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AIRSHOW

CAF FRENCH WING - BULLETIN MENSUEL - MONTHLY NEWSLETTER

Volume 16 - N° 12 - December 2011

EDITORIAL

The end of this year arrived with some excellent news which will please all our members and readers: The success of Larry Turner in the CAF elections which changes the latter into a true referendum requesting a radical change of the way the our organization is led.

Some news about my health: No real improvement to announce, but no degradation either. The chemo treatment carries on. I have to admit that it is tough because the side effects are very important and very unpleasant too. But I have to go through that. Therefore I have become a perfect patient (well, nearly) who observe to the letter the doctor's orders. I have the best possible nurse at home and I receive innumerable messages of sympathy from our members. What else could I ask for? 😊

This month you will find several pages of nostalgia through two portraits. One from Michel Perrin, and the other one from myself. I hope you will like them because we don't know each other well enough. I would like to see more members do the same and tell us a few memories of their early days in aviation. I know it's difficult to talk about oneself, but please do try because memory is also about that.

Ask all Piper Cub Sponsors to be kind enough to send their annual participation before the end of this month. A big Thank You in advance!

Finally, I wish all our members, friends, and readers, to spend the best possible Xmas and New Year holidays with their families and their friends. A Merry Xmas to you all! 😊

Bernard

A MERRY XMAS TO ALL OF YOU!



Peinture: Roy Grinnell

MAY THESE FESTIVITIES BRING OUR MEMBERS AND FRIENDS, AND THEIR DEAREST ONES ALL THE HAPPINESS THEY MAY BE DREAMING OF.

CAF ELECTIONS: THE 3 CANDIDATES HAVE BEEN ELECTED BUT LARRY TURNER GETS THE LARGEST SCORE! (Page 2)

FRENCH WING ELECTIONS: WITH NO SURPRISE, BERNARD DELFINO AND NOËL BARANGE ARE RE-ELECTED! (Page 3)

NEWS FROM MIDLAND

There is no need to try and get a copy of the CAF Budget to know precisely its poor state. Reading the latest letters recently received from HQ is enough.

Last month we quoted the pathetic letter asking former members who quit to rejoin the CAF. It was followed, a few days later, by a letter sent to Life Members, asking them to become **Gold Life Members** for a “trifle” \$1000,00! In exchange, these members would receive a name plate and a patch with their name in gold letters, a print of Roy Grinnell’s painting “Lloyd’s Dream”, and a sea blue T-shirt with “Gold life Member” embroidered. Pitiful! Are we dreaming of what?...

RESULTS OF THE CAF 2011 ELECTIONS

Despite the evident simplicity of these elections (Three positions and three candidates), they took on a very special aspect thanks to the excellent score of **Larry Turner**, the only true opponent to the policy adopted by the current CAF leaders. **Larry** obtained a score which is quite higher than the two other two candidates which very clearly shows the membership’s dissatisfaction with the leaders of our organization who are bringing the CAF irremediably to its loss:

Total of voters:	415
Larry Turner:	378
Neils Agather:	337
Kim Pardon:	328

This massive vote for Larry is thus a true plebiscite requiring a radical change and a fast return to the basic concepts of the CAF which we all love!

LARRY TURNER MEMBER OF THE GENERAL STAFF AND WING LEADER OF THE ARIZONA WING

Larry (Below) was born in 1938. In 1966 he was employed by the Hughes Aircraft Company. He ended his career in 1994 as Engineering Manager for the missile program AMRAAM.

Larry was a volunteer with the Pima Air & Space Museum for almost 30 years, and, in 2002, he was named Southern Arizona Volunteer of the

Year for his development of a program about recruiting, retention, and training for museum volunteers.

He joined the Arizona Wing in 2006. He became the Head of the Museum Committee, and was elected at the position of Adjutant in 2007 and 2009, as well as chairing various committees. Today, Larry is the Wing Leader of the Arizona Wing and he will be a member of the General Staff from January 1st. Best of luck Larry!



