



Volume 15 - N° 7 - July 2010

EDITORIAL

Whereas continues to reign in Midland an unhealthy and destroying policy, the French Wing carries on with actions in total faithfulness to the line of conduct that was decided when the CAF was created, more than 50 years ago, and confirms its popularity in the aviation community in France and Europe. Thanks to the very active participation of many of its members, our Association, this year 2010, has never been so present in air shows and other aviation events. A big Thank You to those who do all they can to make this year a great success!

This very first Fly-in will remain as a day eminently pleasant for all those who took part in it. Things were not perfect, which is normal for a first attempt, but the feeling was so friendly that everything went smoothly. The experience we gained will be extremely useful for next year's Fly-in, and we hope to see many more members take part in it.

The next air show in Coulommiers, promises to be a major event of 2010, with the participation of many beautiful warbirds. All our airplanes, except the Cessna 195, will be displayed in the static area, and our Piper Cub will fly in formation with four other Cub's of the Piper Club France. See you all there, on August 7 & 8!

Something new in the hangar! Cédric has moved his MS 733 to the same hangar as Michel's C-195. The available space was immediately filled by a splendid, all red Stearman, the very airplane that took part in the French WIng Fly-in (See its picture in the Fly-in report on page 7). A historical airplane that ours are now happy to live with!

Finally, if you feel like doing some maintenance on our planes, or if you wish to help with the maintenance of our equipment, do not hesitate to call me and give me your available days. There is always something to do there, especially when the weather is nice. Guaranteed good atmosphere!

Bernard

FANTASTIC FRENCH WING'S FIRST FLY-IN! (Pages 3 to 7)



Photo : Jean-Yves Cray

"EVALINA": A JAPANESE MUSTANG (P. 10 & 11)



MERVILLE AIR SHOW (Pages 8 & 9)



Photo : B. Delfino

FRENCH WING ANNUAL DUES

Despite our repeated calls, several members, 6 to be exact, haven't sent their annual dues or even show any sign of being alive. This is quite regrettable because it creates extra work, extra costs, and extra worries that the people in charge of our Association could easily do without.

We hope that they will soon understand and correct this situation during next month. In the mean time, here is the list of those who did pay their dues:

Jim Adams, Gilles Avenel, Lilian Ayars, Michel Baloché, Eva Bancel, Jean Barbaud, Christophe Bastide, Bunty Bateman, Rémi Bellet, François Bergeon, Didier Blouzard, Guy Bortolus, Didier Bourrassier, Henri Bourrassier, Bertrand Brown, Meryl Butikofer, Claude Cardinal, Didier Cardinal, Jean-Yves Cercy, George Chandler, Cédric Chanu, Jacqueline Clerc, Daniel Costelle, Gaël Darquet, Jean-Christophe Debuisson, Bernard Delfino, Fumiko Delfino, Stéphane Duchemin, Ken Fields, Michel Fleury, Marcel Francisci, Claude Gascon, Louis-Jean Gioux, Maurice Girard, Roger Gouzon, Irene Grinnell, Roy Grinnell, Catherine Gritte, Philippe Gritte, Aubrey Hair, Barbara Hair, Joël Hardy, Louise Hudlow, Rick Hudlow, Eric Janssonne, Jean-Luc Jentel, Aurélien Le Baron, Marie-Françoise Le Cornec, Marcel Ledoux, Kevin Léonard-Keller, Julien Lepelletier, Jacques Leroux, Isabelle Lesser, George Lodge, Leon T. Lutz, Jim Lux, Cédric Malhaire, Georges Marcelin, Christine Melkonian, Sébastien Michel, Jean-Claude Minigio, Camille Montaignu, Guy Perrin, Michel Perrin, Patrick Pierre-Pierre,

Hervé Quefféléant, Claude Requi, John Roeder, Marcel Ruppert, Sandy Sansing, Haruo Tanaka, Nathalie Tanguy, Stéphane Tanguy, Terran Tidwell, Christian Tournemine, Regis Urschler, Jean-Pierre Vésine, Christian Violet, Nicole Violet, Orilan Wichman, Ron Wright.

