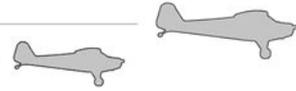




AIRSHOW



CAF FRENCH WING - MONTHLY NEWSLETTER - BULLETIN MENSUEL

Volume 12 - N° 1 - January 2007

EDITORIAL

With the loss of **colonel Lucien Goubard**, year 2006 ended dramatically. Therefore, it was with great sadness that I had to re-arrange the entire layout of this Newsletter, in order to leave the space that Lucien deserves, because it was thanks to his fight, and all his comrades', that he forged the 1945 victory. Flying his plane, he took enormous risks for his own life, so that our country could be free again. Just for that reason, we owe him a lot. Thank you Lucien, we will all see you soon!

Administratively speaking, my greatest surprize of year 2006 was to discover the poor participation to the elections of the CAF General Staff: Only 10% of the members who can vote took the trouble to use this privilege... Therefore, I tried to find out why CAF members, whose main goal is to honor those who fought for our freedom, did not use that essential prerogative which is the right to vote, precisely the very first privilege of Freedom!... Please read more on page 7 of this issue.

I expect from every member of the French Wing a prompt reaction to our quest for information: **Will you be going to Midland for Airsho 2007? To which activities do you wish to participate?...** We do need this information very soon!

Finally, let's welcome colonels **Claude Gascon** and **Roger Gouzou** in the Board of Administration. They both have exceptional human and moral qualities, which guarantees a faultless administration. Another important change is the arrival of colonel **Patrick Pierre-Pierre** at the job of *Operations Officer*. His professionalism is the insurance that our airplanes are in very good hands.

I wish all our readers and their dear ones a very happy new year 2007! I hope that it will bring everyone of you all the happiness you may dream of.

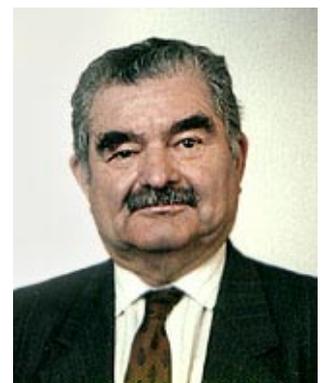
Bernard

2007, A PRIMORDIAL YEAR FOR THE CAF AND ITS UNITS!



Photo: B. Delfino

THE FRENCH WING AND THE CAF ARE MOURNING COLONEL LUCIEN GOUBARD, A B-26 MARAUDER PILOT DURING WWII, WHO, SADLY, HAS JUST PASSED AWAY (Page 2).



2006 FRENCH WING ELECTIONS



MASSIVE VOTE FOR COL. ROGER GOUZON WHO HAS BEEN ELECTED ADJUTANT OFFICER FOR THE NEXT 3 YEARS!

Eligible :	81
Voting :	47
Participation :	56,79 %
Void Ballots :	01
For :	45 (97,83 %)
Against :	01 (2,17 %)

COLONEL LUCIEN GOUBARD HAS GONE WEST

The French Wing and the CAF are mourning one of those people who are the reason why they exist, a man who risked his own life many times during numerous and dangerous missions at the controls of his B-26 Marauder.

Colonel Lucien Goubard has left, but he will leave in the mind of those who met him, if only for a few moments, the unforgettable memory of a man made of kindness, determination, and will power.

Born in 1924, he chose, after the war, the profession of architect, practically till the end of his life.

He became a CAF member in 1996, god fathered by Colonels Louis-Jean Gioux and Henri Bourrassier, and his CAF ID # was 23507.

An experienced pilot (Licence # 20431), he totalled over 6500 flight hours on B-26 Marauder, Stampe SV4, SIPA, D140 Mountain, CII Piper, WA41 Owner, and T-6 Texan. In addition, he didn't mind using spanners and screwdrivers, which made him an accomplished aviator.

Lucien took a very active part during the preparation of the purchase of our Piper Cub: While everyone was wondering what could be the true cost of operating such an airplane, Lucien, who was the opposite of the too famous "Go for's", sat himself at his desk and produced a list of very realistic figures, whose purpose was



Photo: B. Delfino

Above: Col. Lucien Goubard signing the prints made from Roy Grinnell's painting about the B-26 of the "Groupe Bretagne".

Below: Our four veterans of the B-26 Marauder, Lucien Goubard, Louis-Jean Gioux, Alphonse Thiry, and Henri Bourrassier, get their picture taken with Roy (Center), in July 2002, in Tremblay en France.

definitely not to discourage us, but to warn us against any possible under-estimation.

The follow-up showed how right he was, and it is thanks to his study that we managed to plan this financing as accurately as possible. This is why we are sure that if he could send us a message, he would advise us to continue on the track that we chose.

Our most affectionate thoughts go to his wife and his entire family. They can be sure that his memory will stay for ever in our minds.



Photo: B. Delfino

ROGER GOUZON NEW FRENCH WING ADJUTANT OFFICER

The Board of Administration met at its head office on December 15, 2006, at 15:00, to count the votes for the election of our new Adjutant Officer.

As you read it on the cover of this issue, colonel Roger Gouzon was elected with the majority of the votes correctly expressed, minus one vote, that is to say 45 votes "For" and one vote "Against". Our most sincere congratulations go to this exemplary member who, at the age of 72, has an amazing young mind. This youth is not limited to Roger's mind since he keeps working hard physically, every day that goes by, for the French Wing and for the CAF!

Our members are fully aware of it since, even if some of them have not met him yet, the information published in the French Wing Newsletter, has revealed to all our readers how much energy, time, and money, col. Roger Gouzon spends for our Unit on a daily basis.

An indefatigable worker, Roger also belongs to two other charitable Associations and takes a very active role in their lives: The **Lion's Club of Tremblay en France**, which he presided a few months ago, and the **Association of Help at Residence**, (Help of elderly people who live at home) of the area of Tremblay en France, which he has been a President of for several years with the greatest competence.