Photo: Dennis Sturm

CALLING ALL SPONSORS!

We ask all Piper Cub Sponsors to renew their participation before the end of December 2011.

The 2011 budget of this airplane has been exemplary, therefore, if we want to reiterate this exploit in 2012, we would like all sponsors whose name appear on the last page of this issue, and all other members who would like to join them, to send us their participation as soon as possible.

Let's remind everyone that the system of this Sponsoring is based on premiums of three different levels paid at the end of each year. As a reward for this financial effort, each Sponsor can fly at a reduced price according to the following scheme:

Flying Sponsor

Annual Premium 250€ and price per flight hour 25€ (Average cost over 10 hours of flight: 50€).

(Note: Approved pilots are all Flying Sponsors)

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Annual Premium 125€ and price per flight hour 45€ (Average cost over 10 hours of flight: 57,50€).

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Annual Premium 50€ and price per flight hour 55€ (Average cost over 10 hours of flight: 60€).

Non-Sponsors

Non-Sponsors do not pay any annual premium but the cost for one flight hour is 80 euros.

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RESULTS OF THE 2011 FRENCH WING ELECTIONS

Eligible members: 96
Number of voters: 38
Participation: 39,58%

Bernard Delfino: 38 votes (100%)
Elected to the position of Unit Leader for three years.

Noël Barange: 37 votes (97,37%)
Elected to the position of Adjutant for one year.

Congratulations to these two candidates!

WHAT WILL BE THE NEXT FRENCH WING BIG PROJECT?

The organization and decoration of our hangar, the car park and the gardens will require about a full year of work, at the end of which we will need to chose a new major project for the years to come.

The first idea that comes to one's mind is, naturally, the restoration of the Rearwin Sportster. This will depend essentially on the availability of our professional mechanics and apprentice mechanics.

With the workshop that will be available in our hangar, there won't be any excuse for not getting to work. Depending on the presence of these members and their assiduity, we will decide, at the appropriate time, what the future of this project will be.

Other projects as ambitious as this one will also be acceptable. Your imagination will be the only limit.

Therefore, we ask all our members to make suggestions as soon as possible. Thanks in advance!

2012 FRENCH WING EVENTS

- **The Carrefour de l'Air which allows Associations to present their work to the public and to establish new links between themselves, will take place in Le Bourget on March 31 and April 01. The French Wing will have its booth there and we invite all members to come and see it like they did earlier this year.**
- **Other events are still to be determined. We hope to be part of the La Ferté-Alais air show, then, during June, our annual Fly-in will also allow us to celebrate Michel Baloche's Cessna 195 fiftieth anniversary.**

ROY GRINNELL

You liked the painting that Roy Grinnell did of the *Spirit of Lewis* for the end of the year festivities, printed on the cover of this issue? You can order some Xmas cards with that image. The price is 20 euros for 10 cards, P&P included.



Order them from the French Wing by sending a cheque written to the CAF French Wing (To save some time, send us an email at bdelfino26@free.fr so that the printing will be done when we receive your cheque and we can dispatch your order at once).

Roy is in great shape, and his health problems are a thing of the past!

Among his latest productions we have selected for you this splendid portrait of Tex Hill (Right), and this painting (Below) of a scene located behind the front line in a freshly liberated Normandy.

This very special painting which is different from the usual combat scenes is titled "*Angels Also Have Wings*".

It shows Mustang Mk III (FZ190) of 19 RAF Squadron flown by F/O **E.H. Price** who landed at British Landing Ground BLG B-3 (Second Tactical Air Force) on June 6, 1944, for repairs. The pilot is welcomed by a priest of the Martragny church, on Sainte Croix Sur Mer, and by Free French Partisans.



Prints of this painting are available in the size of your choice (A4, A3, A3+) by ordering from Bertrand who will give you all the necessary information:

contact@bravobravoaviation.com

or

webmaster@gaetanmarie.com



42 YEARS AGO...

Received from Michel Perrin who found some interesting photos of the Nord 1101 *Ramier* that he flew regularly.

