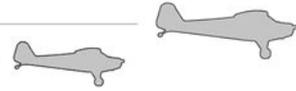




# AIRSHOW



CAF FRENCH WING - MONTHLY NEWSLETTER - BULLETIN MENSUEL

Volume 11 - N° 2 - February 2006

## EDITORIAL

Year 2006 has started nicely, and I do hope that it will go crescendo during the twelve months to come. The new layout of our Newsletter has been immediately adopted with great enthusiasm, and the purchase of the Rearwin Sportster has been appreciated by the leaders of the CAF and by the great majority of our members who hope that they can see it fly as soon as possible. I thank you for the confidence you have in the French Wing. It is an indispensable support to our Association.

As many already know, 2006 will be, for me, an important year, since I shall retire from professional life on May 31. It will be the end of 44 years in military and civil aviation (6 spent with the french Aéronavale, and 38 with British Airways). I was lucky enough to do what I always dreamed of doing since my youngest years, and going to work was never a burden, even if the working conditions were often far from ideal: Inhuman shift times (the term is not too strong), always working outside in all kinds of weather conditions, overtime far too frequent, working pace inconceivable by the average worker, and responsibilities sometimes difficult to take on. But, above all, I was lucky to meet a multitude of formidable people who, today, honor me with their friendship, and I worked on extraordinary planes: Grumman Avenger, F4U Corsair, Alouette II and III helicopters, Dakota, Viscount, Comet, BACIII, Trident, Tristar, Airbus 320, 330, et 340, and especially the complete series of Boeing aircraft, 737, 747, 757, 767 (my favorite), and 777.

Leaving all this behind would certainly be a terrible shock if there was no Commemorative Air Force and no French Wing. Together, they will provide me with an excellent and smooth transition towards a new, quieter life, but still full of surprises and exciting challenges.

Those of our members who cannot enjoy an aeronautical profession must make the best of the fact that they are members of these two Associations, and they must integrate them fully in their day to day life. It's really worth it!

Bernard

## TOUR DE FRANCE OF THE "SPIRIT OF LEWIS" JULY 2006



THE FRENCH WING'S PIPER CUB WILL FLY A TOUR DE FRANCE DURING THE SECOND FORTNIGHT OF JULY 2006.

THIS JOURNEY, WHICH CALLS FOR THE HELP OF EVERYONE, WILL INCLUDE ALL AREAS WHERE WE HAVE MEMBERS, WHICH WILL ALLOW THEM TO ENJOY THIS LEGENDARY PLANE THAT SOME HAVEN'T EVEN SEEN YET.

### FRENCH WING 2006 GREAT SURVEY

ALL OUR MEMBERS MUST REPLY TO THIS SURVEY! THEY WILL FIND, ATTACHED TO THIS ISSUE, A FORM THAT WILL ALLOW THEM TO EXPRESS THEIR OPINION AND MAKE SUGGESTIONS ABOUT THE PRESENT AND THE FUTURE OF THE CAF FRENCH WING.

# PIPER CUB

## FIRST TOUR DE FRANCE OF THE "SPIRIT OF LEWIS"

The French Wing is organizing a Tour de France of the *Spirit of Lewis* during next summer.

This very ludic operation has several objectives :

- Make our airplane fly a bit more than last year.
- Allow our members who haven't seen the *Spirit of Lewis*, and live in the provinces, to look after it and have a chance to fly it either locally or along part of the journey of this Tour de France.
- Give a chance to our members to make themselves useful by looking after the occupants and the airplane (hangar, gasoline, transport, lodging...).
- Allow local people to meet other members and get to know each other better.
- Write a well-illustrated article for our Newsletter, and, if possible, for the CAF quarterly magazine *The Dispatch*.

Colonel Claude Gascon is responsible for the organization of this raid.

Four of the approved pilots have accepted to take part in this summer trip. They are Colonels Gilles Avenel, Claude Gascon, Jean-Claude Miniggio, and Patrick Pierre-Pierre.

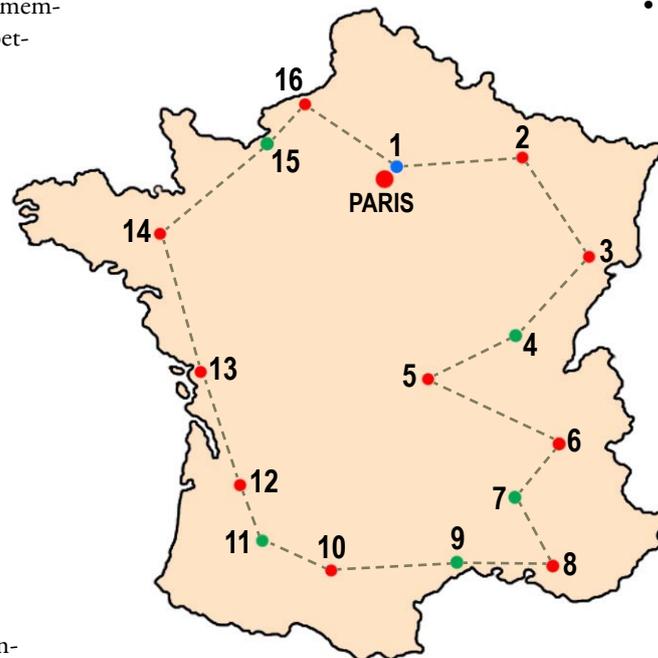
Those of our members who are interested by some of these stages as passengers, must contact col. Claude Gascon as soon as possible, as described later in this article.

The airplane will also fly locally if members or friends are interested by a different look over their area. We also thank them to make themselves known to Claude as soon as possible.

As for every flight of our Piper Cub, the fare that will apply to all its occupants is the one applicable to their Sponsorship level, if, of course, they are up to date with their financial participation. The Non-Sponsor members will pay the established fare of 80 euros per flight hour.