His skills in engineering have made of Roger a key member of our Association. Always ready to help, always available, he his also gifted with an outstanding generosity and an inconceivable kindness!



Col. Roger Gouzon works hard on the cleaning of a 1400 litres water tank which he donated to our bangar in Le Plessis-Belleville, but he first made sure it was repainted with the exact color of the hangar first!

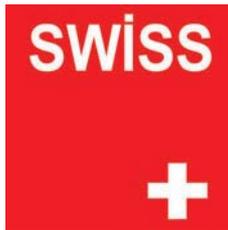
THE NEW BOARD OF ADMINISTRATION

The French Wing Board of Administration is now complete and its members are listed here below:

Unit Leader : Bernard Delfino
Executive Officer : Claude Gascon
Adjutant Officer : Roger Gouzon
Finance Officer : Philippe Dufлот

TWO ROUND-TRIP AIRLINE TICKETS "PARIS - NEW YORK" TO BE WON!

Our Finance Officer, **Philippe Dufлот**, has obtained from the Swiss airline, **SWISS INTERNATIONAL**, that he works for, the donation of **two free airline round-trip tickets, Paris - New York** (Or New York Paris for our members residing in the USA) for two persons who will, therefore, have just the airport taxes to pay, which is true for all airline tickets.



The Board of Administration has decided that these airline tickets will be the object of a free lottery draw amongst our members, Colonels or Associate members, or, in other words, people who are members of the CAF and the French Wing, during our next General Assembly, in 2007. That is a gift of great value which will be an incentive for all Friends of the French Wing to go a step higher as an Associate Member (\$ 45.00) or as a CAF Colonel (\$ 160.00). It should also tempt all potential members to get their membership during 2007.

HOW TO RECRUIT

Other than the description of the life of our Wing that all our members know about, either by their participation to our day to day activities, or through the reading of our Newsletter, the potential recruiters have to know about the recruiting procedure which allows new Colonels to enjoy a 50% reduction of their commission: The

CAF has confirmed that **Operation Code Name Bravo** is valid for another year.

Consequently, any new member who will get his commission through the French Wing will get a 50% rebate the first year (\$ 160.00 + Registration fee \$ 40.00 = \$ 200.00 / 2 = \$ 100.00).

These new Colonels must send their file to the French Wing head office who will deal with their registration, as long as they also send their 50 € cheque for their French Wing annual dues (The following years, their CAF dues will revert to the normal \$ 160.00).

This is a simple and attractive process, and should help our members recruit new colonels.

RECRUITING HELP

Also, the new Board of Administration has decided that **any member who will recruit one or more colonels, and members of the French Wing, between January 01 and December 31, 2007, will see his 2008 French Wing annual dues reduced as follows:**

- 1 new colonel = 25 €
- 2 new colonels = Free

A decision which should also stimulate our members to recruit more new colonels.

It's only through an increase in the number of our members that our Association will be able to expand as required. Thanks for prospecting and for bringing in new members!

NEW RECRUITS

Still with the same perspective of developing our Unit, the new Board of Administration has decided that **each new recruit, starting from January 01, 2007, will enjoy a free twenty minutes flight aboard our Piper Cub!**

A flight aboard the NC 856 will only be possible if these members also become members of the Association that will be the object of this aircraft. This Association is being organized. You will know more about it soon...

AIRSHO 2007 BOOKING OF HOTEL ROOMS

The first price enquiry from several Midland hotels, made by Irene Grinnell, have shown a definite 20% rise over the normal prices we experienced over the same period. One must say that AIRSHO 2007 will be exceptional, and the managers of these hotels will take advantage of this situation.

It will be possible to find hotels with a price below \$ 70.00 per room and per night, but it will be in a relative comfort, and the breakfast will be reduced to its simplest form, forcing the travellers to have their breakfast in a restaurant, a cost that they will need to add to the price of their room.

The first serious offer made to Irene was from the **Holiday Inn Express** at a cost of \$ 94.00 HT per room for 2 or 3, with a hot breakfast which includes scrambled eggs, bacon, etc... This hotel was entirely renovated in 2005. It is located along the Midland Loop, in the North-West part of it, and, therefore, far from the non-stop night train horns... In addition, it is close to a host of restaurants and malls.

The **La Quinta Midland** hotel, which asked for \$ 73.00 last year, is asking, today, for the concerned period, \$ 98.00 + Taxes, and the breakfast, although it is quite convenient, is inferior to the one in the Holiday Inn Express.

Irene is currently talking to them to make a block reservation.

Therefore, it is paramount that our members who intend to go to Midland for AIRSHO 2007, advise us of their precise needs as soon as possible!

To do that, and if you haven't done it yet, send us, before January 15, your dates of arrival and departure to and from Midland, the number of people concerned, the number of rooms you will need, as well as a cheque of 15,00 € (\$ 15.00) per participant, an amount that will be reimbursed to you should you be forced to cancel your trip, before August 31, 2007.

TWO STEPS TRANSPORTATION OF THE REARWIN SPORTSTER TO VILLEPINTÉ

On Saturday 16 and Sunday 17 December, cols. **Roger Gouzon** and **Bernard Delfino** drove to Rennes and back to Villepinte to transfer the Rearwin Sportster to Roger's workshop. They were welcome and hosted by col. **Cédric Malhaire** and his sweetheart **Gaëlle** who, a week before, had given birth to a lovely little girl (*Congratulations to the parents!*).



Useful to avoid the traffic jams!

The choice to use the Ford Transit for this transportation was decided after studying the price asked by the transport companies, and the cost of renting a trailer and buying the necessary equipment to tow it. That was enough to help us in our choice!...

The entire duration of the trip was 10 hours, "technical stops" included. The loading was done very carefully since they didn't want to damage the freshly restored van or the airplane, and a careful driving allowed Roger and Bernard to come back to Villepinte in total safety. Only the noise of the wind flowing through the plane structure was annoying, however, it was quite bearable.

