



<http://www.caffrenchwing.fr>
<http://www.lecharpeblanche.fr>
<http://www.worldwarbirdnews.com>

AIRSHOW

CAF FRENCH WING - BULLETIN MENSUEL - MONTHLY NEWSLETTER
PUBLIC EDITION

Volume 19 - N°10 - October 2014

EDITORIAL

After the success of our September 20 general meeting, the French Wing mourns today the loss of one of its members: Hervé da Silva was killed in a flying accident at the beginning of the month. Hervé had joined the French Wing during our fly-in in May.

The members of the French Wing would like to present Hervé's family and friends their most sincere condolences for this tragic loss..

Bertrand Brown



HERVÉ DA SILVA PASSES AWAY



CAF SOUTH CALIFORNIA WING

Photo : cclark395 (CC BY-NC 2.0)



Airshow - Public Edition

Airshow is the monthly newsletter of the CAF French Wing. This "public" edition is meant for people who are not members of the association. Content which is for members only may have been removed from this edition.

To subscribe to the public edition of Airshow, go to our website and fill in the subscription form:

[Subscribe to the public edition of Airshow](#)

NB: Subscription to the public edition of Airshow is completely free and can be cancelled at any time. Your personal data is solely used for the purpose of managing your subscription and will remain strictly confidential.

News: Hervé da Silva †



Sadly, the main news of this month is that of the flying accident that claimed the life of Hervé da Silva, when his Auster Husky crashed soon after takeoff on Friday the 3rd of October.

After a career as a mechanic in the French air force, working mostly on the Mirage 2000, Hervé joined Air France, first as a mechanic and then was placed in charge of the human factors department and later as maintenance controller.

He was a very active member of the Morêt-Episy aeroclub where his aircraft was stationed. He was also in charge of maintenance and logistics for Aerofox in Beaune.

He was invited to join the French Wing by his friend François Hébrard, doing so during our annual fly-in last May.

He is survived by his wife and an adult son, to which our prayers and thoughts are directed in these difficult times.

Blue skies, Hervé. ■



Photo: Jean-Pierre Tonzatti

News: Hangar day of October 4th

Article: Gaël Darquet

A few members gathered at the hangar on October 4th for a very worthwhile reason: our J-3 Cub was refusing to start!

During the general assembly, only one flight was made with the Cub. It took several vigorous attempts to start the engine, even though it was cold. After his flight, Jean-Yves cut the engine as usual, to ensure his passenger could disembark safely. However, the engine refused to restart moments later and following flights had to be cancelled. As the day's schedule was quite busy, we let it be and decided to deal with it later.

During the following week, work was mostly done on the Norvigie. The members present at the moment did take the Cub out of the hangar and tried to start it without success.

After some technical discussions, it was decided to inspect and repair as necessary what obviously seemed to be the source of the problem: the ignition circuit.

A small team of 6 people met at the hangar late on the morning of Saturday October 4. Some work was done on the hangar doors, some of which were slightly damaged. This was quickly done with a few holes

drilled and rivets placed.

As lunchtime was nearing, we obviously had to get serious about eating before even considering working on the Cub! The weather was splendid so we fired up the barbecue. The Cub's problems were further discussed while the meat cooked. Well fed after eating beef and chicken skewers, along with coffee and Stéphanie's homemade chocolate cake for dessert, we were now ready for action.

Off we were: the necessary tools were set out and the whole team suited up for the task. We began by removing the upper and lower engine cowlings before removing the black cowlings that are placed above the cylinder heads.

The entire ignition circuit was inspected and tested, but no problems were found whatsoever. We then removed the ignition harnesses to access the sparkplugs. The harnesses were in perfect condition, but the sparkplugs were in good shape but somewhat dirty. They were cleaned and sanded. Once they were cleaned up, they were put back into place. We were confident this might be the cause of the problem and put everything back into place, making sure nothing had been forgotten or

left behind. The aircraft was pulled out of the hangar and prepared...

With Jean-Yves at the controls and Michel swinging the prop, it took four attempts to start the engine, which pleased us with the regular hum of its 65 horsepower...