The itinerary and the planned stops will allow a maximum number of members to enjoy our aircraft, even if, for some, it means driving over a distance of a few dozens kilometres to get to the airfield where the plane will land.

July may seem far away, but we ask you to call Claude right now. This raid is a very difficult operation to organize. It will call for lots of efforts et time. This is why Claude will appreciate your call at such an early date. Finally, from a practical point of view, do not expect to take along lots of luggage!



The planned itinerary is as follows :

- **12 July**: Le Plessis-Belleville (1) - Verdun (2)). Pilot Claude Gascon.
- **13 July**: Verdun (2) - Montbéliard (3). Pilot Claude Gascon.
- **14 July**: Rest day in Montbéliard.
- **15 July**: Montbéliard (3) - Chalons sur Saone (4) - Issoire (5). Pilot Jean-Claude Miniggio.
- **16 July**: Rest day in Issoire.
- **17 July**: Issoire (5) - Grenoble (6). Pilot Jean-Claude Miniggio.
- **18 July**: Rest day in Grenoble.
- **19 July**: Grenoble (6) - Montélimar (7)



- Aix en Provence (8). Pilot Claude Gascon.
- **20 July**: Aix en Provence (8) - Montpellier (9) - Toulouse (10). Pilot: Patrick Pierre-Pierre.
- **21 July**: Rest day in Toulouse.
- **22 July**: Toulouse (10) - Condom (11) - Marmande (12). Pilot: Patrick Pierre-Pierre.
- **22 July**: Rest day in Marmande.
- **23 July**: Marmande (12) - La Rochelle (13). Pilot: Patrick Pierre-Pierre.
- **24 July**: Rest day in La Rochelle.
- **25 July**: La Rochelle (13) - Rennes (14). Pilot: Gilles Avenel.
- **26 July**: Rest day in Rennes.
- **27 July**: Rennes (14) - Deauville (15) - Dieppe (16). Pilot: Gilles Avenel.
- **28 July**: Rest day in Dieppe.
- **29 July**: Dieppe (16) - Le Plessis-Belleville (1). Pilot: Gilles Avenel.

### How to participate in good conditions to this raid as a passenger?

You will first need to make yourself available during the period of July, when this raid will take place. Please allow for two extra days in case the weather gets bad and delays this program.

Pick one or several legs of this journey that suit you (or local flights), and contact Claude by phone at 03 29 86 71 00, by email at <gascon.claude@neuf.fr>, or by mail at: Col. Claude Gascon, 44 Rue Saint Pierre, 55100 Verdun.

Claude will give you some good advice

# PIPER CUB

## FINANCING OF THE "SPIRIT OF LEWIS"

As you can see in the right hand column, the list of Sponsors of our *Spirit of Lewis* has grown since last month, but it is far from sufficient yet. Therefore, a little reminder of the way this plane, our plane, is financed every year, is probably useful...

Whether it is for an individual or an Association, an aircraft' operational costs, as modest as it may be, are made of fixed costs and variable costs. For our Piper Cub, they can be detailed as follows:

### Annual Fixed Costs

Hangar rent (2100,00 €)  
Insurance (2800,00 €)  
Landing fees (265,00 €)  
Radio taxes (+/- 150,00 €)  
Certificate of Airworthiness (220,00 €)

Therefore, a total of 5535,00 € which are covered, in the system adopted by our Wing, by the total of the annual premiums paid by the Sponsors (Right column).

### Annual Variable Costs

Gasoline (Depends on the flight time)  
Engine oil (Depends on the flight time)  
Maintenance (500,00 €)  
Provision for Maintenance (1000,00 €)

As their name tells, these costs are eminently variable and, therefore, unknown before the closure of the summer season.

A large number of hours will see these costs rise, but they will be more than compensated by the hourly price paid by the aircraft occupants.

This financing system has been determined for a total of 50 flight hours per year. Endowed with flexibility, this financing system has allowed us, during the past two years, to get the appropriate equilibrium despite a number of hours lower by 40% to the planned 50 hours, proving the legitimacy of this process.

2006 will be, thanks to the Tour de France of the Spirit of Lewis, a much better year, providing that our aircraft can also take part in 2 or 3 air shows, and that a dozen people each want a 30 minutes ride some time during the summer.

At the moment, the current number of

Sponsors at the three possible levels does not cover the fixed costs listed above. We are still missing a certain number of Sponsors to fill the gap of 2065,00 €, be it with 8 Flying Sponsors or with any combination of the three levels.

Should this sum not be reached, we would be forced to increase the hourly cost which, so far, has been maintained at a very reasonable level, and much lower than what one can find in an aero-club.

This would certainly reduce its appeal, and would endanger the very goal of this activity which is the Number One purpose of the CAF and its Units: *To restore and maintain in flying condition aircraft of the WWII period.*

The Tour de France of the Spirit of Lewis in July 2006 will be the occasion for the great majority of our members to fully enjoy this legendary airplane, either by looking after the aircraft and its occupants during their visit, or by flying the plane during part of the Tour de France or during a local flight.

We ask all our members to support this ambitious project by flying the Piper Cub from one city to the other. Practically, these passengers only need to find their own way to reach the airfield which they will depart from, either by public transport or with the help of a friend who will drive them there.

Should we not find a passenger for one of the sectors of this Tour de France, it would certainly put the whole project at risk. Therefore, whether you are a Sponsor or not, take this golden opportunity to fly aboard our airplane! You will feel an immense pleasure, and you will give a chance to our Wing to fulfil the goals it adopted from the day of its creation.

The only restriction is about your luggage which must be kept to a minimum because the freight hold of the Piper Cub is far from the one you can find on a B747 of course!... Air hostesses are pretty rare on board the plane, but our pilots are ready to make sure that the service given is First Class, and they may even sing a song for your entertainment!