The unloading (*Photo on the right*) was also done by Roger and Bernard, their task being greatly helped by the use of a hoist which was installed in Roger's workshop.

As opposed to our first hope to transport the whole plane in one trip, a second one was necessary to bring the wing back. This was done on December 28. Because of the proximity of the New Year

celebrations, this second trip was done on the same day.

Having left at 7:00 A.M. from Villepinte, Roger and Bernard were back at 8:30 P.M. after a 640 miles drive.

It was split in two, thanks to the loading of the wing and a reinvigorating lunch break prepared by Cédric and Gaëlle.

The engine will stay in Brittany where Cédric will start its restoration.

The work to be accomplished now is the manufacturing of a jig that will support the fuselage, a piece of equipment that will let us rotate the fuselage along its longitudinal axis so that one can work comfortably on the tubes and welding points.

The lattice of the fuselage is made of numerous tubes and welding points. The latter will need to be carefully cleaned and examined, one after the other, with some specific equipment to make sure that they don't suffer from cracks or corrosion. This stage will be long and fastidious, but it is of prime importance! It will require the help of as many members as possible. Once this is done, the fuselage will be protected by a coat of primer paint, then, the same treatment will be applied to the tail and the flying controls.

Let us remind our readers that col. Roger Gouzon is lending his workshop to our plane and our members at no charge. Therefore, we hope that the latter will thank him with their massive participa-



Photo: B. Delfino



Roger and Cédric happy after loading the fuselage on the French Wing van.

Photo: B. Delfino

tion, whether they are specialists or not, and especially if they live in the Paris area.



Photo: B. Delfino



Photo: B. Delfino

RESTORATION OF THE FRENCH WING FORD TRANSIT

A last effort has to be made to complete this restoration, and all our members are invited to take part in it.

The stages that are left are only a few and they are easy if one compares them to what Roger and Bernard have done:

- Manufacture of a roof box to stow the PX tent and to be used as a platform during airshows.
- Manufacture of inside racks.
- Outside decoration.
- Inside painting.
- Fitting of an inside phonic insulation.

2007 ACTIVITIES

Article by col. Bernard Delfino

As I wrote in the November editorial, the motto for 2007 is: "PARTICIPATION".

This year, more than the previous ones, every member of the French Wing will need to roll up his sleeves and take part in the activities of their choice, giving priority to the most ingrate tasks like taking the paint off the Rearwin Sportster structure, the sorting out and the cleaning of Roger's workshop as we progress through the work, the maintenance of our Ford Transit, the cleaning of the Piper Cub and the NC 856 Norvigie after each flight, etc... All these tasks which are the least attractive but which are, nevertheless, of prime importance.

An Association is assimilable to an orchestra where each instrument player has a role as important as all his colleagues'.

Take out one of them, and it becomes purely and simply impossible to execute the chosen piece of music. Be it the trumpet, the violin, the piano, the bass, or even the modest triangle, all these instruments are indispensable to the harmony of the intended music, as it was written by the composer.

As for the conductor, his role is simply to give the direction that the orchestra must take, and nothing really stops him from playing an instrument too.

The French Wing started as a modest quartet which played, as well as it could, pieces chosen for their simplicity. It took, as time went by, a size and a confidence such as it can, today, play pieces of music which are more complex. It does not have the size of a symphonic orchestra, but it's on the right track, and it's down to every musician's ambition to reach that enviable and envied status.

So that all current projects and those adopted during our General Assembly, last November, become unquestionable successes, it is absolutely necessary that each of our members get to work within their possibilities, but with all the necessary energy, and help in the accomplishment of one or more of these projects.

The choice is wide, and everyone will find something to do, as far as they want it. If, unfortunately, too few members volunteered for some of these accessible projects, we would have to cancel them, which, you will probably agree, would be a pity.

You will find, here after, the list of all these projects. All you need to do is study it and send back the forms that you will find

attached to this Newsletter, after you have ticked the boxes related to your choices, and given a few explanations about the way you offer to help. I thank you very much in advance.

Bernard

NEWSLETTER

Project Master: Col. Bernard Delfino

- Articles and illustrations directly related to our goals and activities.
- Choice of the best three issues in 2006 to take part in the CAF Unit Newsletters competition.

RECRUITING

Project Master: Cols. Bernard Delfino, Philippe Dufflot, Claude Gascon, and Roger Gouzon.

- Reduction of the 2008 annual dues for any member who will recruit one or more new colonels and members of the French Wing in 2007:
 - 1 new colonel = 25 €
 - 2 new colonels = Free
- Any new member will get a free 20 minutes flight aboard our Piper Cub *Spirit of Lewis*.

REARWIN SPORTSTER 8500 (Phase 2 of the restoration)

Project Master: Col. Cédric Malhaire

- Search for missing parts.
- Search for any technical documentation which will help the aircraft restoration.
- Search for photographs of the three *Sportsters* that served in the USAAF.
- Practical work on the airplane in col. Roger Gouzon's workshop in Villepinte (Access by RER train at station "Vert Galant", or motorway A104).

COMMEMORATION OF THE CAF 50 YEARS IN THE AIR MUSEUM IN LE BOURGET

Project Master: Col. Philippe Dufflot

Programmed for the 50th day of the 50th year, a day that falls on Monday February 19, 2007, the dates of **Saturday 17 and Sunday 18** have been preferred because they will ensure a wider public during this week-end.

This project is currently prepared in collaboration with the Air Museum. The agreement has been obtained to set up our PX in the Museum's entrance hall. We only need to get the exact modalities defined as precisely as possible.

- Organization.
- Transport, setting up, disassembly, and stowing of the equipment.
- Manning of the booth and PX during the event.
- Public relations.
- Photos of the event.

