



Airshow



CAF French Wing

Monthly Newsletter - Bulletin Mensuel

Volume 10 - N° 9 - September 2005

EDITORIAL

The election which will take place during our General Assembly on November 19 is about the job of Unit Leader that I have been doing since 1996.

This job is open to all eligible candidates, that is to say members who have at least one year seniority, who are colonels and up to date with their annual dues, who can speak a minimum of English, and who know perfectly the Organization that our Wing belongs to, the CAF. This represent a great number of potential candidates, and I wish to tell them all that they must not push aside the idea to apply for this job because of the false excuse that some consider me as a "President for life". No one is irreplaceable and, sooner or later, I shall need a replacement. So, why not this year?

From a practical point of view, the job of President consists of supervizing the good functioning of the Wing, giving directions and impulses when it is necessary, answering the mail from the public, keeping a good relationship with the authorities, making sure objectively that our ideals and statutes are fully respected, attentively listening to all our members, appreciating the compliments when they come, but also taking in the criticisms that some people send with no other consideration than their own personal mood at the time and no knowledge of all the aspects of the problem, and, finally, making sure that our members only act for the benefit of the CAF and our Wing, and not for some personal interest, a very serious attitude which, fortunately, is very rare. All these points demand some vigilance and many hours of work which are the source of great satisfaction that I wish everyone to know one day. If you feel like it, go ahead. You won't regret it!

Bernard

THE FRENCH WING IN MARVILLE



Photo : Bernard Delfino

THIS ANNIVERSARY AIRSHOW REVEALED ITSELF AS ONE OF THE BEST FOR OUR UNIT SINCE ITS CREATION.

"BUTCH" VORIS, FOUNDER OF THE "BLUE ANGELS", HAS FLOWN AWAY...



Photo : B. Delfino

Article and photos by Bernard Delfino

The celebrations of the 50th anniversary of the arrival of the Royal Canadian Air Force on the base created at Marville, have been varied and very moving. One hundred and seventy veterans were invited, and their big smiles told a lot about their level of satisfaction. Several of them were pleasantly surprised to see our booth because they totally ignored the fact that the CAF has a French Unit.



the organizers were admitted on the field on Friday afternoon and Saturday morning, providing they had previously listed themselves on the Internet, which allowed them to avoid the always present fences, and get really close to the planes (An excellent system that one would love to see adopted by other air shows like the one in La Ferté-Alais and many others!).



The first months that followed the creation of this base were rather difficult. One of the veterans whom we have met, was a cook. He told us that this base remained, for several months, a huge field of mud, and the very first piece of equipment he was given was a pair of boots, which tells a lot about the life conditions that these people had to endure!

But things always get right, and aircraft like the F-86 Sabre, the CF-100, the T-33, and the F-104 Starfighter arrived

eventually. Operations, in these days of the cold war, were pretty busy, until politics killed the logic, and our canadian friends regrettably had to leave our country and move onto a base in Germany.

The organizers of this event had some difficulty finding airplanes that would represent this period. Private jet fighters are rather scarce in Europe, and it's in England that they found a Sabre F-86 and a T-33 based in Biggin Hill (*First page*). A Starfighter was displayed statically, and many other classic planes and warbirds took part in the event like the Beechcraft C-45, Boeing B-17G, Douglas C-47, Fouga Magister, Fairchild, Boeing Stearman (*below*), Morane 733, Nord 3200, Vampire, and, of course, our Piper Cub which was one of the big attractions of this airshow (*above left*).

The weather was gorgeous and remained very nice throughout the week-end. Sun-burns were sometimes very painful for those who did not take their precautions.



The French Wing was represented by numerous members and friends who often came from very far away. We thank them very much for this. Their presence and their friendship turned this week-end into an unforgettable experience.



Flown by colonel Patrick Pierre-Pierre (*above*), the *Spirit of Lewis* was nicely presented in flight, and then displayed statically for the numerous photographers present on the airfield. These photographers, nicknamed *spotters* for the occasion by

The following members gathered together in Marville: Colonels Didier Cardinal, Bernard and Fumiko Delfino, Philippe Duflot with his wife Danièle and his daughter Isabelle, John Francis and his wife Cécile, Christian Frézard and his companion Fabienne, Guillaume Frézard, Claude Gascon and his wife Annette, Roger Gouzon, Patrick Pierre-Pierre, and Christian Tournemine and his wife Maryse.

The tent was set up as soon as we got there on Friday at noon, then, this operation completed, we were able to eat

something thanks to the food provided graciously for all participants by the organizers. The afternoon was spent taking pictures, practising the Piper Cub air display for Patrick, and preparing the next day which included the actual air show.

After an excellent dinner and a very good night sleep in a hotel that had been booked by the ever efficient col. Claude Gascon (Thank you Claude!), our group arrived on the airfield at about 9 A.M, where, to our great surprize, many spectators had already arrived.



This was a good incentive and the PX articles were quickly set up under the direction of the PX Officer, colonel Fumiko Delfino. A very big Thank You must be given to Fumiko, Danièle, Isabelle, and Cécile who remained very active throughout the day and allowed us to do some business with a result that has already been added to the hangar acquisition project fund.

Another very big Thank You must be given to col. Roger Gouzon who used, for the very first time, the display stand that he had finished manufacturing only a few days before, for the prints and photos that we sell. This piece of equipment is so well designed and built that it would be looked upon with envy by some professional manufacturers! This display stand was so efficient that there was a

continuous group of amateurs around the displayed pictures along the entire day!... Roger really managed to produce what people were dreaming of, or talked about, for years. A perfect expression of the "Can do!" attitude that we love so much in the CAF!

these aircraft that fought in the Korean war and were part of the first post-war generation of fighter jets used by the air forces of the western world. The grace they showed during their presentation was quite different from the lively manoeuvres of today's airplanes like the F-16's that came from Belgium and the Armée de l'Air Mirage 2000 (above left).

Propellers and jets were displayed alternatively and the show went on perfectly throughout the afternoon for the greatest pleasure of



The air display started at 2 P.M. on this Saturday September 3rd. The F-86 and T-33 were, no doubt, the big stars of the show. Their air display brought back many memories to the veterans of this tormented period, while the younger ones discovered

the public that stood along the half mile of fences set up parallel to the taxiway, the same way as it is done by the CAF during Airsho every year.

The show ended at about 6 P.M, and our group put away the PX and the tent so that we could all go and eat, and get some well-deserved rest.

We wish to specially and very warmly thank the people who organized this event, madame Geneviève Moulard and Colonel Antoine, for their welcome and their efficiency, not forgetting the numerous volunteers who helped ensure a total safety during the week-end. Their task was not easy, but the success this event received, clearly demonstrate that they reached their goals.



