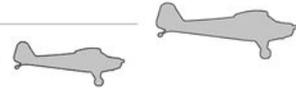




# AIRSHOW



CAF FRENCH WING - MONTHLY NEWSLETTER - BULLETIN MENSUEL

Volume 11 - N° 1 - January 2006

## EDITORIAL

With their vote, the members of the French Wing have decided that I should keep the job of Unit Leader of our Association for another three years. This is really no surprise since I was the only candidate. However, I wish to thank those who, with their vote, expressed their confidence. As until now, I can assure all our members that I will work in perfect harmony with the CAF Goals, which will not stop any of them from expressing their individuality, which has been the case during the past years.

As our Association starts its tenth year of existence, I could not resist the temptation to give our monthly bulletin a renewed look through its aspect, its contents, and its illustrations.

Why, you will ask, change its presentation since the previous one was appreciated by all?... Changing is always good because it avoids installing ourselves in a comfort that brings, sooner or later, immobility and uniformity, itself source of weariness and boredom.

In addition, I took this opportunity to try and reduce the electronic size of this monthly document, so that it becomes quicker and easier to send via the Internet to our members who have the email facility. As for our members who receive it as paper copies every month, our new laser printer will give them a very high quality that was never reached before. This change of printer was made mandatory by the sudden death of my previous machine, and, it's a fact, accelerated this process. There is always a silver lining...

Finally, I wish all our members and friends a very happy new year 2006. I sincerely hope that it will bring everyone good health and plenty of happiness.

As for our Wing, as you will read in this issue, this month of January has started with a big surprise, a unique chance that we could not let go by, as you will read in the following pages, and, why not, end with a brand new hangar?...

Bernard

## A VERY HAPPY NEW YEAR 2006!



**THE FRENCH WING STARTS THE YEAR WITH A FAIRY TALE: THE PURCHASE OF A RESTORATION PROJECT OF A VERY RARE AIRCRAFT: A REARWIN "SPORTSTER" 8500 80% COMPLETE!**

THIS PLANE, IDENTICAL TO THE ONE PICTURED ABOVE, WILL REQUIRE A LOT OF WORK, BUT IT WILL GIVE US PLENTY OF SATISFACTION.

ITS RESTORATION WILL START AS SOON AS POSSIBLE AND WILL CALL FOR THE TALENT OF ALL MEMBERS.



Photo: J-C. Miniggio

**Elections 2005:** Col. Bernard DELFINO is re-elected Unit Leader of the French Wing for three years:

Eligible:	75
Voting:	44
Participation:	57,33 %
Void ballots:	3 (6,82 %)
For:	40 (90,91 %)
Against:	1 (2,27 %)

## A REARWIN "SPORTSTER" 8500 FOR THE FRENCH WING

The members who participated to the informal meeting that followed our General Assembly on Sunday November 20, in the morning, are perfectly aware of the project that was presented by col. Cédric Malhaire. Therefore, this article is particularly aimed at those who could not attend it.

As everyone knows, Cédric works in Rennes airport for company **Yankee Delta**, as an aircraft mechanic, and looks after various planes, modern and classic.

Having discovered, a few months ago, a number of parts belonging to an aircraft of an unknown type, he did some research and soon found that they were from a plane made by **Rearwin**, of the **Sportster 8500** type. A few "clicks" on the Internet helped him learn a lot more about this aircraft company and its production.

As a happy coincidence, a few days later, he read on the Rearwin web site, an advert concerning the sale of various parts of a similar aircraft, located in France, about 20 miles from where he resides!... He soon determined that they belonged to the same airplane whose previous owner had obvi-

ously stowed them in two different places and had sold them, or had given them away.



Cédric is currently working hard to retrace the precise story of this very airplane since it has been built during the thirties, and he will tell us as soon as he has completed this search.

The possibility of acquiring this aircraft in order to save it from an almost certain destruction became one of Cedric's personal goals.

He called for the help of our Association whose Board of Administration members gave Cédric a chance to present his project during the informal meeting of Sunday November 20 (Presenting it during the General Assembly proper would have been far too premature since, at the time, the purchase of the parts was still



very uncertain, but Cedric had to get our support to go ahead).

The fifteen members who attended this meeting listened to Cedric's presentation with the utmost attention and evaluated the risks and the value of this project which

they soon found excellent. The great rarity of this aircraft was, without any doubt, determining in the decision that was taken by the Board of Administration to go ahead with this project.

Cédric was, therefore, asked to carry on with the discussions he had started with the owners of these parts and with the purchase of the latter at the best possible price. The deal was concluded positively at the end of December 2005.

Let us thank col. Cédric Malhaire for his perspicacity, his curiosity, and his diplomacy, which led to the happy conclusion of this unexpected acquisition. The Sportster 8500 is certainly not a pure warbird, although three planes were purchased by the air force in 1942 (UC-102), but it has, today, an undeniable historical value and the terribly efficient charm of the classic airplanes of this era.



## HISTORY

Following the historical flight of Charles Lindbergh across the Atlantic in 1927, the interest for aviation grew significantly in the USA.

The company Rearwin Airplanes was founded by **Raymond Andrew "Rae" Rearwin** in 1928.



With the help of his two sons, Royce and Ken, Rae Rearwin designed and built more than 400 aircraft, including instrument flying trainers and gliders, and this despite the great depression and its devastating effects.

Rae Rearwin sold the Rearwin airplanes company to the Empire Ordnance Company in 1942. The latter built about 275 Skyrangers more, under the trade mark Commonwealth, before closing down its plant definitely in 1946.



Rae Rearwin's great grand-son is now dedicated to help the preservation in flying condition of the planes produced by his ancestor. He collects all technical information that he can find throughout the world, and makes them available for Rearwin aircraft owners on a web site. Let's bet that he will be very useful in the restoration of our airplane.

## ACQUISITION OF THE REARWIN "SPORTSTER" 8500 PARTS : THE REASONS OF THIS CHOICE

Some of our members may wonder what were the reasons which pushed us to decide and approve the work started by col. **Cédric Malhaire**, and to proceed with the purchase of the **Rearwin Sportster 8500** parts which represent 80% of the airplane.



