



AIRSHOW

CAF FRENCH WING - MONTHLY NEWSLETTER - BULLETIN MENSUEL

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EDITORIAL

The Tour de France of the *Spirit of Lewis* has been an opportunity to unite some of our members and this valiant plane. Circumstances were such that the stop in Toulouse was cancelled, or, rather, postponed.

The result of this raid that lasted 17 days and required 26 flight hours is, generally very positive. However, it appears that the expenses of all participants were rather high. Therefore, in future, it seems to me preferable to fly these raids radially from Paris, and ask the members who will welcome the plane to find the most economical lodging for the crew, and deal with all accessory logistics.

This challenge was suggested in 2005. Today it is a success, and we can all be proud and happy of the result. I wish to thank all of the occupants of the Piper Cub for their professional attitude which made this raid a safe one. They changed their plans when the risks were too big, they always took the right decisions, and their generosity allowed our airplane to show what it is able to do. Colonel Lewis Bateman who, no doubt, "supervised" this raid, took care of the men and the machine. Never before has this aircraft better deserved its name. Thanks Lewis!

This issue of our Newsletter is, therefore, almost entirely dedicated to this extraordinary adventure. As you will discover, reading this long article, our friends pilots and authors Claude, Patrick, and Gilles, as well as photographers Roger, Christophe, Claude, and Jean-Christophe, joined their efforts, which should give our readers as much pleasure reading it than I had preparing and refining it.

Finally, I took the opportunity of this issue to give the members who will travel to Midland, the final and important recommendations. Just like before a take-off, it is good to use a check-list in order to leave nothing behind: Passport, airline tickets, battery chargers, memory cards, etc... Bon voyage everyone!

Bernard

TOUR DE FRANCE OF THE "SPIRIT OF LEWIS"



Photo: B. Delfino

13 JULY 2007: COLONELS CLAUDE GASCON AND LÉON MANOUKIAN LEAVE FROM LE PLESSIS-BELLEVILLE FOR THE TOUR DE FRANCE. TO KNOW WHAT HAPPENED NEXT, TURN THE PAGE...



Photo: B. Delfino

TWO PEOPLE WHO WILL BE BADLY MISSED: BOB RICE AND SHARON MCKAY (PAGE 9)



Photo: B. Hair

2007/2008 FRENCH WING ANNUAL DUES
IF YOU HAVEN'T PAID YOUR ANNUAL DUES YET, YOU ARE NOW FOUR MONTHS LATE!!! SEE THE LIST ON PAGE 9.

TOUR DE FRANCE

The Tour de France of our Piper Cub, version 2006, was, as one will remember, the shortest of all times since it was reduced to a simple take-off and landing, following a mechanical failure... Decided to complete this project despite this major difficulty, the French Wing had decided to postpone it until the following year.

The Gods of aviation were, effectively, much more favourable this year since the airplane left Le Plessis-Belleville on July 13, for a trip that lasted 17 days and required almost 26 flight hours. Colonels Claude Gascon and Léon Manoukians (1) took off from Le Plessis with a gorgeous weather, and took the direction of Troyes, Vesoul, and Montbéliard...

LE PLESSIS - MONTBÉLIARD

By col. Claude Gascon

Friday, July 13, 2007... (and not 2006), it would seem that fate (and the mechanics) have decided to be on our side. Our *Spirit of Lewis* is in good shape, and the weather is simply outstanding after weeks, or even months, of wind, cold, and rain.



Photo: B. Delfino

a pre-flight check done per the book, and the refuelling of the plane, we took-off and flew towards the town of Troyes. Léon, sitting in the front seat, realized that France is really a beautiful country. It's a fact that at 900 feet altitude and a speed of 75 Mph, the scenery can be appreciated slowly and nicely.

123,35 Mhz: -"Troyes, Piper F-GHLQ coming from Le Plessis, information for landing please?" ...

- "One Two Three Thirty Five!" (The accent is abrupt and peremptory, and the origin of these words is unknown).

Second attempt: -"Lima Québec, sorry but I do not have this frequency. Who's just answered my call?" ...

Second reply: -"One Two Three Thirty Five (twice), and if you do not have this frequency, go somewhere else!" The accent is getting more and more peremptory and the menace is getting evident. Since I do not, basically, have a tendency to argue, I obey to the injunction of a civil

Léon and I met on the platform of the high speed underground in Paris, and we went to Fumiko and Bernard's who drove us from Aulnay to Le Plessis-Belleville. After



