



CAF French Wing

Monthly Newsletter - Bulletin Mensuel



Volume 10 - N° 2 - February 2005

EDITORIAL

This month issue sees the beginning of new articles in our Newsletter. Written by each of the accountable members of our Wing, they discuss topics that are current and directly related to their function.

I thank you for giving these articles all your attention because they contain very important information.

A few 2004 Sponsors of our Piper Cub haven't renewed their support to this plane yet. I thank them for telling us as soon as possible if they wish to carry on the active participation they had last year, or not. It will allow us to better plan our aircraft' operational year.

This month, I wish to say a very special thank you to colonel Patrick Gremez who has donated the French Wing an object that has great historical value (See page 6). Patrick proves, once again, that distance is no obstacle to efficiency. A big Merci Patrick!

I also thank colonel Barbara Hair for accepting to be our Ambassador during the CAF Winter Staff Conference, on February 19 & 20.

Here he is! Our friend colonel Christian Frézard is finally back with us. This is one of the best surprises of this new year. Welcome back Christian!

Finally, congratulations to colonel Claude Gascon for his new job as Honorary President of the French Wing. He is a perfect replacement for colonel Michel Cahiez. Bravo Claude!

Bernard

COLONEL CLAUDE GASCON HONORARY PRESIDENT

COL. CLAUDE GASCON HAS ACCEPTED THE POSITION OF HONORARY PRESIDENT THAT THE BOARD OF ADMINISTRATION OF THE FRENCH WING PROPOSED TO HIM.

HE REPLACES MICHEL CAHIEZ AND BECOMES THE WISE MAN OF OUR ASSOCIATION (Article page 7).



Photo: Bernard Delfino



VERY GOOD NEWS THAT WILL PLEASE ALL OUR MEMBERS: AFTER MORE THAN THREE YEARS ABSENCE, COLONEL CHRISTIAN FRÉZARD IS FINALLY BACK WITH US! (Article pages 5 & 6).

BIG CLEAN-UP FOR THE P-51D MUSTANG "GUNFIGHTER" WHICH HAS BEEN ENTIRELY STRIPPED AND REPAINTED (Article page 5).



Photo: Bernard Delfino

BACK FROM THE FRONT.....

UNIT LEADER

BERNARD DELFINO

HOW IMPORTANT CAN BE GOOD COMMUNICATION

The new arrangements recently made by the Board of Administration allow me to add, in this page of messages from the Wing Staff, ideas and thoughts other than the ones that I usually express in each Newsletter editorial. Please don't worry, I shall not abuse this prerogative, and I will sill simply throw on paper a few general ideas, hoping that our readers, and, especially, our members, will react to them because any true communication must be done both ways to be efficient and fertile.

An Association must dispatch news as facts that need to be precise, exact, useful to its goals, in a totally objective way, and as often as possible.

In return, its members have the duty of reacting to these news as soon as practical after they have been received. They are free to approve, criticize, suggest, and propose alternatives, or, more simply, to express ideas.

The communication systems that are available to us today are simply fabulous, and allow for fast exchanges which, for some of them, were unthinkable only ten years ago.

To the venerable mail and telephone, were added, as years went by, the telex, fax, email, and, soon, videophone. These communication techniques have acquired a paramount, and often irreplaceable importance in our life.

For the record, did you know, for example, that our Unit was born thanks to the numerous fax exchanged between Aulnay sous Bois and Midland, while a French Post Office employees strike plagued communication for almost 3 months during Fall 1995 in our country?...

This little known anecdote shows that without the fax (the only way we had to send letters and official documents to the CAF Headquarters at the time), the French Supporter Squadron would have been created several months later than it

was, and probably not with the success that we know.

Amongst these modern ways of communicating, the most practical one is, without any doubt, the e-mail. Efficient, it makes exchanges very easy, and lets us perfectly preserve the transmitted documents' quality, identical to the originals, and with an unequalled speed (As long as the addressee takes the trouble to frequently visit his electronic mail box!...).

Today, I still send about forty paper copies of our Newsletter to those who do not have a computer, or whose machine is too old to let them use this system. The amount of work and time that this requires is rather important, but this way of communicating allows these members to participate and makes them feel that they are not isolated, proving that a relatively slow communication is better than no communication at all.



EXECUTIVE OFFICER

ÉRIC DUCREAU

BACK TO WORK!

I wish to take the opportunity of this new kind of article to wish you all, personally, a very good year 2005.

Here I am, propelled to the position of Executive Officer of the French Wing, and I consider this as a great honor that I sincerely thank you all for.

The Board of Administration has held its first meeting on January 02, not for dinner, but to work on establishing a line of conduct for the on-coming months and years. Here is a list of the points that we have discussed and the decisions we have taken:

- Adoption of a monthly meeting of the Board of Administration (A great innovation that is very positive).
- Appointment of colonel Didier Cardinal to the job of Adjutant Officer that my election had left open.

- Reading and adoption of the Wing's Internal Rules which will soon be published and dispatched.

- Signing of the 20 November 2004 General Assembly report which will be sent to the Prefecture.

- Listing and priorities of our projects.

- Discussion about the contents of the future French Wing Web Site (We do everything possible to have it on line soon, after three years of efforts and problems of all sorts).

