



AIRSHOW



Volume 14 - N° 10 - October 2009

EDITORIAL

This issue of our Newsletter has been slightly reduced due to lack of time and the proximity of our departure for Texas. I hope that you will still like it because it includes some excellent news that I will let you discover along its pages.

Your numerous and touching reactions of sympathy and admiration for col **Jacqueline Clerc**, following the publication of the article which was dedicated to her, last month, pleased her a lot, and I'm happy to relay them to you via this issue. I warmly thank their authors, and I can only advise them and all our members who wish to learn more about Jacqueline's extraordinary life, to order from her the beautiful book she wrote to honor her father.

As you will read in the article describing our activities at Le Plessis-Belleville this month, col **Joël Hardy** demonstrated a perfect professionalism when he carried out a preflight check on the Piper Cub "Spirit of Lewis". During this routine inspection, he discovered a serious anomaly on this plane, and avoided a lot of problems. A big BRAVO! for Joël and his exceptional sagacity!

Very important! Many French Wing members have not advised us yet about their intention to take part in our General Assembly on November 14, 2009. I beg them to tell us, as soon as possible, and, if they do intend to come, to send us all the information required, as described in last month Newsletter and this very issue, together with a check of 35 euros per participant. Thanks in advance to you all!

No doubt that those who will travel to Midland will have a lot to tell you when they return. The program for AIRSHO seems to be perfect, there will be many planes there, and the CAF General Assembly promises to be a very interesting one. See you all next month!

Bernard

AIRSHO 2009 JUST A FEW DAYS TO GO



Photo: B. Delfino

TWO NEW RECRUITS FOR THE CAF AND THE FRENCH WING!



**COL RÉMI
BELLET**



**COL DIDIER
BLOUZARD**

FRENCH WING GA ON 14/11/2009
**PLEASE TELL US AS SOON AS POSSIBLE,
 AND BEFORE OCTOBER 20, WHETHER YOU
 WILL PARTICIPATE OR NOT, AND WHAT ARE
 YOUR PARTICULAR NEEDS (Page 2).**

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.

APPLICATIONS FOR THE POSITION OF FRENCH WING ADJUTANT OFFICER

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

You will find herewith, and in the previous issue, all the practical information you need to participate. This meeting will see the election of a new Adjutant Officer.

Col **Fumiko Delfino**, the current Adjutant until the end of 2009, has declared that she will not apply again this year.

All eligible members who wish to apply must send us their application, in writing, so that we receive it before October 30, 2009.

FRENCH WING GENERAL ASSEMBLY ON NOVEMBER 14, 2009

REMINDER FOR OUR MEMBERS

The French Wing General Assembly will take place on Saturday 14 November 2009 at 14h30 in Ermenonville, at col Roger Gouzon's home.

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.

IMPORTANT POINTS

- No lunch will be served at noon. Therefore, everyone will need to stop on the way to Ermenonville and have a meal.
- We shan't be able to come and pick you up in Paris on the day of the GA. This is why it would be preferable, if you travel by train and arrive in Paris, to travel the day before.
- The offer of free hosting by col Roger Gouzon has been very popular. Therefore, we ask that all our members who are interested, to call Roger as soon as possible by phone (03 44 60 11 47 or 06 82 90 40 71). (Since Roger has made this offer free of any charges, we let the recipients express their gratitude the way they like).
- Sunday 15: 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. The others will enjoy a visit of the Air Museum at Le Bourget.

BEWARE!

IT IS OF UTMOST IMPORTANCE THAT THE PARTICIPANTS TO THIS GENERAL ASSEMBLY ADVISE US OF THEIR INTENTIONS, AND SEND US, IN WRITING, THE FOLLOWING INFORMATION, TOGETHER WITH A CHECK OF 35 EUROS PER PARTICIPANT, BEFORE SEPTEMBER 20, 2009:

- 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.

Finally, for your GPS, here is our friend Roger's exact address:

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

ARRIVAL OF TWO NEW CAF AND FRENCH WING MEMBERS (1)

COL RÉMI BELLET

It's thanks to col Gaël Darquet, decidedly very active in all CAF and French Wing disciplines, that we have the pleasure to welcome col Rémi Bellet (*Photo on the right*).

Born on July 30, 1967, Rémi has been fond of aviation ever since he was a kid, when his family resided near the Air Force base of Reims where repeated fly-by's of Mirage F1 fighters greatly contributed to his contamination by the aviation virus.

Then, emigrated to Brittany, he lived near the airport of St Brieuc where one could see old DC-3's. At the age of 15, his parents decided to sacrifice part of their revenues to get him to fly at the St Brieuc aeroclub.

