



# AIRSHOW

CAF FRENCH WING - MONTHLY NEWSLETTER - BULLETIN MENSUEL

Volume 14 - N° 1 - January 2009

## EDITORIAL

This December has been one of the busiest that we have ever known: The follow-up of the General Assembly and the French Wing elections, our web site now on line, the uploading of the texts and pictures, the construction of the missing pages, and the making of this very issue of our Newsletter.

Many of our members have been already enjoying our web site, although it is far from being complete. We work on it continuously, and in three weeks time, it grew up significantly. The photo gallery is also getting bigger since it now has more than 500 pictures. We even created new albums to display the work of our artists Roy Grinnell, Jean Barbaud, and Julien Lepelletier, as well as albums dedicated to our veterans, Henri, Louis-Jean, Georges, and Sandy. Finally, the forum allows everyone to discuss various subjects, exchange ideas and suggestions, and participate in a little game of quiz which is brilliantly animated by col Stéphane Duchemin.

Our friend **Alyson Trevino**, responsible for all publications has had her share of hard work too. She has created and put on line the fantastic new web site of our organization, and very well indeed! Please do visit it, you will be surprized! It includes the members only web site where you will find any information that you may need.

And since I'm talking about web sites, read the article about the site < 1000aircraft-photos.com >. It is one of the best reference web sites concerning aviation. If you're looking for a particular type of airplane, I would be very surprized if you didn't find it there among the thousands of planes that it has in its inventory!

Finally, do not forget to reply to the survey printed on page 11 of this issue. Please answer as clearly as possible to all questions because, without this information, we won't be able to plan anything for 2009. Thanks!

I wish you all a very happy new year 2009, and hope that it brings every one of you the happiness that you may wish.

Bernard

# Happy New Year 2009!



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## 2008 FRENCH WING ELECTIONS

**COLS BERNARD & FUMIKO DELFINO HAVE BEEN ELECTED RESPECTIVELY TO THE POSITIONS OF UNIT LEADER AND ADJUTANT OFFICER WITH A 100% MAJORITY.**

## THE NEW CAF WEB SITE IS NOW ON LINE !

**OUR MEMBERS, AND THE GENERAL PUBLIC, WILL BE HAPPY THAT THIS NEW WEB SITE THAT'S BEEN CREATED BY ALYSON TREVINO IS NOW ON LINE: MUCH MUCH BETTER THAN THE PREVIOUS ONE, IT'S FULL OF USEFUL AND PLEASANT INFORMATION TO READ.**

## CALLING ALL PIPER CUB SPONSORS

**WE THANK OUR MEMBERS AND FRIENDS FOR SENDING THEIR ANNUAL SPONSORSHIP ACCORDING TO THE LEVEL THEY HAVE CHOSEN, AS SOON AS POSSIBLE, SO THAT OUR J-3 CAN CARRY ON FLYING IN 2009.**

**WING'S WEB SITE : <http://www.caffrenchwing.fr>**

## RESULT OF THE 2008 ELECTION OF MEMBERS OF THE BOARD OF ADMINISTRATION

It was with no great surprize that cols Fumiko and Bernard Delfino were elected to their respective positions of Adjutant Officer and Wing Leader. The exact results are as follows...

Number of eligible members : 75  
 Number of members who voted : 46  
 Participation : 61,33 %  
 Abstention : 38,67 %

### Fumiko Delfino

For : 100,00 %  
 Against : 0,00 %

Elected as Adjutant Officer for 1 year

### Bernard Delfino

For : 100,00 %  
 Against : 0,00 %

Elected as Wing Leader for 3 years

Participation was very satisfactory, and it highlights the support that our members have, no doubt, wished to show to the two candidates. It will be noted that this participation is 10 times higher than the one obtained during the last CAF elections which showed a very small rise of 1,3% over the participation of 2007.

## FRENCH WING BOARD OF ADMINISTRATION IN 2009

Unit Leader : Bernard Delfino  
 Executive Officer : Roger Gouzon  
 Finance Officer : Claude Gascon  
 Adjutant Officer : Fumiko Delfino

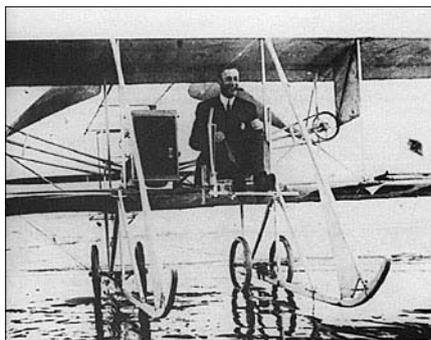
## 2009 FRENCH WING SUBORDINATE OFFICERS

Since no member asked for a change in his situation, all subordinate officers have been carried forward for the on-coming year :

Operations Officer : Patrick Pierre-Pierre  
 Maintenance Officer : Cédric Malhaire  
 Equipment Officers : Christophe Bastide and Michel Perrin  
 Recruiting Officer : Roger Gouzon  
 Fund Raising Officer : Claude Gascon  
 Historian : Jacques Leroux  
 Translations Officer : William Davies  
 PX Officer : Fumiko Delfino  
 Public Information Officer : Bernard Delfino

## COVER PAINTING

The superb painting made by Roy Grinnell which was used as a greeting card is entitled "The Vin Fiz comes to Arizona". It represents the plane, a Wright EX, which flew across the USA in 1911, with Cal Rodgers at the controls. Ogden Armour, producer of the soft drink Vin Fiz, sponsored the raid for a total of \$23,000.00. the prize for flying across the country in less than 30 days was \$50,000.00. Rodgers started off from New York on September 27, and arrived in Pasadena on November 5 after a lot of mishaps, exceeding the challenge made by William Hearst by 19 days. Rodgers flew 82 hours in total, he landed 70 times, and crashed 16 times. Very few parts of the plane flew the entire journey: One vertical fin, a few wing struts, and the oil tank!