From top to bottom, and left to right: The B-17 Pink Lady, Mirage 2000, Beechcraft C-45 that came from La Ferté-Alais, the PX booth, and the Duflot family composed of Danièle, Isabelle, and Philippe, together with col. Fumiko Delfino.





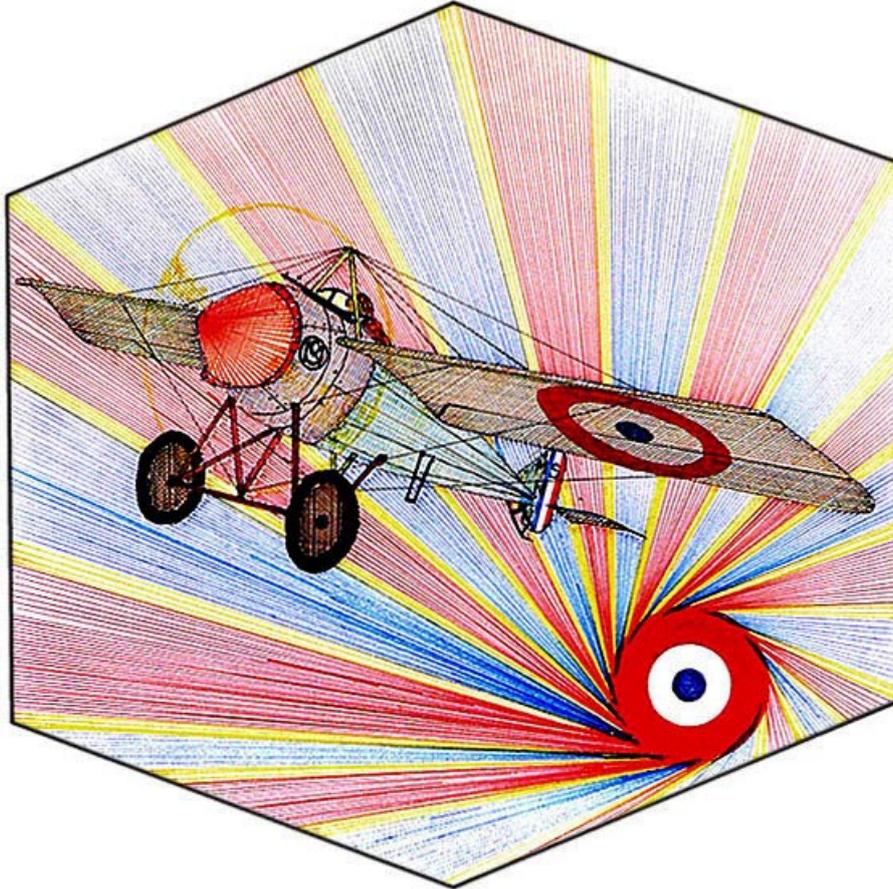
Morane-Saulnier N and AC

Article and painting by col. Louis-Jean Gioux

The fighter Morane-Saulnier N was designed and manufactured by Société Anonyme des Aéroplanes Morane-Saulnier, which had been created by the Morane brothers, Léon and Robert, together with Raymond Saulnier.

Léon lived from 1885 till 1918, and Robert from 1886 till 1968. Raymond, was born in 1881 and died in 1964.

The plane did not get a great success although it was very sophisticated, very streamlined, with a good engine which gave it a



9,80m (30 ft), a length of 7,05m (21,4 ft), and a height of 2,73m (8,3 ft). Its take-off weight was 658 kg (1450 lb).

Its Rhône RJ, 120 HP engine gave it a maximum speed of 178 km/h (111 mph), and its range was 400 km (250 miles).

Its armament was a single Vickers 7,7mm machine gun that shot through the propeller.

Despite all these fine attributes, the Morane-Saulnier N and AC aircraft were replaced, effectively as soon as



This demanding flying brought the plane a definite unpopularity, therefore, only 49 aircraft of the Morane Saulnier N type were built.

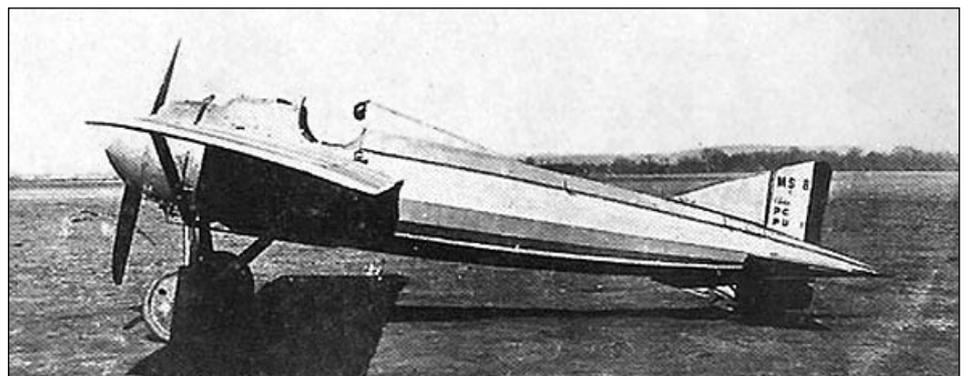
Société Morane-Saulnier produced an improved model, the AC, which was bigger and fitted

mid-1917, by the AI type which was a lot more successful since 1210 of them were produced.



comfortable speed of 165 km/h (103 mph). But all these excellent characteristics asked for a high landing speed that could only be handled by a few experimented pilots like Roland Garros (Photo above).

with a more powerful engine. The Morane Saulnier AC had a wing span of



MEMORIES, MEMORIES.....

Article by Gilles Avenel - Photos by Bernard Delfino

On 15th December 1974, a young Ensign was presenting himself at the gate of Dugny-Le Bourget Naval Air Base to take up his new appointment at the Maritime Patrol Head Quarters. On 4th June 2005, the same guy, but with a few more years and additional stripes on his sleeves, lands at Le Bourget and parks in the same N.A.B. Emotion...

When our Wing Leader informs me that the French Wing of the Commemorative Air Force has been invited to celebrate the 50th anniversary of Dugny N.A.B. (ref. July Newsletter), he mischievously asks me whether I am available for flying the J-3 overthere, or if I requested to be replaced by another pilot. Not for the world I would have left my seat to anyone, and missed the opportunity to short cut thirty years for a few hours. I take advantage of my responsibilities in my capacity as Operation Officer to the Wing to hypocritically confirm that I cannot escape my duty. Col. Eric Ducreau will join me for this flight. Eric was brought up at Dugny, and landing at Le Bourget means for him too a lot of memories and emotions...

In terms of navigation, flying from Persan to Le Bourget is pretty easy. The only issue is to find the report points of the compulsory VFR route between Pontoise and Le Bourget (Whisky 1 and Whisky 2 – no, nothing to do with booz, just the name of these RP's). With a GPS, it is a piece of cake. Whereas, in administrative terms, it is another problem. Read on...

