



Volume 14 - N° 9 - September 2009

EDITORIAL

This summer, which is almost over, has seen a number of exciting projects completed, some of which are described in this issue, and that I let you discover as you turn the pages.

As for the other projects, let us just quote the end of Roger's equipment, machines, tools, and general stuff, after 4 full months of daily intense efforts (Thanks to those, not so many unfortunately, who gave a hand!), the issue of number 2 of magazine **Champs de Bataille** dedicated to the Normandie-Niemen, which included a full cover page of adverts for Roy Grinnell's Art and the French Wing (which will be reiterated in the next issue, with a surprise), a photo-flight for a future article to be published in magazine **Le Fana de l'Aviation** which should come out before the end of this year (Another surprise!), increased sales by the French Wing PX, thanks to the Wing's web site, but especially to the advert printed in **Champs de Bataille**, and, finally, all annual dues being paid by our members.

The current financial crisis has forced several members who could not afford it, to quit the CAF and the French Wing, and one for health reasons. Col **Gaël Darquet** recruited new col **Joël Hardy**. Welcome Joël! We must all follow Gaël's example and recruit more new members. If each of us could recruit a single new member during the year, we would double our membership, and would ensure the future of the French Wing. Therefore, the watchword is: **RECRUIT!**

Important! The position of Adjutant Officer will become vacant at the end of this year since col Fumiko Delfino is not re-applying for it. Candidates for this position must tell us as soon as possible, in writing. Here's a chance to take an active part in the life of the French Wing. Go on!

Another subject, just as important: The French Wing G.A. will take place on November 14 in Ermenonville (See pages 3 & 4). We hope to see as many of you at this important meeting. Big decisions will be made. Be there! In the mean time, I send you my very best regards.

Bernard

"CARRÉ D'AS" AT LE BOURGET AN EXCEPTIONAL EVENT!



Photo: B. Delfino

THE NORMANDIE-NIEMEN HAS BEEN PUT INTO A FORCED SLEEP



Photo: SIRPA

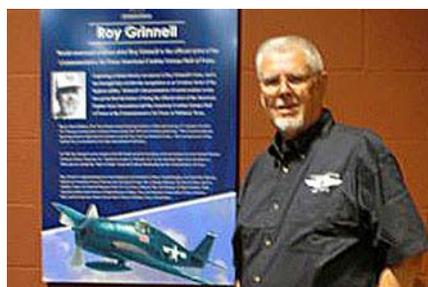


Photo: J. Grinnell

GRAND OPENING OF THE ROY GRINNELL ART GALLERY AT THE AAHM

JOËL HARDY: NEW CAF COLONEL DE LA CAF AND NEW MEMBER OF THE FRENCH WING



Photo: B. Delfino

FRENCH WING 2009-2010 ANNUAL DUES

It was hard but we have received all annual dues after 4 months of continuous efforts.

A few members had their ear pulled, but we can now announce that the French Wing's future is now OK for another year.

A big Thank You to you all!

CAF ANNUAL ELECTIONS

Like every year, the eligible members of the CAF have to elect some of the General Staff.

Those of our members who will be in Midland will do that "live", but those who won't travel must, as soon as possible, request an absentee ballot. The latter will be sent to them the day after the CAF General Assembly which will take place in October 9, after all candidates will be known.

In addition to the four names suggested by the CAF it is possible that some other candidates from the floor will apply on the day of the General Assembly.

Therefore, you must send an email, a fax, or a letter, to Keith Lawrence (email: klawrence@cafhq.org, fax: 00 1 432 563 8046) giving your personal references, and the simple following sentence: "*Please send me an absentee ballot*". Once you get this ballot, you will need to send it before November 8, 2009, to Midland.

NEW ADDRESS AND TELEPHONE FOR COL ROGER GOUZON

Col Roger Gouzon
2 La Prairie Souville
60950 Ermenonville
Tél: 03 44 60 11 47
Mobile: 06 82 90 40 71
Email: roger.gouzon@orange.fr

JOËL HARDY NEW COLONEL AND MEMBER OF THE FRENCH WING



The arrival of a new member in the CAF and the French Wing is an event that we always welcome with great pleasure.

Joël Hardy was recruited by colonel Gaël Darquet. Our readers will remember that Joël was invited to take part in the fly-in in Compiègne where he got aboard Cédric Chanu's Morane 733.