Pure logic was the determining element in the discussions, the risk assessments, and the final choice. Here are the major points :

- As rightly stated col. Philippe Dufflot during our General Assembly, to carry on with the project of a hangar acquisition using only our members' donations would have taken far too much time, probably about 10 years, and supposing that this project would be able to keep the same interest within the membership during all that time.
- Since the General Assembly accepted the creation of an SCI (Non-trading real estate company), the principle of acquiring this hangar using the donation system that we used until that date, automatically and instantly became obsolete.
- The Association CAF French Wing, a **morale person**, as such cannot legally be part of this SCI since only **physical persons** have this legal right, the money collected could not be used for this purchase any more. Therefore, it immediately became available for our other activities.
- The coincidence of the project presented by col. Cédric Malhaire was, therefore, providential, and the Board of Administration, backed up by all members present during the meeting on November 20, agreed that using part of the money saved, for the acquisition of the Sportster, was the best possible use, thanks to the plane's historical value, its great rarity, and its commercial value should, unfortunately, a restoration by our members become impossible.

- This great historical value is a more than sufficient compensation for the aircraft performance which, one must admit, do not represent a great deal of difference with our Piper Cub : The engine is definitely more powerful, but it gives the plane similar characteristics, except the range which is close to 440 miles.

- Finally, and especially, others than the French Wing suddenly became more and more interested in this rare aircraft and its very special engine whose existence started spreading like wildfire ! A very **quick**, practically **immediate** decision had to be taken to grab this unique opportunity ! Nowadays one very rarely find such treasures, and we do hope that all our members will fully realize the luck we had when Cédric did this discovery.

Everyone of us dream, or found himself dreaming, that he would find, one day, buried at the end of a farm hangar, hiding behind tons of straw, a Morane 406, a Dewoitine 500, a Caudron G3, or a P-40, like new after being preserved by the loving hands of farsighted mechanics. What has happened to col. Cédric Malhaire and to the French Wing is not so idyllic as this dream, but it is very close, let's admit it !... This is why the Board of Administration decided to acquire this aircraft's parts, and do the maximum to give it a new life.

The question is now to know if the members who had made donations specifically for the purchase of a hangar will be happy with this important and urgent decision. In case this is a real problem for them, they can contact us directly so that we can discuss it.

At the worst, this will only concern a handful of members since the great majority of the gifts listed on the last page of our Newsletter have for origin donations of articles that were sold by our PX, with no precise goal, simply to help our Wing in all its activities, without any distinction at all.



These sums of money, as these articles were progressively sold by the PX, were automatically allocated, under the name of their donors, to this hangar acquisition project simply because it was logical at the time. Today, this is not the case any more because the SCI has replaced this acquisition project, and part of the money saved has been used to acquire the parts of the Rearwin Sportster.

A last doubt remained about the fact that this plane is not really a warbird. Would the CAF agree with our choice?...

Our Organization's Executive Director, col. **Bob Rice**, has just cleared this point with enthusiasm by stating that "*It doesn't matter that the Rearwin isn't a warbird. There is precedence for operating other than warbirds in the CAF: the Antonov AN-2 and Cessna 310 are not warbirds and are operated regularly by CAF units*".

Evidently, the great rarity of this aircraft wipes off all difficulties, and the restoration of such a plane fits perfectly within the activities of a CAF Unit. The plane restoration will be considered as soon as col. Cédric Malhaire, Master of the Rearwin project, will have all the necessary elements in hands, either technical or human.

It will last as long as necessary, which will spread the expenses over the whole project duration. One can reasonably think that it will last 3 to 5 years, if our most keen members physically and frequently participate as we do hope.



## HISTORY, TECHNIQUE, AND MOTOR OF THE REARWIN "SPORTSTER" 8500

The Rearwin Sportster was produced with three different engines whose power was the basis of their reference number: The 7000 was powered by a 70 HP LeBlond engine, the 8500 by a 85 HP LeBlond engine, and the 9000 by a 90 HP LeBlond engine.

All these engines were of the 5 cylinders radial type. The 7000 did not have a NACA ring cowling, except in cases of a retro-fit, this NACA cowling effectively appeared on the 8500 and 9000.

Our research show that a little over 30 Sportster 7000 were built, followed by thirty four 8500 and 9000 altogether.

This total of less than 70 Sportster produced, all types considered, clearly show the extreme rarity of this aircraft, especially when it's compared with the Piper Cub production which reached over 20000 units, and we only talk here of the J-3, L-4, NE-1, and their variants!...

However, it must be added to these 70 planes, a few aircraft produced under licence in Sweden under the reference GV-38, equivalent to the Sportster 9000.

These figures have to be used with caution though since precise information available are not legion, and are sometimes contradictory, but if one considers that the Rearwin company produced 400 planes in total, it seems that these figures are accurate.

A large part of this Rearwin Sportster lies in its engine, a very aesthetic arrangement, whether the NACA ring cowling is fitted or not.

The trademark **LeBlond** is evidently a name of french origin, a trademark whose emblem is a Lily flower! Company Le Blond of Cincinnati was famous in the twenties and thirties for its machine-tools, especially high precision lathes, and for its 5 and 7 cylinders radial engines. Rae Rearwin adopted them for the production of its Sportster and Cloudster.

When LeBlond had to sell its motors production plant to cope with a huge tax debt caused by its machine-tools production, Rae Rearwin bought it and changed the name of LeBlond into **Ken-Royce Motors**, a combination of his two sons' first names. Some time later, a common name was adopted: **Rearwin Aircraft & Engines Inc.**

The family line of LeBlond engines originated from the motor produced by the **Detroit Aircraft Engine Company** which was producing the **Air-Cat**, design by engineer **Glenn D. Angle**. This engine was

mainly fitted to the **Mono-coupe** airplanes.

When the **Detroit Aircraft Engine Company**

went bankrupt in 1927, **Mono-coupe** asked company **Vélie**, maker of engines and cars, to produce clones of the LeBlond engine. In 1929 the name of this motor was changed from Vélie to **Lambert**, which continued to equip the Monocoupe planes during the thirties.

Since LeBlond had bought the Air-Cat in 1928, the company employed Glenn Angle to improve this engine. The latter was improved by an increase in the pressure ratio and the output power, and by the adoption of a pressurized lubrication system of the rocker arms. The

power went up from 70 to 85, and 90 HP as explained earlier. The production of airplanes and engines stopped during WWII and was never resumed.

The army ordered three Rearwin Sportster in 1942: Two models of the 900KR type (Renamed UC-102 by the army in 1943), serial numbers 42-97046 (Ex-NC41557) and 42-97047 (Ex-NC20733), and one model of the 8135 type (UC-102A), serial number 42-107413 (Ex-NC33719).