1/ You have first to get a dispensation to land at Le Bourget with a J-3. God only knows why. Phone talk is a bit odd: "Hello sir, I'd like to land at Le Bourget. Ah no, it's not a Learjet. No, it's not a Falcon either. A Citation? Oh no, it's a Piper Cub. C-U-B, that's it...". To get the dispensation, you have to appoint a handling company. I get away with it in stating that our flight is managed by the Navy, which saves the Wing a few tens (hundreds?) of Euros.

2/ You have to fill out a Flight Plan. No, I am not kidding, a Flight Plan for a 30 miles trip... It has to be filled, sent, updated, activated before flight, closed after landing. All that for half an hour in the air. On the other hand, it is truly comforting to know that if you disappeared in this vast, unknown, wild area between Persan, Pontoise and Le Bourget, 30 miles north of Paris, search will start within an hour after the Estimated Time of Arrival...

3/ You have to inform by fax the Military Detection and Control Centre (these guys who have big aerals and see everything in the French sky) located in Alsace (300 miles from Paris) to give them date of the flight, time, route, type of aircraft, etc. By the way, we will fly under Flight



Photo: JGN

Plan. Would not it be easier to copy them automatically with the Flight Plan? This is b...y silly? I am sorry...

That is only a few idiosyncrasies of General Aviation in France. When you think that in the US, they land Cessna F-150's and Boeing 777's on the same runway...

Let's keep cool and prepare for the big day: we are going to fly tomorrow the CAF J-3 to Dugny N.A.B. Eric and Dominique Ducreau invite me to stay overnight at their place, so that we can be very early in the morning at Persan airfield to extract the plane from its hangar and preflight it. We have been instructed to land at Le Bourget at 8.30 am, in order to be there largely before the military display. This means taking off from Persan at 8.00. Arriving at the airfield at 7.00. Leaving Eric's house at 6.15. Waking up at 5.30.



Photo: B. Delfino

Well, it's time now to stop sipping Eric's fine wines and go to bed. I have some difficulties to fall asleep. Going back to Dugny N.A.B... Good Lord, that makes thirty years! I am seized with memories. I eventually fall asleep during a flight between Nîmes-Garons N.A.B. and Corsica... and I wake up when landing at Lann-Bihoué N.A.B. What time is it? 3.30 am. I must sleep again. After a few rolls and various loops, I decide to light up and read. At 4.00 I am fed up. I get up and watch through the window. It is still dark, but sky is clear. Actually, living room is lit, isn't it? That is the way Eric and I meet up at 4.30, fully dressed and equipped. Eric is so excited that he didn't

sleep a wink! He has already prepared a delicious breakfast, after drinking litres of coffee we load his car, and we set out. Right, it's only 5.15. And so what? Better early than late...

With regard to being early, we have not made it half way. Sun is rising when we arrive at Persan airfield. There is not a living soul about. Even birds have not woken up yet. Getting in the hangar, we disturb a rabbit which expresses its discontent by glaring at us. As we push the heavy hangar doors, I look at the sky: weather is going to be rather fair, as forecast, although a bit cloudy with a risk of thunderstorms in the afternoon. We pull the plane out of the hangar, install the VHF set, the transponder and the battery, achieve a thorough pre-flight inspection, fill up with petrol and oil, polish the canopy. Ready. I call Le Bourget to activate our flight plan for 8.00. It's only 7.00, and there is nothing more we can do before take off. We naively think for a minute that we could get a coffee at the airfield small bar. But it's all desperately closed.

At 7.45, we cannot stand staying there any more. We get on board and initiate the start up process. As a good boy, "Spirit of Lewis" engine fires at first prop swing. After a good warm up (we are not in a hurry), we taxi. The airfield is still totally dead. Checks done, it's 8.00 sharp, we take off. First leg is to reach Whisky One, south-east of Pontoise. Visibility is outstanding. Established at 1500 feet, we see Paris as if we were flying over the Ring. Over there, the Eiffel Tower, on our left La Défense area, further right the Montparnasse Tower. Hey, we are reaching now W1, it's the eagerly awaited time to contact Le Bourget. The Air Traffic Controller acknowledges our call, and ask us to squawk 5421. Great. The problem is that when I turn myself to reach the transponder, the whole stuff I had piled up in an unsteady order behind me, on the battery and the emergency transmitter, suddenly falls in between my seat and my back.

I am principally concerned about my cap (yes, I am in my naval uniform for this big occasion) that is now stuck in my back, which is not an adequate position for a cap. Whilst I try to re-arrange all that, the aircraft zigzags and climbs 300 feet right away, and that's the precise time the controller calls me to remind me the procedures, I have to

write down. Right, let's calm down, fly the plane properly and ask the controller to say it all again.

After flying over Enghien, we report on Whisky 2. The Controller asks me to report next on the threshold of runway 07, for a left hand circuit and a landing on runway 25. He asks me whether I know the airport. I answer "Certainly sir, however I have not landed there for 30 years". He finds it funny, and instructs me to carry on. We are now over 07 threshold, the holding point of which is just next to the N.A.B officers wardroom. That instantly reminds me one of our Navajos (the French Navy used this type as liaison aircraft in the 70's) which was setting off at lunch time, with two of our chums at the helm. They were completing their checks on the 07 holding point, and whilst we were waiting for our lunch we were scoffing at them from the other side of the barrier, a glass in the hand (we were not flying that day, of course). The co-pilot showed us a finger in answer, at the very second when the Admiral was peacefully turning up. As we had seen him just before and stealthily scattered around, the Admiral believed that this unbecoming expression was addressed to him. The Squadron Commander was summoned to his office in the afternoon, and had to painfully explain the unfortunate circumstances. He was not too happy either about this mishap.

The left hand circuit for the 25 runway over flies the old airport buildings and stands which have seen so much of history. Magic! Carb heat on, idle, we land. Whoa, what a wide runway! We could nearly have landed across. And there we are, quietly waving on the tarmac, look-



Photo: B. Delfino

ing for our way to the Naval Air Base. There are plenty of runways and taxiways everywhere. The Controller kindly directs us: "Take the first on your left... Carry on like that... A bit further on your right..." Ok, now I recognise where we are. Eric and I enjoy every second of our little trip in the very place where Lindbergh landed. "May I ask you a question?" says the Controller. Certainly! "The roundels on your plane, what's it?" Impressed, the Controller. Admittedly, more used to Lears and Citations than a CAF J-3...

We reach the Dugny N.A.B. apron. The Signalman is there to guide us. A bit on the left, a few more on the right, cut engine. We are in good company: an Atlantic, a P2V7 Neptune, a Crusader, an Etendard. An now a small J-3, the bright yellow colour of which contrasts with the "North Sea" grey camouflage of our big Navy neighbours.

