



Volume 15 - N° 2 - February 2010

EDITORIAL

If you have followed the news which came from the CAF Headquarters via email last month, you know that there is a problem going on, which started more than a year ago, concerning the control of the AAHM museum.

This conflict has been described in two emails sent last month by Headquarters to the colonels who have a link to the Internet. For the others, let's summarize the contents of these emails: Two members of the General Staff, who are also members of the Museum Board, supposedly tried to change the museum by-laws in order to ensure its independence from the CAF. As the CAF rules allow, 8 of the General Staff decided to remove these two members from the General Staff, and replaced them immediately with two other members.

Outside those debatable facts, what is sad and upsetting, is the fact that this problem has been going on since November 2008, and that nothing, or almost nothing, has been done to make the CAF membership aware of it, and especially not during the CAF General Assembly, last October, when it was an ideal occasion to try and solve this problem which could have been avoided, and is now hurting the CAF like gangrene.

As I personally wrote to our Director Steve Brown, this problem revealed several others like the evident lack of a true and free communication between the Headquarters and the CAF members and vice versa, and, above all, an obvious lack of will to get to a compromise by amicable agreement like one would expect from the leaders of an organization like the CAF. Today, this conflict is openly discussed by the public, and no one will gain anything from that. What a mess!

Poor CAF! It did not need all that in these very difficult times!

Bernard

THE NC 856 NORVIGIE HONORED BY LE FANA MAGAZINE! (Page 5)



BUY THE FEBRUARY ISSUE OF THE "FANA DE L'AVIATION" AND READ ALL ABOUT THE NC 856 IN THIS EXCELLENT 8 PAGES ARTICLE!

**ANOTHER NEW RECRUIT:
COLONEL
MICHEL BALOCHE** (Page 4)



"FOLLOW ME", & "THE NAVAL MUSTANG", 2 AMAZING ARTICLES!

**SPONSORS OF THE "SPIRIT OF LEWIS":
ONE MORE EFFORT!** (Pages 2 & 12)

CALLING ALL POTENTIAL SPONSORS OF OUR PIPER CUB “SPIRIT OF LEWIS”



© Gaëtan Marie

The sponsoring system for the French Wing Piper Cub “*Spirit of Lewis*” is, as far as we know, the very best to cover the fixed costs of this airplane, without being too heavy on everyone’s budget.

This system avoids us, indeed, imposing an increase in the annual dues for all our members and, therefore, gives the latter the choice of increasing their contribution to the life of our Association, according to their financial possibilities.

For as much, it is necessary that a minimum number members adopt this system, so that the money collected at the beginning of each year reaches the indispensable 5400 € to cover the annual fixed costs: Hangar, insurance, and maintenance.

Since last month, many of you have decided to either renew or adopt one of the three levels of sponsorship whose details are listed hereafter:

FLYING SPONSOR: Premium of 250€ & 25€ per flight hour

RESTORATION SPONSOR Premium of 125€ & 40€ per flight hour

SUPPORTING SPONSOR: Premium of 50€ & 55€ per flight hour

We warmly thank all our members who reacted positively since last month to this imperative need for collection of funds. Thanks to them, of the required 5400 € for year 2010, we only need to collect 1225 €.

This sum of 1225 € represents the renewal or adoption of a few members to this system, depending on the level they will select, going, for example, from 5 Flying Sponsors to 25 Supporting Sponsors, or any possible combination between these two limits.

The fact that 23 sponsors of 2009 haven’t yet reacted lets us hope that we can reach a fast payment to solve this problem. We won’t print here this list of the 2009 sponsors because they will soon know if they are part of them. If they can’t, a quick glance at one of last year’s Newsletter will refresh their memory. In the mean time, and until they decide to renew as we hope, here is the list of those who are already sponsors for 2010:

FLYING SPONSOR: Gilles Avenel, Rémi Bellet, Jean-Yves Cercy, Gaël Darquet, DASSAULT FALCON SERVICE, Bernard Delfino, Marcel Francisci / AVIATION CLUB DE FRANCE, Claude Gascon, Roger Gouzon, Irene Grinnell, Roy Grinnell, Georges Marcelin, Patrick Pierre-Pierre, Sandy Sansing.

RESTORATION SPONSOR: Michel Fleury, Camille Montaignu, John Roeder.

