



AIRSHOW



Volume 14 - N° 7 - July 2009

2009 MEAUX FLY-IN

EDITORIAL

Phew ! Last month heavy period of intense work is now almost a bad thing of the past. Fortunately some kind and willing members finally helped with col Roger Gouzon's moving, a help which, believe you me, was highly appreciated !

The sympathetic Fly-in in Meaux fulfilled its promises. The modest report I have written about it will give you a better idea of what it was all about. It had all the ingredients for a great success, and if the weather was a bit uncertain, everything went very well indeed.

This issue includes the important procedure that one needs to follow to travel to the USA. This electronic system, named ESTA is only applicable to those who travel by plane. One can therefore say that all our members who will go to Midland are concerned, but, in order not to be taken by surprise, we recommend that everyone who may go to the USA in the two years to come, should apply for this today.

I had to include a short article about the 40th Anniversary of the Apollo XI trip to the Moon because if space has only an indirect link with our goals, it is a typical example of what one needs to do if he or she wants to give his or her life a true meaning. As J.F.Kennedy said quite rightly, "We don't do things because they are easy but because they are hard !"

Finally, I do hope that the twenty latecomers who haven't yet paid their annual dues to the French Wing will soon realize how important and irreplaceable their help is for the achievement of our goals and for the smooth running of our Unit. Therefore, I solemnly ask them to send their participation as soon as possible. For if they don't, they will run the risk of not receiving this Newsletter any longer, which would be a pity...

Bernard



Photos: B. Delfino

A GREAT AND FRUITFUL EVENT



**40 YEARS AGO, MAN
SET FOOT ON THE
MOON FOR THE
VERY FIRST TIME**



Photos: NASA



**AVIATION CLUB DE FRANCE
HAVE REITERATED THEIR
SUPPORT TO OUR ASSOCIATION!**

2009/2010 FRENCH WING ANNUAL DUES

**TWENTY MEMBERS HAVEN'T SENT THEIR ANNUAL DUES TO THE FRENCH WING AS YET.
WE BEG THEM TO DO SO AT ONCE.
PLEASE READ THE LIST ON PAGE 2.**

MOVING OF THE FRENCH WING'S BELONGINGS

Thanks to colonels **Bernard and Fumiko Delfino**, and of course, col **Roger Gouzon** himself, most of the French Wing belongings have been moved from Villepinte to Ermenonville during last month, as well as all the technical tools and equipment like the lathe, the drill, the wood machine, and all the various materials that are used to manufacture tools and equipment, and for various restorations.

In total, several tons of equipment have been moved and sorted out in Roger's new house!... What is left now is the Rearwin Sportster which, if it's not the heaviest, is, without a doubt, the bulkiest.

You wish to help? Call Roger at once on 01 48 61 40 90.

A BIG THANK YOU GEORGES AND CAMILLE!

Our friends **Georges Marcelin and Camille Montaigu** took the opportunity of the payment of their annual dues to make an additional gift to the French Wing and show their enthusiasm for our Unit. A big THANK YOU to both!

AIRSHO SPONSOR

The CAF has announced that the **Western National Bank** will be the exclusive Sponsor for CAF AIRSHO 2009.



This agreement, which has been signed for two years is very encouraging in the difficult times that we are all going through.

The CAF and many local members are planning on the team spirit to make of AIRSHO a great success. Welcome to the **Western National Bank** in that team!

LISTES OF MEMBERS TRAVELING TO MIDLAND

Here is the list of members who will go to AIRSHO 2009. A room has been booked in the Holiday Inn Express in Midland, single or double, according to their needs. The dates are from 7/10 till 12/10 except for Twan and Patricia who will stay till 13/10:

- 1- Arnaud Chatton & Marie-Françoise Le Cornec's nephew.
- 2- Jacqueline Clerc.
- 3- Gaël Darquet & Émilie.
- 4- Bernard & Fumiko Delfino.
- 5- Claude De Marco.
- 6- Claude Gascon & Maurice Girard.
- 7- Roger Gouzon & Patrick Pierre-Pierre.
- 8- Marie-Françoise Le Cornec.
- 9- Haruo Tanaka.
- 10-Antoine & Patricia Roels.