Eric and I get off from the plane. We look at each other, a bit dizzy. There we are!! I hastily put on my jacket and cap, and we are welcomed by the Petty Chief Officer in charge of ground staff (formal salute, closing Flight Plan, petrol request, coffee, YesssSir!). We now have to wait for the other colonels, who are joining by car. In the meantime, I go on a little pilgrimage in the former premises of the Maritime Patrol Head Quarters,

where I was thirty years ago. It has not changed a bit. I pass by the mirror where I used to check my tie knot before presenting myself to the Admiral. Let's have a look. Goodness me! That's obvious it was 30 years ago! Come on, no nostalgia. And I carry on, humming the Charles Aznavour song "Yesterday, I was twentyyyy, the world wasn't big enough for meee...".



Photo: B. Delfino

BACK FROM THE FRONT.....

BOARD OF ADMINISTRATION

The Board of Administration held its monthly meeting on August 17, at Bernard and Fumiko's home, in Aulnay sous Bois.

The results of our recent and intense activities since the last General Assembly represented a great part of these discussions during this periodical meeting, but many other points have also been treated:

- **Spirit of Lewis:** Our airplane has participated in the Marville airshow, both static and in flight. In October, it will move to its new home in Plessis-Belleville. It is also possible that our aircraft participates, in the static display only, to the Pontoise airshow on September 11th. We will advise you if this is confirmed.

- **French Wing Van:** This vehicle is now in perfect order, and the inside lay-out has been improved. Remaining to be done are the fitment of a radio set and black curtain to the rear windows.

- **2005 Annual Dues:** The members who haven't paid their dues are no longer part of the list of Newsletter addressees. Too bad for them!... An updated Phone-Book will be published soon.

- **Marville Airshow:** No less than 17 members and friends have taken part to this celebration of the fiftieth anniversary of the arrival of the Canadian Air Force in France. Static display Friday afternoon and Saturday morning, and air display Saturday afternoon were on the menu. The Sunday should be dedicated to local sight seeing flights for the members who are interested.

- **Hangar Project:** We received new donations for the project of hangar acquisition. A big Thank You to these generous donors!

- **2006 Annual Tour:** The Board of Administration is working on a project for our annual tour next Spring, which should please all our members and allow a maximum number of them to participate. This project, still in gestation, will be revealed and presented in details during our General Assembly on November 19, 2005.

- **2005 General Assembly:** The need for variety has pushed us to find a new place for our annual meeting and a hotel different from the Acadie. Hotel and Restaurant **Primevère** in Tremblay en France, member of the hotel chain Comfort Inn, has been chosen for its reasonable prices and the good quality of its services.

Being very close to the Tremblay-Vert Galant RER station, it will be easy to get there for those of our members who use the public transports. In addition, the distance between this hotel and the airport of Roissy CDG is only slightly more important than the Acadie (2 km).

We thank all our members to fill in the questionnaire attached to this Newsletter and send it back **as soon as possible**. An access map and all practical information are also included in this questionnaire.

- **Display Stand:** Colonel Roger Gouzon has manufactured, for our PX, a display stand that is extremely ingenious, practical, and efficient. The work accomplished by Roger is of professional quality and will surprize more than one member! Merci Roger!

- **Web Site:** Col. Christian Frézard is working on our future web site and should soon show us a project. On top of the evident publicity that this web site will do for us, it will allow us to recruit new members and sell PX items.

- **AIRSHO 2005:** The list of participants is getting longer and at this point, 9 members and friends should gather in Midland, in addition to our members who reside in the USA.

- **French Wing 2005 Elections:** The job of **Unit Leader** is to be fulfilled. We ask all eligible candidates wishing to apply for this job to send their application, in writing, no later than **November 04, 2005**.

Communiqué: Our current Unit Leader wished to confirm that whichever new Leader is elected, he will apply for the job of **Public Information Officer** (a job designated by the Board of Administration), who, on top of his functions of public relations, is responsible for the publication of the Wing Newsletter.

As he quite rightly specified in his editorial, there is no such position as "President for Life" in our Statutes, and the length of his presence at this position must not stop anyone from applying and putting himself at the service of our Wing.

Important: We remind you that proxy voting is not allowed by the Statutes of our Association, and that any election of a member of the Board of Administration of the French Wing can only be done directly during the General Assembly or by getting a ballot by mail.

**FRENCH WING
GENERAL ASSEMBLY**
Saturday 19 November 2005
at 14:30 sharp
HÔTEL - RESTAURANT
"LE PRIMEVÈRE"
TREMBLAY EN FRANCE

PUJAUDRAN, A YEAR AGO!

Colonel Jacques Leroux represented the CAF and the French Wing during the first anniversary ceremony since the inauguration of the monument dedicated to Lt. Nichols and Harris, american crew of a Mosquito that was shot down near this



Photo: J. Leroux

village. The Mayor of Pujaudran gave a brief but very warm speech to honor these two aviators, unfortunately under the pouring rain.



Photo: J. Leroux

WELCOME MARIE-FRANÇOISE LE CORNEC

The arrival in the French Wing of a new member is always good news, but when this new member is a Lady, this arrival becomes an exceptional event that everyone of us will celebrate with great satisfaction.



It's when she read the magazine "VOLEZ! Special Airshows 2005" which mentioned our address that Marie-Françoise first read about the existence of our Unit. She contacted our President who was too happy to welcome her in our organization, a first contact that was greatly facilitated by Marie-Françoise's exceptional affability.

Marie-Françoise lives in Luxemburg. She travels a lot because flying and her life are a single entity. Retired, she used



to be a French-English technical translator for USAGDN, and she even was a member of their Square Dance club. Marie-Françoise holds the licences of elementary pilot, canadian private pilot, "C" licence for gliders, and the new licence. Marie-Françoise loves flying and only feels well when she is "up there". How well we understand her!

She spends most of this summer season playing with clouds, at the glider pre-world championship.

She performed her first loop aboard a K21 last month, and she also enjoyed some aerobatics with the Breitling team.

Artist of the flying controls, Marie-Françoise has also got a natural gift for painting. She has done some glider paintings, two of which are printed here below. She only waits for one thing: The occasion to meet Roy Grinnell to talk about his art and his technique. Long conversations are coming!

We hope to meet Marie-Françoise as soon as possible. In the mean time, we ask you to make a note of her address, and add it manually to your copy of the phone-book until we publish an update version.



Col. Marie-Françoise LE CORNEC
"Le Paris" - 83 Route de Longwy
L-8080 BERTRANGE
LUXEMBOURG

Telephone: 00 35 24 50 363
Fax: 00 35 24 55 843
email: marie01@pt.lu

Welcome to the CAF and the French Wing Marie-Françoise!