SUPPORTING SPONSOR: Fumiko Delfino, Louis-Jean Gioux, Barbara Hair, Aubrey Hair, Regis Urschler, Ron Wright.

MICHEL BALOCHE NEW MEMBER

If you're familiar with Le Plessis-Belleville, it is impossible that you don't know about Michel and his superb Cessna 195 because it's one of the most beautiful planes based on this airfield. The sound of its engine, soft and powerful, is also typical, so much that if you're the head inside an engine, your ears will tell you immediately that Michel is going to fly. But let us get better acquainted with him :

"When I was 4 years old I used to cut out airplanes in cardboard. At 8 I discovered the Lindbergh plastic models. And at 10 I built models with balsa wood... They did not fly very well, and at 16 I moved up to more serious things, scale 1!"

I learned to fly on a C800 glider, then I got my PPL on a Jodel 112 at the aero-club of Rouen-Boos. In 1970, with my legal 100 hours as Captain aboard a... Bébé Jodel, D112, and Fournier RF3, I successfully passed the Air France test and started my training: Carcassonne on the MS 733 and Zlin 526, then Hazebrouck on SF260, PA28, Queen Air, and finally at Rabat on Caravelle.

I was qualified on SE210 in September 1970 as PP1. I got the PL and was qualified on B707 and B747. I became a Captain in 1986, and I flew the B737, B767, and finally the B744. It was on this wonderful airplane that I ended my



© Jean-Yves Cery



© Jean-Yves Cery

career on October 7, 2007 with a Rio-Paris flight, after 37 years spent flying for Air France and 22.000 hours of flying.



In parallel, I carried on flying privately. I owned a Norécrin, then a Varièze. In 2000, I bought a 1952 Cessna 195, a superb machine which gave me great pleasure... and muscles, because of the polishing that has to be done over and over again! Since 2008, I've also owned a Taurus powered glider with which I enjoy flying over the Alps. I have a total of 800 hours in gliders, and I'm also a helicopter pilot, but my licence is obsolete... Helicopter is a wonderful machine, but too expensive for a retired pilot?"

Michel is very interested by Aviation history which he knows fairly well.

The CAF and the French Wing appealed to him because he wishes to be part of a team which keeps old aircraft airworthy. But Man is part of this wish because Michel has the utmost respect for the sacrifices he can make. He told us that when he flies over a military cemetery, he wiggles his wings to salute them. What a nice touch!

Michel's Godfather is Cédric Chanu because he admires his seriousness, his care, his modesty, and his obligingness.

Finally, his favorite warbird is the Spitfire Mk XIV. Michel dreams of an old and rich millionaire who would offer him one for Xmas, with the mechanic and gasoline to go with it (*Ed: Why wait for Xmas Michel?...*).

Welcome aboard Michel!

BALOCHE MICHEL
18 Rue Séraphine Louis
60300 SENLIS
France

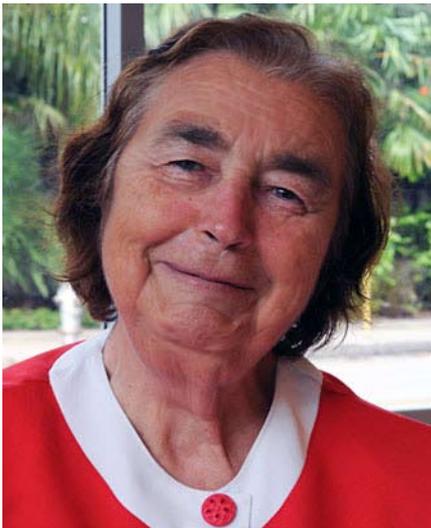
Tel : 03 44 53 47 78

Mobile : 06 75 23 31 82

Email : balochemi@wanadoo.f

MARIE-FRANÇOISE LE CORNEC DISTINCTION

Congratulations to our glider pilot (and occasionally Hawker Hunter and Mirage III pilot), **Marie-Françoise Le Cornec**, who received the **50 years Flying Licence Medal** on January 28, 2010.



This medal, delivered by Association **Vieilles Tiges** requires that one has had a flying licence for 50 years, that it is still valid, and that it is actively used by its owner. Bravo Marie-Françoise!

