



Airshow



CAF French Wing

Monthly Newsletter - Bulletin Mensuel

Volume 9 - N° 2 - February 2004

EDITORIAL

As you will read it in this issue, the accent is put on safety and all its aspects. The CAF will make of it one of the main topics of the Winter Staff Conference in Midland, and all its Units will have to create an instruction program about this vast subject.

All our members should, ideally, participate in this program which will soon be a reality, thanks to our new Safety Officer, colonel Frédéric Pollicella, who I thank for his enthusiasm and his help.

Having worked in aviation for the past 40 years - French Aéronavale and Air Transport Industry - I know all the dangers which are waiting to bite us in the practice of our common passion. I witnessed dozens of accidents, and if the loss of human lives was rare, the stays in hospital were many and they often left traces in the shape of handicaps of various seriousness on these victims.

Be it on the ground or in flight, we must be permanently vigilant and respect safety rules to the letter. We must act in a way that prevents accidents, as true professionals who know how to estimate the risks and how to eliminate them before the irreparable happens.

Before these highly sympathetic and exciting machines that warbirds are, we must show the utmost modesty and display the highest possible respect. Not showing such a humility, is running straight towards a drama!

The safety program that will soon be put in place will not forbid anything at all. On the contrary, it will help us better understand and use these warbirds, objects of our passion.

Bernard

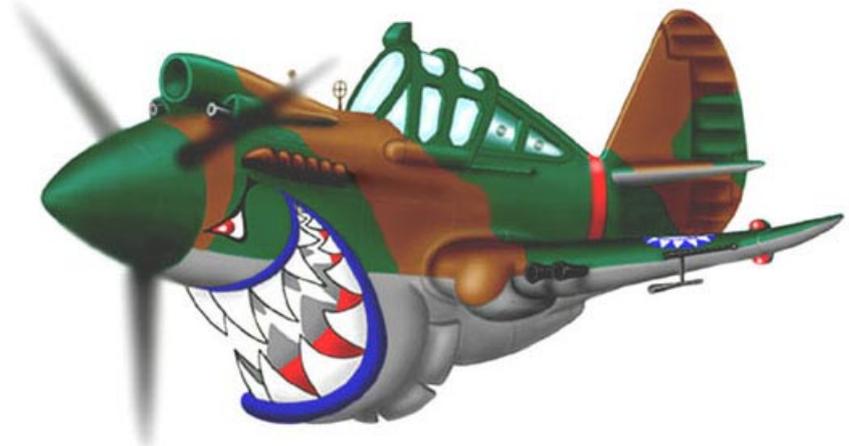
HONOR TO THE DOUGLAS C-47



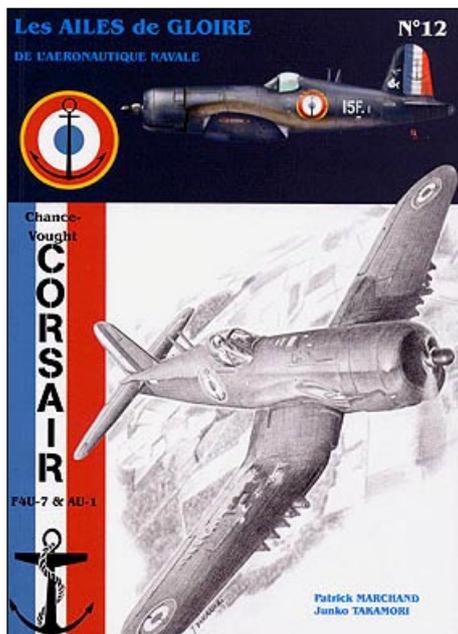
Photo : B. Delfino

AN ARTICLE BY COLONELS JOHN ROEDER AND MICHEL PERRIN, WHICH COMES AT THE RIGHT TIME TO COMPLETE THE EXCELLENT MONOGRAPHY PUBLISHED IN THE LAST EDITION OF THE CAF MAGAZINE "DISPATCH".

AIRPLANES CAN BITE!



DURING THE WINTER STAFF CONFERENCE, IN MIDLAND, ON FEBRUARY 20, 21, AND 22, 2004, THE CAF AND ITS UNITS WILL PUT THE ACCENT ON SAFETY ON THE GROUND AND IN FLIGHT.



THE CORSAIR F4U-7 AND AU-1 BOOK HAS JUST BEEN PUBLISHED

Lovers of the Corsair, and more particularly of the French F4U-7, be happy! The book announced by Patrick Marchand and Junko Takamori, dedicated to this legendary airplane, has just appeared in the specialized book shops.



Abundantly illustrated by black & white and color pictures, blue prints in 1/48th and 1/32nd scale, lovely drawings, and outstanding profiles, this 96 pages book is of a very high standard. It will, no doubt, become a reference which will need to be part of all Corsair lovers and model makers.

The CAF and colonel Roy Grinnell have been honored by the announcement of the prints based on Roy's painting in the shape of the picture printed on the right, and orders



that can be made to the publishers, Editions d'Along, who make the link with the CAF French Wing.

