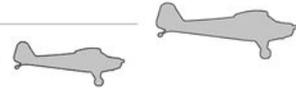




AIRSHOW



CAF FRENCH WING - MONTHLY NEWSLETTER - BULLETIN MENSUEL

Volume 12 - N° 8 - August 2007

EDITORIAL

The Tour de France of the *Spirit of Lewis* allowed several of our members residing in the provinces, to live a few days with this nice airplane. We wished that many more members could have enjoyed it too, but life has crucial requirements which stopped several members from taking a chance to see it while it was in their area. They may be able to do that in a near future, in Le Plessis-Belleville, or during an air show.

This month saw the loss of colonel Bob Ayars, a great friend of the French Wing, with whom I was lucky to have many fascinating conversations about aviation in general, and commercial aviation in particular, since we were both part of it. I cherish these too short moments of exchange of opinions and anecdotes. Bob was a man with a big heart, always ready to help whoever was in need for help or the victim of big problems. His numerous friends have been greatly affected by this irreplaceable loss. But, as we live through these terrible moments, my heart also goes to Lilian Ayars, his wife, who has lived, since the start of his illness, some tragic and exhausting phases, with some hopes of improvement of his health, too short, alas. She looked after her husband perfectly. She was a great help to him and showed an exemplary courage and dedication which must be an inspiration for us all. Our thoughts are with you Lil, and if the French Wing can do anything to help you, it will be with an utmost pleasure. We love you Lil!

In order for the colonels who will not go to Midland, or those who will not be able to attend the CAF General Assembly on Friday 28 September, to vote, a special form has been added to this Newsletter. I was shocked and disappointed to see that only one of our members who did not go to Midland last year, had asked for this ballot and actually used it. I sincerely hope that it will be different this year. You must fill in this form and send it to Keith Lawrence as soon as possible as indicated on the form. Thank you to all the colonels concerned.

Bernard

TOUR DE FRANCE OF THE "SPIRIT OF LEWIS"



Photo: J.C. Duboisson

THE TOUR DE FRANCE HAS (EASILY) BEATEN LAST YEAR'S RECORD BY FLYING THIS TOUR OVER A PERIOD OF 17 DAYS: THE COMPLETE REPORT ON THIS PERFORMANCE WILL BE PUBLISHED NEXT MONTH.



DRAMATIC LOSS OF COLONEL BOB AYARS, MEMBER OF THE CENTEX AND THE FRENCH WING FOR MORE THEN 10 YEARS (Page 8)

NEW MEMBER OF THE FRENCH WING: COLONEL LEON Z. THOMAS, WHO LIVES IN DRIPPING SPRINGS (TEXAS) (Page 4)



2007/2008 FRENCH WING ANNUAL DUES
IF YOU HAVEN'T PAID YOUR ANNUAL DUES YET, YOU ARE NOW THREE MONTHS LATE! SEE THE LIST ON PAGE 3.

AIRCRAFT MAINTENANCE

Article & photos: B.Delfino

The annual check of the NC 856 in April and May this year, revealed several anomalies which asked for immediate action: Suspension of the tail wheel deteriorated, air filter totally useless, friction of the throttle lever inoperative, cracked exhaust pipes, exhaust seals damaged or not there, and the request by the GSAC (French FAA) to quickly and totally re-work a new maintenance program for this airplane.

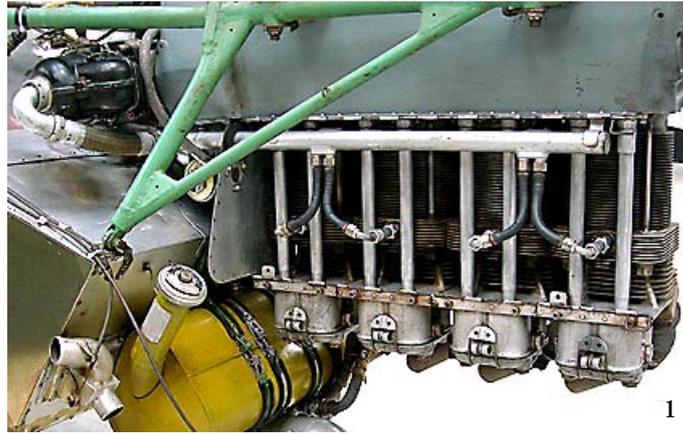
The energy that we put into these tasks, and the 500 hours of work spent to correct all these faults, allowed us to reach, in just a few weeks, a conformity that was acceptable to the GSAC whose inspector renewed the airplane's Certificate of airworthiness.

The beginning of the aircraft activity soon revealed other problems which, until then, had remained latent, but which required immediate correction. Most of them were of a minor level, but some, much more serious, forced us to cancel the plane's participation to several air shows.