FLY-IN DU FRENCH WING

The French Wing organizes a private classic airplanes Fly-in at Le Plessis-Belleville on June 5 and 6, 2010. Col Patrick Pierre-Pierre is iuts main artisan, but he needs all the help he can get from our members.

Our last month call for help was answered by several members, but we need more of them.

Therefore, we are waiting for calls from volunteers who are ready to help with the various tasks required for the preparation of this event, and its execution. Let's admit that it would be a pity to cancel such a nice event due to a lack of volunteers.

LATEST FROM ROY GRINNELL



4 OF 5 ON THE 6 TH

April 6, 1945: Lt(jg) **Willis Hardy** of VF-17, from the USS Hornet, was among the numerous Hellcats launched to counter Kikusui, the first of the massive kamikaze raids sent to destroy the Task Force off Okinawa. While flying RAPCAP over the Radar Picket ships north of Okinawa, Hardy and his wingman shot down 2 escort and 4 Kamikaze aircraft. At about sunset they were vectored to intercept a pair of suicide aircraft (Yokusuka D4Y4-Judy) that were stalking a burning picket. This realistic depiction shows the destruction of the first Judy after Hardy flamed it, just before it crashed into the sea with a violent explosion. With one operable gun left, Bill dispatched Judy #2 after dark, thus earning him the prestigious Navy Cross medal for this his 5th and final victory of the day, followed by his very first night carrier landing.

FIRST MEETING FOR THE NEW BOARD OF ADMINISTRATION

The new Board of Administration got together on January 30 at col Roger Gouzon's. Were present the four members of the Board (**Bernard Delfino, Roger Gouzon, Claude Gascon, and Gaël Darquet**), as well as the former Secretary **Fumiko Delfino** for the official transfer to Gaël, and col **Patrick Pierre-Pierre** who came especially from La Rochelle to discuss the operational aspects of our activities in 2010.

Were discussed all known aspects of the current problems of the Headquarters, the General Staff, and the AAHM museum, and their et leurs harmful effects on the life of the CAF Units and their members. Then the conversations dealt with the French Wing activities for the on-coming season.

This fruitful meeting was followed by a sympathetic "Spaghetti Party" in which took part 14 members and friends with a very great pleasure!

BEHIND A PHOTO FLIGHT

A few months ago, Xavier Méal of the Fana de l'Aviation magazine, contacted us for a possible publication of a "flight test" article of our NC 856 Norvигie.

Enthused by such a project, we immediately gave him our agreement. The idea that this extraordinary airplane could be the star of the magazine which is THE reference publication in our country, became the motor of this project.

A photo-flight was organized with the help of Cédric Chanu and his MS 733. The Piper Cub which flies a lot slower was kept as the reserve plane because it had already revealed itself less practical for such a task. Therefore, the MS 733 was used as the photo-plane, with Cedric at the controls, and Xavier armed with his camera (*Below*).



The pilots who were readily available were Patrick Pierre-Pierre who was responsible for the flight, and Jean-Yves Cery in the right seat.

The weather was with us, and it was on August 25 that Xavier arrived in Le Plessis-Belleville early in the afternoon. A briefing was organized immediately to decide all the flight de-



tails which took place about 6 miles east of the field. Xavier explained in great details what he was expecting from the target plane, and he gave us all the tricks which guarantee the success of this particular type of flight.

The NC 856 took off first at 16:00, soon followed by the MS 733. They flew away and took the pictures with, as a background, the nice countryside of the Oise district.

Patrick placed the NC as Xavier wanted it, using hand signals when it was necessary. Such a sport is not easy and requires from the operators some great

dexterity and a total mastering of piloting, always keeping in mind the sacred safety of course.

Everything went fine and both planes returned to Le Plessis thirty minutes later, ending their flight with a high-speed low-pass over the hard runway to please the other members who were present.

On arrival, Xavier was happy with his pictures, and Patrick showed us his (very) wet shirt! Formation flying is a delicate operation, and it creates a nervous pressure and an intense effort that no one can suspect until one does it.

Patrick's work was not over though, since he took on the task to write the article for this "test flight". There again he gave his very best as you will read in the February 2010 issue of the **Fana de l'Aviation**.

