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# AIRSHOW

CAF FRENCH WING - BULLETIN MENSUEL - MONTHLY NEWSLETTER  
**PUBLIC EDITION**

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## EDITORIAL

**I**t was a quiet month of August for the French Wing but we will soon be able to meet again for our general meeting on September 20. I hope many of you will attend.

**W**e will be reviewing the past year and will discuss our future projects.

**S**ee you soon!

Stéphane Duchemin



Photo: Mark Klutz (CC BY-NC-SA 2.0)

## CAF ARIZONA WING



Photo: Jean-Pierre Touzeau

## PHOTO-REPORT: STEARMAN FLY-IN



## **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.

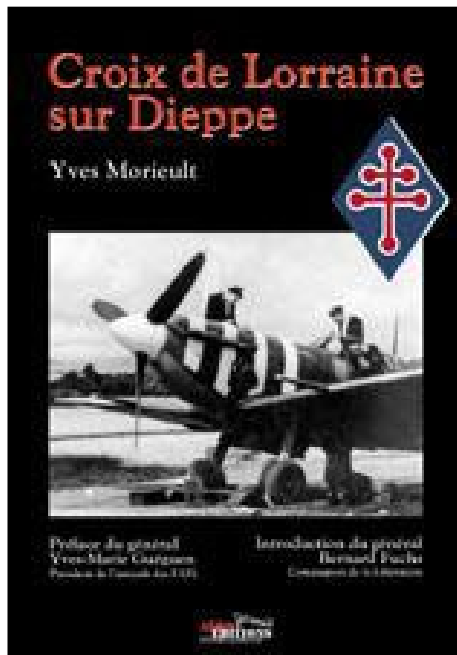
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# Readings: "Croix de Lorraine sur Dieppe"

Par Guillaume Hirsch



*Above: capitaine Emile Fayolle, one of the Free French pilots who took part in Operation Jubilee with No 340 (Free French) Squadron.*

*Below: Spitfire Mk Vb BM324 was flown by Wing Commander Bernard Dup  rier, the CO of No 340 (Free French) Squadron during Operation Jubilee. The white recognition stripes are often and erroneously associated with Operation Jubilee. These were planned for Operation Rutter, but were removed from all aircraft on July 17, 1942. The aircraft of operation Jubilee never wore them.*



This summer we remembered the 1944 Allied landings in Normandy. Many Frenchmen took part in these operations and in the ensuing combats, be it on the ground, at sea or in the air. Noteworthy is the action of the 177 French commandos who landed on Sword Beach or the crews of the Lorraine bomber group, who laid smoke screens over the beaches to protect the first landing wave.

It is often forgotten that two years earlier, on 19 August 1942, another landing was attempted in the Dieppe sector. This raid was set up by Lord Mountbatten at the request of Prime Minister Winston Churchill, and was meant to satisfy Stalin's request to open a second front in Europe. This operation, initially named Operation Rutter, was to start on July 8. Its purpose was to seize various military objectives (artillery batteries, airfields...) and to test German defences in preparation of the future, "real", invasion. It was postponed and later cancelled due to poor weather over the Channel. The landing troops were sent back to their bases after spending several days on board

Royal Navy ships. As could be expected, the operation and its various phases became known to the enemy. Unfortunately, this did not deter the British high command to attempt it again on August 18, under the code-name Operation Jubilee.

This month's book review is of Yves Morieult's "Croix de Lorraine sur Dieppe". This book is a study of the operation, and addresses in particular the actions of the 49 Free French airmen who took part in it. The book begins with a general presentation of the historical context before presenting the operation in particular. The author then makes an exhaustive study of the units to which these FAFL pilots were assigned. Each pilot is individually presented, as well as the famous people they were related to. These men, who were among the first Free French, flew over 100 missions during the operation. Twenty-nine of them would not live to see the liberation of France and the end of the war.

"Croix de Lorraine sur Dieppe" was published by A  ro Editions in 2002 (ISBN 2-9514567-3-5). It contains 120 pages and numerous illustrations. ■



# CAF French Wing partners



# CAF Arizona Wing



*Article: Roger Robert.*

This month, we visit Arizona, one of my favourite states, to discover the Arizona Wing of the CAF, based in Mesa near Phoenix.

