



# Airshow



CAF French Wing

Monthly Newsletter - Bulletin Mensuel

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## EDITORIAL

*The airshow of La Ferté-Alais is over. It was a beautiful show and a beautiful reunion of French Wing members who were dedicated to make this annual event a real success.*

*The amount of work they produced would make some companies very jealous, since their professionalism and their dedication were simply extraordinary! No task was too difficult: Preparing the equipment, setting up the tent, transporting all this equipment, manning our booth, dealing with PX sales, and many more... A big BRAVO to all!*

*I would like to express a special Thank You to colonel Henri Bourrassier who participated to this event for the first time. He demonstrated an absolutely outstanding gift for public relations. You will read all about it in this issue.*

*I also sincerely thank his son in law, Eric, who drove him, and quickly became very popular among all our members, happy to meet him and charmed by his kindness. There are some people, like him, for whom people wonder why they are not colonels... The CAF would definitely be honored about it!*

*You believe that some people, CAF members or not, deserve an Award from our organization? Please turn to page 5 and see what the procedure is. But hurry! The limit date is nearly there!*

*I will end this editorial by a personal wish following the loss of the Tuskegee Airmen P-51C: That all CAF members join their efforts to restore it. We can do it!...*

Bernard

## LA FERTÉ-ALAIS 2004 : ANOTHER SUCCESS FOR THE FRENCH WING



Photo: Bernard Delfino

READ THE COMPLETE REPORT OF THIS GREAT EVENT ON PAGES 2, 3, & 4.

## COLONEL ROY GRINNELL APPOINTED "HONORARY ACE" BY THE AMERICAN FIGHTER ACES ASSOCIATION.

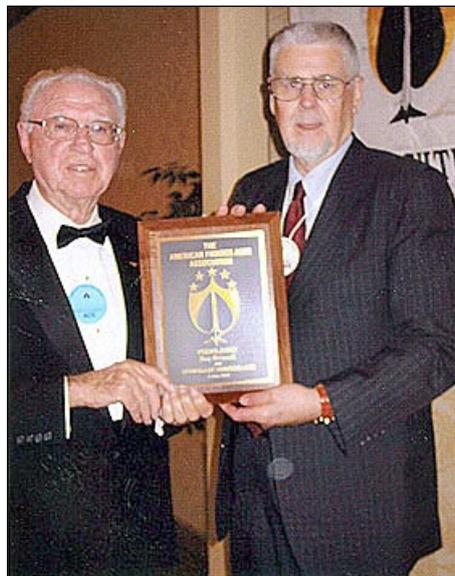


Photo: Irene Grinnell

OUR FRIEND ROY GRINNELL HAS BECOME AN "HONORARY ACE" OF THE AMERICAN FIGHTER ACES ASSOCIATION ON JUNE 6, THE ANNIVERSARY DAY OF THE NORMANDY LANDING.

THE PICTURE ON THE LEFT SHOWS ROY RECEIVING THIS DISTINCTION FROM THE HANDS OF ACE DONALD "FLASH" GORDON, DURING THE BANQUET ORGANIZED FOR THIS EVENT IN SEATTLE (PAGE 6).

# LA FERTÉ-ALAIS 2004

Article and photos by col. B. Delfino

Version 2004 of the main French airshow, the La Ferté-Alais one, presented to the public, as it usually does, a vast variety of aircraft ranging from the pioneers era to date.

This variety is what gives this reunion of airplane lovers a very special charm, everyone finding reasons to satisfy his personal preferences.

The members of the French Wing, who naturally prefer warbirds, could not complain about the show. Warbirds were legion and beautiful: Spitfire MkV, P-51D Mustang, P-47 Thunderbolt, B-17 Flying Fortress, F4U Corsair (2), AD Skyraider (4), Dragon Rapide, Piper Cub (2), T-6 Texan (17), BF109-G2 (Statique), C-47 (2), Super Constellation (1), Lockheed L-11 Electra (1), Junkers 52 (1), Morane-Saulnier 315/317 (4).

The show includes - it's a tradition - an important part dedicated to WWI, with, in particular, the planes restored by our passionate friends of Association Memorial Flight whose workshop is located at Dugny-Le Bourget.



A replica of a Blériot XI flew on Friday only, because the wind was excessive during the week-end. A number of parachute-jumpers were dropped by two C-47 to commemorate the Allied Landing in Normandy, and modern military aviation was represented by a Navy Dassault Super Etendard who flew a few minutes with the two Corsair that attended the airshow.

An aerobatic team flying T-39 aircraft, sponsored by Brei-



ting (Who also sponsors the Super Constellation...), produced a display that was quiet but nice to watch, followed by two Falcon built by the Marcel Dassault company.

Some aerobatics punctuated the show that ended, on Sunday only, with the always excellent and artistic "Patrouille de France" which can really move crowds.

This airshow, version 2004, was, therefore, a great success, and the public highly appreciated it since there was about 40000 people on Saturday and Sunday. The very special moments were:

- The fly-by's by the Super Constellation, which brought back many memories to the older ones.



