



Volume 15 - N° 10 - October 2010

EDITORIAL

I wish to apologize for the late publication of this monthly Newsletter. It is due to an extraordinary increase in my workload because of the high number of events our Wing was part of, as well as numerous surprises, good and less good, which required my full and permanent attention, which kept me away from my keyboard until today.

My health is improving steadily, but the medical treatment which I have to follow is still the cause of premature tiredness and other various inconveniences. This is why I appreciate so much the help given to me by some members during the past weeks. I thank them very much for that!

On October 8 took place the CAF General Assembly and the first phase of the elections for 6 members of the General Staff, which gives us a unique occasion to get back in control of our Association and give it back its true reason and the fundamental goals of its existence.

As far as I know, and for the first time in the history of our Unit, no member of the French Wing went to Midland. Our leaders must not get mixed up: These are purely individual decisions intended to protest against the discreditable and unacceptable methods that they have adopted during the past three years, and, especially, since the beginning of 2010.

The second phase of this vote will follow the General Assembly. Those who asked for a ballot will receive it by mail, about a week after the GA. They need to fill it in and mail it to the independent company which is organizing these elections, and the final result will be published around mid-November. But whatever this result may be, the French Wing will carry on along the same path it had adopted when it was created: The full respect of the CAF goals, as it was dreamed of and made by its founder Lloyd Nolen.

Bernard

END AND ANALYSIS OF THE AIR SHOW SEASON



Photo: M. Batache

AN EXCEPTIONAL SEASON FOR THE FRENCH WING WHICH NEVER TOOK PART IN SO MANY EVENTS THAN IN 2010 !

ARRIVAL OF SEVERAL NEW MEMBERS IN THE FRENCH WING (Page 3 & 4)



Photo: B. Delfino

FORMIDABLE "AÉROPUCES" UNDER THE WINGS OF CONCORDE

THE FRENCH WING GENERAL ASSEMBLY WILL TAKE PLACE ON NOVEMBER 27, 2010, IN ERMENONVILLE.

END OF AN EXCEPTIONALLY BUSY 2010 AIR SHOW SEASON

This 2010 summer season has been the busiest that we have known since the early days of the French Wing:

Merville
 Le Plessis Belleville
 La Ferté-Alais
 Château-Thierry
 Coulommiers
 Pontoise
 Lens
 Persan-Beaumont
 et les Aéroputes du Bourget

This number, almost the double of what we did in the past, will be reduced for next year. It's better to take part in 5 events rather than exhaust ourselves like we just did on 9 occasions. Those who were present during these events know what we're talking about...

If the participation of our members hasn't been as good as we expected, it was, however, good enough, thanks to the most active ones who did not hesitate to re-organize their private life around the French Wing's dates, and who helped to set up our booth and to put it away after each event. We sincerely thank them because, thanks to their willingness, this season has been a great success, helped by an exceptionally good weather which, miraculously, was present for each one of these air shows!

A big Thank You to the ground crew (Some of whom did not even belong to the French Wing!) for their very efficient help, and another Thank You to the aircraft owners who did not hesitate to put their plane at the service of our Unit, especially when it was critical.

2010 FRENCH WING GENERAL ASSEMBLY

27 November 2010 is the chosen date for our Annual General Assembly which has an utmost importance for the future of our Association! Effectively, two weeks prior to that date, the result of the elections of 6 members of the General Staff will have been announced, and from there, we will decide what actions we will take for the near and far future of our French Wing.

The importance of this meeting is such that the highest possible number of members is required. We ask you all to make the necessary arrangements so that you will be available for this General Assembly.

RENEWAL OF TWO FRENCH WING BOARD OF ADMINISTRATION POSITIONS

The positions of **VICE-PRESIDENT (Executive Officer)** and **TREASURER (Finance Officer)** have reached the end of their 3 years mandate and are open for any candidate who has at least 6 months seniority.

It is not sure at all that the members who are currently in these positions will ask for a second mandate, therefore, we ask all our members to seriously consider applying for them.

