



AIRSHOW

Volume 15 - N° 8 - August 2010

EDITORIAL

The death of George Chandler is a drama that will touch all our members, and, especially, those who met him during his tour which took place when he participated in the commemoration of the very first American Ace, Raoul Lufbery. We highly appreciated his kindness and his modesty, a common aspect of all true heroes.

This month of July saw nice air shows and a good French Wing participation, thanks either to our airplanes or to the PX shop. See the program of other air shows on page 2, and those you will be able to attend. Your presence will be highly appreciated .

The intense activity of our planes this summer season must not make us forget that a period of maintenance, just as intense, will follow, next autumn and winter. It will start with Cédric's MS 733. His airplane must have a major overhaul in October, and all the help that our members can give him will be very appreciated. Then will follow the annual checks of all other planes, spread over the following months until next April. Of course, work will slow down during the coldest period, but the tasks that can be done in a workshop will be performed in a warm place, at Roger Gouzon's who has the necessary tools and room. If you live in the provinces and are afraid that it would cost you too much money, be assured that Roger will host you free of charge. That way you will be able to spend one or two weeks, or more if you wish, on the maintenance of our airplanes and equipment. And you don't need to be an expert for that since our mechanics will guide and advise you. This offer is valid for working days but also for week-ends. It's an advantage that very few Associations can offer their members, so please, do not hesitate! Grab it!

See you all very soon at Coulommiers, Pontoise, Lens, Le Bourget, and Le Plessis-Belleville. And for those who are enjoying their summer holidays, have a good time!

Bernard

CHÂTEAU-THIERRY AIR SHOW PLACED UNDER THE SIGN OF FRANCO-AMERICAN FRIENDSHIP (Pages 7 à 9)



Photo: B. Delfino

RETURN ON THE FRENCH WING FLY-IN (Page 6)

GEORGE CHANDLER, ACE AND FRENCH WING MEMBER HAS GONE WEST (Page 4)



THE MOST IMPORTANT MODIFICATION OF THE WHOLE WAR: MODIFICATION XXX (Pages



10 & 11)

FRENCH WING ANNUAL DUES

The last latecomers have finally sent their annual dues. Thanks to them.

Many of our members have decided to become Benefactors and will keep that status until things get better in Midland... This change makes no difference as far as the French Wing is concerned, and this new arrangement will surely facilitate the recruitment of new members.

Here is the full list of French WIng members to date:

Jim Adams, Gilles Avenel, Lilian Ayars, Michel Baloche, Eva Bancel, Jean Barbaud, Christophe Bastide, Buntly Bateman, Rémi Bellet, François Bergeon, Didier Blouzard, Guy Bortolus, Didier Bourrassier, Henri Bourrassier, Bertrand Brown, Meryl Butikofer, Claude Cardinal, Didier Cardinal, Jean-Yves Cercy, Cédric Chanu, Arnaud Chatton, Jacqueline Clerc, Daniel Costelle, Gaël Darquet, Jean-Christophe Debuissou, 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, Jim Lux, Cédric Malhaire, Georges Marcelin, Christine Melkonian, Sébastien Michel, Jean-Claude Miniggio, Camille Montaignu, Guy Perrin, Michel Perrin, Patrick Pierre-Pierre, Hervé Quefféléant, Claude Requi, John Roeder,

Marcel Ruppert, Sandy Sansing, Matt Simeck, Haruo Tanaka, Nathalie Tanguy, Stéphane Tanguy, Leon Z. Thomas, Terran Tidwell, Christian Tournemine, Regis Urschler, Roger Vaucamp, Jean-Pierre Vésine, Christian Violet, Nicole Violet, Bernard Violette, Orlan Wichman, Ron Wright.

Thanks to you all, we carry on, more than ever, to respect the true goals of the CAF.

A NEW DIRECTOR FOR THE MUSÉE DE L'AIR ET DE L'ESPACE AT LE BOURGET



Catherine Maunoury has been chosen by the Defence Minister to succeed Gérard Feldzer as the Director of the Musée de l'Air et de l'Espace.

Catherine got her PPL at the age of 17, she has a licence in philosophy, and she's a member of the Air & Space Academy. She was World Champion of aerobatics twice, ten times French Champion, and she's European Champion for free aerobatics.

