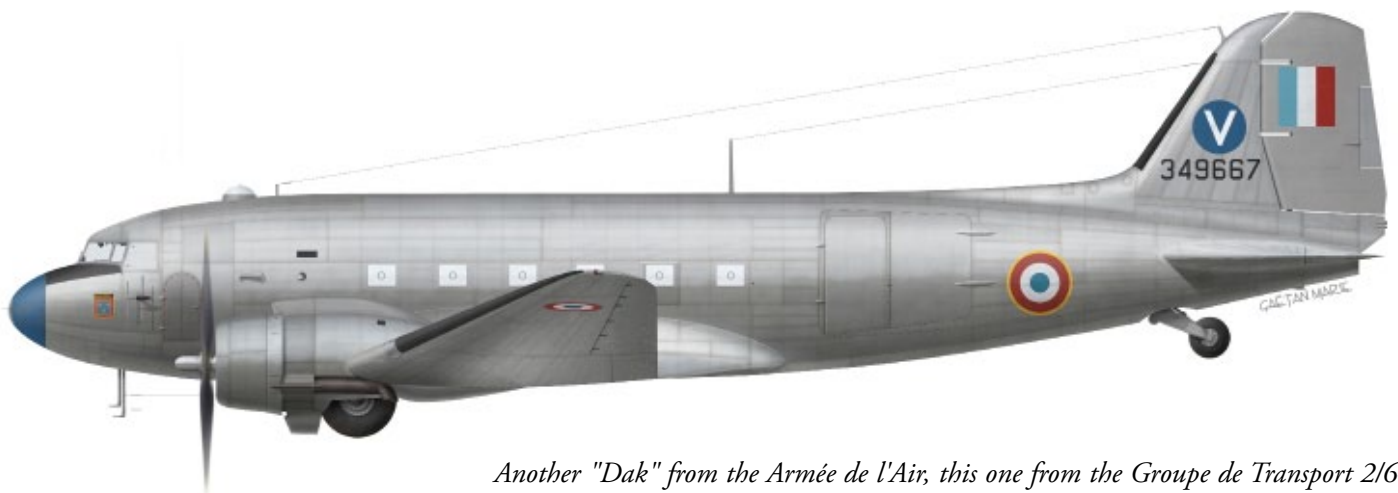
The public edition of Airshow will be available in both French and English.

French Dakotas

Illustrations: Bertrand Brown (aka Gaëtan Marie)



This C-47A-90-DL (s/n 43-15984) was flown and crashed by Henri Bourrassier in Indochina. The aircraft was part of the Escadron de Transport 1/64 Béarn and carries the "two cows" on its nose.



Another "Dak" from the Armée de l'Air, this one from the Groupe de Transport 2/64 Anjou. It is a C-47B-20-DK (s/n 43-9667), seen in Tan Son Nhut.



This profile is of a C-47-DL (s/n 41-18487), which flew with Escadrille 56S of the French navy. This was the first Dakota on which Bernard Delfino flew, and left him with a very positive impression of the type.

NEW PX ITEM

LA FERTÉ-ALAIS 2012



CD Rom made of 110 photos taken during the 2012 La Ferté-Alais air show. Images 1600pixelsjpegsforyourcomputerwall paperorprivateprinting. (10€incl.P&P,8€for our members)

2013 FRENCH WING SUBORDINATE OFFICERS

THE FRENCH WING IS LOOKING FOR VOLUNTEERS FOR THE FOLLOWING POSITIONS:

- Operations: Officer and deputy
 - Fly-in: 3 deputies
 - Recruiting: Officer and deputy
- Should you be interested by these jobs, please contact the French Wing!

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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