FORD TRANSIT INSIDE RESTORATION

Project Masters: Col. Roger Gouzon and Bernard Delfino

- Manufacturing and fitting of a roof trunk to stow and transport the tent.
- Manufacturing and fitting of a roof access ladder.
- Inside painting of the vehicle.
- Annual Maintenance of the vehicle.

PIPER J-3 CUB "SPIRIT OF LEWIS"

Project Masters: Col. Roger Gouzon for the mechanical part, and col. Patrick Pierre-Pierre for the operations.

- Tour de France: Lodging of the crews, lodging of the airplane during the main stops, local flights as a passenger, flights along the Tour as a passenger, transportation of members, etc...
- Other Airshows: See the Operation Tables produced by our Operation Officer, col. Patrick Pierre-Pierre.
- Annual/100 hours check of the Piper Cub (April/May 2007) at Le Plessis-Belleville.
- Renewal of the Certificate of Airworthiness.

FRENCH WING WEB SITE

Project Masters: Cadets Eva Bancel and Julien Lepelletier.

- Design and start of the web site.
- Well written and illustrated articles.
- Forum.
- Follow-up of the message received from the visitors.
- Counting of the number of visitors.

Project Masters: Cols. Bernard Delfino, Philippe DufLOT, Claude Gascon, and Roger Gouzon.

- Preparation of the equipment during the week preceding the airshow.
- Transport, setting up, disassembly, and stowing of the equipment.
- Manning of the booth and PX during the event.
- Public relations.
- Picture taking of kids and parents around the Cub and selling of the photos.
- Cleaning and stowing of the equipment during the week that will follow this event and to get it ready for the car boot sale the following week-end in Le Plessis-Belleville.

AERONAUTICAL CAR BOOT SALE IN LE PLESSIS-BELLEVILLE (2 JUNE 2007)

Project Master: Aéro-club du Plessis

The date of this car boot sale is **June 02, 2007**. The French Wing will display its Piper Cub and the NC856 Norvigie on the static display, and its PX will be there to sell its items without any restriction. The day will end with a h-giant BBQ for all participants and organizers.

The feast will carry on the following day, Sunday June 03, with flights during the whole day with the Piper Cub for its members and friends. A buffet will be organized with the participation of all our members who will each need to bring a dish or a dessert to be shared by all.

BOOTH DURING LE BOURGET AIRSHOW

CANCELLED

A booth and PX during the duration at Le Bourget Airshow is cancelled since we discovered that no help will be given to any Association, including the Air Museum itself (!).

As for the possibilities to pay to get our booth set up, the price required is so astronomical that it represents the French Wing budget for many years!...

NEW FRENCH WING TIE PIN

Project Masters: Col. Philippe DufLOT and Bernard Delfino

- Search for the best quality for the lowest cost.

Project Masters: Cols. Philippe DufLOT, Jean-Yves Cercy, and Claude Gascon.

- Acquisition of this plane by 6 of our members who will operate it in cooperation with the French Wing.
- **This group of co-owners will form as an Association of which any French Wing member will be able to get a commission with** (*Annual dues will be decided soon*).
- To become a member of this Association will allow these members to fly aboard the plane which has a restricted CNRAC status (Collection).

FRENCH WING BOOTH IN MIDLAND

Project Master: Col. Philippe DufLOT

- Run a French Wing booth during Airsho 2007 for the fiftieth anniversary is an extraordinary idea which would allow our members to further increase the popularity of our Unit.
- The work that it will require is not negligible, but this presence would be a great Premiere for a foreign Unit.

AIRSHO 2007

Project Masters: Col. Philippe DufLOT, Irene Grinnell, and col. Bernard Delfino.

- Booking of hotel rooms.
- Stay during AIRSHO.

Note: Unless two members volunteer soon as organizers, the French Wing will not be able to organize a Texas Tour like last year.

Our Unit will nevertheless give you the necessary information to organize this trip. The members who are interested will then be able to form a group and to set up this tour themselves and book their hotel rooms and vehicles.

ROY GRINNELL ART SHOW AT THE AIR FRANCE HEAD OFFICE

OVER 2 WEEKS

(Dates to be announced by Air France)

Project Master: Col. Bernard Delfino

- Transportation and setting up of the paintings and prints.
- Manning of the show.
- Selling and taking orders.
- Taking down of the painting, transportation, and storing of the remaining ones.

Project Master: Col. Patrick Pierre-Pierre

This program is the responsibility of the Operation Officer, but the latter will be able to delegate part of this task to whoever would like to help, as long as he or she has some solid experience as a pilot or as a mechanic.

- Complete re-organization of the elements that have already been put down on paper: Engine starting, danger of the propellers, engine ground running, wearing a safety tabard on the apron, working in workshops, fire fighting, etc...
- Training program of the members who work on the French Wing airplanes, including the NC 856 if these members are also members of the Association that will soon be created.
- Attribution of a training certificate.
- Recording of the training courses that have been given to the members for archiving and eventual presentation to the authorities (DGAC).

2007 GENERAL ASSEMBLY

Project Masters: Board of Administration.

- Preparatory meetings.
- Agenda.
- Place of the meeting and the meal.
- Sunday morning occupation.
- Transportation of the participants.

HOW TO USE THE QUESTIONNAIRE

Attached to this Newsletter, you will find a two pages questionnaire. The first one is a list summarizing all the above activities and the events listed by Patrick on page 11.

All you need to do is tick the activity or activities that you have chosen in the "YES" column, at the extreme right hand of that sheet.

Then use the second page, repeating the chosen activities in the left hand column, and explain precisely how you wish to participate for each one of them in the right hand column.

Send the two sheets back to the French Wing **before January 15, 2007**.

Finally, should you want more information concerning all these subjects, please contact their respective Masters. They will be too happy to give you all the details that you may need.

ELECTIONS & REFLECTIONS...