VISIT ROY GRINNELL'S NEW WEB SITE

< <http://www.roygrinnell.com> >

2009 / 2010 FRENCH WING ANNUAL DUES

As everyone knows, the date for the payment of the annual dues to the French Wing is on May 1st each year.

Many members have already sent their dues in, which, this year again, haven't been raised, thanks to the saving made thanks to the fact that we send a large number of Newsletters via the Internet.

Our members have, no doubt, noticed that this is the ninth year without any dues increase, despite the galloping cost of living which hits the French Wing budget as bad as any other budget in general life.

Should you not see your name in the list printed hereafter, it is time to send us your 50€ (Colonels, Supporting Members, and Friends), or 20€ (Cadets).

If you reside in the USA, please draw a check in the name of Roy & Irene Grinnell and send it to their home address:

Roy & Irene Grinnell
PO Box 719
Little Elm
75068 Texas

Members who had sent their dues at the time of printing this Newsletter:

Jim Adams, Hugh Alexaznder III, Gilles Avenel, Lilian Ayars, Eva Bancel, Jean Barbaud, Christophe Bastide, Bunty Bateman, Didier Bourrassier, Henri Bourrassier, Merill Butikofer, Claude Cardinal, Didier Cardinal, Ernest Cartigny, Jean-Yves Cercy, Cédric Chanu, Jacqueline Clerc, Daniel Costelle, Gaël Darquet, Jean-Christophe Debuisson, Bernard Delfino, Fumiko Delfino, Stéphane Duchemin, Danielle Dufлот, Ken Fields, Michel Fleury, Marcel Francisci, Louis-Jean Gioux, Maurice Girard, Roger Gouzon, Irene Grinnell, Roy Grinnell, Barbara Hair, Aubrey Hair, Yves Houssin, Rick & Louise Hudlow, Eric Janssonne, Jean-Luc Jentel, Marie-Françoise Le Cornec, Marcel Ledoux, David Ledrich, Jacques Leroux, Isabelle Lesser, George Lodge, Jim Lux, Léon Manoukians, Georges Marcelin, Christine Melkonian, Jean-Claude Miniggio, Camille Montaigu, Guy Perrin, Michel Perrin, Patrick Pierre-Pierre, Hervé Quefféléant, Claude Requi, John Roeder, Antoine Roels, Marcel Ruppert, Sandy Sansing, Haruo Tanaka, Leon Thomas, Christian Tournemine, Gilles Troussard, Regis Urschler, Roger Vaucamp, Orlan Wichman, Ronald Wright.

LE PLESSIS-BELLEVILLE NEW LOOK



Photo: B. Delfino

As years went by, the airport of Le Plessis-Belleville changed its look. As one can see on the above photo, taken not long ago, two new hangars have been built: The first and the third ones starting from the right. The hangar where our planes reside is the fourth one.

AVIATION CLUB DE FRANCE HAS RENEWED ITS SUPPORT TO THE FRENCH WING FOR 2009

Thanks to col Marcel Francisci, Aviation Club de France has once again granted the French Wing a substantial donation, with the aim of helping it accomplish all the projects that are selected each year. Therefore, we send our very sincere thanks to this organization and to Marcel without whom we could not do so much work, nor reach so many goals.

RED TAIL LOOKS LIKE AN AIRPLANE AGAIN



On Sunday May 3, the Minnesota Wing team that restores the Tuskegee Mustang P-51C, went to Whapton to work with the mechanics of Tri-State Aviation, and assemble the wings and the fuselage of this aircraft.

Major Joe Gomer who was a member of this Unit was there to watch the work. When he was asked what he thought of the fact that the plane is on its wheels again, he replied: *"I was very happy to be there. I consider this plane as a Memorial to four of my room-mates in 1944, who never made it back home, Faulkner, Maple, Wil-liams and a replacement"*.

Work will continue with the hope to do some flight tests in the weeks to come. Let's hope the aircraft will be ready for AIRSHO 2009...