Members of our Unit can still order this print by subscribing to the CAF French Wing for 45,00 Euros instead of the public price of 60,00 Euros. The printing process is rolling, and these prints will soon be available, after they are signed by French Aéronavale veterans of the F4U-7 Corsair. The book presented here is available to our members, from the CAF French Wing PX at a price of 17.00 Euros + 3 Euros P & P, instead of the public price of 22 Euros + P & P. Quantities are limited, please hurry if you want a copy and pay this very special low price!

VISIT OF THE NORMANDY LANDING SITES

As you know, colonel Eric Ducreau is responsible for the organisation of a week-end in Normandy during next May.

Such an organisation call for a participation of everyone, starting with the most accurate information, so that Eric can make the necessary reservations of hotel rooms and meals in various restaurants.

Therefore, we ask everyone to fill in the form that has been added as an annex to this Newsletter. This form is self explanatory and will allow all participants to give us this information easily and precisely.

In order to avoid transportation problems, each of the participants will need to get to a rendez-vous point in Normandy. Everyone will be free to choose his own way of getting there. Special cases, like our members who reside in the provinces and will use public transport, will be

helped by establishing contacts between participants who may have one or several seats in their personal vehicle. Failing that, we recommend that they use public transport to reach the city of Caen, or rent a car when they get to Paris. They will probably need to get there the day before, on the Wednesday, and the Sunday evening, first and last steps of their journey.

Colonel Eric Ducreau will make the reservations for this week-end in Normandy, and will purchase the tickets for the various museums that we will visit.

In order to guarantee these reservations, and avoid any large expenses supported by Eric, an advance of 50.00 Euros per person is asked to all participants in the shape of a cheque issued to the "FSS", which must be attached to the reservation form that you will find at the back of this Newsletter.

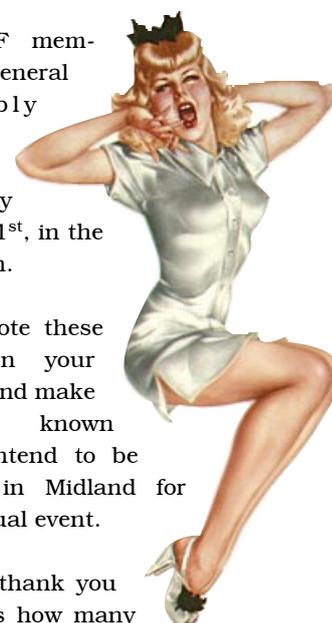
CAF AIRSHO 2004

The Fina-CAF **Airsho 2004** will take place on **October 02 and 03, 2004**.

The CAF members General Assembly will be held on Friday October 1st, in the afternoon.

Please note these dates on your agenda and make yourself known if you intend to be present in Midland for this annual event.

We also thank you to tell us how many people will travel with you.



WELCOME COLONEL DOMINIQUE DEUDON

Colonel Dominique Deudon has been tutored by colonel Patrick Gremez who we sincerely thank for this excellent new recruit.

Dominique was born on April 13, 1960. Son and grand-son of aviators (His grand-father was a Radio-Observer aboard Breguet XIV during WWI, and his father was an Artillery Officer who flew the T-6 during the war in Algeria), it was enough for him to catch the "virus" of aviation.

An experience model maker, he was selected twice for the French championship of free flight models at the age of 16 and 19.

He got his diplomas as a parachutist when he was 19 and 23, and took his first flying lessons at the Centre Aéronautique Vélivole de l'Avesnois in Maubeuge. He got his PPL at the age of 26. Today, he is a proud owner of a Grob G102 Astir, and he is a member of various organisations (CAVA, UASH, RSA, and APANAM in Maubeuge).



Dominique has two sons. One, Xavier, aged 17, is a licensed private pilot on C 150, and Julien, 13 years old, has already demonstrated special skills in flying!

Having received a medical instruction (First Cycle of Medical Studies, including two years spent in surgery), Dominique got his licence as a nurse and runs a laboratory in Maubeuge.

Fond of aviation and space history, and by aeronautical construction techniques, Dominique dreamed of becoming a member of the CAF and its French

Unit - today it's a reality - but also to fly, one day, a warbird if it's possible (*Note: Everything is possible!*). If he had enough spare time, Dominique would love to restore old airplanes like the ones he saw during his visit to the Amicale JB Salis, in La Ferté, last Summer.

His favourite warbird is the P-38 Lightning, but he also has a preference for the Beechcraft D-18 and the Breguet XIV.

MESSAGE FROM BOB RICE CAF EXECUTIVE DIRECTOR

"You are all aware that our annual Wing Staff Conference will take place in Midland, Texas, February 20-22, 2004.

This conference provides Unit Staff Officers a great opportunity to meet with the General Staff, with peers in other CAF units and with the Headquarters Staff to discuss CAF business and, yes, to do a lot of "Hangar Flying".

