



Volume 10 - N° 3 - Mars 2005

**EDITORIAL**

Colonel Barbara Hair, who was on a mission in Midland to represent the French Wing the Winter Staff Conference, did not stay still! She came back with a host of positive information which relates to numerous and varied subjects which will be very useful to our Wing.

She especially had the pleasure to accept, together with col. George Lodge, and on behalf of all our members, a surprize Award which will make all our members happy.



I shall let you read about all the various aspects of this extraordinary week-end which made the French Wing a Star, in the comprehensive report that Barbara has written about this great event.

Alas, this month of February also has its share of deep sadness, because we have lost our great friend Elzéard Ligneul, an exceptional man, made of kindness and generosity, who devoted his life to the well-being of others. That is how he reached true happiness, which gave him a particularly pleasant personality. Au revoir Elzéard. You have now joined our far too numerous lost friends, and, like them, you are now watching over our Wing.

Bernard

## THE FRENCH WING ACCLAIMED BY THE CAF



Photo: Aubrey Hair

**DURING THE CAF WING STAFF CONFERENCE, HELD ON FEBRUARY 18, 19 & 20, THE FRENCH WING RECEIVED AN EXTRAORDINARY AND TOTALLY UNEXPECTED AWARD: THE **CAF DISTINGUISHED UNIT AWARD 2004.****

**THIS DISTINCTION REWARDS THE UNIT WHICH HAS CONSISTENTLY DONE EXTRAORDINARY AND MERITORIOUS SERVICE TO THE COMMEMORATIVE AIR FORCE** (See next page).



**AN IRREPLACEABLE LOSS! OUR DEAR FRIEND ELZÉARD LIGNEUL HAS SUDDENLY GONE WEST DURING THE NIGHT OF THE 4TH TO THE 5TH OF FEBRUARY, VICTIM OF A FATAL HEART ATTACK** (Article on page 9).



Photo: Aubrey Hair

# COMMEMORATIVE AIR FORCE WING STAFF CONFERENCE

## MIDLAND

18, 19, & 20 February 2005

By our Ambassador  
Colonel Barbara Hair

**A** solid gray, low overcast coupled with drizzling rain hung over Midland International Airport as our 737 circled to land.

How different the city looked from this time last year when the area was shrouded in a blowing red dust storm!

Aubrey and I made our way to the Grande Elegante Hotel in Odessa (formerly the Holiday Inn) where a happy surprise greeted us. The entire hotel had been renovated and totally refurbished inside and out. Staff, food service, public areas and individual rooms were upgraded which made for a most comfortable time spent there in conference.

Our first order of business Friday afternoon was to attend the public meeting of the CAF General Staff where the French Wing was on the official agenda to present a most important proposal pertaining to our new capital campaign.

While I shall leave it to Col Delfino to announce the particulars of this proposal to the



Photo: Aubrey Hair

*Above and left: Barbara, very professional, during her presentation to the CAF General Staff of our important project.*

*Top and cover page: Barbara Hair and George Lodge, both members of the French Wing, receive the DISTINGUISHED UNIT AWARD 2004, which comes with an "E" for Excellence banner. A very big event for the French Wing, but also a big surprise!... Around them are, on the left, Bob Rice, CAF Executive Director, on the right, Joe Cowan, CAF Chief of Staff, and in the background, Keith Lawrence, CAF Director of Administration.*

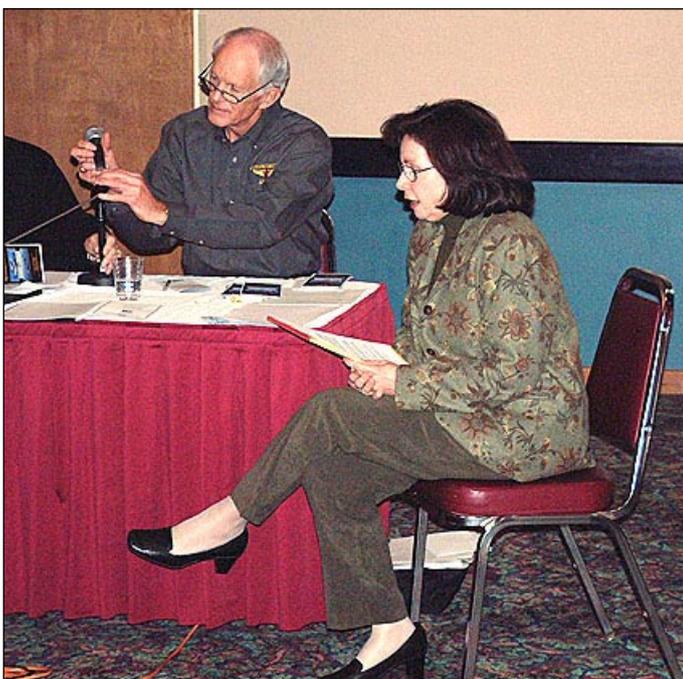


Photo: Aubrey Hair

French Wing membership, suffice it to say that it is a big project which, if it becomes reality, will substantially raise the profile of the French Wing and the CAF in Western Europe. After the proposal had

been made orally, and with the General Staff following along in a written proposal artfully done by Col Delfino, the vote was taken and the proposal was accepted for the FW to go ahead with further exploration of all facets of our idea. We will all hear more of this soon as planning continues.

All WSC delegates filed into the Grand Ballroom at 8:30 AM Saturday for roll call, happy to reacquaint themselves with old friends from other Units

around the country. Col Joe Cowan, Chief of Staff, arose and began the meeting on a somber note. It was his sad duty to announce that Col Howard Martin of the Highland Lakes Squadron had been en route to the WSC in his Mooney aircraft when he had suffered a fatal heart attack.

