



AIRSHOW

CAF FRENCH WING - MONTHLY NEWSLETTER - BULLETIN MENSUEL

Volume 13 - N° 9 - September 2008

EDITORIAL

Airshow is only three weeks or so away, and the lucky members who will travel to Midland are probably already packing up. The General Assembly will be more important than ever since we will have the pleasure to meet our new Director, **Steve Brown**, and we will need to vote for the election of some positions of the General Staff. This vote will also include the approval or the rejection of a modification to our Constitution, which is suggesting a better and more logical job distribution than up to now. The Director and the CAF employees who work at Headquarters will then be able to fulfil their practical missions of running the CAF by letting the members of the General Staff do their specific job of planning and looking after the CAF general policy for the short, medium, and long, term.

I wish to insist on the importance of voting each year, if only to make good use of this privilege which makes each one of us a responsible person. I will never say it often enough : **Voting** is the best way of securing the future of our organization. **Voting** is also a civic duty. **Voting** is, above all, the best way for respecting the memory of the millions of men and women who gave their life so that, today, we can all enjoy Freedom ! This is why I'm asking once more, all our eligible members, to use this opportunity of expressing themselves, by massively voting for this annual election. If you are not going to Midland, you will find, on page 2 of this issue, the simple procedure which will only ask for a letter, an email, or a fax, to be sent to Keith Lawrence. Thanks in advance to all of you !

Believe me if you want, but we still have about ten members who haven't paid their annual dues at the end of August ! Some have some good reasons to be late, and they were kind enough to advise us. I hope that the others will soon realize what kind of worries, extra costs, and extra work this situation is causing... Come on folks ! Just a little effort !

Bernard

THE FRENCH WING WILL TAKE PART IN THE SAINT QUENTIN AIR SHOW ON SEPTEMBER 6 & 7, AND IN THE MEAUX STATIC DISPLAY ON SEPTEMBER 13 & 14.



THE FRENCH WING GENERAL ASSEMBLY WILL TAKE PLACE IN THE PARIS AREA ON SATURDAY, NOVEMBER 15, FROM 2 P.M. TO 6 P.M.

PLEASE MAKE ARRANGEMENTS TO BE THERE ! (Page 2).

••• 2008 FRENCH WING ELECTIONS •••

THE POSITIONS OF UNIT LEADER AND ADJUTANT OFFICER WILL BE THE OBJECT OF THIS ELECTION : APPLY TO ANY OF THOSE BY WRITING TO THE FRENCH WING BEFORE OCTOBER 31, 2008, AT MIDNIGHT.

BEWARE ! DO NOT COUNT ON AN AUTOMATIC RENEWAL OF THE MEMBERS WHO, CURRENTLY, OCCUPY THESE POSITIONS ! PARTICIPATE IN THE LIFE OF OUR UNIT BY APPLYING NOW !

NEWS

2008 CAF ELECTIONS

If you are a colonel and you are not coming to Midland for AIRSHO, please request an absentee ballot from Keith LAWRENCE before September 15, 2008, using a:

- Fax (00 1 432 567 30 06).
- Letter (PO Box 62000, Midland, Texas 79711-2000, USA).
- email (klawrence@cafhq.org).

Colonels, you will find in the latest issue of DISPATCH, a form which you can cut out or copy. Fill it in and send it to Keith Lawrence. Don't delay it!

Whether one agrees or not, voting is the most important action that every one of us can do to secure the future of our organization. This is why we ask all our members to send their request as soon as possible!

2008 FRENCH WING GENERAL ASSEMBLY

In order to satisfy the request of several members, the French Wing General Assembly will not take place in Toulouse this year, but next year. These members ran the risk of not being able to attend this meeting because of the distance they have to travel, and the time necessary for that trip. A change of place every other year will also be more equitable. Since the last General Assembly took place in Pont du Château, the next one will be in the Paris area. Therefore it is either in Aulnay or Tremblay that we will get together for this meeting, and we ask every one of you to do all you can to be there. Therefore, all the members who thought they would not be able to take part in this GA, will be able to travel on saturday morning and be there in time for this event.

THE DATE IS SATURDAY, NOVEMBER 15, 2008, FROM 14:00 TILL 18:00.

The meeting will be followed by our annual dinner, and the following Sunday morning will see an activity and a lunch that will conclude this important weekend.

Should our members have particulars points to add to the agenda, we ask them to send them as soon as possible.

CEREMONY IN PUJAUDRAN

Colonels Michel Perrin, Jacques Leroux, and John Roeder, took part in the annual commemorative ceremony in Pujaudran, in order to honor the memory of the crew of the Mosquito which crashed near this town during WWII (*See Airshow April 2002*).