Rémi carried on studying until 1992 when he got his diploma of Aeronautical Engineer ESTACA. His end of studies project was about the calculation of aircraft structures on the Spitfire replica by Marcel Jurca!

Rémi did not work a lot as an engineer, due to the adverse economical circumstances at the time. However, as he left school, he took his suitcase and left for Brasil, where he worked for the Embraer company. There too, the economical crisis caught up on him, and he came back



to France after a year, where he ended up working as a maths professor in schools of the Parisian suburbs.

While he was doing that, he decided to break his meager kitty, and went to the USA to pass his professional pilot licences.

Still with no viable offer for a job, neither as an engineer, nor as a pilot, he found a job as an aviation maintenance instructor with the Thalès company, which, financially, allowed him to convert his CPL and do some instructor training. In 2001 he converted his American IR

into a French IFR, and got qualified on the Beech 1900.

It was then that his career as a transport pilot really started: Charter flights, scheduled flights for Regional Airlines, sanitary evacuations, then he flew the Pilatus PC12 to fly for co-owners as a single pilot, and, for the past three years - since Air France decided that his profile did not match the airline's one (!) - he has been flying the Falcon 900 *Easy* for the Jet Alliance company. All this was punctuated with some aerial work (Pilot for a Sahara race, fighting forest fires in Corsica, technical flights for a small maintenance workshop, etc).

In short, a typical career for a pilot who came from an aeroclub!... Therefore, it is as a true amateur that he now wishes invest himself in the restoration and maintenance of classic airplanes.

Finally, note that his favorite warbird is the P-51 Mustang.

Welcome to the CAF and the French Wing Rémi!



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ARRIVAL OF TWO NEW CAF AND FRENCH WING MEMBERS (2)

COL DIDIER BLOUZARD

It is thanks to col Bernard Delfino that new col Didier Blouzard decided to become a CAF and French Wing member.

Didier was born on September 11, 1967. He is married and works as a Commercial Engineer for the UNISERV company, whose activity is related to data-processing of various companies.

Didier's particularity is to own a splendid four-seater Yak 18 which resides in the same hangar as our airplanes in Le Plessis-Belleville.

Readers will, no doubt, notice that this hangar is progressively becoming the "home" of the French Wing since now reside the Piper J-3, the NC 856 of the Groupe Norvigie, Cédric's MS 733, Didier's Yak 18, and, very soon, Gilles' Jurca Scirocco.

The other two planes which have no direct link with the French Wing - except our friendship for their owners - are a Sicile and a Tétrás.

Didier is fond enough of aviation to own this imposing and magnificent airplane which he often flies and looks after for the routine maintenance.

On the photos printed on the right and below, one can see him during the



investigation of a snag which stopped the left main gear leg from retracting, a problem caused by some corrosion in a selector valve, which he soon corrected, thanks to his logic and sagacity (*Ed: On the Yak 18, and, incidentally, many other Yak planes, the undercarriage retraction and extension system is actuated by some compressed air*).

Apart from his passion for flying and aircraft maintenance, Didier loves photography, and his favorite warbird is the P-51D Mustang.

Welcome aboard Didier!

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TWO NEW PAINTINGS BY ROY GRINNELL

FLASH'S SPLASHES

October 26, 1942, The Battle of Santa Cruz. The Japanese have deployed major land and naval forces to retake Henderson Field and Guadalcanal. Included are carriers Junyo, Shokaku, Zuikaku, and Zuiho and 199 carrier based aircraft. Opposing is Task Force 61 and carriers Hornet and Enterprise and 136 aircraft. Today, Ensign Donald "Flash" Gordon is flying an F4F-4 Wildcat off the Enterprise with VF-10. The entire morning has been a bloody brawl between the opposing air groups. Ens. Gordon, while flying CAP around 0940, encounters a formation of Kate's attempting to attack Hornet, who is already badly hit. "Flash" disrupts this attack by flaming 2 of the Kate's and damaging a 3rd. The day



ended a Japanese tactical victory but with Zuiho and Zuikaku damaged and the loss of 148 aircrew. For the American's the day ended a strategic victory with Henderson Field saved, but with the loss of Hornet, a damaged Enterprise, and the loss of 24 air crew. Japan never recovered from the loss of her air crews. Donald "Flash" Gordon will finish the war with 5 victories, 1 probable, and 2 damaged.

TWO AGAINST SEVENTY - NO PROBLEM!

