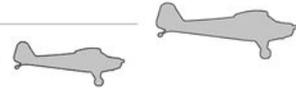




AIRSHOW



CAF FRENCH WING - MONTHLY NEWSLETTER - BULLETIN MENSUEL

Volume 12 - N° 6 - June 2007

EDITORIAL

The first air show of the season has just taken place, the La Ferté-Alais one, and you can read the full report in this issue. We had to face two major obstacles: The rejection of our airplanes in the static display, and the very bad weather on the Sunday, but the result of this event remains very positive because our PX did some good business on the Saturday. Also, we welcomed a new member during this air show, col. Cédric Chanu, and we may welcome another one soon...

Most of our practical problems with the van and the booth have now been solved. Some still need to be taken care of as soon as possible, the most important one being a lack of an area where our members can take a rest from time to time, other than the booth itself which must remain a working place and a place where we can decently represent the CAF. We already have in mind a project which should not give us any insurmountable technical difficulty since it is a simple shelter attached to the back of our vehicle. This will allow a dozen members to rest or have a meal, protected from the sunshine or the rain, and it will leave the PX area free for those who work there. Finally, the number of members was high and I hope it will be the same for the following air shows.

I'm calling all members who haven't paid their annual dues to the French Wing yet. They only have very little time to do so. I thank them for fulfilling this little formality as soon as possible.

The rendez-vous for the month of June are many: Le Plessis-Belleville on the 2nd and 3rd, Meaux on the 9th, Le Bourget on the 15th, Popham on the 16th and 17th, and Le Luc on the 23rd and 24th. I hope that as many members as possible will attend these events so that we can represent the CAF and the French Wing as well as possible.

Finally, although the Summer season will keep most of our members busy, please do not forget that the restoration of the Rearwin Sportster is still one of our top priorities. We will welcome all volunteers with great pleasure!

Bernard

LA FERTÉ-ALAIS VERSION 2007: A VERY WET AIR SHOW!



Photo: B. Delfino



Photo: B. Delfino

**COL. CÉDRIC CHANU:
NEW MEMBER OF THE CAF
AND THE FRENCH WING,
COMMISSIONED DURING THE
LA FERTÉ-ALAIS AIRSHOW,
AND SPONSORED BY COL.
JEAN-YVES CERCY (Page 10)**

CONTRAILS CHANGES TO A 100% ELECTRONIC PUBLICATION, BUT MEMBERS WHO WANT TO GET A PAPER COPY CAN STILL ASK FOR IT (Page 10)

**2007/2008 FRENCH WING ANNUAL DUES
IF YOU HAVEN'T PAID YOUR ANNUAL DUES,
YOU'RE ALREADY ONE MONTH LATE! PLEASE
CHECK THE LIST ON PAGE 5.**

LA FERTÉ-ALAIS 2007



Photo: B. Delfino

The air show of La Ferté-Alais 2007 will leave rather "wet" memories with all who attended this event.

Started under a hot sun shine on Friday May 25, the setting up of our booth was done quickly and was completed just in time before a heavy rain shower and a cold draft that took down many tents of other participants.

The Saturday weather was acceptable, except for the photographers who had to make the best of a rare, weak, and washed out light.

The Sunday started with a beautiful sunshine morning which had everyone hoping for a nice day. Unfortunately, the sun gave up quickly and was replaced by some dense and continuous rain, so strong that it forced the organizers of the air show to cancel the air displays for the rest of the day, that is to say 95% of the show.

Fortunately, the PX worked hard all day long on Saturday, because it only made a few sales on Sunday, due to the lack of spectators. The prints based on col. **Roy Grinnell** paintings were among the most popular articles, and had a success that we never met before. Bravo Roy! The members of the French Wing had come in numbers.



Photo: C. Bastide

From left to right: Bernard, Patrick, Christophe, Philippe, and Air Force Colonel Antoine, friend of our Unit, and organizer of many air shows.

Were present colonels: **Gilles Avenel, Christophe Bastide, Didier Cardinal, Jean-Yves Cercy, Cédric Chanu, Bernard and Fumiko Delfino, Philippe**

Duflot, Michel Fleury, Claude Gascon, Maurice Girard, Roger Gouzon, Marie-Françoise Le Cornec, Jean-Claude Miniggio, Michel Perrin, Patrick Pierre-Pierre, Claude Requi, Christian Tournemine, as well as many relatives and close friends.

The show included a few rare birds of which many had come from England, Holland, and Germany: Curtiss P-40, Curtiss Hawk 75, Spitfire Mk V, Hurricane, Messerschmitt 109, and DC-3.

The local planes were numerous and the following aircraft took to the air: B-17, JU-52, Lockheed Electra, Beech C-45, Yak 11, Polikarpov Po2, Skyraider, two Corsair, and more than a dozen T-6 for a display of a mini *Tora! Tora! Tora!*

The usual WWI ballet of splendid planes, a great speciality of the Amicale Jean-Baptiste Salis, thrilled the entire public.



