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# AIRSHOW

CAF FRENCH WING - BULLETIN MENSUEL - MONTHLY NEWSLETTER

Volume 16 - N° 10 - October 2011

## BEECHCRAFT D-18

### EDITORIAL

At the time of this publication, I only received five messages from members who will attend our Annual General Assembly. All our members who haven't done it and wish to participate must advise me as clearly as possible of their intentions :

- Number of participants to the meeting
- Number of participants to the dinner
- Specific needs (Transportation and rooms)
- Payment of the meals (15€ per guest)

With no message and no payment received from you before October 14, you run the risk of not being able to join us for the dinner because of a lack of food. Thanks to all of you in advance !

Similarly, if you wish to take an active part in the organization of this dinner, you must advise us as soon as possible.

Some great news I wanted to announce in this issue of our Newsletter is in its final phase of completion, but after thinking thoroughly about it, I decided to postpone it and make this announcement during our General Assembly on October 29. One more reason to participate ! ☺

Following the resignation of its director Jeff Wood, the CAF museum AAHM is in great danger of seeing its collections diverted from their very purpose or wasted. We won't comment on the real reasons of this resignation which have probably nothing in common with the official ones, but will insist on the danger that these priceless historical witnesses run ! Should the museum be transformed into some sort of aviation fun park, as we have been afraid of for these past few years, this degradation will sign the death sentence of the CAF because these collections and their profound meaning are the very heart of our organization and its true sense. Poor CAF!...

Bernard



**IN ORDER TO COMPLEMENT THE STORY OF THE MEMORABLE FLIGHT OF THE "WICHITA WENCH" TOLD LAST MONTH, HERE IS THE STORY OF THIS WONDERFUL TWIN BEECH WHICH REMAINS VERY MODERN DESPITE ITS 74 YEARS OF AGE**

**CAF COLONELS, IF YOU ARE UP TO DATE WITH YOUR CAF ANNUAL DUES, TAKE PART IN THE 2011 ELECTIONS FOR THE THREE VACANT POSITIONS! (Procedure on page 3)**

## TOP URGENT!

**THE FRENCH WING GENERAL ASSEMBLY WILL TAKE PLACE ON OCTOBER 29, 2011, IN ERMENONVILLE, IN ROGER GOUZON'S HOME (Map and details on page 2).**

**PLEASE DO TELL US IF YOU WILL PARTICIPATE TO THIS MEETING AND SEND US YOUR CHECK FOR THE ANNUAL DINNER THAT WILL FOLLOW IT.**

## 2011 FRENCH WING GENERAL ASSEMBLY

The 2011 French Wing General Assembly will take place on October 29, 2011, at Roger Gouzon's home in Ermenonville, from 14:00 until 18:00.

### AGENDA

The meeting will follow the usual scheme:

- Summary of the past year.
- Wing's moral report.
- Administrative report.
- Financial report.
- Projects achieved or failed.
- Current projects.
- Projects for next year.
- Piper Cub operation.
- Piper Cub finances.
- Aircraft of our members
- Elections.
- Oral questions (Off the record)
- Awards for 2011.

If you are a member of the French Wing and wish to add other subjects to this agenda, please write to the French Wing's home address before September 30, 2011, using mail, fax, or email.

### 2011 ELECTION

These elections are for the position of **President** and, exceptionally, of **Adjutant**, following the cooptation of Noël Barange earlier this year. This Adjutant will be elected for a period of one year, until the 2012 elections which will concern the very same position but this time for 3 years, until 2015.

**Should you wish to apply for one of these two positions, please send your written application by mail only, and before October 14, 2011.**

## ANNUAL DINNER

This meeting will be followed by a drink and a dinner which we will cook ourselves like we do every year.

If you feel like a "Chef" and wish to volunteer for the cooking of this meal, please advise our President as soon as possible.

**The individual price of this dinner will be 15 euros. You may invite who you want as long as you send us a check of the correct amount before October 14, 2011, specifying if your guest(s) will attend the General Assembly.**

### ACCOMODATION

The rooms that our member Roger Gouzon graciously makes available for those who travel over long distances are already booked, a fact that Roger will confirm if you call him on 03 44 60 11 47.