- The flight of seventeen T-6 (A first in France), which wrote "T 6" in the sky above La Ferté, a difficult task supervised by mister Ramon Josa who was seating in the rear seat of the T-6 flown by Claude Requi. The formation then practised a pyrotechnical show of the *Tora! Tora! Tora!* type, a lot more modest than the one we are used to watch in Midland, but which is meritorious and delights the French public.

- The perfect display of the warbirds that came from England, whose pilots know, better than anyone, how to please the crowd, and the photographers, either amateurs or professionals.

## PARTICIPATION OF THE FRENCH WING

Many members of the French Wing came to this annual event. Twenty colonels were there to represent our Organization:

Gilles Avenel, Christophe Bastide, Dominique Baudrillart, Henri Bourrassier, Didier Cardinal, Bernard Delfino, Jacques Delorme (A



new member who signed up during the airshow), Dominique Deudon, Yves Donjon, Eric Ducreau, Philippe Dufлот, Roger Gouzon, Patrick Gremez, Julien Lepelletier, Cédric Malhaire, Bernard Pieracci, Patrick Pierre-Pierre, Claude Requi, Christian Tournemine, and Jean-Pierre Vésine.

The team in charge of the booth arrived as early as Friday at 2 P.M. and set up our tent and equipment, in order to be ready very early on Saturday morning, and welcome the early spectators.

Four members slept on the site: Julien Lepelletier, Roger Gouzon, Patrick Pierre-Pierre, and Bernard Delfino. The others preferred to rent a hotel room or go back to their comfortable home.

The absence of our PX Officer, Fumiko Delfino, on a trip to Japan for a family reunion, forced these members to look after the gift shop in turns.

This unusual situation allowed some of the members to display their commercial talents: Julien Lepelletier, Christophe Bastide, Philippe Dufлот, Roger Gouzon, Cédric Malhaire, Bernard Delfino, Patrick Pierre-Pierre, and, above all, Henri Bour-

*Top left: Setting up the tent was no big problem, and the number of members for this operation was ideal. Top right: Julien and Christophe are, with good reasons, happy about their work. Below: The absence of our PX Officer, Fumiko Delfino, in Japan for family reasons, was highly regretted, but a general effort of members who looked after the PX in turns partly compensated this handicap.*



rasier who attended this airshow for the first time since the birth of our Unit. Henri demonstrated an outstanding gift for public relations and as a salesman, which surprised all our members!...

We allocated one third of our booth to our friend Henri so that he was able to sign the prints made from Roy Grinnell's

painting, depicting the B-26 Marauder of the Groupe Bretagne.



Henri (Pictured above) was able to approach the public so well that he charmed all potential customers.



The sales that he produced totalled one third of the entire sales made over the two days of this week-end. Henri was, therefore, proclaimed **N°1 Salesman** at the end of the airshow! But he did not just sell these prints of the Groupe Bretagne. He was also very efficient at selling the prints of the Normandie-Niemen, the Corsair F4U-7, the Piper Cub, and the 12" x 16" photographs that we have been selling for the past two years.

We wish to sincerely thank the organizers of this event, Editions Lariviere, and, more particularly, Miss Caroline de Silans, who managed to look after us throughout the week-end with an attention that pleased everyone of us.

Friendship and good mood prevailed in our group all along these three days.

They showed up as a perfect demonstration of the legendary CAF **Esprit de Corps**, and were made evident by the enormous work that was produced by our members.

Many of us stayed behind to give a hand to pack up. In the end, we were tired, but very happy, when we drove back home.

We will see you all at the next La Ferté-Alais airshow, on May 14 and 15, 2005, with the hope that our Piper Cub will be there too.



*Top right, and clock-wise, a few of the planes and members of the French Wing who were present at La Ferté (Our apologies to the other members that we did not have a chance to photograph):*

- The B-17 "Pink Lady" practised a few remarkable fly-by's for the public.



- The "T", the commanding T-6, and the "6" written by the other 16 T-6's of the group. The flight over the public stopped the photographers who were using a tele-lens from taking the "T" and the "6" on the same picture. The whole operation was a first in our country.



- Cédric Malhaire, who came from Brittany and made the new French Wing banner for our booth.



- Patrick Pierre-Pierre came from La Rochelle, donated two splendid cases made of Nomex, a composite material, to help selling the prints.

- Roger Gouzon, our Unit's permanent handyman.

- Eric Ducreau took the chance of a break in the air display to get some rest.

- Christian Tournemine, after a year of various personal problems, found that this airshow was pure oxygen.



- Yves Dorjon was split between the French Wing and the Normandie-Niemen.



- Philippe Duflot, a hard-working member, was a revelation for most of our friends. His kindness and his dedication surprised more than one!

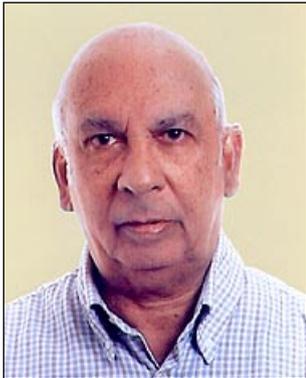
- Bernard Pieracci found an original use for Christophe Bastide's back: Signing a cheque to pay his annual dues.

