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AIRSHOW

CAF FRENCH WING - BULLETIN MENSUEL - MONTHLY NEWSLETTER

Volume 19 - N° 4 - April 2014

EDITORIAL

I would like to welcome two new wing members: Laurent Cluzel, recruited by our Adjutant Officer Gaël Darquet, and my friend Guillaume Hirsch. You will be able to make their acquaintance during the upcoming French Wing meetings, the most important being our annual fly-in which will take place on May 24. If you would like to participate in these events, please contact Bertrand Brown as soon as possible.

You will also read in these pages about the details of our new Piper Cub sponsorship system. To make things easier to manage, we have decided to have the annual dues and the sponsorships paid at the same time, during the month of April. It is therefore time for all of us to pay these dues!

Stéphane Duchemin

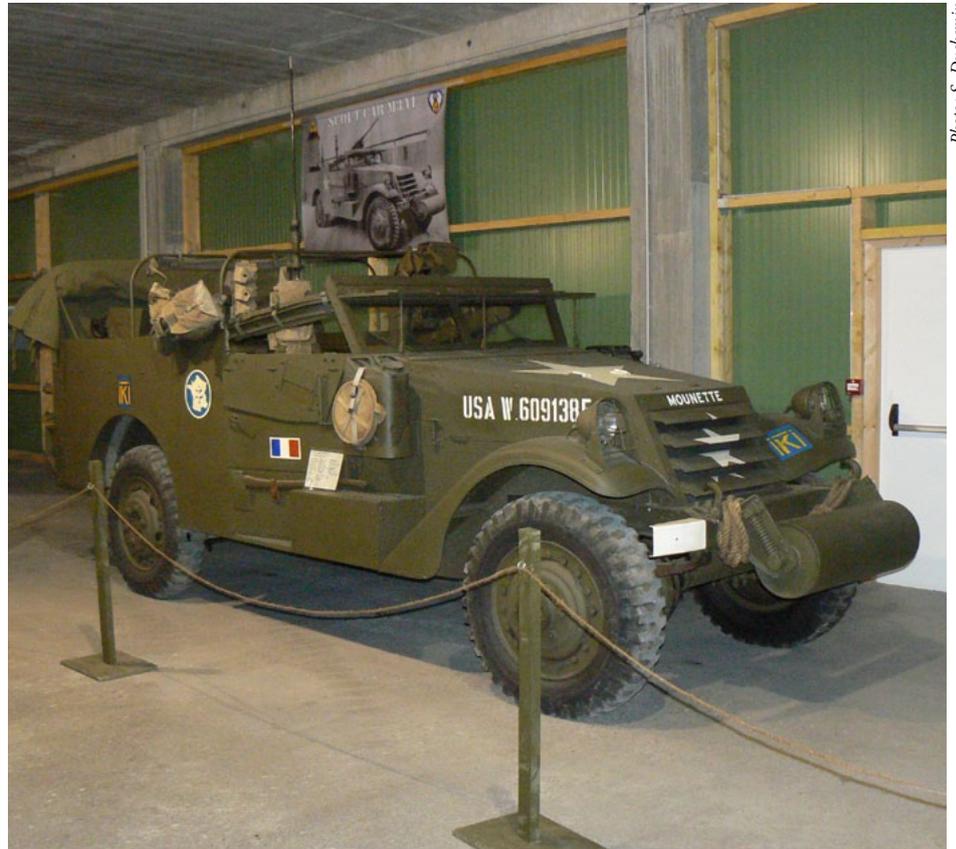


Photo: S. Duchemin

PHOTO-REPORT: NORMANDY TANK MUSEUM



PIPER CUB "SPIRIT OF LEWIS" SPONSORSHIPS & FRENCH WING ANNUAL DUES

NEWS

WELCOME TO OUR NEW WING MEMBERS: LAURENT CLUZEL & GUILLAUME HIRSCH!

Coll. L. Cluzel



Laurent Cluzel, new member of the French Wing.

We have the pleasure of welcoming Laurent Cluzel, who introduces himself:

"I've had a passion for aviation for a long time, and a love of engines and mechanics in general (I'm restoring a classic car). I've been building RC aircraft since the age of 17, building planes, gliders and "multirotors". This is one of my favourite hobbies. Nowadays, I work in aviation with the SECA-VECTOR group, as an engine maintenance specialist. Before this, I worked for various aviation companies such as Aérolithe, Dassault Falcon Service, EADS SECA...

After hesitating for years, I finally decided to join the French Wing.