Jean-Yves ran the engine for some ten minutes, testing the magnetos. The RPM loss was well within tolerances and no anomaly was noted. He shut it down and the engine was started again, this time on the first attempt.

After engine shutdown, we cleaned the cowlings before replacing them back. One last check: nothing loose, no forgotten tools... Perfect!

Bertrand and Gaël suggested that a quick flight be made to validate the work that had been done. Jean-Yves preflighted the aircraft and took Stéphanie on her first Piper Cub ride!

This was a fine day, with the satisfaction of having achieved what we came for and the pleasure of meeting with friends. ■



In Memoriam Bernard Delfino



A year ago, Bernard Delfino passed away after a long and courageous fight against cancer. He was the founder and leader of the French Wing, which owes him so much. But he was first and foremost a dear friend to many of our members. We won't forget you, Bernard.

CAF French Wing partners



CAF Southern California Wing

Photo: cclark395 (CC BY-NC 2.0)



Article: Roger Robert.

The Southern California Wing, one of the largest CAF units as far as members and aircraft are concerned, was established in 1981 by a group of CAF members. Among them were Ron Fleishman and Clay Lacy, who are still active units members today. The CAF SoCal Wing officially became a CAF Wing in September 1982.

Seven women of the SoCal Wing were among the first female CAF colonels in July 1982.

The SoCal Wing operates 11 aircraft, most of them actively participating in airshows, mostly in the Western states.

The SoCal Wing owns two large hangars built in 2000 and 2001. The first hangar is a museum, containing many historical objects and documents related to aviation.

It also houses exhibits as well as aircraft, a souvenir shop and a library. The latter is considered to be one of the most complete in the Western USA and is accessible to the public for research purposes. A second hangar is dedicated to maintenance and restoration work.

The CAF SoCal wing can also lease one of the hangars for special events such as weddings, birthdays, fund-raising events, corporate meetings, etc.

The C-46 was the first aircraft to be assigned to the Southern California Wing in 1981. A team of wing members went to Conroe, TX, to replace the two engines before the aircraft was sent to Camarillo.

After a restoration that took tens of thousands of hours of volunteer labour, "China Doll" is now operational and frequently used to fulfil CAF cargo needs in addition to participating in many airshows.

The Southern California Wing purchased its F8F Bearcat in 1991. It was



Photo: Howcheng (CC BY-SA 3.0)

Above: the Curtiss C-46F Commando of the CAF SoCal Wing was the first aircraft assigned to the unit and is regularly used by the CAF for cargo and logistic duties.

Aircraft rides are available to the public in several aircraft with the Warbird Ride Program : SNJ-5 Texan, PT-19A Cornell, P-51 Mustang.



flown in from Chino, CA, to Camarillo by Lefty Gardner. After an 18-month restoration, the aircraft took back to the skies in 1993, flown once again by Lefty Gardner. This magnificently restored Bearcat is the star of many airshows.



The A6M Zero was discovered in Babo, New Guinea, in 1991. It was partially restored in Russia using several A6M3 wrecks and was later sent to the US to complete its restoration. In 1998, it was displayed at the Santa Monica Museum of Flying. It is powered by a Pratt & Whitney R1830 (an original Nakajima Sakai can be found on the A6M5 Zero of Chino's Planes of Fame museum). This Zero is one of only three airworthy surviving examples in the world.



The PBJ-1J Mitchell arrived in Camarillo from Midland, TX, in April 1993. After inspection, the aircraft was sent to restoration. It will take some time for it to fly again, but this will come. It will be painted in the colours of a Marine Corps PBJ-1J and named "Semper Fi".

The last arrival is a P-51 Mustang named "Man-O-War", leased by Bret and Todd Ward for use in the Warbird Ride program.



The Spitfire Mk XIV was built at the Aldermaston plant in Berkshire, England. The aircraft was sent to Karachi in July 1945 to take part in the operations in South-East Asia. In 1947, it was transferred to the Indian Air Force.

In 1983, the aircraft returned to England for restoration and was purchased

in 1985 by David Price who sent it to Los Angeles. That year, it was awarded a prize at the Oshkosh Airshow. Now owned by the CAF, this airworthy Spitfire Mk XIV is based at Camarillo Airport.