If you are not familiar with aircraft engineering, be assured that this situation is not unusual for an airplane as old as the NC 856. Whatever attention you give to an old aircraft, it will, sooner or later, be the victim of technical problems to which the only answer is serious, systematic, and preventive maintenance, in order to mend them before they take dangerous proportions. This is the very essence of the CAF and its Units whose goals it to keep airworthy this invaluable aeronautical heritage.

For mechanics who genuinely love their occupation, these old planes are the occasion to fully fulfil their love for aviation engineering, but, let's not forget it, very often at the cost of innumerable hours of work and many sacrifices.

The latest problem that was met on the NC 856 was a drop of 200 engine RPM (Revolution per minute), on magneto number 2. The difficulty to determine the cause of this problem was the fact that it was intermittent, and seemed to



1

be related to engine temperature since it appeared after a few minutes during engine runs (Let us remind you that all airplane engines have a duplicated ignition system. During normal operation, the two systems are permanently active, and the individual system check is carried out prior to take-off by selecting each system in turn and watching the engine RPM which must remain within acceptable limits decided by the manufacturer. On the SNECMA Régnier 4-LO8 engine fitted to this plane, this limit is 75 RPM).

During the previous engine runs, we had noted a loss of 50 RPM on magneto 1, and 75 RPM on magneto 2, figures which were near or on the limit, but acceptable. During a recent engine run, system number 2 suffered from strong vibrations which revealed that the engine was running on only two cylinders, an anomaly confirmed by an excessive drop of 200 RPM.

A preliminary examination showed that two spark plugs did not function normally. A replacement corrected the problem which, however, re-appeared a few hours later. The points and connections within the magneto having shown no abnormality, it was evident that the malfunction was located in the ignition harness whose longest wires are as long as 6 feet!

On the photo above (1), one can see the routing of these wires which start from the magneto (the black box in the top left hand corner of the picture), turn 180° then 90° in a metallic conduit, and run within a tube along the engine. The wires come out at each cylinder through a conduit and elbow connector attached to each spark plug.

Despite the evident difficulty of this task (Getting eight 7 mm wires in a 30 mm diameter tube is no sinecure!), the replacement of all wires and connectors by brand new parts was decided.

Taking the system apart soon revealed how greatly justified were our suspicions: The photos below show the heavy deterioration of the wires (2), of which one in particular (3), suffered from a porous and cut to the core insulation which revealed the centre wire and caused short-circuits with the surrounding screening.

These problems are the consequence of old age, as well as the effect of condensation and high temperatures sustained by these wires along the years.



2



3

More than 80 hours of work were necessary for this replacement but the subsequent engine run showed the good effect of this repair since the mag-drop is now limited to 25 and 50 RPM, for system 1 and system 2, respectively.

This simple example of a complex problem, because of its intermittence, shows how important and indispensable a good maintenance is.

The risks to see the other system fail during a flight were, admittedly, very thin, but one single occasion would have been enough for the pilot to find himself with a coughing engine which only delivered a symbolic power, which, in turn, would definitely not have been enough to get to a suitable airfield, with the chances of an accident that one can easily imagine...

FRENCH WING ANNUAL DUES

LATE MEMBERS: YOU ARE NOW RUNNING THE RISK OF NOT RECEIVING OUR NEWSLETTER ANY LONGER!

The annual dues for the French Wing are:

- 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:

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

COLONEL BOB AYARS HAS GONE WEST

Colonel Robert "Bob" Ayars (#2775) has just passed away following a long and terrible illness.

He joined the French Wing in 1997 when his wife Lilian and him came to France for the reunion of col. Sandy Sansing with the Coigné family. A military pilot during the Vietnam war,



Left, cols. Lilian and Bob Ayars, photographed during their visit of Normandy in 1997, with, from left to right, cols Jim Lux, Sandy Sansing, and Hank Potter who travelled with his friend Ruth.

he became an airline pilot after this conflict was over. He flew, among other planes, the Super Constellation and finished his career as a Captain on the Lockheed L-1011 Tristar.

He joined the CAF, and, fully supported by an exemplary wife, Bob became Unit Leader of the Central Texas Wing (Centex) for some time. Very active within this Unit, he got checked and qualified on the P-38 and P-39 by col. Sandy Sansing himself. Sandy remembers how happy Bob was to obtain these qualifications: "As happy as a kid in a candy factory!"... The most curious was that Bob, willing to be a real fighter pilot and do acrobatics, discov-



Photo: J. Lux

ered that he suffered from air sickness after a couple of loops and barrel rolls! He kept trying, over and over again, but each time the result was the same. Therefore, it was straight and level for him, and he became an excellent pilot for the Centex and the CAF.

Those who met him know what a type of man he was: Straight-forward, intelligent, fond of his wife and his job, and, above all, very concerned about other people's well-being.