Gérard Feldzer is an elected member of the Region Council and President of tourism committee for the Paris area, and he remains a member of the Board of Administration of the museum. Catherine and Gérard know each other well, and their friendship will ease up the change in command which will be effective on August 10, 2010.

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

Last month we were introduced to three of the seven members who signed up during the French Wing fly-in. Here are the other four...

CATHERINE & PHILIPPE GRITTE

Catherine and Philippe are parent with Roger Gouzon. Thanks to Roger, since he became a member himself, we had the privilege to meet and appreciate the company and kindness of Catherine and Philippe who took part in numerous activities of our Association, namely various flying days at Le Plessis-Belleville. Philippe has very actively participated in the stowage of the Rearwin Sportster when it was moved from Rennes to Villepinte, in Roger's workshop, then from Villepinte to Ermenonville, When Roger moved to his new house, a help that we will always be grateful for, if only to the number of hours he spent with us.



Catherine and Philippe were enthused by the French Wing Fly-in, and they enjoyed their welcome ride during this event, but aboard Claude Gascon's Sky Arrow since the Spirit of Lewis was already busy flying other friends.

Catherine works for France Télécom and Philippe for one of the Paris hospitals, both professions which have very little in common with aviation, which does not stop



them from appreciating the friendship which prevails among the members of our Association and from progressively discovering the secrets of classic airplanes.

Welcome to the French Wing Catherine and Philippe!

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NATHALIE & STÉPHANE TANGUY



Stéphane Tanguy's parents live literally a few dozen meters from Bernard and Fumiko of whom they are neighbors and friends.

Bernard and Fumiko have, therefore, seen Stéphane grow up along the years, and were able to appreciate his kindness and his great human qualities.

A few years ago, Stéphane met charming Nathalie, and what had to happen did happen: They got married a few months ago.

Made aware of the oncoming Fly-in by Bernard and Fumiko, they were enthused by their participation, which let them discover a side of aviation which they had totally



unsuspected until then: Classic airplanes.

They came along with Stéphane's parents, and the entire family simply loved the numerous airplanes

which turned up, especially since they did not suffer from the usual inconvenience of air shows: Fences and other frustrating prohibitions. They were also able to freely watch the fly-by's of

the planes which took off along the day. That was all it required to convince them to become members of the French Wing and enjoy their welcome ride aboard the *Spirit of Lewis*.

Welcome to the French Wing Stéphane and Nathalie!

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JACQUELINE HONORED

On June 23, 2010, took place, in the Musée de l'Air et de l'Espace at Le Bourget, a ceremony for the donation by the French Navy of four aircraft to the museum: A Super Frelon helicopter, a Super Étendard, a Nord 262, and a Fouga Zéphyr.

Jacqueline Clerc was part of the special guests and was introduced to Admiral Forissier before the group enjoyed a guided visit of the museum. When they reached Jacqueline's aircraft "Carré d'As", the Admiral stopped for a long time and asked Jacqueline numerous questions about her raid and her story.



GEORGE CHANDLER HAS GONE WEST

It was with great sadness that we heard about George Chandler's death. He was a WWII Ace and a member of the French Wing.

George became an Ace after he shot down 5 Zero's at the controls of his P-38. He started his aviator career when he got his PPL, and then joined the Army Air Corps as a Cadet, one month before the attack on Pearl Harbor. George got his fighter pilot wings in July 1942 and went to Hawaii to train on the P-40 Warhawk. Then he left for New Guinea where he was posted to the 8th Fighter Squadron in Port Moresby. In April 1943 he was transferred



to Guadalcanal and joined the 339th Fighter Squadron, a unit which had become famous thanks to the mission it flew, when Rex Barber shot down the airplane in which was travelling Admiral Yamamoto. After two years and 100 combat missions, he was an Ace and had received the Distinguished Flying Cross. George was then posted to the base of Chico (Ca) where he trained young pilots. He was released with the grade of Major in January 1946 and started again his original job in the family bank, in Pratt, and became Director from 1948 to date.