As we said in the previous issue of this Newsletter, Joël impressed us with his permanent good nature, his wish to participate, his friendly attitude, and his eagerness to help the French Wing reach its goals. A few weeks later, as he just heard that he got a permanent job as a mechanic with *Dassault Falcon*

Service in Le Bourget, Joël decided to become a member of the CAF and the French Wing.

Joël was born in the Philippines on July 15, 1986, and he came to France when he was 2 years old. He did his primary and secondary school time, and then decided to get a job in aviation which occupies a huge space in his heart. Today, his dream has come true, even if he's just starting his career. We wish him good luck and express our satisfaction to see such a capable young aircraft mechanic join our group. Welcome aboard Joël!

Col Joël Hardy
La Sauvagine
53470 Commer
Mobile : 06 73 50 29 26
Email : hardy_joel@hotmail.fr



CHARLES R. BOND JR. HAS GONE WEST

It is with great sadness that we heard about the death of **Charlie Bond**, Ace of the Flying Tigers, with 10 victories and many Chinese distinctions, but also the *Distinguished Service Medal*, *Legion of Merit*, *Army Commendation*, *Distinguished Flying Cross*, *Purple Heart*, etc...

Born in Dallas on April 22, 1915, Charles Bond started his career in 1932 when he joined the Texas National Guard. He started his Aviation Cadet program in 1938, and got his wings in February 1939 at Randolph Field.

It was in September 1941 that he joined the Flying Tigers, led by General Claire Chennault. In October 1942, at the end of his period with the AVG, after multiple exploits and fierce air combats which got him to be shot down twice, but also to win 10 victories, he joined the Army Air Corps. A year later, he became Chief of the



Air Division in Moscow, acting as assistant to Ambassador Harriman. He completed his career with twenty more years in the Air Force and retired with the grade of Major General.

Those who met him know how cruel is the loss of this man, made of courage,

kindness, and common sense. **Charles "Charlie" Bond Jr.** will leave in everyone's heart an imperishable memory, not only as a man, but as a member of a combat unit which became a legend from its very first day of existence: The AVG, better known as the *Flying Tigers*.

FRENCH WING 2009 GENERAL ASSEMBLY

The French Wing General Assembly will take place on Saturday 14 November 2009 at 14h30 in Ermenonville.

You will find, on the following page, all the practical information that you need to get there.

This meeting will include the election of the new Adjutant Officer.

Col **Fumiko Delfino**, Adjutant Officer until the end of 2009, has declared that she will not re-apply for this job. Therefore, we are calling all eligible members who wish to apply for it, to send us their request, in writing, so that we receive it before October 30, 2009.

Here is the description of this job as taken from the French Wing Internal rules:

*"Secrétaire
Adjutant Officer*

The minimum conditions include a seniority of at least 6 months as a Colonel of the

Commemorative Air Force Inc. and the French Wing.

He (she) records and takes care of all the Unit's meetings.

He (she) looks after all files which are necessary to the business and activities of the Unit, and makes sure that all reports requested to the Unit are sent the Headquarters of the Commemorative Air Force Inc. in due time.

In addition, he (she) helps with the preparation and mailing of all correspondence of a general nature.

In cooperation with the Finance Officer, he looks after the personal files of all Unit members.

He (she) advises the Membership Department of all changes related to the members of the Unit, with no delay, and, on a semi-annual basis, he (she) will send an exact and detailed list of all members of the Unit for checking and updating of their personal details".

PARTICIPATION TO THE FRENCH WING GENERAL ASSEMBLY

The members who wish to take part in this important annual meeting must send us the following information before the end of September, in writing, together with a cheque of 35 euros per participant:

- Name and first name of the member and every person who will come with him.
- Request for a room at col Roger Gouzon's home or a hotel room.
- Number of nights planned and type of room.
- Means of transport envisaged (See next page for the new dispositions adopted).
- Special needs, date of arrival, date of departure.
- Intention to take part in the Sunday 15 November activities or not.

2009 FRENCH WING GENERAL ASSEMBLY- PRACTICAL ASPECTS

The French Wing General Assembly will take place on Saturday 14 November 2009 at 14h30 in Ermenonville.

Great innovation this year! This meeting will take place in col Roger Gouzon's home. His house has such a size that it can hold the two or three dozens of members who usually participate.