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Photo: L. Manoukians

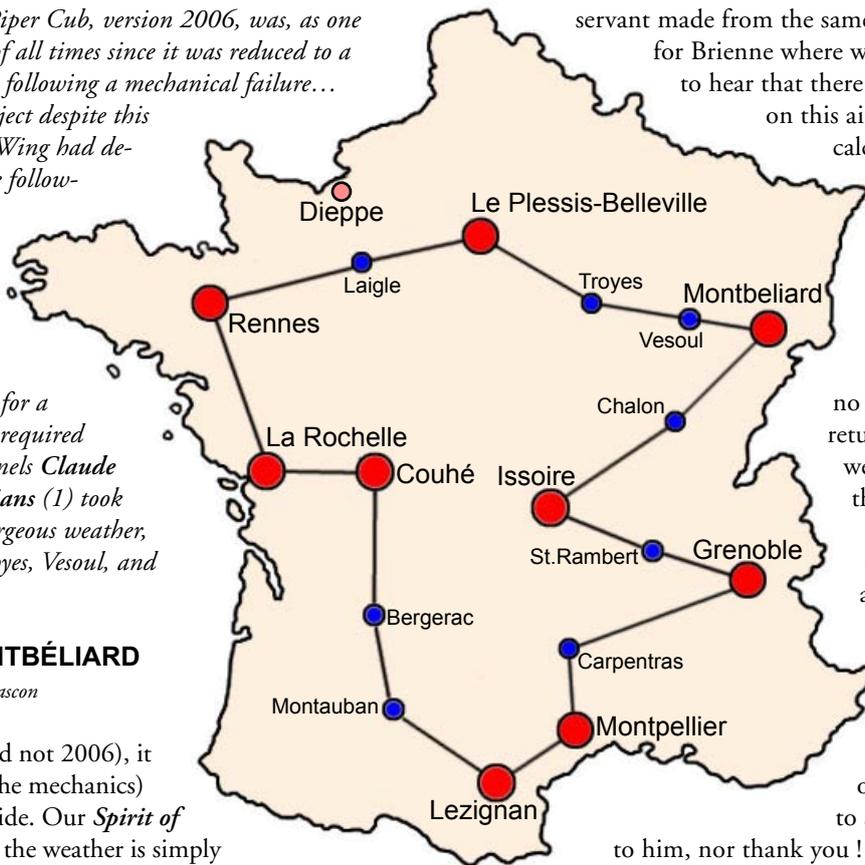
servant made from the same mould. Solution: Head for Brienne where we land a few minutes later, to hear that there is not a drop of gasoline on this airfield. Charming!... I recalculated my consumption of gasoline and the flying time: Returning to Troyes is possible, with or without the stubbornness of my favourite controller who, evidently, had gone for lunch since no one answered my call. We returned to Troyes (2) where we met our friend pilot of the Morane 317 based in Le Plessis, which was also thirsty for some gas. After a quick lunch we took-off again with the agreement of the controller who probably had had some lunch too, and who answered my call on MY frequency. Needless to say, I did not say good bye to him, nor thank you! (Friend pilots who are not aware, please make sure you don't fly to Troyes before lunch time).

After this incident, we fly over the town of Juvancourt, then, a bit to the North, Chaumont, and immediately to the South, Langres where Lima Québec has, I understand, some bad memories of a lack of gasoline...

Vesoul finally (3) where, after a somewhat hectic landing, I had to explain to Léon that our LIMA QUEBEC was a bit paranoid since it suddenly wanted to turn around and go back to Troyes. A good kick of the right foot fortunately put things straight again.

Had it not been for the beauty of the scenery we flew over during the last leg to Montbéliard, the flight would have been very boring and monotonous, since nothing worth telling you about took place.

We were warmly welcomed by col. Jean Claude Miniggio and spent an excellent evening which ended with the departure of Léon with his son who lives in the area. Thank you Léon for your enthusiasm and the happiness you demonstrated during this beautiful summer day!



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Photo: L. Manoukians

MONTBÉLIARD - ISSOIRE

The following day, July 14, French National Day, because of the locally dull weather, getting stormy in the North, we decide, Jean-Claude and I, to anticipate and leave a day early, and rush (At the J-3 air speed...) for Issoire, where our friends cols. **Henri Bourrassier** and **Guy Bortolus** are waiting for us.

Today, I'm a passenger, and, therefore, I HAVE NOTHING TO DO! Except admire the scenery, comfortably seating in the front seat, with my knees under my chin and my right buttock on an indescribable metal bracket. Otherwise, the scenery is even more beautiful than yesterday. The valley of the Doubs, Baume les dames, then Besançon, a nice technical stop where we have lunch by the



Photo: C. Graccon

enormous hangars of an other era (4). Dole-Tavaux that Jean-Claude wisely flies around from the north, then Chalon sur Saône, another refuelling stop, followed by Roanne after flying over a host of magnificent castles. It's even more impressive than the castles of the Loire valley. The Loire, precisely, very small, that we flew over before reaching Roanne. And this big village around which we flew around several times, with its parallel streets and no cross streets, that we took pictures of although we were unable to identify it but that the GPS located at 46°37,253 North latitude and 4°39,877' East longitude, and another one a few minutes later: 46°28,402' North and 4°30,643 East (Whoever will be able to identify these small architectural marvels will have won the esteem and the highest consideration of the crew). Finally, Jean-Claude lands with no problem at Issoire were, here again, we are welcome warmly by the cheerful Henri and Guy.

Like in all Tour de France, the following day is a rest day, and Henri and Guy help us discover the charms of the Auvergne region, the beauty of the Puys volcanoes, and a small inn, *Le Cabri*, near Olby, almost at the foot of the Puy de Dôme, where we enjoyed the local food and specialties, cooked, or rather brewed like in the old days. A real delight! (5)



Photo: C. Graccon

ISSOIRE - GRENOBLE

The following day, I'm happy to get on the rear seat again, where my legs are almost straight, and I'm seating on a soft cushion. Take-off without any problem, then a fly-by at 80 Mph to salute Henri who waves at us with real enthusiasm. Thanks for everything dear Henri, for your kindness and the stories of your remarkable career in aviation!

OK! We now need to fly to St Rambert D'Albon and we have a 30 miles wind from the South which gives us a drift of 30°. The GPS shows a ground speed of 35 Kts and a "Time to destination" of 2 hours and 40 minutes !!! Fortunately, this did not last long, and after some fairly strong turbulence and being shaken from left to right, more like navy conditions rather than aviation, we landed in Saint Rambert after 95 minutes of bumpy flight.



Photo: C. Graccon

We still have some strong southerly wind, and after refuelling we head towards Grenoble. When we arrived in the valley of Isère the wind calmed down drastically and we landed on runway 04 at Le Versoud with a negligible northerly wind. Jean-Claude



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Photo: J.C. Debnison

(6) who did not know the area was thrilled by the scenery and showed an enthusiasm at least equal to the one displayed by Léon the day before! It's a fact that Grenoble le Versoud is at an altitude of 600 feet asl and surrounded closely

by mountains like the Chartreuse to the North (7000 ft), Belledonne to the South East (10000 ft), and the Vercors to the South West (7000ft). Therefore, the approach is a succession of turns to avoid the impressive cliffs. Uneventful landing, except that we had no radio in Grenoble, but this is another story that Bernard will tell you about...