## CALLING ALL 2009 SPONSORS

The Sponsorship premiums for year 2009 should be paid at the end of December 2008.

The total of these premiums must cover the fixed costs for this aircraft, 5500 euros, so that it can fly for a year without any problem.

These costs include the renting of a hangar space, the insurance, the landing fees at Le Plessis-Belleville, and the renewal of its Certificate of Airworthiness,

These Sponsorship premiums also allow their author to fly for a really low price as compared to the prices one can find in flying clubs.

To this day, fifteen members have renewed their Sponsorship, which represent about two fifth of these fixed costs. Therefore, we thank all 2008 Sponsors to be kind enough to renew their participation as soon as possible, and we call all other members to become Sponsors too!

The Sponsors who already sent their participation for year 2009 are:

### FLYING SPONSORS

Jean-Yves Cercy  
 Bernard Delfino  
 Claude Gascon  
 Roger Gouzon  
 Irene Grinnell  
 Roy Grinnell  
 Patrick Pierre-Pierre  
 Sandy Sansing

### RESTORATION SPONSORS

John Roeder

### SUPPORTING SPONSORS

Lilian Ayars  
 Fumiko Delfino  
 Louis-Jean Gioux  
 Barbara Hair  
 Aubrey Hair  
 Haruo Tanaka

**FOR SALE  
MORANE-SAULNIER  
733 "ALCYON"**



30.000 Euros. That is what our friend Rex Coates, owner of this splendid aircraft which he restored in about 5 years, is asking for. The plane can be seen at Le Plessis-Belleville. Should you be interested, please contact the French Wing which will liaise.



*Photos: B. Delfino*



*Photo: Ezell Aviation*

*Ezell Aviation (Breckenridge, Texas) has finished restoring Red Bull's P-38, formerly Lefty Gardner's White Lightning. It should be either flown or shipped to Austria after mid-February 2009.*



*Photo: B. Delfino*

**NEW EMAIL FOR COL JEAN-MICHEL  
GOUFFRANT**

< [gouffrant@hotmail.fr](mailto:gouffrant@hotmail.fr) >

Thanks for making a note of this change.

*Note: A new edition of the French Wing phone-book will be published soon. It will include the numerous changes that took place during the past months.*

**2009 PROGRAM OF THE PIPER CLUB FRANCE**

The Piper Club France has just published its activities program for the oncoming year.

- **General Assembly at La Ferté-Alais on Saturday 18 April:** The French Wing will be there with its J-3, weather permitting, and any one who wishes to attend is welcome to drive there.
- **20000 leagues in the air in Amiens on May 1, 2, and 3, 2009,** with a Fly-in on Sunday: More details soon. According to the latter, and the other air shows, will depend our participation.
- **Annual get together in Quiberon on June 19, 20, and 21, 2009,** with a day at Belle-Île (LFEA), Lann-Bihoué/Lorient (LFRH), etc. A program which still needs to be finalized in its most minute details.
- **Gastronomical escapade in Castelnaudary on Saturday August 29** for a "cassoulet".

The French Wing participation with its Piper Cub to the Quiberon and Castelnaudary events will depend on the availability of a the airplane and a crew.

If Castelnaudary is not likely, due to the distance from the Paris area, Quiberon is a lot more accessible. Should some members be interested in this sight seeing tour, they must advise us now (Plan a departure from Le Plessis-Belleville on the 18, with a hotel night during a stop, 3 hotel nights at Quiberon, and a return flight on the June 22 with a possible hotel night during a stop. In total a 6 days trip.

The Fly-in is organized by the Quiberon aero-club on an annual basis, and its popularity is such that planes come from all over France and foreign countries. The Piper Club choice is quite judicious, and nice flights can be expected since the scenery is simply magnificent!

**Pilots and passengers who are interested in this touristic raid, in the very friendly feeling of the Piper Club France Fly-ins, and the sight of dozens of beautiful Piper Cub airplanes, please advise us about your intention to participate.** Hotel nights and meals will be at your own expense, and the price per hour will depend on your level of Sponsorship (Plan on 10 hours to get there and return, and 2 or 3 hours while you're there for the local flights). It would, therefore, be judicious for those who want to be part of this raid to become a Flying Sponsor today, since 10 hours at 25€ per hour make 250€. Added to a 250€ sponsorship at 250€ put the price for each hour at only 50€, and even less if you fly more than 10 hours.

## XMAS AND NEW YEAR IN IRAK FOR COL RON WRIGHT

Col Ron Wright is in Irak for three months! He actually volunteered to allow his colleagues of the military medical department to go home and enjoy the Xmas and New Year celebration with their families. This solidarity spirit towards less lucky compatriots is simply exemplary for its generosity and patriotism!