Unless someone cancels his participation, you will need to book hotel rooms in the various hotels of the area at a reasonable price.

## 2011 PONTOISE AIR SHOW

Bad weather and a lack of availability of key members for this event because of work or sickness, forced us to regrettably cancel our participation.

However, this decision probably saved us from some serious damage to our equipment and Piper Cub with the related unwanted costs since, the day before this event, a sudden storm and very strong winds caused some damage to other booths whose tents took off even though they had been properly tied down!

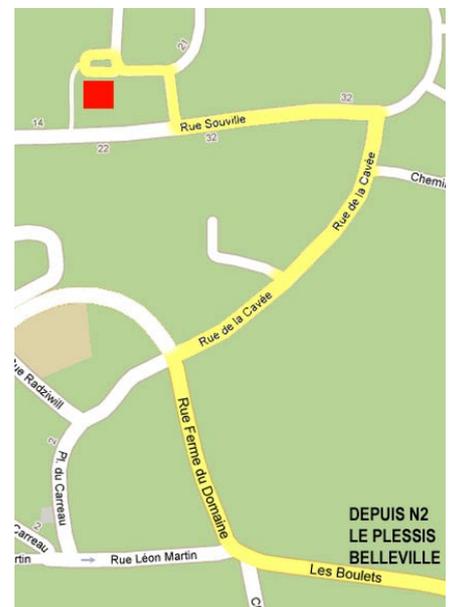
## FRENCH WING EVENTS 2011

• **Aéropuces at the Musée de l'Air in Le Bourget on October 22 and 23, 2011.**

Volunteers wishing to help with our booth should make themselves known as soon as possible. Our booth needs to be set up before the show opens to the public and will need to be manned throughout the week-end.

• **French Wing General Assembly on October 29, 2011, and election of two members of the board, namely Unit Leader and Adjutant Officer.**

The place will be Roger Gouzon's house as usual, that is to say Ermenonville. The map and address below will help you get there. Please be punctual!



Here is Roger's full address to get to the French Wing general assembly:

**Roger Gouzon - 2 La Prairie**

**Souville - 60950 - Ermenonville**

Coming from Le Plessis-Belleville and/or the N2, follow the yellow path. The red square represents Roger's house.

## 2011 CAF GENERAL ASSEMBLY AND GENERAL STAFF ELECTIONS

The CAF General Assembly will take place in Midland on October 7, 2011, from 15:00.

The elections which will take place during this meeting are for 3 positions:

- The one vacated by Neils Agather who is reaching the end of his term in December 2011. Neils Agather will apply for another term.
- The one vacated by Mark Novak who, last July, chose to become a paid employee of the CAF Headquarters with the paid job of *Chief pilot, aircraft operations and fleet management*. He was temporarily replaced by Kim Pardon nominated at this position by the General Staff until the next General Assembly. Kim Pardon will apply for this position.
- The one vacated by Ollie Crawford who was elected last year for one year to replace Clay Lacy who had resigned. Ollie Crawford will not apply for another term.

Those of our members who are colonels and up to date with their annual dues, will be able to choose from the candidates presented by the election committee, i.e.: Larry Turner, Neils Agather, and Kim Pardon, and the candidates from the floor whose names will be known on the day of the General Assembly.

Those who will be in Midland for this General Assembly will vote there physically, and those who won't be there must use an Absentee Ballot. We hope that all

our eligible members have requested their ballot and will use it properly.

It is only after the candidates from the floor have applied during the CAF General Assembly that we will know their names. Therefore, the Ballots will be sent to you soon after, together with the list of all candidates. You will then need to fill the Ballot correctly and mail it so that it gets to Midland no later than November 8, 2011.

The result of these elections will be announced on November 16, 2011.

To our knowledge, no member of the French Wing will travel to Midland for this GA and Airsho. We hope the organizers and the "leaders" of the CAF will draw the evident conclusions of this fact.