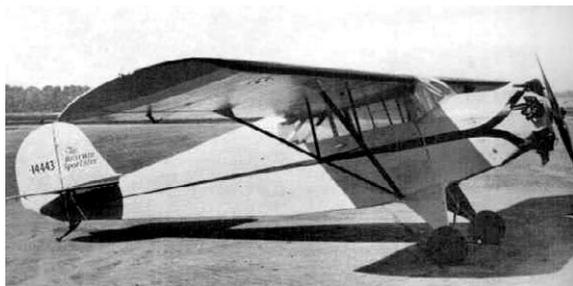
*(Note: Unfortunately we were unable to locate any picture of these planes, so we would be very grateful if any of our readers who own one photo to send us a copy of it).*



One of the peculiarities of this motor is the shape of the valve springs made of a spiralled steal sheet, a picture of which can be seen above, and in details below. Difficult to find these days, they can be replaced by a kit of duly approved springs.



The construction of the plane is similar to the Piper Cub: Welded steel tubes and fabric for the fuselage, and spruce and fabric for the wings. Future articles will give you more information about this airplane...



## CHANGES IN HEADQUARTERS

After the departure of Tina Corbett who was responsible for the CAF public relations, she was replaced by our friend **Kay Crites**. The latter was in charge of the CAF publications like the monthly Newsletter CONTRAILS, and the quarterly magazine THE DISPATCH. Kay has recently been replaced by **Alyson Trevino**.

Congratulations to our two friends who you can reach at the following addresses:

- Kay Crites: < publicrelations@cafhq.org >
- Alyson Trevino: < publications@cafhq.org >

## ZERO SPITFIRE FOR THE CAF

As you may have read in the December issue of Contrails, the CAF is finalizing the purchase of a Mitsubishi Zero and a Supermarine Spitfire. In compensation, the CAF will sell the Me109 Buchon that it had decided not to restore and to keep it as a static display.

## REQUEST FOR AN ASSIGNMENT

The acquisition of the rare Rearwin Sportster 8500 has, effectively, cancelled our request for a CAF aircraft assignment. The Executive Director, col. **Bob Rice**, has immediately been made aware of this choice. He welcomed the purchase of the Sportster 8500 parts with enthusiasm, specifying, at the same time, that the fact that this plane is not really a warbird doesn't matter at all.

## READERS MAIL

In order to embellish our Newsletter and let our readers express their opinion, whether they are members or not, we have created a new "Readers' Mail" heading on page 11, to answer your questions, whatever they are.

The questions that we are usually asked are, effectively, of a general matter and of interest to the great majority of our members and friends. Personal questions will, as before, be treated directly, and discretely of course.

The general subjects will be treated directly by the publisher, and the most complicated ones by the Board of Administration. If necessary, we will ask for an advice to the CAF: **Keith Lawrence** CAF Director of Administration for the administrative questions, the most common ones, or any other members of the Headquarters who all have a well defined specialty.

Write to us using mail, fax, or email. We will do our best to answer all your questions. That way, we hope that we will let you know better the CAF and our Wing, their goals, their means, and the general conduct of these two organizations. To your pens and keyboards!...

## WINTER CLEANING

The French Wing van needs some serious cleaning, and winter is an ideal period for that kind of work since it doesn't move at all. Therefore, if you feel like being a mechanic, and if you want to seriously help our Association, please make yourself known as soon as possible. We will tell you how you can make yourself useful.



The work to be done includes some body work to repair the skin, a good preparation for the painting, the painting proper, and a decoration that the CAF and the French Wing can be proud of.

It's a fact that the current paint work leaves a lot to be desired, and that not to take advantage of the support of this van is a real pity. We will make good use of it to paint a discrete but efficient publicity like many CAF Units do.

## WEEK-END IN ORADOUR SUR GLANE

Have you sent your 15 euros reservation cheque per individual to the French Wing?

If not, please do contact col. **Didier Cardinal** as soon as possible at **0160260798!**

## NEWSLETTERS COMPETITION

It has just been announced in the December issue of CONTRAILS: **The CAF is organizing a competition for its Units' Newsletters.**

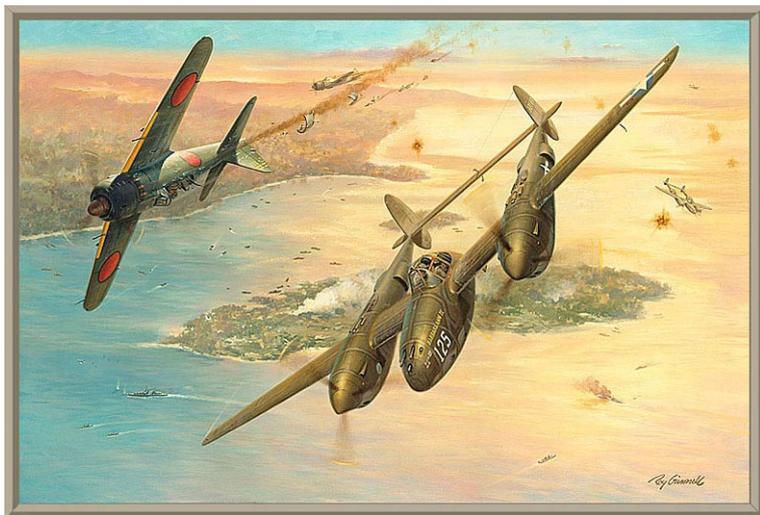
As stipulated by the rules of this contest, three issues chosen among those published in 2005 have been selected by the Board of Administration: Those of April, July, and September. They were printed and sent to the competition Committee which will read them and announce the winner during the CAF Winter Staff Conference, in the evening of February 18. The first page of the best Newsletter will be published in The DISPATCH, the CAF quarterly magazine. The battle will be "hot" because we know quite a number of excellent Newsletters published by various Units. But, as one says: May the best one win!

This contest will take place every year, which must make us work hard to further improve this monthly bulletin, not only its aesthetic aspect, but its contents. Our writers and illustrators will, therefore, need to surpass themselves in 2006, and produce well documented articles of a professional standard. Get your pens ready!

## RESTORATION OF THE SPORTSTER 8500

Col. **Cédric Malhaire** needs to know very precisely the names of our members who may take an active part in this restoration, in a continuous way or sporadically. Contact him and specify your specialty and the amount of available time you have. He will then create a list of the available man power and a complete restoration program which will allow him to create an agenda and call for your help according to your availability. Thanks in advance!