Ron has been posted to the *224th Area Support Medical Company (Dental Service)*, in Tallil, a USAF base located about 180 Miles south-east of Baghdad, and near the town of An Nasiriyah (An aerial view of the place, borrowed from Google Maps shows the exact location of Ron, and the detailed view also shows the evident aridity of the terrain).

Ron departed around mid-November. He is now accustomed to the weather, hot during the day and cold at night. Ron looks mighty proud in his military gear, well suited to the climate. Ron can see all the typical USAF airplanes there, but we doubt if he's allowed to take any pictures for understandable security reasons.

Let's wish Ron and his wife Sharyl, who stayed home, our very best for the end of the year festivities and a very happy new year 2009!



## THE NEW CAF WEB SITE IS ON LINE!

As promised by Alyson Trevino, the new CAF web site was put on line on December 22nd.

Awaited for months, and even years, this modern web site is really nice looking and very clear too, a lot better than the previous one.

We only had a few minor problems with pages which are still under construction, and any anomaly that you may encounter in these early days, will probably be normal. That being said, do not hesitate to tell us about any problem you may experience using this new tool. The web site is very fast, especially if your provider is "normal", and your computer is relatively modern, but the speed is such that should you use a low speed Internet link, you should not have any major problem. Alyson managed to keep the web site simple, thanks to very clear and precise menus,



and we would be very surprised if you could not find the information you are looking for. A very big BRAVO to Alyson for such an exceptional accomplishment whose effects should show up very soon, thanks to a much improved relationship with the public, and the great satisfaction of all our members!

# FRENCH WING WEB SITE

Article and photos : Bernard Delfino - Illustrations : Eva Bancel and Julien Lepelletier

<http://www.caffrenchwing.fr>

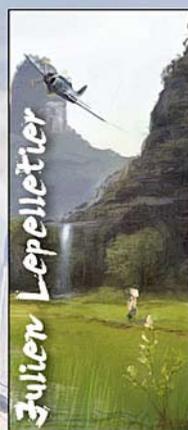
Much work has been done on our web site since it was put on line on November 25.

Eva, responsible for this project, has shown a level in the creation of this site, which is definitely professional. Despite a heavy school program, she managed to find the time to make it progresses towards the goal that was adopted, a job which is in fact permanent because a web site is done to move on continually. Experience has shown that web sites which do not move are doomed to die sooner or later.

The new items are legion and significant, even though there is still a lot to be done like some pages that need to be completed, as well as a complete translation of all texts in English.

## FRENCH WING WEB SITE

- Increase in the gift shop inventory.
- Creation of the Board of Administration presentation.
- Creation of 3 out of 4 pages about our veterans (the 4th one is being worked on).
- Creation of the French Wing artists pages: Roy Grinnell, Jean Barbaud, and Julien Lepelletier (Below).



VISIT THE FRENCH WING WEB SITE AND ENJOY EVERYTHING THAT THIS NEW TOOL HAS TO OFFER! TAKE PART IN THE DISCUSSIONS, READ THE LATEST NEWS, AND MAKE SUGGESTIONS TO IMPROVE IT!

## PHOTO GALLERY

- Many photo albums have been created about Warbirds, the French Wing airplanes, veterans of our Unit, activities of the French Wing, and many others, for a total of over 500 photographs (*The first page of the Piper Cub album*).
- If you think that some of your own photos are good enough to be added to these albums, send them to Bernard Delfino who will choose the best ones. Make sure that they are as perfect as possible technically (Well composed, well exposed, and very sharp), artistically (Good composition and significant), and interesting (Subjects that have a good chance of being liked by a majority of amateurs). Be very selective and strict with yourself, and if you're not sure, send them to Bernard anyway. He will help you in your choice, and will explain the possible errors you made when you took the photos.

Accueil > Avions du French Wing > Piper Cub

| Piper Cub |   |           |          |
|-----------|---|-----------|----------|
| TITRE     | NUM DU FICHIER                              | DATE      | POSITION |
|           | Approche au Plessis © Bernard Delfino       | vu 2 fois |          |
|           | Patrick et Roger © Bernard Delfino          | vu 6 fois |          |
|           | Cambrai statique © Bernard Delfino          | vu 6 fois |          |
|           | Cambrai statique © Bernard Delfino          | vu 9 fois |          |
|           | Démonstration à Cambrai © Bernard Delfino   | vu 3 fois |          |
|           | Présentation à Cambrai © Bernard Delfino    | vu 6 fois |          |
|           | Décollage à Cambrai © Bernard Delfino       | vu 7 fois |          |
|           | Point fixe du Piper Cub © Bernard Delfino   | vu 6 fois |          |
|           | Point fixe du Piper Cub © Bernard Delfino   | vu 6 fois |          |
|           | Gilles aux commandes © Bernard Delfino      | vu 3 fois |          |
|           | Ciel tourmenté au Plessis © Bernard Delfino | vu 2 fois |          |
|           | Persan-Beaumont © Bernard Delfino           | vu 1 fois |          |

24 photos sur 2 page(s)

## FORUM

- As Eva rightly thought, this forum makes our web site a lot more active. Several members often get together and discuss aviation. This forum made the distance between members melt, and it increases our cohesion among our group of aviation lovers.