On 14 January 1978, shortly after the Arizona Wing was created, Col. Mike Clarke announced that a B-17 (s/n 44-83514) had been donated to the CAF and assigned to the Arizona Wing. A local media launched a poll to find a suitable name for the aircraft and the result was "Sentimental Journey".

It was decided to use a photo of the most famous pin-up of World War II as nose art. After the necessary permissions were obtained, Betty Grable made her appearance on the nose of the Flying Fortress.

Members of the Arizona Wing began the restoration of the aircraft with the intention of putting it back in its original World War II state. This involved, among other things, reinstalling the bomb doors, four gun turrets, navigator and ra-

dio operator stations, Norden bombsight and machine guns.

From 1986 on, "Sentimental Journey" has been visiting the United States and Canada, making an average of 60 displays every year.

In 1981, a B-25 was donated to the CAF and also assigned to the Arizona Wing.

This B-25 was delivered to the US Army Air Force on June 9, 1944. It flew 15 combat missions over Italy between November 4 and December 31, 1944, with the 437th Bomb Squadron of the 319th Bomb Group, based in Serraggia airfield on the island of Corsica.

Upon its delivery to the Arizona Wing, it was stored in a rented hangar in Falcon Field, where members dismantled it.

Once again, the goal was to restore it to its wartime condition, which took 27 years of work.

The name of the aircraft ("Maid in the shade") and

its nose art were the result of a vote by members in 2002-2003.

During the winter of 2007/2008, the aircraft was finally ready to receive its FAA flight certificate.





In 1985, the construction of a first hangar began, which made it possible to work indoors on "Sentimental Journey".

The hangar is also used every year in March for "A Night in the 40s", a large big band dance and fund-raising event. Many of the participants are dressed in 1940s-style cloths. An average of 1,400 people attend every year.

The arrival of new planes and the creation of new attractions and displays made the hangar a bit small. In 2003, a 30,000 square feet building was built, with enough space for various events.



As of today, the Arizona Wing maintains and operated the B-17G "Sentimental Journey", the B-25 "Maid in the Shade", a SNJ, a C-47 Dakota, a C-45 Expeditor, a PT-17 Stearman and a L-16 Grasshopper. Rides on the aircraft are available.

Restoration projects include a MiG-15, a Grumman Guardian and a Sikorsky H-19 helicopter. The Arizona Wing also has several aircraft on display: F-4 Phantom II, A-26 Invader, S.E.5a, a Schweizer TG-3A glider and a MiG-21, plus various visitors.

The Arizona Wing has a wide collection of World War II documents and objects, donated by veterans and their families for public display.

School children, who are too young to have experienced these periods, can now discover this part of the history of the United States. The museum's shop also includes many unique items that visitors can purchase. ■



Learn more about the Arizona Wing from its website:

<http://www.azcaf.org>

# Stearman fly-in at La Ferté-Alais



*Article: Stéphane Duchemin, Photos: Jean-Pierre Touzeau.*

On August 23 and 24, the first European Stearman fly-in was held at the La Ferté-Alais airfield, organized by the Stearman Roanne association.

No less than 20 aircraft came from France, the United-Kingdom, Switzerland, Italy and the Netherlands.

The event allowed Stearman owners to get to know each other and share knowledge on their machines, as well as fly in formation.

On Sunday, a beautiful formation of 6 Stearmans was seen, composed of two vics of three aircraft.

The crowd was entertained by the Dutch Flying Circus, to the delight of both children and adults.