By col. Bernard Delfino

The lack of room in the Editorial column, has forced me, exceptionally, to extend it to a full page dedicated to the never ending problem of the CAF members' participation to the General Staff annual elections.

This year, more than the preceding ones, the report on these elections and their results, have shown a very low participation in a process which is vital for the life and the future of the Commemorative Air Force.

Of the approximately 6000 eligible colonels, only 632 used this privilege in 2006, or just a little more than 10%! This, one will admit, is enough to startle the most experienced members. Especially for an organization whose main goal is to honor those who fought for Freedom, whose first privilege is to be able to take part in the community's life and decide of the future through voting.

We will only consider here the associative life, and will leave alone any political aspect because politics have nothing to do within a CAF Unit, or the CAF itself, and that's a lot better!

This problem within our organization is not new since it is ruled by a Constitution which is necessarily limiting. The fact that 50% of our members do not belong to a Unit has probably something to do with this problem. The latter being known, let us trust the CAF administrators who will surely find a way to correct this anomaly.

The last French Wing elections saw 57% of our members vote, which is better than the CAF statistics, but still represent a modest performance for a group of about one hundred members who are -in theory - closer to our day to day associative life.

CAF ELECTIONS AND THE MEMBERS OF THE FRENCH WING

I was surprized by the fact - unless I overlooked something - that only one of the French Wing members who did not go to Midland for Airsho 2006, did not attend the CAF general Assembly, and, consequently, who did not vote directly, took the trouble to ask for a ballot and effectively voted.

I have tried to find out the reasons of this

major problem by questioning several of our members who reside in France, and I ended up with a non-exhaustive list of possible reasons...

- First, to reassure the reader, and, especially our members, I never got for an answer a complete disinterest about these elections. Phew !... I must admit that the perspective of our members not feeling concerned did not appeal to me since it would have shown an evident loss of memory about the fundamental reasons why they belong to the CAF... Fortunately, this is not the case.

- **For many, the language problem is the most important**, and I admit that these members have a certain merit to be members of the CAF, despite this major difficulty.

What could be more frustrating than receiving mail from Midland and being unable to fully understand it?...

Fortunately, our Newsletter includes the major pieces of news translated from the documents received from Midland.

Alas, I can't translate all the documents and magazines that the CAF publish. I would need days of 48 hours and at least a 24 pages Newsletter!

However, in future, the Board of Administration will try its best to improve this aspect of communication with our members.

- **For others, the lack of acquaintance with the members who compete in these elections** is a good enough reason for not voting, a problem which, by the way, is often linked to the language one described above.

When this is not the case, the CV of each candidate and all related documents, published long before the elections, are sufficiently informative for everyone to get a good idea of each candidate, and, therefore, to make a choice.

- **The lack of connection to the Internet is a problem for 40% of the members of the French Wing.**

It's a lot, and it seriously limits access to the information coming from the CAF. Internet is an excellent way of communicating, as long as one has access to it. The most important news should, therefore be published on paper, at least to start with, to make sure that no member is left out.

- **The fact that the voters who cannot attend the CAF General Assembly have to ask for a ballot before these elections is a requirement stipulated by the CAF Constitution.**

To be approved and implemented, a change to this Constitution requires a vote of the General Assembly, followed by another one of the General Staff.

This is a heavy process, but it's possible, since it was used for the recent changes of the name of the CAF and the extension of its goals which include, today, every conflict in which aviation played a major role.

- **The geographical distance of members who do not live in the USA is not a true problem** since it also applies to American members who live in a State located far from Texas, hence facing the same difficulties as foreign members.

Ways of communicating are legion today, and the language alone is the only problem that can slow down any enthusiasm for voting.

FRENCH WING ELECTIONS

- **Finally, at the level of our Unit**, the fact that members who have attended a General Assembly have always circled a name on the ballot, put it in the box, and signed a register (In other words, they always voted), shows that the actual voting is a problem for no one, except when it comes to voting by mail, when the lack of spontaneity induces a certain lack of interest and gives the process a lower priority than what it should have.

- **Is abstentionism a way to express a feeling of saturation or a disagreement** with the persons who are in place and their way of conducting the affairs? May be in some people's mind, but it is, in my humble opinion, a big mistake.

It would be a lot preferable for them to clearly and precisely describe the reasons for their discontent by writing to the Board of Administration, and, if necessary, ask for an exceptional General Assembly.

A good and open discussion often resolves all the existing problems, and is a lot preferable to a silence which, in the long run, can only create an uneasiness which would be disastrous for everyone, and especially for the Association.

VISIT TO MEMORIAL FLIGHT

Article and photos: Col. Bernard Delfino

On November 29, 2006, a group of members of the French Wing went to visit the workshop of Association Memorial Flight in Dugny.

Very warmly welcomed by mister Alain Guay, a friend of Patrick Pierre-Pierre, we were able to see everything in this wonderful workshop where are restored genuine airplanes or manufactured replicas of World War One aircraft mainly.

People who are familiar with the La Ferté-Alais airshow know very well the planes which came out of this workshop. They are named Fokker, SPAD, and many others... There they are presented in flight periodically.

We discovered a splendid Fokker D VII which is now in the final phase of production (*Below*). The perfection of the work that has been accomplished is simply fantastic, and the smallest details are fully respected, so much that this plane is probably better than what



Fokker used to produce during the war! In another part of this immaculate workshop, we discovered the Heinkel 162, a WWII single jet engine fighter being restored. It will never fly again. It belongs to the Air Museum for which our friends of the Memorial Flight work by restoring airplanes that are then displayed as static in the Museum, like the famous "Question Mark" whose markings have been hand painted by our new friend Alain, and God knows how many of them there are!...

Our attention had been caught, as soon as we entered the workshop, by a fighter that none of us had ever seen before.

Its Swedish markings did not tell us what this rare bird was, and only the knowledge of our host revealed that it was a J22 manufactured during WWII by Flygförvaltningens Verkstad (FFVS) company, newly created to design and produce this fighter because the manufacturer SAAB was already very busy producing bombers and observation planes.