Photo: C. Graccon

Jean-Claude has to catch a train for Montbéliard the same day at about 15:00. Good-bye Jean-Claude. Have a nice trip home, and don't forget to send us your photos.

I then meet col. **Jean-Christophe Debnison** (7) whom I never met before. Thanks to the CAF, we are on the same frequency that no hurtful controller can force us to change. In addition to his passion for old flying things, Jean Christophe has another one for old cars, and, particularly for a magnificent Citroën 15/6 roadster made in 1952 (8). The following day, we use this car to go and pick up Roger at the train station for the next legs of the trip. Of course, the day before, we flew together for some time, and I also had the opportunity to give his first flight to a young man who knew nothing about airplanes, son of the



Photo: J.C. Debusson

owner of the flat in Grenoble who let us use it for free (9). I think I accomplished that mission the best I could: No thermal, no turbulence, just a slight wind from the North, and, above us, a sky so blue, so pure, that it helped us climb above the cliff of the Chartreuse. Yes! Lima Quebec acted like a glider, but with its courageous 65 HP engine still running though.

GRENOBLE - MONTPELLIER

On the morning of the 19th, with the plane refuelled, Roger sitting at the front, and holding the PX and the spare battery in order to improve the balance, we take-off towards Carpentras, not without waving good-bye to Jean-Christophe with a rocking of our wings. With a bearing to the South, or, rather, 190 or 200, depending on the mountain we had to fly around, we sometimes had to climb and fly over various passes. This is how our valiant 65 HP took us up to more than 5000 feet on several occasions. We did have to spiral up to reach that altitude over a beautiful scenery between the Vercors, Mount Aiguille, the Pass of Luz la Croix Haute and the Alps of Haute Provence (11). The Provence that we discover after flying over an ultimate height made of rocks and fields of lavender everywhere. I felt like going down another 150 feet to smell its fragrance (10). Carpentras was next, and we landed on runway 31 for a refuelling stop.



Photo: R. Gouzon

Last leg, and not the easiest one since I had to change frequency quite often, and contact many controllers - all quite

amicable - who asked me to switch on the transponder, to such a point that as we flew over the Camargue, I never saw any flock of bulls or herd of pink flamingos. Roger can confirm. Landing at Candillargues where we discover a sympathetic tribe of crazy amateurs, and, especially one who is building a metal Dewoitine 520 which will be fitted with a Porsche engine, and will fly soon. A superb airplane!

In the evening, at Mauguio, Patrick joins us. He will take over the *Spirit of Lewis* which is not only MY airplane. So long Lima Quebec!...

MONTPELLIER - LEZIGNAN

By col. Patrick Pierre-Pierre

I met Roger last night at the hotel "Le Cheval Blanc" in Mauguio, where I arrived after a train trip from La Rochelle in the afternoon.

The amazon forest is waking up. I can hear the shouting monkeys, the parrots which tell each other the latest news, and, near our camp, the sound of the river is almost covered by the cowing of the toads. I stretch myself in my hammock.

But I wake up and realize that I'm not in Guyana, and that I didn't sleep well at all!

The shouting monkeys are, in fact, the city employees who are hanging on the garlands for the local feast. The parrots are some people who drink their second coffee of the day in the local café before going to work.

The sound of the river is someone flushing the toilets on the same floor. And the toads are the snoring occupant of the room next to mine.



Photo: R. Gouzon

Our flight today will take us from Villeneuve Sur Lot via Millau, Cassagnes-Begonhes, and Cahors. In total, three hours with no wind and without counting the taxi. We will refuel at Cahors or Cassagnes if the wind is against us.

My navigation has been ready for several days, but I'm not stuck on one itinerary only. I prepared the map for some rerouting or last minute changes.

Initially, we had planned to fly to Marmande for a night stop, but a NOTAM told me that the airfield was reserved throughout the week-end to the airplanes based there because of a radio-controlled models competition. Therefore, I cancelled our hotel booking and found another one in Villeneuve. I also looked for some hangar space, with refuelling of course, and asked for the permission to use this airfield because it is also reserved to pilots who have made such a request to the Civil Aviation Authority of the South West area.

Montpellier Candillargues was the stop located to the South during this Tour de France. I had planned a heading to the North West, exiting at point NE from Montpellier Méditerranée international airport, flying towards Millau. The first part of our trip was taking us up towards the Plateau du Larzac.

The weather decided otherwise, and we went to Villeneuve sur Lot flying along the coast. Good bye Millau and its viaduct, master-piece of civil engineering. We passed point S of Montpellier, and flew over Sète, the home town of french singer Georges Brassens. We then took the direction of Carcassonne via Béziers. Carcassonne is quite close now.

I have the impression that we are now flying very slowly. A glance at my GPS confirms that the ground speed has fallen drastically. We are almost stationary, and we use the same amount of gas as if we were travelling at a normal speed.

The decision is quickly made: We are re-routing to Lézignan-Corbières. I get in touch with Lézignan info. The runway in use is 26, the wind varies from 260 to 300 for 28 knots, and gusting at 38. I must say that I don't like that too much! I get in the circuit and with a ground speed of 95 kts thanks to the tail wind, I concentrate on my final approach which I do at cruising speed. The contact is a bit rough but we have landed.

Total of this leg, 1 hour and 15 minutes, the last 5 of which felt very long. But that is not all. We have stopped on the runway, and the wind is lifting the left wing. I switch off the engine immediately and the plane falls back on its wheels. I jump out and push down on the tail. Roger does the same and grabs the propeller. The wind is so strong that we can only move the plane a few meters. While I maintain the plane, I call the ATC controller and ask him to come and give us a hand. Using the duty car, he is there promptly.

The three of us manage to push the plane and tie it down to some heavy weights. Phew! It's over! The assistance of mister **Régis Grau**, the AFIS agent, was a great help. It's him again who helps us find a hotel and drove us to it with his own car. The hotel and the restaurant were excellent! I can strongly recommend this hotel "Le Tassigny" and its restaurant "Le Tournedos".