GUILLAUME'S SOLO FLIGHT

On Thursday July 21, to celebrate his success at the baccalaureate exam, col. Christian Frézard offered his son and Cadet a first aerobatics flight. Christian pretends that the photo below was intentionally taken with Guillaume turning his



Photo: C. Frézard

back to the camera to avoid showing the paleness of his face because of his apprehension... It's only after his father recommendation to "eat clean" that Guillaume sat in the cockpit with his instructor.

About thirty minutes made of rolls, himel-mans, loops, spins, and inverted flying, were enough for our Cadet to catch the virus which has, therefore, hit the third generation of the Frézard family, and all this without any damage to the cleanliness of the aircraft cockpit.

On Saturday July 30, the same incorrigible Cadet flew his first solo flight on an MS880: "One of the most beautiful days of my life!" declared Guillaume. This exceptional event will be celebrated during the week-end in Marville by Guillaume and his proud Daddy!

Congratulations Guillaume!

COL. BERTRAND BOUSSERT'S NEW ADDRESS

Please note Bertrand's new address in your copy of the Unit phone-book. An updated version will be published in a near future.

Col. Bertrand Bousser
60 rue des Mèlèzes
57070 St Julien les Metz
FRANCE

Phone: +33 38 736 9476
Email: bertrand.boussert@numericable.fr

AN ANGEL HAS TAKEN OFF FOR HIS LAST FLIGHT

BUTCH VORIS HAS GONE WEST



Photo: Blue Angels

Tuesday August 9, 2005, will remain, for all *Blue Angels* lovers as the saddest day of its history. On that day, Roy Marlin "Butch" Voris passed away at the age of 86.

His career in the US Navy lasted 33 years during which he flew all types of fighters, from the bi-planes to the most modern jets. As a civilian, he worked for the firm Grumman and acted very actively for the development of the Grumman F-14 Tomcat.

A WWII Ace, thanks to his 8 kills, he received a record number of distinctions : Three *Distinguished Flying Crosses* (DFC), eleven *Air Medals*, three presidential citations, and the *Purple Heart*, which he got after a memorable dog fight with a Zero which almost shot him down while he was defending Guadalcanal.

But Butch Voris is especially known for being the founder of the US Navy aerobatics team, the *Blue Angels*.

When the war was over, the US Navy needed a tool to recruit his personnel and obtain financing from the Congress. Butch Voris, then an Instructor on the base of Jacksonville, was chosen to form a patrol of three Grumman Hellcat, the plane that he had flown most during the Pacific War.

Their first air display took place in June 1946. It lasted 15 minutes and impressed the spectators who were not used to see fighters fly in tight formation, although it was their natural element.

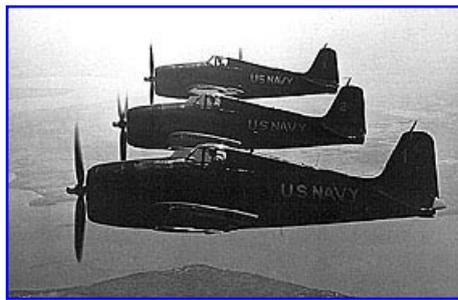


Photo: Blue Angels

Success was instant and it never stopped growing since. Incidentally, the name *Blue Angels* was chosen after a night club in New York.

Pilots and aircraft changed as years went by, but the war in Korea stopped their activity.

In 1952, Butch was called back to reform the team which had been busy with



Photo: Blue Angels

war missions in Korea, but this time, using the Grumman Panther.

Since that time, planes have changed, and the team adopted various aircraft like the Cougar, the Tiger, the Skyhawk, the Phantom, and, finally, the Hornet whose name is reminiscent of the aircraft carrier from which Butch used to take off with his Wildcat during the Pacific War.

The loop has been somehow... looped, a term that perfectly suits the achievements of this artist of aerobatics. Good by Butch...

HONOR AND COUNTRY - THE FREE FRENCH (To "HIS" memory)

It was a long time ago, as much as I can recall,
We were young then, and strong, we were in our twenties.
We were all chased away! Like stray dogs
Chased away by ferocious bull mastiffs who coveted our dens!
We wanted to resist, but we did not know how.
Of courage, certainly, we had plenty!
We were pure and tough, and also full of rage,
Ready to bite, to kill, like wild dogs!
Our hearts were in mourning, and we wanted revenge,
Against those who had enslaved France!
How long ago it was!

But, the «VOICE» appears! We heard it;
Hope returned, the sun shone brightly;
For us, the «Free French», the night was dispelled!
We all followed «THAT ONE» who «called»!
His voice promised us a shining victory.
But, to overcome the enemy, bloody battles lay ahead!
We crossed the lands and the seas,
They saw us also fighting in the air.
We all fought, ignoring the suffering,
It was well worth it, to deliver France!
How long ago it was!

At the beginning, we confronted deserts,
Where the sun burned us, a foretaste of hell!

One never heard there the sound of running water,
But often, when scraping the bottom of our mess kits,
We could feel between our teeth the grit,
The sand of the desert on which we slept.
Elsewhere, fighting on the frozen plains
We cried on our hands to try to «thaw» them!
Flying under other skies, traversing the flak,
We went out to bomb, returning «somehow or other»!
And for us, the sailors, on hostile seas,
Through storms and battles, it was not easy!
Our fleet everywhere raised its flag,
Proving to the entire world, that we were really there!
How long ago it was!

In tanks, in airplanes, in ships and on foot,
All the fields of battle, saw us arrive.
Led by the «Great Man», who reposes over there.
Everywhere the Free French took part in combat.
We were his «Crusaders», we carried his emblem,
We fought beneath the Cross of Lorraine!
And it was thanks to him, his tenacity,
That today, in our hearts, we keep the pride!
For, «HONOR and COUNTRY», that was his battle cry
May he rest in peace near his «Two Churches».

Col. Georges Marcelin

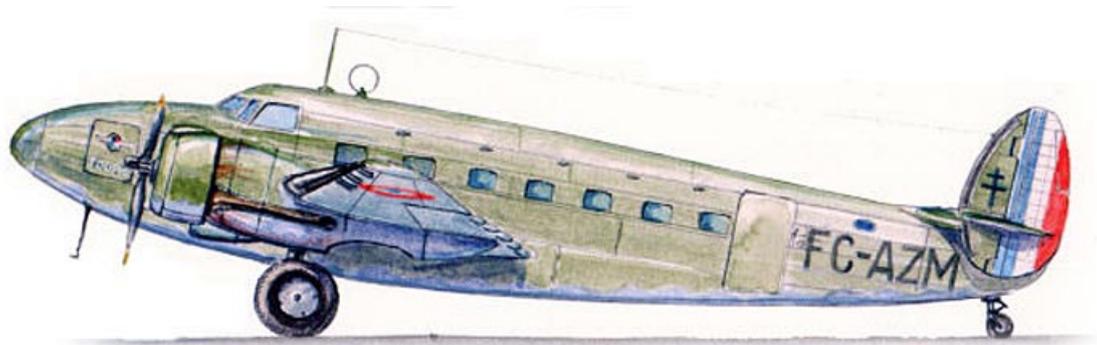
Translated into English by Colette McAlester and Barbara Hair



LOCKHEED HUDSON & LODESTAR



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



The L-12 was a smaller version of the L-10 Electra with which Lockheed besides Boeing and Douglas in the early 30s launched a new generation of airliners that led to US domination in modern air transport.