- 500 hours check of our Piper Cub, and meeting with the Director of the airfield of Persan-Beaumont.

- Work to be carried out on our van: Body, paint, and inside lay-out.

This last point, and many others, include enough work to keep busy all the volunteers for the months to come. Please do not hesitate to contact us if you wish to participate in these tasks.



ADJUTANT OFFICER

DIDIER CARDINAL

ANNUAL DUES AND ANNUAL DUES

I wish to remind everyone about the ways of paying your dues to the CAF and to the FRENCH WING.

COMMEMORATIVE AIR FORCE:

The payment of the COMMEMORATIVE AIR FORCE annual dues is made in Dollars at the anniversary date of your commission with our organization located in Midland Texas.

- Colonels: \$ 160.00
- Associate Members: \$ 45.00
- Cadets: \$ 45.00

Note: The payment by credit card is, by far, the most advantageous. The note sent by the CAF includes a bi-lingual form that you simply need to fill in and fax or post

to the Midland Headquarters. If you do not find this form in the CAF mail, please ask the French Wing Finance Officer or the Adjutant Officer to send it to you.

FRENCH WING:

The FRENCH WING annual dues are paid in Euros before **May 01** of the current year.

- Colonels: 50.00 Euros
- Associate Members: 50.00 Euros
- Cadets: 20,00 Euros
- Friends of the French Wing: 40,00 Euros

Note: Our members who reside in another country may send us a \$ 50.00 note by mail. Please do not send a cheque or a postal order which costs us at least 25% of the value of the cheque and sometimes up to 40%!

I wish to take this opportunity to send you all my best wishes for 2005, and wish long life to the FRENCH WING and to the COMMEMORATIVE AIR FORCE.



FINANCE OFFICER

PHILIPPE DUFLOT

RECRUIT! RECRUIT! RECRUIT!



As you all know, money is the nerve of war. We are constantly looking for funds, and, for this, we must increase the number of our members and sponsors.

The recruitment objective decided during the General Assembly, as ambitious as it may look, must not put us off. We can

do it with the help of all our members: Everyone has a cousin, a friend, a colleague, a neighbour, who loves warbirds or history, and who would be ready to get a commission or help us with a financial gift.

It is up to us to demonstrate that we are an important Wing.

Each month, I shall update you on our finances, so that you are aware of the latest income and expenses of the Wing.

I am always available to give you all the information you may need.



OPERATION OFFICER

GILLES AVENEL

SAFETY, AGAIN, AND AGAIN!

THE STARTING OF AN ENGINE

Some humorist used to say: "An airplane begins to be dangerous when it's not in its hangar".

Without reaching this extremity, one must remember that one of the first actions during a flight, the engine starting, is a delicate phase. It has been the cause of numerous accidents, particularly in the case of manual starting, which is the case for our J-3.

Three main phases or situations create risks which need to be controlled: The spinning of the propeller, the presence of members or spectators during the start, the starting of the engine by the pilot himself during a stop without assistance.

This month, we will limit ourselves to the spinning of the propeller.

The first precaution (It's valid for everyone), is to consider the propeller like an unpredictable living creature, which can, at any time, start going around for an unknown reason. One must always remember that the simple fact of touching a propeller, even very lightly, while the master switch is "on", is enough to get the engine started, especially if it's hot. Therefore, one must always check that the master switch is "off" before grasping the propeller to move the airplane, particularly after a flight (near the petrol dispenser to top up the fuel tank, for example).

Then, one cannot improvise and consider himself as a propeller spinner. It is absolutely necessary that an experienced person explains and shows the way it should be done, the positions to adopt, the precautions to observe.

It's a fact that, generally, it's easy to stop any volunteer to improvise: It is very impressive to find one self face to face with a piece of wood or metal, able to change itself, in one second, from a static instrument into a lethal weapon. By the way, it would be a good idea to get a few more members qualified. The number of them is currently too small.



Photo : Bernard Delfino

First rule: Dress correctly (Jackets zipped, no large sleeves, no jackets with loose pieces or anything that may be caught by the propeller blades when the engine starts). One must remember that a propeller that rotates, even at only 1000 RPM, tends to suck anything that is close enough, from gravel to loose bits of paper. A loose piece of dressing has a good chance to follow the same path, and the arm that is in a loose sleeve, to be chopped off, when it's not the rest of the body...



Photo : Bernard Delfino

The second precaution is a good and clear communication between the assistant and the pilot. It is the assistant who give instructions to the pilot. The latter executes them without arguing, even if he thinks that it's not the right way to do it (Pilots have a definite tendency to pretend that they know everything. Ask any mechanic...). The instructions must be

very simple (Off, Contact), but they need to be, imperatively, repeated by the pilot and executed by the pilot, which makes sure that there is a complete comprehension between the two operators. Beware of omissions: Should the engine refuse to start despite several attempts, everyone starts to give his opinion (there is too much gas, not enough, the engine needs an injection, the throttle needs to be retarded...), as a consequence, the assistant forgets to ask the pilot to cut the ignition off, or the pilot forgets about it. Lesson: when the attempts have been stopped, always make sure that the master switch is "off" before one does anything.