## "TWO ZEROS POUR BARBARA"



Such is the title of the latest painting done by Roy Grinnell. As for each one he did, Roy based this one on a historical fact whose story is as follows:

On November 08, 1943, as the American forces landed at Bougainville (Empress Augusta Bay and Cape Torokina), not far from Rabaul, a Japanese air force of 155 aircraft of the Val, Betty, and Zero types, attacked the landing beaches and the American vessels.

Hank Lawrence was then Commander of the 339th Fighter Squadron of the 13th Air Force, based in Munda. Already there with four P-38H to stop the Japanese attack, he was joined by George Chandler who was leading the second flight of four P-38. This group had been delayed by the refuelling and rearming of the planes when the order was given an earlier departure than expected.

Handicapped by a failure of radio emission, George Chandler managed to make himself understood by his wing men and, using their speed and altitude advantage, the four P-38 jumped the Zero, forcing them to break formation.

Three passes were done, and, as they were preparing to dog-fight with the enemy, George saw, before him, two Zero that were diving with an angle of about 60 degrees. He suddenly realized

that what he had taken for drop tanks attached to the belly of the Zero, were no other than bombs destined to the ships they were aiming at.

Taking advantage of a speed 50 miles higher than the enemy fighters, George aligned the first Zero and, from a distance of 200 feet, sprayed the cockpit with a short and precise burst. The Zero plunged towards the ground. George avoided the collision and put himself in perfect shooting position on the second Zero which suffered the same damage. Finding himself short of gas after a flight at maximum power, George resigned himself to return to Munda.

A few years later, in 1950 or 51, George participated in a party where one of the guests, Rudy, was telling people that he was part of the Marines who were about to land at Bougainville.

He watched the aerial combat from the deck of a ship, and saw the two Zero dive towards his boat. He could even see the bombs! Rudy commented: "*I then saw the most beautiful thing in the world: A P-38 suddenly dived at very high speed after the Zero and shot both of them down. I would have loved to meet this guy!*". George raised his hand and said: "*Rudy, you just met him. I was flying this plane!*".

## SCI, WHERE DO WE STAND ?

Following several requests from several members, here is a graphic demonstration that summarizes the current situation of the SCI which was suggested during our General Assembly on November 19. This "SCImeter" will be a lot more demonstrative than any long speech.

As one can see, in about a month, eleven members have made promises to be members of this SCI.



Others are waiting for the first weeks of this new year to specify the number of shares they want to acquire.

We do hope that many others will join this group which is already important since we have already reached about one third of the necessary amount, only a month after the start of this operation.

G. Avenel	700,00
B. & F. Delfino	5040,00
J. Francis	420,00
C. Gascon	5040,00
L-J. Gioux	70,00
R. Gouzou	4060,00
G. Marcelin	350,00
P. Pierre-Pierre	5040,00
G. Robert	140,00
C. Tournemine	1400,00
<b>Total 318 parts</b>	<b>22260,00</b>

## NO BLUE ANGELS FOR AIRSHO, BUT...

The defection of the Blue Angels for Airsho 2006 in Midland is disappointing news indeed! We guess their agenda did not coincide with the CAF one. Another time we hope...

The good news is that the building of the Officers' Club will start soon and might be ready for Airsho'2006. This building will offer all the necessary facilities for the holding of conferences, meetings, video projections, and many other CAF activities. Many years of efforts and money saving will be rewarded as everyone hoped. Its inauguration will be a major historic moment for our organisation.

## VOLUNTEERS, MAKE YOURSELF KNOWN!

As you read in the December Newsletter, we need volunteers for various projects. We thank those who wish to help to make themselves known as soon as possible. Time flies and we must start working on these projects today. The choice is wide: Lufbery, Rearwin, 10<sup>th</sup> Anniversary of the French Wing, Restoration of the French Wing van, restoration of the Rearwin Sportster, etc...

## WELCOME JEAN BARBAUD, NEW FRIEND OF THE FRENCH WING

Take a trip to Harlingen vat 1979, a recent friendship between two artists (Roy Grinnell and Jean Barbaud), add an invitation to the 2005 French Wing General Assembly, and a meeting with the plane crazy guys that we all are. Mix well during a few weeks, and eat with no restriction!... Here is a simple recipe, rich in savours which make Jean a new member of the French Wing. But let's read what he wrote...



*"I was born in Cholet in 1955.*

*I briefly met my uncle, Jean Doussaint, who, after training on the T-6 in Florida in 1953, carried on flying helicopters in the G.H.2 unit, before being shot down while flying an H-21 in Algeria in January 1958.*

*Consequently I could not enjoy the flights he used to provide with his Stampe for all the family... I recently heard that there was another aviator in the family: René Auneau, navigator on Halifax based at Elvington, Sqn.346 and 347 in 1943.*

*In my bedroom, 3 models coarsely built by my father (a twin-rotor Vertol, a Skyray, and an H-19, 1/48 scale) were hanging from the ceiling. This, combined with the reading of Pierre Clostermann books, was enough to give me the virus.*

*Drawing already filled a great part of my spare time, if not more, and I used to adapt a few stories taken from the book "Feux du Ciel" into cartoon stories in a style that I wanted to be realistic... hum!*

*To get the feeling of the planes' three dimensions, I started buying the small models packed in plastic bags that one could find at the time.*

*The first one to endure the outrage of my inexperienced fingers was the Fw 190D "Airfix". Purchased for 3 francs, built and painted in 45 minutes... I even stole a drop of nail varnish from my mother to add a touch of pink on the pilot's face! Atrocious!...*

*My passion for humorous drawing having*

*won over all the rest, I started, between two jobs of animated TV cartoons, to draw caricatures of airplanes, based on the rare documentation I had. At that time, specialized magazines were pretty rare, and I took the opportunity of a few trips to Paris to bring back my first american or english magazines.*

*I discovered the Fana de l'Aviation at number 50, I participated to one of their organized tours in England to see my first Spitfire flying and touch wood: a real Mosquito! A pilgrimage*

*to the CAF sent me to Harlingen, USA in 1979. Fa-bu-lous!*

*The first book "100% Pur Zing" (1993), co-written by Th. Cailleateau and myself, was published in 2001 (Editor Vents d'Ouest), with the title "Gueules de Zings". A cartoon project about a B-17 crew was never published, but it gave me a chance to meet the script writer of "Lieutenant Mac Fly": Fred Duval.*

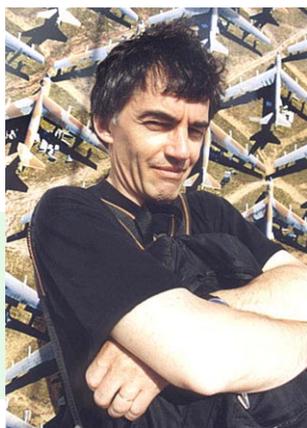
*2005 : a message left on Roy Grinnell's web site started an exchange of warm emails and an unexpected contact with the French Wing! To be continued...*

*Jean.*

*PS: I love Blues and black chocolate.*

*My favorite airplanes : P-38, Focke-Wulf 190 D-9, P-61, P-40 , Phantom II, etc...*

*Aviation artists: Keith Ferris, Shigeo Koike, R.G. Smith, Michael Turner and Roy Grinnell, of course!*



All our members who attended our General Assembly were able to appreciate Jean's kindness and humor. They were especially able to admire his artistic talent when he kindly reacted to any request for personalized signatures of his books with a drawing of a specific airplane.