It's a once-a-year gathering where we can all benefit from the experience of our fellow Colonels.

Breakout sessions on Saturday will be held for Finance, Public Information, Operations, Maintenance, Safety, PX, and Museum Officers as well as for Unit Leaders/Executive Officers/Adjutants.

A key topic to be discussed at this year's conference is that of SAFETY -- all shapes and forms of SAFETY:

SAFE operation of aircraft, Safety in the hangar, Safety when setting up the PX at an airshow, SAFETY when working on unit vehicles, SAFETY in everything that we do.

Because SAFETY is an essential element of our "Corporate Culture" and because SAFETY is often taken for granted in our everyday lives, I am making a special plea to all Unit Staff Officers to attend Wing Staff Conference this year.

Your attendance is needed so that you will be a SAFETY AWARENESS AMBASSADOR in your respective units.

CALL FOR PICTURES OF THE LIBERATION OF VERSAILLES 25 AUGUST 1944

The Mairie of Versailles is looking for photos taken by witnesses of the liberation of the city of Versailles, on August 25, 1944. The city's objective is to run a photo show on this subject, starting in April 2004.

For any information or for the lending of any document, letters, or objects that belonged to the liberators, and, especially, for any photograph taken by a witness of that day, please contact Monsieur Jacques Postel, in the Mairie of Versailles before March 01, 2004. The original documents will be returned to their owners.

Mairie de Versailles, Monsieur Jacques Postel, Service communication, 4, Avenue de Paris, RP 1144, 78000 Versailles.

Tél : 01 30 97 85 18

Port : 06 09 49 04 52

eMail: < j.postel@mairie-versailles.fr >



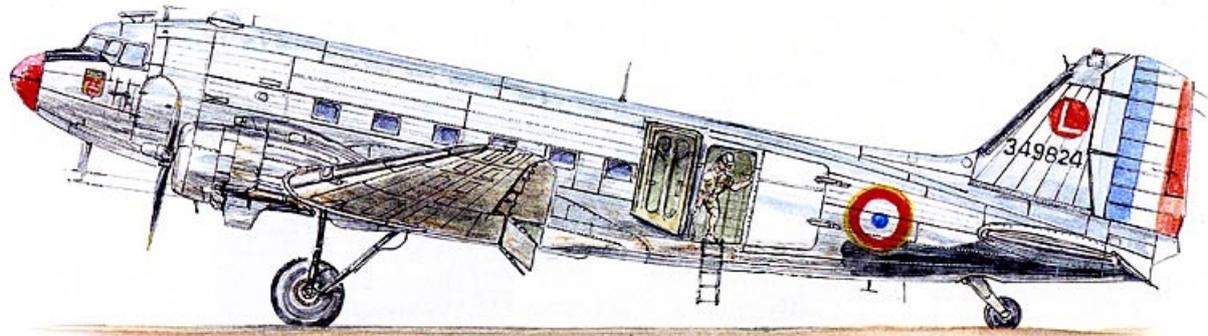
SAFETY: PUBLIC FRIEND N° 1

Aviation has something particular to it: It doesn't have any equivalent in our day-to-day life. Only those whose occupation is to move around and inside airplanes, on the ground or in flight, are fully conscious of the dangers that are waiting for them if they do not respect the basic rules of safety. Those whose professional activities have nothing to do with aviation, and, therefore, never received an adequate level of instruction on this matter, run more risks than others. They must be extra-careful, and must learn to respect the rules of basic safety to the letter. Otherwise, they will soon be reminded in a very painful way, far too often ending in a genuine drama!

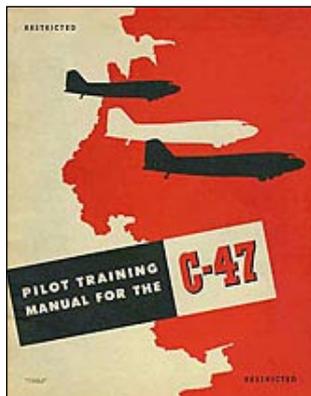


DOUGLAS C-47 SKYTRAIN (DAKOTA)

By Colonels John P. Roeder and Michel Perrin - Painting by Jean Bellis



The Douglas Commercial DC-3 airliner has been called the airplane that changed the world, and its military version, the C-47, was nominated by General Eisenhower, together with the jeep, the bazooka, and the atom bomb, as one of the four weapons that most helped in winning WW II.



The DC-3 was a development of the twin-engine DC-1/DC-2 of 1933/1934 with a passenger capacity increased from 14 to 21 through widening the fuselage.

The conception of the basic models, an extremely sturdy airframe and a 40 % increase in engine power thanks to the Wright R-1820-62 had made this possible.

After the DC-3 had gone into service in June of 1936 the airlines rapidly real-

ized that this was finally the airplane that offered them the chance to achieve profitability without subsidies. By 1940 some 430 DC-3's had been delivered including more than 100 for export.