- The Lockheed L-11 which reminded the older spectators of the "Belle Époque".



## WELCOME JOHN C. FRANCIS

Colonel John Cyril Francis studied in the Royal Air Force where he learned everything about aircraft engines, propellers, and other equipment. He then studied the Goblin jet engine at the De Havilland Technical School. He got his ONC (Ordinary National Certificate in Mechanical



engineering), then, a HNC (Higher National Certificate in Mechanical engineering.

He worked in the RAF where he maintained all kinds of planes, in particular the B-29, F-86 Sabre, Hawker Hunter, and Vampire.

His career went on in civilian airline British European Airways in London Heathrow, working on Vickers Viscount and other airplanes, at De Havilland Propeller Company where he dealt with propellers, then at Vickers-Armstrong, Vauxhall Motors, Canadair in Montreal, General Motors in Genevilliers, DBA-Air Equipement in Asnières, Sigma-Diesel in Vénissieux, Bethiez Machines-Outils in Givors, and finally, his own company, JCF-Machines Sarl in Lentilly.

Today, he is retired, and, as one can guess, he has a very special interest for aircraft engines, like the RR Merlin and Wright Double Cyclone.

John liked, especially, the testing of the F-86 engine, when the nose of the plane would plunge at full throttle. The sight of a B-29 returning from a night mission was very impressive, when the turbos were glowing red in the darkness. The RAF tried to persuade John to sign-up as a pilot, but John had such a preference for engines that he refused.

A visit to the CAF in Camarillo got him so interested that he decided to join and stay in contact with warbirds. His favourite is the mythical Spitfire. Welcome to

the CAF and to the French Wing John!

Col. John C. FRANCIS  
La Sarrazine  
69210 Lentilly  
FRANCE  
Tel: 04 74 01 77 43  
email: JCYFRA@aol.com

## WELCOME JACQUES DELORME

Colonel Jacques Delorme is a personal friend of his "Godfather" and Flight Instructor, col. Claude Requi.

Jacques is a retired businessman who became, in 2003, a co-owner of the T-6 that he shares with Claude and other pilots and co-owners.



Jacques is a confirmed pilot who had about 2500 flight hours, and he will soon solo on the T-6 that everyone was able to see at the La Ferté-Alais airshow.

Jacques has a passion for flying and aviation in general. He shares his life as a retired man between the cities of Marseille and Paris. Welcome to the CAF and the French Wing Jacques!

Col. Jacques DELORME  
35 Avenue Jules Cantini  
13006 MARSEILLE  
FRANCE  
Tél: 0603782583

## 2004 CAF AWARDS

Like every year, each of our members can suggest to the CAF the names of people they believe, deserve a CAF Award for their extraordinary actions for our Organization and its Units.

All they need to do, is write to the CAF Director of Administration, Keith Lawrence, specifying the precise and detailed reasons for their choice. The French Wing



## CAF FRENCH WING DUES YEAR 2004-2005

here is the list of members who have paid their annual dues to the CAF French Wing. Those who haven't paid this modest donation will only receive this bulletin once they have regularized their situation.

Gilles Avenel, Bob Ayars, Lilian Ayars, Paul Barland, Christophe Bastide, Buntty Bateman, Frédéric Baudin, Dominique Baudrillard, Guy Bortolus, Damien Bourgaux, Henri Bourrassier, Bertrand Bousset, Merrill Butikofer, Michel Cahiez, Claude Cardinal, Didier Cardinal, Ernest Cartigny, Vincent Charrier, Hervé Cherry, Léon Collin, Daniel Costelle, William Davies, Jean-Christophe Debuissou, Bernard Delfino, Fumiko Delfino, Jacques Delorme, Claude De Marco, Yves Donjon, Stéphane Duchemin, Eric Ducreau, Philippe Duflot, John Francis, Marcel Francisci, Louis-Jean Gioux, Lucien Goubard, Roger Gouzon, Patrick Gremez, Roy Grinnell, Irene Grinnell, Barbara Hair, Aubrey Hair, Hubert Hosy, Yves Houssin, Rick Hudlow, Louise Hudlow, Jérôme Joulain, Bill Katsones, Dave Kelly, Marcel Ledoux, Julien Lepelletier, Jacques Leroux, Isabelle Lesser, Elzéard Ligneul, George Lodge, Jim Lux, Cédric Malhaire, Frédéric Marty, Guy Perrin, Bernard Pieracci, Patrick Pierre-Pierre, Betty Piland, Frédéric Pollicella, Hervé Quefféléant, Claude Requi, Guy Robert, John Roeder, Dominique Royer, Marcel Ruppert, Sandy Sansing, Semaan Soueid, Fraye Stokes, Haruo Tanaka, Alphonse Thiry, Terran Tidwell, Christian Tournemine, Alexandre Trévisan, Gilles Troussart, Regis Urschler, Roger Vaucamp, Jean-Jacques Vaucher, Jean-Pierre Vésine, Bernard Violette, Bob Wall.

*(This list was exact when printed)*

Board of Administration will do the same if its members believe that someone deserves such a distinction.

Please hurry! The names of the nominees must get to Keith Lawrence before the end of July 2004!