It was a delight which was just too short unfortunately! But we will see Jean again very soon during our activities and meetings.

Jean sold several books during that day, and he thanked the French Wing by donating a great part of these sales to our Wing for its activities. A big Thank You Jean!



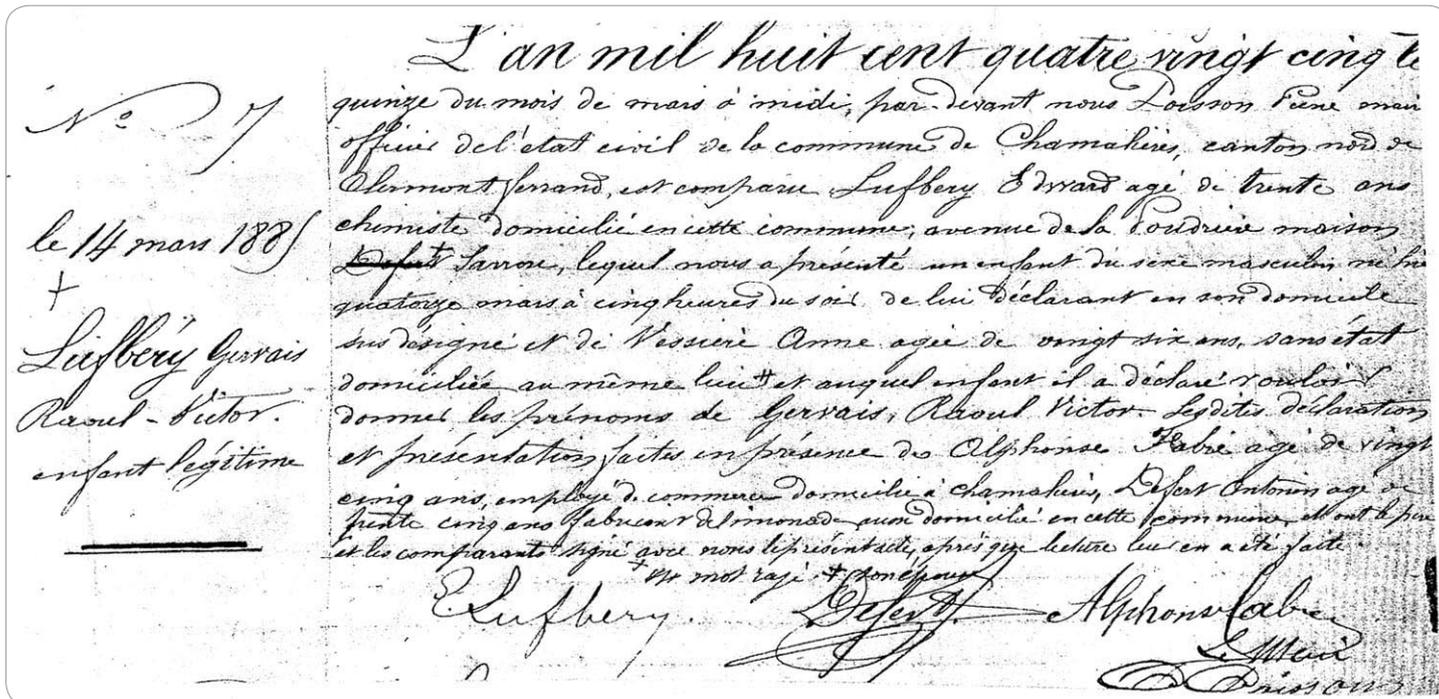
Among the books that he has published is an adorable one dedicated to the fire-fighting planes. We have several copies of this book which you can buy for a mere 15,50 euros. Better! Buy these books and we will ask Jean to sign them at the earliest opportunity.

Simply send a cheque to the CAF French Wing address, together with the text that you want Jean to write. We will ask Jean, the next time he comes to Paris, to fulfil your wish.

Here is Jean's contact address. Please update your phone-book :

Jean Barbaud  
32 Rue du Commerce  
37510 BALLAN-MIRÉ  
Tél: 02 47 67 82 29  
Email : jbarbaud@wanadoo.fr

Welcome to the CAF French Wing Jean!



## THE RAOUL LUFBERY PROJECT MOVES AHEAD!

Colonel Roy Grinnell has informed us that the Raoul Lufbery project has just received the enthusiastic endorsement of the **American Fighter Aces Association** which, therefore, becomes an integral part of this operation.

The painting that Roy will do to illustrate this event will be reproduced on paper, and these prints, in a still undefined number but probably limited to a few hundreds, will be signed by a maximum number of American Aces, that is to say at least 40 signatures!... Never seen before! And these prints will probably be the last ones published by the American Fighter Aces Association, which will give it a truly inestimable value.

Each print will bear the logos of the Lafayette, the AFAA, the Escadrille 124, and, especially, the CAF French Wing.

As announced in our previous issue, we are now looking for volunteers to deal with this project which has so many different aspects that there would be enough work for all our members if they wanted to take an active part in this operation.

A first verbal contact taken by colonel Eric Ducreau has revealed that the President of Association **Memorial Flight** whose work-shops are located in Dugny, is very interested by the description of this project. We will soon change this first contact into a closer and permanent relationship since the over flying of the ceremony by three WWI aircraft depends on this Association and on the Amicale Jean-Baptiste Salis.

## BIRTH DECLARATION

Colonel Louis-Jean Gioux has started an action with the municipality of Chamalières where Raoul Lufbery was born, in order to obtain its participation in the celebration of the 90<sup>th</sup> anniversary of the first american pilot to become an Ace.