To the US Army this airplane came as a gift from heaven. With a strengthened cabin floor, a beefed up aft fuselage with a wide double loading door, a modified interior accommodating 27 troops, up to 24 litters or 10,000 lb (4.536 kg) of cargo, provisions for carrying large external loads, and the installation of two 1,200 hp Pratt & Whitney R-1830 engines, it became the C-47 Skytrain.

With at least 9,125 articles of three major versions built until production ceased in June of 1945, it was the most produced transport in the world ever.



The C-53 Skytrooper, a less modified version of the DC-3 with a smaller single door was a specialized personnel and troop (paratroops) transport of



which 377 were built in the 1941/1943 period.

Including DC-3's taken over from airline contracts and other versions (C-48, C-49...), in total 9,715 military DC-3's were procured by the USAAF. Of these, 545 were supplied to the US Navy and the Marine Corps as R4Ds.

In addition, more than 2,700 of a differently modified version were built under license in the former Soviet Union as Li-2's, and about 570 in Japan as L2D's on the basis of manufacturing rights acquired in 1938.

The production story of the twin engine Douglas transport would not be complete without mentioning the 803 DC-3's built for the airlines.

During WWII large numbers of C-47's were supplied under Lend-Lease to America's Allies.

By far the largest foreign operator was the RAF that received more than 1,900 aircraft of the type, which it named the "Dakota".



Above, the R4D "Ready 4 Duty" of the CAF Dallas Fort-Worth Wing (Photo B.Delfino)

Detailing the qualities of this outstanding aircraft, seen its production record and its operational career is superfluous.

Affectionately named "Gooney Bird" or "Old Bucket Seats" by those who had to do with it, C-47/Dakotas were active on all fronts of WWII as personnel and cargo transports, paratrooper carriers, glider tugs, supply planes and ambulances.

Following a selection of operational highlights:

- Inauguration of the supply route to China over the "Hump" (1942).
- Participation in the invasion of Sicily on a very large scale (July 1943).
- Landing of 10,000 British troops (Chindits) behind the enemy lines in Burma (March 1944).
- Key role in the D-Day assault in Normandy in which more than 1,000 C-47/Dakotas carried some 60,000 troops and their equipment across the Channel (June 1944).
- Resupplying of US 3rd Army with fuel in its rapid advance through northern France and food bridge to Paris (summer 1944).
- Decisive role in the huge airborne operation over Holland (September 1944).

- Supplying Tito's partisans in Yugoslavia and evacuating casualties to Italy (from September 1944).
- Major transport used in the airborne operation across the Rhine – the last of its kind (March 1945).
- Flying Allied prisoners and displaced persons out of devastated Germany after VE-Day.



After the war some 500 surplus C-47's were rebuilt as commercial transports, and it was with these that the world's airlines were built up in the immediate post-war era.

As a military aircraft the C-47 was also to remain around for a long time.

Perhaps, its finest hour came on June 26, 1948, when surfaces routes to Berlin were closed by the Soviets.

By the end of July, 105 C-47's and 319 C-54's were committed to operation "Vittles" or the Berlin Airlift ensuring that the 2.5 million Berliners stayed alive until the Soviets yielded after 462 days.



In Korea the C-47 served again on a large scale in its basic roles, but it

was also used for dropping flares for night bombing attacks.

Throughout the Indo-China war the C-47 was the mainstay of the air transport component of the French expeditionary corps as discussed below.

Finally the "Gooney Bird" found a most aggressive role in Vietnam:

Numerous C-47's were modified as AC-47 gunships, an attack version specially created to support ground forces. The combined fire-power of its guns of 18,000 rounds per minute was more than any other aircraft ever achieved. To ground forces it soon became the "Puff the Magic Dragon", a nickname which it well deserved.

Thus ended the spectacular part of the C-47's life, and it disappeared from the inventory of the US military.



The last RAF Dakota was retired in April 1970. The second part of the military career of the Gooney Bird was less dramatic, but it remained nevertheless unique.

In 1981/1982 some 600 C-47's remained in use with military operators in fifty five countries including the French "Aéronavale", which still had 21 in its inventory.

The story of the C-47 in French service dates back to 1943, when 52 of them were earmarked for delivery under Lend-Lease to re-equip the transport units of the newly formed French Air Forces in North Africa.

These were transport groups GT I/15 Touraine and GT I/34 Béarn which became operational with their C-47's under US tactical command in 1944, followed by GT II/15 Anjou and GT III/15 Maine in early 1945.

Touraine and Maine also participated in the final battle for Germany in the last phase of the war in Europe.

In the Far East the Japanese had occupied Indo-China in March of 1945 interning the ill-equipped French garrison, while Emperor Bao Dai proclaimed the end of the French protectorate there.

With the collapse of Japan the Chinese occupied northern Indo-China in September and the British, acting as trustees for the French, took over the rest of the territory. With the departure of the Japanese, Bao Dai was constrained by the communist Viet-Minh to abdicate, while their leader Ho Chi Minh proclaimed the Independent Republic of Vietnam.



to Indo-China, which together with those already there formed a complete transport group.