Send your request to the following address:

Keith LAWRENCE  
CAF Administrative Director  
PO BOX 62000  
MIDLAND  
TEXAS 79711-2000  
USA

together with the necessary explanations, so that the *Award Committee* can study and approve your suggestion.



### THE CAF P-51C "RED TAIL" HAS BEEN BADLY DAMAGED

The P-51C was the victim of an engine failure during an airshow. Its pilot, col. Don Hinz, urgently belly-landed the plane, but the latter was badly damaged. Worse, col. Don Hinz died of his wounds the day after the accident.



The French Wing immediately sent its sincere condolences to the CAF Headquarters and the family and friends of col. Don Hinz.

The latter was one of the most active sponsors of the P-51C restoration, and one who managed to find the necessary funds for this difficult task. One hopes that a second restoration will be possible, if only in memory of Col. Don Hinz...

### ROY GRINNELL DECLARED "HONORARY ACE" OF THE AMERICAN FIGHTER ACES ASSOCIATION

What a pleasure to see our friend Roy Grinnell honored by the American Fighter Aces Association which gave him the title of "Honorary Ace", to thank him for his multiple actions for this great Association and his talent as an aviation artist! If a reward has ever been well deserved, that's the one!

This ceremony was held in Seattle, the new address of this Association, on June 6, 2004. A big banquet was when Roy received this distinction, and an occasion to be reunited with many American aviation Aces.

As one can see on the picture below, Roy and his charming wife Irene, highly appreciated this memorable evening.



The second picture shows Roy presenting the splendid painting titled "21 Seconds to Splash 5", in company of the Phantom pilot, Brigadier-General Steve Ritchie, a very famous pilot of the Vietnam war.

This painting immortalizes the fifth victory of Steve Ritchie, his fifth MIG21.

Steve and Roy took this opportunity to sign 1400 prints for the Association. (*Note: If any of our readers is interested by the acquisition of one of these prints, they should contact us as quickly as they can.*)



### CAF FRENCH WING ELECTIONS YEAR 2004/2005

The CAF French Wing annual General Assembly will take place on November 20, 2004. It will include the election of our Unit's **Vice-President** and **Treasurer**, for the next three years. You will find, on the last page of this Newsletter, the explanations, tasks, and conditions to fulfil should you wish to be elected.

The candidates are kindly requested to make themselves know, in writing, as soon as possible, using a letter, a fax, or an email, so that we can record their request. Thank you for your interest in our Unit's life.

### AIRSHOWS OF FALAISE AND RENNES

These two events will take place, respectively, on **August 22, 2004** (The setting up of our booth and the arrival of our Piper Cub is scheduled for the 21st), and the **11 and 12 September, 2004** (The setting up of our booth and the arrival of our Piper Cub is scheduled for the 10th).

We need your help for the trip to these two airfields using our van and our airplane.

We thank our members who can participate to tell us, in writing (letter, fax, or email), when they can be there, if they need a hotel room, for which dates, and any other information they can provide. Pilots and passengers who wish to take part in the ferry of our *Spirit of Lewis* must contact us as soon as possible so that we can organize these trips.

# AIRSHOW OF BASE AÉRIENNE 709 IN COGNAC

Article and photos by col. Christophe Bastide

It's on May 16, 2004, that around 30000 spectators, thirsty for strong feelings, invaded the French Air Force Base 709 for this aviation feast which included many various airplanes.

Eyes pointing at the sky, these aviation lovers were able to appreciate many planes. The Base Commander had announced a high level program, and he fulfilled his promises, either on the ground or in the sky.

For many, flying remains a child's dream, very often too expensive. The public was able to dream and watch the aerobatic teams. If the national Patrouille de France remains the most popular team in our country, the other teams were also very good indeed.

together with landings, and the Italian Frece Tricolori impressed the public, amazed by so much virtuosity.

Finally, for its 300th sortie, the planes of the Cartouches Dorées surpassed themselves and fascinated the public.

What a surprise, as I arrived on the airfield, to meet colonel, and Wing Vice-President, Claude Requi! He was there, in his T-6, with mister Ramon Josa, pilot of the F4-U7 Corsair, and a friend who was flying the Skyraider, a monster fitted with a 2800 HP engine.



Another classic plane, this time a jet, present for this airshow, was a DH Vampire whose Goblin engine produces a nice and very high pitch sound!

onstrated their efficiency by dropping tons of water over a fictitious target.

If this airshow in Cognac had many reasons to please the public (which was the case for me), it was somehow lacking some warbirds.

The British Red Arrows, a 9 airplanes formation, had a program that suggested the main airplanes that were built in England, including Concorde, and finished their presentation drawing a huge heart in the sky above Cognac. The planes of the Marche Verte (Morocco) took off, as they always do, with the planes attached

A Mirage IV-P (Right) impressed the public with a spectacular take-off, a Boeing AWACS appeared in the sky above Cognac, and the Canadair dem-



Apart from this minor problem, it was an excellent airshow whose access price was a modest 5.00 Euros.