## THE AAHM IN GREAT DANGER

The latest news received from Headquarters are very worrying: The museum director who took over from Tami O'Bannion, **Jeff Wood**, Has just resigned from his position for reasons which are probably very different from the ones given officially. The museum is, therefore, in great danger of being turned into some sort of aeronautical fun park with no honorable meaning, as we have been fearing for a long time.

## JEFF WOOD HAS RESIGNED

The AAHM museum director has resigned, and we have good reasons to believe that his motivation has nothing to do with the official reason given by the Headquarters...

## AVIATION QUIZ

What is this strange bird?



The Abrams P-1 *Explorer* was built in 1938 with the only goal of carrying out aerial surveillance and photography, namely for precise mapping.

The front part of the fuselage was entirely dedicated to observation, thanks to its engine fitted to the rear, which drove a propulsive propeller.

With a top speed of 200 MPH and a service ceiling of 25,000 feet, the plane, first of its kind, perfectly fulfilled its role until the beginning of WWII. Although it had been intensely used by the authorities, the armed forces were not interested and preferred to use fighter placed adapted for this role because they were faster and safer.

Dr. Talbert Abrams, who designed the plane, put the project to sleep and finally lent the plane to the National Air Museum in 1948. It was officially donated to the museum in 1973. It is currently in the museum's reserve where it is waiting for a full restoration.



## NEW PHONE NUMBER FOR GUY FOURDRAIN

Change of cell phone number for Guy.  
You can call him now on :

**06 06 78 14 80**

## NEW PHONE NUMBER FOR MARIE-FRANÇOISE LE CORNEC

Please make a note of Marie-Françoise's home phone number :

**00 35 24 50 363**



## L'ÉCHARPE BLANCHE IS GROWING FAST

The blog of Bravo Bravo Aviation and the French Wing continues to grow. It now reaches a minimum of 20,000 visits every month.

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

Its success is due to the fact that it can produce fresh news about classic aviation in France and the rest of the world, thanks to short, precise, and interesting articles.

This month new feature is the presentation of books and other publications related to aviation and its history. You will be able to purchase these books directly from the blog thanks to the link with Amazon.fr. As you shop there, you will help this remarkable blog since a small part of your purchase will be donated to *l'Écharpe Blanche* while it will not cost you anything.



## OUR FRIEND ROGER BEAUMONT HAS GONE WEST

We regret to announce that our friend Roger Beaumont, a very active member of the Normandie-Niemen Memorial, died after a traffic accident. He was hit by a vehicle while he was crossing a street using the zebra crossing.

Those of our readers who are used to air shows know him very well because he was always present on the Neuneu's booth. Always friendly and generous, his face was permanently crossed with a large smile which was not faked. He was one of these men that one is proud to be a friend of. His loss is bad news for all the members of the Memorial because he was a key member of this organization.

Our thoughts and sincere condolences go to his wife, his family, and all his numerous friends.

## LÉGION D'HONNEUR FOR CLAUDE REQUI

On August 31, on the Air Force base of Orange, Claude Requi received the Légion d'Honneur from the hands of the Chef d'État Major de l'Armée de l'Air, Général d'Armée Aérienne Palomeros. Congratulations Claude.



# BEECH MODEL 18

*The story of the incredible adventure of the Beech D-18 of the New Zealand Wing published last month in these pages, had a success proportional to the exploits of its actors. This is why we wanted to complement it with the story of this very beautiful airplane produced by Beechcraft. We wish to thank Bertrand for the enormous amount of work he accomplished by writing this article, translating it, and drawing the admirable profile you will find here after. You can order high quality prints of these profiles and numerous other planes by visiting his web site < <http://www.bravobravoaviation.com> >.*



*Beech D-18 "Wichita Wench" of the CAF New Zealand Wing*

This article could be re-titled: **"From commercial deception to classic aircraft"**.

In 1924, opinions clashed within the ranks of the Swallow Airplane Manufacturing Company in Wichita, Kansas. The company's president, Jacob Mollendick, believed that the traditional canvas-covered construction of fuselages would soon be superseded by wood. His vice-president, a former military pilot and barnstormer initially hired

by Swallow as chief test pilot, believed that metal was the future of aeroplane construction and chose to resign. His name was Walter H. Beech.