Colonel Gioux got a copy of this hero's birth declaration which is printed above. It says:

*"In year 1885, on the fifteenth day of march, at noon, before us Poisson Pierre mayor, officer of legal status of the city of Chamalières, northern canton of Clermont-Ferrand, appeared Lufbery Edward aged thirty, chemist, residing in this town, avenue de la Poudrière, Larrose house, who presented a child of masculine gender born yesterday, march fourteenth, at five P.M, of himself declaring, and Vessière Anne aged twenty six, no professional activity, residing at the same place, and declared that he wanted to give the following names of Gervais Raoul Victor to the child.*

*The above declaration and presentation done in the presence of Alphonse Fabre aged twenty five,*



*employed by the municipality, residing in Chamalières, Defert Antonin aged thirty five, maker of lemonade, not residing in this town, and have, the father and the witnesses, signed, with us, the present declaration after it was read to them".*

The above text is followed by the signatures of E. Lufbery, A. Defert, A. Fabre, and the Mayor P. Poisson.

This document is another brick in the building of this Lufbery project. Thank you Louis-Jean!

# PIPER CUB



## SPONSORSHIP OF THE SPIRIT OF LEWIS

We remind you that the Sponsorship have to be paid before December 31st each year:

### Flying Sponsors

250 Euros and 25 Euros per hour.

### Restoration Sponsors

125 Euros and 40 Euros per hour.

### Supporting Sponsors

50 Euros and 55 Euros per hour.

### Non-Sponsors

80 Euros per hour.

To date, the following Sponsors had paid their participation:

### FLYING SPONSORS

Bernard Delfino  
Fumiko Delfino  
Claude Gascon  
Irene Grinnell  
Roy Grinnell  
Sandy Sansing  
SKY RUNNER

### RESTORATION SPONSORS

Didier Cardinal

### SUPPORTING SPONSORS

William Davies  
Stéphane Duchemin  
Barbara Hair  
Aubrey Hair

Last year, it was 15 Flying Sponsors, 2 Restoration Sponsors, and 17 Supporting Sponsors, who kept this plane flying. Therefore, we thank you for renewing your support to the *Spirit of Lewis* for year 2006.

## OVERHAUL

Three of the Piper Cub's instruments have been overhauled as required by the current legislation. They have been validated for the next five years. This operation had, of course, a cost, but the latter was kept to a minimum, thanks to col. Cédric Malhaire's friends. Thank you Cédric!

## FERRY FLIGHT : PERSAN-BEAUMONT - LE PLESSIS-BELLEVILLE

How to get quickly from a spot "A" to a spot "P", I mean from LFPA to LFPP?... Very simple:

All you need is to get to Persan with a good met on a saturday morning on 29 October for example, and board the F-GHLQ of Air French Wing, better known by the initiated as Lima Quebec (Just that is a nice invitation to travel).

- *"Hello Thierry* (Thierry Laurent, the sympathetic administrator and instructor of the place)  
- *Hello, would you like a coffee ?*  
- *With pleasure, thanks"*.

Of course, you'll also need to comply with a few formalities before you embark: say hello to the friends who just arrived, push or pull the 7 or 8 ultra-lights that are in the way, extract, after a clever manoeuvre, your airplane from the hangar, fill it up with gas, mend a pitot tube that seemed to mean *"I want to stay here"* while pointing stubbornly towards the ground.

Finally, you are holding your 1/500.000 scale map, the destination aerodrome data card, and, in mind, you have an indestructible moral, if only to raise your passenger's enthusiasm which has been seriously beaten by the sarcastic remarks of the pedestrians (therefore, frustrated) friends, about the ability of his pilot... which was not totally wrong since this very pilot started to taxi on the freshly ploughed runway! A quick U turn fortunately stopped any attempt of a far too agricultural take-off.

- *"Persan, Piper F-GHLQ alining and taking off from hard runway 10"*.

A few seconds later we're climbing, heading 90, 75 mph on the clock (Yep! It works perfectly!), and immediately, it's a real enchantment to see an area so rich with leavings of the past: *"Look below the right wing Semaan"* (He's my passenger, as brave as sympathetic), the abbey of Royaumont, a little later, we fly over the

ponds and the castle of the White Queen. Much farther on the left the stables of the Prince of Condé which hide the castle of Chantilly that we could see by climbing a little, but the area doesn't let us do that. There are jets everywhere, landing or taking off from Roissy airport, not too far in the South. We also flew over a magnificent castle built in the 17th or 18th century, surrounded by beautiful french gardens in the area of Plailly.

It's a fact, I shall come back later to see all that better.

After a little over a quarter of an hour, we can see Le Plessis-Belleville, its brand new hangars including ours. 120,4 on the VHF:

- *"Plessis-Belleville, Piper J3 F-GHLQ coming from Persan-Beaumont, 3 minutes from vertical"*.

Vertical, then a right turn for the tail wind on 07 grass (fresh, tender, and not ploughed). *"Please Semaan, lean over to the right so that I can see the airspeed"*. Last turn on 07, a short side slip to shorten the approach and counter the southerly wind, and a landing - if I remember well - applauded by my passenger (relieved or enthusiastic Semaan?).

Warned by Bernard, I apprehended the brand new limit between the tarmac and the grass which, in the end, was perfect. Philippe, the owner of the hangar welcomed us very warmly. He was, evidently, happy to welcome the first aircraft in his brand new hangar. Of course, and despite our modest cruising speed, our friends, miserable pedestrians, arrived much later.

Our new hangar is beautiful, the area is very nice, and the *Spirit of Lewis* is magnificent. For sure, I will come back to fly at LFPP. What about you?...

Claude Gascon



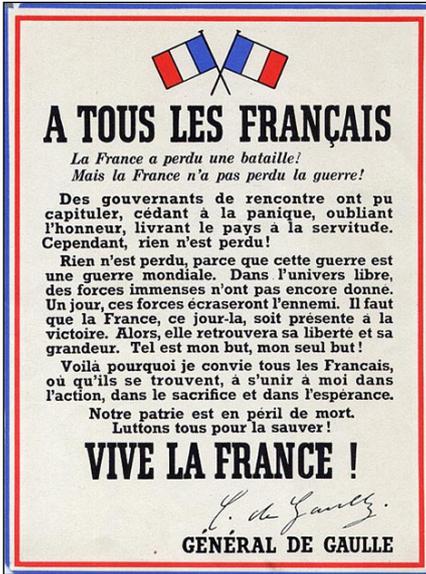


# FREE FRENCH AIR FORCES (FAFL) THE GROUPE BRETAGNE (1)



Articles and paintings by col. Louis-Jean Gioux

## PREAMBLE: THE FIGHT FOR FREEDOM



When France capitulated after the Battle of France, thousands of men and women who were still believing in freedom remained in our country, even after the signature of an agreement of submission to the enemy by a dummy government.