We were able to appreciate George during his visit to France as part of the very first American Ace commemoration, Raoul Lufbery. We had the pleasure to show him a large number of historical places linked to WWI and WWII. Since then, George never stopped supporting our Unit as well as he could, demonstrating that a distance of nearly 5,000 Miles was in no way an obstacle to an efficient help which was highly appreciated by all our members

Good bye George!

LATEST MASTER-PIECE BY ROY GRINNELL: *FIRST VICTORY FOR THE "SCREAMIN' KID"*



FIRST VICTORY

Mission No. 7, 21 August 1943, escorting bombers from Dobodura to Wewak Island area, 1st Lt. **John Loisel**, 475 FG, 432 FS, was number 3 of Clover White Flight. Approaching Wewak, Clover leader said "Drop tanks." The flight dropped tanks to 9,000 feet. The flight saw P-38's and enemy aircraft at distance straight ahead. After combat with a Kawasaki Ki-61 Tony, 2 Mitsubishi A6M Zeros, and a twin engine fighter, Loisel made a head-on pass with another Tony, and he saw the right wing of the aircraft peeling off in large pieces and believed one piece struck his wing-man, Lt. Paul Lucas' wing. He claimed this Tony as his first victory. Loisel got one more that day claiming two Tony's definitely destroyed for the "Screamin' Kid."

BIOGRAPHY

John Simon Loisel was born in Coeur d'Alene, Idaho, on May 21, 1920, son of Simon and Lucille Loisel, of franco-canadian origin. He went to high school and university in, then, in 1941, he joined the USAAF and got his wings on October 31, 1941. As he was sailing to join his unit in the Philippines, he heard the news about the Japanese attack on Pearl Harbor. He flew P-39's and P-400's in New Guinea, until June 1943, when he was posted to the 432nd FS, 475 FG, on P-38. It was aboard his P-38H that he got his first victory, subject of the magnificent painting above*, followed by another Tony on the same day, several Mitsubishi Zero's, a Nakajima Hayabusa (Oscar), and finally a Nakajima Ki-84 Hayate (Frank), to reach a total of 11 victories, with the status of double Ace, and as the commander of the 475 FG. He flew the Thunderjet during the Korean war, and finished his career in 1970 as a Colonel with numerous distinctions, 5500 flight hours, and 323 combat missions. Alas, John S Loisel passed away on January 20, 2010, in Plano (Texas), and he was buried in the National Cemetery of Dallas-Fort Worth.



**Note: Prints of this painting will soon be available on paper or canvas and are to be ordered directly from Irene and Roy Grinnell.*

RETURN ON THE FLY-IN

Photos: Ron Wright

After a two weeks stay in France, **Ron and Sharyl Wright** had a chance to rest and recover from trip which took them from Le Plessis-Belleville to Nîmes, and the South West part of France. On the agenda were monuments and various exciting historical places.

Ron sent us some pictures he took during the French Wing Fly-in, photos that we publish with pleasure since they are a nice addition to the ones published last month.

On the right, Michel and Patrick proudly show themedals that Ron and Sharyl gave them and the most meritorious members of the French Wing.



Left: Ron with Roger and Bernard.

Below left: Sharyl and Fumiko.

Below, from left to right: Ron, Gaël, Bertrand, Claude, and Cédric also received this splendid medal.

A big Thank You to Ron and Sharyl for their kindness and generosity since, as you remember, they donated \$ 500.00 to our Unit, money which will go into the maintenance of our airplanes.

See you next year Ron and Sharyl!



CHÂTEAU-THIERRY 2010

Article & photos : B. Delfino

The aerodrome of Château-Thierry is located 1,5 Miles from the Belleau wood, a famous WWI battle field of the American Marines, which was the starting point of the major counter-offensive which led to the final victory in 1918.

This is the reason why the organizers of this air show which took place on July 4, decided to give it for main theme the Franco-American friendship in order to celebrate the *National Day* and to honor Theodore Roosevelt's younger son, **Quentin Roosevelt**, who was a fighter pilot and was killed in aerial combat on July 14, 1918, as he was flying his Nieuport 28, not far from the village of Chamery near Reims.



sweets, our gift shop was the only one present, which ensured good sales, proportionally as good as the ones we did in La Ferté-Alais! A big Thank You for our friends in Château-Thierry for such an exceptional help and the beautiful air show they gave to the public and aviation lovers!