Bob leaves a wife, Lilian, a CAF colonel

too and member of the Centex and the French Wing, and two sons, David and Scott. David, an Air Traffic Controller in Corpus Christi, has just accepted a job as a supervisor in the Salt Lake City, Utah, ATC, where he will start next September. His brother Scott is an airline pilot who flies for American Eagle Airlines.

All members of the French Wing send to Lilian, David, and Scott, as well as their close friends, their very sincere condolences. The French Wing and the CAF have lost not only a very important member that no one will ever be able to replace, but they lost, before all, a very good friend.

CAF O'CLUB

The damage caused by the high winds to some CAF buildings, in Midland, are currently being repaired, and the Officers' Club didn't suffer too much, as shown by the photos sent by



Photo: J. Adams



Photo: J. Adams

col. Jim Adams. The construction of this O'Club is progressing fast, and we do have hopes that it will be finished, for the greatest part, for AIRSHO 2007. It is now almost certain that the O'Club part of the building will be in use during AIRSHO next September.

WELCOME COLONEL LEON Z. THOMAS!

A very good friend of col. Jim Lux, col. Leon Z. Thomas (1) decided to become a French Wing member after Jim sent him the latest issue of our Newsletter which included the report on col. Sandy Sansing's Légion d'Honneur.

Leon has been a CAF member for many years, which is reflected by his ID number: 11174. He was born in the mountainous area of Western North Carolina, in January 1939.

His family moved to a tiny town in Kentucky, 50 miles North of Lexington. At the age of twelve, he worked evenings in the local newspaper until he was eighteen, and sometimes on tobacco farms.

One day of 1951, a pilot made a forced landing on a hill side, and damaged the propeller and the undercarriage. It was the very first airplane he saw other than in the air. He went back to see it often until it was dismantled and taken away on a wagon pulled by a horse. To this day, he still remembers this purple and cream Taylorcraft. That is when he became enthralled with airplanes.



1

At the age of 17, Leon joined the Marine Corps Reserve and remained active for six years. He got to ride in many helicopters, but he keeps a mitigated memory of Parris Island, SC, which he compares to the Foreign Legion which makes a man of you or kills you...

Once he had finished school, Leon worked for IBM. After seven years in Lexington, he was asked to assist in opening a new facility in Austin. There, he met CAF members and quickly joined. He met people he believes are real heroes for whom he has the utmost

respect. He served as Finance Officer for several years, and was very active in most activities. In 1983, he became a proud member of the team that restored the P-38 *Scatterbrain Kid II* (2). This plane was the only P-38 in the world with three seats and the "Pathfinder" nose, the Norden bombsight, and the "piggyback" cockpit for the radar operator. The culmi-



3

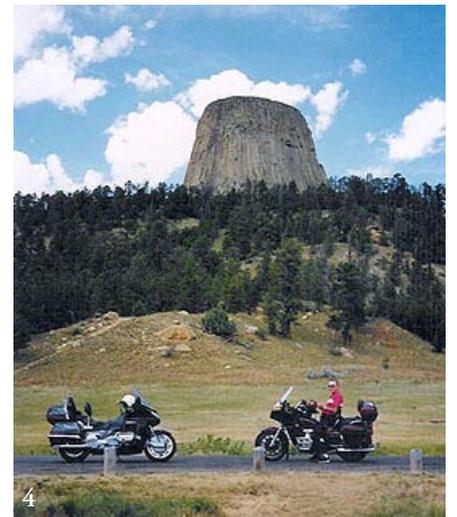
nation of that project was the day he flew with Sandy to Midland (3).



2

Leon has other activities: He rode over 300,000 miles on motorcycles (4) which he considers as his "airplane on the ground", with cheap fuel and no hangar fees! Leon also plays rhythm guitar with a band named "SSR". Welcome to the French Wing Leon!

Leon Z. Thomas
1013 Hidden Hills Dr.
Dripping Springs
Texas 78620 - USA
Tel: 512 829 4163
email: CZART@aol.com



4

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

Although the number of sponsors is now sufficient to cover the fixed costs of the Piper Cub, you can still become a sponsor and fly at a reduced cost. Your participation will be a great help for this aircraft that requires all our attention. A big thank you to all the sponsors who help the French Wing reach its goals!

CHALET AT AIRSHO 2007

We wish to remind our members who will travel to Midland and will rent a seat in the **Fighter Squadron Chalet**, that this brings several valuable advantages. The price of a chalet includes:

- AIRSHO ticket.
- Drinks.
- Lunch and snacks.
- AIRSHO program.
- AIRSHO cap.

If you haven't booked a chalet seat for the two days, you will need to purchase your air show tickets when you get there, or you can buy them on the CAF web site. You will get your tickets when you arrive in Midland at the "Registrants" trailer. Finally, please do make sure that you take along your CAF ID card. You will need it to vote during the CAF General Assembly on Friday 28 September.