TOURNEDOS-TASSIGNY
Rond-point De Lattre De Tassigny
11200 Lézignan Corbières
Tél. 04 68 27 11 51
Fax 04 68 27 67 31
Site: tournedos@wanadoo.fr

Thank you mister **Régis Grau** for your assistance which was well above your professional obligations. The wind carried on all afternoon and a great part of the night. We had a good rest and went back to the airfield.

The plane is waiting for us, where we parked it for the night. Despite the heavy weights, it was pushed slightly to one side. The God of wind was kind with us. We'll try not to upset him any more! We quickly load the plane and refuel, and I do my pre-flight check carefully. We say good-bye to the AFIS agent on duty this morning, and we start the engine.

Switches OFF, gas open, I turn the propeller by hand 10 blades, two fuel injections, the gas drips. Roger is in his seat, stick to his belly and brakes on, 1/4"



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Photo: R. Gouzon

on the throttle, CONTACT! I spin the propeller and the engine starts immediately. Throttle back, stick forward, and I climb onto my seat. Roger is ready. He adjusts 1200 RPM and monitors the oil temperature and pressure while I put on my seat belt, adjust my map on my left knee, my route log on the right one, I take controls, and I make my first radio call of the day.

The wind is still in line with runway 26, with a speed of 12 to 18 knots. Take-off at 09:05, heading West, and we're on for a long navigation.

We travel along the highway at 1500 feet, below the top of the hills to reduce the adverse effect of the wind. Our ground speed is acceptable. We fly to the South of Carcassonne and are able to enjoy the ramparts of the old town (12).

Flying along the highway makes my navigation easy and allows me to do some sightseeing. We pass Castelnaudary and I take a North West heading towards Montauban.

This decision is good since we now get some tail wind and fly away from the storms which come from the Pyrénées. I can see, behind us, at about 50 nautical

miles, their menacing front. At 10:35 we land at Montauban. We refuel at the local club where we are very welcome. I even got the latest weather. We take-off again fairly soon because it starts raining.

Direction Bergerac via the vertical of Fumel. Just before Fumel, we cross the route that we originally planned to fly from Montpellier to Villeneuve sur Lot. On our right side, the foot of the Massif Central smoothly reaches the Lot valley.

I call Bergerac before entering the circuit at point S. I announce that I wish to refuel, but the controller tells me that the fuel pump is inoperative. I look at my map to find another airfield in the area, and ask the controller to call Sainte Foi la Grande and Périgueux, but, no luck! No one answers the calls! Lunch time! The controller offers Bleves but it's a restricted airfield! Except for a genuine emergency, I would not land

there.

Finally, I decide to land at Bergerac to summarize the situation and also to avoid wasting gasoline flying circles in the sky. The time I study the map, I have passed point S. I follow a small road to get to the airfield, but I was too fast and I'm not in the right direction. I ask the controller for a heading: Full North to cross the runway. In Bergerac there is a nice grass runway that I plan to use. Too bad! It's reserved for local airplanes. Not without humor, the controller tells me that it's not my day!

In Bergerac, I call the aeroclub. Unfortunately, the instructor who is on duty cannot help us since the gasoline is managed by the Chamber of Commerce and Industry. No problem! I go to



Photo: B. Delfino

their office and ask for 20 litres of gas. There is less than 400 litres left in the temporary container that replaces the inoperative pump. The planned delivery

did not take place... I must have had the right words since the agent accepts to sell me 20 litres of the precious fluid. While I was negotiating, Roger went to buy some sandwiches. Full success!

Once the plane and its crew have been fed, in a reasonable time, we start up the engine, contact the tower, and taxi. The controller is happy that we managed to solve our fuel problem.

At 13:35 we take-off. Direction Couhé-Vérac via the vertical of Angoulême. I always take a great pleasure to fly over the area where I was born. One hour and twenty five minutes later, we land in Couhé-Vérac.

Col. **Christophe Bastide**, the local member is there (14). He helps us park the plane for the night and drives us to the hotel he booked for us. Dinner is organized at Christophe's. **Marina**, his companion, prepared an excellent meal that we enjoy in the mild weather of Poitou. After a last glass of Champagne that we drank to honor Roger, Christophe gets us back to our hotel. Thanks Marina, thanks Christophe for your warm welcome.

A good night sleep and we're brand new again. The indefatigable Christophe picks us up at the hotel and drives us to the airfield. A well-controlled efferves-



Photo: C. Bastide

cence prevails at the dynamic aeroclub of Couhé-Vérac. We prepare the plane for the static display.

The weather is beautiful over the whole Poitou-Charentes area. This 22nd of July is a big day! Col. **Roger Gouzon** is 73 years old! **Happy birthday Roger!**

The aircraft displayed are nice. I meet several friends, pilots in the area. We're ready for a good day for the classic aircraft lovers.

At precisely 10:00, the Broussard, based in Couhé, takes off. The very special sound of the Pratt & Whitney

gets everyone's attention. It's the start of the air show. I like the feeling of these grass run-way airfields. The public is friendly and the weather is good. Paratroopers of the school in Pau jump from an ALAT PC 6. One of them drags a french flag behind him.

The air displays goes on, punctuated by flights of the local aeroclub for first time flyers. Each time, 5 Robin's take off for flights of 20 minutes with passengers who are delighted to discover their area from up above.

It's now the turn of an ultra-light to display its flying abilities with tight turns, typical of this type of machine. The Piper L-4, based in Couhé and belonging to mister **Bealu**, instructor in Couhé, makes quite an impression, thanks to the high quality of its presentation. Its take-off on one wheel gets the public's attention.

I also like the one made by an autogyro. It's always amazing to see the flying qualities of this type of machine.

Quietly, the day goes by. We have the pleasure to meet colonel **Claude Cardinal**, his wife, and a couple of their friends (16). They came especially for this occasion and to meet us. We were pleased by their visit.