## SPONSORS OF THE "SPIRIT OF LEWIS"

**NB: Our Piper Cub will only fly if the Sponsorships are paid well before the air show season.**

### Flying Sponsors

250 Euros per year  
and 25 Euros per flight hour  
Average for 10 hours: 50,00 €/hour

### Restoration Sponsors

125 Euros per year  
and 40 Euros per flight hour  
Average for 10 hours: 52,50 €/hour

### Supporting Sponsors

50 Euros per year  
and 55 Euros per flight hour  
Average for 10 hours: 60,00 €/hour

### Non-Sponsors

No annual premium and  
80 Euros per flight hour



To date, the following Sponsors have paid their sponsorship:

### FLYING SPONSORS

Gilles Avenel  
Bernard Delfino  
Fumiko Delfino  
Claude Gascon  
Irene Grinnell  
Roy Grinnell  
Jean-Claude Miniggio  
Patrick Pierre-Pierre  
Sandy Sansing  
SKY RUNNER  
Regis Urschler

### RESTORATION SPONSORS

Didier Cardinal  
Bunty Bateman  
Georges Marcelin

### SUPPORTING SPONSORS

William Davies  
Stéphane Duchemin  
Barbara Hair  
Aubrey Hair

## ABOUT OUR NEWSLETTER

We did not have to wait very long for the reactions of our readers to the new layout of our Newsletter, and all the received messages were positive, enthusiastic, and even, sometimes superlative!

We do thank all our readers for their support which is highly appreciated. It rewards our efforts and shows that we are on the right track.

Printing is not only of a much better quality than it used to be, but it is also much quicker.

10 years ago, we laboriously printed this Newsletter on an antique

Hewlett-Packard 550 printer. It then required one full week, printing night and day, and 24 hours a day!...

Tedious to say the least!

In December 1999, Bernard acquired a costly Epson 3000 ink-jet printer, fast and able to print A3 and A2 pages, which was useful to make posters.

The speed increased noticeably since the same job was done in only 2 days, but still 24 hours a day.

Today, the Epson color laser printer acquired in December allows us

to make this printing at about the same cost, but in only 1 hour and 30 minutes. Decidedly, one cannot stop progress!

As for those who receive this Newsletter as a PDF file via email, we cannot advise them strongly enough to print it before they read it. Reading it on a monitor takes away the feeling of the paper which comes as a great part of the pleasure of reading.

Finally, the 3 selected issues have been sent to Midland for our participation in the CAF Unit Newsletter competition. The result will be available next month...

## FRENCH WING 2006 SURVEY

The Board of Administration hasn't done a survey for three years, and its members need to do a complete update of its files.

We thank all of you to take one hour of your time to read and fill in the questionnaire attached to this Newsletter.

You do not have to

answer all the questions that you will find on this form, **except the very first, administrative part, which is a requirement by law.**

However, answering all these questions will allow us to improve our way of running the French Wing affairs because we will better understand your tastes and preferences. We

will know what are your intentions with regards to your participation in the Wing's projects, and we will be able to create new ones according to your wishes.

This survey is, therefore, the indispensable complement to our Annual General Assembly, and we sincerely thank you for your participation.

## THE VISIT OF ORADOUR SUR GLANE IS CANCELLED

The very small number of requests to visit the martyred village of Oradour sur Glane during May 2006 has forced us to cancel this visit which was, nevertheless, quite promising.

The reasons for such a lack of interest are quite mysterious. Maybe the theme is not aeronautical enough for our members, or maybe it is related to a far too dramatic event? Verdun and the

beaches of Normandy were events which were far more dramatic, murderous, and violent... Whatever the reason, we have cancelled this visit and will leave it to everyone to do it individually.

## SHORT LINES

• Col. **Christophe Bastide** has suggested that our van be repaired and painted by the students of a technical professional school. An excellent idea which should be practically and legally possible. Therefore, we are looking for such a school...

Should one of our members know of one school which could be interested by this opportunity, for its pupils, to get some good hands-on training, we thank them to contact its management, even if this school is located in the provinces.

• Col. **John Røeder** has suggested that we offer a reprint of the articles titled "*American Aircraft in French Colors*" to any new CAF and French Wing member.

Published as a book, this gift is an excellent idea which will soon be studied to get the best possible level of quality with the means that we have available. We may even be able to print the two sides of a page...

• The **Piper Club France** will hold its Annual General Assembly on the airfield of Les Mureaux on April 01, 2006. The French Wing, member of this Association, will be represented by one or more members of its Board of Administration.

Any other Wing members will be welcome, providing we are aware of their participation in due time since this meeting usually ends with a lunch, which requires that we know precisely the number of participants for the restaurant booking.

Flying to Les Mureaux with our Piper Cub is not excluded. Anyone interested?...

• Col. **Christophe Bastide** Made us aware that, as opposed to previous years, he doesn't want to organize the hotel room reservations for the members who will take part in the La Ferté-Alais airshow on June 2, 3, and 4, 2006.

Unless another member wishes to take over this task, every member will need to do his own reservation in the hotel of his choice. Using the Internet will help you find a hotel that will suit your needs.



## RAOUL LUFBERY COMMEMORATION

Nonette, le 22 mai 1911

Monsieur le Maire,

J'ai eu au mariage, le commandant Lufbery Raoul Gervais qui vient d'être tué au combat aérien au-dessus de Toul, après avoir abattu 18 avions ennemis, est un enfant de Chamalières.

C'est dans votre commune qu'il reçut le jour et qu'il vint grandir les 17 premières années de sa vie. Sa mère était d'origine américaine, à savoir de sa famille l'émigrée de Saint-Jean, française.

Dans ces conditions, Monsieur le Maire, je ferais la proposition de vous signaler le cas et à titre de faveur de la Commune de Chamalières, de vous donner le nom de Lufbery à une rue de votre commune, en l'honneur et au souvenir de votre concitoyen et du héros de la guerre et de sa famille.

A la délibération de la guerre et malgré sa nationalité américaine, il est connu qu'il était français par sa naissance et qu'il devait ses titres à la gloire de la terre de ses parents. Je vous prie de croire, Monsieur le Maire, à ma haute estime et à mon respectueux dévouement.