(Photos Minnesota Wing).



ESTA - ELECTRONIC SYSTEM TRAVEL AUTHORIZATION

Since the beginning of this year, a new system of immigration into the USA (Or transit through the USA), named ESTA, is mandatory for people traveling by air.

Its principle is simple: All you need to do is to connect yourself to the appropriate web site, fill in a few boxes related to your personal information, and submit this application, a process which does not take more than a few minutes. Ninety nine times out of a hundred the request will be accepted almost instantly.

We advise you to do this request well in advance, although, in theory, 72 hours is enough, but this will give you enough time to solve the problem, should you experience any difficulty for a reason or another.

We also advise you to do it, even if you don't intend to travel to USA in a near future because one never knows... This authorisation is valid for two years, and it would be something less to worry about if you had an urgent need to go to USA or transit through USA.

This process is totally free, so only use the address below. Some unfair people offer, on web sites apparently official, to help you and ask for a \$ 50.00 fee, which is, of course, unnecessary.

If you are not connected to the Internet, and since this way of applying for an authorisation is the only possible one, you may use some friend's connection or ask the travel agency to do it for you.

Let's see what it's all about :

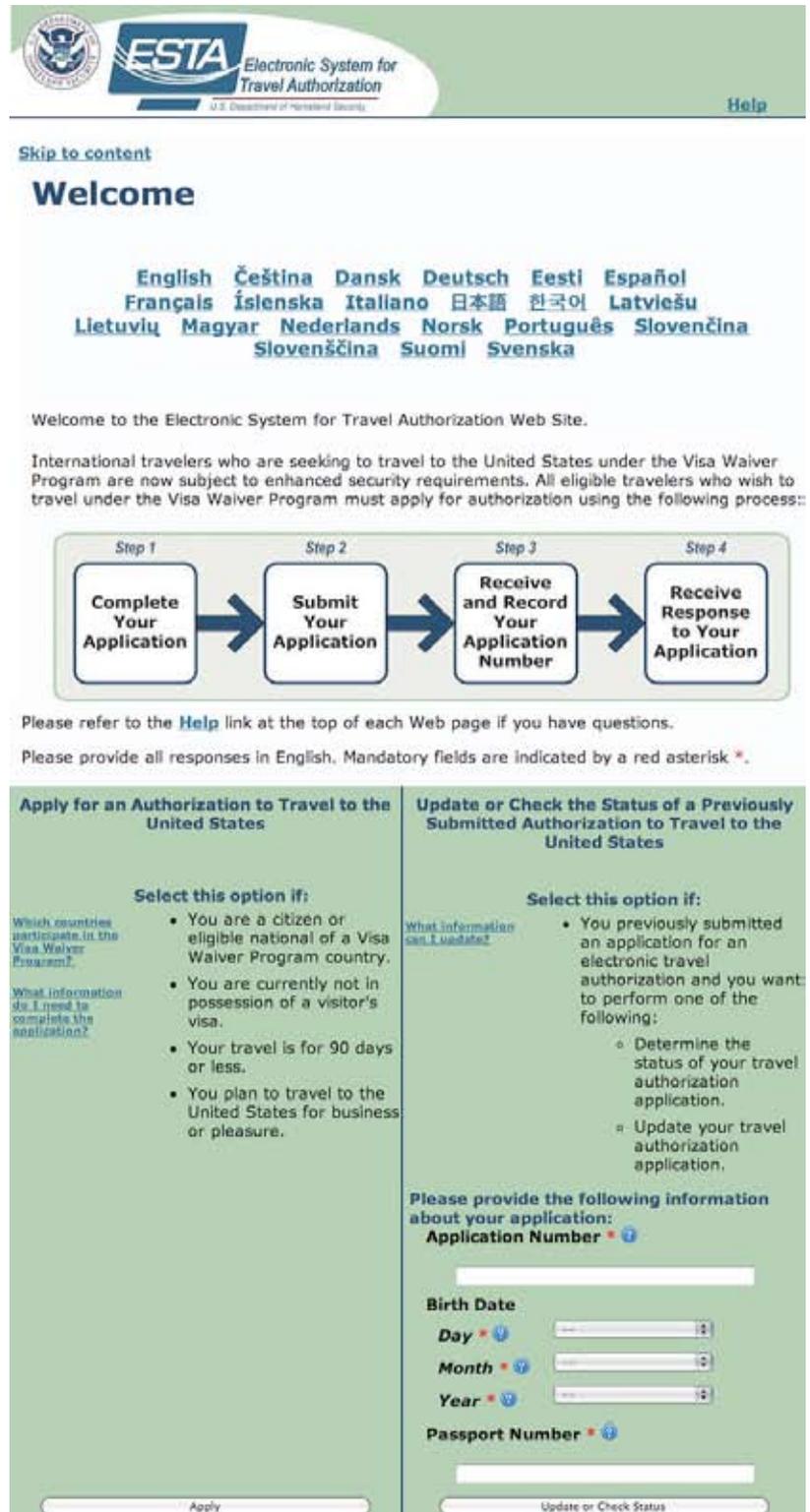
- 1) Have your passport handy.
- 2) Connect yourself to the following web site :