A replica of the Pietenpol Aircamper which was produced in 1927, the F-PBGT based in Andernos, is presented by the man who built it, mister **Frédéric Lamouroux**. Frédéric is one of the co-founders of the Piper Club de France. He also built a J-3, a PA-17, and the Aircamper. Its air display is neat.

Then we saw the Zlin 326, a Stampe SV-4, a YAK 52 (15), all three based



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Photo: C. Bastide

in La Rochelle. No less than 15 people came especially from the aeroclub of La Rochelle to support the pilots who present these planes, **Pascal Goumard** flying the Zlin and the Stampe, and **Jean-Jacques Cocagne** flying the Yak. It was Jean-Jacques' first air display, and after he landed, he was copiously sprinkled to celebrate this event.



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Photo: C. Bastide

It's now the turn of the Waco UPF7: Its display is nicely accentuated by the use of smoke. A nice looking aircraft painted white and red (13).

The three Nord 3202 belonging to the aerobatics team Patrouille Nord & Co take off in formation. I do know well one of them, the F-AZJT which belongs to the Association for the Protection of the Niort Aviation Heritage. It's flown by **Marie-Claude Brechbühl**, President of the Association, and a school teacher.



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Photo: C. Cardinal

The ASPAN flies 2 Nord 1100, one NC 858S, and the Nord 3202. A very active Association based in Niort. The number 2 of this formation is **Hervé Arthuis**, whose airplane is based in the Sables d'Olonne. Hervé is a sympathetic pilot in love with his airplane, know for his friendly and loyal character. I don't know the third one whose plane resides in Royan. These three pilots have only a few hours of training together, but their demonstration is flawless.

We also enjoyed some helicopters which are celebrating their 100 years of existence: Bell 47, Alouette II, Robinson R22 and R44, some radio-controlled models flown by some virtuosos, one NA68, one Pitts S2A, and one Cricri fitted with two 15 HP engines which are started with a rope like a lawn mower (Its pilot performed 8 points rolls with these 30 HP!).

Pascale Alajouanine flying her Cap 232, an artist whom I don't need to present, was there too for the day which was concluded by the demonstration of the aerobatics team **Cartouche Doré**.

At 18:30 we leave for La Rochelle. During the afternoon, I briefed Christophe on how to start the J-3 engine. The latter starts at the first attempt. Good bye Christophe and see you soon. Everything was perfect.

Taxi, alignment, take-off on runway 20, and we take a heading full West towards the setting sun. Thirty minutes later we are at Niort, and I can see the coast and the island of Ré. On our right, the swampland of Poitou and its mysteries. I get in via point E at La Rochelle (17), and I'm authorised for a direct approach to runway 28.

After 55 minutes the J-3 is in my friend's hangar, a machine driver (The 747) with **Corsair** airline. That's it for today.

Initially, Roger and I planned to do this trip on the 23rd because Roger had to be home on the 24th. Bad weather decided otherwise. Therefore, it will be a rest day and it's on the 24th that we flew our last leg of the Tour de France 2007.

We did that same trip last year after the radio modification, but the other way

around. The day starts badly. It's raining and the wind comes from the West at a speed of 20 knots. It will help us on our way to Rennes.

I wanted to take-off in the morning to allow Cédric to present the plane to the radio workshop, following an international request for all alticoders to be



Photo: P. Pierre-Pierre

checked for accuracy. After a thorough check of the weather and a study of the forecast (TAF), and the observation messages (METAR), we take-off at 15:25.

Out via point N of La Rochelle, we take the direction of La Roche sur Yon, the Lady controller in La Rochelle wishes me a good flight. That's kind of her! My intention is to fly and transit at the vertical of Nantes Atlantique, entering through point E3 and exiting through point NW.

I leave the La Roche sur Yon zone and call Nantes info which gives me the OK to transit, but going to point E after E3. That means flying full West with a strong head wind, but I have no choice and it doesn't last long, fortunately. After point NW I turn towards the North, which gives me a higher ground speed. I re-calculate the fuel and the new ETA. It's OK. We will be landing in Rennes with our 20 minutes safety fuel.

We're already leaving the Nantes area. Good-bye Nantes, and "*Rennes info F-LQ bonjour*". It's the usual first contact rule. In aviation, pilots say hello to controllers and the condolers reply "*bonjour*" on the first contact. I introduce myself, say my position, my altitude, and my intentions. Rennes info approves and gives me some traffic information about some gliders.

On our right, four lanes business road 137 links Nantes and Rennes. It makes life easy. I can see the airfield of Rennes Saint Jacques ten minutes before reaching point S. I'm cleared for a semi-

direct approach for runway 28 left. I get ready while I'm watching the gliders which are flying in the South of the airport and land on runway 32. I exit the runway using taxiway Bravo, and it's the long taxi towards the hangar of Yankee Delta.

I can see a Marshaller who signals me where to park. It's Bernard who helps me, with Cedric watching. We're pleased to see them both again.

That's it! That's the end of the Tour de France for Roger and I. Gilles will take over on the 27th with Philippe as his passenger. In a total of 8 hours 25 minutes, Roger and I flew over 476 nautical miles (881 km) at an average speed of 56,6 knots (104,73 km/h), including taxi time. We have flown over some nice areas and met many people who were interested by the beautiful yellow plane. Everywhere we went, the ATC people were perfect! And a special mention for the AFIS agent in Lézignan for his help.

RENNES - LE PLESSIS

By col. Gilles Avenel

I knew it! I knew it... Three quarters of the Tour de France went with a reasonable weather. This could not last in such a rotten Summer. Especially since it was my task to fly the North West quarter, the place through which the bad weather comes, as everyone knows...