11 May, 1944, the 354th FG was escorting heavies. Target: Saarbrucken. 1st Lt. Clayton Kelly Gross leading Green flight, 355th FS, was weaving on the right side of one section of B-17s. He spotted a large formation of ME-109s a few thousand feet above and right and paralleling the bomber course. With wing



man Billie D. Harris he began a climb to a position behind the enemy fighters. 'Checking Six' he discovered a second group of EA trailing bringing the total to an estimated 70. Slowing and watching the second group pass over without observing him, they then climbed into a position very close to the enemy rear, "Two into Seventy - Lets get 'em". Gross and Harris both flamed the first targets and moved to other targets. Their tracers and probable radio chatter by the victims caused the entire group to break up. Gross then hit a second victim who bailed out. An enemy attack diverted! Kelly will finish the mission with 2 victories and 1 probable and the war with 6 victories, 1 probable, and 4 damaged.

ARIZONA WING

Article & photos: Gaël Darquet



November 2007. I was far from imagining that I would, some time later, be part of the greatest aviation association in the world. Effectively, a few months later, I heard that a french unit of the Commemorative Air Force existed, a unit that I would join a year later.

But let's get back to this 2007 Fall, during which I went to Arizona with a colleague who also works for **Dassault Falcon Services**, fir some engine training.

As we land, some splendid weather for the Frenchmen that we are welcomed us with its 25° Celsius in Phoenix, while the temperature was as low as 15° when we had left Roissy.

We got there on the Saturday and enjoyed the Sunday visiting the Grand



Canyon, treating ourselves with a ride in a helicopter to fly over this huge and magnificent natural site.

One must admit it, the following day was quite different because the training was tough! It was the very last session concerning this type of engine fitted to the Falcon 200, the ATF 3. The week went on smoothly, and the little *Frenchies* got through all right. We had time to discuss with our instructor who looked a bit like Sean Connery. We mentioned our passion for old airplanes, and more particularly, for Warbirds. He suggested that we'd go to the Arizona Wing which is located about 30 minutes from the center. Since we finished our training too late to get there before they close the place, we decided to change our flight from Friday to Saturday, looking forward to the end of our training.





Saturday finally came! Waking up was difficult because we celebrated our successful test the night before. After a good breakfast at Denny's, we got on the road to the CAF Arizona Wing.

The museum is located on the airport of Falcon Field, at the intersection of Greenfield and the Mc Kellips road in Mesa. There, we leave our car on the car park before which is a beautiful hangar surrounded by a superb lawn and beautiful trees.

The buildings appear to be new and make us dream. On either side of the entrance, we are welcomed by some AA guns and a four bladed propeller. Once inside, it's a total surprise because, if my memory is right, a photo of Sentimental Journey is at the back of the desk. So this is where is the most beautiful of all airworthy B-17's! I'm on a cloud!

We are very warmly welcomed and the conversation immediately starts on the



B-17, between two "Ah! French people! France!". "Yes, we also have one Flying Fortress based in Orly, and it flies too". We have the feeling that we are part of



the family. They invite us to start our visit. We get in the first hangar which is amazing, with the floor covered with

resin. Several planes are there: An F-4N Phantom II, a Mig 15 bis Fagot, a Mig 21 Fishbed, an AFS2 Guardian, a Mig 15 UIT Midget and many replicas, scale 1/2 or 3/4. A beautiful Pratt & Whitney radial engine is displayed standing up. I wonder where Sentimental Journey is. I wouldn't like to miss it...

Phew! One more door that leads to the Maintenance hangar. We walk through a small room which is full of models and push the door to the second hangar, with a feeling of happiness, and suddenly, I'm like a kid before the Xmas tree! A B-17, no, not a B-17, but, rather, the most beautiful Flying Fortress, in my opinion!

It's being worked on apparently, for an engine change. We start talking to the mechanics who give us the OK to climb aboard the "monster". It is com-

plete, with all equipment there. I create some little stories for myself as I stand at each gun position. Excellent! I get out to watch it from all angles. It's nose art is simply beautiful. Behind it is the TB-25N... which was then in restoration, and a Twin Beech C-45.

The hangar doors are open, so we carry on and have a look at the several planes parked outside: Two Stearman, an A-26 Invader, another B-25, and many others.

Alas, we have to end our visit... We have to go because our plane will not wait for us.

On the road I am still dreaming, but it's to get back there. The flight to Paris is short. We slept like babies with many pictures in our head, a smile on our face, and many sweet dreams.

COUHÉ-VÉRAC AIR SHOW

Article & photos : Christophe Bastide

Once again, despite the financial crisis, the aero-club in Couhé-Vérac drew a crowd of about 2000 people, lovers of old airplanes, with a show that lasted 5 hours, even though the weather was, at times, menacing with big clouds.