A big thank you to Xavier Méal and the Fana de l'Aviation for this nice free publicity for our Association! (Xavier, should you need more "test flight" articles, we have plenty potential ones in Le Plessis: MS 733, Piper J-3, Yak 18, Cessna 195, and Jurca Scirocco).

FOLLOW ME

Article: Gaël Darquet



At the beginning of WWII, the American government knew that sooner or later they had to get involved. That's why it was decided to define an ideal vehicle for its forces. It then asked American car makers. The specifications which was issued on July 11, 1940, was very precise.



It was a four wheel drive for a weight of 590 kilos that could be lifted by hand. The challenge was taken on by two companies: American Bantam and Willys Overland. Bantam, alone, a small car maker was able to design it within the tie sacale and won the market by designing the basic Jeep in less than five days!

The word Jeep which is universally known, is a phonetic adaptation of the acronym GP which means General Purpose.

The first prototype rolled on September 1940 before the enthused military authorities. But, unfortunately for Bantam,, the mass production was a real problem.

Since it did not have the capacity to cope with such a huge production, the US Army asked



two large automobile production firms: Willys Overland and Ford. Following the loss of this market, Bantam was put in charge of the production of the ¼ tons trailers.

Willys and Ford presented their projects, and it was three almost identical vehicles that were

tested, but with very different ways of driving them.

The Jeep was slightly modified to make it stronger, but it gained weight and was almost o,e ton heavy, depending on the type. The Willis model won the contract because it was the most powerful and the most economical (\$ 739.00 per car). However, since Willis was already very busy, it soon

showed its limits in mass production, and could not meet the requirements set by the US Army. The latter, owning the patents and blue prints of the vehicle, asked Ford to also produce it.

The vehicle which was produced by Ford was identical to the Willys one, with one slight difference: Most of the parts composing the Jeep was marked with the letter "F", which, today, makes the collectors happy.

It was a total of 360.000 cars which were rolled out of the Willis production lines, and 260.000 were produced by Ford, between 1941 and 1945. However, the production carried on for a long time after that period.





This Jeep, which was easy to drive, easy to maintain, and easy to repair, was seen on all front lines. We find it in particular on the aerodromes where they were used, among other tasks, for the transportation of crews from one place to another of the immense air bases.

Another important use of this vehicle on these bases, was its "Follow Me" version, thanks to a highly visible marking at the back of the vehicle.

-ground, along the numerous taxiways.

Effectively, many aircraft coming back from a mission were forced to land on a base which they were not familiar with, for various



Fitted with radio equipment, they were used to guide the planes on the

With no particular rule in force, the aerodromes used their imagination fully and produced some Jeep decorated with black and yellow, red and white, or black and white



reasons: Crew disorientated, broken down airplane, short of fuel, fog, bad weather, etc...

checker board for the greatest happiness (or nightmare), of today's model makers.



Following many accidents because of their olive drab color which made them difficult to see, these Jeeps were painted with bright colors, mainly yellow.

The Complete WW2 MILITARY JEEP MANUAL



Covering Willys Model MB and Ford Model GPW

THE NAVAL MUSTANG

Article and profiles: Bertrand Brown - Photos: USN



With a surface of 69 millions square miles, the Pacific Ocean covers nearly a third of the Earth's surface. During World War II, military operations in the Pacific were confronted with the problem of range. This was particularly true of aerial operations. Mainland Japan was bombed on 18 April 1942 by Doolittle and his raiders, but that was a one-time effort of mostly psychological value. All of the 16 air-

craft involved were lost, and 11 of the 80 raiders were either killed or captured. After that, no bombing raids were flown against the Japanese Home Islands until the second half of 1944 when B-29 long-range bombers were used from bases in China and later the Marianas islands. These raids were unescorted as no fighter had the range to escort the bombers all the way to Japan and back.

The lack of escort for the B-29s became a growing concern. One of the solution that was considered was to have fighter launched from aircraft carriers located closer to Japan join the bombing raid. Even so, no naval fighter had enough range. The only fighter which seemed suitable for this was the North American P-51 Mustang.

The Mustang had initially been designed as a fighter, and evolved



P-51D #44-14017, the naval Mustang prototype. Bob Elder is at the controls. Notice the catapult hook on the fuselage underside between the wings, and the arrester hook.