Nevertheless, col. Philippe Duflot and myself had decided to defy the potential adverse conditions. On Thursday 26 June, at 16:05, we got together at the train station Montparnasse, in Paris, to catch a high speed train (TGV), for Rennes. I had been monitoring the weather for the past three days, and I was rather optimistic that it would clear on Friday. Therefore, we were quite placid when we got to Rennes.

Our luggage dropped at the hotel, we decided to take a walk in the old town, an occupation which easily matched the grey, slightly rainy, but very windy weather. Decided to see the good side of it, we got in a restaurant and enjoyed the local speciality, the crêpes.

Wake-up at 7:30. Our first reflex is to open the curtains and look at the sky. Not too good! It's all grey, and the stra-

tus which gallop in the sky are no higher than 100 feet. The weather forecast last night was confirming an improvement. They were wrong once again. The thing is that weather fronts are coming in so quickly that's almost impossible to predict their rhythm.

The breakfast is rather dull. Our taxi drives us to Rennes-Saint Jacques, and Philippe and I don't talk so much because our impressions are probably the same: It's not going to be easy.

The last weather confirms our feelings: No more than 1500 feet along the way. My nose tells me that in some places, it will be below 1000 feet. I know the area very well because I've been flying there for more than 40 years, and I got trapped several times. And to get trapped in a J-3 is not funny. It's on the limit to get to Deauville, and the alternative airfields to refuel are rather scarce. If there are some (Flers, Berney), we will surely be waiting all day, by the gas pump, hoping that someone will turn up during this rotten Friday. I can see the J-3 stuck on a remote airfield, while we will spend a lot of money trying to catch a train that will take us to Paris, leaving the plane in the open, in the wind. In addition, the weather forecast is a deterioration for Saturday!

This last point wins our decision: Rather than starting off for a hazardous navigation, with no hope of any improvement in a near future, we decide to push the J-3 back in the hangar, and go back to Paris on the next TGV.

We advise the Unit Leader and the Operation Officer of our decision, who are not too happy with it. The fact is that the Yankee Delta Fouga Magisters will be coming back on Sunday evening, and from then on, the J-3 will have to sleep outside. And I can see rising up again, in our Unit Leader's mind, this fear - slightly obsessive! - that all the problems of the world will fall onto this unfortunate

aircraft... *"And what if there is a hail storm during the night from Monday to Tuesday?"* he asked in an anguished email... I feel like asking him *"and what if the hangar catches fire?"*, but I refrain from doing so because, myself, I'm in a rather bad mood...

There we are again, in a TGV that takes us to Paris, accompanied with the Unit Leader and the Operation Officers's condemnation. But we are already thinking about the second part of the operation: We have organized a week-end in my home, in Dieppe, with some volunteers, as part of this Tour de France: Cols. Philippe Dufлот, Michel Fleury and their wives, and col. Maurice Girard.

Arrived in Montparnasse, Philippe and me went to train station Saint Lazare to get a train to Dieppe. Four and a half hours for a trip that we could have done in three and a half hours with the J-3, in a straight line!

The Fleury family joins us in Dieppe. Chantal (my wife, and Danielle Dufлот arrive on Saturday morning with Maurice. The troop is all there, toasts are done, and the fire is burning in the fire place. Long life to the CAF friendship!

Saturday confirms our fears: Very bad weather in the morning with a progressive improvement in the afternoon. Sunday is the same. We cannot believe, sitting around the fire place, that it's the end of July.

Back to Paris on Sunday night, I start to ponder the inconsiderate promise I made to our Unit Leader to fly the plane back from Rennes to Le Plessis the following Tuesday. I re-work my professional meetings with some difficulty, and here I am again in the Paris-Rennes TGV. Miracle! The weather is gorgeous.

Col. **Cédric Malhaire** is there to meet me, the engine is started, and I'm on

my way to L'Aigle. My fear is to get some gas on this Tuesday. I land there at 12:30, and, of course, there is no one around. Fortunately, I meet the President of the ultra light club, who offers me a drink of water, and confirms that "someone should be there in the afternoon".

At about 14:30 I'm starting to get impatient. The kind ultra light President phones a friend of the aero-club, who accepts to come and sell me some fuel.

I take-off again at 14:30, and I arrive in Le Plessis at about 16:00 (18), where I find the Unit Leader and col. Roger Gouzon working on the Norvigie, and col. Philippe Dufлот who came to show his solidarity. And, confirming it, he drives me to Paris so that I can catch my Eurostar train to London.

The Tour de France is over. Phewww!

THE FINAL RESULT

By col. Bernard Delfino

As all participants said, it was a nice trip. The plane behaved perfectly, and, despite the weather fantasies here and there, this Tour de France was a great success.

If this raid had little to do with the CAF and French Wing goals, it allowed members who had never met before, to get acquainted.

The personal expenses of each participant were far from negligible because of the cost of hotel rooms and transportation to get to the meeting points, but these were part of the project, and everyone accepted them because pleasure won every time. Therefore, in future, trips to the provinces will be more economical if flown radially from Paris.

I wish to sincerely thank everyone who took part in the organization and in the accomplishment of this project. Congratulations everyone!



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, Damien Bourgaux, Didier Bourrassier, Henri Bourrassier, Merrill Butikofer, Claude Cardinal, Didier Cardinal, Ernest Cartigny, Jean-Yves Cercy, George Chandler, Cédric Chanu, Arnaud Chatton, Jacqueline Clerc, Daniel Costelle, William Davies, Jean-Christophe Debuissou, Dominique Deudon, Bernard & Fumiko Delfino, Jacques Delorme, Claude De Marco, Stéphane Duchemin, Eric Ducreau, Philippe Duflot, Michel Fleury, John Francis, Claude Gascon, Louis-Jean Gioux, Maurice Girard, Roger Gouzon, Patrick Gremez, Roy & Irene Grinnell, Aubrey & Barbara Hair, Tex Hill, 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, Marcel Ruppert, Sandy Sansing, Matt Simek, Semaan Soueid, Haruo Tanaka, Alphonse Thiry, Leon Thomas, Terran Tidwell, Christian Tournemine, Gilles Troussard, Regis Urschler, Jean-Jacques Verrier, 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.