Photo: B. Delfino

Unfortunately, the strong wind stopped the fragile airplanes of the pioneer era from taking off.

This wind, however, was no problem for the more "modern" aircraft, and the show went on as planned, starting with a parade of helicopters to celebrate the hundredth anniversary of this type of extraordinary machines of which Sikorsky said, one day, that since they started flying, helicopters saved more lives than they cost.

The display of the Hawk 75, so precious to the heart of all french people, allowed everyone to imagine that they



Photo: B. Delfino



Photo: B. Delfino

had travelled through time to find themselves back in the heart of the Battle of France during which, in only three short weeks, the brave french pilots shot down nearly one thousand german airplanes!

As everyone knows, it came very close to the point where the invasion of France could have been a failure, an eventuality which was only missed because of the blindness of politicians, retrograde army leaders, and unconscious political parties which succeeded in slowing down the production of modern aircraft like the Dewoitine 520, the Potez 63, or the Breguet 693 that the country desperately needed. Alas, they came in very



Photo: B. Delfino

small numbers, and much too late to play a significant role in this battle.

The show was concluded by the always popular Armée de l'Air aerobatic team, the **Patrouille de France** which had to adopt a bad weather display, because of the strong wind and low ceiling towards the end of the afternoon. This somewhat reduced, and "horizontal" program, still pleased everyone on the airfield, a show that the following day spectators did not have the luck to enjoy.

Many members took part in the usual occupations during an air show: Representing the CAF and the French Wing, selling items at the PX, preparing our traditional Saturday evening meal under the tent, and talking to amateurs who are always willing to help our Wing in our aircraft activities.

We had the excellent surprize to welcome a new member for the CAF and the French Wing: Col. **Cédric Chanu** whose superb Morane-Saulnier 733 *Aleyon* is stationed in the same hangar as our own planes in Le Plessis-Belleville.

Another candidate to the title of CAF Colonel enquired about the way to become a member and left with a complete commission file under his arm. We hope to hear from him very soon, but one must be very patient sometimes.

Col. **Marie-Françoise Le Cornec** made a donation of a splendid american flag mounted on a pole. This flag has all its elements sewn together, not printed. This flag will be very useful to decorate the French Wing booth, or during various events. Thanks Marie-Françoise!

We will see you all again in La Ferté-Alais in 2008, where we hope to enjoy a better weather, and the presence of our beautiful airplanes.



Photo: B. Delfino



Photo: B. Delfino



Photo: B. Delfino



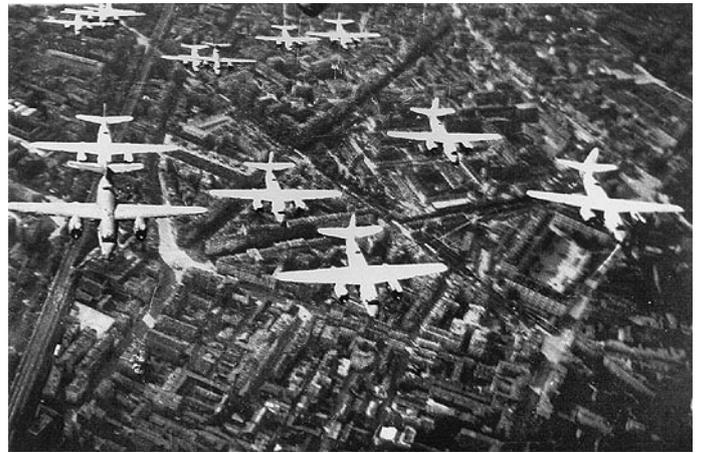
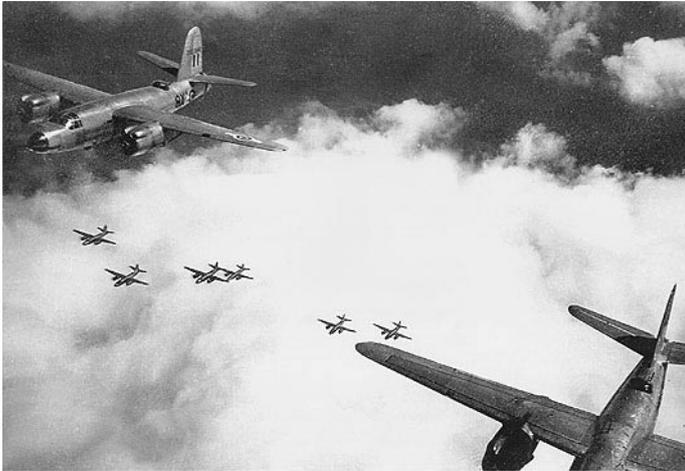
Photo: B. Delfino



Photo: B. Delfino

HISTORY

AIR PARADE FOR THE 1945 VICTORY (Continued)



After the very interesting comments made by col. **Louis-Jean Gioux** last month, today, it's the turn of col. **Alphonse Thiry**, a flight mechanic and gunner flying the B-26 Marauder with **Groupe Bretagne**, to send us some extraordinary photos of the WWII victory air parade by this Unit.