The workload of these two positions is not too big. They only require some seriousness, rigor, a faultless honesty, and, from a practical point of view, a computer with the usual software and a link to the Internet (As far as the position of Finance Officer is concerned, the necessary program will be given to you, and Claude will be too pleased to show you all its secrets).

If one of these positions appeals to you, please send your application, in writing, to the French Wing head office not later than October 27, 2010.

FRENCH WING APPOINTED OFFICERS

The appointed officers are not elected. They are volunteers who can be any member with no restrictions of seniority or else. The only requirements are those that any member of the French Wing must already have: Assiduity, honesty, will to succeed, good behavior, generosity, respect of others, and, especially, the ability to listen to the others.

Each of these positions should, or even must be manned by two members in order to cope with any absence of one member or the other during the year.

Here is the list of these positions with the names of those members who have already applied for 2011 :

Public Relations & Newsletter

Bernard Delfino & Bertrand Brown

Operations

??? & ???

PX Gift Shop

Fumiko Delfino & ???

Maintenance

??? & ???

Safety

Michel Baloche & ???

Projects

Gaël Darquet & ???

Historian

Jacques Leroux & ???

Recruiting

??? & ???

Translation

Bernard Brown & Noël Barange

Web Site

Eva Bancel & Bertrand Brown

NEW MEMBERS OF THE FRENCH WING

It's with great pleasure that we've just welcomed several new members in the French Wing.

Here are three of them :

ÉRIC BELLEBON



Visitors to Le Plessis-Belleville will be surprised to see, sitting among the usual airplanes, a superb all-red Stearman where Cédric's MS 733 used to be. This plane has moved to the same hangar as Michel Baloché's Cessna 195, immediately replaced by this admirable Boeing.

But more than his machine, it is the man who will interest our members most.

Let's see what Éric has to say...

"A newcomer on the airport of Le Plessis, it was with great pleasure that I met the sympathetic team of the CAF. It is, therefore, with enthusiasm that I will try and bring my modest collaboration to an association that I did not know until four months ago.

Aviation is like Obélix... I fell into it when I was a kid. I must say that since I had a grand-father who was a fighter pilot flying the P-47 during WWII, I could feel wings growing on my back!

Not too good with mathematics, the usual track to become an airline pilot (ENAC/Maths Sup/Maths Spé) was not accessible to me. I had to take the country roads which were more favorable to me. I started with Air France in 1986 as a flight engineer and was converted to pilot in 1991.

Today, I'm a Captain flying the Boeing 777, I'm the happy owner of a beautiful red biplane (PT-17) which allows me to return to the basics of flying. More a bush pilot than Top Gun, I love the friendly feeling of airfields and people who use them.

Thanks to its members, the French Wing is moving, I believe, in the right direction.

Blue skies everyone!?"



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NOËL BARANGE

We met Noël several times in Le Plessis-Belleville, and, especially in Merville where he got, with his father, aboard Didier's Yak 18T. Fond of classic airplanes, Noël is still in school and he has been spending several periods each year at DFS as part of his training, for the past two years. He liked



the friendly feeling that prevails in the French Wing, and it did not take him long to become a member.

Today, it's a fact, and he already participated actively to our activities, namely during the Aéropeuces in Le Bourget where he showed extraordinary human qualities such as obligingness, goodwill, good mood, and the desire to serve the French Wing as much as he can. But let's see what he has to say:

"I study Avionics systems at Dassault Falcon Service. I'm also learning to fly to become a private pilot at the DFS aeroclub in Le Plessis-Belleville. I also like to help maintaining classic airplanes.



I intend to get a B1 aircraft mechanic license so that I can maintain airplanes registered as CDN in total autonomy.

My favorite aircraft are the Douglas A-26C Invader and the North American T-6 Texan.

Anyone who needs a hand to maintain any airplane, more particularly on electrical systems, should not hesitate to contact me”.