The F6F Hellcat (N1078Z)

is the result of a 12-year restoration. It bears the colours of the aircraft flown by Cdr David McCampbell, US Navy ace and Air Group Commander on board the USS Essex aircraft carrier during the World War Two. It is sponsored by David Price. ■

Find out more about the Southern California Wing on their website:

<http://www.cafsocal.com>



Photo: cclark395 (CC BY-NC 2.0)



Photo: cclark395 (CC BY-NC 2.0)



Assemblée générale du French Wing

MEMBERS-ONLY CONTENT

MEMBERS-ONLY CONTENT

MEMBERS-ONLY CONTENT

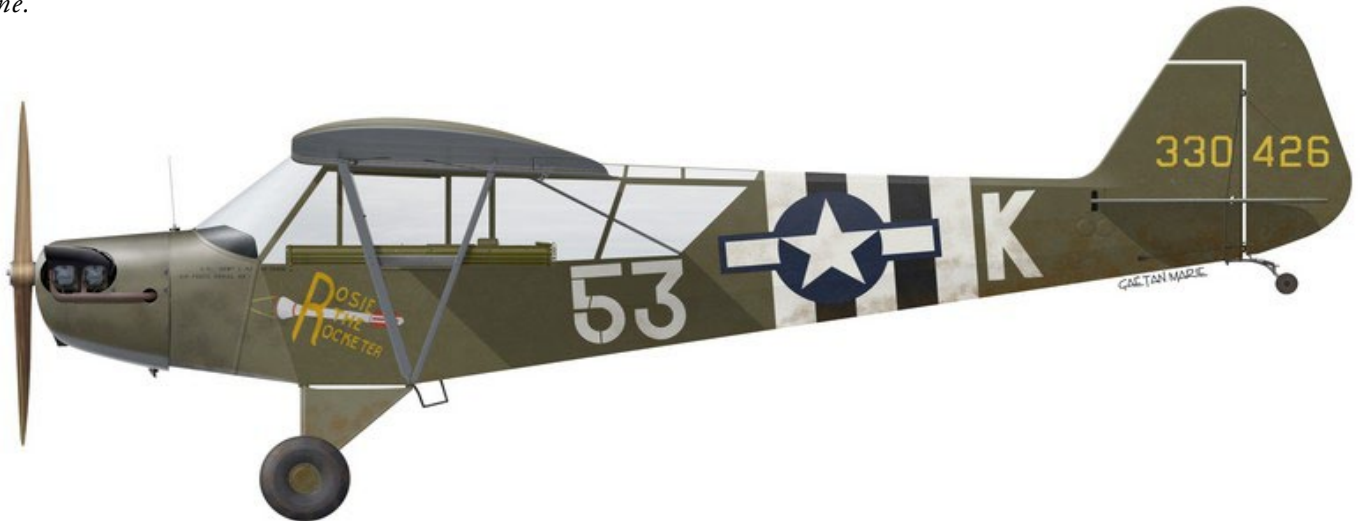
Battle colours: Piper Cub

Profil: Bertrand Brown (aka Gaëtan Marie)

www.bravobravoaviation.com



The Ford Model T could be had in any colour as long as it was black, and the Piper Cub also came with this standard livery: Lock Haven Yellow, a black flash running along the fuselage, and of course the bear cub insignia on the vertical tail-plane.



While the military colours of the Piper L-4 Grasshopper, the military version of the J-3 Cub, were not as flamboyant as their civilian brethren, they are just as familiar to the aviation enthusiast. This L-4 is painted in the standard Olive Drab/Neutral Grey camouflage along with invasion stripes and a large "Rosie the Rocketeer" nose art. Six bazooka launchers had been mounted on the wing struts by its pilot, Major James Carpenter, who used it to destroy several German armoured vehicles.



This L-4 (N5580) still flies nowadays, and wears the colours of L-4 s/n 45-4496 when it was assigned at the New Mexico Air National Guard.



Illustration by Howard Chandler Christy

**I WANT YOU
FOR FRENCH WING**

NEAREST RECRUITING STATION