Monsieur le Maire, il gagna tous ses grades dans l'armée française et en premier lieu, lors de son départ pour l'Allemagne, l'Amérique et l'Espagne dans son avion et la fait reconnaître, lui ont les 5 médailles qu'il avait glorieusement obtenues, mais je voudrais vous dire aussi que l'impossibilité de sa famille probablement son père de faire transporter ses restes dans la Cour-médiane, si la commune de Chamalières ne désirait pas les posséder, les restes de commandant et après son nom de la liste des mathématiciens victimes de la guerre.

Il le racontait pour famille je vous le demande, c'est que Lufbery l'avait en Chamalières où il était né. Chaque fois qu'il venait chez moi, en France, il allait chez sa tante dans les rues qu'il avait fait faire pendant sa jeunesse et qui lui rappelaient ses souvenirs d'enfance.

J'espère, Monsieur le Maire, que vous voudrez bien prendre une telle considération et faire la nécessaire. Dans ces conditions, veuillez agréer, avec respectueux sentiments, mes salutations.

Mme Lebourg  
Instituteur publique  
à Nonette (Puy-de-Dôme)

Chamalières le 27 Mai 1931

MAIRIE  
de  
CHAMALIÈRES  
Monsieur LEBOURG Instituteur  
à Nonette (Puy-de-Dôme)

J'ai l'honneur de vous faire connaître que le conseil municipal de Chamalières en souvenir de votre parent Mr LUFBERY a donné son nom à l'une des rues de la commune.

La nouvelle rue est l'ancienne rue du Château, dans l'une des maisons de laquelle votre parent a vécu pendant fort longtemps.

Veuillez agréer, Monsieur, l'assurance de mes sentiments respectueux.

Le Maire,  
P. B.

Colonel Louis-Jean Gioux met madame Agnès Tournaire, who is responsible for the cultural affairs of the city of Chamalières, in view of a possible participation of the city in the Lufbery project.

Louis-Jean was more than welcome and madame Tournaire has found, in the municipality archives, some mail exchanged between the city and Raoul Lufbery's aunt, madame Lebourg, a public school teacher in the village of Nonette, located not far from Chamalières. On the left are printed copies of these letters which say:

"Nonette May 22, 1918

Mister Mayor,

*The Ace of Aces, Commander Lufbery Raoul Gervais who has been recently killed over Toul after he had shot down 18 enemy aircraft, is a child of Chamalières.*

*It was in your city that he was born and spent the first fifteen years of his life. If his father was of american origin, his mother and his mother's family were definitely french.*

*In these conditions, Mister Mayor, I'm taking the liberty, while advising you of this case and as a relative of commander Lufbery, to ask you if it was your intention to pay tribute and honor this child of our town for his courage and his valor.*

*When the war broke out, and despite his american nationality, he remembered that he was born french and had to contribute to the defence of the soil of his ancestors...*

*...He wins all his grades in the french army, and, last January, as he was a lieutenant, America called him back in its army and made him a Commander.*

*I will not insist here on the 5 medals that he gloriously won, but I would like to ask, since his father will probably be unable to bring his remains back to Connecticut, if the city of Chamalières would not like to get the remains of this valiant hero, and add his name to the list of the unfortunate victims of war.*

*And the reason why I'm asking you, is that Lufbery loved this Chamalières where he was born. Every time he came to my home on leave, he used to go for a walk along these streets that he wandered across so often when he was a kid, which reminded him of his youth.*

*I hope, Mister Mayor, that you will be kind enough to consider my letter and take the necessary action. In these conditions, I beg you to accept my respectful salutations.*

Mme Lebourg  
Public teacher  
in Nonette (Puy de Dôme)"

The Mayor of Chamalières effectively considered madame Lebourg's request, and replied with a letter whose contents were as follows:

"Chamalières le May 17, 1921

Madame Lebourg  
Public teacher  
in Nonette (Puy de Dôme)

Madam,

*I am honored to announce that the Chamalières municipal board, in memory of your relative, has given his name to one of the streets of the municipality.*

*The new street is the former Rue du Château, where is located the house where your relative spent so many years.*

*Please accept, Madam, my respectful feelings.*

The Mayor"

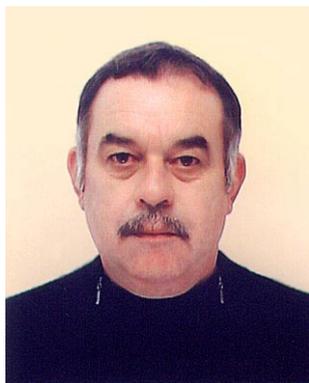
Map of the town - The arrow shows the Lufbery street



## WELCOME DIDIER BOURRASSIER

It's with an immense pleasure that, this month, we welcome colonel Henri Bourrassier's son, Didier Bourrassier.

Didier is getting in the French Wing as a Friend of our Association. We were able to appreciate his kindness and his modesty when he attended the airshow in La Ferté-Alais, together with his father. We immediately dreamed of seeing him become a member of the French Wing. Today, this is reality, which will please everyone who met him.



Didier got the aviation virus thanks to his father who, sometimes, tell him about the campaigns that he has done.

It's in 1972 that Didier started to work at the Clermont-Ferrand airport, thanks to Henri. So it has been 34 years that he lives in aviation and feels very well about it.

He started at the bottom with a tarmac job, then, he climbed the steps, one by one, working for several departments of the airport: Airport agent, Team Leader in Operations with a direct contact with the crew and the flights preparation. Today, he is responsible for a commanding and operation post related to the airport facilities.

Didier has already given a lot to his profession, which is the earmark of people who live in this very special world of air transport which, despite the years that have gone by, has kept intact the spirit of "the Line", which already prevailed at the time of the beginning of airmail and air transport.