<https://esta.cbp.dhs.gov/>

You will then see the page like the one on the right.

Note : If you don't speak English, click on "Français" in the list of languages, and the form will instantly be translated in French for you. (Do not hesitate to use the help instructions by clicking on the following icons if necessary ).

- 3) Use the left hand column (The one on the right is there to update your personal data following some changes, which will happen if you change your passport for a new one), and click on "Apply" ("Déposer une demande").



The screenshot shows the ESTA website interface. At the top, there is a logo for the U.S. Department of Homeland Security and the text "ESTA Electronic System for Travel Authorization". Below the logo, there is a "Skip to content" link and a "Welcome" heading. A list of languages is provided, including English, Français, Español, etc. A flowchart illustrates the four steps of the process: Step 1: Complete Your Application; Step 2: Submit Your Application; Step 3: Receive and Record Your Application Number; Step 4: Receive Response to Your Application. Below the flowchart, there are instructions to refer to the Help link and to provide responses in English. The main content area is divided into two columns: "Apply for an Authorization to Travel to the United States" and "Update or Check the Status of a Previously Submitted Authorization to Travel to the United States". The left column lists selection criteria for applying, such as being a citizen of a Visa Waiver Program country or planning travel for 90 days or less. The right column lists selection criteria for updating or checking status, such as having previously submitted an application. Both columns include a "Please provide the following information about your application:" section with fields for Application Number, Birth Date (Day, Month, Year), and Passport Number. At the bottom of each column are "Apply" and "Update or Check Status" buttons.

[For inquiries or questions regarding this application, please click here.](#)

Paperwork Reduction Act Statement: an agency may not conduct or sponsor an information collection and a person is not required to respond to this information unless it displays a current valid OMB control number. The control number for this collection is 1651-0111. The estimated average time to complete this submission is 15 minutes per respondent. If you have any comments regarding the burden estimate you can write to U.S. Customs and Border Protection, 1300 Pennsylvania Avenue, Room 3.2.C., Washington DC 20229. Exp. 4-30-2010

[Privacy Statement](#) | www.cbp.gov/travel

4) You will then see a new page listing the conditions, which you must read and acknowledge by clicking on "I've read and understood this information".

5) Next will appear the data page that you must fill in correctly before you submit it.

Information required:

- Family name
- First name
- Country of nationality
- Country of residence
- Date of birth
- Sex
- Email address
- Country telephone code
- Phone number
- Country which delivered the passport
- Date of delivery
- Expiration date

Then follow the details of your trip:

- Country of departure
- Address in the USA
- Airline code
- Flight number

These last details are not necessary to submit your request, **but you must enter them when you know them.**

6) Tick "No" to all questions relative to illness, drugs, arrest, spying, sabotage,

etc... Unless you are concerned by one of them, which we hope that you're not!

7) All you need to do then is carefully check the details that you just entered, and submit your form by clicking on the appropriate box at the bottom of the page.