With about 50 planes presented in flight, the public adopted various techniques to watch them and avoid a painful neck!



Carter, came from La Rochelle together with col Patrick Pierre-Pierre who flew a PA 18, two Yak 52, Sukoï 26, the half-scale Corsair of Michel Bousquet who came from Chalais (16), and an Army Pilatus which was used to drop the parachutists that came from Pau and landed among the public during a test jump.

A minuscule Cricri demonstrated its flying abilities and its great airspeed, while two Fournier RF6 and RF7 flew in unison and even did some frontal passes which were reminiscent of the Patrouille de France.

In every air show, there are always moments of great emotion that cannot be forgotten. The one I personally lived was when I was allowed to sit in the cockpit of the half-scale Corsair of Michel Bousquet from Tours.

Following his advice I managed to get inside the minuscule plane. I could not



quired to reach this goal. One must say that the aero-club of Couhé-Vérac is the only one to organize an air show in the Poitou-Charantes area. A big BRAVO! to this team.

This year, the in-

This was the 16th year that the aero-club of Couhé-Vérac decided to try this adventure which is the organization of an air show. "It's not easy!" told me Jean Hugault, chief pilot.

Fifty volunteers are required on the tarmac, and another twenty for other various tasks not directly related to airplanes, but without whom the club could not do it. In total, it's a full year which is re-

novation was a bilingual speaker, a Scott who lives there and who is a pilot in the aero-club. One must say that many foreigners come and spend their holidays there, and come



to watch the air show.

The planes that took part in it were nice ones: Morane 733, Marchetti, Nord 1101, NC 858 who came from the Aspan in Niort (79), Nord 3200, Morane 317 whose pilot, Gilles

close the canopy, but I was able to admire the wise disposition of the instruments, a dash board designed by Michel Bousquet, a wood-work instructor. Michel is only 5 feet 7 inches tall, but he sits on a cushion in order to see the runway.

The Couhé-Vérac aier show ended with a demonstration of the Cartouches Dorées aerobatics team from Cognac.

Let us end this short article with a french touch concerning the food: 190 kilos of fries were eaten by the public!



LE BOURGET - LE PLESSIS

Article : Bernard Delfino

Several members of the French Wing got together to visit the Le Bourget annual aviation antique show.

Despite the presence of sixty vendors, the public did not really find what it was looking for since the majority of items for sale were books and plastic models. Aircraft spares, the main reason for our presence, were a minority, and the few real antiques were selling for a price that made even the most wealthy visitors run away, like this 8 inches long aluminium model of a Constellation which was selling for a ridiculous \$ 2000.00! The only positive point was when Patrick found a complete panel of air data instruments for the NC 856 that the members of the Groupe Norvigie purchased at a reasonable price.

This is how our visit to Le Bourget only lasted two hours, and that we got on the road to Le Plessis-Belleville after a good lunch, and enjoy the nice weather with some nice flights.

The first pre-flight check that was done by col **Joël Hardy** allowed him to demonstrate his professionalism when he discovered that one cable turn-buckle to the rudder had sheared, the cable being only attached by a piece of locking wire! The examination of this part showed that it had broken at the



Above, Gaël Darquet, Fumiko Delfino, Joël Hardy, Roger Gouzon, et Claude Gascon, pose before the NC 856.

hole where the safety pin is inserted (This pin was not used in that case, and was replaced by a conventional wire locking),



Photo: P. Pierre-Pierre

and that it x-was caused by metal fatigue. The freshness of this break showed that it was quite recent, and probably happened during the last landing or taxi. The part was promptly replaced and the flights started for an enjoyable afternoon.

This incident demonstrated a few important things:

- 1) The importance of doing pre-flight checks as seriously and as professionally as possible, and in a systematic way,
- 2) The need to do a post-flight check while one cleans the plane,
- 3) The excellent eye that Joël has,
- 4) The good quality of the locking wire that was used for this locking!...

One can easily imagine the consequences of the loss of the rudder control during a flight. This is why Joël was warmly and immediately congratulated by all the members who were there!

The *Spirit of Lewis* and the NC 856 were joined in the sky by col Didier Blouzard 's Yak 18, after Didier had completed the repair of a problem he had on the retraction of the left main gear. The week-end carried on the following day with several flight done by the members who were available and could enjoy the nice weather that lasted several weeks over Paris and the area!



Photo: B. Delfino

Photo: B. Delfino

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.
- Norvigie 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 ©.

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