44-14017 on the deck of USS Shangri-La during the November 1944 trials.

into a dedicated long-range escort fighter by late 1943. It had never been intended for carrier-borne operations. Most naval aircraft are designed as such from the start for several reasons. The stress endured by airframes during catapult launches and arrested landings far exceeds that of normal, land-based operations. This requires modifications to the aircraft, notably reinforcement of its fuselage and undercarriage. Catapulting hooks are required for catapult launches, and a tailhook is needed to catch the arrester cable upon landing. The small size of an aircraft carrier deck also means that a low approach speed is preferable.

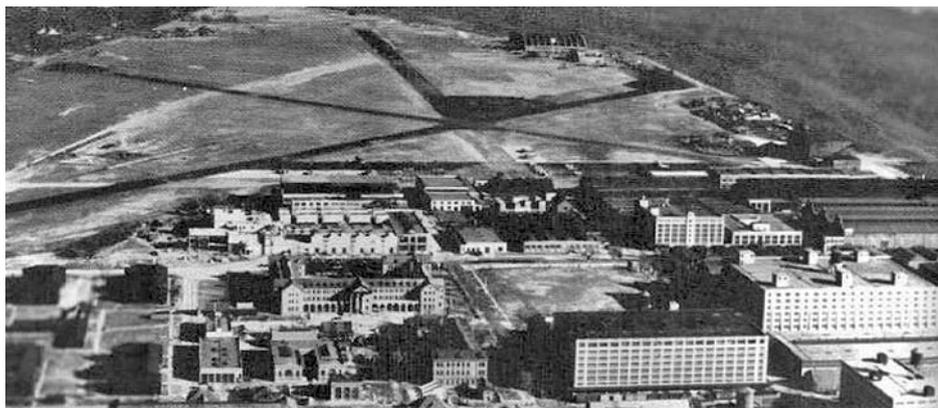
The environment in which naval aircraft evolve is also a problem. High salt and humidity levels greatly increase corrosion. Naval aircraft, just like ships, need to be treated to retard this as much as possible. Lastly, space is a rare commodity on an aircraft carrier, and folding wings are a very desirable feature of any naval aircraft.

The Mustang had none of these features but, due to urgency, it was decided to modify a Mustang and investigate its performance in carrier operations. The program was given the name "Project Seahorse". An early-series P-51D was selected. P-51D-5-NA serial number 44-

14017 was retained by North American Aviation in Dallas, Texas.

To enhance low speed handling, it was fitted with a fin fillet extension. This was a standard retrofit for early-series P-51D aircraft. The other modifications were specific to the new naval role of the aircraft. A tailhook was fitted, attached to a reinforced bulkhead. A catapult hook was fitted on the fuselage centerline, just forward of the wing. To cope with hard carrier landings, the tires were replaced with special high-pressure ones. The main undercarriage shock absorbers received increased air pressure to reduce bouncing upon landing. The airframe was also reinforced in various points to withstand the extra stress.

Thus modified, 44-14017 was redesignated ETF-51D and sent to Mustin Field, near Philadelphia, for initial testing in September 1944. The pilot in charge of testing the ETF-51D was Navy Lieutenant Robert M. Elder. He was an experienced naval test pilot who had already conducted carrier-suitability trials with several types of aircraft.



Aerial view of Mustin Field in 1943

One of the runways at Mustin Field was specially modified in order to test the naval Mustang. Markings simulating the size of an aircraft carrier's deck were realized and arrester cables were installed, as well as a launch catapult.

During the months of September and October 1944, Lt. Elder made nearly 150 simulated launches and landings with the ETF-51D. Sufficient data concerning the Mustang's low speed handling had to be gathered before carrier trials could begin. The Mustang's laminar-flow wing made for little drag and high speed but was relatively inefficient at low speed, resulting in a high



Another view of 44-14017 flown by Lt Elder during the trials.

stall speed. As the arrester cables could not be engaged at more than 90 mph, Elder reported that "from the start, it was obvious to everyone that the margin between the stall speed of the aircraft (82 mph) and the speed imposed by the arrester gear (90 mph) was very limited."