The dinner will be organized by the Board of Administration who will probably call on a delicatessen. The cost will be the same as last year, i.e. 35 euros, and the place where this dinner will be enjoyed will be a lot more friendly than a restaurant. Some help will only be needed from our members for all the practical aspect of such a meal.

Beware! No meal will be served at lunch time. Therefore, it will be up to you to stop on the way to get fed before you arrive.

Another nice aspect of this new organization is that col Roger Gouzon will be able to host several members during one or several nights, especially those coming from the provinces.

However, the number of beds is limited, and we ask all our members who are interested by this offer, to make themselves known as soon as possible. Since Roger has made this offer free of any charges, we let the recipients express their gratitude the way they like. Should the number of requested beds be greater than the number of beds available, the members who are the most deserving will get top priority, then, we will call on the candidates so that some of them choose a hotel room in the area.

The proximity of Le Plessis airfield may allow us, should the weather be nice enough, do a few flights with the Piper Cub on Sunday, for those who want to.

Located 3 km away from the Le Plessis-Belleville airfield, and 4 km from the train station of that same town, the access to Ermenonville is very easy by car: Highway A3 from Paris, then A104, and Nationale 2 towards Soissons), or by TER train (From the gare du Nord).

When you arrive at the Le Plessis-Belleville station, just call Roger's number (Tel: 03 44 60 11 47 or cell phone: 06 82 90 40 71), and one of our members will come and pick you up within a few minutes. The number of TER trains is not so important as the RER ones, therefore, we advise you to carefully check the train schedule with the SNCF.

Beware! We won't be able to come and pick you up in Paris on the day of the meeting. This is why it would be preferable, for those members who will get to Paris by train, to arrive the day before, change train station, and catch a train to

Le Plessis-Belleville where one of us will pick you up.

For those travelling by car, below is a map whose simplicity will make their trip easier.

And for your GPS, here is the exact address of our friend Roger:

Col Roger Gouzon
2 La Prairie Souville
60950 Ermenonville
Tél: 03 44 60 11 47
Mobile: 06 82 90 40 71



ROY GRINNELL ART GALLERY

Article: Bernard Delfino

Mastered by the charming and very efficient Director Tami O'Banion, the AAHM is moving forward fast.

The museum is constantly changing. It offers, to the annual visitors that we are, very interesting new displays on each of our visits, and the Nose Art show is a pure delight that everyone admires.

Until now, something was missing though: A mean of displaying the paintings of Roy Grinnell, the CAF official artist, other than a few prints in a remote hall of the main building.

After a year of hard work, this injustice has just been repaired thanks to the opening of a permanent gallery dedicated to the work of Roy Grinnell, member of the French Wing as everyone knows.

On July 25 took place the grand opening of this gallery which was made possible thanks to the generous financial help of the Arts Assembly of Midland and the Texas Commission on the Arts. This gallery is next to the research center which is open to anyone who wishes to find particular information about people, units, or special airplanes.

The Press was there, and Roy was able to explain how he works and



Photo: A. Trevino

Roy Grinnell's talent was recognized by the creation of this gallery at the end of July in the AAHM building. The traditional ribbon cutting (Above), took place before the speeches, interviews (Below), Award (Below left), and conversations whose main subject was the talented artist Roy Grinnell and his work.

