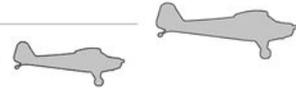




AIRSHOW



CAF FRENCH WING - MONTHLY NEWSLETTER - BULLETIN MENSUEL

Volume 11 - N° 6 - June 2006

EDITORIAL

The 2006 Summer season has started! You will find on page 3 of this issue a reminder of all French Wing events for this season. On page 2, you will find the announcement and the practical details about the Grand Opening of the new Warbird Hall in the Musée de l'Air on May 20 & 21. This event was confirmed only a short while ago, and I hope that despite the short time between the publication of this Newsletter and this event, those who wish to attend will find a way to do so. It's not every day that Warbirds are seen in flight and on the ground, in Le Bourget!

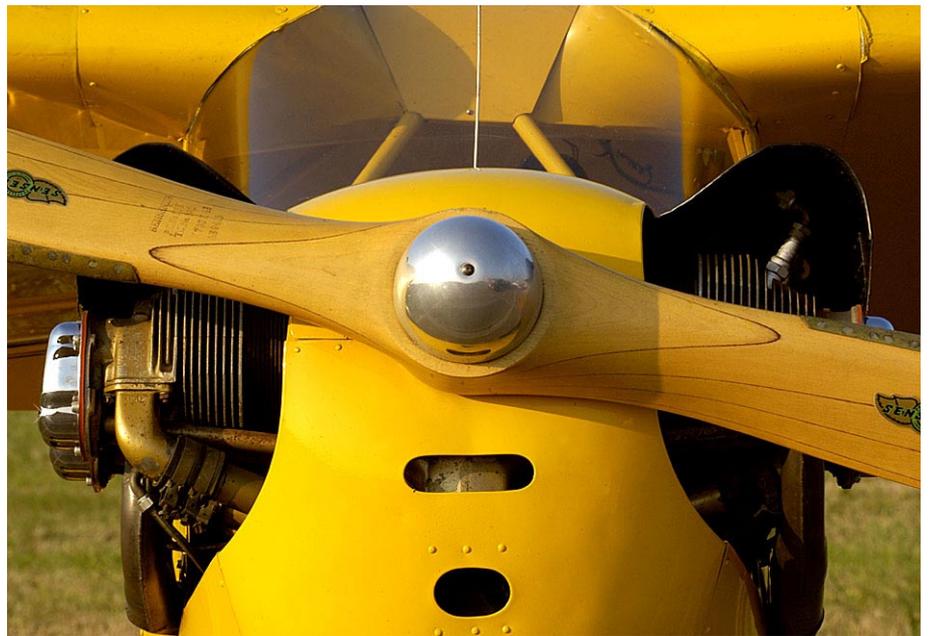
The 2006 program is busy, very busy. It will require the help of the greatest possible number of members. Do not hesitate to get involved in one or several of these events. You will feel a great satisfaction and you will help the continuous success and popularity of the French Wing. Remember: YOU are the French Wing!

I hope that you all like the Spotter Contest that was started last month. Number 2 test is on page 9. It is always amusing to test your own knowledge, and this friendly and playful contest does not call for any special erudition, except a little visual memory. Therefore, it should attract a majority of our members. In addition, the prizes are quite valuable, which is very tempting. You all have numerous books to help you, the various Newsletter issues, and many of you subscribe to one or several magazines. The first batch of answers received is quite promising. Keep on sending them, even if you are a little late. We will see who wins the title of *Ace of the Spotters!*... Results and prizes will be given during our General Assembly in November.

It happens every year... Some of our members are slow to pay their dues to the French Wing. On page 4 you will find the list of those who have already paid. If you can't find your name, I thank you for adding it as soon as possible by sending in your cheque. Our Finance Officer and myself will be very thankful indeed!

Bernard

UNEXPECTED PARTICIPATION OF THE FRENCH WING TO THE GRAND OPENING OF THE NEW WARBIIRD HALL IN THE LE BOURGET AIR MUSEUM ON MAY 20 & 21, 2006!



THANKS TO AIR FORCE COLONEL PIERRE-ALAIN ANTOINE, ORGANIZER OF THE MARVILLE AIRSHOW LAST YEAR, THE FRENCH WING HAS BEEN INVITED WITH ITS PIPER CUB "SPIRIT OF LEWIS" AND ITS PX.

RAOUL LUFBERY: A WONDERFUL PHOTO ALBUM



WITH NEVER PUBLISHED PICTURES, DISCOVERED ON THE WEB, THANKS TO GEORGE CHANDLER (SEE PAGES 6 & 7).