MIDLAND MANAGEMENT CRISIS

In this period of management crisis within the CAF in Midland, it is reassuring to see that these horrible and useless problems of internal politics have no influence whatsoever on the spirit that prevails in the French Wing which remains totally faithful to the CAF's one, the true CAF, the one that made us all become members, the one that was created more than 50 years ago!...

The only noticeable consequence so far, is the decision of many of our members to show their total disagreement with the CAF Management by not renewing their membership in the CAF. For many of them, this decision is a temporary one, and they will rejoin when the CAF will revert to the Association that was formed by Lloyd Nolen and his friends, the one we pledged allegiance to, made of honesty, patriotism, respect, dignity, and friendship.

LAST MINUTE

It was at the end of the Château-Thierry air show, whose report will be published next month, that the superb PT-22 of our friends from La Ferté-Alais was seriously damaged on take-off. Fortunately, its occupants walked away unhurt, but the plane is a wreck, so bad that one wonders if it will be repaired or written off. We send its owners our deepest sympathy.

FRENCH WING AIR SHOWS & EVENTS

Here is the list of aviation air events that the French Wing will attend this season 2010.

Should you wish to take an active part in any of these events, either to fly there (at the usual price), or to help with the PX gift shop, please make yourself known at once by Patrick, Gaël, and Bernard, specifying your needs and your intentions.

- **Coulommiers:** Promotional air show on August 7 & 8. Great air show with numerous warbirds! But, above all, the J-3, NC 856, MS 733, and Yak 18, with the PX.
- **Pontoise:** Air show on September 5. All available planes, with the PX.
- **Lens:** Air show on September 12 (Access: free). J-3, NC 856, Yak 18, C 195, with the PX.
- **Persan-Beaumont:** On September 18 & 19, days of national inheritance. All available planes. PX to be confirmed.
- **Le Bourget museum flea market:** On October 2 & 3. PX only.

Note: Should you wish to donate aviation related items that can be sold during these days (Aircraft parts, books, models, post cards, etc, all except magazines, thank you for sending them to us before the end of September. The product of these sales will be recorded as a donation to the French Wing under your name.

NEW MEMBERS OF THE FRENCH WING

Here are 3 of the 7 new members who joined during the French Wing Fly-in. The other 4 will be presented in our next issue.

SÉBASTIEN MICHEL

Let's read what Sébastien has to say about his career.

"I started a career in aviation by pure luck, when I was a student in scientific high school. Not knowing exactly what I would like to do, I asked myself the following question: "Do I want to sit behind a desk or with tools in my hands?"



Being rather manual I chose the second solution, and I went through the recruiting test of aviation school in Vilgénis. I was accepted and I spent two years to get my professional Baccalaureate as an avionics engineer, followed by a complementary option. The latter is made of twelve modules. I failed two of them, and, because of that, I found myself working temporarily for various equipment manufacturers, with the target of working on airplanes.

Five employers later, I was contacted by an employing agency to go and work for Dassault Falcon Service which, strangely, did not want me as an avionics man, but as an airframe mechanic. That was OK with me since I like them both equally. After six months of temporary

employment, I was offered a professional contract for ten months, and, at the end of these ten months I got my Part 66 "B1" and "B2" licence.

That's my story. Today I am permanently employed by DFS where I met Gaël who told me about the French Wing which I joined quite quickly so that I can work on mythical airplanes."

Welcome to the French Wing Sébastien! Our airplanes can't wait to be looked after by you!

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NICOLE & CHRISTIAN VIOLET

Nicole works in Le Bourget for Dassault Falcon Service, and Christian in Roissy CDG for an Air France sub-contracted company.



It was Gaël who told Nicole about our Fly-in in Le Plessis-Belleville. Here is what Nicole has to say:

"It was a big surprise to see how well my husband and I were welcomed by everyone.

A few known faces helped us feel at home immediately. So, why not join this French Wing? Which we did at once.

Christian and myself have various common passions. Aviation of course, which we keep discovering, helped by local events which we attend when we can.