His passenger, also a pilot, took over the controls and safely landed the plane, however, emergency medical personnel called to the scene were unable to revive Col Martin. Col Martin had been Operations Officer for the North American B-25 «Yellow Rose» for the past 3 years and was well-known and loved by us all. We stood and observed a moment of silence in his memory.

Roll call followed with a great result: 60 of the 79 units worldwide were present which was the largest number of units ever represented.

Col Cowan gave a brief summary of a recent General Staff and Headquarters Staff Retreat which studied organizational changes designed to address the challenges the CAF faces .

At this point, Director Bob Rice was introduced and we may all now address him as Col Bob Rice! Previously, the Constitution of the CAF had prevented the Director at HQ to also be a Colonel but that has been changed to allow for this dual status.



Photo: Barbara Hair

Above, from left to right, three important members of the AAHM: Jeff Wood, Interpretive Director, Tami O'Bannon, Director, and Annelore Robertson, Preservation Director.

Col Rice focused his remarks on increasing the financial stability of the CAF as well as increasing membership. As new world conflicts have arisen in which aviation has played a vital part, the CAF will reach out to the public who remember or participated in the Korean War, Vietnam and Gulf Wars.

While we will always be about honoring the valiant defenders of freedom and the aircraft of WWII, we do not wish to ignore several generations of people and aircraft who have also served in defense of freedom around the world.

## WE MAY ALL NOW ADDRESS HIM AS COLONEL BOB RICE!

We all stood and applauded the introduction of Lt. Roy Test, the honored Veteran of WWII who flew 32 missions over Europe in a B-17. Roy attended this and other events still fitting into his original Army Air Corps dress uniform!

A stirring film of WWII aircraft was shown and reminded us of the men and the planes they flew who made the sacrifices for us all. In 1957 in Mercedes Texas , the CAF was born with 2 objectives: to preserve the planes in flying condition and to remember the men who flew them. In 2005 the vision remains the same but now we have 2 new objectives: Honoring a vision and protecting a legacy.

Col Rice broke down the membership statistics noting that our complete age span of members is from 18 to 98 years old. Only 19% fall into the 18-49 year old range while 23% of membership is in the range from 50-59 years. We all have work to do to educate and recruit the younger age groups who will be the future of the CAF.

The largest spike in new members occurred between 1998 and 2001 under the program designated "Code Name



Photo: Barbara Hair

Above, on the left: Col. Aubrey Hair, and on the right, Col. George Lodge, both eminent members of the French Wing.

Alpha". Today, 54% of Colonels belong to a unit, the rest are unaffiliated. In 2004, 670 new members joined , however, 862 were dropped for non-payment of dues. Most sadly, 95 Colonels have "Gone West" in 2004. These figures underscore the critical need to retain our members as it is easier to keep members than to recruit new ones.

Some suggestions for retention include good communication which involves phone calls, letters, personal invitations to participate in activities at the Unit level, making new members feel welcome by helping them discover their particular talents and abilities by which they come to feel useful and involved in their unit.

Safety continues to be of paramount importance and to reinforce this notion a new staff position was announced who will fill the role of Safety/Flight Operations Manager. This person will develop, implement, monitor and update ground and aviation safety. HQ is currently interviewing suitable applicants for this position and the name of this new staff member will be announced at a later date.

Our FW Member, Col Ken Fields was introduced to announce plans for the American Combat Airman Hall of Fame Dinner at AIRSHO 2005 . This year's inductees will include the members of the China Air Task Force which was formed after the Flying Tigers were disbanded. Another historic painting by our Roy Grinnell will be unveiled at the dinner.

Groundbreaking for the new CAF Commemorative Center will begin during Summer Advisory Board this year. The Center will house the O'Club, Medal of Honor Hall, meeting rooms and the ACAHOF (American Combat Airmen Hall of Fame).

AIRSHO 2005 will feature 60 flying aircraft and at least 1 of every major combat type of WWII aircraft will be displayed. Plans are being made to return to the old CAF airpower display which was notable for its stirring emotional reaction on viewers. More details of AIRSHO will be announced later this year in Contrails.

At this point the members adjourned to meeting rooms to pursue breakout sessions individual to their own interests. Aubrey attended the Maintenance/Flight Operations session while I attended the Safety Session:

Two excellent speakers reminded us of the premier need to constantly identify and practice safety issues. Every unit must have a comprehensive plan for emergencies.

An Emergency Action Plan would include Identifying the emergency first, knowing **What** to do, knowing **How** you are going to do it, and knowing **Who** is going to do it. A "Tailgate Safety Meeting" for 15 minutes before each work session can identify safety issues and refocus all participants on developing and maintaining safe work habits.

An example of pre-planning of tasks would be to decide and discuss ahead of time: "*Robert, you are in charge of fire control today*". This gives Robert the focus on a particular task and allows him



Above: Presentation of various types of fire extinguishers, of their content, and of their particular use.

to check the types of fire extinguishers on hand and their location, assess the work area for fire risk, formulate a plan for fire prevention and control and evacuation of personnel.



Above: Barbara Hair and George Lodge who had the privilege of accepting the Distinguished Unit Award 2004 for the French Wing.

Another member may be in charge of safe aircraft movement, another focused on fall prevention and first aid, etc. A thorough discussion of proper use and storage of fire extinguishers was presented again this year and I was amazed how much I had forgotten this past year, pointing out how important it is to refresh one's memory frequently.

Tami O'Bannion and staff from the AAHM presented the next session for those of us interested in the care and labeling of museum artifacts. The French Wing has already had some experience along these lines with the presentation of Mission 441 to the Museum.

All handouts from this session have been airmailed to Col Delfino and are very detailed as to the proper handling of artifacts and, for those interested in helping with this type of activity, can serve as a good resource.

A sampling of tips from the session: a collection management system should be set up with I.D. numbers which follow a careful format and then those items should be logged into a collection logbook.