These fantastic pictures perfectly supplement the never published pictures originally sent by col. Marie-Françoise Le Cornec, two months ago.

These three photographs show the B-26 flying formation before they get to Paris, then flying over the French capital. The picture on the left is particularly beautiful since it shows the Arc de Triomphe and the surrounding streets, of which is the most famous one worldwide: The Champs-Élysées. The plane is flying over the Arc de Triomphe, and its fin is superimposed over the Franklin D. Roosevelt square. At the top right hand edge of the photo, one can see the Petit Palais and the Grand Palais, a famous place of many art displays, but also technical displays since it is there that took place the first aeronautical shows.

Col. Alphonse Thiry was very happy to find in our Newsletter these pictures of this beautiful parade, and has thanked us for that.

But we believe that it is us, younger people, who should thank him and his combat comrades, for having risked their lives so many times so that we can all enjoy Freedom today.

FRENCH WING ANNUAL DUES

**LATE MEMBERS:
YOU ARE ALREADY
ONE MONTH OUT IN
THE PAYMENT OF YOUR
ANNUAL DUES!**

The annual dues for the French Wing is:

- 50,00 € if you are a colonel, Associate Member, or Friend of the French Wing (\$ 50.00 if you live outside Europe. See below).
- 20,00 € if you are a CAF Cadet.

If your name is not on the list below, we thank you for sending your participation as soon as possible:

Gilles Avenel, Bob et Lilian Ayars, Jean Barbaud, Christophe Bastide, Bunty Bateman, Shirler Bateman, François Bergeon, Guy Bortolus, Didier Bourrassier, Henri Bourrassier, Merril Butikofer, Claude Cardinal, Didier Cardinal, Ernest Cartigny, Jean-Yves Cerci, George Chandler, Jacqueline Clerc, Daniel Costelle, William Davies, Jean-Christophe Debuissou, Bernard & Fumiko Delfino, Jacques Delorme, Stéphane Duchemin, Eric Ducreau, Philippe Duflot, Michel Fleury, John Francis, Claude Gascon, Louis-Jean Gioux, Maurice Girard, Roger Gouzon, Patrick Gremez, Roy & Irene Grinnell, Aubrey & Barbara Hair, Tex Hill, Rick & Louise Hudlow, Alain Jimenez, Marie-Françoise Le Cornec, Marcel Ledoux, Jacques Leroux, Isabelle Lesser, George Lodge, Barbara Lodge, Jim Lux, Cédric Malhaire, Léon Manoukians, Georges Marcelin, Jean-Claude Miniggio, Guy Perrin, Patrick Pierre-Pierre, Betty Piland, Daphne Prebble, Hervé Quefféléant, John Roeder, Sandy Sansing, Matt Simek, Semaan Soueid, Haruo Tanaka, Alphonse Thiry, Christian Tournemine, Gilles Troussard, Regis Urschler, Bernard Violette, Stella Wilkes, Ronald Wright.

In France, the payment is done by writing a cheque to the CAF French Wing.

If you live in the USA, send a cheque written to **Roy Grinnell**, and specifying the reason for this payment, to the following address:

Roy Grinnell
P.O. Box 719
LITTLE ELM
Texas 75068 USA

The others should mail a \$50.00 note in a letter. Make sure you slide the money between two sheets of cardboard.

OUR AGENT "007" HAS HIT AGAIN!

Col. Jim Adams, well known under the code-name of "007" has just sent us some pictures that he took on May 15 in Midland.

Below, the new Officers' Club is rapidly taking shape, either on the outside or the inside.



These photos should be compared to the ones published last month. Will our O'Club be ready for AIRSHO?... We sincerely hope so!...

"OL'927"

12 May 2007,
Midland, Texas.
Right: The B-24A "Ol'927" comes back to life as it starts its engines for the first time since the conversion to a B-24A carried out with excellence by col. Gary Austin.



Above, Gary Austin proudly poses before this admirable achievement. Note the superb nose-art that will probably be photographed thousands of times by CAF members and the public!

Below, our 007 agent (AKA Jim Adams), has exceptionally unveiled himself a few moments to pose before "Ol'927".



LE PLESSIS-BELLEVILLE

Article and photos by B. Delfino

The French Wing played a very active role in the first aeronautical car boot sale in Le Plessis-Belleville on June 2nd.

A dozen booths offered for sale various aircraft spares, from simple spark plugs to complete aircraft, and some sophisticated assemblies.

Old books and magazines were displayed, together with aircraft plastic models, built or not. Our friends **Marie-France** and **Christian Falentin** had their own booth. Christian is an experienced model maker, demonstrated by the superb models that he displayed. At the end of the day, he took a 30 minutes ride aboard the *Spirit of Lewis*.