Beech remained in Wichita and founded the Travel Air Mfg Co. with Clyde Cessna and Lloyd Stearman. Together they designed, built and sold metallic biplanes and monoplanes which enjoyed great success, making Travel Air one of the leading commercial aircraft

manufacturers. In 1929, production reached 1,000 units. Despite this, the company did not survive the 1929 crash and its assets were purchased by Curtiss-Wright later that year.

Beech was made president of the Curtiss-Wright Airplane Co., but resigned in 1932 and returned to Wichita in 1932 where he founded the Beech Aircraft Co. with his wife Olive Ann, treasurer and director, and Ted Wells, a brilliant aeronautical engineer trained in Princeton. Their first creation was the Beech Model 17 "Staggerwing" (Left), which was an instant success despite the tough financial situation of the early 1930s. With the future of the company secured, Beech and Wells began working on a new aircraft type. Based on surveys from potential customers and their own idea of what future commercial aircraft were to be, they designed the Beech Model 18.



*Photo: B. Delfino*

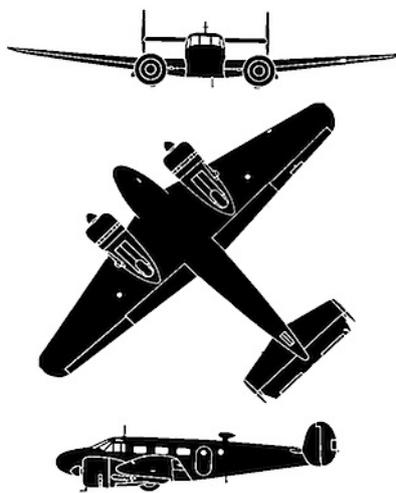
It was an all-metal twin-engine monoplane of semi-monocoque

construction, with a conventional retracting landing gear. Its fuselage could accommodate from 6 to 9 passengers as well as the two pilots. The aircraft's design was largely conventional for its time, with the exception of the twin vertical fins. The prototype made its maiden flight on January 15, 1937. Flight testing was quick, and only minor modifications were required by the test pilots. The aircraft could fly at 195 mph and had a range of 1,000 miles.

Despite the soundness and qualities of the new design, early sales of the Model 18 struggled. Although Beech and Wells had relied on customer expectations, there was little demand for such an aircraft and the Model 18 was somewhat underpowered, with engine options ranging from 285 to 330 hp. Customers favoured the Lockheed Model 12 Electra, which outsold the Model 18 by a factor of 12-to-1. Versions that could be equipped with skis or Edo floats found some success abroad, but only 39 Model 18 had been sold when World War II began.



Photo: B. Delfino



In an effort to boost sales, the Model 18 was equipped with more adequate 450 HP Pratt & Whitney R-985 Wasp Junior engines and its performances rose. The first variant with the more powerful engines was the Model 18S. As America entered the war, the Army quickly showed an interest in the latest versions of