A special pencil designed for the task is one of the best marking instruments, never crayon, markers, chalk or ball-point ink. Avoid using rubber bands, staples, paper clips, wire, most kinds of adhesive tapes etc. on collected items. Irreparable damage can be done with a moment's carelessness or lack of knowledge.

I highly recommend the handouts as the French Wing will surely come into possession of many precious objects as time goes by. A rule of thumb is to never accept an item that cannot properly be cared for.

Now the best has been saved for last: the French wing was selected for the **DISTINGUISHED UNIT AWARD 2004!**

We were recognized at a lovely Awards Dinner Saturday evening where George Lodge and I had the signal honor of accepting a beautifully engraved wood and metal plaque and a positively glowing citation honoring the work that the members of the French Wing have done.

Accolades were read to all and a special **BANNER OF EXCELLENCE** was given to be displayed wherever we meet, travel or display our aircraft.

My only unfulfilled wish was that every one of you could have gone to the front of the ballroom to accept this award.

Many CAF members and HQ staff requested that their hearty congratulations for a job well done could be relayed to you all.

What an honor and privilege it was to accept this award on behalf of such an incredibly distinguished and hard-working group.

The **DISTINGUISHED UNIT AWARD** is, at this moment, winging its way to France and may it provide a constant reminder of the high esteem in which each and every one of you is held by the CAF.

BRAVO!

Respectfully submitted,

Col Barbara Hair  
American Representative of the French Wing



To: French Wing

Date: 19 February 2005

Subject: Commemorative Air Force Distinguished Unit Award

Under the provisions of Commemorative Air Force Regulation 900-1, the above named Unit is presented the Commemorative Air Force Distinguished Unit Award.

#### CITATION

THE FRENCH WING OF THE COMMEMORATIVE AIR FORCE HAS CONSISTENTLY DISPLAYED THE HIGHEST LEVELS OF DEDICATION TO THE GOALS AND OBJECTIVES OF THE CAF THROUGHOUT WESTERN EUROPE, PROMOTING THE WORLD WAR II ALLIED CAUSE FOR FREEDOM.

IN CONJUNCTION WITH PUJAUDRAN CITY FATHERS AND THE ASSOCIATION LE SOUVENIR FRANCAIS, THE FRENCH WING RAISED A MONUMENT TO HONOR THE AMERICAN CREW OF A PATHFINDER MOSQUITO THAT WAS SHOT DOWN BY FRIENDLY FIRE OVER PUJAUDRAN. THE FRENCH WING'S EFFORTS FINALLY SUCCEEDED IN HAVING A MONUMENT TO THE CREW ERECTED AND UNVEILED DURING A MEMORIAL SERVICE.

THE UNIT HAS COMPLETED ITS OBLIGATION ON ITS NE-1 (PIPER CUB WITH U.S. LIVERY) AND HAS ACTIVELY CAMPAIGNED THE AIRCRAFT AT AIRSHOWS AND FLYING EVENTS THROUGHOUT FRANCE DURING THE PAST YEAR.

IN ADDITION, THE WING UTILIZES ITS VAN AND PX TENT, COMPLETE WITH THE FRENCH AND AMERICAN FLAGS, TO PRESENT TO THE EUROPEAN AVIATION PUBLIC THE STRENGTH OF THE AFFILIATION OF THE «FREE FRENCH» AND OTHER ALLIED NATIONS THAT FOUGHT IN EUROPE AND AFRICA FOR THE FREEDOM WE AND EUROPE ENJOY TODAY.

THROUGH ALL OF THESE EFFORTS AND MORE, UNIT MEMBERSHIP HAS SIGNIFICANTLY INCREASED BY 25% IN THE PAST TWO YEARS. THEY HAVE GATHERED MEMBERS FROM SEVERAL FRENCH PROVINCES AS WELL AS MANY EUROPEAN COUNTRIES, INCLUDING SWITZERLAND, BELGIUM, ENGLAND, HOLLAND, LUXEMBOURG AND PORTUGAL. THEY HAVE TWO MEMBERS FROM JAPAN AND TEN EXPATRIATE MEMBERS FROM THE U.S.A.

THEIR MONTHLY NEWSLETTER, «AIRSHOW», IS HIGHLY THOUGHT OF IN AVIATION CIRCLES IN FRANCE, AS WELL AS IN OTHER COUNTRIES.

THE FRENCH WING IS HEREBY PRESENTED THE COMMEMORATIVE AIR FORCE DISTINGUISHED UNIT AWARD FOR 2004 IN RECOGNITION OF THEIR OUTSTANDING DEDICATION AND ENTHUSIASM TOWARD SUPPORTING THE GOALS AND OBJECTIVES OF THE COMMEMORATIVE AIR FORCE.

BY ORDER OF:

JETHRO E. CULPEPER

COLONEL, CAF  
COMMANDER

## THE MYSTERIOUS PROJECT

As col. Barbara Hair explained to us with great discretion in her report on the Midland Conference, the Board of Administration has submitted to the CAF General Staff and Headquarters, a great project which, should it materialize, will have some very beneficial effects for our Organization and our Unit.

The idea comes from our very imaginative Finance Officer colonel Philippe Dufлот whom we thank for the very active role he has played in our Unit's life since he became a member.

In the present conditions, we regret to say that we cannot divulge the content of this project. Barbara, as you read in her report, has obtained the agreement, in principle, of the General Staff, but too many unknown facts remain to reveal all the details of this proposal.

We thank you for your patience and assure you that you will know all about this project as soon as we obtain the complete approval of the CAF to reveal it.

We also thank the members who know about this project not to tell anyone about it. Should they speak, they could put in danger this proposal and ruin the work already performed and the efforts that we have made so far.

Thank you!

### LA FERTÉ-ALAIS 2005

Editions Lariviere have, once again, accepted the free participation of our booth during the La Ferté-Alais Airshow on May 14 and 15.