The Amicale Jean-Baptiste Salis was the host for the event. ■

Find more photos of this event of Jean-Pierre Flickr photo album:

<https://www.flickr.com/photos/99352218@N03/sets/72157646555680117/>







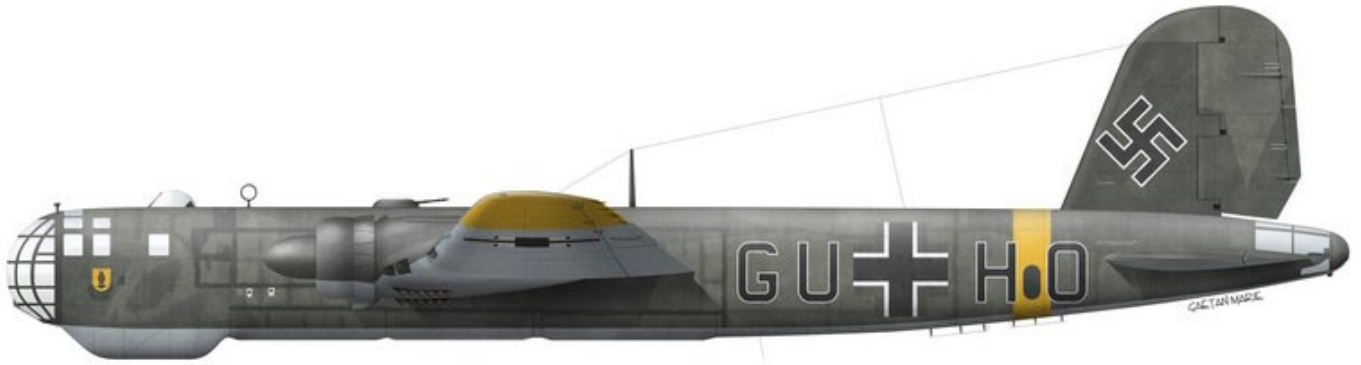




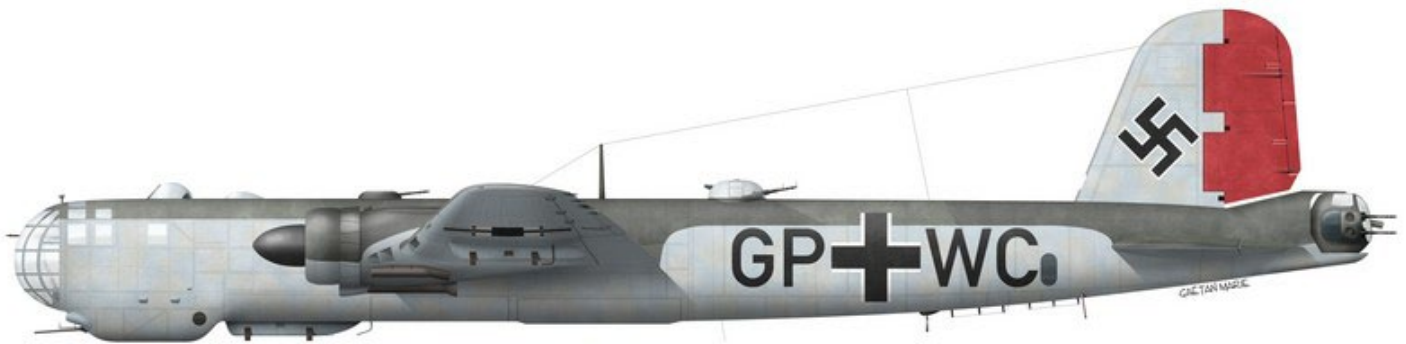
# Battle colours: Heinkel He 177 Greif

Profil: Bertrand Brown (aka Gaëtan Marie)