8) The authorisation should reach you within a few minutes and no later than 72 hours after you clicked, with the mention "Authorization Approved" together with an "Application Number" which you should carefully make a note of, for any subsequent use.

In fact, you should save this approval on your hard disc, and even make a print of it and keep this paper copy with your passport.



You will need this number to add your trip details when you know them, as mentioned above.

This authorization is valid for two years or less if some change occurs, like the delivery of a new passport.

This process is **MANDATORY** if you travel by air!

DO IT TODAY, BECAUSE IF YOU FORGET, A VERY BAD SURPRISE I WILL WAIT FOR YOU WHEN YOU GET TO THE AIRPORT ON THE DAY YOU TRAVEL!

ESTA Application: 20-06-2009 01:01 EDT

Authorization Approved

Your travel authorization has been approved and you are authorized to travel to the United States under the Visa Waiver Program. This does not guarantee admission to the United States; a Customs and Border Protection (CBP) officer at a port of entry will have the final determination.

Application Number	Expiration Date
X H	20/06/2011

Family Name *
| DELFINO

First (Given) Name * Birth Date *

FIGHTER SQUADRON CHALET: A GREAT IMPROVEMENT!

Those of you who visited the CAF web site concerning AIRSHO have probably noticed that the price for a seat in this chalet has been significantly reduced as compared to last year's price. A Pass for one day costs \$ 95.00, and a "Pass" for the two days costs \$ 125.00 (Instead of \$ 175.00 in 2008)!

Let us thank our friends of the CAF in Midland, and more particularly Terri Brown, for this wise decision which will allow all our members to use this facility, thanks to prices which are a lot closer to reality than before.

The form will soon be sent to those who intend to come to Midland for AIRSHO so that they can print it, fill it in, and either fax it or mail it, as soon as possible, to Terri Brown. Do not leave it too late because the number of seats is limited!

Note: We do not advise that you ask for the tickets to be sent to you, but to collect them instead, when you get to Midland. If you agree, tick the box next to "Hold Tickets at Will Call".

MEAUX 2009

Article & photos: Bernard Delfino



Last year, the event in Meaux ended as half a success because the NC 856, a fact that was quite common then (!), had refused to start. The only two members available, cols **Jean-Yves Cercy** and **Roger Gouzon** had no other choice than limit our participation to the only Piper Cub.

This is why, in 2009, we did all we could to bet both planes present in Meaux on June 6 and 7.

Despite a well-prepared plan, problems accumulated so that our life could be as difficult as possible, but the combined

efforts of cols **Cédric Chanu**, **Patrick Pierre-Pierre**, and **Fumiko** and **Bernard Delfino**, managed to solve all these problems. Even the weather, rather gray and humid, got better so that this event was a success.

Cédric and his Morane acted as a taxi-plane because only Patrick could fly both the Piper Cub and the NC 856. Patrick first flew the Piper Cub with Fumiko as a passenger while Cédric flew his plane with his son Thomas on board. Fumiko and Thomas stayed in Meaux while Cédric took Patrick back to Le Plessis so that he could take the NC. Bernard was

waiting there, ready to help with the engine starting and the refueling. Jumping from one plane to the other, Patrick took off again and reached Meaux shortly after while Bernard drove his car there.

The proximity of Meaux was such that the whole operation only took 90 minutes, and the entire team was reunited in Meaux where about 15 planes were on display.

The organizers, **Jean-Luc Gaillard** and **Claude Assalit**, welcomed us very warmly. The hangar of the aero-club was nicely set up with various booths. Discussions went on and time was flying. We were then invited for an excellent meal.

The afternoon was mainly spent welcoming visitors who wanted to know all about our airplanes. As usual, the NC 856 drew many people, curious to know what was this plane that many had never seen before. The same phenomenon that had happened a week before in La Ferté-Alais took place again: People were amazed to see how this plane manages to include so many technical particularities: Mechanical propeller pitch changed adjusted turning a crank, ailerons that act as flaps, air-brakes on the lower side of the wings to draw the plane inside the turns, engine start using a crank and a fly-wheel, and a thousand other details which make this plane so picturesque and special.