This became operational in early November 1945. The C-47's of the group provided logistic support to the other units of the corps, but fitted with bomb

racks they also hit Viet-Minh forces and installations on the ground. Until February 1946 the C-47's of the group carried some 8,000 passengers, 1,100 tons of cargo and dropped 15 tons of bombs.

Nothing could, however, stop Ho Chi

Minh from launching a general insurrection against the French in December 1946.

This marked the real beginning of the war in Indo-China. The French fought bitterly and made intensive use of their air arm, to which a second transport group with Ju 52 *Toucans* had been added.

By the end of the summer of 1947 much of their equipment was however worn out, leaving them only 20 *Toucans* and C-47's, that were still airworthy.

Nevertheless the French launched an offensive in Upper-Tonkin in which paratroops made a valuable contribution to the elimination of Viet-Minh strongholds. For pacification of Cochinchina and South-Annam an operation was launched in February 1948 in which airborne forces played an important role. In May/June the

situation became however critical for the French.

Their aircraft needed major overhaul and replacements were not coming forward as required. France was about to losing the war by attrition.

A second group of *Toucans* which arrived in Indo-China in 1949 (GT II/62 Franche-Comté) could not change the course of events. As in WW I and

WW II, real help could only come from the Americans, but the traditionally anti-colonialist policy of the US government was in the way.

This changed with the Chinese communists under Mao Tse-tung, heading for victory in 1949.

Already early in that year the US had authorized the French to use P-63 *Kingcobras* supplied under Lend-Lease during WW II and kept in store in North Africa. In early 1950 the Americans decided to provide direct aid to the French, which was amplified after Communist North Korea invaded the South.

In October the first Grumman F6F *Hellcats* arrived in Indo-China followed by Douglas B-26 *Invaders* which went into action in February 1951. As the situation improved for the French they launched an offensive in the region of Cho-Bo and Hao-Binh in late 1951, involving GT II/62 Franche-Comté, GT I/64 Béarn both with *Toucans* and GT II/64 Anjou with C-47's. Success was however short lived,



Above, colonel Henri Bourassier poses before his C-47 Skytrain.
Below, a belly landing with relatively minor damage to the aircraft.



Thus a conflict with the French was unavoidable. To show presence in the region and in preparation of an expeditionary corps the Armée de l'Air had already dispatched six C-47's to East India.

After the Japanese surrender in September these were moved to Indo-China as part of the forces to oppose the Viet-Minh which were pushing to get control over the whole territory. Among others the French Air Ministry decided in priority to send 16 additional C-47's



and the transports were constrained to establish an air bridge for re-supplying the encircled garrison of Hoa-Binh.

No record of major operations could be found for 1952. A notable event was, however, when in October after the Viet-Minh had launched their offensive in the Nghialo sector, C-47's were used for the dropping of flares to such an extent, that round the clock bombing of the battle field could be put into effect.

From the end of the year the *Toucans* of GT II/62 and GT I/64 were progressively phased out and replaced by C-47's. Of the 56 transports available in early 1953 only 16 were still *Toucans*.

In 1953 air bridges became the major task of the three available transport groups. An outstanding performance was the evacuation Na-San in August.

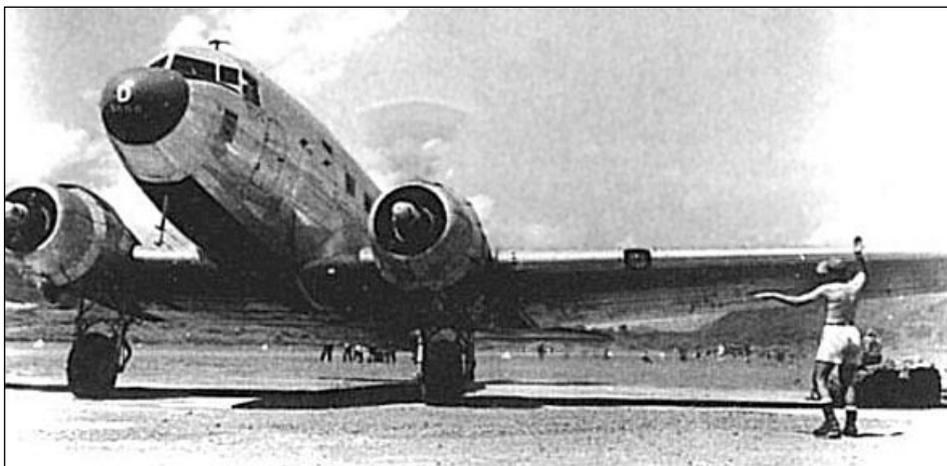
In November then, 65 C-47's dropped 3,000 paratroops at Dien Bien Phu to build an advanced airstrip in the stronghold.

From the end of the month this was used by C-47's to fly loads of equipment and supplies into the perimeter until it came under fire of the Viet-Minh artillery in March 1954.