ON August 12, 1944, just before noon, towards Toulouse, one could hear the sound of a bombardment. After what seemed to be an air combat, an airplane crashed in flames in a small wood, not far from

Pujaudran, at the limit between the districts of the Gers and the Haute Garonne. In the debris were found the remains of an aviator who was identified as 1st Lt. Ronald Nichols, originating from Colfax (Iowa), an area in the northern part of USA. A parachutist who had bailed out at high altitude was seen landing at the south of road RN 124. It was 2nd Lieutenant Elbert Harris who was immediately taken over by French Resistants, until a RAF plane picked him up and flew him back to England on September 5, 1944.

On August 12, 2004 a monument was inaugurated to honor this crew, thanks to the combined efforts of the City of Pujaudran, Association Le Souvenir Français, and the French Wing of the Commemorative Air Force.

ANNUAL REPORTS REQUIRED

So that this General Assembly on November 15 runs as smoothly as possible, all elected or subordinate Officers, are requested to prepare a report that describes their work and the tasks they accomplished during this past year:

- **Bernard Delfino:** General running of the Wing, and Public Relations with the CAF in Midland and the local public.
- **Roger Gouzon:** General running of the French Wing.
- **Fumiko Delfino:** Administrative report and PX results for the year.
- **Claude Gascon:** Detailed financial report of the French Wing affairs.
- **Cédric Malhaire:** Detailed maintenance report for the airplanes, and for the restoration of the Rearwin Sportster and its LeBlond 85 HP engine.
- **Patrick Pierre-Pierre:** Detailed report of all operations for 2008 and safety.
- **Michel Perrin and Christophe Bastide:** Detailed report concerning the equipment and material for year 2008.

These members must send their brief but accurate, illustrated report before October 15, so that these reports can be included in the video presentation that our Unit Leader will do as per what is now a tradition.

FRENCH WING ELECTIONS: UNIT LEADER & ADJUTANT

This year 2008 will see the election for the **Unit Leader** of the French Wing and its **Adjutant Officer**. The latter position having been allocated by cooptation (*See Airshow 01/08*), this position will necessitate an election, as described in our statutes and regulations "*during the nearest general assembly*". The elected member will be in that position for only one year so that the normal cycle of annual elections are back in phase.

The eligible members to these two positions are requested to send their written applications by mail before October 31, 2008, to the French Wing head office.

FRENCH WING - ANNUAL DUES - YEAR 2008 - 2009

Four months have gone bye since the normal payment date of the French Wing annual dues, and several members haven't paid theirs. We give one more chance to these members, but it will be the last one... The members who are up to date at the end of August are:

Jim Adams, Hugh Alexander III, Gilles Avenel, Lil Ayars, Eva Bancel, Jean Barbaud, Christophe Bastide, Bunty Bateman, François Bergeon, Guy Bortolus, Didier Bourrassier, Damien Bourgaux, Henri Bourrassier, Meril Butikofer, Claude Cardinal, Didier Cardinal, Ernest Cartigny, Jean-Yves Cercy, George Chandler, Cédric Chanu, Arnaud Chatton, Jacqueline Clerc, Daniel Costelle, William Davies, Jean-Christophe Debuisson, Bernard & Fumiko Delfino, Dominique Deudon, Stéphane Duchemin, Danielle Duflot, Patrick Ferré, Ken Fields, Michel Fleury, John Francis, Marcel Francisci, Claude Gascon, Louis-Jean Gioux, Maurice Girard, Jean-Michel Gouffrant, Roger Gouzon, Patrick Gremez, Roy & Irene Grinnell, Aubrey & Barbara Hair, Yves Houssin, Rick & Louise Hudlow, Eric Janssonne, Jean-Luc Jentel, Marie-Françoise Le Corne, Marcel Ledoux, David Ledrich, Julien Lepelletier, Jacques Leroux, Isabelle Lesser, George Lodge, Jim Lux, Cédric Malhaire, Léon Manoukians, Georges Marcellin, Christine Melkonian, Jean-Claude Miniggio, Christian Monier, Kim Pardon, Guy Perrin, Michel Perrin, Patrick Pierre-Pierre, Hervé Quefféléant, Claude Requi, Guy Robert, John Roeder, Antoine Roels, Marcel Ruppert, Sandy Sansing, Matt Simek, Semaan Soueid, Haruo Tanaka, Leon Z. Thomas, Emmanuel Tonarelli, Christian Tournemine, Gilles Troussard, Regis Urschler, Roger Vaucamp, Jean-Pierre Vésine, Bernard Violette, Orlan Wichman, et Ron Wright.