FRENCH WING GENERAL ASSEMBLY

To this date, the number of participants is 28 people, including 21 members who 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 Duflot (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 (2)
- John Roeder (2)
- Christian Tournemine (2)
- Jean-Pierre Vésine (1)
- Jean-Christophe Debuissou (May be)

If you have forgotten to sign up for it, thanks for doing so immediately by sending the form that you received, and a 20 € cheque per head. This will make the life of our Auvergne friends who organize this event easy.

GIFTS TO THE FRENCH WING

Mister **Christian Wannyn** who helped us a lot in the organization of the Légion d'Honneur ceremony for Sandy, likes the activities and the achievements of our Association, so much that he just donated a very important quantity of abrasive paper of all grades, which will be very useful for the restoration of the Rearwin and other works. Christian has also donated a large

number of paper overalls, of the throw-away type, but very strong and very useful (All we need to find now are the volunteers to wear them!... ☺).

We remind you that **Christian Wannyn** is collaborating with the Le Bourget Musée de l'Air, and that he organized the making of the replica of the "*La Jamais Contente*" ("*Never Happy*"), an electric car which was the first one to reach the speed of 100 km/h. This replica is displayed in the Pioneers Hall of the museum.

TWO DEPARTURES WHICH WILL HIT THE CAF HARD

As you read in *Contrails*, **Bob Rice**, Director of the CAF, will end his career at the end of this year. His replacement will be difficult because finding someone of his calibre will not be an easy task. Bob marked the CAF so much by his personality and his class, that everyone will regret him very much indeed.

But before that, we will have to suffer the departure of **Sharon McKay**, his Assistant, who has found a new job in an important company. She will start her new career a week after AIRSHO. Let us wish her good luck in her future career. Sharon has always been an unconditional supporter of the French Wing. Her permanent support to our Unit, her unlimited help during our visits to Midland, and her legendary kindness, will remain engraved in our memory for ever.

Bob and Sharon's personalities are such that they matched perfectly. Both of them are gifted with a character made of willpower, kindness, understanding, but also some well measured authority when it's required. Together, they formed a team that was a godsend for the CAF, ever since their arrival.

They will remain eternal friends of the French Wing.

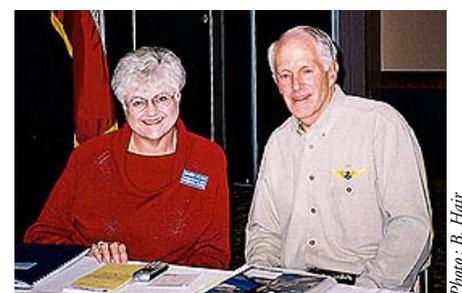


Photo: B. Hair

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

NEW SPONSOR OF THE PIPER CUB

Col. Maurice Girard has become a **Restoration Sponsor** of the *Spirit of Lewis*. A big Thank You to Maurice who is the 35th member to bring his help to this airplane. If this Piper Cub's health is so good that it is - and it just proved it during the Tour de France - it's because of the support it gets from all its sponsors. Thanks everyone! Thanks Maurice!

AIRSHO 2007 REMINDER

Here are a few ideas that should help you during your stay in Midland:

- **Credit Card:** The owners of a **VISA Premier** card are covered within a certain limit for their car rental, and, as long as their airline ticket has been purchased using this card, it will provide them with a complete coverage in case of a big medical problem which requires a repatriation.
- **Passport:** No need for a Visa, but make sure your passport is valid and that its type is of the **optical reading** one.
- **Photo and video equipment:** Take a long a copy of your bills in case you are stopped by a curious Customs officer. Do not forget your battery charger(s) and a mains adaptor.
- **Airline Security:** Absolutely no liquid (Unless it has been purchased in the duty free shops at the airport before take-off) is allowed on board, in your hand baggage. Put them in your hold baggage. Be at the airport 3 hours before departure time because the security checks are sometimes very long.
- **French Wing Annual Dinner:** For those who will be in time for it, in Midland, the French Wing Annual Dinner will take place on Thursday 27 at 19:00 in the Asian Buffet restaurant (To get there: Take Loop 250 north. Exit at Midland Drive. Continue east on the access road 1/2 a block. Asian Buffet is about the second door from the Loop in that shopping Center).
- **ACAHOE Banquet:** Those who want to attend the banquet must book their seat by contacting Alyson McInturff at <acahof@cafhq.org>. Purchasing will be possible in Midland, if seats are still available...
- **Fighter Squadron Chalet:** The price of a seat includes the AIRSHO ticket, lunch, snacks, drinks, the program, and an AIRSHO cap. Should you use the chalet on only one day of the week-end, you must buy a ticket at the "Registrants" trailer, when you arrive.
- **Special Show for Special People:** Like every year, the CAF organizes a mini-AIRSHO for handicapped people on Friday morning between 10:00 and 11:00. If you wish to help, please tell col. Jim Adams when you arrive in Midland.
- **CAF General Assembly:** All our members must attend this meeting! It will

take place in the CAF hangar on Friday 28 at 15:00. Be there at 14:30 to collect your ballot, and don't forget your CAF ID card.

- **Shopping:** Malls of all kinds are located at the North limit of Midland. Visitors will be able to shop on the 26th and the 27th. Note that **Walmart** is open 24 hours a day, and 7 days a week, which is really useful.
- **Officers' Club:** As everyone knows, col. Hugh Alexander III has booked a table for 10 in the O'Club, for the members of the French Wing. Do not hesitate to use it for drinking, eating, or to simply have a rest. But, above all, take off your cap before you get in. If you don't, you will hear a bell ring and it will cost you 1 Dollar!



Photo: J. Leroux

ANNUAL CEREMONY IN PUJAUDRAN

Colonel Jacques Leroux participated in the annual commemorative ceremony in Pujaudran and represented the CAF French Wing. He brought back some pictures, two of which are printed here.