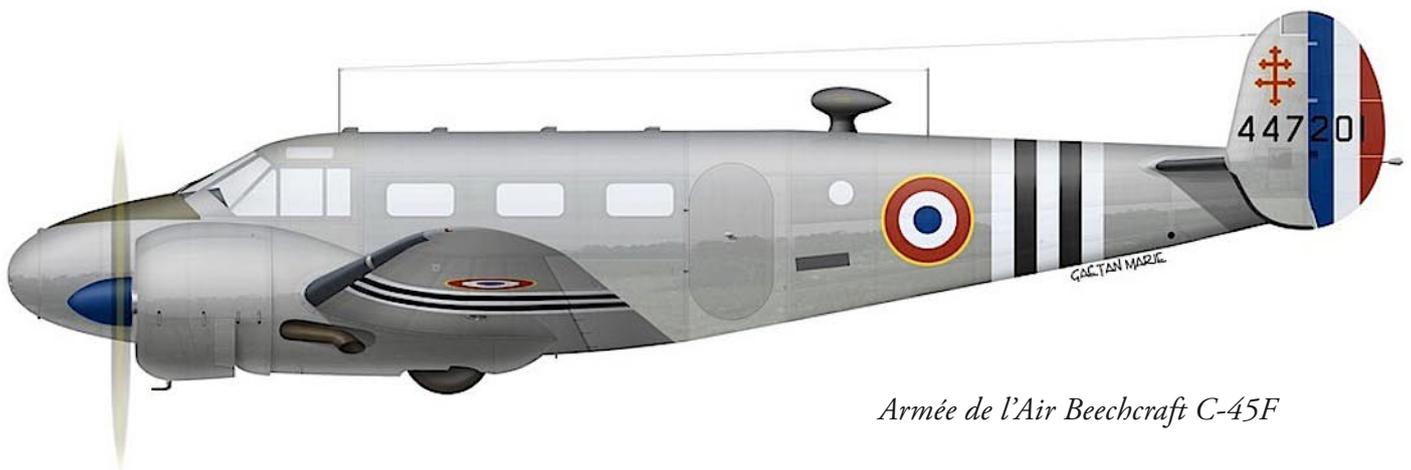
the Model 18. Eleven aircraft were ordered and impressed into military service under the designation C-45 "Expeditor". This was to be followed by many more and by the end of the war, some 1764 Model 18 had been built for the Army as liaison and transport aircraft. The Twin

Beech was favoured over the Electra as Lockheed had to give priority to the production of aircraft needed on the frontline, such as the P-38 Lightning.

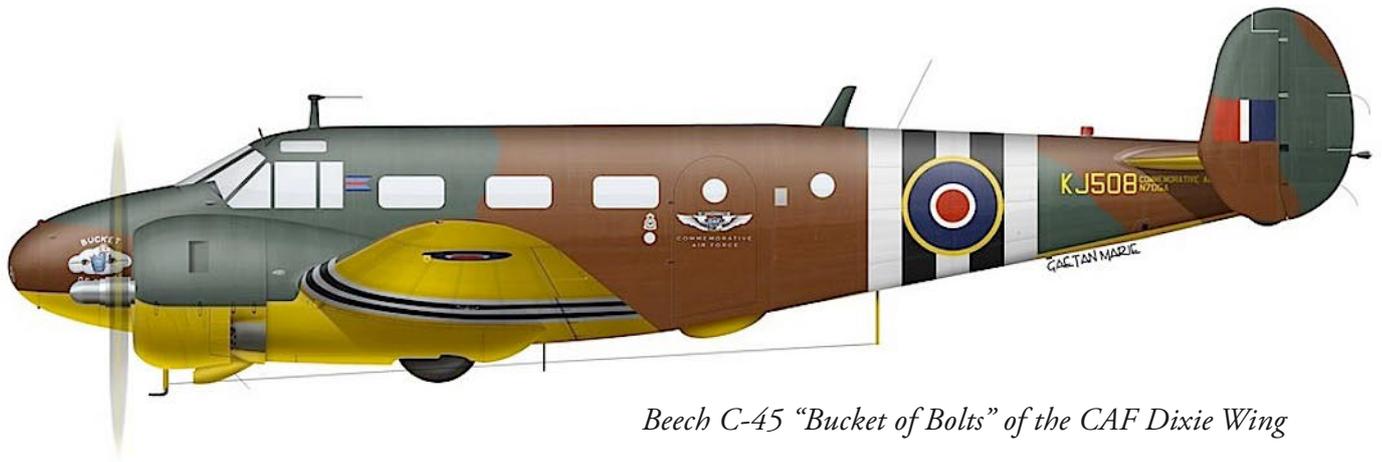
In late 1940, the USAAF began looking for a versatile aircraft to train the pilots, bombers, navigators and gunners who were to man the growing strategic bomber fleet. Beech answered this by designing new variants of the Model 18.

The first such variant, the AT-7 "Navigator", was equipped with an astrodome and a cabin which could receive desks and equipment for three navigators. A total of 1,126 Navigator were produced.