The project started on January 01, 1941, and the first flight took place on September 01, 1942. Fitted with a radial Pratt & Whitney R-1830 Twin Wasp which produced 1065 HP, manufacture in Sweden at the time, the plane reached a maximum speed of 570 km/h (358 mph) and had a service ceiling of 10000 metres (30000 ft).

The first production airplanes were delivered in November 1943 to replace fighters like the CR-42 and other Gloster *Gladiator*, and the J22 remained in active service until 1952, when it was finally replaced by the jet fighter SAAB 21R.



Two types were produced, the J22A and the J22B which only differed by their armament, fixed in both cases. The total number of J22 produced was 198 airplanes.



A nice and rare little fighter which, alone, was worth the visit!



Endless and exciting conversations were going from historical subjects to purely technical ones. They regaled our group of visitors which included colonels **Patrick Pierre-Pierre, Roger Gouzon, Léon Manoukians, Philippe Dufлот,** and your servant.

Everyone found something exciting in this tour, according to his own taste, but we all learned a lot in just a few short hours.

Time was flying and we were sorry to leave mister Alain Guay whom we thank very warmly for his kindness and the way he welcomed us.



SEE VINON AND GLIDE...

Article: Col. Jacqueline Clerc

Seduced by the captivating and impassioned explanations of my friend **Marie-Françoise Le Cornec**, unconditional friend of gliding, I went, on July 13, 2006, to Vinon sur Verdon to see the world championship of this discipline.

This event was, for me, an excellent occasion to get acquainted with this very special type of flying. The warm welcome, the relaxed and kind attitude of the persons I met, allowed me to feel at home immediately. The only place where I was not comfortable was on the gravel of the airfield; the small front wheels of my wheel-chair did not like them and reminded me about it often and rather brutally.

The very hot weather prevailed during the whole day of the championship, creating numerous storms which were a big problem for the competitors and the organizers, forcing the latter to cancel the last part of the competition.



I watched the start of several tests, and, each time, I was fascinated by the perfectly timed ballet of the towing airplanes which taxied on the ground under the Choreographer-Batman precise orders who guided them to the right position for another aerial waltz with other gliders. The plane-glider couples were formed very quickly thanks to some young men who were all wearing a yellow security tabard. I admired their energy and their suppleness, cowering when they had nothing to do, and moving fast and precisely when came their turn to hook on a glider. They also needed a good dose of endurance to act so swiftly under the hot sunshine, either hooking or pulling the cables. Fortunately, the little fairy **Brigitte** was looking after them: On her bicycle, she was going from one to the next to deliver bottles of refreshing water that they gobbled with great pleasure or emptied over their head.

Methodically placed on the runway early in the morning, more than fifty gliders patiently waited under the hot sun until an airplane came to pick them up and allow them to leave the ground and fly.

The ballet was so well organized that they were all flying in record time. Well done to all participants!

I was also surprized to discover the *tracking* and see that although the gliders had disappeared, we could still follow some of them which had the right equipment on a giant screen.

It was very interesting and even sometimes fascinating, to see which one



was leading, their relative positions, and the pilots' actions to find the best trajectories and to use the best lift which allowed them to "refuel" (An expression I heard several times in the commentaries). The judicious explanations given on the public address by **Gérard Herbaud** and **Daniel Badaroux**, gliding experts who know the area well, helped in understanding the pilots' tactics and the reasons why they were following such or such route. For the ignorant that I am, they were sometimes amazing and not logical. In their observations and suppositions, and sometimes helped by a bottle of beer, they analysed the actions taken by the pilots, and they guessed, helped by the weather informations they had available, to predict their next manoeuvres.

During this championship, I was not only an observer. Marie-Françoise, who loves to share her passion, had organized a flight in a glider for me. My initiation was done with the sympathetic and always smiling **Jean-Michel Richard** aboard the ASK 21 Eco Mike, Marie-Françoise's favorite glider, which should be fitted with a manual control of the rudder soon.

This had nothing in common, from all points of view, with flying my own airplane, starting with the way to get in it. While I usually lift myself into

my plane *Four Aces*, I had to drop into a rather restricted space. Then the harness! I was totally lost with all these braces and attaching points. Thanks to the hands who came to the rescue and helped me adjust and buckle everything up. I admit that I was not feeling comfortable. I was tied down tightly and the straps were cagily trying to cut my neck off... Fortunately, in flight, I nearly forgot them, subdued as I was by the beauty of the scenery, slightly hidden on the horizon by a light haze. How lucky are those who fly regularly in Vinon and can enjoy such a beautiful area! After he had tried the base of some cumulus clouds, Jean-Michel told me to hold the stick. He was following my actions and moved the rudder accordingly. I wasn't expecting a flying as sensitive as this and I was acting with far too much amplitude. As I wanted to correct an action, I over-corrected the other way. Not good! Since no lift was available in the area, Jean-Michel decided to return to Vinon. As we were approaching the field I asked: "*Are you taking over the controls Jean-Mi ?*" Amused I heard him answer: "*No, I'm taking pictures*".

I was pleased with this first flight, but the second one was a lot better. Visibility was perfect, my actions on the stick were better, and Jean-Michel found some good lift which allowed us to stay up for a long time.

As the old adage says: "*Things always happen in threes*". Year 2007 may give me the occasion to do a third flight, and may be more... I cannot compare this championship with others since it was the first one I witnessed, but I believe that, overall, everything went fine, and the French competitors did well (Yee-pee!). Personally I was impressed by the competition and by the persons I had the pleasure to meet. Blue sky, whether you fly a plane or... a glider!

Jacqueline Clerc



SPIRIT OF LEWIS 2007

THE FRENCH WING PIPER CUB SPONSORING SYSTEM

The annual premiums and cost per hour are split as follows:

- **Flying Sponsors:** 250 Euros per year and 25 Euros per hour (Average cost per hour, over 10 hours: 50,00 €).