TABLE AT THE O'CLUB

Col. **Hugh Alexander III** has paid for an O'Club French Wing reserved table during AIRSHO. Our members will be able to take a rest there during the entire event. Hugh will also rent a van which will help members who do not have a van or are handicapped. Thanks Hugh!

FRENCH WING GENERAL ASSEMBLY

The list of the participants to the French Wing Annual General Assembly in Auvergne is slowly getting longer, but not quick enough for those who are planning this annual event.

We wish to remind you that the members who organize this GA must get the requested information as soon as possible so that they can do the necessary reservations in hotels and restaurants, as well as dealing with the hundreds of details related to such an organization.

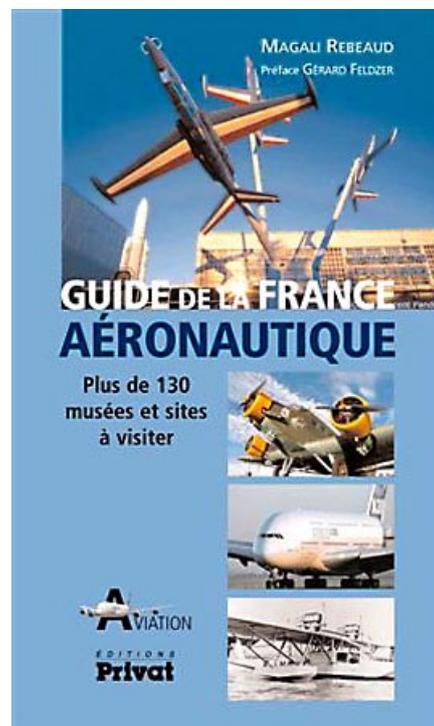
THANKS FOR REPLYING ASAP!

To this day, the participants are:

- Christophe Bastide (1)
- Henri Bourrassier (2)
- Didier Bourrassier (1)
- Guy Bortolus (1)

- Jacqueline Clerc (1)
- Fumiko et Bernard Delfino (2)
- Claude De Marco (1)
- Philippe Duflo (2)
- Michel Fleury (1)
- John Francis (2)
- Claude Gascon (1)
- Louis-Jean Gioux (2)
- Roger Gouzon (1)
- Marie-Françoise Le Cornec (1)
- Léon Manoukians (1)
- Michel Perrin (1)
- Patrick Pierre-Pierre (1)
- John Roeder (2)

FRANCE AERONAUTICAL GUIDE



We just heard that a book written by **Magali Rebeaud** of the Musée de l'Air in Le Bourget, has been released. Prefaced by Museum Director **Gérard Feldzer**, this book is sold 17 € (\$ 23.00). It is an excellent guide which will allow you to spend your week-ends wisely, visiting sites and museums related to aviation. This book does fill a gap since there was nothing comparable on the market until today. It should please our members who are, by definition, fond of aviation heritage.

GUIDE DE LA FRANCE AÉRONAUTIQUE

Format 13 x 22 cm, 226 pages, prix 17 €, Editions Privat.

Note: We will get a rebate price if our members group their orders. Please advise us as soon as possible if you wish to purchase this book.

EVREUX

Article & Photos: P. Pierre-Pierre, except n° 2 : B.Delfino, and n° 7: M. Fleury

EVREUX NATIONAL AIR SHOW ON AFB 105 "COMMANDANT VIOT"

Circumstances that we couldn't control were such that only the "Spirit of Lewis" was able to attend this air show in Evreux on Sunday 8 July. The NC 856 is undergoing some maintenance, and the PX was refused by the organizers for the reason that it's a "commercial activity" which required the payment of a tax, even though the 1901 legislation for benevolent associations is well known by everyone. Since we cannot afford to pay such an amount without hurting our budget, it was decided that the PX would not go. Despite these problems we decided to go with the Piper Cub because we already cancelled several air shows for various reasons. Evreux was, therefore, the first air show of the year that we attended with one of our aircraft!

As we did not want to face the same problems as with Tours in 2006, **Philippe Dufлот** and myself decided to take-off a day early on Saturday 7 July and position to Saint André de l'Eure with the Cub. Last year we were grounded on Saturday and Sunday by fog in the Seine and Oise river valley. Saint André is a lovely grass airfield located some 8 miles from Evreux.

We landed there after a flight of 1:25. There was heavy traffic over Pontoise, which forced the ATC controller to play very efficiently with call-signs and orders.



Colonels **Michel Fleury** and **Maurice Girard** were waiting for us and drove us to our hotel once the airplane was refuelled and stowed in the hangar of the local *Club Aéronautique de Saint André* (CASA). I thank everyone in the aeroclub who helped us during our stay. I must say that I'm beginning to know the airfield of Saint André: As I was flying to Rennes, last year, I had to land there because of bad weather. A good dinner with our two friends, and a good night sleep, concluded that day.