Photo : Bernard Delfino

Finally, do not despair if the engine does not start. It is never the assistant's fault, it is the pilot who did not follow his checks correctly (bad injections, too much or not enough throttle, etc...), or the problem simply resides in a difficult engine.

According to the principle of the law of maximum trouble, an engine which should not have started will start on its own, and the one that an entire crowd wish to see starting, will wait a long time before it finally does.

And during this time, who is sweating?... The assistant!

As the poet says: "*The accomplishment of humble, but necessary, tasks, is a thankless work that requires a lot of love.*"



MAINTENANCE OFFICER

CÉDRIC MALHAIRE

THE FAKE BREAKDOWN

There are quiet and too rare moments in life, when you can sit in your favourite armchair. Some fall asleep within sec-



Photo : Bernard Delfino

onds (read my lips...). Others day dream in a mixture of reality, old dreams, and good feelings. Something like, for example, a nice and warm evening in Normandy, on board a gracile Porsche Speedster 356 A.

You drive along between orchards and pastures. Sitting next to you, a beautiful blonde woman. A woman of the type that Alfred Hitchcock loved to see acting in his movies.

At the end of a hedge, the Channel appears. Suddenly, the four cylinder engine that usually propels smoothly this lovely car, coughs, suffocates, and stalls... With maestria, you manage to use the rest of your speed to drive onto a meadow and stop on a thick layer of flowers. The last rays of sun light hide away somewhere behind Brittany, and.....

That's where I was in my epicurean dream when the Leader of our venerable Association called and reminded me that I needed to produce an article about aviation maintenance. He even wants to turn it into a monthly article. I try to argue, but he says, laughing, that I signed... Did I?...

OK! Back to work: A nice late afternoon in Normandy, the blonde on board the J-3, throttle open, take-off, we're flying, the four cylinders starts coughing, and... the dream become an Hitchcock scenario! The situation is frightening because, you see, in aviation, we don't like breakdowns, not at all! So, how can we avoid it?

PRE-VEN-TION! And I would even say, **preventive maintenance**. It includes the totality of the checks and maintenance operations to be carried out on an aircraft so that it can operate in optimal safety. To do so, and, especially, not to forget anything, each owner of a plane has to produce a **Maintenance Program** and get it approved by the *Groupe pour la Sécurité de l'Aviation Civile (G.S.A.C)*, the French FAA. This program is based on the manufactur-

ers (airframe, engine, equipment) and adapted to the current DGAC regulations. One can find there, for example, the periodicity (hours or calendar), and the protocol of the maintenance operations, the checks to be done in case of abnormal flight conditions (heavy landing, extreme meteorological conditions, flight envelope exceedence, etc...), the equipment potential hours before overhaul or replacement (engine, propeller, rubber hoses, etc...).

We will examine in greater depth each of these aspects in a future article about preventive maintenance.

However, respecting this document, an increased vigilance, and a good communication with the personnel dealing with the airplane, will always go towards an improved safety, even if risk Zero does not exist. Better be safe than sorry!



Photo : Bernard Delfino

Where was I? Ah yes! Normandy. The coughing engine... Just once, enough to give me the chill and get me out of my dream.

All is back to normal, but the night is coming soon. Time to go home. A perfect kiss landing. Engine switched off. The blonde comes out of the plane, charmed by the flight. As you walk away from the Piper, you give it a last glance. The clicks produced by the cooling engine seem to tell you : *"Did you see the night?"*. You're happy...



WHAT DO YOU THINK ?

BERNARD DELFINO

We would like to have your opinion on these new articles. Do you find them interesting? Useful? Too short? Too long?...

Please let us know. This Newsletter is yours, so, you make it as you wish. Thanks in advance!

NEWS

GUNFIGHTER'S BIG CLEAN-UP!

Colonel Regis Urschler sent us these pictures of the P-51 Mustang "Gunfighter", photographed as it was rolled out of the paint shop at AV SOURCE WEST located in Midland, south of the control tower.

The splendid work carried out by this workshop has given the plane a second life. The cost of this operation is \$16,000 and includes the paint stripping, the mending of dents and bumps made during the plane's career, the application of a coat of primer, and the finishing paint.

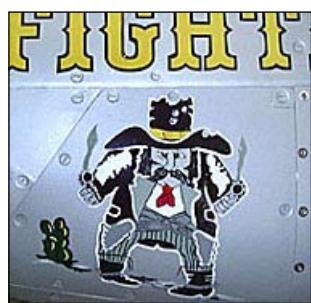


Photo : AV Source West

Required for this job : 2 litres of white, 1 litre of red (We mean paint, not wine!), 3 litres of black, 5 litres of green, and 7 litres of primer. All these products are made by Dupont (The same paint that we used for our Piper Cub). The plane was delivered on November 6, and it was ready on January 7, 2005.

Congratulations to AV SOURCE WEST workshop for this first class quality work!



Photo : AV Source West



months (far too long), and we were getting very worried.

But early December, Christian called and declared that he had a serious intention to come back to the CAF and its French Unit as soon as possible. A few exchanges of emails and fax between Donna Blalack in Midland, Bernard, and Christian, were enough to normalize the situation.