Henceforth the garrison could only be re-supplied from the air. With the GT II/63 Sénégal meanwhile sent in, the Armée de l'Air appears to have had 95 C-47's on strength.

These were reinforced by some 20 C-119 *Boxcars* made available by the US which were flown by American crews.

In spite of all efforts Dien Bien Phu could not be held and the battle ended on May



Above, a C-47 Skytrain of the Béarn evacuates some personnel from Na San.

1954 with total defeat of the French. On July 27th 1954 a general cease fire was finally signed by the belligerents in Geneva.

Subsequently the C-47's served to evacuate French civilians and military personnel out of the northern part of the territory which fell to the communists.

They were also used by the international control commissions all over Indo-China and ensured continued operation of the interior airway network.



In the Armée de l'Air the C-47 was now gradually replaced by the Nord-2501 "Noratlas" tactical transport, a new all French design.

In the Suez-Canal conflict of 1956 C-47's were still used in secondary roles, and the type did useful work as transport and communications aircraft in the Algerian war.

Its days in the Armée de l'Air were however counted. In the early 60s it still

mustered about 25 C-47's, which served primarily for airborne training.

In total the Armée de l'Air had received 265 C-47's since 1943.

Fifty two of these had

been supplied under Lend-Lease prior to 1945.

Another 29 served with the Aéronavale, that long after the Armée de l'Air phased out the type in 1984.



DATA TABLE

DOUGLAS C-47 (DAKOTA)

Description:

Troops, paratroops, and cargo transport, with crew of three, 27 troops or 18-24 stretchers or 10,000 lb (4.540 kg) cargo.

Propulsion:

Two 1200 HP Pratt & Whitney R-1830-92

Span: 28,9 m (95 ft)

Gross weight: 11805 kg (26000 lb)

Maximum speed: 368 km/h (229 mph)

Cruise speed: 296 km/h (185 mph)

Range: 2400 km (1500 mls)

Service ceiling: 7076 m (23000 ft)

Armament: None

WHEN IT DOES WANT TO FLY...

Did you know about the DC-2^{1/2}?...

The damaged right wing of this CNAC DC-3 was temporarily replaced with a DC-2 shorter wing, with compensation during the rigging of the flying controls!... When it does want to fly...



SPIRIT OF LEWIS.....

SPIRIT OF LEWIS SPONSORS

Four new Supporting Sponsors joined this team during January 2004: They are Colonels Henri Bourrassier, Michel Cahiez, Patrick Gremez, and John Roeder. The Sponsors list is now established as follows:

FLYING SPONSORS

Gilles Avenel
Hervé Cherry
Bernard Delfino
Claude Gascon
Jean-Claude Miniggi
Patrick Pierre-Pierre
Claude Requi
Sandy Sansing

RESTORATION SPONSORS

Didier Cardinal
Roger Gouzon
Cédric Malhaire

SUPPORTING SPONSORS

Bunty Bateman
Christophe Bastide
Henri Bourrassier
Michel Cahiez
William Davies
Fumiko Delfino
Louis-Jean Gioux
Patrick Gremez
Barbara Hair
Aubrey Hair
Elzéard Ligneul
Guy Perrin
John Røeder
Marcel Ruppert
Jean-Jacques Vaucher

This list is still insufficient to efficiently support this project. We thank those who wish to become Sponsors of this airplane to tell us as soon as possible.

PRINTS OF THE PIPER CUB PAINTING BY ROY GRINNELL

The CAF French Wing will soon get some prints made from the painting that Roy Grinnell made of our Wing's Piper Cub J-3 C-65.

To thank them for their help in this achievement of this project, each of the Sponsors will receive one of these prints (Size 30 x 45 cm). Other members, who could be interested in getting one of these prints will be able to buy it for a reasonable price.

J-3 WORKING MEETING

A group of members, responsible for our Piper Cub, including colonels Gilles Avenel, Cédric Malhaire, Eric Ducreau, Roger Gouzon, Didier Cardinal, and Fumiko & Bernard Delfino, met on January 11, at the Unit's head office, in order to finalise the maintenance and operation programs of the *Spirit of Lewis* for year 2004.

These members thank Fumiko for her cooking which was one of the best part of the day, if not the best!...

Details of the maintenance program, as well as the operation program for year 2004 were well defined.

They still need some perfecting, but we are nearly there. The airshows that our plane will take part in remain to be confirmed, and will be limited to 3 for this first year of operation.



As for the aircraft livery, and while we are awaiting a complete renewal of the fabric as well as a US Navy finish, the majority of the Piper Cub team finally voted for US Air Force colors, similar to the picture printed above.

The members who favoured the Civil Air Patrol colors will be disappointed, but the majority rule decided. We thank them all for their understanding and kindness.