By late October 1944, Elder had amassed enough data and was confident the ETF-51D could enter the next stage: live carrier operations at sea. The ETF-51D was transferred to the USS Shangri-La (CV-38), a newly-launched Essex class carrier undergoing her shakedown cruise off the coast of Virginia. On 15 November, Elder made the first P-51 carrier landing. This is the extract from the ship's log:

"NOV 15, 1944 1220hrs
Lt. Robert M. Elder, USN, made

the first carrier landing of P-51 type fighter plane #414017, followed by three landings and four takeoffs all successful".

It is interesting to note that 15 November was a special day for the Shangri-La. It was the day the PBJ (the US Navy version of the B-25 bomber) made its first carrier landings and launches from it.



The ETF-51D prototype about to catch the arrester cable upon landing. Elder complained that aircraft attitude upon landing had to be precisely controlled, or the airframe would be damaged.

with radial engines such as the F4U or F6F were worse than the P-51 in that respect." The aircraft also behaved well during catapult launches.

But everything was not perfect. As previously mentioned, the margin between stall speed and maximum engagement speed was small, too small for safety. Rudder control at low speeds and high angles of attack was inadequate. In addition, landing attitude had to be carefully controlled to avoid damaging the airframe upon landing.

One of the handling quirks of the Mustang was also potentially dangerous. During a missed approach or a wave-off, power has to be re-applied gently. If not, the aircraft could roll rapidly, or even snap-roll. At such low

Bob Elder "made all carrier landings at the speed of 85 mph. Luckily, the Mustang reacted well, even in the most delicate situations. One just had to use the throttle wisely." Elder reported that speed control on the ETF-51D was excellent. He also stated that "the forward visibility was good and never gave me any problems. In fact, fighters



USS Shangri-La (CV-38) photographed in 1945 with its crew on the deck.

speed and altitude, the result could only be fatal.

The carrier suitability trials were rather short: only 25 landings and launches were made. Elder wrote “*Although I had “premiered” many US Navy aircraft carrier landings, no such experience had been as interesting as with the Mustang*”. Nevertheless, he did not think the Mustang had its place in naval operations.

By early 1945, the islands of Okinawa and Iwo Jima were conquered. Their airfields were immediately taken over by US forces, providing fighter units with bases from which they could escort bombers to mainland Japan. The navalized P-51 was no longer needed and the program never went any further.

However, North American Aviation did not forget about the ETF-51D experiments. It later presented another navalized Mustang project to the Navy. This project, NAA-133, was based on the P-51H, the last Mustang model to see production.

Modifications were similar to those carried out on the ETF-51D. The airframe of the NAA-133 would have been strengthened. This was



Some sources indicate that P-51D s/n 44-14017 was given a BuNo (57987) while others contend that this BuNo was assigned to an earlier P-51. Photographic evidence confirms that this BuNo was assigned to P-51 s/n 41-37426 and not to P-51D s/n 44-14017.

particularly important as the P-51H airframe was lighter but not as sturdy as that of the P-51D. It also included a folding wing design. Two external drop tanks would have been fitted on the wingtips. The rear part of the fuselage was more heavily modified to accommodate the tailhook: the tailwheel doors were lengthened to fit the entire tailhook. The lower part of the rudder was cut out, to make space for the tailhook when in retracted position. Also, the twin dorsal antennas of the standard P-51H were replaced by a single antenna.

The NAA-133 project never went further than the design stage. However, the US Navy did continue to play with the idea of navalized Mustangs for some time. In August 1945, P-51H-5-NA #44-64420 was transferred from the Army Air Forces to the Navy. It was used to determine

whether the P-51H had low-speed performance that would allow it to operate from carriers. The handling of the aircraft at approach speeds was considered adequate and much better than that of the P-51D. Once this had been ascertained, no further testing was undertaken for some time.

In late 1947, another P-51H was borrowed by the US Navy: P-51H-10-NA #44-64700. This aircraft was modified by the Naval Aircraft Factory and received a centerline catapult attachment point. The aircraft was used to test new catapult equipment. A few catapult launches were made at different weights, and the type was considered suitable for catapulting with no further modification.

Obviously, the Navy was interested in the Mustang’s long range at a time when early jets had very short “legs” and could not stay over the battlefield or stand patrol for extended periods. Nonetheless, navalized versions of the P-51H appear not to have been attractive enough to warrant further interest. Attempts to navalize the Mustang thus came to an end and the “Seahorse” became an amusing and little-known “what-if” part of aviation history.