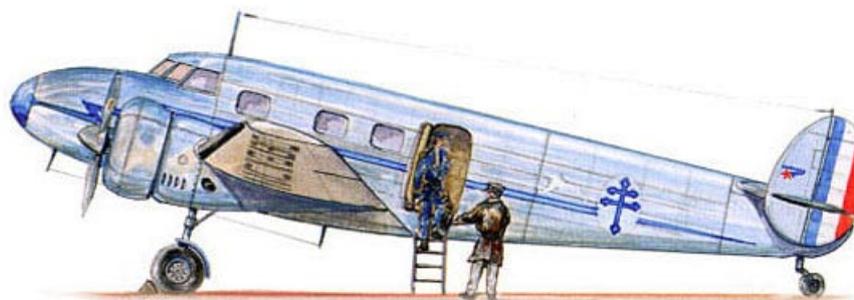
The Model 12 of which 114 were built entered airline service in the mid 30s. The L-12A-version which is of interest here (*Painting on the right*), carried a crew of two plus six passengers. It was powered by two 400 hp PW WASP engines, that gave it a cruise speed of 212 mph (325 km/h). It was the fastest commercial transport of its time.

In 1941 the Free French in Britain under General de Gaulle were handed over two L-12As, that most probably had previously been serving together with four L-10s in RAF No.24 Squadron. Reliable details on their operational use could not be found by these authors.

The 12-seat L-14 although based on the same design principles as the L-10/-12 was a larger and heavier machine powered by two 1,000 hp Wright GR-1820s. It went into service with

Northwest Airlines in September 1937. 112 were built, and the type saw airline service in many parts of the world.

Of the six supplied to Britain's Imperial Airways in 1938 G-AFGN (*Bottom photo*) was used by the former British Prime Minister Neville Chamberlain for his appeasement flight to the Munich Conference in September 1938. The aircraft could not be overlooked by



those who saw the newsreel or papers and magazines of the time, when Chamberlain, after getting off the plane at Hendon was waving his famous "Peace in our time" document signed by

him and Herr Hitler, as he said. It was not worth the paper that it was written on.

By then, the L-14 was already well on its way of becoming a successful military airplane. Developed to meet a RAF requirement for a maritime reconnaissance bomber, an initial contract for 250 L-214s (company designation) had already been placed by the UK authorities in June 1938. In the following December the "Hudson", as it was named by the British, made its first flight.

The type which entered service in the summer of 1939 filled an important

gap in Coastal Command and proved an effective weapon in the early stages of WW II. Hudsons operated over the North Sea from the first day of the conflict, and more than 200 had been delivered by mid 1940.



Photo: Imperial Airways

Some 830 Hudsons (Mk I, II and III) were purchased by the British government for the RAF, and about 1,170 (Mk IIIA, IV, V and VI) were supplied under Lend-Lease.

As A-28 (502 built), A-29 (800

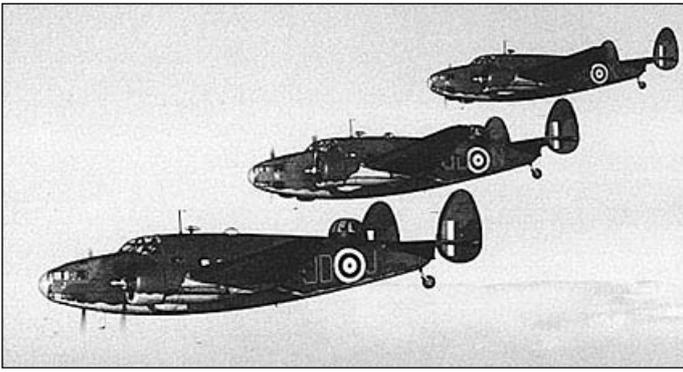


Photo: RAF

was integrated as squadron 344 into Coastal Command. Based at Dakar, the French Hudsons (*Photo below*) were used for coastal surveillance and convoy patrol duties under British control until they were retired in 1944.

Lodestars were also supplied to the French militarized civil air transport system, which later became the "Réseau aérien militaire français" (French military air transport service).

The "Section de liaison aérienne" (air liaison section) – SLA – of the Armée de l'Air at Boufarik kept a number of Lodestars available for the general staff of the Armée de l'Air from 1943 or 1944.

and AT-18 (300), the type also served with the USAAC/USAAF. Some of the A-29s were used by the US Navy in an anti-submarine role as PBO-1s. Production of the type ceased in June of 1943.

Other users of the Hudson were the RAAF, RNZAF, RCAF, Brazilian Air Force and the newly formed French Aéronavale.

Besides the role for which it had been designed, the type was used for a variety of duties including transport, photo reconnaissance, navigation training, target towing etc.

In the wartime career of the Hudson there are a few firsts that should be mentioned here:

- In October 1939 a RAF Hudson shot down a German Do 18 flying boat over the North Sea. It was the first air victory of the British in WW II.
- An A-29 of the USAAC was the first US aircraft to sink a German U-boat after America's entry into the war in 1941.
- A PBO-1 was the first to sink two U-boats for the USN.

Of particular interest in the context of this essay is that from 1942, RAF Hudsons of "Special Duties" No. 161 squadron were engaged in dropping Allied agents in occupied France.

Also, numerous hazardous secret night landings were made to deliver or collect agents and convey supplies or equipment, the landing sites being illuminated by French Resistance groups.

In Britain the Free French formed an aéronavale flotilla with the designation 2FB in 1943.

In July the British handed over four Hudsons (probably IIIs) to the flotilla, which

The Hudson was technically and operationally a fine aircraft with good performance and handling characteristics. It was safe to fly, it was reliable and it was without vices.

The Lockheed L-18, which was first flown in 1939, had been designed as a



Photo: SHAA

successor to the L-14. It had a lengthened fuselage accommodating 18 to 26 (high density) passengers and a 7,3 per cent larger wing. As its contemporaries it was impressed from 1941 as C-56, -57, -59 and -60. Of the many different versions built until 1943, the C-60 and the C-60A were the most important.