"I believe these photos were taken in April 1969 during some training (local flights) on the airfield of Moissac, north west of Toulouse. I had been working for a year for the CEAT where I was in charge of a workshop which tested air conditioning packs for the Jaguar, Concorde, and probably the Mirage F1 too.

The training consisted in navigations around Toulouse (Montpellier, Perpignan, Tarbes, Agen, Limoges, Clermont-Ferrand, Biarritz, Bordeaux and the Pyrenees), or local flight from airfields near Toulouse like the one in Moissac. We had to fly 50 hours



over a year with a check from time to time. We were quite relaxed and the training was not that serious. It is possible that the photos were taken in Bergerac here we flew regularly to

buy some boxes of wine. As soon as we were in contact with the tower, we explained our intentions, and, before we landed, the salesman was there, waiting for us...."



47 YEARS AGO...

Article: B. Delfino

Like most of us, for some unknown reason, I caught the aviation and warbird virus when I was a little kid. I must have been 10 years old when I was offered my first plastic model, an imaginary Mig 19 produced by Lindberg.

This kit was not a milestone in the history of plastic models, but it enabled me to carry out my first (disastrous)

attempts at gluing and painting a model, before it ended its career in a huge crash during my war and aviation games.



The following models were much better treated and became the first elements of a collection which grew bigger and bigger as time went by,



Photo: Marine Nationale

and became my mother's obsession. However, she very much preferred to see me build these kits quietly rather than play out in the streets. It is thus with her involuntary and resigned complicity that I enjoyed the pleasure of seeing these airplanes take shape in three dimensions.

At the time, most warbirds were still in service, but I rarely saw any of them on the airport of Nice where I usually spent my week-ends, hanging on the fret zone fence, or in the terminal

viewing area. Magazines were almost non-existent, and aviation movies had not taken off like they did in the sixties.

In 1962 I decided to enrol in the French Navy, with the firm intention to become an aircraft mechanic with the *Aéronavale*. One year of basic technical study at the Apprentice Mechanics School (*École des Apprentis Mécaniciens de la Flotte*) in Saint Mandrier (*Left*), followed by 6 months in the Rochefort aviation school, turned me into a "general purpose aircraft mechanic", a big title which really meant that I knew nothing, or, at best, not a lot, since it is so true that there is a world between theory and practice!

Since I ended up major of my promotion, I had the privilege to select the posting of my choice before anyone else, and I chose the Base Aéronavale of Fréjus-Saint Raphaël, where was born the French *Aéronavale*. There, I was given a job in the team which carried out third degree checks on the *Alouette II* helicopter (Checks

Photo: Marine Nationale

done after 300, 600, and 900 hours) and a few other less important checks on the Alouette III.

This choice of the BAN Fréjus - St Raphaël was not an innocent one. I was then living in Nice, and this proximity was highly appreciated by the members of my family and myself.

I was far from the warbirds of my dreams, even though on this base were legendary planes like the Grumman Avenger, MS 733, Bell 47, Nord 1101, and the only Noratlas 2504 ever produced. In addition, we had frequent visits of the Corsair, Catalina, and C-47.

I quickly learned to love working on the Alouette II which were wonderful aircraft for whoever likes precision engineering. There were ten different functions for these checks which consisted in dismantling and

checking the whole helicopter, paint stripping and repainting included.

I was lucky to have a team leader who was gifted with an exceptional level of intelligence. He was hard at work, demanded that his mechanics adopted the same line of conduct, but he was right and he was fair, two virtues that I very seldom met in my

hierarchical superiors during my 44 year long career, be it in the Navy or in the civilian world. This leader knew, in particular, how to communicate his knowledge without you even noticing.

I stayed with this team 4,5 years during which I did 27 checks on the Alouette II and a dozen checks of less importance on the Alouette III, before I decided to quit the Navy and find a job outside, which happened a few weeks later when I got employed by British European Airways which later became British Airways, where I stayed almost 38 years until I retired. But this is another story...