We frequently visit the Air Museum in Le Bourget, and watch TV when the program includes something about airplanes. Like me, my husband adds to this another passion for cars which, invariably, brings us back to aviation and spotting.

We also like cooking and wine. In addition, for me, I will add reading. I read a lot of books and I have a very special interest for WWII, being always looking for magazine articles or newspapers scoops about aviation.

We wish to thank you all for having accepted us in such a friendly way. This day in Le Plessis was outstanding and helped by such a nice sunshine".

Welcome to the French Wing Nicole and Christian!



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FRENCH WING FLY-IN

Article & photos: B. Delfino

For a first attempt, this event whose modesty could not let us foresee anything special, astonished everyone, members of the French Wing and guests!

The master words of this memorable day were : Passion, friendship, and aviation.

One must say that the splendid weather that we enjoyed in Le Plessis-Belleville on this June 5, helped a lot, and with a bit of luck, the planes and the French Wing friends were numerous.

More than 20 airplanes were gathered around the hangar where the Wing's and its members' airplanes reside.

Their number was so high that we had to park them on our neighbors' premises, which was not a problem because the quality was there too, for the greatest pleasure of all aviation lovers, either visitors or residents.

As always, the pictures of this event will tell you a lot more than a long speech. Therefore, we will let you discover these airplanes along these pages.



GUESTS OF HONOR

The most exceptional part of this meeting was the presence of col Ronald Wright and his wife Sharyl, who arranged a trip to France to make it coincide with this Fly-in. Arrived the day before, they were kind enough, despite the tiredness of their flight and the jet lag, to take a very active share with this event. Ron flew aboard the Spirit of Lewis, with Jean-Yves Cercy at the controls, then, Ron and Sharyl gave some splendid souvenirs to the most active members of our Unit and do-

nated \$ 500.00 to the French Wing! A big Thank You to Ron and Sharyl for this surprise help to our Unit!



An excellent barbecue, organized by Gaël Darquet (Left and above), allowed us to feed more than 50 guests!

Our Piper Cub flew non stop all day and totalled an amazing 5 hours and 30 minutes, just for that day, which is a record!

Top to bottom: Amazing fly-by of the T-28 from Toussus Le Noble, Gaël monitors the barbecue, and some of the guests during lunch in the hangar (Many chose to eat outside, under the wings of the airplanes).



These flights were, for most of them, the welcome gift of no less than seven new enthusiastic members who joined the French Wing that day. Their portraits will be published in this very issue or the August one.



In total, 23 members of the French Wing took part in this Fly-in. They came together with friends and family members, and the total number of participants reached one hundred! Too bad for those who could not join us for such an extraordinary day. We will do it again. Promised! See you in 2011!



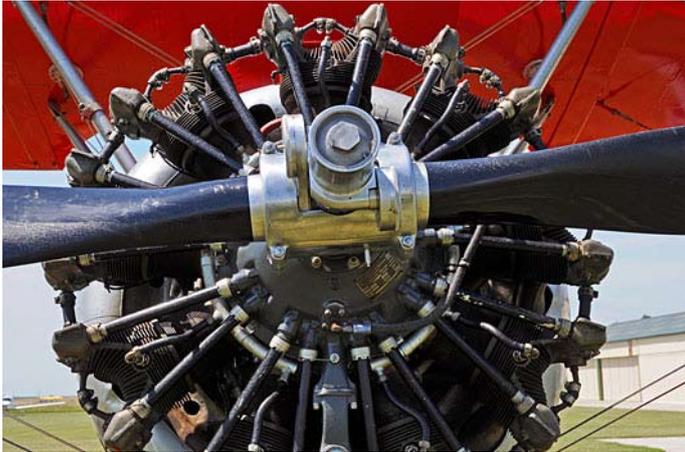
Top to bottom and left to right : A small part of the airplane parking, Jean-Yves spins the Piper Cub propeller, Ron Wright's happy face as he is about to enjoy a flight aboard the Piper Cub, the T-28 engine run, nose of the Hatz based in Le Plessis-Belleville, and a spectacular take-off by Didier Blouzard at the controls of his Yak 18.