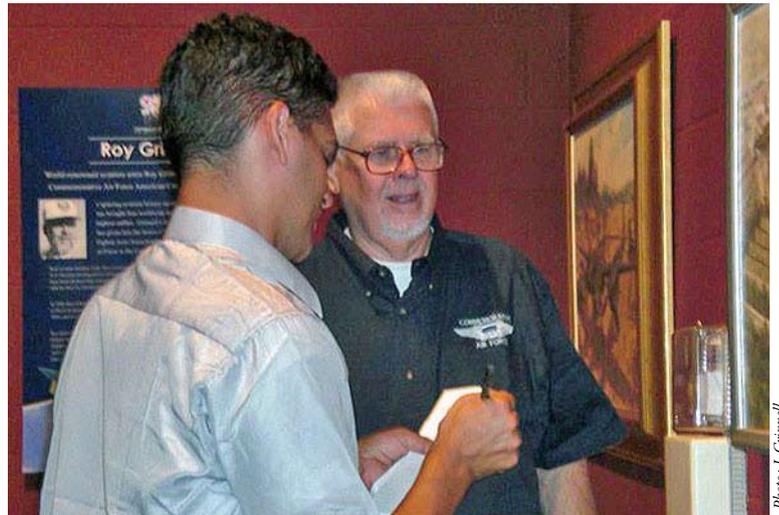


Photo: I. Grinnell



Photo: A. Trevino

the long search he does before starting a painting. He was honored by a nice article in the Midland newspaper the following day, as well as Sandy Sansing whose story fascinated the reporter who covered the event. Roy received a beautiful Award from the hands of col Ken Fields, Leader of the ACAHOF and also a member of the French Wing.



Photo: I. Grinnell

THE "NEUNEU" IS ASLEEP

Article : Georges Marcelin & Bernard Delfino - Photos : Via Internet

At the beginning of July, took place, on the air base of Colmar-Meyenheim a very special ceremony concerning the Normandie-Niemen.

Col Georges Marcelin (Below), veteran of the early days, mechanic of Ace Roland de la Poype during the first six months of this unit, was in Colmar, together with other veterans. Here's what he reported...



THE END OF A STORY

Fighter Regiment 01/030 « Normandie-Niemen », created in 1942 by General de Gaulle, fought in USSR from 1942 until the final victory in 1945, after three campaigns.

This prestigious unit who totals 310 aerial victories, not mentioning the 49 aircraft destroyed or damaged on the ground, attacks on convoys, etc, has been put to sleep!

Always active since WWII: Indochina, Africa, Irak, Tchad, etc, it maintained its legend and traditions. Hit by the financial crisis, it has been put to sleep (Momentarily as we have been told). The ceremony took place on July 3, 2009, on Air Force base B.A. 132 in Meyenheim, near Colmar.

As a veteran of this unit, I was invited, together with four other senior members who, like me, were part of the first campaign: Ace Pierre Lorillon with 14 victories (Top right on the Yak 3), and mechanics George Masurel, Marcel Audib-

ert, and André Peyronie.

We were really honored! Arrived the day before, we were hosted in a splendid castle in the area, and were invited to a big farewell dinner with all the members of the Squadron, led by Commanding Officer of the "Neu-Neu", Lcl Bastien Kusniak.

The following day, July 3, at 5 P.M., took place the military ceremony in the presence of the Chief of Headquarters who read the order to put the Normandie-Niemen to sleep. A guard of honor that came from the Air Base of Reims came to take the flag. It was a moment of great emotion when we saw it leave! All unit's airplanes, Mirages F1CT, had already gone, except four of them who performed a fly-by during the ceremony. At the end of the event, all guests (About 500 to 600 people) gathered together in the huge (Empty) hangar for a drink.

The General came to us, the veterans, and saluted us. He confirmed that the flag and traditions of the Squadron will be looked after by the base of Reims, and that newly trained pilots on the "Rafale" fighter, will be asked to "wake up" the Normandie-Niemen, which would restart its operation, on the base of Montde-Marsan in 2011. Let's hope that it's true, but it will never be the same! The "Rayak spirit" won't be there. I'm afraid that the spirit, the



pride, the enthusiasm, which motivated all current members of this Squadron, will come back in the future ! It will be impersonal.

FAREWELL, legend of my young days !

Col Georges Marcelin

The sadness felt by Georges and his brothers veterans was only attenuated by the hope to see, one day, this legendary unit come back to life.

Ironic was the fact that the Yak 3 that came from Germany for this event had the registration D-FLAK! Was it to better "shoot down in flames" this prestigious Squadron?...



“CARRÉ D’AS” HONORED

Article : Bernard Delfino - Photos : See credits

When one says that somebody or something is “good for the museum”, it’s often a teasing way to joke about its more than soiled state. However, there are cases when the object in question has such a historical and moral value that it’s an honor that many could be jealous of.

It’s precisely the case of col Jacqueline Clerc’s airplane, “Carré d’As”, built for her by her father with some metal, wood, fabric, but also a lot of Love!

JACQUELINE AND LIFE

Jacqueline, as all our members know, is a very special person from all points of view. Made of kindness, strength, modesty, and will power, she amazed us, and still surprises us, so much her story is full of personal exploits which are as many examples for us all who complain for the slightest contradiction, and make a mountain of a grain of sand!