The numerous compliments made by all visitors about the good state of the plane, pleased our members because they spent so many hours restoring it and making it a lot more reliable and safe.

Unfortunately, the weather was not too good. Therefore, our members preferred to fly the planes back to Le Plessis for the night.

The following day, only the NC 856 with Patrick and Bernard on board went back to Meaux because the taxi-plane was not available any more: During the flight back home the day before, the Morane 733 suffered a



failure of the undercarriage retraction system. This did not stop Cédric from transporting Patrick back and forth from Le Plessis to Meaux in order to fly back the NC 856, but one must admit that flying with the gear extended is far from



comfortable from a piloting point of view. The problem seemed to come from the right gear shock absorber extension micro-switch, which was confirmed later on.

Sunday was similar to the day before, but with a better weather, except that thunderstorms were expected later in the afternoon.

The arrival of two extraordinary airplanes was the event of the day. Cédric Marcandier of Association Picard'Air, who restored them, showed us around these two planes that one could think they

have just been rolled out of the production plant!...

One is an NC 854 and the other a Luscombe 8A restored 9 and 10 years ago, respectively. The few photos printed here are a pale reflection of the outstanding state of these aircraft. They represent what all owners of classic airplanes must aim at: Perfection.

After a meal as good as the one offered the day before, we carried on giving explanations to the visitors who were just as avid of information about this NC 856 which has such a special look.

As the storms were approaching, we had to say good-bye to our hosts sooner than we expected, and after a 20 minutes flight, we landed in Le Plessis-Belleville and got the plane in the hangar. As soon as we closed the doors, the rain started pouring down. It was about time!



2009 LE BOURGET AIR SHOW

Article & photos: Bernard Delfino

Le Bourget air show version 2009 has been equal to itself, with a little “plus” to celebrate two anniversaries, the 100th one of the flight across the channel by Louis Blériot, and the air show itself.

The latter took place downtown Paris, in the Grand Palais, and was called the Air Locomotion Show.



From a professional point of view, 2009 revealed the current economic crisis (How could it be different?...), and from a public point of view Le Bourget was the same “dream place”, even if the air displays were short and handicapped by drastic rules that put the airplanes so high and so far that a good pair of binoculars were necessary.

Only the Airbus A380, with its huge size, gave an acceptable show. This is why this short report only includes pictures of this giant.

To celebrate the 100th anniversary of this show, about 40 old planes were invited. Their air display, so far from the public, made those aficionados used to other air shows like the one in La Ferté-Alais, smile, but it was still a nice touch, and only a random organization of these flights spoiled the pleasure of those who came just for them.

Finally, let us congratulate the organizers for letting all students come in free on the Friday. This initiative was very well-comes if one refers to the long queues of youngsters who were there early in the morning.



MAN ON THE MOON 1969 - 2009

21 July 1969. Arrived in Paris less than a year ago to accomplish the job I had found after leaving the Navy (Aéronavale), I live in a small room of the 7th district of Paris, and my limited income do not allow me any luxury. Therefore, I only have a small radio set to keep myself informed of what goes on in the world.

I'm off duty that day, and I listen avidly to the reporters' comments about the Apollo XI mission. Fond of aviation, as everyone knows, this doesn't stop me from being strongly interested by astronautics and space in general. Because of my job, I know too well the technical difficulties which are related to keeping a heavier than air up in the sky. I am fully conscious of the complexity of this mission to the Moon, and all the obstacles NASA had to overcome for the conquest of space and the accomplishment of this dream of humanity: Let a man set foot on our natural satellite.