I was working until recently at Aérolithe (Cirrus France) in Le Plessis, and therefore often saw the

Wing's aircraft flying. I was able to help out the late Bernard Delfino and Roger Gouzon when the NC.856's propeller had to be replaced. Having a foot inside the door, I had to join!

In addition to my passion for aviation, I'm also an avid photographer. You can view some of my online albums (Editor's note: see link in the frame at the bottom of this page): you'll probably recognize places and faces.

I should also mention my favourite warbird, which is the F4U Corsair."

We also have the pleasure of welcoming Guillaume Hirsch at the French Wing. Guillaume's presentation hasn't been received yet, and will therefore be published in the next issue of our newsletter. Welcome to the Wing, Laurent and Guillaume! ■

PIPER CUB SPONSORSHIPS

Based on the observation that our Piper Cub does not fly enough, with an average of 15 hours per year over the last two years, we have decided to test a new system this year.

Rather than have each occupant pay a fee dependant on his sponsorship level, we have opted for a fixed fee of 90€ per hour, while retaining the three existing sponsorship levels. With this system, a pilot and his passenger can fly for one hour for only 45€ per person. Compared to the previous system, this represents an average saving of 15€/hour. Hopefully, this will result in more flight time for our Cub.

Sponsors are essential for the FW to keep its Piper Cub flying, and we would like to thank them for their generosity by offering them some free flight time:

- **Flying Sponsor** : annual due of 250€, with 60 minutes of free flight time.
- **Restoration Sponsor** : 125€, with 30 minutes of free flight time.
- **Supporting Sponsor** : 50€, with 15 minutes of free flight time.

Pilots who want to fly on the Piper Cub must be Flying Sponsors.

Members who are not pilots can of course fly at any time, provided the aircraft and a pilot are available! ■

Laurent's online photo album:

http://www.flickr.com/photos/laurent_cluzel/sets/

FRENCH WING AIRSHOWS: WE NEED YOUR HELP!



FLY IN 2014
CAF FRENCH WING

Samedi 24 mai 2014
Aérodrome du Plessis-Belleville

Pour plus de renseignements :
flyin2014@caffrenchwing.fr



The airshow season is approaching rapidly and we are still missing volunteers for several of the events the French Wing will attend!

We have enough manpower for the Carrefour de l'Air on the 26th and 27th of this month, but the following events might be jeopardized.

Extra help would be very welcome at the Ferté-Alais airshow, where the workload is the most important. Please remember that the free passes/tickets to the meeting will be given in priority to those who help set up, animate and then take down our stand and PX.

We are especially concerned about our annual fly-in, on May

24th. Two of our members, who have been more than helpful at the fly-in these past few years, will not be able to help this year due to health problems. I'd like to seize this opportunity to thank them for everything they've done for the Wing in the past, and of course wish them a speedy recovery. We therefore need more volunteers, or will be compelled to downsize some of our activities. Among other things, we're not even sure we'll be able to fix lunch for our members and visitors at the fly-in... We're also worried about our participation at the Compiègne meeting on the 14th and 15th of June, which we might have to cancel if we do

not have enough manpower for the stand. I am therefore calling out to all members who might be available to help. The more we will be the easier the task will be! Please contact me by email (contact@bravobravoaviation.com) if you can help, even for just one day, at any of these events. - Bertrand Brown ■

Carrefour de l'Air
Saturday 26 & Sunday 27 April
French Wing annual fly-in
Saturday 24 May
La Ferté-Alais airshow
Friday 6 to Sunday 8 June
Compiègne Aéro Classic
Saturday 14 & Sunday 15 June

ANNUAL DUES & PIPER CUB SPONSORSHIPS



© Gaëtan Marie

The time has come, as every year, to ask our members for the 50€ annual dues as members of the French Wing. Those who can pay with French bank checks can send them to our newly-appointed Finance Officer Jean-Yves Cercy at the following address:

Jean-Yves Cercy
93 Rue Compans
75019 Paris
France

Please send your check before the end of the month of April, so as to simplify Jean-Yves' task.

For our American members, I believe that the annual due is \$50, which can be sent to Irene Grinnell. Not having anticipated this, we first need to check with Irene if this is how they did things when Bernard was still with us. We will confirm as soon as possible, by sending an email to all members with the relevant details and instructions.