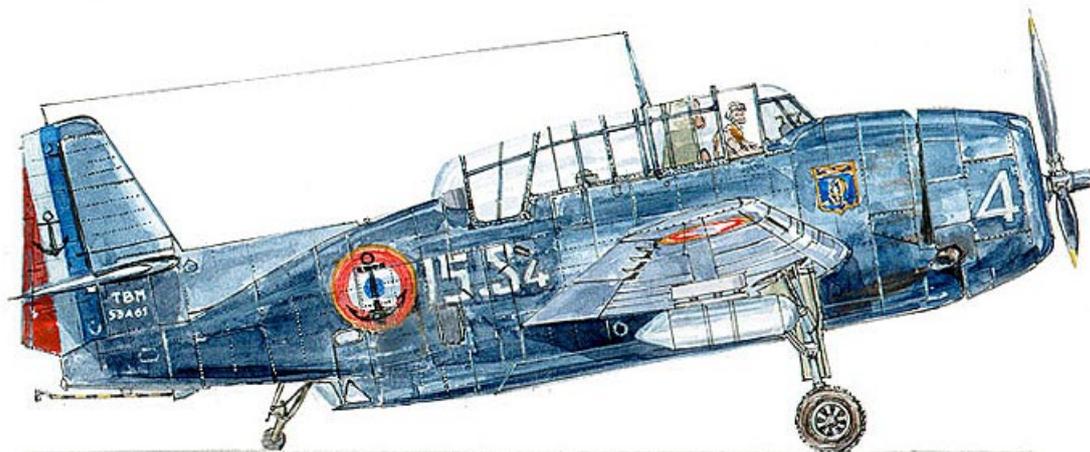
Since this sum was donated to the social activities of the French Air Force, it made this airshow a very reasonable and attractive one.





# GRUMANN TBF-TBM AVENGER

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



In 1939, the US Navy published requirements for the replacement of its already aging Douglas TBD Devastator. Two propositions were received: the XTBU-1, the Sea-Wolf, from Vought, and the XTBF-1 from Grumman.

Early in April 1940, Grumman was chosen and received an order for two prototypes.

The decision was mainly due to the better overall design of the XTBF-1 and to Grumman's production capacity.

This was followed by an initial order for 286 production aircraft, issued in December, 8 months before even the first flight of the new carrier based torpedo-bomber prototype, which happened on the 7<sup>th</sup> of August, 1941.

The prototype was accepted in December of 1941, and less than one month later the first production aircraft came off the line.

The Avenger, as it was to be called, was a three-seat mid-wing monoplane with an



Photo: Bernard Delfino

design) and a flexible .30 cal (7,62 mm) in ventral position.

The TBF was a big and heavy machine, powered by the mighty 1,700 hp Wright R-2600.

Needless to say that this was a high risk program for Grumman as well as for the Navy, but, luckily for them, development went relatively smoothly without great surprises.

Although by no means perfect, the Avenger turned out to be a

thoroughly businesslike aircraft without inherent vices. It had good flight and handling characteristics, its range exceeded that of its forerunner by a factor of 1.7, and its general robustness was remarkable.

internal weapons bay, large enough for a 22-inch torpedo or 2,000 lbs. of bombs. Armament consisted of a fixed .50 cal (12,7 mm) gun, a .50 cal in a power operated dorsal turret (a first in naval aircraft

design) and a flexible .30 cal (7,62 mm) in ventral position.

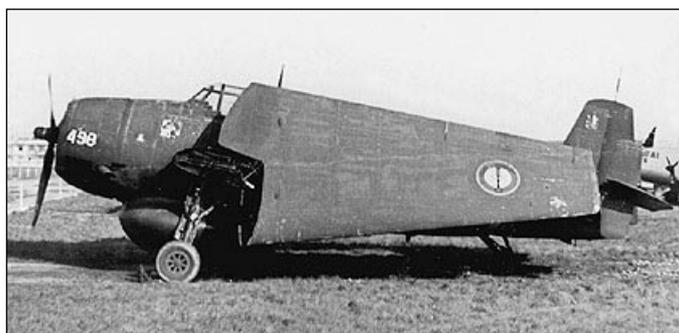


Photo: Bernard Delfino

The Avenger's operational debut ended however in a disaster. Six aircraft were launched on June 4th 1942 from Midway Island to attack the Japanese invasion fleet.

They achieved no hits, but five of them were shot down and the sixth badly damaged. The



Photo: Bernard Delfino

reason for this appalling start was attributed to a false conception of the attack rather than its execution or the qualities of the airplane.

Subsequently the Avenger rapidly became an outstanding aircraft in operations and without any doubt the most successful torpedo-bomber of WWII.

After Midway, the "Turkey", as it was nicknamed, was to play a vital role in all carrier battles in the Pacific and it made an important contribution to winning the battle of the Atlantic where American and

British Avengers were credited for the sinking of some 60 German submarines from 1943 to the end of the war.

2,290 Avengers were built by Grumman as TBFs until early 1944 and 7,526 by General Motors as TBMs until production ceased in 1945.