Top to bottom and left to right : Hatz based in Le Plessis, Piper Pa-19 from Persan-Beaumont, Yak 52 from Le Plessis, Luscombe from Le Plessis, Gilles Avenel's Jurca Scirroco from Le Plessis, Vitalair's Beechcraft Staggerwing from Persan-Beaumont, Michel Baloche's Cessna 195 from Le Plessis, and Menestrel from Compiègne.





Top to bottom and left to right : Claude Gascon's Sky Arrow from Verdun ready for a pleasure flight, Alain Elbaz's T-6 from Le Plessis, Stearman from Le Plessis, Stampe from Persan-Beaumont, Yak 18 and Yak 52 du Plessis overflying the runway with, in the foreground the Luscombe and Michel Baloché's Taurus, both from Le Plessis, and Pierre Cavassilas' Me208 from Le Plessis (Not so fast Pierre ! 😊).



MERVILLE AIR SHOW

Article & photos: B. Delfino

Merville, a small town located west of Lille in an area which is well known for its lack of hills or mountains and for the kindness and amicability of its inhabitants.

This air show was, in fact, the grand opening of a new aviation center based on this large airport which used to be a military air base a few dozen years ago.

Three planes of the French Wing took part in it: The Wing's Piper Cub, Michel Baloche's Cessna 195, and Didier Blouzard's Yak 18. There they joined the other planes that were presented during this air show: PT-22, Yak 3, 18, and 52, Stearman, Druine Turbulent, Mirage 2000, Epsilon, Morane Saulnier 317, Vampire, etc... All great classic airplanes which are always a pleasure to see.

The organization of this event was faultless. We discovered that a tent had been provided, with tables and chairs, which saved the actors of the PX a lot of problems and fatigue. Hotel rooms were also provided, as well as the Saturday dinner and the Sunday lunch.



The weather was very nice on Saturday, and with a thin layer of clouds the Sunday, just enough so that we did not suffer from torrid heat.

As usual, the public of the north of France was one of the most amicable and pleasant that we know. The gift shop business was good, in proportion with the size of this event, which made this



day a worthwhile operation, despite the economical crisis that has been hitting all of us so badly for the past few months.

A big Thank You to Fumiko (Left and above) who has performed brilliantly since the start of this season, but also during the whole year, thanks to the numerous sales



that were done thanks to the Wing's web site.

The three planes behaved perfectly, but Didier had a bad surprise when he spotted a small dent in the leading edge of one of the propeller blades of his Yak 18, probably caused by some stone during taxi. A close examination of the "wound" was done by Gaël and Bernard who gave their OK for further operation of the Yak 18 (Note: This small problem was repaired two days later after the Yak was back in Le Plessis-Belleville).

This event was a first for Didier because he had never displayed his plane in public. Bravo Didier! And bravo Michel who also presented his majestic Cessna 195 as usual, and bravo Gilles who managed to present the modest Piper Cub in a perfectly dynamic way for the public (Above). These three presentations were helped by excellent comments over the Public Address with a commentator who produced the most positive and flattering comments for our Association. And now for a small photo-album...



Merville 2010 pictures...

Top to bottom and left to right: Superb Yak 3, Spirit of Lewis, PT-22, Yak 18, Me 208, Vampire and Stearman, and the British team of Druine Turbulent who produced a very interesting show, the size and the look of these planes helped this pleasant and amusing show.



A JAPANESE MUSTANG...

Article & profiles: Bertrand Brown

Starting in late 1943, Japanese pilots encountered a new enemy: the P-51 Mustang. Despite some early successes, it quickly became evident that the new fighter was a deadly opponent. The threat only became worse with the introduction of the Merlin-engined P-51B/C and P-51D.

As Japanese losses due to the Mustang increased, evaluating it became a priority for the Japanese, in the hope that a tactically significant weakness could be discovered to even the odds. It is fairly safe to assume that the Japanese were able to study some wrecks and other Mustang-related material but this was not enough for a thorough evaluation of the type's performance.