Noël Barange

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TADAO NOMURA



We met Tadao Nomura in Midland three years ago. Last month, he had the good idea to contact us and say that he wished to come to France and visit several aircraft museums. Therefore, we were too happy to help him and the friend he was traveling with, as much as we could during his (too) short stay.

Tadao-San liked what he saw of our French Wing so much that he became a member before returning to Tokyo. Thanks to Jean-Yves Cercy, he was able to enjoy his flight aboard the Piper Cub. He then visited Air-

bus and the Ailes Anciennes in Toulouse thanks to Michel Perrin. Back to Paris we took him to Le Plessis-Belleville, then to Le Bourget for the visit of the museum and its private hangar (Thanks to Xavier Massé who is in charge of that), and finally, thanks to Jacqueline Clerc, a visit of the La Ferté-Alais museum. Here is what Tadao-San wrote after returning home:

“Born in ’43, I was grown-up in a Japanese rural area. In my junior high school days, I was knocked-out by encountering F-104, “The Last Manned Fighter”. Since then, my mental disease, “airplane-craziness” has been lasting to date. Half-laughing, doctors say “your one is non-curable”.

At the end of my high school days, although I passed the exam for the pilot training school of Japanese Air Self-defense Force, I opted to go to a university, where I studied mechanical engineering. (My motor nerves were not so excellent. So I worried “elimination”). Instead, I aimed for a sure life and placed “airplane” as my most important hobby.

After school, I joined a chemical company in Japan, and experienced various fields, facility maintenance, design and construction of chemical plants, technology Licensing of chemical process, industrial consulting, etc.

Number of my overseas business trips amounted to about a hundred times, during which, I visited many air museums and air-shows whenever possible. (Of course I never reported such visits to my company!).

Although I could have worked until 65, I retired at 60, and began a pension life



to live in a hobby. I now make it a rule to visit overseas air-shows/air museums four times a year.

My favorite top three airplanes are as follows:

*Zero... No need to explain.
F-104... Above mentioned.
Breguet Alizé... Elegant French style.*

This time, with specially kind arrangements by B. and F. Delfino, M. Perrin, and J. Clerc, I was able to visit various airplane-related places in France with utmost excitement, and I would like to express my sincere gratitude to them. Thank you all very much !”

Tadao Nomura

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Next month more new members will be introduced. Be ready for some surprises...

“L’ÉCHARPE BLANCHE” NEW BLOG DEDICATED TO CLASSIC AVIATION IN FRANCE

All most recent news about classic aviation are on this blog ran by Bertrand in collaboration with the French Wing.

You can all participate and send the news that you will have found here and there about classic aviation. Go and visit this blog at the following address:

<http://lecharpeblanche.wordpress.com/>

If you have some interesting pieces of news, email Bertrand and give him all the details:

webmaster@gaetanmarie.com

WEB SITE OF ASSOCIATION LES AILES HISTORIQUES DU RHIN

Visit the web site of this association led by Eric Janssonne, at the following address:

<http://www.aileshistoriquesdurhin.fr/>

FIFTEENTH ANNIVERSARY OF THE FRENCH WING

2011 will be the occasion to celebrate the 15th anniversary of the French Wing. We will organize a Fly-in which will be even better than this year's.

This commemoration will be common with the 50th anniversary of Michel Baloche's Cessna 195 50th anniversary.

To organize this big event, we will need a team of 5 volunteers, members who will be totally dedicated and will work on it from January 01, 2011.

No less than 5 members will be necessary. They will share the numerous tasks linked to these two celebrations.

Budget, lunch and diner, guests, awards for the three most beautiful planes, PX shop, sound, lodging of guests who will come from far away, are only a few of the points that will need the utmost attention.

If this appeals to you, please do contact the French Wing as soon as possible!

FRENCH WING GENERAL ASSEMBLY ON NOVEMBER 27, 2010 PRACTICAL ORGANIZATION

MEETING: It will take place at Roger Gouzon's home and will start at 2 PM sharp, until 6 PM, with a 20 minutes break around 4 PM.