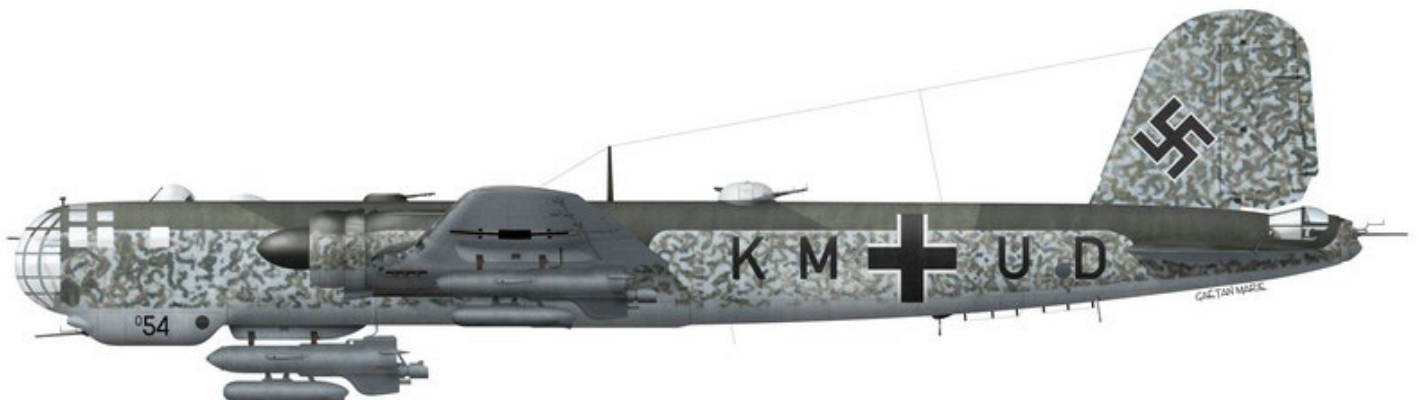
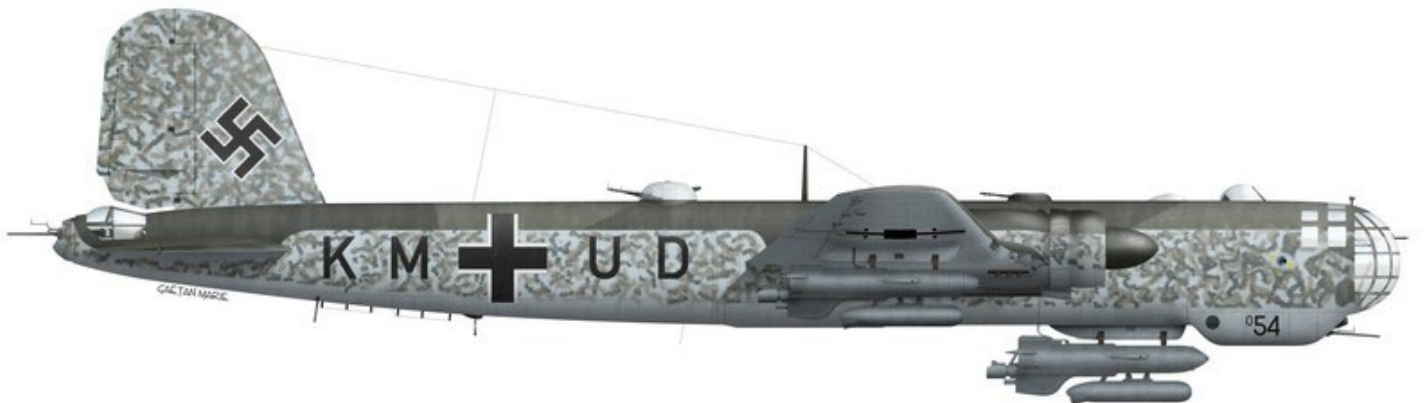
[www.bravobravoaviation.com](http://www.bravobravoaviation.com)



*This weary-looking He 177A-1 (unknown Wk.Nr.) was used in 1943 by the FFS(B) training unit in Burg bei Magdeburg. The unit used hand-me-down He 177A-1 and A-3 bombers from frontline units, often in poor shape.*



*This Heinkel He 177A-3 (Wk. Nr. 535 353) was the V32 prototype and was used to test a quad-gun turret for late-mark He 177. The size of the turret meant that the rudder had to be redesigned. The camouflage scheme is hypothetical and is based on aircraft used in the He 177A-6 developement program in late 1943.*



*Seen just before delivery to 6./KG 40 based in Bordeaux-Mérignac in France, this Heinkel He 177A-5 wore a standard RLM 65/70/71 camouflage with RLM 02 et 70 "serpentes". It carried three Henschel Hs 293 radio-guided anti-ship missiles.*



Illustration by Howard Chandler Christy

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