The importance of fully evaluating the opponent's aircraft can hardly be overestimated. American forces were able to capture an intact Japanese Zero shortly after the battle of Midway. Bringing it back to the US, they thoroughly tested it. The evaluation confirmed what was already known: the Zero was almost impossible to defeat in a slow turning fight. However, it was also discovered that it was a fairly poor opponent at high speeds. As a result, the Americans



shifted to high-speed "hit and run" tactics which allowed them to defeat Japanese air superiority.

On January 16, 1945, an event occurred that gave the Japanese military a chance to become much more familiar with the Mustang. On that day, 1.Lt. Oliver E. Strawbridge of the 26th Fighter Squadron, 51st Fighter Group,



was hit by enemy gunfire and landed at the Japanese-held Suchin airfield in China. Some sources indicate he made a wheels-up landing, while others contend he landed his airplane normally. Pictures of the aircraft in Japanese hands show no obvious sign of dam-

age or repairs. Had Strawbridge made a belly landing, the damage to the propeller and belly intake would have been very complicated for the Japanese to repair. One can therefore assume that the P-51 was captured intact.

In any case his aircraft, a P-51C-11-NT nicknamed *Evalina*, was rapidly seized by Japanese troops. Whatever damage

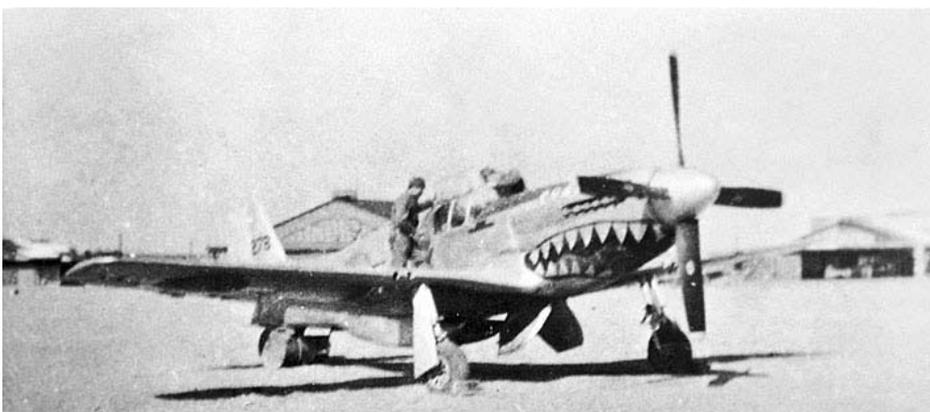


the aircraft had taken was repaired rapidly. *Hinomarus* were painted over the American stars but the rest of the aircraft was left in its original scheme.

Evalina was flown back to the Japanese Army Air Inspection Center in Fussa (now Yokota Air Base) by Yasuhiko Kuroe, a 30-victory ace.

In Fussa, the Mustang's performance was evaluated by Kuroe, who recalls: ⁽¹⁾

"I was astonished with its performance. Turn characteristics were splendid, almost the same as the Ki-84 in a horizontal turn. The radio transmitter was excellent, the armament and other miscellaneous equipment was very good, particularly



when compared with their Japanese equivalents, and moreover it had a radio direction-finder.⁽²⁾