SAFETY OFFICER

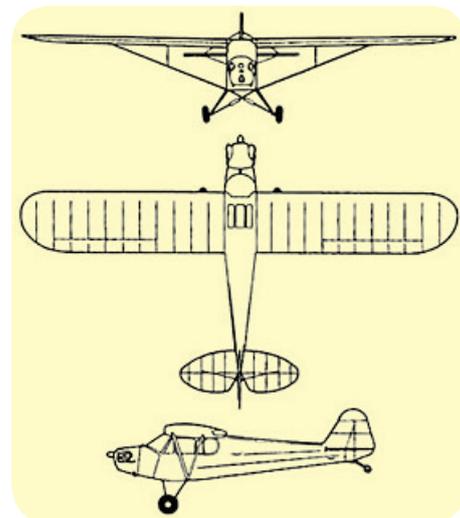
Colonel **Frédéric Pollicella** was chosen for the job of CAF French Wing Safety Officer.



We thank all members who applied for this position, but if the choice was difficult, we had to admit that Frédéric was the only one who had all the required qualifications.

An Air France aircraft mechanic who lives in the Paris area, Frédéric has, thanks to his professional education, all the indispensable knowledge for this job, so important that the CAF will insist on this serious subject during its Winter Staff Conference, this February, in Midland (*See page 3 of this issue*).

Frédéric will soon be able to present a training plan which will be given to all our members, starting with those who are involved with the operation of our airplane, those who need to drive on the roads during French Wing missions, or those whose task is to set up and run our booth during aeronautical events.



The FSS P.X.

The following articles are available against a payment by cheque to the **CAF French Wing**. (Note: **Postage is extra** unless stated otherwise).

- Official Wing patch: € 9,20.
- "Gioux" type patch: € 6,10.
- Pins epoxy, various: € 5,50.
- Pins cloisonné, various: € 7,60.
- Painting "Lloyd's Dream" 50x76cm: € 40,00.
- Painting "Lloyd's Dream" 50x76cm. framed: € 55,00.
- 100 sheets of paper with your letter head: € 8,00.
- Color Photos (B17, B25, etc...) 30x45cm: € 9,00.
- T shirt Piper CUB, 170 grams, L or XL € 16,00.
- T shirt cartoon P40, 170 grams, L or XL: € 16,00.
- T shirts: Other sizes available on order.
- T shirts illustrated with the picture of your choice (Maximum size A5): Send in your picture and we will make the Tshirt of your dreams (Warning! Only send pictures that are totally free from any copyrights): € 12,00.
- Color aircraft profiles 15 x 20 cm. pre-framed: *Various*: € 4,00 each.
- Warbird cards by painter Jean Bellis: € 4,00 each.
- Video cassette of sequences filmed in Midland (55mm) VHS PAL: € 16,00 ©
- Large format paintings by Col. Eric Besançon: F4U Corsair and Messerschmitt 262 night fighter: € 31,00 ©
- Poster of 36 WWII airplanes painted by Jean Bellis, 61x81cm: € 9,00 (Members) € 10,00 (Non Membres) ©
- Prints of the Roy Grinnell paintings - Normandie Niemen, Corsair F4U7, and B26 Marauder - Unsigned: € 40,00 + P&P € 10,00. Signed by veterans: € 60,00 + P&P € 10,00. ©
- Post Cards based on the same paintings (B26 Marauder, Corsair, and Neuneu): € 0,50 each ©
- CD Rom of 36 FSS Newsletters since January 2000, French and English, compatible PC and Macintosh, <.pdf> format readable with Adobe Acrobat Reader: € 10,00 P & P inclusive ©
- CD Rom of 200 warbird photos taken during Airsho in Midland, by B. Delfino: € 10,00 P & P inclusive ©.

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Adjutant: Col. Eric DUCREAU
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QUIZZ



ANSWERS TO COLONEL MICHEL CAHIEZ'S QUIZZ

None of our members found the right answers to Michel's quizz. Too bad!...

The answers were: The man with a soft hat is Professor Willy Messerschmitt in person, and the officer is Colonel Hermann Graf (212 victories). Thanks to those who had a go at this friendly game!

FOR SALE: "SPIRIT OF LEWIS" LEATHER JACKET



Above, the splendid leather jacket that bears the painting done by col. Hervé Cherry. This jacket is still put up for sale at a price of 160,00 Euros. The product of this sale will go directly in the L Bird budget, so this purchase will be a nice way to help our Piper Cub.

FSS NAME CHANGE

The name change application and it's registration have been in the hands of the prefecture authorities for several weeks. We hope that it will be accepted during February, which will allow us to proceed with the other necessary changes like the bank references, the Wing's insurance, etc...

ACCESS TO THE MEMBERS' ONLY WEB SITE

The members' only Web Site includes a host of interesting and useful information. Its access only requires an address, your CAF ID number, and your name. To access this site, connect yourself to the Internet and type the following address:

< <http://www.ghostsquadron.org> >

Click on the "Log Me In" button, a new window will appear. Click again on "Log Me In". A window will then ask you for your name and your password. In the "name" field, type your CAF ID number, and in the "password" field, type your second name in lower case letters. If the access is granted, click on one of the subjects listed in the left hand column. You will be able, before all, to access the CAF newsletters "Contrails" and download them in PDF format, identical to the one used for our Newsletter. The other accessible subjects are, amongst others, the members' gift shop, the CAF rules, aircraft parts exchange, etc...