HAVE YOU PAID YOUR ANNUAL DUES?... CHECK ON PAGE 4 IF YOUR MEMORY IS NOT SO GOOD, AND ACT PROMPTLY!

THE FRENCH WING IN LE BOURGET FOR THE GRAND OPENING OF THE WARBIRD HALL

Our readers certainly remember, a few years ago, the hangar that sheltered the warbirds in the Musée de l'Air et de l'Espace had shown signs of weakness so bad that it had become dangerous for the public. It was then decided to close it down.



The thinness of the budgets allocated by the government for the protection of the national heritage being a chronic sickness in our country, that the Musée de l'Air had no other choice than to remove the possibility for the public to visit these marvels of WWII. A few of them were repositioned in other hangars like the B-26 Marauder, the Yak 3 of the Normandie Niemen, and a few others which were placed mainly in the Concorde hangar.

The arrival of a new Director at the head of the museum, last year, was very promising because mister **Gérard Feldzer** is a well-known gold mine of new and excellent ideas. Some are simple and easy to implement, and others are sometimes difficult to accomplish.

The two main problems that he has to face are, invariably, the lack of money, and the difficulty to make people change their habits. Two well known problems! He also most probably has to face numerous "We-need-to" and "All-we-have-to-do", who are quick to criticise any innovative idea, and without whom life would be very dull indeed...

But against these many difficulties, **Gérard Feldzer**, the very first civilian Director to be nominated at this major position (A real revolution in itself!),

always finds a way to overcome inertia and these old habits. We thank him very much for that!

One can easily imagine the amount of time and energy that were necessary to find the funds required by the creation of this new Warbird Hall! But whatever these difficulties were, they have been overcome, and, today, this new hall is ready to shelter these warbirds which are part of the national treasures.

AN UNEXPECTED CALL

About a month ago, **Air Force Colonel Pierre-Alain Antoine**, efficient organizer of the Marville Airshow in 2005, called our Leader to expressly ask for the presence of our Association on this Grand Opening week-end, with its beautiful Piper Cub and its gift shop. As one would guess, this invitation was readily and wholeheartedly accepted!

Our Piper Cub will arrive on Saturday, May 20, at around 2 P.M. after a hop from Le Plessis to Le Bourget. The pilot will be col. **Claude Gascon** and the passenger will be col. **Roger Gouzon**. It will then be displayed in the static area until the following day, and will take-off again, still with col. **Claude Gascon** at the controls, but

this time with a different passenger : col. **Eric Ducreau**.

The PX tent will be set up on Friday, 19th, and several members will be present on the site throughout the week-end to welcome the public and the numerous aviation lovers.

On the menu of this big event are several warbirds which will be coming from various collections, the ones that are part of the museum collection, several WWII veterans, and various associations. Quite a promising and productive week-end for our Unit and for the good reputation of the Commemorative Air Force!

Ten members will be there to look after the plane and to work at the PX. Should other members wish to participate, they will need to pay for their ticket, which is a very



modest cost, and which will allow them to also visit the museum at the same time.

Please spread the news and come to Le Bourget! This is an excellent and easy way to support the Museum and the French Wing!



THE CAF IN LAS VEGAS

The CAF will start its 50th anniversary celebrations by an extraordinary convention in Las Vegas on **July 9, 10, and 11, 2007**. A special rate has been arranged with Hotel Caesars at \$139.00 per night, for one or two occupants. The costs of the receptions and meals will be \$350.00 for the three days. This cost will be reduced if the number of participants increases.

This convention will start with a welcome reception on the Monday, followed by a show. Various Divers seminars and shows will take place on the 10 and 11 July, and this stay will end with a banquet on the evening of July 11th. For more information contact the French Wing which will send you the appropriate form.