Since the start of this mission, on July 16, I have been collecting all newspapers and magazines which describe its progress with more or less accuracy. Minute after minute I listen for any news on the radio and I'm mad because I cannot enjoy the pictures displayed on TV on this July 21. The LEM landed safely on the Moon despite some difficulties caused by the overloading of the on-board computers, a situation which was soon corrected by Neil Armstrong who manually took control of the ship, and I impatiently wait for the moment when the astronauts will come out of the LEM and set foot on

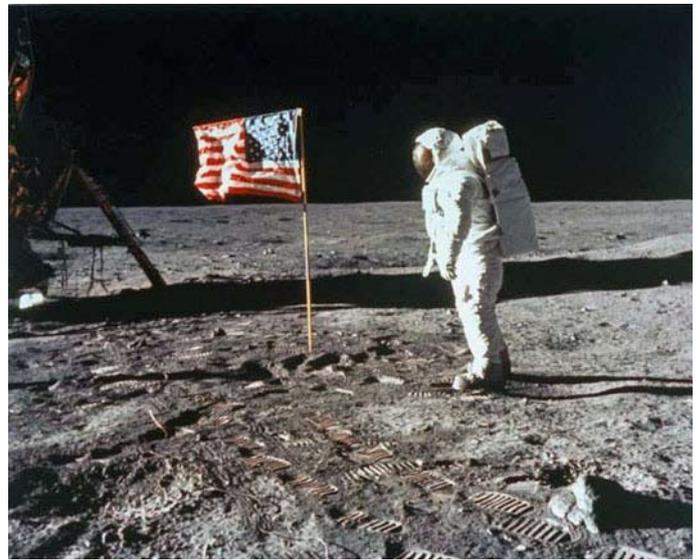


the Moon. This is when a reporter said that the Radio and TV center in Paris will stay open all night so that people like me, without a TV set, can watch the small screens and enjoy these highly historic pictures.

I decide to go there and jump in the Metro. There I discover that hundreds of other people are watching the dozen TV screen that have been set up in the main hall. It is almost midnight and the general feeling is good despite the relatively small size of the room. I find a small empty space and sit myself down on the floor like everybody else, ready to stay there for several hours if necessary. And that is exactly what happens because the program is delayed several times. No one complains and people don't talk too much because they do not want to miss the historic moment. It's finally a little before 4 A.M. that the screen shows the trembling picture of Neil Armstrong coming out of the LEM and climbing down the ladder. After a small jump from the last bar, he sets foot on the Moon. Around me emotion is at a peak. Everyone is hypnotized by these incredible pictures, repeated a few moments later by Buzz Aldrin. Subjugated, I watch the dance of the two astronauts on the Moon.

ON THE MOON!... I can hardly believe it, and I keep watching these pictures intensely, these pictures which are almost unreal, so much that, 40 years later, I can still remember each moment of this very special night, as precisely as if it was yesterday, and the emotion I can feel today is intact!

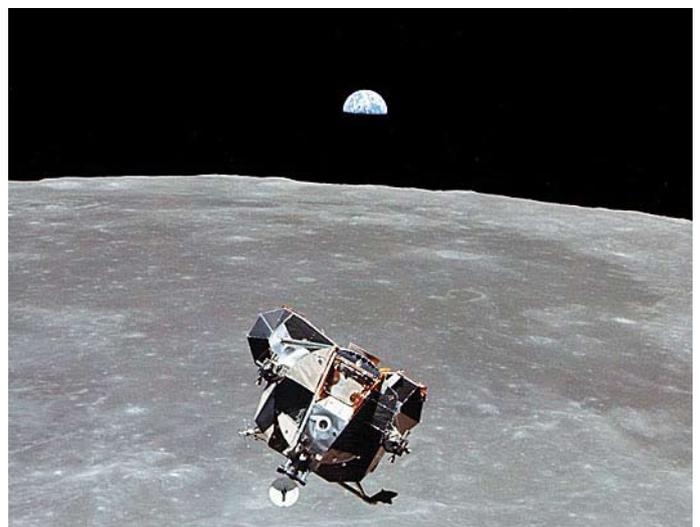




These few pictures, graciously made available by NASA will, no doubt, make everyone remember these unforgettable moments of the first steps on the Moon.



Like the three heroes of this trip, we all are 40 years older, but this event radically changed our lives, like many others, different, but just as important: The flight of the Wright brothers, the atom, World War Two, Penicillin, the fall of the wall in Berlin, the attacks on September 11, 2001, etc...