Wartime users of the Avenger in addition to the USN and USMC were the British Fleet Air Arm (FAA) and the RNZAF. Through Lend-Lease the FAA received 921 TBFs/TBMs out of the totals from

1943, and 63 went to New Zealand. Major versions were the TBF-1, -1C, their General Motors equivalents and the TBM-3, the latter being produced from 1944. It had strengthened wings for carrying rockets, and many of them had a



Photo: Marine Nationale

podded anti-submarine radar under the right wing.

It is to be noted, that the Fleet Air Arm used its Avengers mainly in an anti-submarine role or as dive bombers.

In two daring dive bombing attacks in January of 1945, FAA Avengers destroyed



Photo: Marine Nationale

the oil refineries at Palembang, in Sumatra. These produced a large proportion of the oil and aviation fuel needed by the Japanese. The consequences for them were disastrous.

After WWII the Avenger was back for a new career.

With the beginning of the cold war, the growing Soviet submarine threat became a major concern for the Western Allies.

Avengers, which were still available in substantial numbers, were now converted in particular for anti-submarine warfare (ASW) and as early warning aircraft (AEW).

Among the more important versions were the TBM-3E and TBM-3S, all with an APS-4 radar under the right wing and many of them with sonobuoy equipment:

The TBM-3W with the significantly more powerful APS-20 housed in a large ventral radome, and the TBM-3S / -3S2 strike versions armed with ASW weapons.

TBM-3Ws, working together with the strike aircraft, formed the so-called hunter-killer pairs.

Users of the post-war versions besides the USN were the navies of Canada, Britain, New Zealand, Uruguay, the Netherlands, Japan, and France.

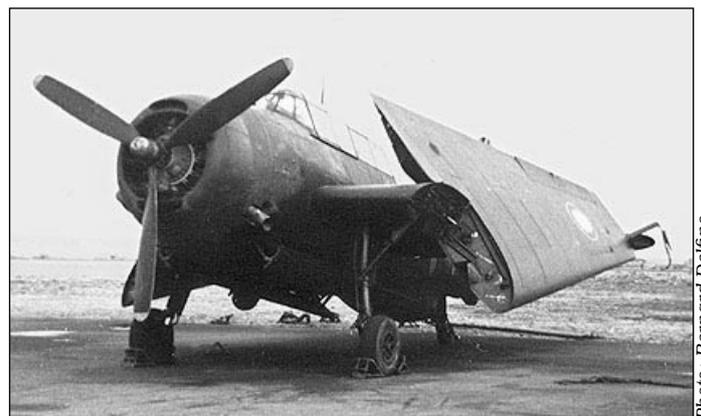


Photo: Bernard Delfino

The Avenger found its way to France from 1951, in the framework of the Mutual Defense Assistance Program (MDAP).

Devised in the US, this program had the purpose of strengthening the defensive capability, initially in particular of NATO, to cope with the aggressive intentions of the former Soviet Union.



Photo: Bernard Delfino

Except for the initial -3Es these aircraft had no defensive armament. Dorsal turrets had been discarded with cockpits faired into the upper rear fuselage structure.

coast of France. By April 1966 all remaining TBMs had been handed back to the Americans.

Few Avengers are still flying in the world today.

The CAF's Avenger, TBM BuNo 535003, appropriately registered N535003, which

The MDAP was based on an exchange of military equipment (planes, ships, tanks, weapons etc.) against military installations (air bases, naval bases, depots, barracks etc.).

The system avoided payment by the receiving state, as each country's contribution remained its property.

MDAP worked extremely well. Without it, NATO would not have become what it is.

Some 140 Avengers were supplied to France under MDAP, as follows:

- 6 standard TBM-3Es.

- 41 TBM-3Es with sonobuoys (Aéronautique Navale designation TBM-53).

- 30 TBM-3Ws.

- 10 TBM-3Ss (Aéronautique Navale TBM-57).

- 23 TBM-3S-2s.

- 30 TBM-3UTs. The latter was a target tug which could also be used as a multi-seat liaison plane.

The -3W had also the bottom fuselage step eliminated.

Avengers served with three air flotillas (4F, 6F and 9F), and eight service squadrons (2S, 3S, 4S, 5S, 10S, 15S, 54S and 56S) of the



Photo: Bernard Delfino

was acquired in 1971, is currently allocated to the Rocky Mountain Wing.

Note on pictures:

All black & white pictures taken by B. Delfino were shot at the French Navy aircraft mechanics school in Rochefort sur Mer in 1963, where these aircraft were used for training purposes.

Aéronautique Navale. They were flown both from land stations (BAN – Bases Aéro-Navales) and from carriers.

During the Suez Canal crisis in 1956, ten Avengers from 9F flew 46 ASW and reconnaissance missions from the carrier "Arromanches".

This was the one and only operation where French Avengers shot fire in anger.