Col Stéphane Duchemin, usually very busy with his job, has found there an excellent way for expressing himself. He has started a very interesting "quiz", a game of aircraft and pilots or aviation personalities recognition across aviation history, which allows everyone to test his knowledge. Stéphane has become a Moderator, and his assiduity and knowledge made him the main actor of this part of the forum.

David Ledrich has also become a Moderator, and his knowledge of aviation and military subjects have proved to be amazing! He has joined Stéphane, and, together, they have already puzzled more than one member who took part in this game!

NOUVEAU Dans ce sujet... GO

7 sujets • Page 1 sur 1

SUJETS

RÉPONSES

VUS

DERNIER MESSAGE

QUIZZ de Bernard le Ven Déc 05, 2008 12:16 am

1 16 17 18

172

558

de Gaël le Sam Déc 20, 2008 1:40 pm

# I FLEW THE HAWKER HUNTER

Article and photos: Marie-Françoise Le Cornec

Who can still remember the **Hawker Hunter**, a magnificent plane that was in service with the RAF at the end of the 50's?

Fighter and ground support, this Hawker Hunter was acquired by the Swiss army, and sold to the Association *Amici Dell Hunter* which uses it to give rides to aviation lovers. Therefore, as soon as I could, I listed myself for a flight.

After I was welcomed in a very friendly way by the secretary, Michèle Hauert, I'm introduced to my pilot who checks my equipment. A flight suit that I was given by Breitling when I flew with their team, an anti-G, a helmet, and the oxygen mask. After a detailed briefing, we go to the airplane. A dream I had when I was twelve is about to come true!

I climb the access ladder and sit myself in the cockpit with great emotion. I adjust the rudder pedals, the height of the electric seat so that I can see when I have the controls. All is well with the pilot and its passenger. Thumbs up, here we go!

With a roaring of happiness, the engine starts and we taxi to the runway. Last checklist and we take off smoothly. We have to join our leader and do 15 minutes of aerobatics because the day after, the Hunter will be celebrating its 50th birthday, and there will be a big air show to celebrate this event. Therefore, I benefit from a breath-taking recital: Loops, formation flying, slow and fast barrel rolls, inverted flight, break... I loose my marks and I don't know where the sky and the earth are. The pitiless camera films me.



After 15 minutes, the leader breaks away and with a big smile the pilot gives me the controls for a magnificent carousel: I follow the valleys, climb vertically, come down along the mountain sides, come through the cloud base to stay VFR, dive towards the lake.

The plane, fast and smooth, kindly obeys my orders. It is pure happiness. The magic of a flight that I wished could last for ever.

But all must come to an end, and the pilot takes back the controls because other amateurs are waiting their turn to fly.

The Hunter lands smoothly and taxis to the parking area. Already the ladder is positioned and I have to climb down, after I am liberated from all the links that tie me to it. It's over. It is hard to get back to earth! Pilots will know what I mean.

This year I celebrated 50 years of flying and I made some nice flights, but this one was the very best. The first thing I did after that was to get on the list for another flight next year!

**Amici Dell Hunter (ADH)**

Case Postale 104

1296 Coppet

Switzerland

Web Site: [www.amicidellhunter.ch](http://www.amicidellhunter.ch)

email: [amicidellhunter@bluewin.ch](mailto:amicidellhunter@bluewin.ch)

Fax: +41 (0) 22 776 0216

Should you want to become a member of this Association which now has 230



members, it will cost you CHF 30.00 (19,50 € ou \$27,20) per year.

The pilots, Eric Hauert and Yves Rossy, the secretary, Michèle Hauert, and the 6 mechanics, Christophe Duroux, Olivier Maret, Eddie Mabillard, Mike Chirivi, Gilbert Duroux, et Raphaël Gehri, are all volunteers.

Yves Rossy, is no other than "*FusionMan*", the first and only man who lies thanks to a wing fitted with jet engines. He flew across the Channel on September 26, from Calais to Dover: 35 kilometers (20 Miles), flown in 13 minutes. An average speed of 161,53 km/h (100 Miles per hour)!

# THE VERY FIRST HARD RUNWAY

Article: Louis-Jean Gioux

If you were asked, point-blank, the question: “*Where was built the very first hard runway of all times?*”...

Almost certainly you would answer: “*In the USA!*”, since one knows that America has always been early when it comes to technical progress, over all other nations of the worlds.

Well, you would be wrong! This very first hard runway from which old airplanes used to take-off, was made in Aulnat, the airfield of Clermont-Ferrand, thanks to the help of the Michelin brothers.

Here is its story...

Before 1914, the Michelin brothers had the ambition to give France an air force. They foresaw the power and the progress of aviation. They approached the authorities but they were rejected.

In August 1914, the war broke out. And to actively participate, the Michelin brothers offered the french government to produce, free of charge, 100 aircraft whose engines would be provided by the government

The airplanes had to comply with the following conditions:

- Have a range of 400 kilometers (250 Miles).
- Take off in less than 400 meters (1200 feet).
- Carry a load of 800 kg (1600 lbs) to 2000 meters (6000 feet).