Whether she wants it or not, Jacqueline stepped into history, and the compliments that one can hear or read here and there, are well deserved.

Born on August 2, 1944, after her twin brother, Jacqueline enjoyed life until the age of 6, when she was the victim of the virus of poliomyelitis when she bathed in a pond, during a holiday camp.

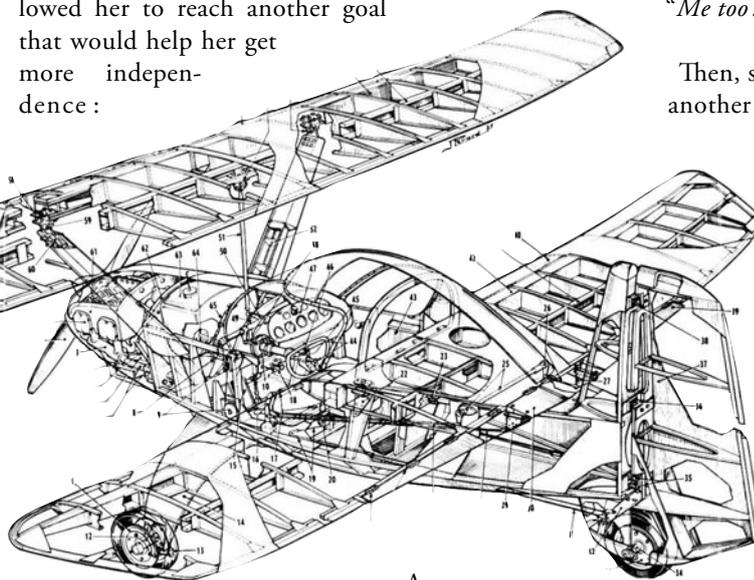
Then started a long fight to recover a life as normal as possible: Four years in a hospital in Garches, near Paris, with, as a consequence, a schooling reduced to practically nothing. Then, she was able to take a normal school cycle, followed by a specialised one in a young girls boarding school where she successfully got a secretary diploma.



Photo : Collection Jacqueline Clerc

True life could then begin! Jacqueline started working in a notary’s office, but she still carried on studying and registered herself with the Polytechnic school of Paris, and followed the courses by correspondence in order to become a Notary’s clerk, a target that she reached with great success, thanks to her personal work and courage.

Her salaries and her first paid leave allowed her to reach another goal that would help her get more independence :



A driving licence which let her purchase her very first car, a 2 CV Citroën that she got modified with manual controls.

Fond of aviation, Jacqueline saw, one day, on television, a show discussing about a private pilot, **André Crépy**, handicapped after an aircraft accident, who had started flying again, and even created an Association, the *Association Aérienne des Handicapés Physiques*, based in Les Mureaux near Paris.

Jacqueline contacted him at once and took her membership card which is number 3, thus becoming the first pupil of this school, and the very first handicapped lady to fly! However, the plane that was used, a Piper PA 28, poorly

equipped, revealed itself as inappropriate for this task, and it was replaced by a 125 HP Rallye, fitted with manual rudder controls invented by **Bernard Morin**.

Jacqueline soloed on June 15, 1974. During the landing, the Air Traffic Controller announced: “*Romeo Bravo, you’re number one for landing. The wind is calm*”, to which Jacqueline replied with a great sense of humor: “*Me too!*”.

Then, stages followed one another continuously, and were only slowed down by the inertia and heaviness of an administrative and bureaucratic system which hates to be disturbed... That is why four long years went by before Jacqueline could get her first degree

Pilot’s Licence which was given to her by **Jacqueline Auriol** during the Paris Le Bourget Air Show, a very distinctive honor indeed! (*Photo above*). This first qualification was followed by the second degree (PPL) in June 1976, an examination she had to go through twice, since some so-called “friends” were petty enough to ask that the law be fully applied, that is to say that the test be taken under the scrutiny of an approved pilot/instructor mandated by the Ser-

vice de la Formation Aéronautique, an obligation that she followed with great success.

However, this licence included some restrictions: To fly only in French skies, and not to take anyone else on-board. As the law allowed her, Jacqueline requested a change to these restrictions. It was replied to her that before these changes could take place, she had to fly between 80 and 100 hours, which she did, thanks to her decision to fly around France, flying a 125 HP Rallye 125, which resulted in the removal of these limitations.