SUMMER EVENTS

The program for this Summer is busy. Here's a little reminder for all our members:

- **19, 20, and 21 May, Le Bourget:** Grand Opening of the Warbird Hall with the presence of the *Spirit of Lewis* and the PX.
- **2, 3, and 4 June, La Ferté-Alais:** Annual Airshow with the Piper Cub on static display and the PX.
- **10 and 11 June, Le Plessis-Belleville:** 10th Anniversary of the French Wing and Fly-in with the Piper Cub, the PX, and a giant BBQ! On the 10th, dinner at the Hotel Acadie in Gonesse where will stay the visitors, including Lewis Bateman's sister!
- **1 and 2 July, Air Force Base of Cambrai:** Air Force airshow with the Piper Cub and the PX.
- **7, 8, 9, and 10 July, Rennes:** Modification of the radio installation of the Spirit of Lewis. For a confirmation call col. Cédric Malhaire at 06 80 35 72 54.
- **12 to 29 July, France:** Tour de France of the Piper Cub. For information call Claude Gascon at 03 29 86 71 00.
- **1 to 10 September, Paris and Normandie:** Tour of American visitors who will participate in the commemoration of Raoul Lufbery (Ceremony at the Lafayette Memorial Lafayette on 2 September A.M.).

All members who wish to help with any of these events should make themselves known as soon as possible. Thanks!

"In the intimate world of his cockpit, high up from his wings, a former fighter pilot looks back on 30 years spent in the sky. A summary of difficulties, sacrifices, but also solidarity, joy, and passion..."

The Officer, fighter pilot, gives his impressions, be it about a training course in the Royal Air Force, during the conflicts that shake the planet like the cold war, the war in Chad, the craziness of the Balkans, and the first Gulf war, or even while he was the director of the Patrouille de France aerobatics team in 1990, before he became responsible for the Electronic War Polygon in Ramstein (Germany). Through stories that he

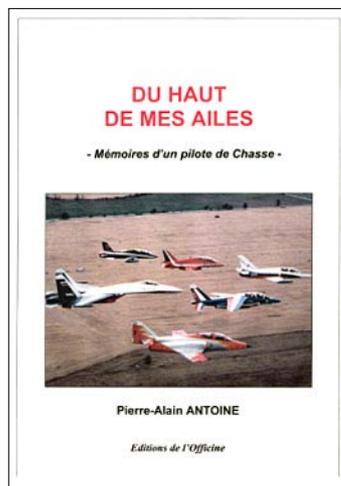


abode, it's also a homage made to the pilots and mechanics, the friendship between them, the professionalism of an officer, the esprit de corps, the example which is the only way to command. In this book which refers to many historical facts, Pierre-Alain Antoine tells unique experiences that he is proud of, with a good sense of humor, and not forgetting a few messages for the young generations and the aviation lovers.

Today, after 30 years in the sky, reserve in the headquarters of CEMAA, he tells us about flight safety, today's aviation status, and the discovery of aviation which he keeps on encouraging by commenting and organizing air shows. Simply to take up an almost secular gauntlet.

Pierre-Alain Antoine is a former fighter pilot who flew F-100 *Super-Sabre*, Mirage III E and Mirage IV A (The A bomb bomber). He commanded a squadron of Jaguar aircraft and led the Patrouille de France from 1990 till 1992, then the Electronic War

NEW AVIATION BOOK



Polygon in Germany.

Totalling 6200 flying hours, Colonel Antoine is very active within the aviation community and organizes air shows with particular history themes. He has also been, for many years, the commentator of the French Air Force air shows".

With a size of 14,5 x 24 cm, this 300 pages book is illustrated by a photo album of 30 pages.

Due to come out at the end of June 2006, the price will be 22,50 €, but you can subscribe for a price of 18,00 € (+ P&P 4,00 €). You can order it by writing to the following address:

AIR HISTORY
BP 216
78002 Versailles Cedex

Write a cheque in the name of **Pierre-Alain Antoine**. You will receive the book as soon as it comes out.

You can also contact colonel Pierre-Alain Antoine by phone, at 06 85 41 27 27, or by sending him an email at <air.history@wanadoo.fr>.



FRENCH WING ANNUAL DUES YEAR 2006 / 2007

Our members' annual dues are coming in slowly, one after the other. To this day, the members who have paid their dues are:

Hugh Alexander III, Gilles Avenel, Bob & Lil Ayars, Jean Barbaud, Bunty Bateman, François Bergeon, Didier Bourrassier, Henri Bourrassier, Merrill Butikofer, Claude Cardinal, Didier Cardinal, Ernest Cartigny, Arnaud Chatton, Jacqueline Clerc, Daniel Costelle, William Davies, Jean-Christophe Debuissou, Bernard & Fumiko Delfino, Dominique Deudon, Stéphane Duchemin, Eric Ducreau, Philippe Dufflot, Ken Fields, John Francis, Marcel Francisci, Claude Gascon, Louis-Jean Gioux, Roger Gouzon, Patrick Gremez, Roy & Irene Grinnell, Barbara & Aubrey Hair, Tex Hill, Yves Houssin, Rick & Louise Hudlow, Alain Jimenez, Marie-Françoise Le Cornec, Jacques Leroux, Isabelle Lesser, George Lodge, Jim Lux, Léon Manoukians, Georges Marcelin, Jean-Claude Miniggio, Guy Perrin, Patrick Pierre-Pierre, Betty Piland, Hervé Quefféléant, Guy Robert, John Roeder, Sandy Sansing, Gordon Stevenson, Alphonse Thiry, Terran Tidwell, Christian Tournemine, Gilles Troussart, Regis Urschler, and Ronald Wright.