Had the naval Mustang entered operational service, this is what it could have looked like. Based on a VF-4 F6F Hellcat’s livery in early 1945.

WING PROJECTS

PATRON COMPANIES SUPPORTING THE FRENCH WING

DASSAULT FALCON SERVICE - TOPGUNART.COM
AVIATION CLUB DE FRANCE - EDITIONS LARIVIERE



FRENCH WING PX



Print of the **Spirit of Lewis** flying over Le Plessis-Belleville, from the painting made by Roy Grinnell.

300 gramms, non-acid, high quality paper, size 30 x 40 cm.

The price for this lithograph is 10 euros for Wing members (+ 6€ P & P), and 15euros for the public (+ 6€ de port).

Our members residing in the USA may order from Irene & Roy Grinnell in order to avoid excessive P & P (buywrbons@aol.com).

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.

Unit Leader: Col. Bernard DELFINO
Tél & Fax: 01 48 69 04 57 - Mobile : 0680361717
email: bdelfino26@free.fr
Executive Officer: Col. Roger GOUZON
Tél: 03 44 60 11 47 - Mobile: 0682904071
email: roger.gouzon@orange.fr
Finance Officer: Col. Claude GASCON
Tél: 03 29 86 71 00 - Mobile: 0675742596
email: claudegascon@free.fr
Adjutant: Col. Gaël DARQUET
Mobile : 06 19 56 77 79
email: darquet.gael@yahoo.fr

AIRSHOW is a publication of the French Wing of the Commemorative Air Force, Inc. - Any partial or complete reproduction of the articles and the illustrations published in this monthly Newsletter is forbidden without the agreement of the FW. Please write to the Association at the following address: 19 rue de Cannes 93600 - Aulnay sous Bois - FRANCE.

SPIRIT OF LEWIS **SPONSORS 2010**



FLYING SPONSORS

Gilles Avenel
Rémi Bellet
Jean-Yves Cercy
Gaël Darquet
DASSAULT FALCON SERVICE
Bernard Delfino
Marcel Francisci / A.C.F.
Claude Gascon
Roger Gouzon
Irene Grinnell
Roy Grinnell
Georges Marcelin
Patrick Pierre-Pierre
Sandy Sansing

RESTORATION SPONSORS

Michel Fleury
Camille Montaigu
John Roeder

SUPPORTING SPONSORS

Fumiko Delfino
Louis-Jean Gioux
Barbara Hair
Aubrey Hair
Regis Urschler
Ron Wright

2010 SPONSORS

As one can see on the above list, the reactions to our last month call for Sponsors of our Piper Cub have been numerous and very positive. However, we need more sponsors to fill in the required amount of 1225€ to close that budget for 2010. We thank you in advance for sending your participation at the level of your choice, and as soon as you can. A big thank you to you all!

DONNORS

Stéphane DUCHEMIN
Christian WANNYN
Gaël DARQUET
Camille MONTAIGU
Didier CARDINAL
ANONYME
Michel FLEURY
John FRANCIS
Alain JIMENEZ
Jim LUX
Lilian AYARS
Guy ROBERT
Lewis BATEMAN
William DAVIES
Jean-Yves CERCY
Arnaud CHATTON
Claude DE MARCO
Roger GOUZON
Michel PERRIN
Jean-Pierre JOB
Jean-Christophe DEBUISSON
Henri BOURRASSIER
Hugh ALEXANDER III
Sandy SANSING
Regis URSCHLER
George CHANDLER
Matt SIMEK
Guy BORTOLUS
Patrick PIERRE-PIERRE
Eric BESANÇON
Jean BARBAUD
Shirley BATEMAN
David & Eileen BOTTLEY
Marie-Françoise LE CORNEC
Philippe DUFLOT
Christian FALENTIN
Barbara & Aubrey HAIR
Claude REQUI
Kim TOLFREE
Eric JANSSONNE
Christophe BASTIDE
David PRICE
Fumiko DELFINO
Bernard DELFINO
Haruo TANAKA
Eric REARWIN
Yves DONJON
Roy & Irene GRINNELL
Bunty BATEMAN
Marcel FRANCISCI
Dominique DEUDON
John & Anne ROEDER
Ronald WRIGHT
Léon MANOUKIAN
Aviation Club de France
Georges MARCELIN
Semaan SOUEID