Those who wish to be Piper Cub sponsors should also pay their sponsorship before the end of the month. Please don't forget to give our Finance Officer your name and the details of your payment to make things easier. Thanks in advance for your continued support! ■



Past times.. April 9, 1937

By Col. Roger Robert

FROM TOKYO TO LONDON WITH A MITSUBISHI KI-15



The Mitsubishi Ki-15 "Kamikaze" upon its arrival in London.

The Asahi Shinbun, the “Rising Sun newspaper” and greatest Japanese daily newspaper, created in 1879, had begun sponsoring major events and purchased the second prototype of the Mitsubishi Ki-15, Type 97 (1) to visit Europe and promote Japan.

While the Type 97 was known as “Karigane” (wild goose), the newspaper named the prototype the “Kamikaze” (divine wind). It was decided to send the aircraft for King George VI's coronation, an event which the Japanese imperial family was to attend.

The aircraft was of Japanese design and was intended to demonstrate Japanese technology: it was an all-metal monoplane with fixed landing gear, and a superb paint finish of blue and grey, with the rising sun emblem on the wingtips and fuselage sides.

The “Kamikaze” was to set the

first FAI-recognized record held by a Japanese crew. Taking off from Tokyo on April 6, 1937, the aircraft flew to Taihoku (Taipeh, Formosa (2236 km), then Hanoi (1170 km) and Vientiane in French Indochina (785 km). It then flew to Calcutta (1770 km)

and Jodhpur-Karachi (1590 + 615 km) in British India. The following flights took it to Bassorah (2010 km) and Bagdad (625 km) in Irak, followed by Athens (2059 km), Rome (1150 km) and Paris (1150 km also). The “Kamikaze” landed at Croydon on April 9. The flight lasted 94



Masaaki Iinuma (pilot) and Kenji Tsugagoshi (navigator)



hours, 17 minutes and 56 seconds, at an average of 162,8 km/h, a low speed imposed by fuel economy. The actual flight time over the 15,357 km distance was 51 hours, 19 minutes and 23 seconds.

Pilot Masaaki Iinuma (1912-1941) and navigator Kenji Tsugagoshi (1900-1943) achieved a true aeronautical feat... which they did again on the return leg, leaving on May 14 to reach Osaka in Japan on the 20th and Tokyo's Haneda airport on the 21st.

The two "immortal" heroes of Japan were to die during the war: Iinuma died near Phnom Penh on December 11, 1941, and Tsugagoshi disappeared without

trace in the Indian Ocean in 1943 while ferrying the Tachikawa Ki-77 prototype to Germany.

On December 10, 1941, a Mitsubishi Type 97 (Ki-15) overflew the British battleship HMS Prince of Wales and the battle cruiser HMS Repulse heading for Singapore. Thanks to the two small windows placed at the bottom of the fuselage, the radioman of the aircraft was able to confirm the identities of both ships, which were only protected by a loose group of destroyers.

A short time later, off the coast of Malaysia, both ships were submitted to an intense bomb and torpedo attack launched by

Japanese G3M Nell and G4M Betty bombers. Both ships were sunk after two hours of heavy fighting.

The Ki-15, nicknamed "Babs" by the Allies, was used for reconnaissance, light bombardment and troop support until the end of 1942, after which it was relegated to training duties and was also used as a... "Kamikaze" suicide plane. ■

(1) Type 97: The designation system used by the Imperial Japanese Navy and Army was established in 1927. It designated aircraft entering service with the last two digits of the year according to the imperial Japanese calendar. The years are counted from the beginning of the reign of Emperor Jimmu in 660 BC. An aircraft entering service in the year 2597 (1937 in the Gregorian calendar) was therefore the Type 97.

(2) On October 13, 1930, Japanese pilot Seiji Yoshihara made the first flight from Berlin to Tokyo, but this was achieved by flying a Junkers 50 of German design.



Another view of the Mitsubishi Ki-15 "Kamikaze", registered J-BAAI.

MEETING AÉRIEN

AÉRODROME DE MARGNY-LÈS-COMPIÈGNE

14 & 15
JUN 2014



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Normandy Tank Museum

Article and photos by Col. Stéphane Duchemin.

The Normandy Tank Museum opened last year and has already become a must for anyone visiting the battlefields of D-Day and the Battle of Normandy. It can easily be reached from Caen by taking the N13 towards Carentan.

The location of the museum is interesting for aviation enthusiasts, as it is built on the former Advanced Landing Ground A-10, a temporary airfield used by USAF fighter groups from June to September 1944. Some 450 metres of the former runway have already been restored, and it should soon be extended.