If nice weather was prevailing, the public was relatively scarce, but one can estimate the number of visitors on the airfield to half a thousand people over the entire day, which is not so bad, considering that simultaneously was held another event in Vatry, the airport located a few miles away from Reims, a much bigger event dedicated to home-built airplanes and micro-lights.

The planes based in Le Plessis-Belleville were displayed at the airfield entrance or in their respective hangars. The Piper Cub and the Norvigie were part of the Stars of the day!



A group of aircraft collectors came from England with 4 airplanes produced by Auster, one of which was a strange looking Beagle-Auster (*Below right*).

Our friend **Rex Coates** did a demonstration flight of his yellow Morane-Saulnier 733 (*Below*), as well as a Morane 317 (*Bottom*), and various general aviation aircraft.



The PX (*Right*) did some business, and the day was concluded by a giant BBQ for all participants, which ended very late in the night.

However, the members of the French Wing made sure that

they could have enough rest time because the following day was a day of flying for those interested. There were many candidates and the Cub flew a total of 3:50', and the Norvigie 1:10', hence 5 hours in total.



A formation flight allowed Bernard to take a few photographs of the Norvigie in its natural element (*Top and right*). Then people who wanted to enjoy an aircraft ride followed one another until the end of the afternoon, and flights only stopped to give everyone a chance to enjoy a picnic. This nice week-end in Le Plessis was a good compensation

for the previous one in La Ferté-Alais. But one doesn't have to wait for such an event to enjoy flying in Le Plessis. All is required is a phone call to the French Wing to decide on a particular day for a flight.



THE ALAT MUSEUM IN DAX

Article and photos by P. Pierre-Pierre (Except the H-19: Photo AAMALAT via Internet)

It is definitely during the battle of Fleurus that the ALAT (Army Light Aviation) was born. Effectively, at Fleurus, a Belgian town, France won this battle against Austria on June 26, 1794. During this fight, for the very first time, a balloon, the *Entreprenant*, was used for military purposes.

Thanks to a search for documents to be used in the maintenance of our NC 856, I was led to the ALAT and Helicopter museum in Dax (South West of France). That was a good occasion because I had promised myself to go and visit this museum, and see machines that I flew aboard while I was in the Army: The Puma SA 330 (ALAT), and the Sikorsky H-34, or HSS-1 for the Navy (Armée de l'Air).

This museum is located on the training center of Dax which forms helicopter pilots for the national defence. It has become a museum of traditions in 1983, and it displays aircraft that were used by the Light Observation and Artillery Aviation, which became later the ALAT. The MI 8 and the Alouette III n° 1 are exceptions which represent the start of a collection of helicopters which were not used by the ALAT.



Nine airplanes, eighteen helicopters, two auto-gyros, and one drone, are displayed in a 22500 ft² building. In a contiguous hall, dozens of items, models, engines, uniforms, medals, and photos, retrace the complete history of the conquest of the third dimension by the Army. This collection offers the visitors an original proof since 1907 till today.

The idea of an ALAT museum started at the end of the seventies, when a group of officers decided to restore a Vertol H-



21C, nicknamed the "Flying Banana", which was a gate aircraft at the entrance of the base. This machine, magnificently restored between 1979 and 1981, has become the symbol of an endangered heritage that one had to protect from destruction because all these machines have witnessed many conflicts that our country was involved in.

Inaugurated in June 1992, the museum hasn't stop acquiring new aircraft, either airplanes or helicopters, since.

The Association des Amis du Musée de l'ALAT (AAMALAT), Friends of the Museum Association, created in 1981, participates by working on the

maintenance of these machines as a small restoration team, the front desk and ticket sale of the museum, and former ALAT members help as guides for the visitors, giving excellent comments and explanations to them.

I was moved to see the Hiller n° 133 (of

which only remains two aircraft, this one included), which was flown by doctor and captain Valérie André who flew more than 150 evacuation missions.

I admired one of the five aircraft which have been classified as national heritage: Thee Morane-Saulnier 505 *Criquet*, extrapolated from the german Fieseler *Storch*, short take-off and landing plane. I was surprized by the SO-1221 *Djinn* and its system of air jet propulsion at the rotor blade tips. I didn't know the *Gazelle* SA 349, an experimental aircraft fitted with small wings. And I highly appreciated the dynamic presentation of the Nord 3202 B1-B which was flown by Luis Peña, a former member of the french national team of aerobatics, and pilot in the ALAT.

Two *Djinn* are displayed, one with an engine which was started with a rope, and the second one with an auxiliary *Lavalette* engine. A drone named *Crécerelle* which was put into service in 1990 recently arrived at the museum. This reconnaissance aircraft with Delta wings, is propelled by an 2 cylinders, 2 strokes engine and a propulsive wooden propeller. It is equipped with 2 cameras and one video camera, and served during the Gulf war. Catapulted from a truck, it was recovered, after the engine was stopped, using a parachute.