The setting up of our tent will take place on Friday 13 early in the afternoon. We have ordered enough passes for those who declared that they wanted to help this set-up, during the show on the stand, and after the show to put everything away.

The presence of our airplane is still in negotiation. We hope to have at least a place in the static area.

Hotel reservations have been left to everyone to organize, but we do intend to organize the traditional barbecue, Saturday evening, for anyone who wish to participate (Price of the meal: 10,00 Euros per participant).

# BACK FROM THE FRONT.....

## UNIT LEADER

BERNARD DELFINO

### TEN YEARS, ALREADY!

The most senior members certainly remember it well: Exactly ten years ago, they received a letter from me, offering them to financially help the restoration of the Central Texas Wing P-38 Lightning "Scatterbrain Kid II".

This aircraft was taking part in an airshow in Breckenridge (Tx), on May 09, 1994, when it was the victim of a double engine failure on take-off. Forced to belly land in emergency in a rocky area, the plane sustained some very serious damage. Fortunately, the pilot and his young passenger walked away from the scene.

My call was immediately heard, and 20 CAF members out of the then 34 who resided in France, answered my call positively, and we quickly gathered the \$ 1000.00 suggested as the target to reach. Alas, this project was never completed because only a fraction of the necessary \$ 700,000 was found, and the plane was finally given back to the CAF which stowed it while they waited for a generous donor.

But what nobody realized at the time, is that this collective effort of the CAF members in France was about to have more power than any other enterprise, and that this project was about to become the driver of our Unit creation: Motivated by the incredible result of such a powerful project, these members kept alive this union that had been obtained as months went by, and carried on the same path. After a year of administrative research, contacts with the Prefecture in Auxerres, and talks with the CAF authorities, the latter gave us the green light to throw on paper the Statutes that, since this memorable date, rule our Unit.

Today, we are all ten years older, but nobody really complains because the role that everyone played in the development of our Association gave these ten years such a meaning, such a high value, that it allows everyone of us to say to himself with great satisfaction: "It was really worth it!".

## EXECUTIVE OFFICER

ÉRIC DUCREAU

### HANGAR OR NOT HANGAR?

When I received the February issue of our Newsletter, which was superb as usual, I was surprized to find, on the last page, a new thermometer. Money! Money again!...

Some time ago, we decided to buy an airplane, a Piper Cub. My first reaction then, was to say to myself, "We'll never make it, but, let's try...". Then, like many others, I followed, month after month, the temperature rise of this thermometer which never stopped going higher and higher.

During this slow but irresistible climb, many were wondering if - I do say if - we could manage to buy this airplanes, the ideal would be to have our own hangar for several reasons, and everyone dreamed of projects.

Doing our own maintenance, once again if we had an airplane, and, why not, buy a van and park it in this famous hangar, and, as we're at it, take all the things we stow in Didier's and Roger's garages and stow them in this hangar. And then (Let's be mad!), if we had our own aircraft, van, and hangar, why not start our own museum?!!!!...

What a dream, since we did not even have an aircraft!... But, today, the plane is here, really here, and for its first year of operation (not even a complete one), we have paid for everything. Nice performance isn't it?

Today we dream that, this year, we will make some money, if everyone believes in this project and gets to work by giving some of his time and energy to find new members and one or two patrons. The whole thing could be a lot quicker than expected.

This hangar is not an unreasonable project. It is accessible to our Association, and it will make our life and our airplane's life a lot better. Personally I do believe in this project! It will not be completed tomorrow, but, who knows, the day after tomorrow may be?

## FINANCE OFFICER

PHILIPPE DUFLLOT

### SPONSORS OR PATRONS?

As you know, we need money. I wish, today, give you some information on the possibilities of sponsorship by patrons, or gifts from companies.

There are two ways to legally get some money donated by companies:

#### SPONSORING

Sponsoring is a paying exchange: A company gives us some money, some goods, or a service, in exchange for some publicity or some work performed by the Association.

The after-effects for the company must be proportional to its investment.

Advantage for the company: It can deduct its gifts or service totally from its taxable results.

Disadvantage for the Association: The Wing is then considered as another company. This exchange then becomes a contract. It also turns our tax status and have to pay taxes, VAT, etc... It can only be worth it for big contracts and large amounts of money.

#### PATRONS

Patrons may be individuals or companies. They are considered as help providers, whatever the kind of help they give (Money, goods, or services).

A patron gives us his support and increases the value of his image. In exchange, the Association may return this help, but the latter may not be quantifiable.

We may, for example, in exchange of gifts, paint the name of the patron's company on our van, or on panels, displayed during airshows or other events, as long as our activities are not commercial.

Advantages for the company: It can deduct a part of its gift from its taxes under certain conditions and limits (Should some reader be interested, I

can send them the appropriate calculations).

Advantages for the Wing: We are free to use this money as we wish with no need to return this help, no constraints, no taxes, and no income taxes to be paid.

You probably all have a friend, a member of your family, or yourself, who run a company. You may be able to get a cheque - even a modest one - of the local small company that has done some work on your flat or house?

NB: We're only talking, in this article, of the relationship between companies and the Wing.

Of course, all the gifts that are made by individuals, in nature or cash, are not deductible from your income taxes because our Association is not recognized as being of *Public Utility*. On the other hand, there is no limit: Should a member wish to donate a large sum of money, an airplane, or a hangar... he, or she, will be very welcome...



### ADJUTANT OFFICER

DIDIER CARDINAL

#### MEETING OF THE BOARD OF ADMINISTRATION

The Board of Administration held its monthly meeting on February 12, at col. Gilles Avenel's apartment in Paris.

In addition to Gilles that the Board of Administration had invited to participate, were present: Cols. Philippe Dufлот, Didier Cardinal, and Bernard Delfino. Col. Eric Ducreau was on a trip to Normandy.