For those who never met him, Christian is the son of a fighter pilot who flew Bloch 152 and Dewoitine 520 during WWII. At the end of the conflict, he became a test pilot for Breguet during one year. Then, he



Photo : AV Source West



Photo : AV Source West

COLONEL CHRISTIAN FREZARD IS BACK WITH US!

After three years of serious personal problems of all kinds, colonel Christian Frézard has returned to base.

We had had no news from Christian for many long months (far too long), and we were getting very worried.



Daddy Frézard (right) shaking hands with a famous passenger, writer and member of the French Academy Joseph Kessel (Author of *The Lion*, *The Crew*, etc).

was employed by Air France. Unfortunately, illness decided of his far too early departure, and Christian had no other choice than taking on his passion for aviation alone.

After a season working as a steward with Air France, Christian turned to computers. He became an expert and a consultant.

Again, misfortune stroke and crude employers became the source of very serious problems that forced him, against his will, to quit the CAF and its French Unit.

Christian, at the time, declared that it would be temporary, and it's with great relief that we heard that he fulfilled his promises.

Today, all this is bad memories, and it's with great pleasure that we invite all our members to celebrate the return of our great friend. Champagne for everyone!!!

Christian Frézard
54, rue Emile Zola
54250 CHAMPIGNEULLES
FRANCE
Tel: 06 03 34 18 79
email: < cfrezard@yahoo.fr >



THE FRENCH WING MUSEUM GETS A FIRST CLASS MEMORABILIA



Colonel **Patrick Gremez** has donated our museum a piece of Lt. William PATTON's P-51 Mustang (See Airshow May 2003 issue).

It was in November 2004 that Patrick met some aviation fan who had obtained a piece of this Mustang when it was discovered on the crash site in La Longueville.

Impressed by Patrick's speech who described to him our goals and activities,



this new friend gave him this piece of airplane, and Patrick just sent it to us! A big thank you Patrick!

This is not Patrick's first exploit: Just before he left for Midland where he was going to participate in Airsho'03, Patrick, together with a few friends of his area, had managed to get another piece of this plane and he generously offered it to the AAHM (American Airpower Heritage Museum) in Midland. This impressed the entire Museum personnel who welcomed this symbol of the American help to the liberation of Europe with great enthusiasm.



We warmly thank colonel **Patrick Gremez** for his dedication and his generosity towards the CAF and the French Wing.



COLONEL BARBARA HAIR WILL REPRESENT THE FRENCH WING DURING THE FEBRUARY CAF WINTER STAFF CONFERENCE IN MIDLAND

As she did during the last two winter conferences, colonel Barbara Hair will be the representative, or rather, Ambassador of our Unit, during this event which will take place on February 18, 19, and 20, 2005, at the MCM Grande Hotel Fun Dome (Former Holiday Inn) in Odessa.



Barbara will be helped by her husband, colonel Aubrey Hair, but the latter will be very busy, since he is part of the CAF Safety Committee.

Barbara has been asked by our Board of Administration to complete several important missions like, for example, to get as much information as possible, to collect "tricks and gimmicks" which may be useful for our projects and activities.

In addition to a general meeting, this conference will include several workshops which will talk about various subjects like, for example, Public Relations, PX, Fund raising, and safety.

The latter subject will be the most important of these workshops. The recent accidents that the CAF suffered will be discussed in great depth, and, no doubt, important lessons will be learned from them.

Each CAF member must feel responsible and make sure that safety is always kept in mind, in flight or on the ground, making sure that he is concentrating on the tasks he has to accomplish.



Lt. William Patton who died in the crash of his P-51 Mustang on January 15, 1945 near La Longueville.

Considering the extraordinary amount of information that Barbara brought back from the two previous conferences, we are sure that she will come back with an armful of information that will be useful to our activities. Thanks in advance Barbara!

COLONEL CLAUDE GASCON IS DESIGNATED HONORARY PRESIDENT OF THE FRENCH WING

The Board of Administration has chosen the replacement of colonel Michel Cahiez by designating colonel **Claude Gascon** to the position of Honorary President of the French Wing.

This position, which, as its name implies, is purely honorary, but it is, nevertheless, very important for the smooth running of our Association.

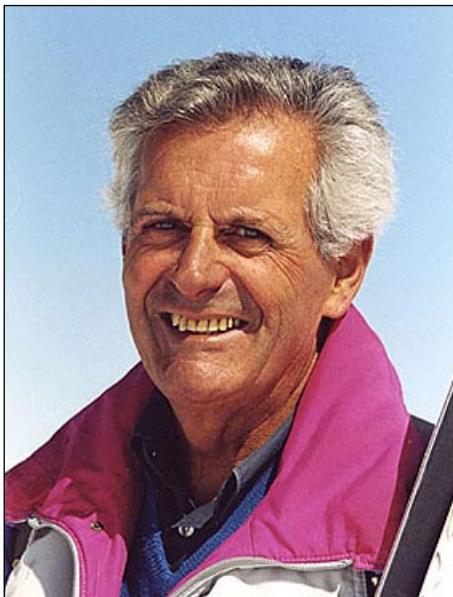
The main function of this Honorary President, is to advise any of our members who needs to solve a problem related to our Association. He, therefore, acts as the **Wise Man** of our Unit, and, consequently, may act as a true **Mediator** that anyone may consult if this problem becomes more important than the small difficulties met in the day to day life of our Wing.