Other than the aircraft already quoted, I was able to see a Bell 47 G, a Nord 3400, a Cessna L-19, a Sikorsky H-19, a Piper L-18, an MH 1521 *Broussard*, a Sikorsky HSS-1, an Alouette II Marine, a Dauphin SA 361, an Alouette II Astazou SS-11, a Sikorsky S-55, a Stampe SV-4, the MI 8 made by the russians, which came from the Eastern German Republic, a Puma



which is the current ALAT workhorse, and an NC 856 in its medical configuration.

In the workshop, the number 2 Puma, experimental, with *Makila* engines, is currently in restoration, as well as a Piper PA-22 *Tripacer* getting a new fabric. Finally, in the back warehouse can be seen many treasures that would make any amateur dream.

2007 is the centennial year for the helicopter: In August and November 1907, two french engineers, Paul Cornu and Louis Breguet, conceived two rotating wings machines which are, today, considered as the birth of the helicopter.

Do not hesitate to travel to Dax. You won't regret it!

I wish to thank Lieutenant Colonel **Guy Fonteneau** for his help, Capitaine



Tristan Leroy curator of the museum, for his warm welcome, Adjudant/Chef **Luc Lachaussée** for his help, his talent as a guide, and his technical knowledge, Maréchal des Logis **Sabryna Lalle** for her kindness and her patience, as well as Madame **Gryseleyn**, the archive researcher for her kindness and her professionalism.

I wish that the reader note that the museum is looking for a Bell UH-1 Huey of any type. Should our american friends know of one available from an European base, I believe that it would make the museum people very happy.

Last May 12, new rooms were opened to the public. The future of the museum

is assured, thanks to the patronage of the Army Heritage Delegation, local communities, and the sponsoring by private companies linked to the helicopter industry. Let us hope that this museum will obtain its classification as a "Musée de France".

Musée de l'ALAT et de l'Hélicoptère

58 Avenue de l'aérodrome

40100 Dax

Telephone numbers:

Front desk : 05 58 35 95 24

Curator : 05 58 35 95 20

Documentation : 05 58 35 95 21

Technical team : 05 58 35 95 22

Association des Amis du Musée de l'ALAT

58 Avenue de

l'aérodrome

40100 Dax

Tel: 05 58 74 66 19

Site: www.museehelicopteralat.com

email:

aamalat@wanadoo.fr

The museum is open to individual visits from March till November, every day except Sunday and Public Holidays, from 14h00 to 18h00.

For group visits, the museum is opened all year with an appointment by phone to 05 58 74 66 19. The car park is free, and you can also get there using public

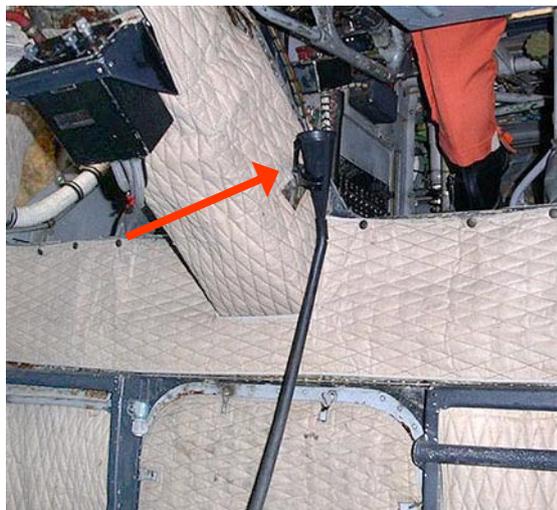


transport (Bus line n°11, CILOF bus stop).

Since, in France, everything must end with a proper meal, I cannot close this article without mentioning the restaurant "Le Cabanon", in Magesq. There, in an old farm, you will be able to savor some specialities which will you make happy that you drove the distance of 10 miles from the museum (Do not hesitate to mention the museum):



Le Cabanon
Tel: 05 58 47 71 51
Fax 05 58 47 75 19
email: le.cabanon@mageos.com



Finally, may I suggest a little game to our readers about the photo on the left? Here are the questions:

1) What type of aircraft is it?

2) What is the use of the item shown by the red arrow, in the center of the photo?

Reply direct to me via email, mail, or telephone.

Patrick

AIRCRAFT MAINTENANCE

Article and photos: B. Delfino

That's it! Our two planes are certified for the year to come. The work related in our latest issue, produced by all the members who took part in that maintenance, was appreciated by the GSAC which have renewed the Certificate of Airworthiness of the Piper Cub and the NC 856. Thanks again to all participants!