- **Restoration Sponsors:** 125 Euros and 40 Euros per hour (Average cost per hour, over 10 hours: 52,50 €).

- **Supporting Sponsors:** 50 Euros and 55 Euros per hour (Average cost per hour, over 10 hours: 60,00 €).

- **Non-Sponsors:** No annual premium and 80 Euros per hour.

This system, which is based on 50 flight hours for the whole year, asks for a sufficient number of Sponsors to cover the annual fixed costs of \$ 6800.00.

QUESTION: Can you buy your own Piper Cub and pay all the expenses related to such an ownership?... No?... Well, for a modest amount of money, you can have the pleasure to fly as much as you want on a legendary J-3, without the worries inherent to such an ownership. How?...

BY BECOMING A SPONSOR!...

SPONSORS 2007

FLYING SPONSORS

Hugh Alexander III
Jean-Yves Cercy
George Chandler
Bernard Delfino
Fumiko Delfino
Claude Gascon
Roger Gouzon
Irene Grinnell
Roy Grinnell
Patrick Pierre-Pierre
Sandy Sansing
SKY RUNNER
Regis Urschler

RESTORATION SPONSORS

Bunty Bateman
Didier Cardinal
Michel Fleury
John Roeder

SUPPORTING SPONSORS

Frédéric Baudin
Henri Bourrassier
William Davies
Jean-Christophe Debuisson
Stéphane Duchemin
Louis-Jean Gioux
Barbara Hair
Aubrey Hair
Haruo Tanaka
Ron Wright

it never reached before, except when it came out of the production plant. A lot remains to be done to bring it to its 1945 configuration, and only the available money will make these improvements possible. Here is a non-exhaustive list of these tasks:

- Change the ignition harness.
- Replace the current instruments with some Piper Cub ones with cream color and cub drawing on the instrument face.
- Change the tyres and tubes.
- Change the empennage struts.
- Change the intermediate mast, with pitot tube, on the left wing.
- Repaint the registration letters on the underside of the left wing.
- Paint the radio/navigation box.
- Replace the national insignias (Currently being processed).
- Make a support base for the portable GPS.
- Fit a carbon monoxide detector (Currently being processed).
- Make and fit cable and pulleys protecting brackets in the cabin.
- etc...

These jobs are not urgent. They will be accomplished as we go to the hangar and depending on the money available.

Should some of our members be able to locate the necessary parts, they should advise us immediately.

If these parts are major ones, they must have the appropriate form with them, like, for example, the exhaust stacks we recently replaced on the Continental engine of our plane.

PIPER CLUB FRANCE GENERAL ASSEMBLY

This General Assembly will take place at La Ferté-Alais on Saturday April 7, 2007.

As usual, one or two members of the French Wing Board of Administration will participate, but if any other member wish to join them, they will be very welcome.

They need to advise us at least a month before this event. This meeting will be followed by a meal whose price is generally between 20 and 30 euros.



Photo : B. Delfino

MAINTENANCE

Taken in December 2006, the photo above shows the excellent state our

Piper Cub is in, after a year of intensive maintenance. A total of 500 hours of hard work allowed our mechanics to raise this plane to a level of quality that

2007 OPERATIONS

From our Operations Officer, col. Patrick Pierre-Pierre

As for all current projects, every one of our members must send us, as soon as possible, their intentions to participate to the Piper Cub operation in 2007.

To do so, you only need to use the form attached to this Newsletter: On the first sheet, tick the flights or projects that you wish to take part of, and write all the details on the second sheet.

This information is of prime importance, and each one of our members and friends must understand the importance of a good and fast communication with the members of our Association.

Without this communication, nothing will be possible. We must know precisely who will do what in order to plan all these projects during the entire year, and the sooner the better.

We thank you in advance for spending a few moments filling this form, whether you wish to participate or not to one or several of these projects.

I wish a very happy new year 2007 to you all!

TOUR DE FRANCE 2007

DATES	ITINERARY	PILOT	PASSENGER
13/7/06	Le Plessis/Troyes/Montbéliard	C. Gascon	F. Delfino
14/7/06	Rest Day Montbéliard	C. Gascon	B. Delfino
15/7/06	Montbéliard/Chalon/Issoire	J-C. Miniggio	
16/7/06	Rest Day Issoire	J-C. Miniggio	
17/7/06	Issoire/Grenoble	J-C. Miniggio	
18/7/06	Rest Day Grenoble	C. Gascon	
19/7/06	Grenoble/Mende/Toulouse	C. Gascon	
20/7/06	Rest Day Toulouse	P. Pierre-Pierre	
21/7/06	Toulouse/Périgueux/Couhé	P. Pierre-Pierre	R. Gouzon
22/7/06	Airshow Couhé	P. Pierre-Pierre	N/A
23/7/06	Couhé/La Rochelle	P. Pierre-Pierre	R. Gouzon
24/7/06	Rest Day La Rochelle	P. Pierre-Pierre	
25/7/06	La Rochelle/Rennes	G. Avenel	Hugh Alexander III
26/7/06	Rest Day Rennes	G. Avenel	Hugh Alexander III
27/7/06	Rennes/Deauville/Dieppe	G. Avenel	Hugh Alexander III
28/7/06	Rest Day Dieppe	G. Avenel	Hugh Alexander III
29/7/06	Dieppe/Le Plessis	G. Avenel	Hugh Alexander III