Didier is fond of his work (and how right he is!), and aviation. This is why he is so happy, today, to become a member of the French Wing of the Commemorative Air Force.

Welcome to the French Wing Didier!

Pending an imminent update of our Association's phone-book, we thank you to add Didier Bourrassier's address manually to it:

**Didier Bourrassier**

La Croix Foret  
8 Chemin De La Coursiere  
63430 Pont du Chateau  
France

Tel: 04 73 83 08 70

## MESSAGE FROM COLONEL GEORGES MARCELIN

Col. **Georges Marcelin** has, like many of us, suffered a terrible and painful chock when he learned about the death of General **Joseph Risso**. The latter, a very close friends for whom he had an immense affection, was his companion in arms. Together, they lived through difficult times that they had the strength and the courage to overcome, thanks to an ideal named **FREEDOM!** This Freedom that one only knows the value of when he loses it. Our friend Georges put all his heart in this farewell to his friend poem, and was kind enough to let us publish it. Read on...

This is dedicated to the memory of General  
**Joseph Risso**  
(Hero of the Normandie-Niemen)



### FAREWELL

An eagle in the sky has folded its wings,  
For it's the same for heroes and simple mortals,  
We all leave, one day, this "valley of tears",  
Years, against us, are stronger than guns!

He went, covered with glory: The glory of heroes,  
Aureole of those who "flew" so high,  
Not bargaining their life, as their heart told them to,  
And not fearing death, sufferance, or fright!

Because he was part of those (no more than a hundred),  
Who forged the legend of the "Normandie-Niemen"!  
With his comrades, (many died over there),  
They turned it into a terrible fighting machine!

He was a fighter, formidable, efficient,  
He became a Leader as time went by.  
He was a gentleman and a man of heart,  
We were his friends, and we all mourn him!

He was taken away, he leaves an immense gap,  
For us, his memory will remain, very intense,  
If someone asks you to tell them about him,  
Just say: "He sleeps, lulled by his legend"!

*Georges Marcelin*  
*Veteran of the Normandie-Niemen*

## AIRSHO 2006 - PREPARATION OF THE TRIP



Col. **Philippe Duflot** is asking all our members who are interested in a trip to Midland for Airsho 2006 (7 & 8 October) to contact him urgently.

Philippe has offered to look for airline tickets at the lowest possible price by contacting all airlines (American Airlines for Dallas, and Air France and Continental for Houston).

A French Wing members massive participation in our organization's annual airshow would, no doubt, be an excellent way of celebrating the French Wing's tenth anniversary.

In addition, everyone will be able to meet many veterans, and, especially, our good friend and French Wing honorary member, Tex Hill!

Thank you for contacting, as soon as possible, either colonel

**Philippe Duflot** via email at < [skyrunner@wanadoo.fr](mailto:skyrunner@wanadoo.fr) > or by mail at **8 rue Fernand Segouin, 95400, Arnouville**, or colonel **Bernard Delfino** < [bdelfino26@aol.com](mailto:bdelfino26@aol.com) > and **19 rue de Cannes, 93600, Aulnay sous Bois**. Please do detail your specific needs about the trip, the car rental, the hotel accommodation, and the duration of your stay.

The more, the merrier, and the greatest chances we will have to get low fares. This is no formal commitment, but it will allow Philippe to ask these airlines and try and get an offer from them as soon as possible.

**To specify your intentions, we invite you to fill the questionnaire attached to this Newsletter. Do not hesitate to add any useful comment on the back of the form. We thank you for doing so as soon as possible.**

## RECRUITING "FRIENDS OF THE FRENCH WING" IS SUSPENDED

The quota of 10% of our membership at the grade of **Friend of the French Wing** has been reached. Therefore, we ask our members to continue recruiting new members at the two levels of **Colonel** (\$ 160.00 per year), or **Associate Member** (\$ 45.00 per year).

The grade of **Friend of the French Wing** must normally be kept for only 2 years, after which these members have to upgrade to Colonel or Associate Member. This is not always possible, therefore, and until then, we have to temporarily suspend any recruitment at this level.

## UPDATE ON THE SCI

This month, we have added to the SCI list cols. **Didier Cardinal**, **Jean-Christophe Debuissou**, and **Jean-Claude Miniggio** who have booked respectively three, five, and one, parts of this company. A big Thank You to our three friends!

You all received a letter from col. **Philippe Duflot** explaining the benefits of this venture which is totally independent from the French Wing and the CAF, if not in spirit of course.



We thank you for seriously considering this offer of participation which includes very few risks, but also for prospecting around you, in your family, your friends, and your personal relations, **even if yourself are unable to become a member of this SCI.**

G. Avenel	700,00
D. Cardinal	210,00
J-C Debuissou	350,00
B. & F. Delfino	5040,00
J. Francis	420,00
C. Gascon	5040,00
L-J. Gioux	70,00
R. Gouzon	4060,00
G. Marcelin	350,00
J-C Miniggio	70,00
P. Pierre-Pierre	5040,00
G. Robert	140,00
C. Tournemine	1400,00
<b>Total 327 parts sur 1000</b>	<b>22890,00 sur 70000,00</b>

On the other hand, colonel **Philippe Duflot** has precisely found out that the management of this SCI can be done by our Association or by a person of its choice. In this latter case, the Association will remain entirely responsible for this management. This is an other guarantee of the rigor with which this SCI will be ran.

Also, Philippe is now certain that foreigners (that is, people with a different nationality from a french one) are able to purchase shares of this SCI, as long as they are adult.

The best mode of payment will be decided in due time, as well as the possibility of becoming a share holder without travelling long distances.

## RESTORATION OF THE REARWIN SPORTSTER

Colonel **Jean-Christophe Debuissou**, new member of the SCI (See above), has offered to actively participate in the restoration of the Rearwin Sportster. Being an instructor in a technical school, he has the advantage of technical facilities which are normally hard to find, unless a professional is contacted, but, in this case, it would be at a very high cost, well above our financial possibilities.