The only gray area was the previous maintenance program of the NC 856 which did not seem to be good enough to the GSAC, and I had to re-do it completely, which took me about 50 hours on my computer. The documents that were photo-copied in Angers by Jean-Yves, and in Dax by Patrick, were an invaluable help to complete this task. All these efforts were absolutely necessary to avoid seeing the NC 856 grounded until the situation was corrected.

The checks on the NC will now be done according to this schedule: 25 hours or 6 months, 50 hours or one year, 250 hours or 5 years, and 500 hours or 10 years. This latter check is equivalent to a complete overhaul since it requires the wings to be taken off, as well as many important assemblies. For that, we will see you in 2013!... But there's plenty of time yet, and like with the Piper Cub, we will improve the airplane as we go along because an aircraft as old as this one requires special attention every day. Such a heritage must be looked after and used with great care to last as long as possible.

REARWIN SPORTSTER

The ware house where was made the support for the Rearwin *Sportster* fuselage, and where was done the Ford Transit restoration, had to be vacated because it was sold last month. The transfer of the fuselage called for the manufacture of a special and temporary landing gear. Manufactured by Roger and Bernard, it allowed this transfer to col. Roger Gouzon's workshop, 350 yards away.

The first sortie of the Rearwin took place on Thursday May 17. The flight



Photo: B. Delfino

was limited to a taxi test during which the speed was nearly as high as 2 MPH! At the controls was the youngest Rearwin pilot ever: Keizo, 5 years old, grand-son of cols. Fumiko and Bernard Delfino, and a future CAF colonel considering his pronounced taste for aviation and the pleasure he had controlling this operation.



Photo: B. Delfino

As one can see on the photographs, the pilot remained calm and mastered the machine. He accomplished this technical flight perfectly, a performance that many will envy since he stopped the plane precisely at number 9 of Avenue du Chemin de Fer, at the time and the place that were planned. Bravo!



Photo: B. Delfino

The workshop where the Rearwin now resides, is located at col. Roger Gouzon's address, very close to the RER express railway station called Vert-Galant in the town of Villepinte. The plane is awaiting volunteers who will now carry out the sanding and other exciting jobs which will give it a new life.

This workshop was recently sorted out by cols **Claude Gascon** (Who came especially from Verdun for three days of hard work), **Jean-Yves Cercy**, **Philippe Dufлот**, **Roger Gouzon**, and **Bernard and Fumiko Delfino**. All deserve a very warm thank you since the date of moving out was getting very close. Thanks to them, it was done in time, which avoided many unnecessary and costly complication.

TASKS TO COME

Our three aircraft will require various tasks to be done between air shows. The replacement of flexible hoses which have reached their age limit or which show signs of ageing will be the most urgent ones: Namely brake hoses on the Piper Cub, and fuel ones on the NC 856.

Let us take this opportunity of this article to underline the need for pilots and passengers to clean the airplanes after each flight. Thirty gallons of water are now in the hangar as well as the necessary washing equipment. The number of bugs which stupidly commit suicide on wing leading edges, propeller blades, and engine cowling, are increasing drastically in the summer season, and only an immediate washing can insure that these planes are kept in a reasonable state of cleanness. Thanks everyone!

CUB & NEWS

THE FRENCH WING PIPER CUB SPONSORING SYSTEM

The annual premiums and cost per hour are split as follows:

- **Flying Sponsors:** 250 Euros per year and 25 Euros per hour (Average cost per hour, over 10 hours: 50,00 €).

- **Restoration Sponsors:** 125 Euros and 40 Euros per hour (Average cost per hour, over 10 hours: 52,50 €).

- **Supporting Sponsors:** 50 Euros and 55 Euros per hour (Average cost per hour, over 10 hours: 60,00 €).

- **Non-Sponsors:** No annual premium and 80 Euros per hour.

This system, which is based on 50 flight hours for the whole year, asks for a sufficient number of Sponsors to cover the annual fixed costs of \$ 6800.00.

QUESTION: Can you buy your own Piper Cub and pay all the expenses related to such an ownership?... No?... Well, for a modest amount of money, you can have the pleasure to fly as much as you want on a legendary J-3, without the worries inherent to such an ownership. How?...

ANSWER: BY BECOMING A SPONSOR!



Peinture: Roy Grinnell

SPONSORS OF THE PIPER CUB FOR THE 2007 SEASON

Colonel Alain Jimenez has become a Flying Sponsor of the Spirit of Lewis. Thanks to his arrival, the fixed costs are now covered for the year. Therefore, it will be able to operate with no restrictions. A big thank you to Alain and all other Sponsors who help the CAF and the French Wing reach their goals!