Another variant dedicated to bomber crew training was created based on a 1941 request by General



Armée de l'Air Beechcraft C-45F



*Beech C-45 "Bucket of Bolts" of the CAF Dixie Wing*



*Photo: B. Delfino*

"Hap" Arnold: the AT-11 "Kansan" (Below). This model, used to train bombers and gunners, was recognizable by its modified glazed nose and the installation of a dorsal turret. The AT-11 was also fitted with a bomb turret and a Norden bombsight installed in the nose, where a bombing student and instructor could take place. For gunnery train-

ing, a .30 caliber machine gun was located in the nose and another one in the dorsal turret. Production of the AT-11 reached 1,582.

It is estimated that 90% of all bombers, gunners and navigators were trained on military variants of the Model 18 during World War II.



*Photo: USAF*

The US Navy had similar needs for its crew training and some 1,580 aircraft were used, some of which were transferred from the Army.

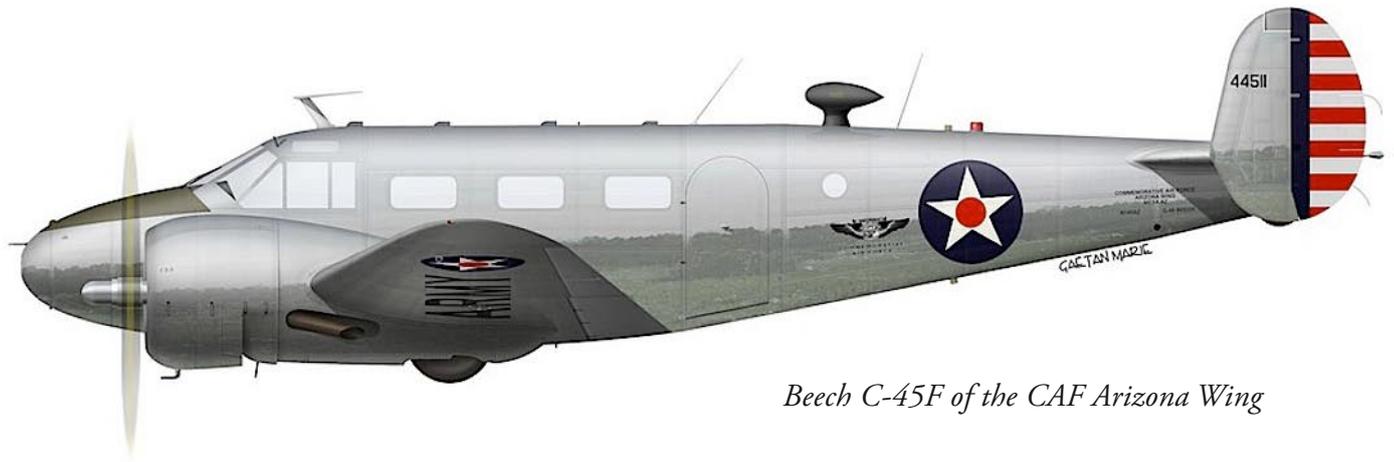
After the war,

the surplus Twin Beech were no longer needed and many were sold on the civilian market after reconditioning at the Beech plant in Wichita.

Beech also began producing new improved versions for the civilian market as early as 1947. The D18S incorporated various improvements and had a greater payload. The Model D18C was powered by 525 HP Continental R-9A engines but was not very successful because of problems with the new engines. Some reverted to the standard Pratt & Whitney 450 hp engines.

The next major variant was to be the Model E18S. Called the "Super 18", it introduced many refinements. It could be distinguished by its fuselage, which was raised by 6 inches to increase the cabin's volume and head space. New wing tips were introduced which increased the wing area and payload. Other less noticeable modifications were used on this version, 460 of which were built between 1954 and 1960. Some of these also introduced three-blade propellers.

The following variants were close to the "Super 18" standard. The Model G18S introduced a redesigned canopy arrangement and an enlarged central window in the cabin. This variant was produced from 1959 to 1963, with 156 aircraft built.