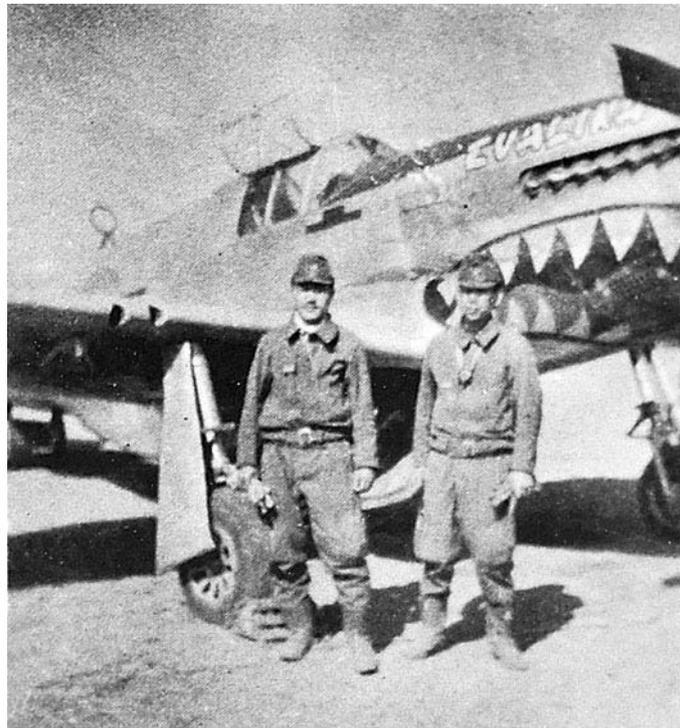
Its dash speed was inferior to that of our imported Fw 190A, but diving speed and stability during the dive were excellent. After fuel consumption tests we estimated it would be able to fly over the Japanese homeland from Iwo Jima. Some time later this came true.”

Evalina was later transferred to the Akeno Flying Training Division for further evaluation and mock combat against fighters such as the Ki-43, Ki-61 and Ki-84. In mid-April 1945, Kuroe was placed in charge of a “flying circus” composed of captured Allied aircraft. The group toured Japanese fighter units to train pilots how to fight the opponent’s aircraft. One of the pilots who benefited from this was a First Lieutenant from the 18th Sentai, Masatsugu Sumita, who recalled that he learned “how to take his aircraft out of the P-51’s axis when being chased...”.

At the time, the 18th Sentai was flying the Ki-100, one of the few Japanese types that matched the Mustang’s general performances, albeit with inferior equipment. Kuroe claimed:

“I had such confidence with this P-51 that I feared no Japanese fighters.”

The Japanese’s impression of the Mustang was that it was an excellent all-round aircraft with no major fault



and excellent equipment. The absence of oil leaks was surprising to most, as all Japanese engines leaked to some extent. Several pilots were invited to fly the fighter. Among them was Yohei Hinoki, one of the first to shoot down a Mustang in November 1943. (A few days later, he himself was shot down by a Mustang and lost a leg. Eventually returning to combat with an artificial leg, he ended the war with a dozen victories):⁽³⁾



“Major General Imagawa asked me to master the P-51 and then demonstrate it to other fellow pilots. I did not have a great deal of confidence in my ability to fly such an advanced aircraft with my disabled leg, but I made up my mind to do my best.

I flew to Omasa airfield and finally got a look at the P-51. I could see the

superiority of its equipment, and its shiny fuselage with the open red mouth of a dragon. I saw several red dots on the side of the cockpit, probably recording Japanese aircraft the pilot had shot down. With the radiator under the fuselage, it looked very sleek and deadly.

It reminded me of the day I had first seen the P-51 in the sky above Burma on 25 November 1943. Major Kuroe, who brought the P-51 back from China, told me how easy the P-51 was to fly. Getting in, I was very impressed by the roomy seat and I did not have any trouble with my artificial leg on the rudder pedal. For me there were several new things about the aircraft. First of all there was the bullet-proof glass, with a better degree of transparency than the thin Japanese glass; secondly, the seat was surrounded by a thick steel plate which I had never seen in a fighter before; there was an automatic shutter for the radiator, and an oxygen system which was new to me. Overall, it was better equipped than any Japanese airplane I had ever seen.”

Evalina was finally grounded by a burned-out generator. Two P-51Ds were re-

portedly captured in mainland Japan in 1945, but their fate is unknown.

^{(1) & (3)} Excerpted from Jeffrey Ethell’s “Mustang, a documentary history”.

⁽²⁾ At the beginning of the war, most Japanese fighter did not have a radio. Later, all fighters received radio sets but these were of poor quality, which was a disadvantage for Japanese pilots.

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FRENCH WING PX



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

300 grammes, 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).

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