The building is large and well designed. Despite its size, it is filled by a large and splendid collection of vehicles and armoured vehicles. There is not much in

the way of multimedia attractions, but many real-life size scenes with mannequins and dioramas. The aviation enthusiasts will be pleased to see a Piper L-4 and a Stearman in magnificent Navy colours on display. Being very fond about the Stearman, I might be a bit biased. ;-)

The museum offers tank rides and will soon be adding Cub

flights over the landing sites.

This museum was created by the Nerrant family: Patrick, the father, and his sons Olivier and Stéphane are true enthusiasts who work very hard to develop their project. Any help will be welcome and they can be contacted through their website <http://www.normandy-tank-museum.fr/> or on their Facebook page. ■

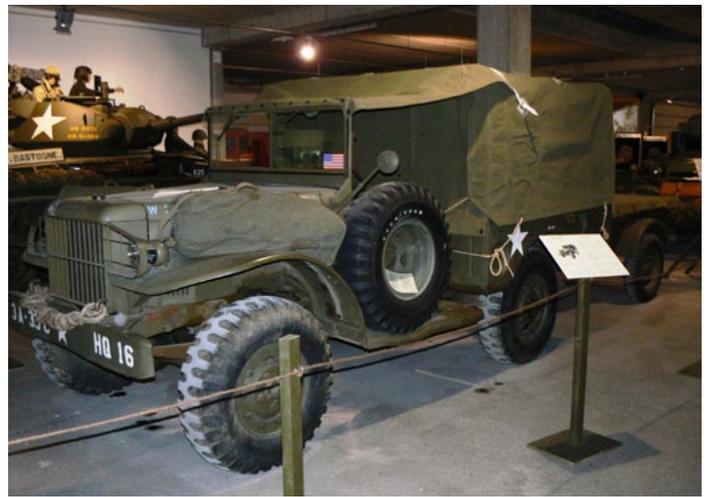




NOUVEAU / NEW

NORMANDY TANK MUSEUM

CARENTAN - CATZ



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The Normandy Tank Museum is based on the former A-10 Advanced Landing Ground in Carentan. Built on June 15, 1944 by IX Engineering Command, 826th Engineer Aviation Battalion, this airfield was home from June to August 1944 to the P-47 Thunderbolts of the 50th Fighter Group and P-38 Lightnings of the 370th Fighter Group, both belonging to the US 9th Air Force. The

base was quite simple, with installations grouped around a 1,500 m pierced steel plank runway. The aircraft flew against German convoys and troop concentrations in Normandy. This well-known photo depicts P-47D-22-RE (s/n 42-25904) "Lethal Liz II", surrounded by liberated French cattle. Also of interest is the belly-landed photo-recon Spitfire in the background, which was flown

by the US Navy despite its RAF markings. As the frontline moved towards Germany, the field was no longer needed and closed on November 4, 1944.



Battle colours: Messerschmitt Bf 109G

Illustrations: Bertrand Brown (aka Gaëtan Marie)

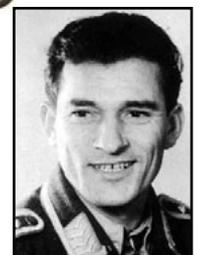
www.BravoBravoAviation.com



This Bf 109G-6 was flown by 176-victory German ace Oblt. Johannes "Macky" Steinhoff, when he commanded JagdGeschwader 77 "Herz As" (hearts of aces) in August 1943. Steinhoff finished the war on the Me 262 jet fighter and was instrumental in the post-war rebirth of the Luftwaffe. He died in 1994.



Oblt. Franz Schieß was credited with 67 victories gained in 657 combat missions: fourteen were achieved on the Eastern Front, and 53 in the West. Flying with 8./JG 53, based in Tunisia in February 1943, he flew this Bf 109G-4 "Trop" with the distinctive "tropical" air filter on the side. He was killed in aerial combat on September 2, 1943. With 17 P-38 Lightning shot down, he was the most successful Luftwaffe pilot against the American twin-engine fighter.



Fw. Heinrich Bartels was another great German ace and was credited with 99 aerial victories. He flew this Bf 109G-6 of 11./JG 27 from Kalamaki, Greece, in November 1943. He was killed in combat on December 23, 1944 over Germany.

NEW PX ITEM

LA FERTÉ-ALAIS 2012



CD Rom made of 110 photos taken during the 2012 La Ferté-Alais air show. Images 1600pixelsjpgs for your computer wall paper or private printing. (10€ incl. P&P, 8€ for our members)

2014 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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