General De Gaulle, from London, made his famous call, asking all French people to join him and to take part in the fight against the invaders. It is this call that brought hope to many of our citizens, civilians and soldiers of all kinds, and allowed the reorganization of armed forces that our country and its history deserved.

The French Wing is greatly honored to have in its membership French veterans of this terrible era, so terrible that, today, one can hardly imagine what it was like in those

days. They are colonels Henri Bourrassier, Louis-Jean Gioux, Lucien Goubard, Georges Marcelin, et Alphonse Thiry. The Groupe Bretagne, the same way as all other units of French aviation, illustrated itself with the braveness of its personnel, many of whom did not survive this world-wide conflict. Their death was not in vain though. It saved our country from disgrace and dishonor. Colonel Louis-Jean Gioux invites us to read the story of this group through a series of articles that he wrote and illustrated. They are a true tribute to his comrades in arms, and those who, like him, were lucky to survive this conflict that marked our world for ever, so much that its wounds have not healed yet, 60 years later!...

Bernard Delfino

In 1939, the Permanent Detachment of Air Forces in Chad (DPFAT), stationed in Fort-Lamy (AEF), is equipped with Potez 25 and Potez 29, sanitary airplanes.

In December 1940, after the reattachment of French Equatorial Africa (AEF) to Free France Libre, the DPFAT including the

FAFL becomes the GMB1, under the command of Captain Noël. It is then reinforced with Lysander aircraft and takes part in the first Koufra campaign (Libya), in February and March 1941.

In December 1941, a note from General Martial Valin, in London, gives the DPFAT the official name of Groupe

"BRETAGNE", from January 1st, 1942. Commandant Noël then proceeds with the creation, within the group, of 2 squadrons: "Rennes", with 6 Lysander commanded by Lieutenant Finance, and "Nantes" with 3 Glenn Martin Maryland, commanded by Lieutenant Mahé, and a section composed of a Potez 540 and two Potez 29.

## THE POTEZ 25

Produced by Société des Aéroplanes H. Potez, 4000 units of this aircraft were built as two different types: A2, reconnaissance, and B2, bombardment.

Its use was universal since no less than 21 countries used it with great success.

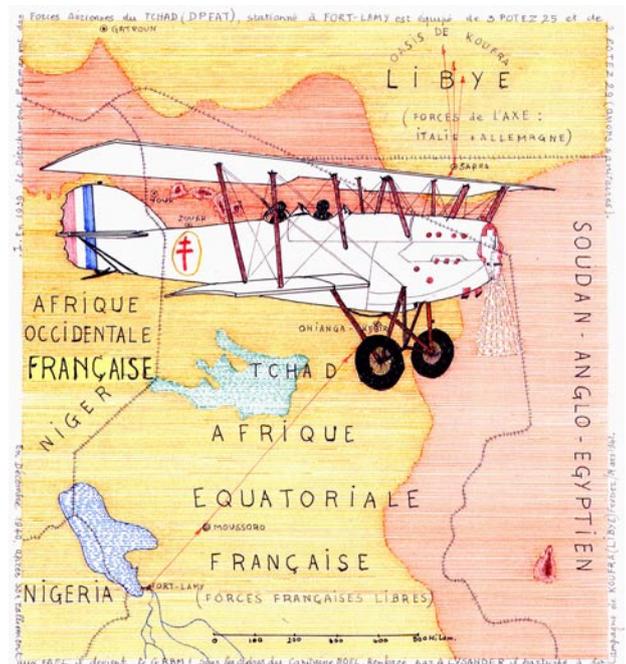
Its engine was a Lorraine Dietrich 12Eb, 12 cylinders in W, liquid-cooled, which delivered 450 HP, or a Renault



engine with the same power. The plane was a biplane, twin-seater, and had a wing span of 14,19 m (43 ft), a length of 9,19 m (28 ft), and a height of 3,65 m (11 ft).

Its take-off weight was 1960 kilograms (890 lbs), its maximum speed 200 km/h (125 mph), its range 650 km (406 miles), and its service ceiling 7200 m (21800 ft).

Its armament was composed of two machine-guns and 270 kg (600 lbs) of bombs. It remained in service in the colonies until 1940 in its TOE version (External Operations Theatre).



# MAIL

As you read on page 5 of this issue, this is a new heading dedicated to questions sent by our members and friends. Do not hesitate to write and send any question you wish to ask. Let us start with some questions which were asked very recently by our members.

**Q About the SCI, should an owner of shares decide to quit, could that be done immediately with an integral reimbursement of the money invested?**

*Various members*

**R** As with any ownership, the owner who wishes to do away with it, be it a house, a car, or any other property, the seller will need to find a buyer of the shares he owns and decides to sell in order to quit the SCI. The recovery of all the money is, therefore, not automatic, or, rather, it will become automatic from the moment he finds a buyer.

**Q Is one certain to make a profit when selling the shares he owns in the SCI?**

*Various members*

**R** Of course we cannot guarantee something like this. Anyone who could make such a statement would be really clever! But one simply has to remember the difficulty we experienced in finding some hangar space when we bought the Piper Cub, to realize that the lodging crisis is a reality, especially in the Paris area, within a 50 miles radius around the capital. Since that time, things haven't improved, on the contrary! Therefore, unless we see a sudden and fatal death of general aviation, this crisis can only increase, which will also increase the rental value of hangar spaces, and, therefore, a higher bid when selling shares.

**Q What are the limit dates for the payment of annual dues and sponsorship in the CAF and the French Wing?**

*Col. Marie-Françoise Le Cornec*

**R** The membership renewal in the CAF is on the **anniversary date of your commission**. The CAF sends letters to remind you of this date, but nothing stops you from paying in advance, in which case the renewal date will **not** change.

The French Wing annual dues are paid no later than May 1st each year. The Sponsorship should be paid no later than December 31 each year.

Let us take this opportunity to remind everyone that if you wish to become a CAF Life Member (\$1960.00), you can pay over a period of 10 months.