The choice of this Wise Man was not easy. It required several weeks of thoughts and discussions between the members of the Board of administration.

It's a fact that the required qualities are numerous and varied: Equity, dedication, devotion, objectivity, impartiality, experience, to quote only a few of them.

Many of our members have several of them, but it appeared, to the Board of Administration, that colonel Claude Gascon has the particularity to have them all. Therefore, it is with great pleasure that the Board of Administration offered this position to Claude Gascon who honored us all by accepting it.

As it is specified in our Internal Rules, this designation do not give this Honorary President any special ability, but he becomes the one who will be able to give us advice, to show us the way, and to get us out of trouble, thanks to his wise opinion.



If necessary, he will be asked to act as the spokesman of our Association, and represent our Unit in case the members of the Board of Administration become unavailable.

This position, free of any official obligation, will allow Claude to think freely about the difficult problems that we may submit to him. This freedom will be, for Claude, the guarantee of a point of view as neutral and fair as possible.



WHO IS COLONEL CLAUDE GASCON?

Claude was given a good nature that nothing seems to be able to shake. One of the reasons why he is appreciated by all of us, with no exception.

His life is made of various passions including the sea, the mountains, and the sky.

His passion for the sea started while he was in the French Navy, from 1956 to 1961, where he was a Radio-Telegraph operator (*Photo on the right, taken in 1958 aboard the "Berbère" F723*). Since 1986, he owns a sailboat which allowed him to sail on several seas and oceans: Mediterranean sea for 15 years, then

Brittany for 5 years, followed by the Antilles, and several crossings of the Atlantic ocean between France and the USA until today. The picture of the big fish angling (Bottom left), was taken in 1996 somewhere between Cadix and Pointe à Pitre. As Claude says, at the time, he had no white hair...

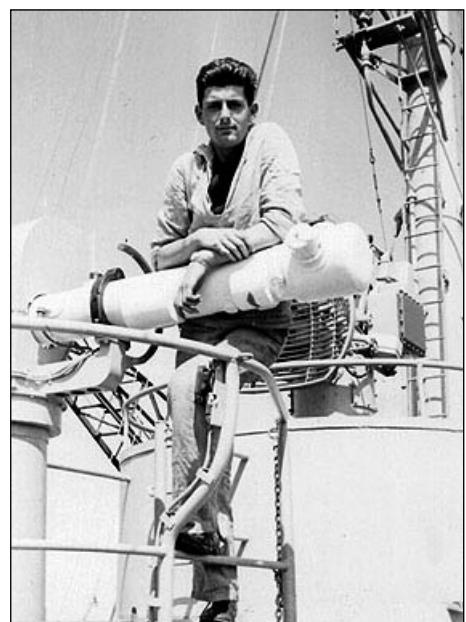
Claude lived, and still lives, his passion for mountains, climbing, and skiing, at Chamonix and sometimes somewhere else.

As for his passion for aviation, Claude lived it mainly within his local aero-club of which he was the President for 5 years. His trips to the USA allowed him to enjoy some flights. He is pictured here during a flight on board a T-6 at Kissimmee (Florida).

After leaving the French Navy in 1961, Claude became an insurance salesman. He was the President of the Tribunal of Commerce of the city of Verdun for 7 years, after he spent 15 years as a judge. Modest, he said: "*May-be my so-called wisdom comes from there? Who knows!...*". We don't doubt it because such a great responsibility calls for great qualities that Claude kept intact, qualities that will be very useful for the French Wing.

But his greatest passion remains his wife, Anette, and his three daughters that he is very proud of! They have only one shortcoming, they live far away from Verdun: The eldest daughter in Lille, the second one in Auch, and the youngest in Carpentras.

Our sincere congratulations for your nomination to the position of Honorary President Claude!