To this day, 39 members haven't sent their cheque. We thank them to do this urgently because our Finance Officer may go through a nervous breakdown!....

These dues are the cash flow that our Association needs for its day to day operation: Mailing, Newsletter, office equipment and accessories, contacts with other organizations and Associations, etc...

In a few words, they help us cover all the expenses which are necessary for the life of an Association during the whole year.

Many members have taken this opportunity to make an extraordinary donation because they know the difficulties that we have to face every day. This is an irreplaceable support for those who work hard for the Wing, and we thank them very sincerely.

SPONSORS OF THE "SPIRIT OF LEWIS"

Levels of sponsorship:

Flying Sponsor

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

Restoration Sponsor

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

Supporting Sponsor

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

Non-Sponsor

No annual premium and
80 Euros per flight hour

List of Sponsors to date:

FLYING SPONSORS

Gilles Avenel
Bernard Delfino
Fumiko Delfino
Marcel Francisci - ACF
Claude Gascon
Roger Gouzon
Irene Grinnell
Roy Grinnell
Alain Jimenez
Jean-Claude Miniggio
Patrick Pierre-Pierre
Sandy Sansing
SKY RUNNER
Regis Urschler

RESTORATION SPONSORS

Didier Cardinal
Bunty Bateman
Georges Marcelin

SUPPORTING SPONSORS

Henri Bourrassier
William Davies
Dominique Deudon
Stéphane Duchemin
Barbara Hair
Aubrey Hair
John Roeder
Ronald Wright

STATUS OF THE SCI

The need to acquire a hangar is getting more and more acute, and we cannot do what we want in the hangar where our Piper Cub now resides. Therefore, we ask all members who are interested by this SCI, but haven't decided as yet, to make themselves known as soon as possible. Thanks!



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
B & A. Hair	140,00
C. McAlester	70,00
G. Marcelin	350,00
J-C Miniggio	70,00
P. Pierre-Pierre	5040,00
G. Robert	140,00
M. Watson	70,00
Total 311 parts	21770,00
sur 1000	sur 70000,00

TOUR DE FRANCE OF THE SPIRIT OF LEWIS

We still need some passengers for some sectors of this tour.

We ask all members who are interested by a sector, or a local flight, to contact colonel **Claude Gascon**, master of this project.

Call him on 03 29 86 71 00 or email him at < gascon.claude@neuf.fr > to give your preferences. He will be too pleased to give you all the necessary information for your participation.

CAF AWARDS 2006

The limit date for sending your nominations to the CAF for one or more people that you believe deserve a CAF Award is approaching very fast!

If you are convinced that a member, or a non-member, has acted in an exceptional way for the benefit of our organization or for the French Wing during the past 12 months, you can nominate him, or her, for an Award simply by writing to the CAF Administration Director, **Keith Lawrence**, explaining the exact reasons why you believe that he, or she, deserves an award. Keith will then forward your request to the Awards Committee. Should the English language give you a problem, ask the French Wing Board of Administration who will translate your letter for you.

QUESTION

• Colonel **Marie-Françoise Le Cornec** would like to know if any of our members know about the existence, in France, of a Piper *Colt* airplane, a two-seat aircraft with a tricycle gear, which she likes particularly. Please contact her directly by mail or by phone at:

Marie-Françoise Le Cornec
 "Le Paris" - 83 Route de Longwy
 L-8080 BERTRANGE - LUXEMBURG
 Tél: 00 35 24 50 363

AVIATION MOVIES

• Col. **Bernard Delfino** would like to know if any of our members has, in his own private VHS video collection, the following french feature films. If you do, please contact him as soon as possible because he would like to borrow and copy them. He will be happy to pay for any postage expense:

- Ademaï Aviateur (1934)
- Aloha le Chant des Iles (1937)
- Les bleus du ciel (1933)
- Horizons sans fin (1952)
- Mermoz (1942)
- Narcisse (1930)
- Courrier Sud (1935)
- L'Équipage (1927) (*Not the 1935 one)
- La fille de l'air (1992)
- Ceux du ciel (1941)
- Deux de l'escadrille (1952)
- Gloria (1931)
- Antoine et Sébastien (1973)
- L'aviateur (1931)
- L'escadrille de la chance (1937)
- La grande volière (1947)
- La nuit est à nous (1953)
- Le canard en fer blanc (1966)
- Les aventuriers de l'air (1950)
- Les copains du dimanche (1956)
- Les fanatiques (1957)
- Les gaietés de l'escadrille (1957)
- Le plancher des vaches (1936)
- SOS Noronha (1956)
- Une femme fatale (1974)
- Escale à Orly (1954)
- Les ailes du courage (1994)

SHORT LINES

• **French Wing new patches: They have arrived!** You can buy them for 10,00 euros each (or \$12.00 if you live outside Europe). Please order them today by writing to our PX Officer **Fumiko Delfino** who will be happy to send them as soon as she receives your cheque (For members residing outside Europe, please contact us. We will give you the appropriate instructions for the payment of these patches).

• **La Ferté-Alais 2006 Airshow summary:**

- **Rendez-vous at 15h00 on Friday June 02** at the airshow check point, for those who wish to help setting up the tent. When you arrive at the check point, wait for the arrival of our Leader or phone him at 06 80 36 17 17.

- For members who will arrive **Saturday morning, before 08h30**, phone one of the Board of Administration members so that we can meet you at the check point:

Bernard:	06 80 36 17 17.
Eric:	06 81 90 99 87.
Philippe:	06 30 09 77 35.
Didier:	06 16 70 59 74.

• **The modification of the installation of the radio and the transponder in our Piper Cub has been delayed till July.**

Professional requirements of our Maintenance Officer, col. **Cédric Malhaire**, have been such that they forced him to delay this modification until July 7, 8, and 9 July. For more information, please contact col. Cédric Malhaire, at 06 80 35 72 54.

• If you wish to take part in the contest **Are you a good Spotter?** which was started last month, you must send your answers to test n° 1 as soon as possible! The limit date was the end of May, but we will accept your answers after that date. But please, don't delay them any longer!...

The aim of this friendly contest is not to find all the answers for all the printed silhouettes, but to find as many as possible, while having a good time.

The answers to the **6 tests**, the name of the winners, and the prizes will be given simultaneously during our Annual General Assembly, next November.

CAF 50th ANNIVERSARY BOOK

The documents related to this commemoration and to this book will be posted in Midland on May 15. They should be dropped in your letter box by the end of the month. Please read them carefully as soon as you receive them, and fill them in as requested.

One of the reasons for this mail will be to give your agreement to the CAF to include your name in this book which will also include the history of the CAF from its very first day to date.

In case of a problem, please contact the French Wing head office.



Photo: L. Kamster - SAGA



AN EXTRAORDINARY PHOTO-ALBUM

These photos are from "An arlybird's Scrapbook" and reproduced here with the kind permission of Willis Haviland Lamm

Thanks to George Chandler, and Roy and Irene Grinnell, we have located a web site which is simply extraordinary, produced by the grand-son of one of the Lafayette Escadrille pilot, **Willis B. Haviland**.

Born on March 10, 1890, Willis volunteered to serve with the American Ambulance Corps in 1915. He stayed there 17 months, and when he got his pilot licence, on September 7, 1916 (*Right*), he asked to serve in aviation, and was the 16th pilot to get in the Lafayette Escadrille, on 22 October 22, 1916 (*Below*).



Willis had the particularity of often practising photography on dangerous missions during which his aim was to take shots of vital enemy positions or equipment, and to bring the photos back at all cost. This is probably why he never became an Ace, although he was feared by enemy aircraft whose pilots often had to escape towards their lines to avoid Willis' accurate and murderous shooting, in order to stay alive!

Willis ended the war with "only" 2 victories, but he was one of the most decorated pilots, which proves the extraordinary bravery and the courage that he demonstrated.

The war years were also an occasion to take many moving and interesting pic-

tures, and he is very meritorious for that since, at the time, photography was everything except easy!