*Beech C-45F of the CAF Arizona Wing*

The Model H18 was the last version of the Twin Beech. Some 149 H18 were built, including 109 with tricycle landing gear instead of the usual tail-dragger gear. This was initially a conversion kit by Volpar, which Beech eventually offered as an option on new aircraft. This ultimate version of the Twin Beech had a maximum take-off weight of 9,900 lbs and a range of nearly 1,500 miles, to be compared with the 18A's 6,700 lbs MTOW and 1,000 miles range.

Production of the Beech 18 finally came to a halt in November 1969 when the last three H18 were delivered to Japan Air Lines. Some 9,100 aircraft had been built over a period of 32 years.

Also to be taken into account are the many modification kits offered by various civilian companies.

The FAA has approved over 200 Supplement Type Certificate for the Model 18, more than for any other type of aircraft. If some Twin Beech were merely upgraded with some of the improvements found on later versions, other were so radically modified they became unrecognizable.

One of the most famous modification kits was Volpar's "Turbo 18", a tricycle-gear Model 18 with 525 HP Garrett turboprops, modified wings and increased fuel capacity.



© Arizona Wing



© Arizona Wing

Many other modifications were carried out by various companies (including France's SNECMA), with varying levels of success.

The military variants were at least as numerous and illustrated the aircraft's versatility and capability to fulfil many mis-

sions: passenger and cargo transport, VIP transport, training, photo-recon, medical evacuation, drone guidance, etc. These different versions were used by military operators from at least 43 countries. Contrarily to what is often said, the AT-10 Wichita was not a wooden version of the Beech 18 but a completely different design.

In civilian service, the aircraft's versatility also led to its use in many different roles: aerial spraying, cargo and passenger transport, bush flying, parachutist transport, engine and equipment testbed, banner towing, etc. Float-equipped versions still enjoy great success some parts of the United States and the Canadian North.

In France, the air force received 20 C-45 in the autumn of 1944, and another 48 were delivered in the 1950s. The naval air branch also used approximately 20 Model 18, which served in Escadrilles 55.S and 56.S.

All French military models, nicknamed "Bichette" (little deer), were retired in 1972. The Model 18 was also used in the civilian market, and the national airliner pilot training



Photo: B. Delfino



Photo: J. Cowan



Photo: B. Delfino

*Top: A Beech 18 flying aerobatics photographed in Midland a few years ago. Very impressive!*

*Above and left, Joe Cowan and his C-45 "Beech Baby". Joe is one of the two heroes of the memorable flight from Wichita to Auckland told in last month issue.*

*You will learn everything about this plane by visiting the well illustrated Beech Baby web site at the following address:*

***<http://www.beechbaby.com>***



centre in Saint-Yan used them for multi-engine and navigation training.

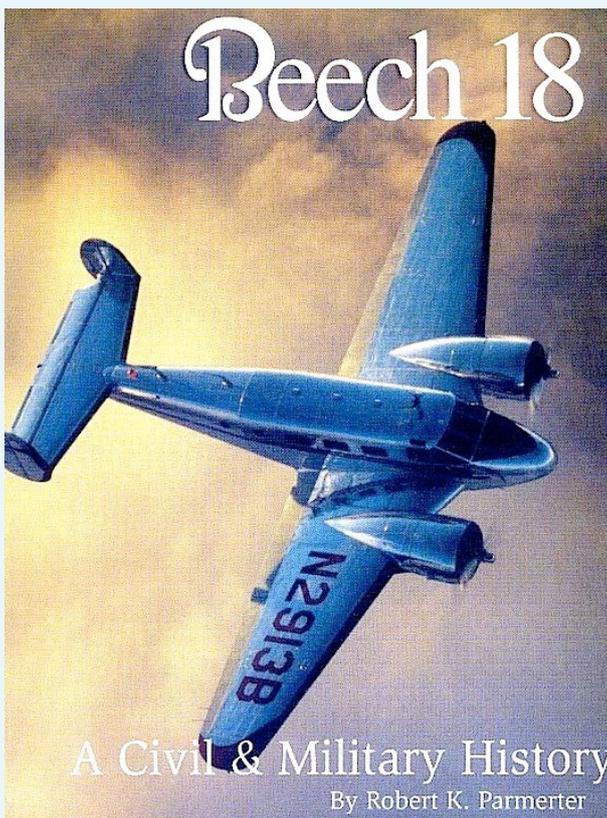
The Model 18 was also used by unexpected operators: Air America used many C-45 to support American clandestine operations in South-East Asia, fourteen of which were Volpar “Turbo 18”. The aircraft also proved very useful to smugglers and was used to haul drugs or firearms in various countries!