Do not hesitate to contact us if you have difficulties to follow this procedure, and don't forget to visit the CAF public Web Site at:

<<http://www.commemorativeairforce.org>>

VISIT OF THE NORMANDY LANDING SITES

FROM MAY 6 TO 9 INCLUSIVE

Name :
CAF # :
Home phone :
Mobile phone :
Fax :
eMail :



Colonel Eric Ducreau is responsible for the organisation of a visit of the June 6, 1944, Normandy Landing sites, for our members, their relatives, and their friends.

This visit will last 4 days: May 6, 7, 8, and 9, 2004. Therefore, it is very important that those of our members who wish to participate tell us, very accurately and very quickly, about their intention, by filling in this form, and by returning it to the CAF French Wing **before February 10, 2004**, together with a reservation cheque of **50.00 Euros** per participant, to the "CAF FSS", sent to:

CAF French Wing - 19 Rue de Cannes - 93600 - AULNAY SOUS BOIS

If, before you commit yourself, you wish to get more information about this week-end, please contact colonel Eric Ducreau at his personal address:

Col. Eric DUCREAU - 36 Rue de la Marne - 93290 - TREMBLAY EN FRANCE
Tél: 01 48 61 67 35 - eMail: < edducreau@aol.com >

Those who would like to fly over the Landing beaches for about 30 minutes, aboard colonel Gilles Avenel's Jurca, will need to get to the Caen-Carpiquet airport on Thursday 6 in the morning. This flight will only cost 40,00 Euros. In case of bad weather, the visit of an extra site will replace this activity. Finally, those who do not wish to fly will only need to arrive on Thursday 6, in the evening.

The principle of this visit is, like last year in Verdun, the gathering of all participants in a Normandy hotel that will be specified by colonel Ducreau. This will allow a start of the visits as soon as Friday at 09:00 sharp. Therefore, everyone will need to reach this meeting point using the type of transport he wishes, and the participants will be able to share cars, up to 4 persons per vehicle.

Those who come from the Provinces or from abroad will arrive in Paris the day before, Wednesday 5, by train or by plane. They will need to go to the hotel Acadie (or any other hotel of their choice), so that they can leave for Normandy on Thursday morning, in the vehicle of the member they made arrangements with, or using a rented car of their choice.

Colonel Eric Ducreau will book all hotel and restaurant reservations for the 4 days of this sortie. He will buy the museum tickets, and calculate the total cost per participant. The latter will need to pay their hotel nights personally.

The trip back to Paris will take place on Sunday night for those in a hurry, or on Monday morning for those who wish to avoid the usual Paris traffic jams.

Name of all participants :
Date and time of arrival :
Date of departure :
Number of hotel nights :
Number of rooms per night :
Type of room: 1 or 2 persons - Smoking or Non Smoking
Paris residents, do you have seats available in your car, and if you do, how many?
Do you wish to fly over the beaches of Normandy? YES - NO - If you do, how many persons?

Please return this form to the CAF French Wing before February 10, together with a cheque of 50,00 Euros per participant.

BE A SPONSOR OF THE "SPIRIT OF LEWIS"

Dear friends,

As you know, after reading the December issue of our Newsletter, the finance plan for our Piper Cub has been adopted during our General Assembly on November 22, 2003. The "Spirit of Lewis" is now waiting for a certain number of Sponsors to start its operation, enough sponsors to cover the fixed costs which essentially include the hangar and the insurance for the airplane and its occupants.

The flying hours will be covered by an hourly rate which is fair, cheap, and affordable by all members.

Helping this airplane, is helping the French Wing to complete its duty of honoring the memory of those who fought for our freedom, far too often at the cost of their own life.

Therefore, we ask you today to decide if you wish to become a **Sponsor of the "Spirit of Lewis"**, and, if you do, which level of sponsorship you want to adopt.

We thank you for filling-in the form below, and for returning it, whatever your choice is, so that we can prepare the on-coming year with all the necessary information.

Colonel Bernard Delfino
Unit Leader

✂

NAME:

CAF ID #:

I wish to become a Sponsor of the Piper Cub "Spirit of Lewis", at the following level:

- FLYING SPONSOR** (250 Euros/year + 25 Euros per flying hour)
- RESTORATION SPONSOR** (125 Euros/year + 40 Euros per flying hour)
- SUPPORTING SPONSOR** (50 Euros/year + 55 Euros per flying hour)
- I do not wish to become a Sponsor of this aircraft, and will pay 80 Euros per flying hour.

Please find herewith a cheque for Euros for the level of sponsorship mentioned above.

Date and signature:

Note: For ease of all transactions 1 Euro = 1 US Dollar • Please do not send any cheque from the USA, only cash, or enquire.