Many important points were discussed in a very productive way and can be summarized as follows:

- **Hangar/Stearman project:** The project is moving forward, and an advanced technical study will be done in the weeks to come.

- **Sponsors of the Spirit of Lewis:** There are still a few late sponsors whom, we hope, will react very soon.

- **CAF and French Wing Annual Dues:** A few late payers have been contacted for the payment of their dues to the CAF. Various ways of payment were described to them.

- **French Wing Web Site:** We work as much as our availability allows, and we are waiting for the help of our Cadet Julien Lepelletier.

- **Roy Grinnell's work exhibit:** The Aéroclub de France has approved the exhibit of Roy's work in its headquarters during the whole of May 2005. Preparing this show will call for the help of all Paris members.



### OPERATION OFFICER

GILLES AVENEL

#### SAFETY, AGAIN AND AGAIN! THE STARTING OF AN ENGINE (2)

Last month, we studied the implications of safety when starting an engine by manually spinning the propeller.

Ideally, only the person spinning the propeller is concerned by the risk of bad handling, or a misunderstanding between the pilot and himself.

This may happen during a technical or ferry flight originating from a deserted airfield. But these are not normal circumstances for the way our Piper J-3 is operated.

Normally, the plane is used for flights with members or friends on board, or for in-flight presentations during air shows or other events. In these circumstances, the danger resides in the number of persons present around the aircraft, either authorized or not.

In all cases, the airplane is looked after by several colonels who play definite roles, depending on their aeronautical qualifications, or simply because they are enthusiastic and assiduous. They are almost every time the same ones: Thanks for that!

The risk is that other colonels, or friends, also wishing to help prepare the plane, come and give a hand without a definite function.

Far from me the idea of stopping any Wing members from helping. The problem is that, as it was specified last month, **a propeller is a potentially lethal object**, even when it is stopped, and that no one can enter a safety perimeter of several meters around the plane,

except if he has a clearly defined role to perform, for which he has been properly authorized and trained.

What an old and bitter warrant officer's mentality, you may think!... Alas, I was personally the witness of a fatal accident: It resulted from a moment of lack of attention that lasted a few seconds.

The victim was talking to someone nearby, and walked through a rotating propeller, and no one had time to do anything about it. He was, nevertheless, a man of experience since he was a parachutist who had jumped hundreds of times.

I must admit that, so far, I have been very impressed by the discipline adopted by our colonels around the J-3, and I never had the feeling that the risk of manually starting the engine was not reasonably mastered.

Therefore, I simply remind everyone of these precautions to make sure that this discipline will be maintained, in the future, within a larger circle, since we do hope that many more colonels and friends will wish to fly the Wing's airplane.

I also rely on everyone to implement these safety rules, and get them implemented by those who do not belong to our group. Effectively, it may happen, during fly-ins and small airshows, that the public is not segregated from the aircraft. It is rare to leave anyone around a Corsair or a Bearcat during the engine start, but it's less evident when one is dealing with less impressive airplanes.

This is how, for example, during the Liberation celebrations, last September, in Persan (and there was quite a crowd there...) everyone was walking freely around the planes.

Needless to say, I was extremely worried, not only by the fact that there could be an accident, but also by the fact that inexperienced hands or feet could easily cause some damage to the plane, even not realizing it.

It is every French Wing colonel's responsibility to intervene, politely but firmly, and make sure that the public do not get around the plane unaccompanied, and stay around the aircraft when the engine is about to be started.

Overall, just a few precaution... to avoid losing one's head!

## **GÉRARD FELDZER, PRESIDENT OF AÉROCLUB DE FRANCE, HAS BEEN DESIGNATED DIRECTOR OF THE MUSÉE DE L'AIR ET DE L'ESPACE IN LE BOURGET!**

The news of the nomination of Mr. Gérard Feldzer at the head of the *Musée de l'Air et de l'Espace* in Le Bourget, since January 01, 2005, is a great surprize that will please most of the aeronautical and historical organizations.

An Air France recently retired pilot, Gérard Feldzer is well known for his ambitious initiatives, like the one that permitted the display of 100 aircraft on the *Champs Élysées* in Paris, a few years ago. It was risky, but he did it with the help of hundreds of volunteers, museums, and Associations.

Nominating a civilian at the direction of this museum may leave one confused since this establishment is still ruled by the Ministry of Defence. But this extraordinary man's enthusiasm and imagination leads us to believe that the museum will start to move forward very positively.

The Board of Administration of the French Wing has written to Gérard Feldzer to, first of all, congratulate him, but also to assure him of our full collaboration in his future projects, with the hope that he will give Associations like ours, the place that they deserve.

### **ERRATUM**

A few unfortunate errors managed to find their way into the article about the *American Airplanes in French Colors* article in the February 2005 issue of our Newsletter: The title of the Data Table should have read "Harpoon", and not "Ventura", the number of engines is definitely 2, and not 4, and the photo immediately to the left of this table is the picture of a Ventura, and not a Harpoon.

We wish to apologize to our readers for these big mistakes. Our *Editor/reporter/researcher/graphics artist/colorist/translator/page maker/printer/folder/*

### **EQUILIBRIUM**

Colonel Georges Marcelin has recently sent our Leader an adorable letter which, in fact, is destined to all our members.