The following morning, the friendly pilot who was ferrying the Saint André aeroclub's D-112, picked us up at 7 A.M. and drove us to the airfield where we rolled the planes out of the hangar.



at 1500 feet over Saint André, I called evreux approach. We were cleared to fly to Evreux where we landed at 8:55, with a reasonable weather, despite some light rain. We taxied along the rows of various types of fighters and the aerobatics teams of the **Thunderbirds** (2) and the **Patrouille de France**. Nice!

Evreux Air Force Base was operational from 1955 till 1967. It was a big US Air Force base in Europe. The Thunderbirds were based there. One of their famous leaders in the sixties, General **Paul Kauttu** (1), was present on Sunday. He had the good surprize to see an F-100 Super Sabre of Château de Savigny-lès-Beaune Museum painted in his personal plane colors at the time (1).

Paul Gratton (3), the artist who produced the airplanes comics book *Michel Vaillant* posed with him before this plane which was lent by mister **Michel Pont**, the owner of the Château and a famous Abarth racing car driver a few years ago. I strongly advise our readers to go and see the fabulous collections of airplanes, cars, and motorbikes in Savigny-lès-Beaune (Not mentioning the wine cellar!).

Once the pre-flight check and the loading were done, we started the engine at 8:20. We took off at 8:35 and

Château de Savigny-lès-Beaune
21420 Savigny-lès-Beaune
Tél. : 03 80 21 55 03
Fax : 03 80 21 54 84
email: contact@chateau-savigny.com
site: <http://www.chateau-savigny.com/>

I noticed an interesting booth (4) where mister Laurent Loizy was displaying american uniforms of the sixties. He buys, swaps, and sells.
email : lolo.sub@wanadoo.fr



The J-3 was displayed in the static area with general aviation planes and three other warbirds: A superb Pilatus P2 owned by Michel Berthelot based in Beauvais (8), a Piper L-4 (5), and a Tiger Moth from Bernay. The tail skid of the Tiger Moth left a small trail on the taxiways.



The few photos I was able to take do not pay tribute to the beautiful collection of airplanes present in Evreux. My camera is not capable of taking planes flying at high speed, and I was too far from most planes in the static area. I hope that the few photos I brought back will be good enough to give you an idea of this event.



Bad weather was the main actor of this Sunday. It's only at the end of the afternoon that the ceiling lifted and the rain stopped, allowing us to enjoy the Thunderbirds and the Patrouille de France air displays. The French Air Force Mirage 2000 was as impressive as ever. I also liked the formation of four C-160 R Transall (6). It is very rare to see so many flying together. They landed as a assault group, a majestic sight with the thudding sound of the eight Rolls-Royce Tyne engines.

The poor weather in the afternoon and the pessimistic forecast had made me

decide to stay in Evreux for the night. The Air Force people had agreed to give me some space in their hangar for the J-3.

Philippe having to work on Monday morning decided to go back home by car with his wife Danielle at about 4 P.M. However, at 5 P.M. the ceiling lifted and the air show started again, with Colonel Antoine at the P.A, as comfortable in dry weather as in the rain.



This change in weather made me change my decision, and I finally decided, after a briefing with the weather man, to fly back to Le Plessis-Belleville. The clouds and the associated rain moving faster than expected towards the South-East, I planned a take-off for 7:00 P.M.



Pre-flight check done, refuelling completed, at 6:30 P.M, helped by Michel and Maurice (7), we pushed the J-3 over one hundred yards to the taxiway. Michel spinned the propeller, and at 7:00 P.M. I took off towards Le Plessis via Pontoise and Persan.

As I'm on my own, the tail wind makes me fly fast! 78 to 80 knots ground speed! I'm cleared to fly over Pontoise, and I carry on to Persan using special VFR at 800 ft altitude.

The low stratus force me to change course often, and I cannot come out at exit point "E" as requested by ATC. There is an "avenue" delimited by a mass of thick clouds, and I can see the twin chimneys of Persan. I cannot turn 10° to the right as requested by ATC because it would lead me through these clouds and I would lose the VMC conditions. Concentrating on my flying, I carry on and exit the Pontoise area with an observation from ATC about the heading they requested. They probably did not understand my message, or the latter got lost in the traffic...



Since I'm moving fast, I'm catching up on the clouds which move East of Persan. I decide to land and wait for the weather to clear up. The weather-man in Evreux was right! The clouds were due over Roissy at 8:00 P.M, and they were.

Fifteen minutes later I took-off again for Le Plessis-Belleville which I reached in about 20 minutes. Roger was there, waiting for me, and, together, we pushed the plane in the hangar. The J-3 was ready for the Tour de France.

Thank you to all the soldiers of Base 105 for their warm welcome, and thank you to Michel and Maurice for their help and their good spirit.