It was in 1977, the day Jacqueline was given a medal (*Médaille de la Jeunesse et des Sports*), that she met a pilot who built his own planes. He suggested to her to adopt a plane of the “Flying Flea” type, designed by **Henri Mignet**. He advised Jacqueline’s father to build one (*Photos above*). As Jacqueline was insisting, Daddy Clerc was convinced, and Jacqueline ordered the blue prints at once from **Émilien Croses** of his *Criquet LC-6* plane. The building started in 1977 and ended two years later.

This special plane has no ailerons and no rudder pedals. The top wing acts as an elevator and allows the plane to fly up or down when one pulls or pushes on the control wheel, and the rudder allows the plane to turn left or right by turning the wheel in those directions. This “Two axis” formula, ideal for handicapped people, has one problem though: An increased difficulty to maneuver during landings with some cross winds, a problem which was soon overcome by Jacqueline whose determination was only equaled by her passion for flying.

The first flight was done by Émilien Croses himself. The latter then flew with Jacqueline to get her through her legal 15 hours on the type and 50 landings.

FOLLOWING THE STEPS OF THE AÉRO-POSTALE PIONEERS

Jacqueline’s admiration for the pioneers of the postal service triggered the project to fly a raid to Dakar, which would be a true symbol. Her dream was to fly along the same route as Mermoz, Saint Exupéry, and all the others. This project was rather disapproved by her family, but some time later, the latter heard, over the radio (!) that Jacqueline was preparing this raid with all the energy



Photo: Collection Jacqueline Clerc



Photo: Collection Jacqueline Clerc

that she is capable of, which resulted in a radical change of these reserves into an extraordinary dash of enthusiasm of all her family members and all her friends!

An extra fuel tank was fitted by Daddy Clerc to give the *Criquet* a reasonable range, and the preparations got on the right tracks.

A first departure from La Ferté-Alais was followed by an immediate return to the airfield, because a crack had appeared in the windshield. A quick fix gave the same result during the second take-off, followed by another return to La Ferté. Jacqueline’s friends decided to work all night and replace the windshield all together, which allowed her to finally get on her way on May 10. Her route took her from La Ferté to Toulouse, then Reus, Murcia, Tanger, Agadir, El Ayoun, Nouadhibou, and, finally, Dakar where she arrived on May 17, after 35 hours and 45 minutes of flying.

Jacqueline’s return was more conventional, and her plane, which had been taken apart, traveled by cargo and arrived in La Ferté two months later.



Photo: R. Grimmel

One reproached Jacqueline that she did not do enough publicity around this raid because it could have been a perfect example for all other handicapped people. Jacqueline immediately decided that she would fly around France with that very purpose, a raid that took place in 1988, between June 11 and June 25. She toured the country, leaving from La Ferté-Alais and stopping at Troyes, Reims, Valenciennes, Le Touquet, Caen, Rennes, La Baule, La Rochelle, Angoulême, Montauban, Béziers, Nîmes, Valence, Dijon, and back to La Ferté-Alais.

Then, taking advantage of the bicentenary events commemorating the French Revolution, Jacqueline reiterated her exploit in 1989 with the same goal and the same success.

Alas, two years later, her father was the victim of a heart attack. Jacqueline, badly hit by his death decided to write a book and tell her story in order to pay a profound homage to the man who enabled her to carry out all her dreams. Its title: “*A father, a dream, a plane*”, and a poignant story which tells every detail of the very special life of our heroine.



In addition to the rewards quoted above, Jacqueline received the *Médaille de Vermeil de la Société d'Encouragement au Progrès*, and the *Légion d'Honneur* which she received on October 19, 1981, from the hands of the godfather she had chosen, **Maurice Bellonte** who, as everyone knows, was the first aviator to cross the North Atlantic from East to West, with **Dieudonné Costes**, flying the *Breguet “Point d'Interrogation”*.

JACQUELINE AND THE CAF

We became acquainted with Jacqueline in a fortuitous way, thanks to **Roy Grinnell** who visited the museum in La Ferté-Alais, for the first time, a few years ago (*Photo on previous page*).