This is why we cannot resist the pleasure to publish it:

*"Let me tell you a story that happened to me.*

*I was taking a walk in a sort of plain that looked like an airfield. Suddenly, I saw, or, rather, I heard a purring sound, punctuated by some coughing and banging, and, with lots of smoke, what appeared to be a Stearman stopped before me!*

*- What's wrong? I asked.*

*- I'm a poor underprivileged. My cousin Piper received enough to fly, and me, a "handful of peanuts"!*

*- Yes, but you haven't been adopted yet.*

*- I know, but if I could get as much as Piper got, I could soon join him!*

*- Well, I promise that I will deal with this problem.*

*- Ah! Thank you, thank you! I look forward to that, so that I can fly in formation with my cousin!*

*Its engine started to work smoother, probably reassured by my good words, and my Stearman took-off and flew away the same way it came, and... I woke up!"*



*Photo: Bernard Delfino*

This lovely story, made of pure poetry, has a happy ending since Georges joined to his letter a donation to the Stearman project, in order to, as he nicely puts it in his letter, "*recover the equilibrium*".

That is now done. A big thank you for your generosity Georges! Our Piper Cub is overjoyed!

*packer/courser, and, accessorially, President, he has been severely reprimanded for his lack of vigilance, and condemned to sort out his desk, a mammoth task, almost superhuman, that he does not look forward to!...*

### **COLONEL ORLAN R. WICHMAN NEW MEMBER OF THE FRENCH WING**

Colonel Orlan Wichman discovered the French Wing during the commemorations of Mission 441 in 2001. A personal friend of colonel John Roeder and his wife Anne, Or-

lan had been invited to participate to this event. New friendly links were created, and materialized by this new membership of Orlan to our Unit.



Orlan was born in Ohio in November 1932. He grew up in a farm and did a secondary scholarship. Then, he worked for 10 months with the railway company *Pennsylvania Railroad*, and he spent the following two years in the Army, in Japan (Tokyo) and in Korea (Séoul).

After the Army, he began growing seeds and vegetables, in Florida during the winter season, and in Michigan during the Summer. The vegetables were mainly radishes, but also carrots. In addition, he ran a fleet of trucks that delivered these products!

Today, Orlan is retired. Flying was a dream from his earliest years that he never managed to fulfil due to the lack of time and money. This dream became reality thirty years ago, and Orlan now owns a Piper Saratoga and co-owns half of a T-34. He flies the T-34 in formation with other planes of the same type during air shows, which he did twice in Midland.

He also flew the C-47 "Black Sparrow" for 11 years as second pilot, and for 6 years as pilot in command.

Unfortunately, since he was the victim of a heart attack in 1999, his medical qualification became invalidated for the CAF.

Orlan spends most of his time around airplanes. His favorite warbirds are the P-47, B-17, B-24, and P-51. He likes to travel, and hopes to come to France next year. His son lives in Cornebarrieu, very close to his friends John and Anne Roeder. Welcome to the French Wing Orlan!

Orlan R. WICHMAN

D-216 RD 10A

Hamler

Ohio 43524

USA

Tel: 419 274 1037

email: < 8313t@bright.net >

### WANTED...

Any authentic technical document or advertisement concerning the **Morane-Saulnier 315**, including three views drawings, good quality pictures, and anything that you may find about this trainer and fighter airplane.

All documents will be returned once they have been scanned. Thanks in advance to you all!



Photo: Bernard Delfino

### CEREMONY IN ANDRYES 12 MARCH 2005

It's on March 12th, at 15h00 that will take place a commemorative ceremony of the crash of a B-24 Liberator, on the municipality of **Andryes**, 25 miles south of Auxerre. A monument will be inaugurated in **Ferrières**, near Andryes, on the village square.

The aircraft was flying its first mission. It was a B-24J-5-FO42-50954 of the 755th Bomb Squadron (458th Bomb Group), and it was flown by 1st Lt. John W. Moran.

Our famous historian, colonel Jacques Leroux, was contacted in January 2002

### GOOD BYE ELZÉARD LIGNEUL

It is with an immense sadness that we heard about the death of Elzéard Ligneul during his sleep, in the night of February 4th, caused by a sudden heart attack.

Friend of our Association, then Associate Member since 2002, Elzéard was one of colonel Michel Cahiez's best friends, who, himself, disappeared 4 months ago. Since Michel had become incapacitated and unable to drive his car, that is to say, several years, Elzéard had put himself at his service, driving him over hundreds of miles to take him to various air shows, visit museums and historical sites, or to drive him to our Wing Annual General Assembly.



Elzéard was born on December 31, 1947. He started his career as a mechanic in one of the fabric production sites of the Cambrais area. In 1972, he started studies to become an educator, while working in a Center of help through work. These three years were rewarded by a Specialized Educator diploma which allowed him to work in a glass factory where he looked after mentally handicapped people, employed by this factory.

Since 1990, he dealt with young adults who have difficulties and are placed in institutions by a judge for children. Elzéard's work was, therefore, very difficult, and took up most of his time: Following up each individual, organizing training, participating in interviews with the judge, the employers, and the families, administrative tasks, etc...

Two years of study, simultaneously with this meritorious occupation, allowed Elzéard to obtain a diploma of Director, a job that he put into practice when he deputized for his own director.

These great responsibilities did not stop Elzéard from loving aviation. He was very much interested by the WWII period during which the progress of technology was so spectacular.

Elzéard has, today, joined his great friend Michel Cahiez. He lives an empty space that nothing, nor nobody, will

ever be able to fill because he was kindness and generosity personified. He dedicated his life to others' happiness, modestly, discreetly, which gave him a personality that everyone who met him appreciated very highly. He simply was a good man, a man that everyone of us wished to resemble.

Elzéard's funeral took place on Tuesday February 08, 2005, in Ramillies. More than 100 persons were present, a number that simply confirmed the love that everyone had for Elzéard.

The French Wing was represented by cols. Fumiko Delfino and Eric Ducreau. They were able to tell Elzéard's companion, Béatrice Lemoine, all the sadness that the premature departure of Elzéard has caused in our hearts, and to tell her our very sincere condolences on behalf of all our members.