More than 40 years later, thanks to the Internet, I was pleased to get in touch with several of the mechanics who also worked in this team, which triggered an idea to make a diorama of this period of which I keep the best memory, thanks to the good atmosphere that prevailed



Photo: Marine Nationale

The Alouette team after we rolled out an Alouette in 1966. I forgot some of the names, but I underlined those I was able to contact. Kneeing, left to right: ???, ???, Yves Sinfort, ???, Marcel Dumont. Standing, left to right: Noël "Nono" Chantegreil (The Boss!), Mabon, Loïc Charpentier, myself, Mimile Milesi, and Master Martin (†).



Photo: Y. Sinfort

there. Work was tough, the money was miserable, but the friendship and the satisfaction to do a useful and interesting job largely compensated these inconveniences.

Finding one, or, rather, two 1/32 scale Revell kits of the Navy Alouette II was no easy task. Thanks to the Internet again, I located them after a few weeks. My intention was to show one Alouette, dismantled, during a major check, and one just rolled out and freshly painted after the same type of check.

Making good use of a prolonged and boring convalescence caused by my tough health problems, I got to work.

Apart from the two Alouette kits and a few accessories available on



Photo: Y. Sinfort

the market, I had to build the entire equipment from scratch using some polystyrene sheets and rods. The mechanics are soldiers which I modified in order to dress them with the blue overalls we wore at the time.

Based on the photos kindly provided by my friend and team member Yves Sinfort, and on my still vivid memories, all I had to do is cut, adjust, glue, and paint these pieces of plastic in order to repre-

sent as faithfully as possible the cupboards, steps, shelves, and other pieces of furniture. The hardest part was my boss's motorcycle which I made the same way since no kit of this vehicle exists in that scale. The result is not perfect, but it gives a faire idea of this object which took me 10 weeks to make alone.

In conclusion, I will say that this work has revived so many good memories hidden deep inside me that it has been a true and efficient therapy for my health problems. At the same time, it gave me a real pleasure because it was not a question of sticking together parts that came out of the box, but to create and make most of these parts using some polystyrene and other materials like lead, paper, electric wire, guitar strings, plasticine, putty, etc...

This is the area where we used to do the checks on the Alouette, inside the hangar "Caquot" in Frejus - St.Raphaël in 1967. Notice the boss's motorcycle in the foreground and the Breguet Alizé n° 01 in maintenance. Compare this picture with the one on page 9.