SPONSORS 2007

FLYING SPONSORS

Hugh Alexander III
Gilles Avenel
François Bergeon
Jean-Yves Cercy
George Chandler
Bernard Delfino
Fumiko Delfino
Claude Gascon
Roger Gouzon
Irene Grinnell
Roy Grinnell
Alain Jimenez
Jean-Claude Miniggio
Patrick Pierre-Pierre
Sandy Sansing
SKY RUNNER
Regis Urschler

RESTORATION SPONSORS

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Didier Cardinal
Michel Fleury
John Roeder

SUPPORTING SPONSORS

Christophe Bastide
Frédéric Baudin
Henri Bourrassier
William Davies
Jean-Christophe Debuissou
Claude De Marco
Stéphane Duchemin
Louis-Jean Gioux
Barbara Hair
Aubrey Hair
Léon Manoukians
Haruo Tanaka
Ron Wright

CONTRAILS GOES 100 % ELECTRONIC!

The CAF have decided to go 100 % electronic as far as the publication of our Organization's Newsletter is concerned.

Those who have no computer or Internet connection can continue receiving a paper copy of CONTRAILS by mail, providing they make an official request to the CAF for it. All they need to do is send a letter specifying their name, ID #, and address, and of course the request for a paper copy.

The electronic version will have several advantages:

- A lower cost.
- Easy access.
- A color document.
- A printable document.
- More pages and articles.
- No delay in the reception.

To access Contrails:

- Connect yourself to the CAF web site: < <http://commemorativeairforce.org> >
- Click on the button reserved to members only (That's new!)
- Enter your colonel number in the "User name" box, and your name in lower case in the "Password" box.
- Then click on "Contrails" and choose the issue you're looking for (Generally the latest issue).

NEW MEMBER: CÉDRIC CHANU

Colonel Cédric Chanu got his CAF commission and became a French Wing member during the air show at La Ferté-Alais.



For people familiar with the hangar in Le Plessis-Belleville, Cédric is not a stranger since this is where he has his personal plane: A splendid Morane-Saulnier 733 *Alcyon*, painted in the colors of Squadron 10S of the French Navy, as based in Saint Raphaël in the sixties.

Cédric is a Captain with Air France, the airline for which he flies Airbus 320 aircraft, just like his CAF "God Father", col. Jean-Yves Cercy.

Cédric has been overloaded with work lately, and at the time these lines are typed, we haven't received his CV yet. However, in the mean time, we could not resist to give you this great piece of news. Welcome to the CAF and the French Wing Cédric!

Cédric CHANU
3 Allée Apollon
77410 GRESSY

01 60 26 18 97 - cedchanu@free.fr

2007 OPERATIONS

By col. Patrick Pierre-Pierre

- Our planes, like many others by the way, were not accepted in La Ferté-Alais because of decisions whose reasons are unknown.
- Col. Hugh Alexander III had to cancel his trip to France where he was due to take part in 5 legs of the Tour de France, because of the poor health of two of his relatives.
- We have cancelled Niort and Montluçon. As a replacement, we will take part in the Fly in organized on June 9 by the people who came to our own Fly in last year in Le Plessis with their magnificently restored Norécrin. I believe it is the interest of the Wing to take part, as often as possible, to events that can be attended by a maximum number of members.
- I am still looking for one or several persons who wish to get involved in our project of a DVD that would show our planes in flight. I also would like to make a DVD explaining the hand start of the J-3, as well as safety measures during refueling operations.

TOUR DE GAULE 2007

DATES	ITINERARY	PILOT	PASSENGER
13/7/07	Le Plessis/Troyes/Montbéliard	C. Gascon	L. Manoukians
14/7/07	Repos Montbéliard	C. Gascon	L. Manoukians
15/7/07	Montbéliard/Chalon/Issoire	C. Gascon	J-C. Miniggio
16/7/07	Repos Issoire	J-C. Miniggio	C. Gascon
17/7/07	Issoire/Grenoble	C. Gascon	J-C. Miniggio
18/7/07	Repos Grenoble	J-C. Miniggio	C. Gascon
19/7/07	Grenoble/Mende/Toulouse	C. Gascon	R. Gouzon
20/7/07	Repos Toulouse	P. Pierre-Pierre	R. Gouzon
21/7/07	Toulouse/Périgueux/Couhé	P. Pierre-Pierre	R. Gouzon
22/7/07	Meeting Couhé	P. Pierre-Pierre	Démonstration
23/7/07	Couhé/La Rochelle	P. Pierre-Pierre	R. Gouzon
24/7/07	Repos La Rochelle	P. Pierre-Pierre	R. Gouzon
25/7/07	La Rochelle/Rennes	P. Pierre-Pierre	R. Gouzon
26/7/07	Repos Rennes	G. Avenel	B. Delfino
27/7/07	Rennes/Deauville/Dieppe	G. Avenel	P. Dufлот
28/7/07	Repos Dieppe	G. Avenel	P. Dufлот
29/7/07	Dieppe/Le Plessis	G. Avenel	P. Dufлот