PORTRAIT

Article and photos: Bernard Delfino and M-F. Le Cornec

If there is one sensitive point in an association like the French Wing, composed of members spread over the whole country, and even in the whole world (One just has to read the phone-book to realize that), it's the difficulty to get our members to meet so that they get acquainted better.

The introduction article published when a new member joins the Wing goes in the right direction, but it's not enough. Therefore, from time to time, you will find in these pages the portrait of a member, describing his main occupations, and other personal points that usually only close friends and family members know about.

This time, it is a portrait of Marie-Françoise Le Cornec, through her favorite passion: Flying!

COL. MARIE-FRANÇOISE LE CORNEC

It was thanks to aviation magazine "VOLEZ! Special Air Shows 2005" which mentioned our contact that Marie-Françoise discovered the existence of our Unit, and it took a very short time to convince her that her place was among us.



Photo: B. Delfino

Marie-Françoise lives in Luxemburg. She travels a lot because her life and flying make one. Marie-Françoise, today retired, was a technical interpreter French-English for USAGDN. She holds an elementary french private pilot licence, the Canadian PPL, licence "C" for gliders, and the new licence. Marie-Françoise has one goal: Flying, because she only feels well "up there", way above every day's problems, playing with the sun and the clouds at the controls of her glider.

A real artist of the control column, Marie-Françoise has also got a gift for painting, cooking, square dance, and poetry. She lives her passion for aviation, at high speed, not hesitating one second to



Photo: M-F. Le Cornec

treat herself with a flight aboard a P-51D in Midland, or, as described hereafter, a flight aboard an L-29 Albatros, with the Breitling aerobatic team, like she did three years ago.

Whatever the subject you chose to discuss with her, you will soon find yourself talking about airplanes after a few minutes, and you won't know how you got there. One will admit that there is much worse than that!... But let us see what Marie-Françoise has to say to us when she describes her memorable experience in this L-29, like she did for aviation magazine "Des Ailes et des Hommes" (Wings and Men) issued in November/December 2004:

"On July 21, 2004, I made up my mind and went for this flight. After a complete briefing which put the accent on the use of the ejector seat, I was given a superb flight suit in the colors of Apache Aviation. Then the mechanics helped us to seat in these big birds painted blue and gold.

Literally tied down on our seats, with the helmets on our head, we were given more



Photo: B. Delfino

recommendations: keep the hands on the harness, don't touch anything, etc... Radio test: 5/5.

The pilot sits down and checks our psychological status (I'm walking on air!). Engine start: The airplane is very quiet. Taxi to the end of the runway, and formation take off.

It's so beautiful that I can hardly breathe. We are only 8 feet apart, and we have reached the "box", the aerobatics space above the airport.

The figures start. Loops, rolls, inverted flight, it's great! Then each plane takes some distance and the pilot gives me a chance to fly the plane myself. I decide to do a few rolls with the stick fully to the right. The plane obeys and rolls so fast that I hardly have time to realize what happened. Same thing



Photo: M-F. Le Cornec

the other way, and the plane obeys with the same docility.

But soon we have to rejoin the team. A break and a smooth landing bring us back to the tarmac far too early. This dream lasted only 15 minutes: The best of my year. Others wait to fly as well.

A lunch with the pilots, as well as the presentation of a certificate, and signed posters, get us all together. It was a very nice moment shared by aviation lovers. As for me, there will be a second time!"

VISIT TO BISCARROSSE

Article and photos: Patrick Pierre-Pierre

Like the flying museum of the Commemorative Air Force, the **Museum of Seaplanes in Biscarrosse** is a fabulous time machine.

In 1930, **Pierre-Georges Latécoère** chose the lake of Biscarrosse to set up his plant to build and test the greatest french float planes and flying boats. There, at the controls of these "flying cathedrals", pilots like **Saint Exupéry**, **Mermoz**, or **Guillaumet**, made a great part of aviation history. They created the legend, and still today, their exploits trigger vocations.

Biscarrosse, village of spruce resin industry, saw the birth of more than one hundred flying boats, and was, for a few years, the rival of the biggest European harbors which were linked with the new world. The adventure ended in 1955 and Biscarrosse went back to sleep... until 1979 when, following an initiative of Mrs **Marie-Paule Vie-Klaze**, was created a "**Committee of the celebration of the creation of the producing plant and test flights of seaplanes Latécoère in Biscarrosse**". In 1980, this committee became the **Association of the friends of the Seaplane Museum**.

This museum is located on the mythical place of the former hydro base. The houses which it includes are the former houses of engineers and pilots of Latécoère seaplanes. In 1981 these buildings were restored by the members of this association, and, in 1982, the Seaplanes Historical Museum was created. In 1999, the museum became a municipal asset, and received the brand name of "Museum of France", and therefore, became a national museum over 11000 ft².