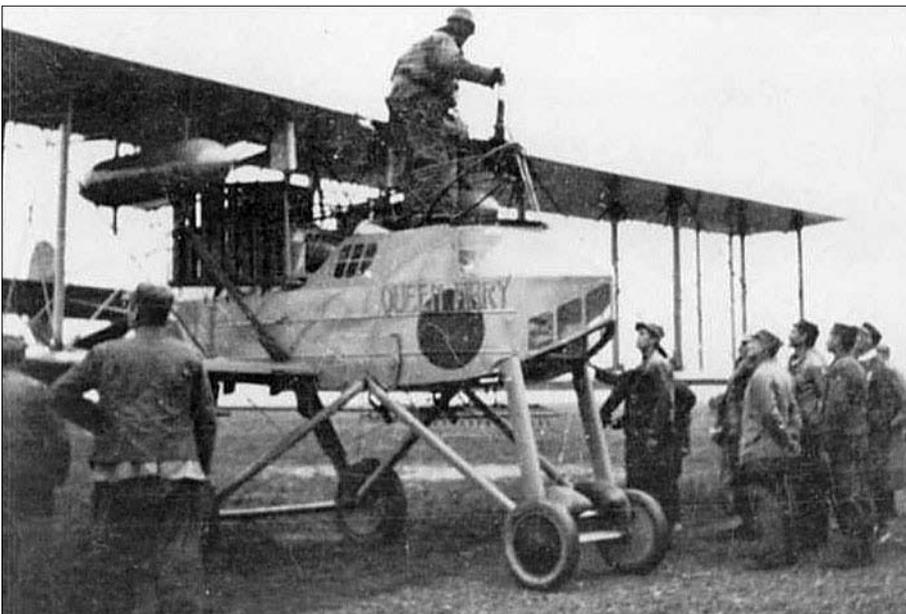


Photo: L.J. Gioux

*Above: The sculpture representing a BM IV, erected before the passenger terminal in Aulnat-Clermont-Ferrand. See two aerial views of the airport (Google Maps) and this monument.*

*Below: André Michelin, and further below his brother Edouard.*

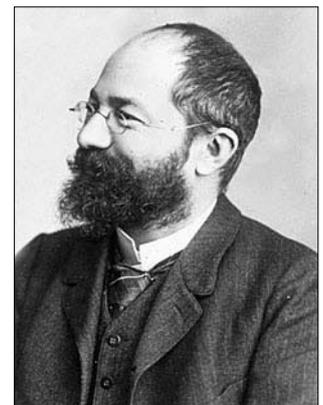
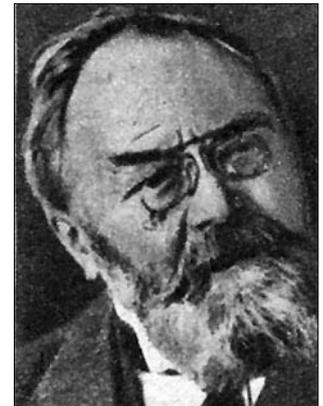
The aircraft manufacturer, Louis Breguet (1880-1955), seriously studied this offer. He got to work, made some calculations and plans: These will be bombers that comply with these requirements.

Michelin will build these airplanes that will be provided to the french Republic with no profit.

Four types will be produced in the Michelin plant in Clermont-Ferrand between 1915 and 1918:

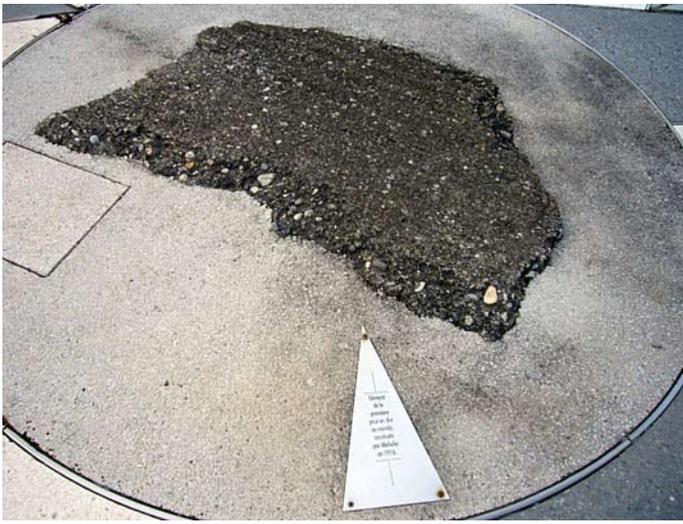
- 10 BM I et BM II
  - 200 BM IV
  - 1584 BM XIV
- (B for Breguet, and M for Michelin)*

The first flight took place on July 14, 1915. The BM I was fitted with a Canton-Unné



engine, able to take a load of 40 bombs of 8 kg (16 lbs) each, thanks to a bomb rack placed under the wings.

The BM II had a Renault V engine producing 200/220 HP. The fuel tank was positioned between the two wings.



The BM IV took forty 75 millimeters or 115 millimeters shells that it dropped using a Michelin bomb rack. Its Renault engine delivered a power of 220 HP with a propulsive propeller, which gave it a speed of 140 kilometers per hour (90 Miles per hour).

Numerous technical incidents due to the Renault engine delayed the production of this plane until 1917.

These three types of Breguet-Michelin had a propeller located at the back which was often damaged on take-off because of the projection of lumps of soil, grass, and mud, and sucked by the propeller.