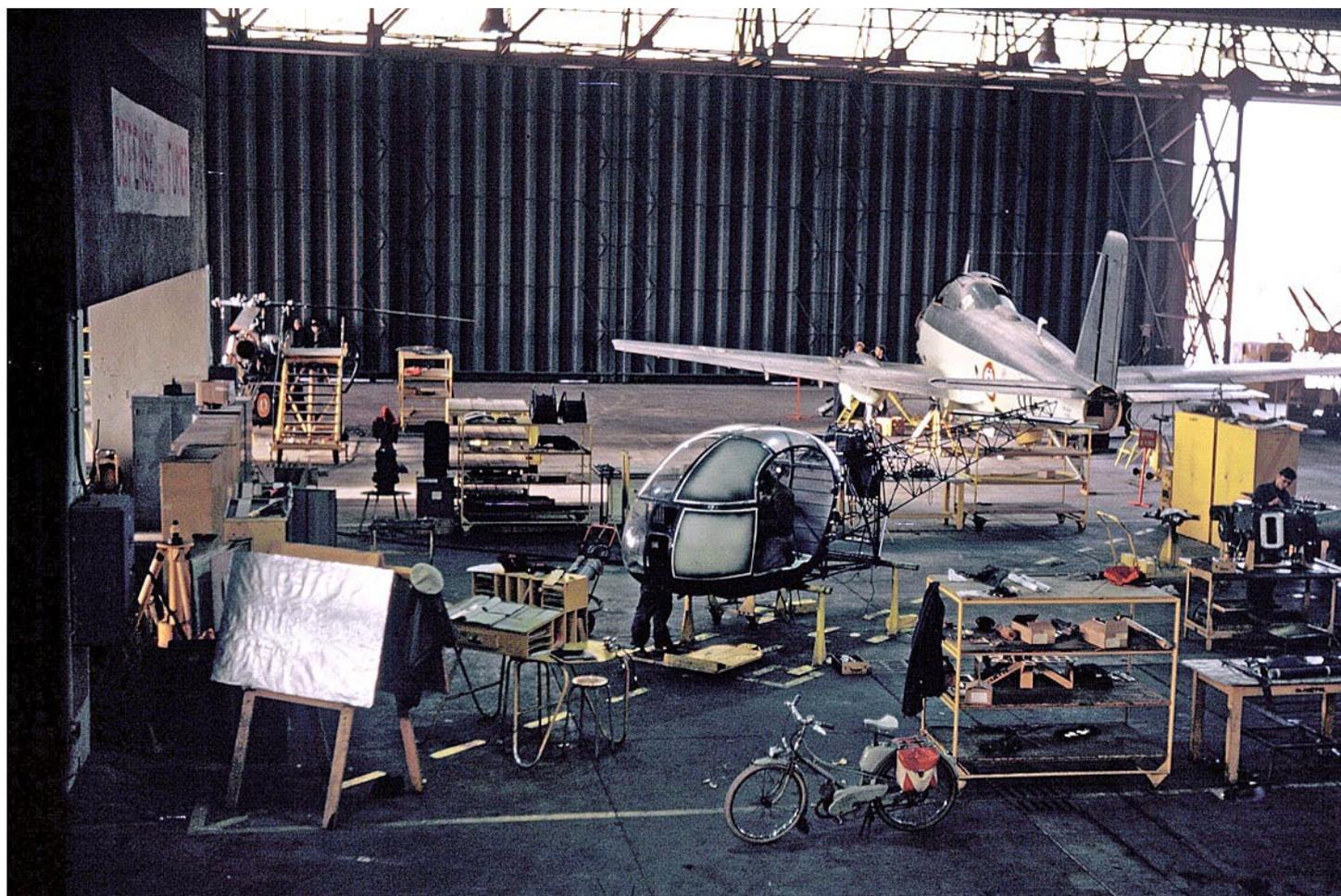


Photo: Y. Sinfort

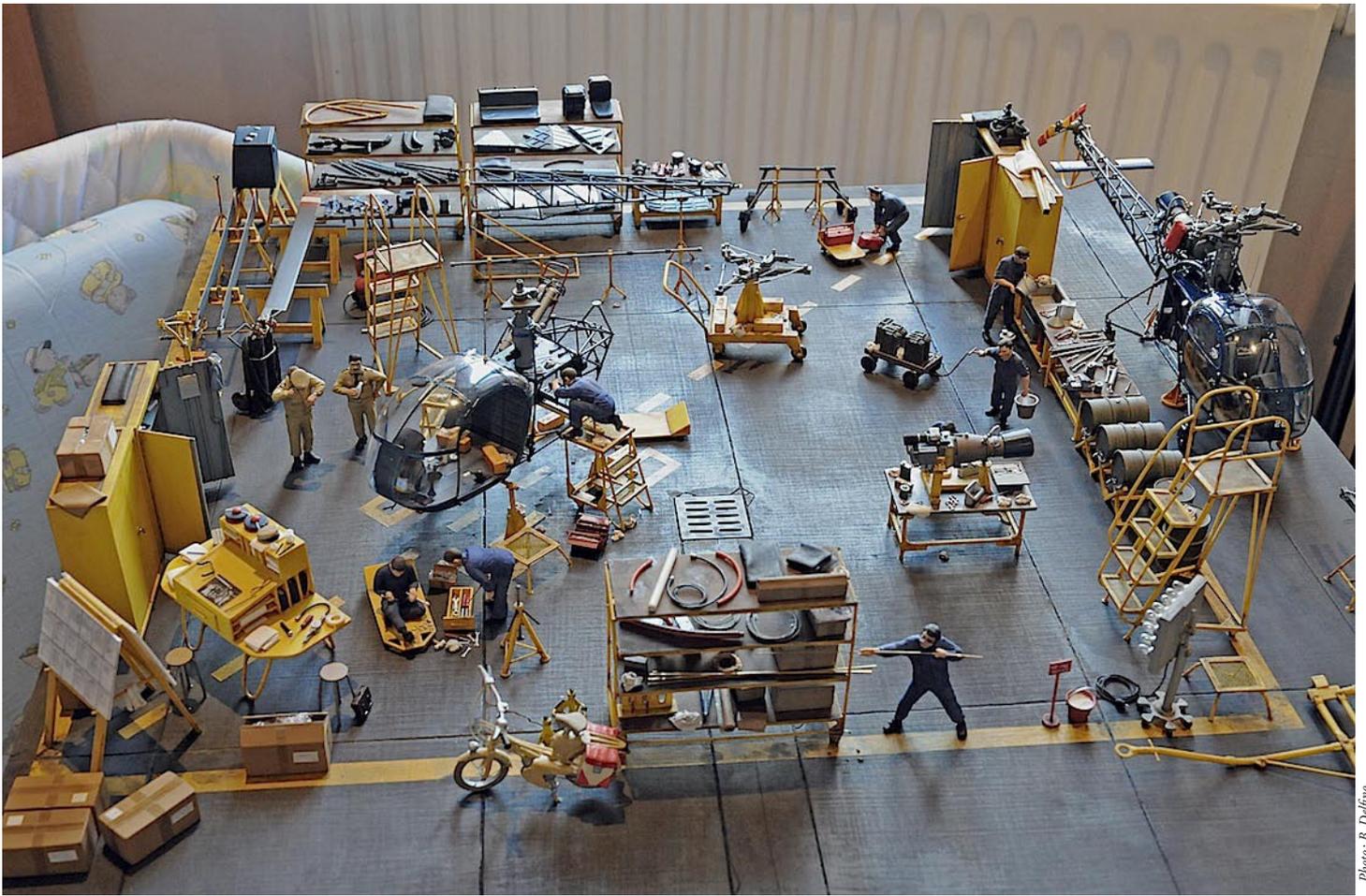


Photo: B. Delfino

The diorama size is about two feet square. Everything is made of polystyrene except some folded covers and rags which are made of lead, the orange pipes on top of the center shelf are pieces of guitar strings (E and D for those who are interested), and the metal grilles of the steps are pieces of a Japanese rice sieve.

Please forgive the background which I did not have time to make more neutral due to the lack of time and space...

The Alouette and the gas turbine engines have been detailed as much as possible because the kits are far too simplified, and on a helicopter with no streamlining, one can see everything.

The mechanics are military figures which I covered with putty and sculpted to make them look like the actors of the team as far as possible, a rather difficult task at that scale, and the final touch was to age everything to make it look like the real thing. Overall, I spent 18 months, on and off, to complete this project.



Photo: B. Delfino

MUSTANG ACES (2)

Article & profiles: B. Brown

COL. DONALD "DON" J. M. BLAKESLEE



Col. Donald "Don" J. M. Blakeslee (11 September 1917 – 3 September 2008) flew with No 401 Squadron RCAF and later No 133 (Eagle) Squadron in the RAF before leading the US 4th Fighter Group. He lobbied hard to equip his group with P-51 Mustangs, and became one of the outstanding fighter leaders of the war. He was one of the very rare pilots capable of understanding the development battle and keeping control over it. He was credited with 15.5 aerial and 2 ground victories, but the men who flew with him believe his actual score was probably twice as high. Blakeslee often "omitted" to indicate sorties or claim victories. His aircraft never displayed any kill symbols or nose art.