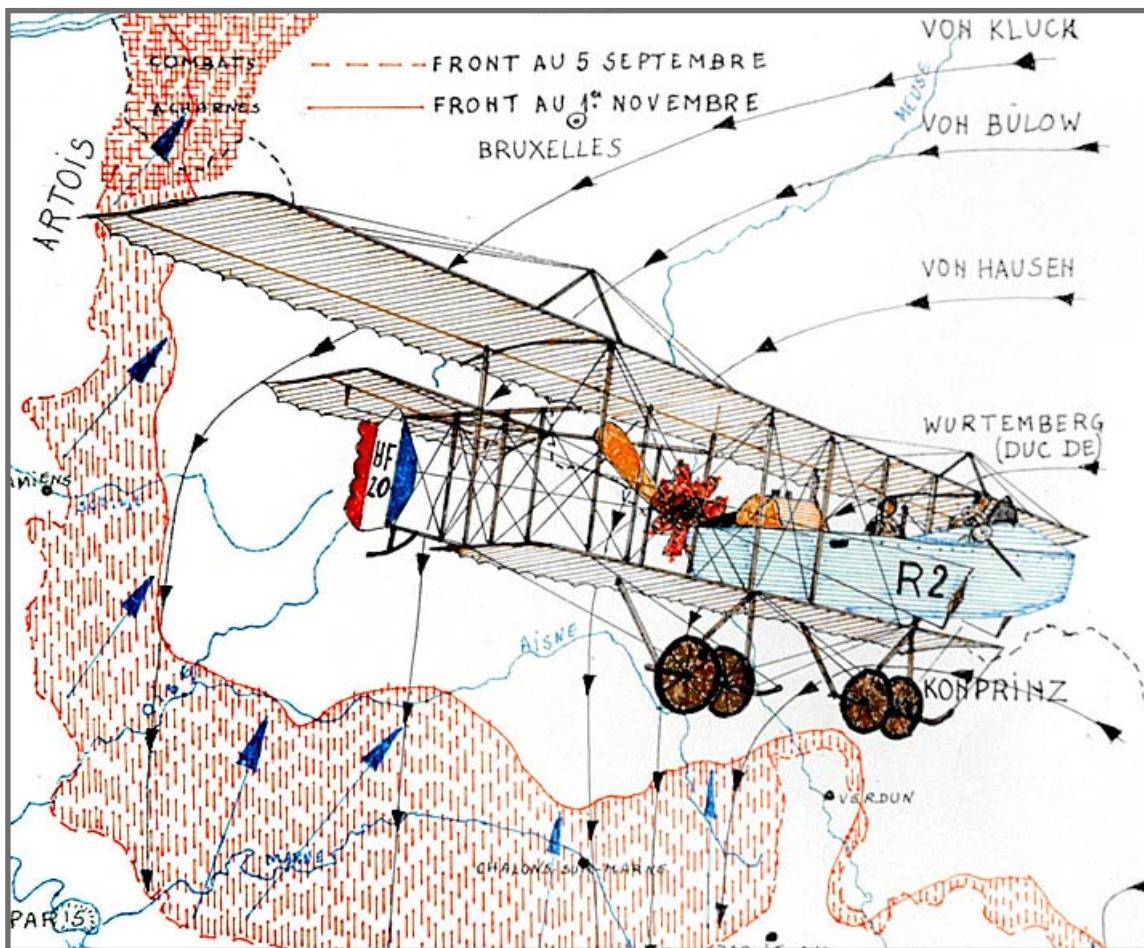




Those forgotten planes...

FARMAN F20

Article and painting by col. Louis-Jean Gioux



In early 1914, France had a disparate assortment of airplanes derived from civilian aircraft which had made their owner happy. Among them, those built by Henri Farman (1874 - 1958) who was the first man to fly 1 kilometre over a closed circuit in 1908 (Photo on the right).

But military planes were subjected to much greater constraints than these civilian planes. This is how, in August 1914, Henri Farman and his brother

Maurice, associated in the *Entreprise de Constructions Aéronautiques Farman Frères*, located in Boulogne Billancourt, near Paris, conceived an aircraft that was susceptible to be manufactured in great numbers: the Henri Farman F20.

It was a biplane with an engine located at the back, which operated on the front lines until 1915. Built in high numbers; it was flown by squadrons 1, 7, 13, and 19 of the French Army.

Despite its engine weakness, an 80 HP rotating engine Gnome 7A, it was used by allied aviation for reconnaissance missions. From Summer 1915, it was used for the training of pilots and observers.

The Farman F20 was used by air force of several countries: France, England, Russia, Romania, Belgium, and Holland. It was even built in Italy, where it was fitted with a 100 HP engine (Fiat A100 or Colombo).

With a wing span of 15,54 metres (51 ft), a length of 8,79 metres (28,85 ft), and a height of 3,10 metres (10 ft), it had a take-off weight of 710 kilos (1570 lb) and could reach the maximum speed of 100 km/h (54 mph). Its service ceiling was 2750 metres (9000 ft) and its autonomy was 3,5 hours.



SPIRIT OF LEWIS.....

SPONSORS OF THE SPIRIT OF LEWIS UP TO DATE WITH THEIR PARTICIPATION FOR YEAR 2005

FLYING SPONSORS

Gilles Avenel
Bernard Delfino
Fumiko Delfino
Claude Gascon
Roger Gouzon
Irene Grinnell
Roy Grinnell
Alain Jimenez
Patrick Pierre-Pierre
Sandy Sansing
Société SKY RUNNER
Regis Urschler

RESTORATION SPONSORS

Didier Cardinal
Georges Marcellin

SUPPORTING SPONSORS

Bunty Bateman
Henri Bourrassier
William Davies
Dominique Deudon
Stéphane Duchemin
Louis-Jean Gioux
Patrick Gremez
Barbara Hair
Aubrey Hair
Yves Houssin
Elzéard Ligneul
Guy Perrin
John Roeder

Important: We invite all 2004 Sponsors who haven't renewed their support to the Spirit of Lewis for 2005, to do it as soon as possible.

Should some of these members would not like to renew their help to this airplane for year 2005, we thank them for advising us of their decision, in writing, so that we can determine precisely and quickly, the annual budget of our Piper Cub.

Note: If you have forgotten whether you were a Sponsor in 2004 or not, please refer to the previous issues of our Newsletter which include the complete list of these members.

AIR SHOWS SEASON 2005

To this day, the only airshow that we are practically sure to attend, is the one of La Ferté-Alais. The application has been sent to Editions Lariviere, with the hope that they will accept our airplane, even if it's only to display it in the static area.

We are looking for other events, and we will advise you of their places and dates as soon as they become available.