From around 1960, when they were gradually replaced by Bréguet Alizés, Avengers operated increasingly in secondary roles mainly from land bases on the Mediterranean

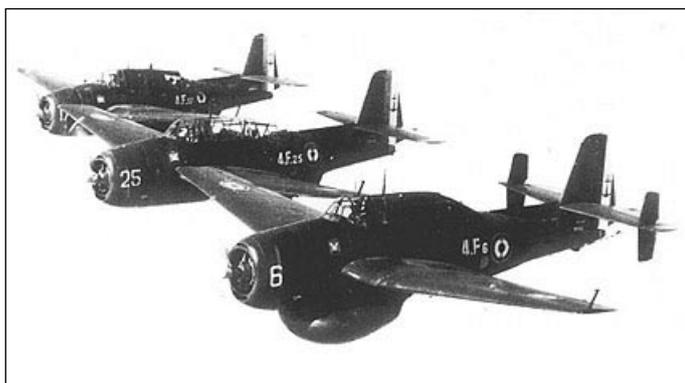


Photo: Marine Nationale

Data Table

**GRUMANN TBM-3E AVENGER**

Description: Three-seat carrier borne or shore based anti-submarine strike aircraft.

Propulsion:

One 1900 hp Wright R-2600-20

Span: 17 m (54 ft 2 in)

Gross weight: 8115 kg (17895 lb)

Maximum speed: 444 km/h (276 mph)

Cruise speed: 237 km/h (147 mph)

Range: 1625 km (1010 mls)

Service ceiling: 9174 m (30100 ft)

Armament: 2 fixed, forward firing, .50 cal guns in the wings, 1 dorsal .50 cal gun, 1 ventral .30 cal gun

Bombs: Up to 907 kg (2000 lb) of bombs or depth charges.

# SPIRIT OF LEWIS.....

## SPIRIT OF LEWIS SPONSORS

### FLYING SPONSORS

Gilles Avenel  
Hervé Cherry  
Bernard Delfino  
Fumiko Delfino  
Marcel Fransisci  
Claude Gascon  
Roger Gouzon  
Irene Grinnell  
Roy Grinnell  
Jean-Claude Miniggio  
Patrick Pierre-Pierre  
Claude Requi  
Sandy Sansing  
Société SKY RUNNER

### RESTORATION SPONSORS

Didier Cardinal  
Cédric Malhaire

### SUPPORTING SPONSORS

Bunty Bateman  
Christophe Bastide  
Frédéric Baudin  
Henri Bourrassier  
Michel Cahiez  
William Davies  
Claude De Marco  
Louis-Jean Gioux  
Patrick Gremez  
Barbara Hair  
Aubrey Hair  
Yves Houssin  
Rick Hudlow  
Elzéard Ligneul  
Guy Perrin  
John Røeder  
Marcel Ruppert  
Jean-Jacques Vaucher

## PIPER CUB ACCESSORIES

The list of WWII items is growing! We own, today, the following items:

- A pack of band-aid and a map of Normandy, donated by Patrick Pierre-Pierre.
- Two US Army jerrycans donated by Christophe Bastide.
- Two maps of Normandy and a WWII brass extinguisher, with its stand, donated by Bernard Delfino.

## PAINT SCHEME AND "HITECH" EQUIPMENT FOR THE SPIRIT OF LEWIS

Since the Spirit of Lewis fuselage was painted, and especially its long drying period, we concentrated on the decoration of our airplane.

As opposed to what one could believe, war-time photographs of the Piper Cub are not legion. The research on the Internet and in the available books were rather difficult, and we had to spend dozens of hours to get the necessary information: Size, location, and colors of the national insignias and other markings.

Once this was done, we had to find the necessary material to manufacture the appropriate stencils, draw the latter, and cut them out (Three for each of the four insignias, the size of which is 66 cm. diameter for the fuselage, and 88 cm. for the wings).

Numerous other stencils also had to be



Photo: B. Delfino



Photo: B. Delfino



Photo: B. Delfino



Photo: B. Delfino

At the time we are typing these lines, the decoration of the wings is taking shape while the painting of the fuselage is complete, as shown by the pictures printed here.

All this work requires a very long time which is not due to the drying alone, and this decoration is a great school of patience for the three main actors of this particular operation: Didier Cardinal, and Bernard and Fumiko Delfino.

## HI-TECH AVIONICS

Concerning the plane's avionic equipment, the Spirit of Lewis will soon be fitted with a brand new VHF transceiver, more powerful and modern than the one it came with, a transponder which will help us fly in a straight line, thanks to a more obvious localization by the ATC controllers, a portable GPS very useful to an easier navigation, and an emergency beacon, mandatory when one wishes to fly away from the plane's base more than 25 miles.

The fitting of this equipment will be done by a specialized professional workshop located in Toussus-Le-Nôble, near Paris. Of course, all this equipment and its installation have a cost, but safety doesn't!...

## LITTLE CUB GOES TO WAR...



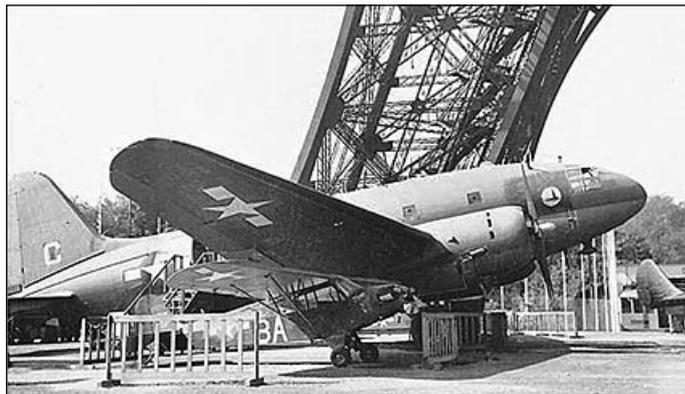
These photographs show only a minute part of the immense role that the Piper Cub played during WWII.