AGENDA: Should you wish to add one or several particular points to the agenda, please write to Bernard (Mail, or email: bdelfino26@free.fr) before October 31, 2010.

PARTICIPANTS: Let us know if you intend to bring along people who are not members of the French Wing, and who are those people.

PX GIFT SHOP: The shop will be open before and after the meeting. Buy your Xmas presents there!

DINER: [If you intend to stay for the annual diner on Saturday evening, send a cheque of 15€ per guest to the French Wing](#) (19 rue de Cannes 93600 Aulnay sous Bois).

LODGING: Should any member of the French Wing wish to provide the lodging for one or more members for the night of October 27, please do advise us as soon as possible (Roger Gouzon has 4 rooms to spare but they are already booked. However, do contact him to check their availability: roger.gouzon@orange.fr or 03 44 60 11 47). If you wish to book a hotel room, please do the reservation yourself on the Internet (Example: B&B in Villepinte at 44€ per night, or Lemon Hôtel in Longperrier at 32€ per night).

SUNDAY 28: As we do every year, the "survivors" will enjoy a visit of the Air Museum in Le Bourget from 10 AM till Noon, then, they will enjoy a meal in the museum's restaurant. **Please do tell us as soon as possible if you intend to be part of this visit and this lunch.**

On the right is the access map to Roger's house (2 Prairie Souville in Ermenonville).

Parking is on the square shown by a green rectangle or in the streets around his house.



PONTOISE 2010

Article: B. Delfino - Photos: M. Baloché, C. Maëlhaire, & B. Delfino

Our friend **Hugues Duval** (Yankee Delta in Rennes), organizer of this event, warmly welcomed us for this big air show. We sincerely thank him, as well his Technical Director **Cédric Malhaire** who played a big role in our participation which included four French Wing airplanes and our PX gift shop, with the *Spirit of Lewis* sitting next to our booth.

With the help of the bright sun shine the number of spectators was very high and the show was good. The greatest star of the show was the electrical Cricri which, with Hughes Duval at the controls, broke the world speed record for an aircraft moved by two electrical motors and propellers with an amazing 260 km/h (161 MPH)!...



Photo: B. Delfino

Of course, its range is not very big since the batteries only last, at the moment, 15 minutes, but this remarkable performance shows that anything is possible, and that “electrical aviation” is on the right tracks.

For our airplanes, the flight from Le Plessis-Belleville to Pontoise was just a short hop. The Piper Cub flown by **Jean-Yves Cercy**, with Roger as a passenger, was positioned there and put to bed on Saturday, next to our booth.

It was joined, the following day by **Didier Blouzard's** Yak 18T, **Cédric Chanu's** MS 733, and **Michel Baloché's** Cessna 195. The MS 733 was the only one to be displayed in flight. The others remained static.

The PX gift shop did some good sales, increased by the product of photos of children taken by Roger Gouzon, while sitting in the Piper Cub with their proud parents watching. These photos were printed immediately after they had been taken, and sold for a few euros. This might also trigger some passion for aviation for some of those kids. Sometimes not much more than this is necessary.

The departure of our planes at the end of the day obeyed the rule of slots and aeronautical night, leaving just Bernard and Fumiko to put the PX and the tent away. Fortunately, they were helped by a new friend, **Christophe Montet**, who was so efficient that he won a flight aboard the Piper Cub as a thank you for his kindness.



Photo: B. Delfino



Photo: M. Baloché



Photo: B. Delfino



Photo: C. Malhaire

LENS 2010

Article et Photos : B. Delfino

The very good memories we had of the 2007 air show in Lens, made us wish to participate to its 2010 version. Thanks to the kindness of our friends in the north of France, we were welcomed very warmly with the Piper Cub and the PX.