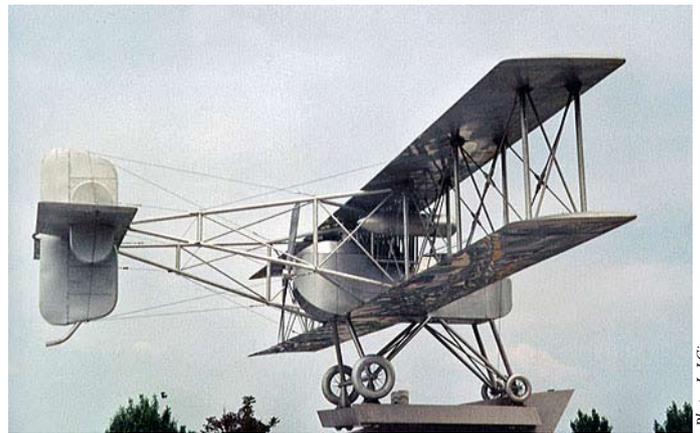
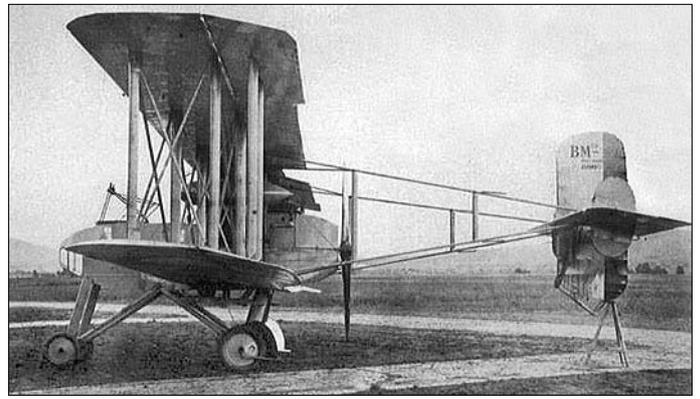
This was an unbearable waste for the Michelin brothers. They decided to get a hard runway built. It was 400 meters (1200 feet) long, 12 meters (36 feet) wide, with access taxiways between the hangars and the runway. It was a success: No more broken propellers, and no more unserviceable airplanes. And this is how was made the very first hard runway of all times in aviation history.

From this runway will take-off the BM IV until May 12, 1917. They would be replaced by the BM XIV B2 with a pro-



*Above: A piece of the original concrete runway which is displayed at the foot of the monument representing a BM IV (Right).*

*Below: Two views of Aulnat-Clermont-Ferrand airport showing the terminal and the monument located in front of it (Google Maps).*



*Photo: L.J. Gineux*



PELLER at the front. Much more efficient, 1584 airplanes of this type would eventually be produced until 1918.

The BM XIV was used as a bomber and reconnaissance plane. It had a Renault 12F engine delivering a power of 300 HP. Its speed was 178 kilometers per hour (111 MPH). Its crew comprised

one pilot and one observer? Its range was 2 hours and 45 minutes, and its armament was 2 or 3 machine-guns and 300 kg (600 lbs) bombs.

Many airline pilots who were trained on the airport of Aulnat can remember being intrigued by these pieces of damaged concrete, not knowing that they had, before their eyes, the remains of the ancestor of today's large and modern airports.



# WEB SITES

Article and photos: Ron Dupas

<http://www.1000aircraftphotos.com>

1000aircraftphotos.com exists today because of a teenager's obsession with airplanes in the 1950's and 1960's. **Ron Dupas'** family lived just a few blocks from a busy airport in Edmonton, Alberta, Canada, and he went there at every opportunity for 6 years, taking photos of the many planes which flew through Edmonton to and from the Canadian North and Alaska. After graduating from college and taking up residence in Portland, Oregon, USA, visits to air shows and vacation road trips added material to the collection. But eventually a growing family and job responsibilities resulted in the collection laying dormant in storage for several decades.

The web site was launched in 1998 when Ron retired and took out the shoe boxes full of photos and decided to use the Internet to share them with other aviation enthusiasts. In his working career Ron had built his employer's web site, and he thought creating one for his aircraft photos would be an interesting way to keep busy. For several years his photo pages were located on Homestead.com. When the free space there was exhausted, with still hundreds of his photos to share, he transferred the pages to an ISP, Webpotential, in Portland. In actuality, 1000aircraftphotos.com resides on a giant "disk farm" in Texas, along with thousands of others.



*Above: Ron's bedroom when he was 15... Many of our members will think about their own!*

Ron selected the current url thinking that if he managed to put on 1000 of his photos he'd be doing well. As it turned out, he should have added an extra two zeros. By 2010, at the current rate of growth, the number of photos will exceed 10,000. Several factors have made 1000aircraftphotos.com one of the premier aviation resources on the internet.

First, Ron asked **K.O. Eckland** of **Aerofiles.com** for advice. K.O.'s said to keep the pages simple, the images small, and provide easy navigation. When 1000aircraftphotos.com was

launched dial-up connection was the standard means for accessing the Internet. From his work experience he knew that if a page didn't display within a few seconds, the visitor would move on. The web site was designed to work well with a minimum of computer equipment and slower connection speeds., and it is still that way.

Secondly, other aviation enthusiasts began to ask if their photos could be included. The first was **W.T. Larkins**, a retired US Navy photographer and author of many aviation reference books. From the outset the 1000aircraftphotos.com was designed to be made up of collections of different types of aircraft in Ron's collection, all listed in a consolidated index. This design proved fortunate because the contributor's photos could be added as separate collections without modifying the design. This basic design has never changed.