2007 AIRSHOWS & EVENTS

MONTH	DATE	PLACE	A/C	CREW One way	CREW Return	PX	ORGANIZERS
MAY	25-27	LA FERTE ALAIS	J3 NC	/ Groupe Norvигie	/ Groupe Norvигie	OUI	AJBS
JUNE	2/3	LE PLESSIS	J3 NC	ALL (Fly-in)	ALL (Fly-in)	OUI	CAF/FW
JUNE	10	NIORT	NC	PPP/Groupe Norvигie	PPP/Groupe Norvигie	NON	ASPAN
JUNE	14-17	POPHAM (UK)	J3	G Avenel/Passager	G Avenel/Passager	70ansduJ3/NON	Piper Club France
JUNE	14 & 18	BOULOGNE	J3	/	/	OUI	CAF/FW
JUNE	16/17	MONTLUÇON	NC	JY Cercy/PPP	JY Cercy/PPP	NON	Rassemblement AF
JUNE	23/24	LE LUC	NC	PPP/Groupe Norvигie	PPP/Groupe Norvигie	NON	ALAT
JULY	8	EVREUX	J3 NC	G Avenel/Passager PPP/RG	G Avenel/Passager PPP/RG	OUI	Armée de l'Air
JULY	13-29	TOURDEGAULE	J3	Voir tableau joint	Voir tableau joint	Mini PX	CAF/FW
JULY	22	COUHE VERAC	J3	Pendant tour de Gaule	Pendant tour de Gaule	Mini PX	Aéro club
AUGUST	5	SARLAT-DOMME	NC	PPP / P Dufflot / R Gouzon	PPP / P Dufflot / R Gouzon	NON	Aéro club
SEPT.	2	LENS	J3 NC			OUI	Aéro club
SEPT.	9	LA ROCHELLE	NC	PPP/groupe Norvигie		NON	Aéro club
SEPT.	22/23	RENNES	J3	G Avenel/Passager		Mini PX	Aéro club

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.

Président: Col. Bernard DELFINO
Tél & Fax: 01 48 69 04 57 - Mobile: 0680361717
email: bdelfino26@aol.com
Vice-Président: Col. Claude GASCON
tél: 03 29 86 71 00 - Mobile: 0675742596
email: gascon.claude@neuf.fr
Trésorier: Col. Philippe DUFLOT
Tél: 01 34 07 86 34 - Mobile: 0630097735
email: skyrunner@wanadoo.fr
Secrétaire: Col. Roger GOUZON
Tél: 01 48 61 40 90 - Mobile: 0682904071
email: en attente

AIRSHOW is a publication of the French Wing of the Commemorative Air Force, Inc. - Any partial or complete reproduction of the articles and the illustrations published in this monthly Newsletter is forbidden without the agreement of the FW. Please write to the Association at the following address: 19 rue de Cannes 93600 - Aulnay sous Bois - FRANCE.

WING PROJECTS

PATRON COMPANIES SUPPORTING THE FRENCH WING

SKY RUNNER - TOPGUNART.COM - EPSON
AVIATION CLUB DE FRANCE
DIFFUSION SERVICE

THANK YOU!

• Our most sincere thanks this month go to the following members:

- **Haruo Tanaka** who has already paid his 2007/2008 annual dues and took this opportunity to donate 80 € which are split into 50 € for a sponsorship of the *Spirit of Lewis* and 30 € for the restoration of the Rearwin Sportster.

- **Henri Bourrassier** who has become a Supporting Sponsor of the Piper Cub *Spirit of Lewis*, and donated 50 € to the Rearwin Sportster restoration.

- **Ronald Wright** who has become a Supporting Sponsor of the Piper Cub *Spirit of Lewis*, who has paid his 2007/2008 annual dues, and who donated \$ 50.00 to the Rearwin Sportster restoration.

- **Jean-Christophe Debuissou** who has become a Supporting Sponsor and who donated 50,00 € to the Rearwin Sportster restoration.

- **Michel Perrin** who made a very useful donation of 100 blank CD Rom for the French Wing productions.

- The following new Sponsors of the *Spirit of Lewis*: **Jean-Yves Cercy** (*Flying Sponsor*), **Michel Fleury**, **John Roeder**, and **Didier Cardinal** (*Restoration Sponsor*), and **Stéphane Duchemin** (*Supporting Sponsor*).

- **Col. John Roeder** who added to his sponsorship a 75,00 € donation for the Rearwin *Sportster* restoration.

	€
	70000
	68000
	66000
	64000
	62000
	60000
	58000
	56000
	54000
	52000
	50000
	48000
	46000
	44000
	42000
	40000
	38000
	36000
	34000
	32000
	30000
	28000
	26000
	24000
	22000
	20000
	18000
	16000
	14000
	12000
	10000
	8000
	6000
	4000
	2000
	0
Jean-Christophe DEBUISSON	50,00
Henri BOURRASSIER	50,00
Hugh ALEXANDER III	18,50
Sandy SANSING	700,00
Regis URSCHLER	157,00
George CHANDLER	750,00
Matt SIMEK	100,00
Guy BORTOLUS	10,00
Patrick PIERRE-PIERRE	5,00
Eric BESANÇON	20,00
Jean BARBAUD	40,00
Shirley BATEMAN	50,00
David & Eileen BOTTLEY	50,00
Marie-Françoise LE CORNEC	50,00
Philippe DUFLOT	13,00
Christian FALENTIN	15,00
Barbara & Aubrey HAIR	105,00
Claude REQUI	17,00
Kim TOLFEE	5,50
Eric JANSOONNE	30,00
Christophe BASTIDE	15,00
David PRICE	25,00
Fumiko DELFINO	212,60
Bernard DELFINO	213,75
Haruo TANAKA	45,00
Eric REARWIN	10,50
Yves DONJON	8,00
Roy & Irene GRINNELL	138,00
Bunty BATEMAN	150,00
Marcel FRANCISCI	100,00
Dominique DEUDON	200,00
John ROEDER	175,00
Ronald WRIGHT	104,00
Léon MANOUKIANS	30,00
Aviation Club de France	1750,00
Georges MARCELIN	315,00
Activités French Wing	57,00
Avoir précédent	856,96
TOTAL	6243,81