PIPER CLUB FRANCE GENERAL ASSEMBLY

The Piper Club France will take place at **Le Plessis-Belleville on April 02**. The members of the Board of Administration who are available will be present. If the weather permits, the *Spirit of Lewis* will also be there because several members of the Piper Club France usually take this opportunity to show their plane.

Also, the Piper Club France organizes two Fly-in's of classic Piper aircraft: On June 18 and 19 in Orléans St Denis de l'Hotel, and on September 17 and 18 in Saumur. We will keep you advised of our possible participation which depends on other airshows on these dates.

PRACTICAL WORK...

An unknown pilot who may have stolen Gilles' article before its publication (*Pages 3 & 4*), has practised the hand starting of his Piper Cub... We wonder if he really understood the meaning of

BE A SPONSOR OF THE "SPIRIT OF LEWIS" !

You always have had a definite interest for this plane. You can now become one of its Sponsors by choosing one of the three levels available, and add pleasure to usefulness by flying aboard this legendary WWII airplane. Here is the list of these levels and their price:

...FLYING SPONSOR: 250 Euros per year and 25 Euros per hour.

...RESTORATION SPONSOR: 125 Euros per year and 40 Euros per hour.

...SUPPORTING SPONSOR: 50 Euros per year and 55 Euros per hour.

...NON-SPONSOR: No annual premium and 80 Euros per hour.

A quick calculation shows that, for instance, for 50 hours per year, this system allows everyone to fly for a very modest hourly price:

- Flying Sponsor = 30 Euros,
- Restoration Sponsor = 42,50 Euros,
- Supporting Sponsor = 56 Euros,
- Non-Sponsor = 80 Euros.

This choice is wide enough to allow each one of our members to find the level he wishes to adopt.

this article?... One may ask himself the question! (*Picture sent by colonel Barbara Hair. Thanks Barbara!*).



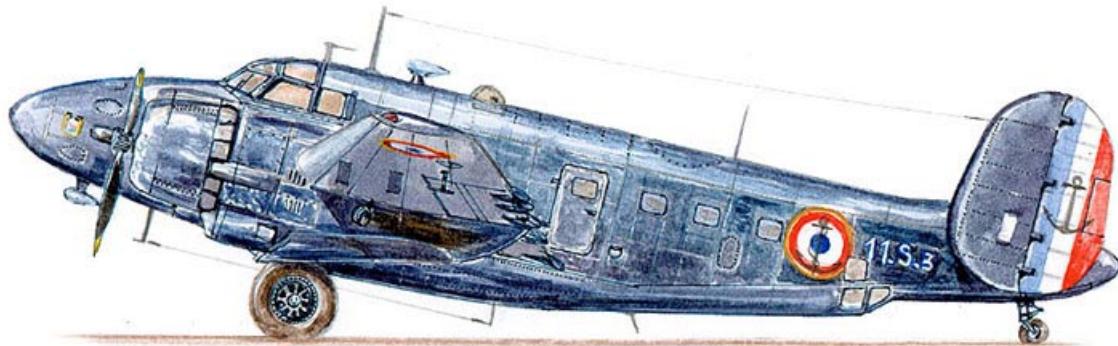


American Aircraft in French Colors

LOCKHEED PV-2 HARPOON



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



The Lockheed PV-2 "Harpoon" was developed as a patrol-bomber for the US-Navy in 1943.

This was made possible by an interservice agreement with the Army, which conceded its responsibility of anti-submarine warfare from the air to the Navy.

The previous split of responsibility between air and sea in fact had been upsetting the Navy for a long time, as it also prevented it to have long-range, land-based bombers in its inventory.

Now pure chance had come to its help.



drop all objections to the Navy having long-range land-based bombers in exchange of the Renton factory.

PV-1 (see Airshow of Dec. 04) with a redesigned 25 % larger higher aspect ratio wing incorporating integral fuel tanks, an all new tail unit and an improved armament.

The deal opened the way to the Navy to procure navalized versions of the

The engines remained the same, but the fuel capacity due to the larger wing and the integral tanks was increased.



Photo : Bernard Delfino

At the time in fact the Navy was preparing to build a huge very long-range flying boat, the Boeing PBB-1 Sea Ranger in its own plant of Renton (WA), while the AAF was desperately looking for hangars large enough to build its new B-29 Super Fortress bomber.

B-24 Liberator as PB4Y, the B-25 Mitchell as PBJ, the B-34 as PV-1 Ventura as well as to develop the PV-2 Harpoon.