# DOUGLAS C-54 SKYMASTER

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



Completing this series of articles on American war birds in French colors cannot be done without giving consideration to the Douglas C-54/DC-4 Skymaster, even if this type played only a minor role with the French forces.

As it had been the case for the C-47 (DC-3), chance rather than deliberate planning had given the US Army its first four-engined transport capable of operations across the oceans.

At the time of the Pearl Harbor attack in December 1941, Douglas had in production 24 DC-4A 42 passenger airliners destined for US transcontinental services by US domestic carriers.

In early 1942 the USAAF commandeered the production, and with few changes took over the 24 aircraft, designating them C-54s.

With the experience gained in 1937/38 with its DC-4E which the carriers found too big, too sophisticated and too costly,



Douglas switched to the smaller less complicated DC-4.

By the end of January 1940 four major US airlines had ordered the type, but due to WWII it was to become March



1946 until the DC-4 was first used as an airliner.

The C-54, named Skymaster by the Army, made its initial flight in February 1942 without a prototype having been built.

This was a risk for Douglas and those who ordered the airplane, but seen the experience with the DC-4E and last not least with the DC-3 it was calculable and there were no real surprises.

The C-54A was the first to have a large cargo door in the aft fuselage,

a strengthened floor, a revised cabin interior with removable seats for up to 50 troops, provisions for the installation of stretchers and other military gear throughout.

Other major production versions were the C-54B (the first with integral outerwing tanks), the C-54D, C-54E and C-54G.

All together 1,160 C-54s appear to have been acquired by the USAAF including 211 for the USN as R5Ds and 11 for the RAF under lend-lease.

After the war some 250 surplus C-54s were purchased by civil operators and 79 were built from the outset as airliners.

Technically and operationally the DC-4/C-54 was an excellent machine with significant stretch potential.

This led directly to the larger pressurized DC-6 in early 1946 and to the even higher capacity DC-6B in early 1951, which without doubt was the best piston engined quadri ever built.

The C-54s military career was outstanding as the following selected examples show:

- C-54's made 79642 ocean crossings up to VJ Day with the loss of only three aircraft.



Two photos of one of the three C-54 Skymaster of the french Aéronavale Française (Escadrille 9S).



- The C-54 was the first land-based transport to establish a regular service across the Atlantic, averaging more than 20 round trips a day over many months.

- Besides the C-47, C-46 and C-87 the C-54 played a prominent role operating into China over the "Hump".

- The C-54 was also the airplane without which the 462 day Berlin Airlift would not have been possible in 1948/49.

- Out of some 400 C-54s still in service with the US forces at the time, 319 were committed to keep the two and a half million West-Berliners alive.

70 to 80 % of the total tonnage of everything that a city needed to survive, were flown in by Skymasters. Without it there would not have been a Berlin Airlift and there would never have been an airplane nicknamed the "Chocolate Bomber" by the kids of Berlin.

- Finally the C-54/R5D was to play an important role in the Korean War.

wounded back to the US from Japan. The Skymaster played a negligible role in French service.



Only a single airplane appears to have found its way into the Armée de l'Air.

This had been donated to General de Gaulle in 1945 by US-President Harry S. Truman.

Truman as already President Roosevelt before him, was using himself a special ver-

sion of the C-54C nicknamed the "Sacred Cow".

De Gaulle who was out of power from early 1946 to the late 50s may never have used this airplane, which was still registered in

the inventory of the Armée de l'Air of 1955 as based at Villacoublay with T.L.A.I/60 GLAM (Groupe de liaisons aériennes ministérielles). It should also be noted that the Aéronavale used three

ex-civil DC-4s mainly in a search and rescue role with squadron 9S based at Tontouta (New Caledonia). The last of these was retired in 1982.

Lacking information on the paint scheme for any of these aircraft, DC-4 F-BIAP of UAT-Aéromaritime, which was obviously hired by the French forces for long distance transportation of supplies and equipment, is reproduced above.

#### DATA TABLE - DOUGLAS C-54E SKYMASTER

Description:	Long range cargo or 20 passengers with crew of five
Propulsion:	Four 1 350 HP Pratt & Whitney R-2000
Wing span:	35,81 m (117 ft 6 in)
Maximum weight*:	28 123/33 112 kg (62 000 / 73 000 lb)
Maximum speed:	441 km/h (274 mph)
Cruizing speed:	385 km/h (239 mph)
Range:	6 276 km (3 900 mls)
Service ceiling:	6 706 m (22 000 ft)
Accommodation:	20 passengers or up to 14 515 kg (32 000 lb) of cargo
Armament:	Nil
	* normal/surcharge

#### THANK YOU!

*It is with great sadness that we have reached the end of this series of exceptional articles made of high quality, historical exactness, perfectly written by col. John Røeder, very well translated by col. Michel Perrin, and nicely illustrated with the paintings of mister Jean Bellis.*

*This series started exactly four years ago. It represents a sum of hard work, research, writing, translation, and arrangement, absolutely extraordinary and normally unthinkable for an Association as modest as ours. We very warmly thank our three friends for the hundreds of hours they spent accomplishing this immense task.*



Most aircraft that participated in the so-called Pacific Airlift between the US West Coast and Japan were Skymasters carrying men, equipment and urgently needed supplies westbound and



# FREE FRENCH AIR FORCES (FAFL) THE GROUPE BRETAGNE (2)



Articles and paintings by col. Louis-Jean Gioux

From March 03, 1942, started the missions for the Leclercq convoy: Sanitary evacuations, supplying the troops, reconnaissance, bombardments, etc...

These operations are quite successful but very difficult because of the size of the area the planes have to fly over, the bad weather conditions, and the poor radio communications.

However, the renewal of personnel takes shape progressively, thanks to the arrival of new volunteers from London and various colonies, generally after many adventures to get there, in the middle of the desert.