The C-60 had a comfortable interior with 12 seats, while the C-60A (*Photo below*) was equipped with side benches for 18 troops.

Thirty six C-60s and three hundred and twenty five C-60As were built. A number of these were purchased with Defence Aid Funds principally by the British, who named it the "Lodestar".

Thirteen of them were handed over to the Free French in 1942. The type appears to have been used by General de Gaulle as a personal transport.



Photo: B. Dejjano

DATA TABLE LOCKHEED HUDSON III

Description: Maritime general reconnaissance and patrol aircraft with crew of 5.

Propulsion: Two 1200 HP Wright Cyclone R1820-87.

Span: 19,95 m (65 ft 6 in.)

Gross weight: 8400 kg (10500 lb)

Maximum speed: 440 km/h (275 mph)

Cruise speed: 357 km/h (223 mph)

Range: 3475 km (2160 mls)

Service ceiling: 7470 m (24500 ft)

Armament: Five 7,65 mm (.303 cal) machine-guns, 2 fixed, 2 twin in dorsal turret, 1 ventral.

Bomb/Depth charge load: 340 kg (750 lb) internal.

DATA TABLE C-60 LODESTAR

Description: Personnel, troops, and freight transport.

Propulsion: Two 1200 HP Wright Cyclone R1820-87.

Span: 19,96 m (65 ft 8 in.)

Gross weight: 8400 kg (10500 lb)

Maximum speed: 426 km/h (266 mph)

Cruise speed: 320 km/h (200 mph)

Range: 2660 km (1660 mls)

Service ceiling: 9150 m (30000 ft)

Accommodation: C-60 12 passengers and 4 crew, C-60A 18 troops and 3 crew.

The FW P.X.

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

- Official Wing patch: € 9,20.
- "Gioux" type patch: € 6,10.
- Pins epoxy, various: € 5,50.
- Pins cloisonné, various: € 7.60.
- Painting "Lloyd's Dream" 50x76cm: € 40,00.
- Painting "Lloyd's Dream" 50x76cm. framed: € 55,00.
- 100 sheets of paper with your letter head: € 8,00.
- Color Photos (B17, B25, etc...) 30x45cm: € 9,00.
- T shirt Piper CUB, 170 grams, L or XL € 16,00.
- T shirt cartoon P40, 170 grams, L or XL: € 16,00.
- T shirts: Other sizes available on order.
- T shirts illustrated with the picture of your choice (Maximum size A5): Send in your picture and we will make the Tshirt of your dreams (Warning! Only send pictures that are totally free from any copyrights): € 12,00.
- Color aircraft profiles 15 x 20 cm. pre-framed: *Various*: € 4,00 each.
- Warbird cards by painter Jean Bellis: € 4,00 each.
- Video cassette of sequences filmed in Midland (55mm) VHS PAL: € 16,00 ©
- Large format paintings by Col. Eric Besançon: F4U Corsair and Messerschmitt 262 night fighter: € 31,00 ©
- Poster N°1 of WWII airplanes and N°2 of post-war era, painted by artist Jean Bellis, 61x81cm: € 9,00 (Members) € 10,00 (Non Members) ©
- Prints of the Roy Grinnell paintings - Normandie Niemen, Corsair F4U7, and B26 Marauder - Unsigned: € 40,00 + P&P € 10,00. Signed by veterans: € 60,00 + P&P € 10,00. ©
- Post Cards based on the same paintings (B26 Marauder, Corsair, and Neuneu): € 0,50 each ©
- CD Rom of 36 FSS Newsletters since January 2000, French and English, compatible PC and Macintosh, <.pdf> format readable with Adobe Acrobat Reader: € 10,00 P & P inclusive ©
- CD Rom of 200 warbird photos taken during Airsho in Midland, by B. Delfino: € 10,00 P & P inclusive ©.

The CAF French Wing is a non-profit Association ruled by the 1901 law, and registered under number 2473 of the Journal Officiel dated 10 July 1996.

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

AIRSHOW is a publication of the French Wing of the Commemorative Air Force, Inc. - Any partial or complete reproduction of the articles and the illustrations published in this monthly Newsletter is forbidden without the agreement of the FW. Please write to the Association at the following address: 19 rue de Cannes 93600 - Aulnay sous Bois - FRANCE.

HANGAR

PATRON COMPANIES SUPPORTING THE HANGAR PROJECT

SKY RUNNER - EPSON
AVIATION CLUB DE FRANCE
DIFFUSION SERVICE

GIFTS TO THE HANGAR ACQUISITION PROJECT

We sincerely thank the following members and friends for the help they gave to the hangar acquisition project this past month:

Bernard Delfino, Fumiko Delfino, Yves Donjon, Christian Falentin, Roy Grinnell, Eric Janssonne, Nicolas Libis, Claude Requi, Kim Tolfree, Ron Wesp.

These gifts are made of direct donations or the sale of articles that these members had donated to the PX. A big Thank You to you all for this efficient help!

THE SPIRIT OF LEWIS ON THE MOVE

Mister Philippe Nonat, owner of the newly built hangar on the airport of Plessis-Belleville which will shelter our Piper Cub, has advised us that work is moving forward as planned.

Unless difficulties are met, the concrete floor should be finished by the end of September, and the hangar doors will be fitted shortly after.

The soil surrounding the area should also be evenly spread and and rolled for an easy access to the hangar.

Our aircraft will be able to move in during the second part of October.

	€
	70000
	68000
	66000
	64000
	62000
	60000
	58000
	56000
	54000
	52000
	50000
	48000
Nicols LIBIS	32,00
Ron WESP	10,00
Kim TOLFEE	58,00
Claude REQUI	42,00
William DAVIES	10,00
Catherine HINGANT	10,00
Mr. & Mme. GILLION	20,00
Mr. & Mme. VILLEFROY	50,00
Frédéric BAUDIN	50,00
Philippe DUFLOT	20,00
Gilles AVENEL	70,00
Eric DUCREAU	50,00
Jim LUX	166,00
Jean-Jacques VAUCHER	50,00
EPSON	1275,00
Christophe BASTIDE	30,00
Christian FALENTIN	21,00
Claude GASCON	30,00
Roy GRINNELL	213,00
Eric JANSSONNE	27,00
Yves DONJON	45,00
Bernard DELFINO	1429,50
Claude DE MARCO	10,00
George LODGE	50,00
AVIATION CLUB DE FRANCE	500,00
Haruo TANAKA	26,00
John ROEDER	50,00
Jean-Christophe DEBUISSON	50,00
Elzéard LIGNEUL	100,00
Bill KATSONES	27,00
Fumiko DELFINO	567,00
Didier CARDINAL	107,72
Marcel FRANCISCI	310,00
Roger GOUZON	8,25
Aubrey & Barbara HAIR	75,00
Georges MARCELIN	125,00
Bunty BATEMAN	192,16
SKY RUNNER	615,00
Michel DUFLOT	150,00
Événements French Wing	1730,00
DIFFUSION SERVICE	150,00
Intérêts Bancaires Annuels	246,72
TOTAL	8798,35