In a sweet deal the Army offered to renounce on submarine warfare and

The PV-2 was a descendant of the

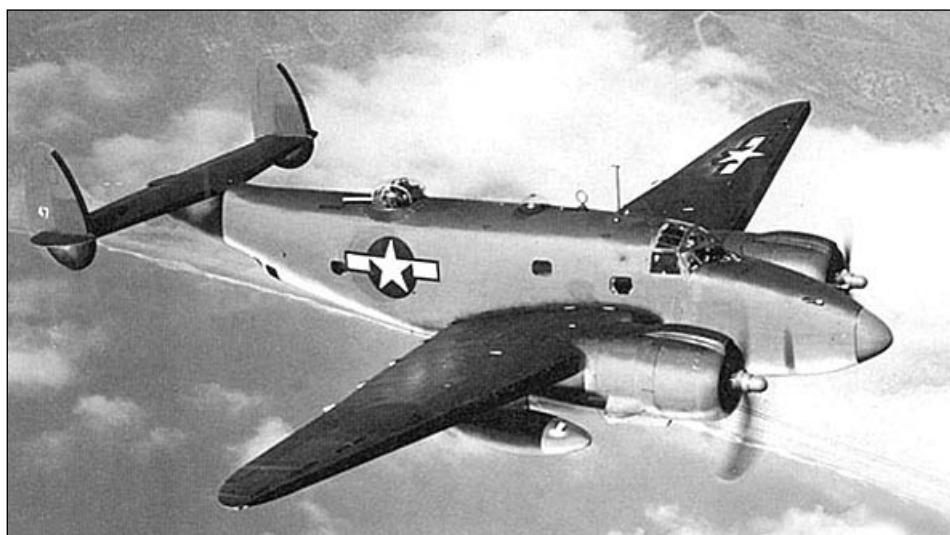


Photo : lockheed



Deliveries of the Harpoon to the Navy began in March 1944. Difficulties in sealing the integral wing tanks led however to the installation of leak-

The Navy accepted 500 PV-2s which were followed by 35 PV-2Ds with nose armament increased from six to eight .50 cal guns.



routine maritime surveillance and anti-submarine search while awaiting their replacement by more advanced types, in particular the Lockheed P2V "Neptune".

In 1960 the Harpoon had definitely disappeared from the inventory of the Aéronavale, which it had served faithfully without noteworthy problems.

MDAP supplied PV-2s were also used by the Navies of Italy and Portugal.

proof cells inside the tanks, a modification which became effective with aircraft S/N 31.

This resulted in some reduction of fuel capacity, but the change was mandatory before the PV-2 could be declared fit for operations. The first 30 Harpoons were consequently assigned to training duties with the outer integral tanks sealed off.

The PV-2 primarily served in the Pacific theater, where it was quite useful due to its range. It was a fine airplane, but there is nothing outstanding that can be reported on its operational career, which passed rather unnoticed.

After WWII the type continued to be used with 11 USN Reserve Units for several more years.



Photo : lockheed

With the rearmament of Western Europe being launched with the beginning of the "Cold War", the French Aéronavale received six PV-2 Harpoons in the framework of the Mutual Defense Assistance Program (MDAP). These were used intensively for

Caractéristiques / Data Table

LOCKHEED PV-2 HARPOON

Description

Bombardier Patrouilleur avec 4/5 membres d'équipage
Patrol Bomber with crew of 4/5

Propulsion

2 Pratt & Whitney R-2800 de 2000 CV
Two 2000 hp Pratt & Whitney R-2800

Envergure / Wing Span
22,80 m (74 ft 11 in)

Masse max. / Maximum take off weight
16329 kg (36000 lb)

Vitesse maximale / Maximum Speed
454 km/h (282 mph)

Vitesse de croisière / Cruise Speed
275 km/h (174 mph)

Distance franchissable / Range
2881 km (1790 mls)

Plafond utile / Service Ceiling
7285 m (23900 ft)

Armement / Armament

Cinq mitrailleuses de 12,7 mm (.50 cal) fixes + deux mitrailleuses jumelées de 12,7 mm (.50 cal) en position dorsale et ventrale

1814 kg (4000 lb) en interne
907 kg (2000 lb) sous voilure

Five .50 cal (12,7 mm) guns fixed + two flexible .50 cal (12,7 mm) twins in dorsal and ventral stations

4000 lb (1814 kg) internal
2000 lb (907 kg) external

The FW 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 (55mn) VHS PAL: € 16,00 ©
- Large format paintings by Col. Eric Besançon: F4U Corsair and Messerschmitt 262 night fighter: € 31,00 ©
- Poster N°1 of WWII airplanes and N°2 of post-war era, painted by artist Jean Bellis, 61x81cm: € 9,00 (Members) € 10,00 (Non Members) ©
- 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 Airshow in Midland, by B. Delfino: € 10,00 P & P inclusive ©.

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HANGAR/STEARMAN

PATRON COMPANIES SUPPORTING THE HANGAR / STEARMAN PROJECT

SKY RUNNER
AVIATION CLUB DE FRANCE
DIFFUSION SERVICE

Following a request from several members, evidently pleased by the ambitious project that was adopted during our November 2004 General Assembly, we present the brand new "*Hangar-stearmometre*" which will remind you of the old "*Cubometre*".

As before, its list will include the names of members and friends who will donate the amount of money of their choice, the names of the individuals our members will have convinced to help us, and the list of companies that our members will have solicited successfully.

The goal of this operation is less to ask for donations from our members, than to give them a chance to participate very actively in the quest for the funds that we require to complete it.

If asking friends, parents, and colleagues is relatively easy, it is quite different when approaching companies that often ignore that they can benefit from definite and important tax reductions (Col. Philippe Duflot will explain very soon the details of these advantages).

The acquisitions of this hangar and this Stearman are a single entity, with an absolute priority for the hangar that will allow us to run our own Maintenance Unit, fully approved by the DGAC.