Nowadays, many examples of the Twin Beech are still flying, some commercially (mostly in the US, Canada, South America and Caribbean Islands).

The Model 18 has proved to age well, its only concern being corrosion of the wing’s main spar which requires regular inspection, and will continue to thrill classic aviation lovers for years to come.

Here are a few more sources of information, photos, technical and historical documents, which will help you, should you wish to learn more about this very nice-looking twin engine which seems to be timeless since it was so perfectly drawn in 1937:

- **Aviasport Magazine**, number 659, February 2010 issue: A superb 6 pages article written by our member **François Bergeon**.
- **Beechcraft Museum**: <http://www.beechcraftheritagemuseum.org>
- **Richard Ferrière web site**: <http://richard.ferriere.free.fr>
- **Beech Baby web site**: <http://www.beechbaby.com>
- **Twinbeech web site**: <http://twinbeech.com>
- **Beech 18 maintenance web site**: <http://www.beech18.net>
- **And, finally, the inevitable Beechcraft Model 18 “bible”**:



### “BEECH 18: A CIVIL & MILITARY HISTORY”

If the Beech 18 is one of your favorite planes, this brilliant, well documented book, brilliantly written by Robert K. Parmerter, is the one you need!

This true “bible” of this aircraft, it describes in details the 12 civilian versions produced, the 50 military variants, and the more than 70 modifications of the Twin Beech:

- Hard cover
- 9” x 12”
- 550 pages
- More than 700 photos (350 in color)
- More than 275.000 words
- Index of 8000 civil registrations
- Index of people, planes, and topics linked to the Beech 18
- List of US NAVY and USAF/AAF airplanes
- List of models with floats, skis, turbo-props, extended nose, tri-gear, JATO, and those residing in museums

To order it (\$ 69.95 + P&P), send an email to:  
**[info@beechcraftheritagemuseum.org](mailto:info@beechcraftheritagemuseum.org)**

# WING PROJECTS

## PATRON COMPANIES SUPPORTING THE FRENCH WING

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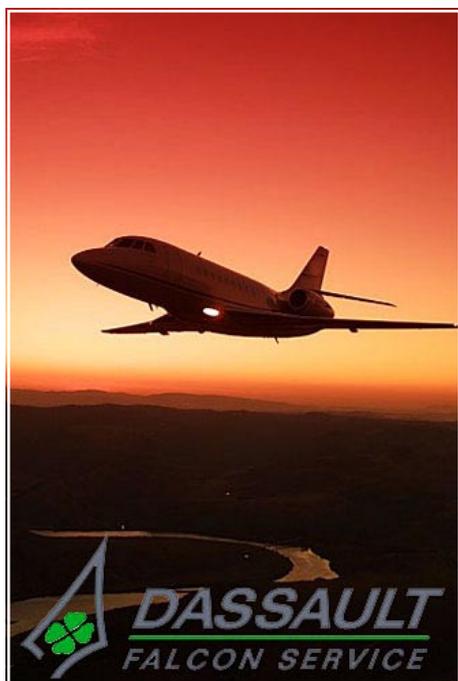
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#### NEW PX ITEM

### LA FERTÉ-ALAIS 2011



CD Rom of 110 photos taken during the 2011 La Ferté-Alais air show. 1600 pixels jpeg images that make a nice screen saver/wall paper, or which can be printed for personal use only (10 € P&P incl, or 8€ for our members)

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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