Today, Willis Haviland Lamm, grand-son of our fighter pilot and photographer, has taken on the task of preserving these photo-albums and these photographs of the life in the Lafayette Escadrille, and to make them available to the greatest possible number of people. Some are technically good, others a bit less, but how could anyone complain, 90 years after they were taken! The equipment, then, had nothing in common with the ridiculous easiness that we all enjoy today, and the circumstances of the war probably did not give him many possibilities with regards to the development of the films or glass plates, and to the printing of the pictures on paper, in ideal conditions. Therefore, here are a few unpublished



Authentic Sioux head painted on a plane



photographs, taken by Willis Haviland, of our hero Raoul Lufbery (*Above*) and other members of the Lafayette Escadrille (*Below*), including the lion mascots *Whiskey* (*on the right*) and *Soda* (*on the left*)...





Above: Very special photo of Raoul Lufbery taken in Le Plessis-Belleville where, today, resides the French Wing's Piper Cub!



Above and on the right, a better view of Whiskey, one of the two lion mascots of the Lafayette Escadrille. In winter, when the cold was too bitter, Raoul Lufbery sometimes slept with the two mascots! Whiskey was the oldest. Soda was acquired to give him some company.



Clock-wise: Raoul before his Nieuport; one of the few crashes that Raoul experienced with no damage to himself, with Raoul inspecting the remains of his plane, getting ready for a mission, and sitting in the cockpit; and a very nice photo of Raoul, signed by him, taken while standing before an airplane of the Lafayette.



Finally, below: Masson, Willis Haviland, and Raoul Lufbery.





FREE FRENCH AIR FORCES (FAFL) THE GROUPE BRETAGNE (6)



Articles and paintings by col. Louis-Jean Gioux

During the month of September 1945, the Groupe Bretagne was posted to Mengen (Germany). The Marauder were disarmed, the machine-guns were stowed, and the armor plates were removed.

The planes got lighter, and some wooden beams were fitted in the bomb bays to act as rudimentary seats.

who were returning to France. Comfort was very precarious, the temperature bitter cold, but the flights were relatively short. Alas, some accidents were the



The Bretagne started daily flights between France and Northern Africa to repatriate soldiers who were returning home in Africa, and, in return, to fly families

mountain in Alsace causing the death of the 5 crew members. Commandant Mahé was the Commander of the Bretagne. On July 1st, the GBN 2/20 became Groupe

cause of numerous deaths.

The weather conditions were often horrible, which added to the lack of comfort. On December 02, 1946, Commandant Mahé's aircraft crashed into a

de Transport GT 1/63, and on August 15, 1947, it was sent to the base of Thiès (Senegal), swapping the Marauder for some JU-52 Toucan.

With difficulty, the families joined the husbands and adapted themselves to the rough climate and to the lack of comfort in Africa.

The group flew regular flights between Senegal-Mauritania and Senegal-Nigeria, and managed to fly all the missions requested by Headquarters, as well as sanitary evacuations in the entire Western Africa. The mechanics were challenged to keep the ageing planes serviceable.

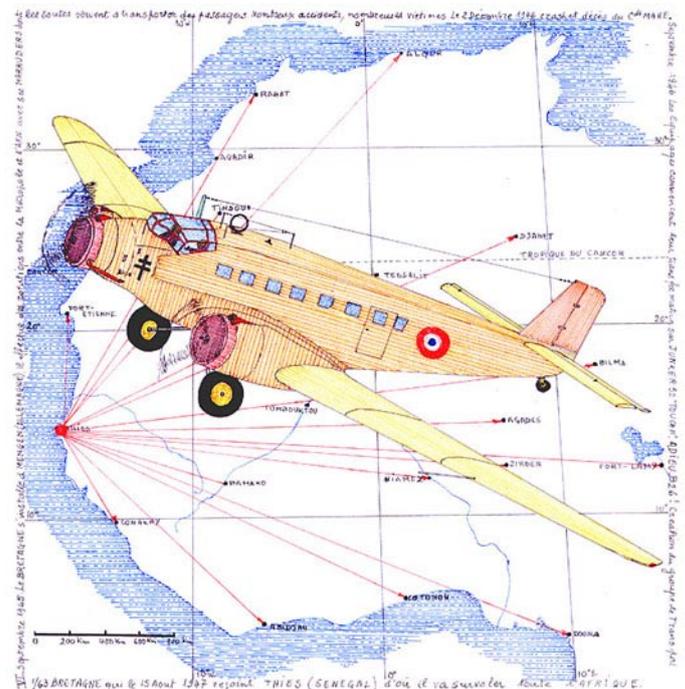
THE JUNKERS 52 TOUCAN

Designed as early as 1920, the JU-52 took to the air for the first time in 1930. It was manufactured in Germany by Junkers Flugzeug und Motorenwerke AG.