After the taking of Ugh-El-Kébir, the bombing missions intensify. For example, Mourzouk suffers the assault

of the Groupe Bretagne airplanes. The destruction of enemy planes on the airfield of Oum-el-Araneb is a great success.

Despite the distance, the difficulties to communicate and to get supplies, the personnel of Groupe Bretagne has an excellent morale and trains for future missions...



Pennant made in Brazzaville and broidered by the wives of the Headquarters officers, under the leadership of mrs. Carretier.

As she could not find the necessary ermine for the Bretagne blazon, the priest of the Brazzaville church donated his coat!



## THE WESTLAND LYSANDER



Built by Westland Aircraft Limited in Great Britain, the MK 1 version of this aircraft was produced in 1938. It was followed by the improved versions MK 2 and MK 3.

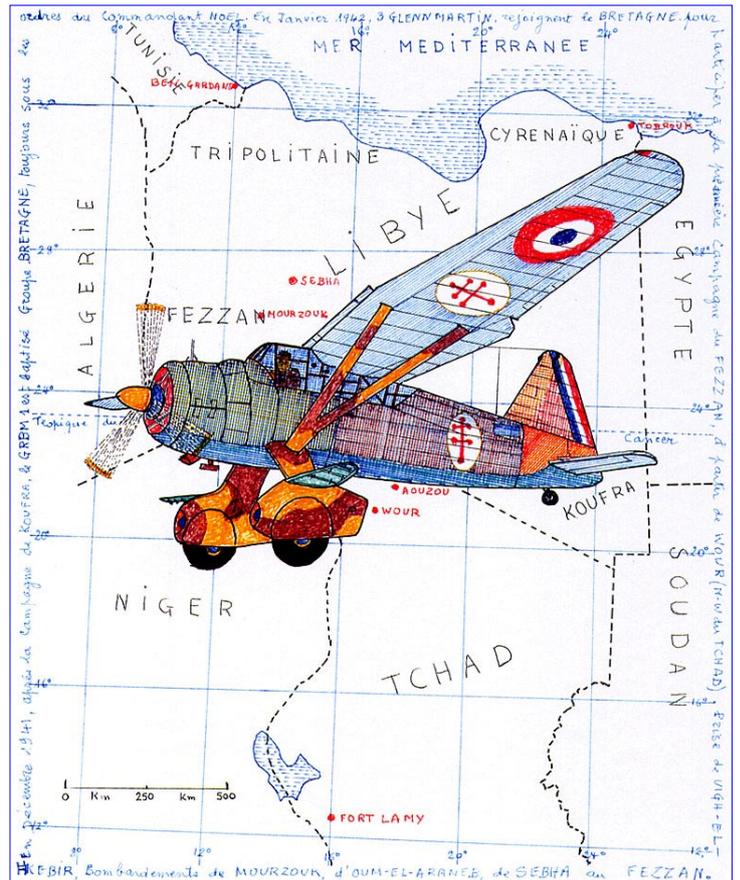
A twin-seater made for liaison, the aircraft specialized in the transportation and the recovery of underground agents in occupied territory.

The Lysander was fitted with a 9 cylinders radial Bristol

Mercury XII engine which was air-cooled and delivered 890 HP.

Its wing span was 15,24 metres (46 ft), its length 9,24 metres (28 ft), and its height 3,50 metres (10,6 ft).

Its take-off weight was 2700 kilogrammes (5947 lb), its service ceiling 7900 metres (23940 ft), its maximum speed 360 km/h (225 mph), and its range 970 kilometres (606 miles).



# MAIL

*This mail page is there to clarify points that you may find obscure, to suggest ideas, or simply to ask for some information related to the CAF or to our Unit. Do not hesitate to write and send any question you wish to ask. We will do our very best to answer them the best we can.*

**Q Can people with a foreign nationality, that is to say other than french, become members of the hangar SCI ?**

*Cols. Barbara and Aubrey Hair*

**R** Our Finance Officer, col. Philippe Dufлот has confirmed that this is quite possible. Effectively, nothing can stop a foreigner to buy some property in France, further more, a share of a hangar.

**Q Can the SCI be managed by a member of the French Wing ?**

*Various members*

**R** Col. Philippe Dufлот says that the law of the land allows that the management can be done by an Association, or by a person designated by the Association. This person may not be a member of the Board of Administration of this Association. This person can be a simple member, but, in that case, the Board of Administration will remain entirely responsible.

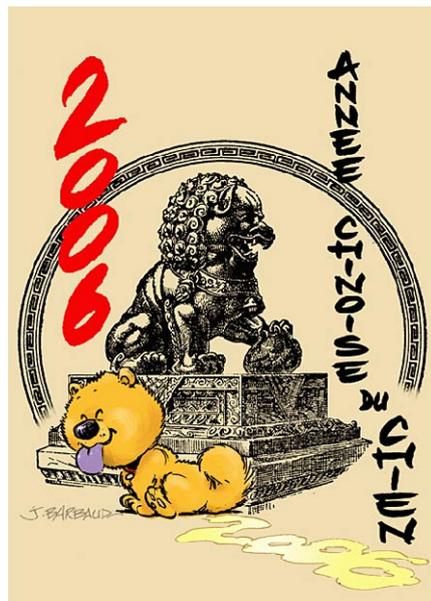
**Q Could not the French Wing purchase a bunch of A4 jackets that would be embroidered with the CAF and the French Wing logos?**

*Col. Christophe Bastide*

**R** The purchase of this type of jackets and the embroidery of the CAF and the French Wing logos or names have been studied before. This idea was quickly dropped because of the enormous price of this operation and the few requests that were made by our members. However, we do not wish to shut the door completely because should enough members ask for it, we are ready to get an estimate.

We, nevertheless, wish to remind our members that the CAF members' shop sells very nice jackets which already have the CAF logo and name. Every buyer could easily get it embroidered with the French Wing logo and name.

This would certainly be better for the CAF which would get the profits of these sales.