Is the world better today for all those reasons? Difficult to say, but this space flight to the Moon is one of the rare ones which brought so many technical and medical improvements, two good reasons to proudly celebrate this Anniversary!



40
years
later



MAINTENANCE & OPERATIONS

AIRCRAFT MAINTENANCE

• Col Cédric Chanu's Morane-Saulnier 733 Alcyon suffered a technical problem on Saturday June 6, between Le Plessis-Belleville and Meaux: Unable to raise the undercarriage. The problem was soon diagnosed to the right hand gear shock absorber extension micro-switch which was showing some internal problems.

This didn't stop Cédric from acting as the taxi-plane of the day, with the gear extended, but he wisely decided to leave the plane in the hangar the following day, and until it was repaired.

Cédric and Bernard investigated the following Tuesday and managed to repair the micro-switch whose spring screw had sheared. This temporary repair will be good enough until it can be replaced by a new switch, which will take place next month.

A test flight was carried out, with several successful operations of the undercarriage, which proved the repair to be good. The airplane will be OK for the Compiègne event.



Photo: B. Delfino

HANGAR SAFETY

A few simple rules to adopt while one is working in the hangar can avoid many accidents. Here are a few of them:

• **Do not leave anything lying on the floor!** Getting one's feet entangled in a hose or an electrical extension lead will cause people to fall.

• **Put away your tools!** Once you have finished a job, clean and put away your tools where you found them. It's not only a proof of respect for whoever will use them after you, but you will waste a lot

less time looking for them.

• **Do not throw anything on the floor!** A large dust bin is available. Use it! There is nothing worse than working in a dirty place.

• **Beware of fluids!** Use funnels when topping up any container. And if you happen to spill some, wipe it off at once. This will stop anyone slip and fall badly.

• **Use safety goggles when grinding metal!** Your eyes are precious!...

• **Use a safety mask when spray-painting!** Inhaling these toxic products has nothing pleasant about them, and some illness may declare itself many years later.

• **Know the place!** Know where the nearest extinguisher is, and, of course, learn to use it!

AIR SHOWS - 2009 SEASON

Here is an update on the events that have been confirmed or not for the French Wing:

- **Niergnies** (18 July) is **cancelled** and we are still talking with the organizers.
- **Compiègne** (26 July), Tiger Moth reunion, is **confirmed** with the J-3 and NC 856 (No PX).
- **Lens** (13 September) is **not certain yet** and we are still talking with the organizers.
- **Pontoise** (13 Septembre) is **not certain yet** and we are still talking with the organizers but the air show is in conflict with the one in Lens.
- **The week-ends at the Musée de l'Air** are **confirmed** for early September due to numerous problems to be solved with the DGAC.

Note: Following the excellent week-end in Compiègne on June 27, our aircraft and members have been invited again to take part in the Tiger Moth reunion on July 26. See you all there!

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.
- Norvige 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 ©.

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: 01 48 61 40 90 - 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. Fumiko DELFINO
Tél & Fax: 01 48 69 04 57 - Mobile: 0670362245
email: bdelfino26@free.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.

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

SPIRIT OF LEWIS SPONSORS 2009



FLYING SPONSORS

Hugh Alexander III
Gilles Avenel
Jean-Yves Cercy
George Chandler
Gaël Darquet
Marcel Francisci
Bernard Delfino
Claude Gascon
Roger Gouzon
Irene Grinnell
Roy Grinnell
Georges Marcelin
Patrick Pierre-Pierre
Sandy Sansing
SKY RUNNER

RESTORATION SPONSORS

Bunty Bateman
Didier Cardinal
Cédric Chanu
Michel Fleury
Maurice Girard
John Roeder

SUPPORTING SPONSORS

Lilian Ayars
Christophe Bastide
Henri Bourrassier
Fumiko Delfino
Jean-Christophe Debuissou
Claude De Marco
Louis-Jean Gioux
Barbara Hair
Aubrey Hair
Marcel Ledoux
Jean-Claude Miniggio
Camille Montaigu
Haruo Tanaka
Christian Tournemine
Regis Urschler
Ron Wright

DONATEURS

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