The plane, made of corrugated light alloy sheets, was fitted with three 9 air-cooled cylinders BMW1243 engines, which delivered 725 horse power each. The aircraft' wing span was 29,25 m (88,63 ft), the length was 18,90 m (57,27 ft), and the height was 5,52 m (16,72). The take-off weight of the aircraft was 9500 kg (20925 lbs).

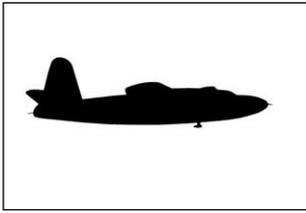
Its maximum speed was 270 km/h (170 mph), its service ceiling was 5500 m (16670 ft), and its range was 1280 km (800 miles). The crew comprised 4 men.

Present on all theatres of the war, be it in the deepest cold or the highest temperatures, the JU-52 was strong and reliable, qualities that largely took precedence over more than doubtful aesthetics! In service with the Luftwaffe, it became an occasional bomber, but its prime use was the transport and the dropping of paratroopers.

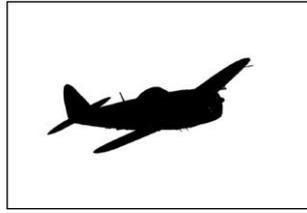


CONTEST : ARE YOU A GOOD SPOTTER?

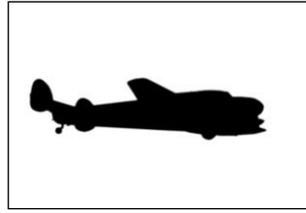
TEST N°2



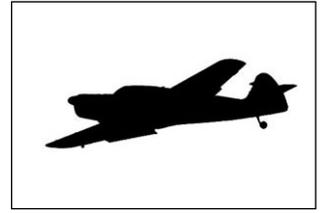
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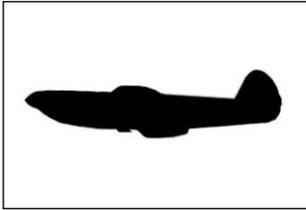
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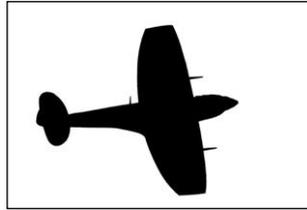
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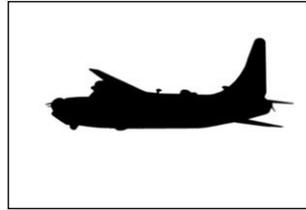
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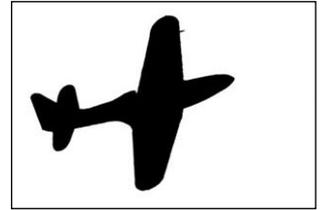
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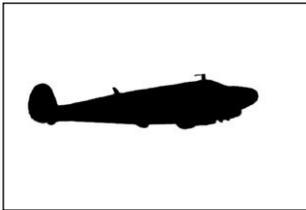
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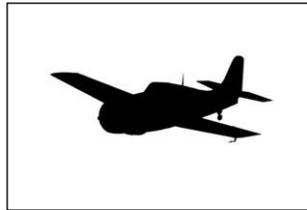
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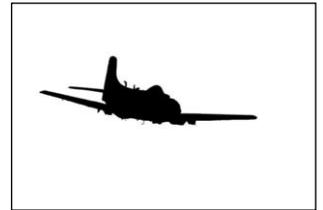
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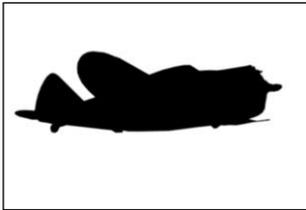
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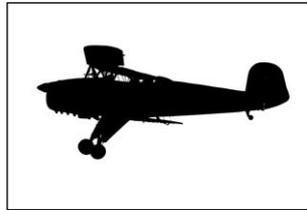
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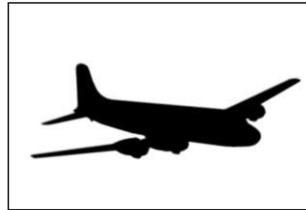
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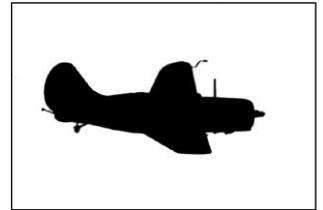
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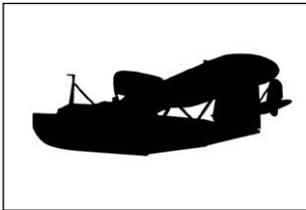
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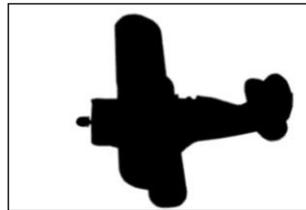
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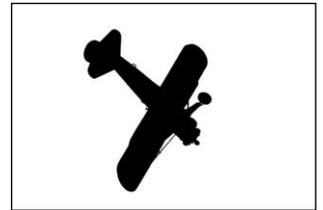
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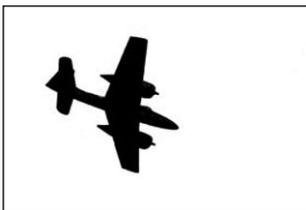
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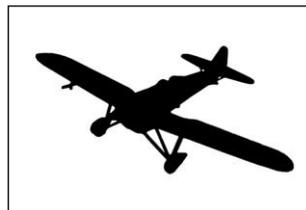
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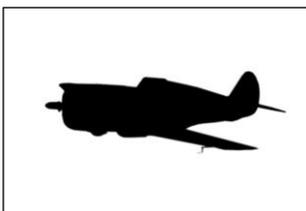
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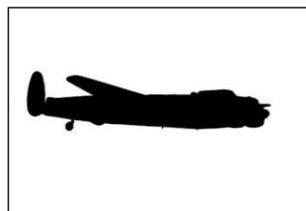
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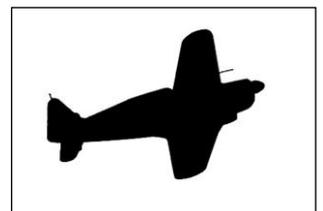
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CONTEST OPEN TO ALL MEMBERS AND FRIENDS OF THE FRENCH WING