Similarly, you may pay several years of your French Wing membership in advance (10 years: 500 euros, 12 years: 600 euros, etc). This protects you from any dues increase, and removes the annual burden of this payment.

**Q Can I fly aboard CAF airplanes during Airsho, in Midland, and at what cost?**

*Col. Marie-Françoise Le Cornec*

**R** You can, effectively, fly aboard selected CAF airplanes like the Piper Cub, Stinson L-5, or Stearman, B-24, B-17, as well as the Mustang P-51D and the B-25. The cost may vary according to the price of gasoline, but in normal conditions this can go from \$75.00 to about \$500.00, but, in 2005, these prices went up about 40% because of the Katrina and Rita hurricanes.

Reservations are done in the CAF hangar, and flights take place on the Friday and Saturday of Airsho.

Photo flights are for professional photographers, and a private participation is impossible, even if you wish to pay.

Let's remind our readers that all flights are not allowed during the actual air display, and that you will need to sign a hold-harmless form before your flight.

**Q Does the French Wing organize tours to Midland for Airsho?**

*Col. Léon Manoukians*

**R** No, but the French Wing does all it can to help the trip to Midland of its members by booking hotel rooms in the best conditions and at the best possible price. Also, it can book cars by grouping participants, 3 or 4 members per vehicle, which further lowers the cost of such a trip.

Those interested simply need to write to the French Wing, at least 6 months in advance, to declare that they are interested in a participation and specifying their special needs during this tour, like a possible extension of their stay to visit special places of interest.

**Q Is it true that photographs get into public domain and become free of any copy rights after 50 years?**

*Various members*

**R** No, never! The reproduction rights of photographs remain the full ownership of the photographers or their progeny, with no time limit. This is true of the french law, and very often true for other countries, starting with the USA and all countries of Europe.

Do not use pictures that you may find on the Internet or magazines and books inconsiderately, especially if you intend to commercialize them! Always obtain the written approval to use them by their author or their owners.

Law is so strict that litigants gained hundreds of thousands of euros by taking to court photographers who had taken a picture of their properties and commercialized these images without their agreement (Post Cards, calendars, magazine articles, etc...).

This is also true of partial or full reproductions of texts found in the press or on the Internet, of movies, paintings, etc. Be careful!

**Q May I pay my annual dues or my sponsorship of the Spirit of Lewis to the French Wing with a postal order?**

*Ass. Member William Davies*

**R** We do prefer all payments to be done with cheques because waiting queues in Post Offices are often more than one hour, and we simply do not have time to do that, especially if this happens several times a month! Therefore, we thank everyone for doing any payment using cheques.

**Q Will Operation Code Name Bravo continue in 2006?**

*Various members*

**R** Yes indeed! And this is an excellent recruiting tool for new colonels that you may use in your quest for new members. We remind you that this operation gives a 50% rebate of the annual dues and commission fee for the first year of any new regular membership commission (\$100.00 instead of the traditional \$200.00).

## 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.
- "Gioux" type patch: € 6,00.
- Various epoxy pins: € 5,50.
- 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 chaque.
- 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: € 40,00 + P & P € 10,00. Signed by veterans: € 60,00 + P & P € 10,00 ©.
- Roy Grinnell print of the Piper Cub: € 10 + P & P (FW Members), € 15 + P & P (Non members).
- Post Cards based on the same paintings (B26 Marauder and Neuneu): € 0,50 each (P & P according to quantity) ©.
- CD Rom of all FW Newsletters since January 2000, French and English, and 200 photos of warbirds taken during Airsho in Midland, by B. Delfino: € 10,00 P & P included ©.

*The CAF French Wing is a non-profit Association ruled by the 1901 law, and registered under number 2473 of the Journal Officiel dated 10 July 1996.*

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# WING PROJECTS

## PATRON COMPANIES SUPPORTING THE FRENCH WING

SKY RUNNER - EPSON  
 AVIATION CLUB DE FRANCE  
 DIFFUSION SERVICE

## HOW CAN I HELP THE FRENCH WING ?

One often ask us how they can help our Wing if members' financial possibilities are too limited. There are dozens of various means to get there.

One can start recruiting new members. This doesn't cost anything except explanations, enthusiasm, and persuasion, and it really helps the French Wing and the CAF. One can also give a membership as a present. To do this, simply contact the French Wing and give the necessary information.

Some buy PX articles like posters and prints, and give them away as birthday presents or even sell them again.

The most courageous ones get some money from little jobs they do, and give it to the French Wing.

Others sell objects that they have no more use for, objects that have been filling their attics or ceilar for years, that they sell during a car boot sale, and give the product of this sale to our Association.

These few examples are not exhaustive. Your imagination alone is the limit.

Be creative!

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	12000
	10000
	8000
	6000
	4000
	2000
	0
Guy BORTOLUS	20,47
Jean BARBAUD	76,40
Michel PERRIN	30,00
Claude CARDINAL	30,00
Regis URSCHLER	249,00
Sandy SANSING	415,00
Nicols LIBIS	32,00
Ron WESP	10,00
Kim TOLFREE	58,00
Claude REQUI	42,00
William DAVIES	18,00
Catherine HINGANT	10,00
Mr. & Mme. GILLION	20,00
Mr. & Mme. VILLEFROY	50,00
Frédéric BAUDIN	50,00
Philippe DUFLOT	20,00
Gilles AVENEL	70,00
Eric DUCREAU	50,00
Jim LUX	166,00
Jean-Jacques VAUCHER	50,00
EPSON	1275,00
Christophe BASTIDE	30,00
Christian FALENTIN	21,00
Claude GASCON	67,00
Roy GRINNELL	228,00
Eric JANSSONNE	27,00
Yves DONJON	45,00
Bernard DELFINO	1429,50
Claude DE MARCO	10,00
George LODGE	50,00
AVIATION CLUB DE FRANCE	500,00
Haruo TANAKA	26,00
John ROEDER	50,00
Jean-Christophe DEBUISSON	100,00
Elzéard LIGNEUL	100,00
Bill KATSONES	27,00
Fumiko DELFINO	577,00
Didier CARDINAL	107,72
Marcel FRANCISCI	310,00
Roger GOUZON	63,25
Aubrey & Barbara HAIR	216,00
Georges MARCELIN	125,00
Bunty BATEMAN	192,16
SKY RUNNER	615,00
Michel DUFLOT	150,00
Événements French Wing	1730,00
DIFFUSION SERVICE	150,00
Intérêts Bancaires Annuels	246,72
TOTAL	9935,22