2007 AIRSHOWS & EVENTS

MONTH	DATE	PLACE	A/C	CREW One way	CREW Return	PX	ORGANIZERS	
MAY	25-27	LA FERTE ALAIS	CANCELLED					AJBS
JUNE	2/3	LE PLESSIS	J3 NC	TOUS (Fly-in)	TOUS (Fly-in)	YES	CAF/FW	
JUNE	9	MEAUX	J-3 NC	C. Gascon/P. Dufлот JY. Cercy/B & F Delfino	C. Gascon/P. Dufлот JY. Cercy/B & F Delfino	Mini PX	Local	
JUNE	14-17	POPHAM (UK)	J3	G Avenel	G Avenel	70ans du J3/NO	Piper Club France	
JUNE	14 & 18	BOULOGNE				NO		
JUNE	16 & 17	MONTLUÇON	CANCELLED					Rassemblement AF
JUNE	23 & 24	LE LUC	NC	PPP/R. Gouzon/P. Dufлот	PPP/R. Gouzon/P. Dufлот	Mini PX	ALAT	
JULY	8	EVREUX	J3 NC	C. Gascon/P. Dufлот PPP/R. Gouzon	C. Gascon/P. Dufлот PPP/R. Gouzon	YES	Armée de l'Air	
JULY	13-29	TOURDEGAULE	J3	Voir tableau joint	Voir tableau joint	Mini PX	CAF/FW	
JULY	22	COUHE VERAC	J3	Pendant tour de Gaule	Pendant tour de Gaule	Mini PX	Aéro club	
AUGUST	5	SARLAT-DOMME	NC	PPP / P. Dufлот / R. Gouzon	PPP / P. Dufлот / R. Gouzon	NO	Aéro club	
SEPT.	2	LENS	J3 NC	/ /P. Dufлот	/ /P. Dufлот	YES	Air History	
SEPT.	9	PERSAN	NC	PPP/groupe Norvigue	PPP/groupe Norvigue	NO	Aéro club	
SEPT.	15 & 16	TOUSSUS LE NOBLE	J3 NC	/ PPP/	/ PPP/	YES	Air History	
SEPT.	22 & 23	RENNES	J3	C. Gascon/	C. Gascon/	Mini PX	Aéro club	

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 ©.

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THANK YOU!

• This month, our most sincere thanks go to:

- **Alain Jimenez** who has become a *Flying Sponsor* of the Spirit of Lewis, and also paid his annual dues to the French Wing. Thanks to him, the fixed costs of the Piper Cub are now covered, and the plane can operate without any problem for the whole year.

- **Roy & Irene Grinnell, Fumiko & Bernard Delfino, Kim Tolfree, Patrick Pierre-Pierre, Barbara et Aubrey Hair, Jean-Yves Cercy, and Michel Perrin**, for the gift of articles whose sale by the PX produced a total of 581,10 € which have been added to the French Wing Projects under their individual names. To all of them, a big Thank You!

- **Jean-Yves Cercy, Bernard Delfino, Philippe Duflot, Roger Gouzon, et Claude Gascon**, for their very active participation in the sorting out and the cleaning of col. Roger Gouzon's workshop, and to the moving of all the equipment from the warehouse to this workshop. A big Thank You to all of them!

- Finally, let us thank all the members who have already sent their French Wing annual dues. At the time these lines are typed, except for errors and omissions, about twenty members haven't sent theirs yet. We thank them for doing so as soon as possible because they're already one month late!

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	14000
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	8000
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Jean-Yves CERCY	50,00
Amaud CHATTON	15,00
Claude DE MARCO	50,00
Roger GOUZON	2,00
Michel PERRIN	6,00
Jean-Pierre JOB	80,00
Jean-Christophe DEBUISSON	50,00
Henri BOURRASSIER	50,00
Hugh ALEXANDER III	18,50
Sandy SANSING	700,00
Regis URSCHLER	907,00
George CHANDLER	750,00
Matt SIMEK	100,00
Guy BORTOLUS	10,00
Patrick PIERRE-PIERRE	15,00
Eric BESANÇON	20,00
Jean BARBAUD	40,00
Shirley BATEMAN	50,00
David & Eileen BOTTLEY	50,00
Marie-Françoise LE CORNEC	50,00
Philippe DUFLOT	13,00
Christian FALENTIN	15,00
Barbara & Aubrey HAIR	110,00
Claude REQUI	17,00
Kim TOLFREE	13,10
Eric JANSOONNE	30,00
Christophe BASTIDE	45,00
David PRICE	25,00
Fumiko DELFINO	330,60
Bernard DELFINO	364,25
Haruo TANAKA	45,00
Eric REARWIN	10,50
Yves DONJON	8,00
Roy & Irene GRINNELL	465,00
Bunty BATEMAN	150,00
Marcel FRANCISCI	100,00
Dominique DEUDON	200,00
John ROEDER	175,00
Ronald WRIGHT	104,00
Léon MANOUKIANS	30,00
Aviation Club de France	3750,00
Georges MARCELIN	590,00
Activités French Wing	57,00
Avoir précédent	856,96
TOTAL	10337,91