Above, the monument that the French Wing offered for a good part of its construction (See *Airshow, September 2004*).

Below, colonel Jacques Leroux, in the center of the picture, has the Mayor on his left and one of his assistants on his right.



Photo: J. Leroux

OPERATIONS 2007

By col. B. Delfino

The 2007 air show season is getting near the end, and September will see the last air shows of the year.

We had to cancel our participation in the air show of Angers, but we will be present in Lens, Toussus le Noble, Rennes, and Persan-Beaumont, thanks to the pilots who will not be in Midland for AIRSHO.

As you will read in the list below, we had to withdraw the NC 856 from the list of events because it still suffers from an ignition problem.

After two faultless hours following the replacement of the ignition harness, the cigarettes, and the spark plugs, the problem re-appeared just before leaving for Angers.

The fault can now only be in the magnetos or one of their elements. Only a complete overhaul of this item will tell us where this intermittent fault resides,

a fault probably linked to humidity and temperature.

Unless the problem is solved quickly, we will only be able to present the Piper Cub for the remaining air shows.

This recurrent snag shows, once more, that these old airplanes require a very special and permanent attention, and, therefore, the help of everyone.

We hope that many members will attend the remaining events.

COMMUNIQUÉ FROM COL. CÉDRIC CHANU

Col. Cédric Chanu, pilot who works for Air France, has been promoted to the grade of Captain on the short and medium range Airbus 320. Congratulations Cédric!

This has many happy consequences, but some problems as well. One of them is

that Cédric has to work harder and more often, and doesn't have much time to fly his Morane 733.

In order to make sure that this Morane-Saulnier 733 continues flying as often as possible, and, in any case, more often than it does today, Cédric is ready to open a co-ownership with some members of the French Wing.



Photo: B. Delfino

For more information, please contact Cédric directly at:

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77410 GRESSY
Tel : 01 60 26 18 97
Mobile : 06 76 86 04 22
Email : cedchanu@free.fr

2007 AIRSHOWS & EVENTS

MONTH	DATE	PLACE	A/C	CREW One way	CREW Return	PX	ORGANIZERS	
MAY	25-27	LA FERTE ALAIS	CANCELLED : ORGANIZERS					AJBS
JUNE	2/3	LE PLESSIS	J-3 NC	TOUS (Fly-in)	TOUS (Fly-in)	YES	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)	CANCELLED : BAD WEATHER					Piper Club France
JUNE	14 & 18	BOULOGNE	CANCELLED : BAD WEATHER					Rassemblement AF
JUNE	16 & 17	MONTLUÇON	CANCELLED : BAD WEATHER					ALAT
JUNE	23 & 24	LE LUC	CANCELLED : IGNITION PROBLEM					ALAT
JULY	8	EVREUX	J-3	PPP/P. Duflot	PPP/P. Duflot	Refused	Armée de l'Air	
JULY	13-29	TOURDEGAULE	J-3	Voir tableau joint	Voir tableau joint	Mini PX	CAF/FW	
JULY	22	COUHE VERAC	J-3	Pendant tour de Gaule	Pendant tour de Gaule	Refused	Aéro club	
AUGUST	25 & 26	ANGERS	CANCELLED : IGNITION PROBLEM					GPPA
SEPT.	2	LENS	J-3	C. Gascon/R. Gouzou	C. Gascon/R. Gouzou	YES	Air History	
SEPT.	15 & 16	TOUSSUS LE NOBLE	J-3	JY. Cercy/C. Gascon	JY. Cercy/C. Gascon	YES	Air History	
SEPT.	22 & 23	RENNES	J-3	C. Gascon	C. Gascon	Mini PX	Aéro club	
SEPT.	29 & 30	PERSAN	J-3	C.Gascon/JY.Cercy	C.Gascon/JY.Cercy	NO	Aéro club	

FRENCH WING P.X.

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

- Wing patch: € 9,00.
- "Gioux" type patch: € 6,00.
- Various epoxy pins: € 5,50.
- Various pins "cloisonné": € 5,00.
- 100 A4 sheets with the Wing logo and your personal address: € 10,00.
- Warbirds photographs 30x45cm: € 10,00.
- T shirt Piper CUB, 170 grammes, Hanes, L or XL: € 15,00.
- T shirt cartoon P40, 170 grammes, Hanes, L or XL: € 15,00.
- T shirts other sizes on order.
- T shirt illustrated with the picture of your choice (Maximum size A5 - Warning! Only send pictures that are free from any copyrights!): € 15,00.
- Aircraft profiles 15 cm x 20 cm ready for framing: Various types: € 4,00 chaque.
- Vidéo filmed in Midland (55mn) VHS PAL: € 16,00 ©.
- Eric Besançon large size paintings: F4U Corsair and Messerschmitt 262 night fighter: € 30,00 P & P included ©.
- Poster N°1 Avions de la seconde guerre mondiale peint by Jean Bellis, 61x81cm: € 9,00 (FW Members), € 10,00 (Non Members) © + P & P.
- Greeting cards with Jean Bellis' profiles: € 4,00 each (P & P according to quantity) ©.
- Roy Grinnell prints - Normandie Niemen, F4U7, and B26 Marauder - Unsigned: € 40,00 + P & P € 10,00. Signed by veterans: € 60,00 + P & P € 10,00 ©.
- Roy Grinnell print of the Piper Cub: € 10 + P & P (FW Members), € 15 + P & P (Non members).
- Post Cards based on the same paintings (B26 Marauder and Neuneu): € 0,50 each (P & P according to quantity) ©.
- CD Rom of all FW Newsletters since January 2000, French and English, and 200 photos of warbirds taken during Airsho in Midland, by B. Delfino: € 10,00 P & P included ©.

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	68000
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Activités French Wing	57,00
Avoir précédent	856,96
TOTAL	11309,91