We were more than welcome by the organizers who did not know what to do to make us feel at home. We did not even have to set up our tent since we were given a wide area inside the hangar of the aero-club. In fact, apart from a shop that sold sandwiches and

Two French Wing airplanes were present for this event: Michel Baloché's Cessna 195, and the Groupe Norvigie's NC 856, respectively flown by Michel and Patrick.

They were able to display these two planes in the best possible conditions with gorgeous weather, and they took part in a final parade made of groups of three planes, with a large total number of the aircraft that took part in the air show individually.

As usual, photos of this event are printed hereafter because they explain this spectacle a lot better than long tasteless speeches.





Left to right and top to bottom: A nice photo pass by Michel, NC 856 taking off, Morane-Saulnier 317 with engine running, a spectacular final approach by a Pitts, Stearman with a Navy livery, Leopoldoff and NC 856, the tiny Cricri always very impressive, and one of the two Fokker DR1 from La Ferté-Alais.



Left to right and top to bottom : Michel and his Cessna 195, Patrick and the NC 856 (Blinding as everyone can see !...), Focke-Wulf 44 from La Ferté-Alais, the PX set up in the hangar with Roger and Fumiko in action, Bücker Jungmann, three Epsilon of the Cartouches Dorées, aerobatic team of the French Air Force, and finally the NC 856 Norvigie.

MODIFICATION XXX

Article: Bertrand Brown

In the lighter moments of World War II, the Spitfire was used in an unorthodox role: bringing beer kegs to the men in Normandy.

During the war, the **Heneger and Constable** brewery donated free beer to the troops. After D-Day, supplying the invasion troops in Normandy with vital supplies was already a challenge. Obviously, there was no room in the logistics chain for such luxuries as beer or other types of refreshments.

Some men, often called “sourcers”, were able to get wine or other niceties “from the land” or rather from the locals. RAF Spitfire pilots came up with an even better idea.

The Spitfire Mk IX was an evolved version of the Spitfire, with pylons under the wings for bombs or tanks. It was discovered that the bomb pylons could also be modified to carry beer kegs.

According to pictures that can be found, various sizes of kegs were used. Whether the kegs could be jettisoned in case of emergency is unknown. If the Spitfire flew high enough, the



cold air at altitude would even refresh the beer, making it ready for consumption upon arrival.

A variation of this was a long range fuel tank modified to carry beer instead of fuel. The modification even received the official designation

Mod. XXX. Propaganda services were quick to pick up on this, which probably explains the “official” designation.

As a result, Spitfires equipped with Mod XXX or keg-carrying pylons were often sent back to Great-Britain for “maintenance” or “liaison” duties. They would then return to Normandy with full beer kegs fitted under the wings.

Typically, the British Revenue of Ministry and Excise stepped in, notifying the brewery that they were in violation of the law by exporting beer without paying the relevant taxes. It seems that Mod. XXX was ter-



A staged shot of the Mod. XXX tank being filled.

minated then, but various squadrons found different ways to refurbish their stocks. Most often, this was done with the unofficial approval of higher echelons.

In his book "*Dancing in the Skies*", Tony Jonsson, the only Icelancer pilot in the RAF, recalled beer runs while he was flying with 65 Squadron. Every week a pilot was sent back to the UK to fill some



The Spitfire had very little ground clearance with the larger beer kegs.

cleaned-up drop tanks with beer and return to the squadron.

Jonsson hated the beer runs as every man on the squadron would be watching you upon arrival. Anyone who made a rough landing and dropped the tanks would be the most hated man on the squadron for an entire week.



In his book "*Typhoon Pilot*", Desmond Scott also recalls Typhoon drop tanks filled with beer but regretted that it acquired a metallic taste.

Less imaginative techniques involved stashing bottles wherever space could be found on the aircraft,



which included the ammunition boxes, luggage compartment or even in parts of the wing, with varying results. Champagne bottles in particular did not react well to the vibrations they were submitted to during such

bootlegging trips.

Note: The author would be interested in any anecdotes or photos of similar events.

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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).

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.

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