*The most adorable card that we have received for the 2006 New Year's wishes was sent by our friend Jean Barbaud who temporarily left airplanes aside to draw this chinese year of the dog: This adorable pet is still very "aeronautical" since it is, without any doubt, an Air Chow-Chow!...*

**Q What is the meaning of the acronym ACAHOF often used in the CAF and in the French Wing Newsletter?**

*Various members*

**R** American Combat Airmen Hall Of Fame. This hall, located in the Headquarters and AAHM Museum, includes a series of portraits of aviators and Units of the American Air Forces, whose braveness during WWII is explained on a billboard dedicated to them.

**Q How can I become a CAF Life Member, and at what cost?**

*Col. Marie-Françoise Le Cornec*

**R** The cost of a Life Membership is \$ 1960.00 which you can pay with a single payment, or over 12 months. In the latter case, you will effectively be a Life Member once the total amount has been fully paid.

The main advantage of becoming a Life Member is that you will not have to worry, in future, about paying your annual dues.

You will receive your Life Member wings, a plaque displaying your new status, and your name will be added to the list displayed on the inside walls of the CAF hangar in

Midland. Becoming a Life Member, at the moment, will save you some money, thanks to the relative strength of the Euro against the US Dollar. A saving of about 20% which may tempt some members of the French Wing?

*Note: Since the moment Marie-Françoise asked us this question, she decided to become a Life Member, and became the tenth member in our Wing to do so. Congratulations Marie-Françoise!*

**Q Will the French Wing be able to help the visitors of Airsho 2006 to organize their tour, especially if they wish to stay a few more days a visit other museums in Texas?**

*Col. Léon Manoukians*

**R** Yes Léon, we will do everything possible to help you organize your trip. All you need to do is fill in the questionnaire attached to this Newsletter, specifying the places you wish to visit particularly, and the dates you are planning for your trip.

Several members have expressed the same wishes, and if your dates coincide, you will be able to stay together as a group of 3 or 4 and rent a single vehicle to save some serious money.

Concerning the hotel room reservations, the ones that will be made for Midland will not be flexible since we need to book them very early.

For the other periods, there is no need to book any room because you can use the magazines which you can find in the entrance of restaurants like Denny's. These magazines are full of vouchers valid for the whole of Texas, and these vouchers will give you a good rebate.

Years of use have proved that they are rarely refused, which may happen if the hotel is full, or if it's a week-end or a holiday. These reductions may go as high as 50 %, which is quite a good value, especially for chains of comfortable hotels like La Quinta for example.

Finally, do not forget that your CAF membership card may give you some reductions in several domains. If you don't know which ones, ask the question and mention the CAF. You never know...

## FRENCH WING P.X.

The following articles are available with a payment by cheque to the CAF French Wing. (+ P & P).

- Wing patch: € 9,00.
- "Gioux" type patch: € 6,00.
- Various epoxy pins: € 5,50.
- Various pins "cloisonné": € 5,00.
- 100 A4 sheets with the Wing logo and your personal address: € 10,00.
- Warbirds photographs 30x45cm: € 10,00.
- T shirt Piper CUB, 170 grammes, Hanes, L or XL: € 15,00.
- T shirt cartoon P40, 170 grammes, Hanes, L or XL: € 15,00.
- T shirts other sizes on order.
- T shirt illustrated with the picture of your choice (Maximum size A5 - Warning! Only send pictures that are free from any copyrights!): € 15,00.
- Aircraft profiles 15 cm x 20 cm ready for framing: Various types: € 4,00 chaque.
- Vidéo filmed in Midland (55mn) VHS PAL: € 16,00 ©.
- Eric Besançon large size paintings: F4U Corsair and Messerschmitt 262 night fighter: € 30,00 P & P included ©.
- Poster N°1 Avions de la seconde guerre mondiale peint by Jean Bellis, 61x81cm: € 9,00 (FW Members), € 10,00 (Non Members) © + P & P.
- Greeting cards with Jean Bellis' profiles: € 4,00 each (P & P according to quantity) ©.
- Roy Grinnell prints - Normandie Niemen, F4U7, and B26 Marauder - Unsigned: € 40,00 + P & P € 10,00. Signed by veterans: € 60,00 + P & P € 10,00 ©.
- Roy Grinnell print of the Piper Cub: € 10 + P & P (FW Members), € 15 + P & P (Non members).
- Post Cards based on the same paintings (B26 Marauder and Neuneu): € 0,50 each (P & P according to quantity) ©.
- CD Rom of all FW Newsletters since January 2000, French and English, and 200 photos of warbirds taken during Airsho in Midland, by B. Delfino: € 10,00 P & P included ©.

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

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# WING PROJECTS

## PATRON COMPANIES SUPPORTING THE FRENCH WING

SKY RUNNER - EPSON  
 AVIATION CLUB DE FRANCE  
 DIFFUSION SERVICE

## RESTAURATION OF THE REARWIN SPORTSTER

The steps that will lead to the restoration of this aircraft are numerous and delicate.

The result of the survey attached to this Newsletter will be a determining element in the path that we will follow, because it's the only way we have to know exactly how many members will volunteer, what are their technical possibilities, and how much time they have available.

As soon as we know these facts and figures, we will organize a first meeting which will give a precise picture of the situation. It will allow us to distribute the most urgent tasks, and it will give us a realistic time scale necessary for this restoration.

**This is why it is so important that all our members react to this survey, precisely and quickly.**

## THERMOMETER

Following the purchase of the Rearwin Sportster 8500, we were forced to update the sums that had been collected and initially intended to be used for the purchase of a hangar, a system which has now been replaced by the SCI. Therefore you will find herewith the same thermometer which now includes the money left after the purchase of the Rearwin, and the new donations made for the restoration of the Rearwin Sportster.

Georges MARCELIN	25,00
Avoir précédent	856,96
<b>TOTAL</b>	<b>881,96</b>

€