The day before the air show the weather was acceptable, but it turned to rain during the night. When we woke up, it was grey and foggy, but at Noon, the sun pushed the clouds away and a beautiful blue sky appeared, just punctuated with a enough white clouds to please the most demanding photographers.



One of the best part of the day was without any doubt, the Turbulent team demonstration. The team is made of four Druine Turbulent

The variety and the great number of planes that were present, the high quality of the air display, the placement of spectators all along



Since our plane was used to enlighten the american military village, we were free to watch the show that was appreciated by the thousands of spectators.

The organizers provided us with free hotel rooms, free meals, and enough gas to fly back home. What else could have we asked for ?

planes whose small size and modest engine power are used the best possible way to produce a show that pleased all spectators, grown ups and kids alike. Flying through a gantry, bombardment of a target, and chasing balloons made everyone stunned, which proves that there is no need for big planes or risky aerobatics to please the public.



the runway, the kindness of all volunteers and all organizers, made of this Lens air show one of the best we took part in, in 2010. And, cherry on the cake, its access was totally free !

A big thank you to our friends in Lens. And we hope to see them again in 2012.



PERSAN-BEAUMONT 2010

Article & Photos: B. Delfino

Our participation to the opened gates days in Persan was, for a moment, uncertain because of the lack of pilots. The organizers were looking forward to see the NC 856 and the Piper Cub, and if they did not hide their disappointment, they were kind enough not to be mad at us. Fortunately, Didier came to our rescue with his Yak 18T. Seeing our embarrassment, he did not hesitate one second to sacrifice his participation to the air show in Granville, and he made his plane and himself totally available for us. Thank you Didier!

Saturday was, to say the least, very quiet, which allowed us to have a



close look at all the planes on static display. Many of them were light private planes, but several were historical ones: Bell 47, Stearman, Staggerwing, Waco, Stampe, T-6, and Yak 18. The beautiful weather acted against this event and visitors were seldom during that first day. They probably went away for the week-end, and the PX customers were limited to only one!



We had plenty of time to talk about aviation with **Jean-Luc Jentel** whose conversation and technical knowledge are fascinating.

The Sunday was quite different and about 5000 people fully appreciated this beautiful day. A great number of flights were sold and airplanes and helicopters did not stop during the entire day, except for lunch. Even though there was no official demonstration flights, the number of movements made that day was a real success. The PX

shop made more business than the day before, we met numerous people who were happy to talk about their modest contribution to aviation, and Didier took the opportunity of such a nice weather to enjoy some aerobatics aboard an Extra 200.



FRENCH WING PX



LES VISITORS

Visitors were primarily interested by the instruments and equipment which had been collected here and there by several of us. These were the stars of our sales.

Curiously, prints only appealed to some of the visitors. We concluded that potential customers are technically minded, they like a bit of history but not too much, and they hardly care about art. This typical portrait which is by no means exhaustive, will help us for next year's event.

Another noticeable fact was that a great number of fathers came along with their son, generally aged between 7 and 12. They were all very interested and showed that they had already been the victims of the aviation virus, and probably not curable.

Some of these kids surprised us with the level of their knowledge, which is promising for the future of aviation.

Many participants were selling books, photos, and historical documents. Rare were the visitors who did not find what they were looking for.

Several sold plastic kits, often very old ones and hard to find otherwise. This is why some of these kits were so expensive that they remained unsold.



They will be able to see them all on the day of our General Assembly, and purchase all sorts of instruments, old or modern ones: Gauges, altimeters, Airspeed indicators, radio control boxes, turbofan blades, weather radars, turbines and compressors of air cycle machines, black boxes (actually orange), and even a brake tail parachute that was fitted to the Mystère 20!

This is why we ask all our members, in view of the same event in 2011, to keep in mind this event, and to look for any instrument or special object they might come across during the next 12 months. Giving them to the French Wing will greatly help our Association to carry on.

In these difficult times, and especially for all associations, finding sources of revenues must remain the number one task for each one of us.

Happy hunting!



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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 gramms, 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 (buywrbonds@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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