Since the announcement of his death, we received many messages of sympathy. We passed them on to Béatrice, but should some of you want to write to her directly, they may do so by writing to her at the following address:

Béatrice LEMOINE  
28 Contour du Marais  
59161 RAMILLIES  
FRANCE

Béatrice was very touched by our compassion. Here is what she wrote to us all:

*"I wish to thank you from the bottom of my heart for the great gesture of friendship you did on the occasion of the cruel loss of my dear Elzéard, especially since it was not easy for you to come to Ramillies.*

*He would have liked so much to help the Association during his retirement!*

*I am so perturbed that I don't know what to say.*

*Please give my regards and my thanks to all members of the CAF.*  
Béatrice".

by mister Jacques Noble of the B-17 *Pink Lady* Association, to get some help to retrace this drama.

Jacques had a lot of work retracing the story of this plane and these men, but his tenacity managed to do it after several months of research.

At least one member of the original crew, Waist Gunner S/Sgt. Maurice Lee Watson, will be present for this ceremony, with ten relatives and friends from the USA.

Following a suggestion from colonel Jacques Leroux, the French Wing was requested to attend this commemoration with as many members as possible, which is precisely what our activities are about.

The B-17 *Pink Lady* will participate to this ceremony and will do several fly-by's, which will give this event a very special look.

**We now call all our members to do whatever is possible for them to be present during this great commemoration.**

Thanks for contacting us as soon as possible. We will give you the instructions to facilitate your trip to Andryes.



Photo: Bernard Delfino

### **ROY GRINNELL'S WORK WILL BE DISPLAYED IN THE AÉCF NEXT MAY**

If everything works as planned, many paintings made by col. Roy Grinnell will be displayed in the restaurant of the Aéroclub de France, during the whole of May 2005.

We are effectively in the process of making arrangements with this very famous organization, the oldest one in France, whose President is Gérard Feldzer, to organize this show which will allow Roy to be better known by the French public. Please be patient, we will know more about it next month...

## **SPIRIT OF LEWIS SPONSORS UP TO DATE WITH THEIR DUES FOR YEAR 2005**

### **FLYING SPONSORS**

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

### **RESTORATION SPONSORS**

Didier Cardinal  
Georges Marcelin

### **SUPPORTING SPONSORS**

"Sierra Hotel" A-26 Group  
Bunty Bateman  
Henri Bourrassier  
William Davies  
Dominique Deudon  
Claude De Marco  
Stéphane Duchemin  
Louis-Jean Gioux  
Patrick Gremez  
Barbara Hair  
Aubrey Hair  
Yves Houssin  
Elzéard Ligneul  
George Lodge  
Guy Perrin  
John Roeder

A CAF group that becomes a Supporting Sponsor of our Piper Cub, we don't see that happen every day! The "Sierra Hotel" A-26 Group has become a sponsor of our Piper Cub. We owe that to colonel **Rick Hudlow**, the very active Leader, and member of the French Wing, which restores an A-26 Invader in Oklahoma City. A very big thank you to all the members of the A-26 Group!



Peinture de Roy Grinnell

We also thank colonel **Claude De Marco** who has rejoined the group of Sponsors of the Spirit of Lewis for 2005!

### **FRENCH WING 2005/2006 ANNUAL DUES**

As you know, the date of payment of your French Wing annual dues is May 01 each year.

If you haven't already paid, you may start sending your dues to our Finance Officer, col. Philippe Dufлот, at his personal address:

**Col. Philippe DUFLOT**  
**8 Rue Fernand Segouin**  
**95400 ARNOUVILLE**  
**FRANCE**

Members residing in Europe:

Colonels: 50,00 Euros.  
Associate Members: 50,00 Euros.  
Cadets 20,00 Euros.  
Friends of the French Wing: 40,00 Euros

Members residing in the USA:

Colonels: \$ 50,00 cash.  
Friends of the French Wing: \$ 40,00 cash

Members residing in Japan:

Colonels: ¥ 7000 cash.

**Do not send a cheque if you reside outside a European country because the banks can take up to 40% of the value of the transaction!...**

We thank you all for your promptness to pay your dues. It will avoid the usual headaches that our Finance Officer has to suffer every year!...