LT. COL. JOHN C. MEYER



Lt. Col. John C. Meyer (3 April 1919 – 2 December 1975) flew with the 487th Fighter Squadron, 352nd Fighter Group. This aircraft was the 2nd Mustang that he flew. It was initially duller, with the aircraft's name and kill marks in white. However, Meyer wanted to "scare the hell out of the Germans" and ordered Sgt Sam Perry to repaint the markings in orange to make them more conspicuous. Meyer scored two victories in this aircraft, out of a total of 24 confirmed aerial victories (21 of which were achieved while flying P-51 Mustangs, making him the second leading Mustang ace). He was also credited with 13 ground victories.



GEN. CHARLES E. "CHUCK" YEAGER



Gen. Charles E. "Chuck" Yeager (b. 13 February 1923) flew with the 357th Fighter Group and was credited with 11.5 aerial victories, all scored while flying the P-51 Mustang. He is most famous for being the first pilot to fly faster than sound with the Bell X-1 on October 14, 1947. He also served as a test pilot and later commanded fighter squadrons and wings in Germany and in Southeast Asia during the Vietnam War.



MAJ. PIERCE W. “MAC” MCKENNON



Maj. Pierce W. “Mac” McKennon (30 November 1919 – 18 June 1947) was credited with 12 aerial victories (7.5 on the Mustang) and 9.83 ground victories. McKennon was not admitted into pilot training by the US, so he joined the RCAF and first flew in combat with the RAF’s Eagle Squadrons. McKennon was shot down several times. On the first occasion, he evaded capture and managed to rejoin his unit with the help of the French resistance. In March 1945, he was shot down again, but his wingman, Lt. George Green, landed in a nearby field and flew him back on his lap. After his return to the US, he became a flight instructor and was killed in a training accident in 1947.



LT.COL. JOHN D. LANDERS



Lt.Col. John D. Landers (23 June 1920 – 12 September 1989) received his wings just two days after the Japanese attack on Pearl Harbour. He served with the 49th Pursuit Group in the Pacific, achieving 6 victories against the Japanese. He was shot down in December 1942 near Dobodura, New Guinea. After a period as a flight instructor, Landers joined the 55th Fighter Group. He quickly rose in rank and became the CO of the 78th Fighter Group in February 1945, flying a very colourful P-51D nicknamed “Big Beautiful Doll”. During WWII, Col Landers was credited with destroying 14.5 enemy aircraft in aerial combat and 20 more on the ground.



COL. EVERETT W. STEWART



Col. Everett W. Stewart joined the US Army Air Corps in 1938 and flew with the 20th Pursuit Group in the Pacific at the beginning of the war. After the Battle of Midway he joined the 352nd FG, and later became commanding officer of the 355th Fighter Group. In January 1945 he was given command of the 4th Fighter Group and flew this Mustang. Note that, contrarily to his predecessor’s mount, this aircraft was very colourful. Stewart was credited with 7.83 victories, including 6 in the Mustang. After the war, Stewart remained with the Air Force, retiring in 1966 .



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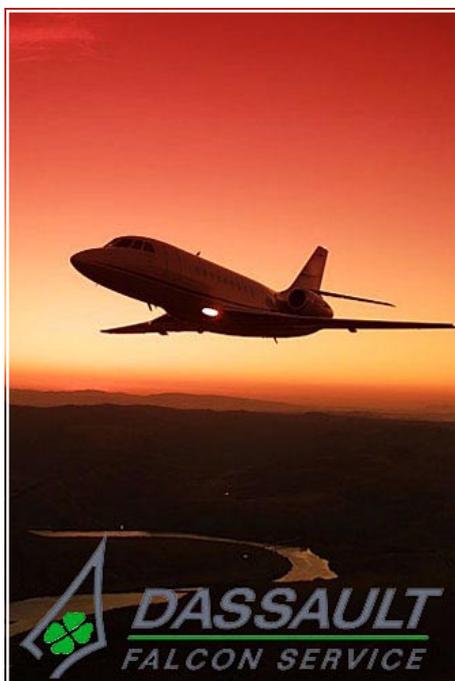
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NEW PX ITEM

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)

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