Biscarrosse, a true capital of seaplanes in Europe, is now an international reference for amateurs and experts. Every other year, the museum organizes an international fly-in of seaplanes.

Through a vast collection of genuine models, uniforms, mechanical parts, engines, films, and documents, you will embark for New York or South America. Several seaplanes of various eras are displayed in the hall that



has become too small. In this hall, I admired the replica of a 1912 **Donnet-Levêque** fitted with a 50 HP Gnome

Oméga engine (1), a 1920 **Romano R1** and his 130 HP Clerget engine (2), a civilian Grumman **Widgeon G-44** (3), a 1956 private leisure seaplane **Thurston Teal** (4), donated by the aeroclub in Abidjan, an ultra-light **Vector 637**, the prototype of an

amphibian ultra-light, a **Latécoère 225**, designed by engineer Paul Legrand, and an ultra-light **CP 150 Onyx**.

Some beautiful engines are also displayed like the 100 HP, 10 cylinders, **Anzani 10** (5), an **Hispano-Suiza 12 YB** which was fitted to the Laté 298 (6), a **Lorraine 12 EB** on the CAMS 37 (7), a 1200 HP **Pratt & Whitney R1830** which was on the Catalina (8), a **Pratt & Whitney R2800**, and a **BMW Bramo 325R** which was fitted to the Blohm und Voss 222 (10).

In restoration, the front part of a **Canadair CL 215**, former aircraft of the Civilian Security, a second **Widgeon** in military colors, and the **Explorer II** which belonged to TV channel Canal+ for the series of broadcasting related to nature, directed by Stéphane Peyron.

These restorations are carried out in co-operation with the Technical School of Parentis and the Institute of aircraft Maintenance in Mérignac, the Training Center in Latresne, The Professional School Jean Taris in Peyrehorade, and the National Association for the Professional Training of Adults in Bègles.

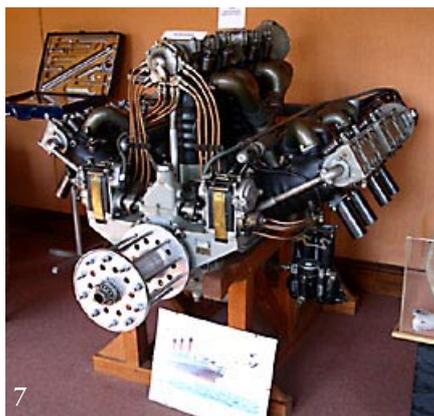
The museum is also a place for ludic and pedagogic meetings, a place of research and exchanges, and a place of technical development for the electrolysis laboratory which tries to cope with the challenge of preserving deeply corroded light alloy parts, thus contributing to the progress of aeronautical archeology.



Simple but efficient electro-chemical techniques are used for the preservation of this heritage, so efficient that many



parts of seaplanes brought up from the bottom of the lake of Biscarrosse (engines, propellers, instruments, and other weapons) have been successfully restored and are now displayed in the permanent exhibitions of the museum, witnesses of a long-gone era of aviation.



MUSEE DE L'HYDRAVIATION

332 Avenue Louis Breguet
40600 Biscarrosse
Tél 05 58 78 00 65
Fax 05 58 78 81 97

musee.hydraviation@ville-biscarrosse.fr
Friends of the museum web site:
<http://www.asso-hydravion.com>

Low season opening times: From January till December, from 14:00 till 18:00.



Closed: Tuesday and Public holidays.
High season: From 01 July till August 31, from 10:00 till 19:00 non-stop.

I wish to sincerely thank Mrs. Sylvie Berges, Director of the museum, for her warm welcome, and Mr. Bernard Daurat, in charge of restorations, the fascinating and passionate "soul of this museum", for his kindness and his availability.

I also wish to bring to the attention of historians and "detectives" of the



French Wing that Mr. Daurat is looking for pieces of the NC 856 H, the only NC 856 that has ever been fitted with floats for his Majesty **Prince Régnier of Monaco**. Failing that, a fuselage and a wing will make the museum happy. The museum already owns one part of a float, the front part of which must have been made of cork to protect the plane while it was afloat. Any information on this plane will be welcome.

Generally speaking, the museum is permanently looking for parts, objects, and documents related to seaplanes. Donations can be made to the museum.



Biscarrosse is also a culinary place: In an environment nicely decorated with well displayed aviation documents and photos, the Café Bar **Le Saint Ex** will welcome you to savor some grilled duck breast with honey. On the walls of one of the rooms, a large painting presents the portraits of famous seaplane pilots, as well as Pierre-Georges Latécoère and his famous sentence "*I re-calculated everything... Our idea is impracticable! We now have only one thing to do: Accomplish it!*". Here is a motto that we could well adopt for our **Rearwin Sportster!**...