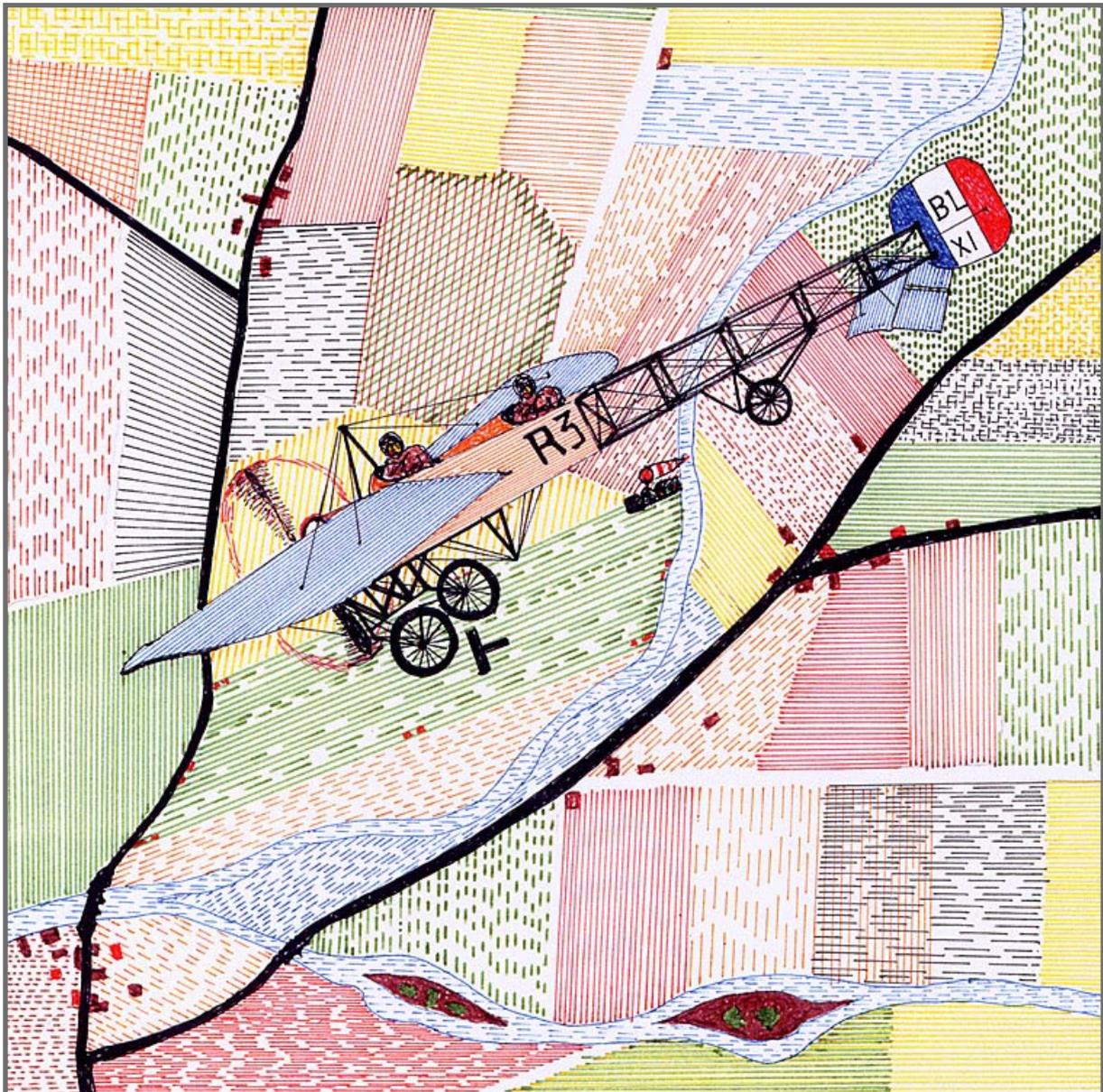
After this date of May 01, 2005, you run the risk of not receiving our Newsletter, which, you must admit, would be a pity, don't you think?...

### **MEMBERS UP TO DATE WITH THEIR 2005/2006 ANNUAL DUES**

Avenel Gilles, Ayars Bob, Ayars Lilian, Delfino Bernard, Delfino Fumiko, Dufлот Philippe, Hair Aubrey, Hair Barbara, Hudlow Rick, Hudlow Louise, Katsones William, Lodge George, Lux Jim, Marcelin Georges, Pierre-Pierre Patrick, Sansing Sandy, Troussart Gilles, Wichman Orlan, Chatel Jean, Wilkes Stella.



Article and painting by col. Louis-Jean Gioux



Peinture: Col. Louis-Jean Gioux ©

A total of 132 Blériot XI were built, in five different versions. These aircraft took advantage of their maker's exploit, Louis Blériot (1872 - 1936), who flew across the Channel on July 25, 1909, on a fragile and poorly motorized airplane.

Multiple modifications, like a more powerful engine and a reinforced structure, finally gave the BXI which was flown by 5 squadrons in 1914, the n° 3, 4, 9, 10, and 18, as well as three others that were made available to the cavalry units.

The five versions were different thanks to the engine power and the weight

they could carry. The Military BXI, and the Artillery BXI, were monoplanes fitted with a 50 HP Gnome engine, the Artillery BXI-2 and the Engineering BXI-2 were twin seaters powered by a 70 HP Gnome engine, and the BXI-3 was a three-seater fitted with a 140 HP Gnome engine.

The Blériot XI was used by the British Royal Flying Corps, and by Italy where

it was built under licence by the SIT company (Societa Italiana Transaera).



Photo: Bernard Delfino

## 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 (55mm) 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 Airsho in Midland, by B. Delfino: € 10,00 P & P inclusive ©.

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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 Finance Officer: Col. Philippe DUFLOT  
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# HANGAR/STEARMAN

## PATRON COMPANIES SUPPORTING THE HANGAR / STEARMAN PROJECT

SKY RUNNER  
 AVIATION CLUB DE FRANCE  
 DIFFUSION SERVICE

### A HANGAR? WHAT FOR?

The search made since the adoption of the Hangar/Stearman project, show that it is possible to build a 3600 sq.ft hangar for about 50000,00 Euros. This surface would allow us to park 4 or 5 aircraft of a respectable size, and to free the space the PX takes in our Leader's house, whose spouse is more than patient and tolerant!

This would also allow us to have a proper office, a living room and bar, a kitchen, a dormitory, a shower, a wash-room, toilets, an aircraft spare storage area, another for the PX, a workshop, and an ideal garage for our van.

All the above could be arranged on two floors, but the total of these commodities will have a respectable size, and will take up some of the total surface of the hangar.

This building, once completed, will quickly become "our home" for our Association, the welcoming place where everyone would get together to work, fly, and have some good time.

Those members living in the provinces will come and spend a few days whenever they like, and it will be an ideal place to run our General Assemblies and many festivities that will come up throughout the year. A dream? Yes, but soon a reality!...

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	4000
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	0
Eleéard LIGNEUL	50,00
Bill KATSONES	27,00
Fumiko DELFINO	45,00
Didier CARDINAL	77,72
Marcel FRANCISCI	10,00
Roger GOUZON	8,25
Aubrey & Barbara HAIR	30,00
Georges MARCELIN	125,00
Bunty BATEMAN	113,16
SKY RUNNER	615,00
Philippe DUFLOT Père	100,00
Événements French Wing	0
DIFFUSION SERVICE	150,00
Intérêts Bancaires Annuels	246,72
TOTAL	1597,85