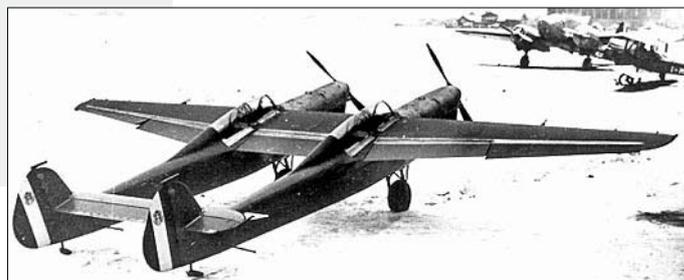
And last, but not least by any means, **Johan Visschedijk**, an early contributor, joined Ron several years ago. When Ron processed Johan's contributions he changed dots to dashes and made various other edits of the information which had Johan supplied. It did not take Johan long to send an e-mail stating, in no uncertain terms, that the information he supplied was



*The very first picture that was uploaded onto the site 1000aircraftphotos.com: An airfield in France after VE day in 1945.*

accurate, and to please not change anything. Ron's immediate reply to Johan was to invite him to become the Vice President – Information with responsibility for accuracy of all the information. This turned out to be just the sort of activity Johan was looking for, and has greatly enhanced the value to the aviation community of 1000aircraftphotos.com.

*Three photos of special planes that will soon be on the web site: A P-40 "for winter sports", a P-39 Airacobra with two seats, and a Bestetti Nardi twin engine (Two Alpha Romeo). Bottom: The latest picture that was uploaded on the site, a Harrier landing on the Intrepid.*



Johan, who lives in The Netherlands, joined a youth aero club at age 14 and was instrumental in setting up the club's filing system. He also started building a personal archive of aircraft information and photos which has grown to three stories tall. Ron has visited Johan twice and seen the archives which now occupy considerable space on each of the three levels of his home. Recently, many years after Johan's involvement with the aero club, he obtained the club's files upon its dissolution, significantly enhancing the resources available for his research aircraft photos.

The manner in which Ron and Johan, separated by 5,000 miles and nine time zones, are able to collaborate is the result of a lot of trial and error. One reason it is able to be done at all is that they have carved out their areas of responsibility and are content to allow each other to operate independently. It has taken several years to perfect their system for building web site updates. E-mail contact satisfies most needs for coordination, but telephone calls are sometimes needed.

The update process begins with the contributor's photo inventory kept in Oregon. Ron receives new material almost daily, either by e-mail, on CDs, or prints to be scanned. The inventory is so important to continued growth that these images are backed up on a second hard-drive in real-time, and periodically to a laptop computer which Ron takes with him when he travels. There are close to 10,000 images in the inventory received from 45 currently

active contributors. Over the years around 300 contributors have had their photos added.

Adding new pages is a long process which begins with photo selection. Ron's selection process does not follow specific criteria. Ron simply does his best to select 100 photos that he likes which are a good mix of aircraft types so that aviation enthusiasts of all interests can find something that appeals to them in each update.

Ron begins building an update two months prior to the date it will be posted. He sends the complete update package to Johan one month prior to the posting date so that Johan has sufficient time to do research and incorporate the information content. Johan sends the update package back to Ron a few days before the posting date for final editing. You could say that at all times there are three versions of 1000aircraftphotos.com simultaneously in existence: the web site as it exists on the Internet, as it will look one month in the future which Johan is working on, and as it will look two months in the future which Ron is working on.

The main goal is to add photos of aircraft types which are not yet represented. Rare photos are greatly appreciated. Photos which are not found elsewhere on the internet are favored and high quality images are desirable. Of course it gets harder and harder to find photos which meet all these requirements. Great photography has a place too, of course. Another important goal is to

gain new contributors. Everyone with a photograph of an airplane might have something amazing.

1000aircraftphotos.com is a very popular place to visit on the internet among aviation enthusiasts. The most mentioned measure of popularity is the number of "hits". There were more than 13 million hits in 2008. But "Visits" might be a more useful statistic. A "visit" is any number of hits from the same computer in one session. In 2008 there were almost 850,000 visits. Ron believes the only use for these types of statistics is to compare one month or year against another, not to compare one web site to another. Both Ron and Johan know their efforts are appreciated because of the many complimentary e-mail they receive.

With that kind of activity, Ron often gets invited to put advertisements on the web site. But Ron has decided there would be no advertising to distract from the purpose, simple operation and appearance of 1000aircraftphotos.com. He says there is no need to generate revenue because the cost of hosting the web site only amounts to \$260 per year, the cheapest hobby he says he's ever had.



# 2009 SURVEY

*Thanks for making clear statements and sending this questionnaire before mid-January 2009 to the French Wing*

The purpose of this short questionnaire is to check the information we have, to update the members' files, and to know your intentions and your availability for the year to come.

Name & first name:.....

CAF #:..... Life Member #:.....

Address:.....

Town:..... Zip code and state:.....

Telephone:..... Fax:..... Cell:.....

email:..... Web site:.....

- Will you take part in AIRSHO (9, 10, and 11 October 2009)? YES / NO
- If you will, do you want a room in the Holiday Inn Express in Midland ( $\approx$  \$140.00/day)? YES / NO
- If you do, do you want to share a room with another member? YES / NO
- If you do go to Midland, do you wish to extend your stay in the USA? NO / YES, BEFORE / AFTER AIRSHO
- Would you fancy a trip to Montana? YES / NO
- If not, where would you like to go?.....
  