At the bar, built to represent the front part of a **Salmson 2A2** bi-plane (9), you



will also taste an old Armagnac. But beware, there are no seat belts on the seats!...

Le Saint Ex

Place du Général De Gaulle
40600 Biscarrosse
Tél 05 58 78 16 16

<http://www.grand-bas-armagnac.com>

QUIZ: Col. **Claude Gascon** is the winner of the last quiz. He has won the right to try again this month! The object in question was a urinal funnel fitted to the HSS-1 Navy helicopters. The flexible rubber hose was attached to a venturi fitted outside. The "old guys" used to tell the new starters that it was an inter-phonie! It is also believed that some jokers inverted the connections. Knowing the seriousness of the sailors, I believe that this can only be a legend?...

But... will you guess the nature and the function of the object pictured below?... (11)



2007 OPERATIONS

The Tour de France went well despite the fact that it was cut short because of the bad weather in Rennes. You will read the entire report next month. Thanks for your patience!...

The NC 856 has had a few ignition problems which have been mended, as you read on page 2, and its shock absorbers will soon receive new valves of the NATO type, much more efficient than the original ones (Safety must often take precedence over authenticity). We will then need to replace all flexible hoses of the oil, fuel, and air systems, so that risks of leakage are eliminated. In the mean time, we have limited flying to flights of one hour maximum, with the mandatory requirement to check for leaks before any flight. This precludes any long distance flight, and forced us to cancel the raid on Sarlat. However, the latter has been replaced by Angers. Once these tasks have been carried out, the plane will be at a much safer standard than before, and will be able to operate like the *Spirit of Lewis*.

TOUR DE FRANCE 2007

DATES	ITINERAIRE	PILOTE	PASSAGER
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/Montpellier	C. Gascon	R. Gouzon
20/7/07	Montpellier/Lezignan/Bergerac	P. Pierre-Pierre	R. Gouzon
21/7/07	Bergerac/Couhé	P. Pierre-Pierre	R. Gouzon
22/7/07	Air show in Couhé	P. Pierre-Pierre	Présentation
22/7/07	Couhé/La Rochelle	P. Pierre-Pierre	R. Gouzon
23/7/07	Repos La Rochelle	P. Pierre-Pierre	R. Gouzon
24/7/07	La Rochelle/Rennes	P. Pierre-Pierre	R. Gouzon
25/7/07	Vérification Alricodeur Rennes	---	---
26/7/07	Repos Rennes	---	---
27 - 30/7/07	Bad weather Rennes	---	---
31/7/07	Dieppe/Le Plessis	G. Avenel	---

2007 AIRSHOWS & EVENTS

MONTH	DATE	PLACE	A/C	CREW One way	CREW Return	PX	ORGANIZERS	
MAY	25-27	LA FERTE ALAIS	ANNULÉ CAUSE ORGANISATEURS					AJBS
JUNE	2/3	LE PLESSIS	J3 NC	TOUS (Fly-in)	TOUS (Fly-in)	OUI	CAF/FW	
JUNE	9	MEAUX	J-3 NC	C.Gascon/P. Duflot JY. Cercy/B & F Delfino	C.Gascon/P. Duflot JY. Cercy/B & F Delfino	Mini PX	Local	
JUNE	14-17	POPHAM (UK)	ANNULÉ CAUSE MAUVAIS TEMPS					Piper Club France
JUNE	14 & 18	BOULOGNE						
JUNE	16 & 17	MONTLUÇON	ANNULÉ CAUSE MAUVAIS TEMPS					Rassemblement AF
JUNE	23 & 24	LE LUC	ANNULÉ CAUSE PANNE D'ALLUMAGE					ALAT
JULY	8	EVREUX	J3	PPP/P. Duflot	PPP/P. Duflot	Refusé	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	Refusé	Aéro club	
AUGUST	25 & 26	ANGERS	NC	PPP / P. Duflot / R. Gouzon	PPP / P. Duflot / R. Gouzon	NON	GPPA	
SEPT.	2	LENS	J3 NC	/ /P. Duflot	/ /P. Duflot	OUI	Air History	
SEPT.	15 & 16	TOUSSUS LE NOBLE	J3 NC	/ PPP/	/ PPP/	OUI	Air History	
SEPT.	22 & 23	RENNES	J3	C. Gascon/	C. Gascon/	Mini PX	Aéro club	
SEPT.	29 & 30	PERSAN	NC	C.Gascon/JY.Cercy	C.Gascon/JY.Cercy	NON	Aéro club	

FRENCH WING P.X.

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

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- "Gioux" type patch: € 6,00.
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- 100 A4 sheets with the Wing logo and your personal address: € 10,00.
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- Aircraft profiles 15 cm x 20 cm ready for framing: Various types: € 4,00 chaque.
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- 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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