This first group of pictures reveals a fact that is rarely known: The use of LST Landing Barges transformed into small aircraft carriers for the Piper Cub.

The picture on the right shows the boarding of the planes using a crane: If the take-off gave no particular problem (The "runway" had a slight slope to help the planes pick up speed and take-off), landing on these carriers was definitely impossible. The role of these ships was, therefore, limited to the transportation of the planes and their delivery during the landing operations, so that the aircraft were immediately available for use. This was the case during the landings in the Mediterranean, and, in particular, in Provence.



Pilots and mechanics pose before the plane registered "BA", a Cub that went through the war untouched, and was displayed, like many other significant planes, at the feet of the Eiffel tower, during the Summer of 1945.



During WWII, the US Navy acquired a total of 250 Piper Cub of the J3-C65 type (NE-1 for the Navy), two of which are displayed here.

One should note that the U.S. Navy never bought any of the extended canopy of the L-4 type, and that the majority of these 250 aircraft kept their overall yellow livery. However, those that were sent abroad or were involved in the defence of the U.S.A. adopted the standard U.S. Navy colors: Blue-Gray for the top sur-

faces, and light Gray under-surfaces.

The two black & white photographs printed here show the same plane pictured during two different periods of the war, the top one being the earliest.

It is this very plane that is the subject of the splendid painting made by Roy Grin-



nell for our Unit, and which will be the basis for the paint scheme that we will use for the future livery of the Spirit of Lewis when it requires new fabric covering, in a few years time.

## The FW P.X.

The following articles are available against a payment by cheque to the **CAF French Wing**. (Note: **Postage is extra** unless stated otherwise).

- Official Wing patch: € 9,20.
- "Gioux" type patch: € 6,10.
- Pins epoxy, various: € 5,50.
- Pins cloisonné, various: € 7,60.
- Painting "Lloyd's Dream" 50x76cm: € 40,00.
- Painting "Lloyd's Dream" 50x76cm. framed: € 55,00.
- 100 sheets of paper with your letter head: € 8,00.
- Color Photos (B17, B25, etc...) 30x45cm: € 9,00.
- T shirt Piper CUB, 170 grams, L or XL € 16,00.
- T shirt cartoon P40, 170 grams, L or XL: € 16,00.
- T shirts: Other sizes available on order.
- T shirts illustrated with the picture of your choice (Maximum size A5): Send in your picture and we will make the Tshirt of your dreams (Warning! Only send pictures that are totally free from any copyrights): € 12,00.
- Color aircraft profiles 15 x 20 cm. pre-framed: *Various*: € 4,00 each.
- Warbird cards by painter Jean Bellis: € 4,00 each.
- Video cassette of sequences filmed in Midland (55mn) VHS PAL: € 16,00 ©
- Large format paintings by Col. Eric Besançon: F4U Corsair and Messerschmitt 262 night fighter: € 31,00 ©
- Poster of 36 WWII airplanes painted by Jean Bellis, 61x81cm: € 9,00 (Members) € 10,00 (Non Membres) ©
- 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 ©.

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# SAFETY.....



## OOOOOPS !..

Using good tools and complying with procedures, is the guarantee for a troubleless life.

In the case of this Boeing 747-400, the necessity to select the "Retract" position of the under-

carriage lever during some maintenance, with the ground lock pins fitted, ended up with the unexpected retraction of the nose gear, and millions of Dollars of repair.

The nose ground lock pin was fitted, but not locked. When the nose gear doors opened, as they should do, they dislodged the ground lock pin, and the gear retracted. The damage to the airplane is considerable because, when it collapsed, some access steps tore away the right passenger door, and the fuselage fell over a ground power unit!...

## FRENCH WING ELECTIONS

The November 20, 2004, General Assembly will see the election of our Unit's **Vice-President** and **Treasurer**.

It's not too early to think about your application to one of these 2 positions. The minimum conditions for applying are 6 months seniority as a CAF and French Wing Colonel, either Regular or Life Member.

### Vice-President

*He assists the President, and will act as such during his absence. His specific task, in addition to all the President's ones, includes a good knowledge of the CAF regulations and the law of the land, the procedures during meetings, social activities of the Unit, and the implementation of all the other tasks that may be requested by the President.*

### Treasurer

*He is in charge of all the funds collected by the Unit, keeps an exact record of these funds, and he is responsible for the respect of all regulations and directives from the CAF concerning financial matters, as long as they are compatible with the law of the land. He will submit, in a timely manner, to the CAF HQ, all the necessary reports about the health of the Unit finances. His specific tasks include the good keeping of the members' files and the payment of their annual dues, as well as the payment of the Unit's expenses. He overlooks all Unit projects' finances for an annual audit during the annual general assembly, and liaise with the CAF Headquarters.*

## BE A SPONSOR OF THE "SPIRIT OF LEWIS" !

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

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

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

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

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

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

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

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