- Would you like to be part of the Piper Club France GA in La Ferté-Alais (See page 3)? YES / NO
- If you would, is it as a PASSENGER / PILOT / Individual coming by road.
  
- Do you want to take part in the Piper Club France Fly-in in Quiberon (See page 3)? YES / NO
- If you do, is it as a PASSENGER / PILOT / Individual?
  
- How many air shows will you attend this year (List to be determined) ?.....
- As a Pilot / Passenger / PX helper / Others.....
  
- How many hours do you plan to fly aboard the French Wing's Piper Cub du French Wing this year?.....
- Do you have preferred periods or dates for these flights?.....
  
- Do you want to help with the maintenance of the French Wing planes?.....
- How many hours per month?.....
  
- Do you wish to help with the move of Roger Gouzon and all the equipment of the Wing which is stored in Villepinte, to Ermenonville? YES / NO (If you do, please plan this move for March and April 2009).
  
- Should you wish to make suggestions or give more details in your answers, please use the back of this questionnaire.

## 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.
- Norvigie 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 each.
- 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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# WING PROJECTS

## PATRON COMPANIES SUPPORTING THE FRENCH WING

SKY RUNNER - TOPGUNART.COM - EPSON  
AVIATION CLUB DE FRANCE - DIFFUSION SERVICE  
EDITIONS LARIVIERE - UNIVERS PUB - SWISS INTERNATIONAL

### SPRIT OF LEWIS 2009 SPONSOR



### FLYING SPONSORS

Jean-Yves Cercy  
Bernard Delfino  
Claude Gascon  
Roger Gouzon  
Irene Grinnell  
Roy Grinnell  
Patrick Pierre-Pierre  
Sandy Sansing

### RESTORATION SPONSORS

John Roeder

### SUPPORTING SPONSORS

Lilian Ayars  
Fumiko Delfino  
Louis-Jean Gioux  
Barbara Hair  
Aubrey Hair  
Haruo Tanaka

### 2009 SPONSORS

The premiums for the various sponsorship levels need to be paid by December 31, each year.

They are used to pay for the fixed operational costs of the Piper Cub and they allow each sponsor to fly for a price which is well below those usually found in flying clubs.

We thank all our members for their support to this airplane which allows us to honor the goals of the CAF and the French Wing.

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|                           | 68000    |
|                           | 66000    |
|                           | 64000    |
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| Camille MONTAIGU          | 250      |
| Didier CARDINAL           | 25       |
| ANONYME                   | 3000,00  |
| Michel FLEURY             | 20,00    |
| John FRANCIS              | 40,00    |
| Alain JIMENEZ             | 50,00    |
| Jim LUX                   | 66,00    |
| Lilian AYARS              | 37,00    |
| Guy ROBERT                | 15,00    |
| Lewis BATEMAN             | 25,00    |
| William DAVIES            | 15,00    |
| Jean-Yves CERCY           | 50,00    |
| Amaud CHATTON             | 15,00    |
| Claude DE MARCO           | 50,00    |
| Roger GOUZON              | 122,00   |
| Michel PERRIN             | 31,00    |
| Jean-Pierre JOB           | 80,00    |
| Jean-Christophe DEBUISSON | 100,00   |
| Henri BOURRASSIER         | 50,00    |
| Hugh ALEXANDER III        | 18,50    |
| Sandy SANSING             | 2100,00  |
| Regis URSCHLER            | 1457,00  |
| George CHANDLER           | 750,00   |
| Matt SIMEK                | 104,00   |
| Guy BORTOLUS              | 10,00    |
| Patrick PIERRE-PIERRE     | 15,00    |
| Eric BESANÇON             | 20,00    |
| Jean BARBAUD              | 40,00    |
| Shirley BATEMAN           | 50,00    |
| David & Eileen BOTTLEY    | 50,00    |
| Marie-Françoise LE CORNEC | 50,00    |
| Philippe DUFLOT           | 19,00    |
| Christian FALENTIN        | 15,00    |
| Barbara & Aubrey HAIR     | 162,00   |
| Claude REQUI              | 17,00    |
| Kim TOLFREE               | 13,10    |
| Eric JANSOÛNE             | 85,00    |
| Christophe BASTIDE        | 59,00    |
| David PRICE               | 25,00    |
| Fumiko DELFINO            | 436,60   |
| Bernard DELFINO           | 690,25   |
| Haruo TANAKA              | 123,00   |
| Eric REARWIN              | 10,50    |
| Yves DONJON               | 90,00    |
| Roy & Irene GRINNELL      | 690,00   |
| Bunty BATEMAN             | 250,00   |
| Marcel FRANCISCI          | 100,00   |
| Dominique DEUDON          | 200,00   |
| John & Anne ROEDER        | 300,00   |
| Ronald WRIGHT             | 181,00   |
| Léon MANOUKIANS           | 100,00   |
| Aviation Club de France   | 3750,00  |
| Georges MARCELIN          | 615,00   |
| Activités French Wing     | 115,00   |
| Avoir précédent           | 856,96   |
| TOTAL                     | 17608,91 |

Note: These figures are the gifts made to the French Wing since the purchase of the Piper Cub in May 2003, and not the current status of our Unit's bank accounts.