CAF FRENCH WING

2005 GENERAL ASSEMBLY

NOVEMBER 19, 2005, AT 14 H 30 SHARP

IN THE MEETING ROOM OF HÔTEL PRIMEVÈRE IN TREMBLAY EN FRANCE

Our General Assembly will take place in the meeting room of Hôtel PRIMEVÈRE - COMFORT INN in Tremblay en France from precisely 14:30. We hope that many of you will come because this meeting will include some very important decision for the future of our CAF Unit, starting with the vote that will decide who will be our next **Unit Leader** for the three years to come. Weather permitting, Sunday 20th will be a flying day at Le Plessis-Belleville, aboard our Piper Cub, for those who wish to fly as per the usual tariff. We thank you for adjusting your personal schedule and travelling times according to this programme. Thank you for letting us know as soon as possible your intention to participate or not in this General Assembly by answering the following questionnaire, which will help us a lot with its organization.

(Note: Do not forget to add to this questionnaire a cheque of 30 € per guest participating in our dinner)

Name & First name: CAF ID #:

Telephone: email:

General Assembly

Participation to the GA: YES - NO

Number of participants:

Hôtel rooms (Twin)

Number of hotel rooms for the night of 18/11 to 19/11 (49 €):

Number of hotel rooms for the night of 19/11 to 20/11 (49 €):

Number of hotel rooms for the night of 20/11 to 21/11 (49 €):

Type of room: Simple - Double // Smoking - Non Smoking

Dinner

Number of meals on 19/11 for lunch (From 12 € to be paid individually to the restaurant):

Number of meals on 19/11 for dinner (**Attach a cheque of 30 € per guest**):

Sunday 20 November at Le Plessis-Belleville

Participation to the day around the Spirit of Lewis: YES - NO

Number of flights wished: Duration wished: 30mn - 60 mn

Transport

Means of travelling: Personal vehicle / Airliner / Train / RER Line B Mitry-Mory

Need for assistance on arrival: YES - NO

If YES, Flight or Train number: Date and time of arrival:

Place of arrival: Number de persons:

Place of departure: Date and time of departure:

Note: Please arrange for an arrival at the airport or TGV station in Roissy-CDG because we won't be able to pick up passengers at Orly.

Date and signature:

HÔTEL-RESTAURANT PRIMEVÈRE

141, Avenue Gilbert Berger

93290 Tremblay en France

Tél: 01 49 63 96 00

Fax: 01 48 60 14 10

email: primevere-tremblay@wanadoo.fr

Accès: RER Gare du Vert Galant,
A104 (Sortie N°4 Tremblay-Villepinte)

ACCESS TO THE HOTEL

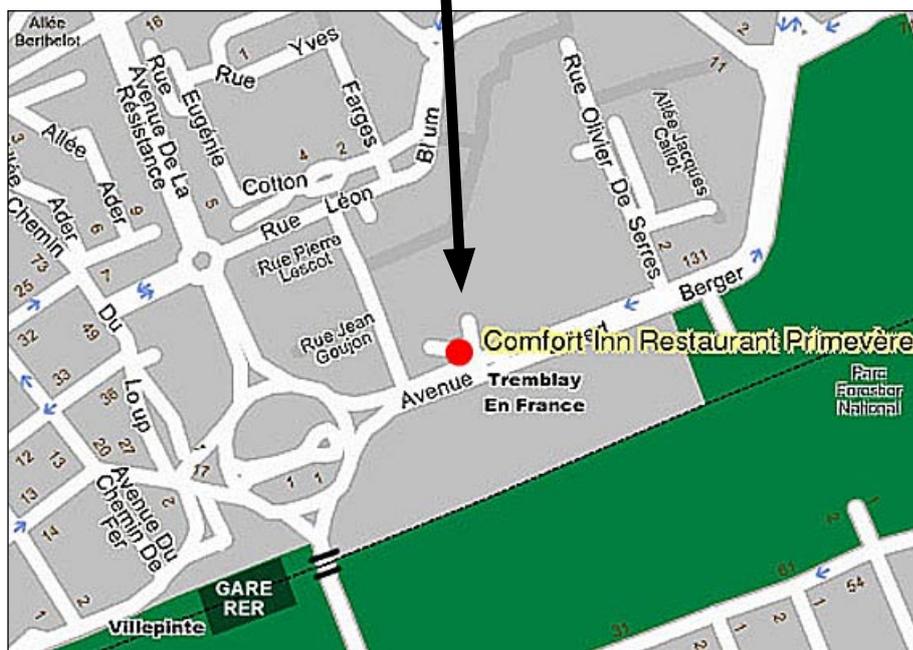
To get to the Primevère, whether you arrive from the A1 or the A3, you just need to get on the A104 and exit at "Tremblay-Villepinte" (Exit N°4), then to take a South heading towards "Tremblay Centre" on Avenue de la Résistance, up to the round-about which is next to the RER station Vert-Galant. The map on the left gives you all the necessary information for your navigation.

DRIVERS, BEWARE!

In Tremblay, especially on the Avenue de la Résistance, make sure you do not exceed the speed of 50 km/h for mobile radars are frequent and terribly efficient...

URGENT!!! DINNER MENU

Thanks for making your choice from the menu below and send it back to us with your payment and questionnaire.



19 NOVEMBER 2005 DINNER MENU

Thanks for making your choice and for sending back this form with the questionnaire, specifying, at the bottom of the form, the dishes you have chosen (1A, 2B, etc) by simply writing a "1" between the parentheses, or, in case of several participants who have made an identical choice, the number of common dishes, or, more simply, photocopy this form and get it filled by each participant.

NAME:

NUMBER:

Kir (White wine)

Three dishes of the sea (1A) or Plate of sea shells (1B) or Home made hare pâté (1C)

Piece of Beef meat (Faux Filet or Bavette) (2A), Duo Purée Maison (2B) or Parsley potatoes and Brocolis gratin (2C)

or

Magret of duck with caramel apples, Flan of Carrots with Cumin, Polenta (2D)

Buffet of cheese and Deserts (3)

or

Saint Nectaire on Toast with Mesclun Salad and Honey Vinaigrette (4)

and

Tatin Pie (4A)

or

Tête de Nègre (Chestnuts, Chocolate, and Chantilly) (4B)

or

Sabayon of Tangerines (4C)

Wine and Coffee included

ENTRÉES: 1A () 1B () 1C () PLATS: 2A () 2B () 2C () 2D () DESSERTS: 3 () 4 () 4A () 4B ()