Their meeting immediately resulted in very strong bonds of friendship between Jacqueline and our association, so strong that it did not take long for Jacqueline to become a colonel and visit Midland where she was greeted with all the honors. There she was the best possible example for all handicapped children and adults who take part, each year, in the *Special Show for Special People*, and resulted in her appearing on the first page of the Midland newspaper! Jacqueline will do the same again this year, when she takes part in AIRSHO 2009.



Photo: Marc & Aline Perez

Above, Carré d'As with Paris and the Eiffel Tower in the back-ground. Below, left, Le Bourget is in sight, and right, Carré d'As lands at Le Bourget like Charles Lindbergh had done 75 years before. Bottom, two inseparable friends, Jacqueline and her Carré d'As. So many adventures lived in common!



Photo: Marc & Aline Perez



Photo: Marc & Aline Perez

TIME FLIES

As years went by, Jacqueline saw her chances to fly her plane decrease drastically. A few months ago, she took the only decision which appeared to be logical: **Donate her plane to the Musée de l'Air et de l'Espace in Le Bourget.**

Thanks to this elegant means, the plane that was built by her Dad will be preserved for ever, and the public will be able to appreciate it fully. It is, today, the symbol of a fantastic adventure that very few people are able to know during their life, made of joy and sadness, hopes and disappointments, dreams and nightmares, love, dedication, and sacrifices.

This parting was, for Jacqueline, a real drama, and her tears when her plane arrived in Le Bourget, were telling all her friends who were there, everything that made up her life since the day when she was the innocent victim of a terrible illness.



Photo: B. Duffino

No Jacqueline! This separation is not the end. It is a true beginning because your plane will now celebrate your courage and dedication. This aircraft has become the perfect example of

what a human-being, hit so wrongfully by fate, is able to do if he or she really wants it. It gives our small personal problems their true value, and brings us back to reality.



Photo: B. Delfino

Above, Jacqueline cannot contain her tears any longer...
Below, Jacqueline and Fumiko with, behind them, Marc Perez and Patrick Wadsworth.



Photo: B. Delfino



Photo: B. Delfino

Above, Aline Perez comforts Jacqueline with kind words full of affection.
Below, a true symbol... Bottom, Jacqueline got her lovely smile again.



Photo: B. Delfino

CARRÉ D'AS LAST FLIGHT

On July 30, "Carré d'As" took off from La Ferté-Alais to reach Le Bourget. At the controls was one of Jacqueline's friends, **Patrick Wadsworth**. The plane which didn't have the required transponder to land at Le Bourget, was escorted by an ultra-light which had one, and which was flown by **Aline and Marc Perez**.

After a mandatory stop for inspection by the Gendarmerie - An anti-terrorist plan in force - the plane arrived at Le Bourget where Jacqueline and a group of her friends were eagerly waiting for it.

The air traffic control allowed the pilot to do a long and flat approach, which is why we only spotted it at the last moment, just before the wheels touched the North runway of Le Bourget. Taxi-

ing took several minutes, enough for the general emotion to build up more than expected. Finally the plane appeared on the taxiway, together with the lovely song of its faithful 90 HP Continental engine.

Once the profound emotion had calmed down, a museum mechanic started draining the fuel tank so that the plane could be pushed into the museum in full safety, an operation that took long enough to let us take pictures and discuss with Jacqueline who, slowly, was getting used to the idea that her plane - HER plane - was now safe for ever since it is now part of the historical and priceless treasures of the Musée de l'Air et de l'Espace!

As for Jacqueline, although it has been evident for a long time, she definitely entered Aviation History, and she did so through the big door! A distinction that very few human-beings can claim in the whole world!

Bravo Jacqueline!

The CAF and the French Wing are honored to have you as a member!



Photo: B. Delfino

P-51C "TUSKEGEE"

Article : Bernard Delfino - Photos : Max Haynes

THE P-51C TUSKEGEE IS BACK IN HIS NATURAL ELEMENT

That's it! The P-51C Tuskegee of the Minnesota Wing is back in the air and back home! A big Bravo to those who took part in this restoration and the hard work they produced.

For this event, our friend Max Haynes used all his talent to take pictures of this exceptional Mustang. Max took this opportunity to invite our friend Xavier Méal of the Fana de l'Aviation to take part in a memorable photo-flight (He's sitting on the back seat of the T-6 on the right). Visit Max web site at the following address:

<http://maxair2air.com/>



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: 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. 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 DEBUISSOU
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