This page is the second one of a series of six that constitute a contest whose prizes will be prints made from various artist paintings. You can send your answers by mail or by email, simply quoting the test number, the picture numbers, with the exact type of aircraft for each one of them, not forgetting your name of course. Send it before the publication of the next issue, and be as precise as possible. This exactness will be used to find out who the winners are in case two members have similar answers. The plane silhouettes printed above are a little more difficult than last month, but they can be recognized by any average spotter.

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.

Unit Leader: Col. Bernard DELFINO
 Tel: 0148690457 - email: bdelfino26@aol.com
 Executive Officer: Col. Eric DUCREAU
 tél: 0148616735 - email: edducreau@aol.com
 Finance Officer: Col. Philippe DUFLOT
 Tel: 0134078634 - email: skyrunner@wanadoo.fr
 Adjutant: Col. Didier CARDINAL
 Tél: 0148616735 - email: edducreau@aol.com

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WING PROJECTS

PATRON COMPANIES SUPPORTING THE FRENCH WING

SKY RUNNER - EPSON
 AVIATION CLUB DE FRANCE
 DIFFUSION SERVICE

THANK YOU!

Our most sincere thanks this month go to the following individuals:

Colonel **Marcel Francisci** who has donated another 100,00 euros to our Wing for its activities. A big Thank You! Marcel. You can be sure that this gift will be used with discernment.

Bunty Bateman who has donated £ 100,00 in memory of her late husband, Lewis Bateman. We will have a toast to Lewis during our Wing's 10th Anniversary. It's a promise Bunty!

MAINTENANCE OF THE PIPER CUB "SPIRIT OF LEWIS"

A team of four mechanics carried out the 100 hours check on May 12, 2006. It included the following members: **Didier Cardinal, Guy Perrin, Roger Gouzon, and Bernard Delfino.**

No major problem was encountered during this annual check, and the plane is ready for the renewal of its Airworthiness Certificate.

The only points that will require some attention in a near future: The fuel gauge cork float which needs to be replaced, as well as the oil servicing cap seal. Our aircraft is therefore ready for the various events that will take place during the Summer.

Bunty BATEMAN	100,00
Marcel FRANCISCI	100,00
Dominique DEUDON	200,00
John ROEDER	100,00
Ronald WRIGHT	40,00
Léon MANOUKIANS	30,00
Aviation Club de France	1750,00
Georges MARCELIN	145,00
Avoir précédent	856,96
TOTAL	3321,96

€