IF YOU CAN'T FIND YOUR NAME IN THIS LIST, THANKS FOR SENDING YOUR DUES AS SOON AS POSSIBLE!

We thank you for sending your checks in euros to the French Wing in Aulnay sous Bois, as soon as possible.

Checks in Dollars need to be sent to Roy & Irene Grinnell and written in their own name.

FRENCH WING WEB SITE: SOON A REALITY...

It was a long wait, but in the end it will be worth it if one refers to the first attempts ade by our Cadets Eva Bancel and Julien Lepelletier.

The fault - if one really needed to find a culprit - is due to the amount of work that our Unit Leader has to perform all year long. Our two Web Masters took the opportunity of their school holidays to ask hil to produce the basic documents that will be used for this future site (Pictures and texts), so that they could start work-

ing on it. Therefore, Bernard managed to find the time to do that by changing all his plans, and the work started early in August.

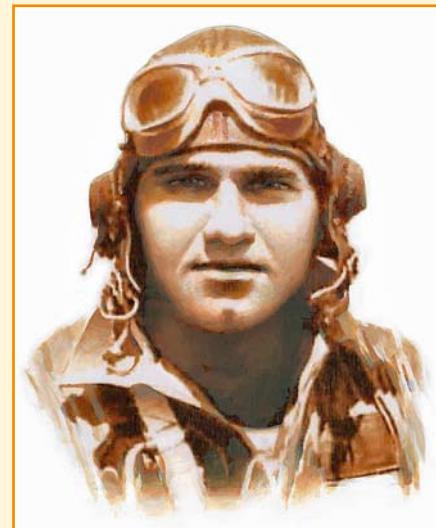
The first attempts that we were able to see are very promising and all our members and friends should be happily surprized.

We will keep you informed of the progress of this work and of the grand opening on line date, which is, already, a memorable one!

"DEAN'S TIGHT SPOT"

Roy Grinnell has just produced another master piece as you can see below. He also oil painted the hero's portrait, Dean Caswell.

April 28, 1945. Three Corsairs from Marine Squadron VMF-221, flying off the USS Bunker Hill, are assigned CAP to the west of Okinawa. Directed north, they encountered approximately 25 fighters covering a flight of Kamikazes approximately 120 miles north of Okinawa and west of Kikai Shima. 1st Lt. Dean Caswell finds himself in a head-on flight with a Ki.61 Hein (Tony). In the split seconds that follow, Dean's wingman McManus yells that "there is a "Zero" on your tail." Caswell sees the tracers flying past him all around from behind, and he fires all 6 50-cal's at the Tony in front of him. Net results are, the Tony explodes in front of him and McManus has shot off the Zero from behind! In that air battle, Dean was credited with three kills and three probables. Incredibly, Dean discovered later that the pilot of the Tony survived. Dean Caswell will finish the war with 7 confirmed Victories. He will remain in the Marine Corps as a career officer with two tours in the Korean War, a short tour in Vietnam, and an F-4 Air Group in the USA.



COUHÉ-VÉRAC 2008

Article and photos: Christophe Bastide

Ast air show of the year in the Vienne district, the air show of Couhé-Vérac only exists thanks to the stubbornness of a handful of volunteers who belong to the local aero-club.



Sunday, July 20, 2008, thanks to an ideal weather, the air feast was another success, despite the rise in the price of aviation fuel which make the organization of such an event more and more difficult.



Aviators, it's a well-known fact, are punctual and exact. From 14:00 till 19:16, the volunteers had planned the air display of about thirty airplanes which is admired by many: Minuscules aircraft, old ones which saw combat during the war, airplanes with strange shapes, aerobatic planes, and some bigger ones too.



One must say that the aero-club in Couhé-Vérac is the only one in the Poitou-Charentes region which is able to organize an air show every year in July with the aim of uniting all local aviation lovers. The flight Director and chief pilot Jean Hugault commented: "One could

have got another dozen of planes if I refer to the number of calls we have received from people who wanted to participate, but we have reached our limits", while he was showing the program that was full until 18:30.

One must also say that such an air show costs about 25000 euros! It's made possible by the active support of collectivities and local sponsors. This shows that the aero-club of Couhé-Vérac has now a very good reputation in the national aviation world.



It was a total of 33 different planes, some of which aged more than 60 years, who took to the air before about 2000 spectators and performed some stunning aerobatics and air displays.

Aviation lovers appreciated the comments made on the public address during the entire day. They helped the public realize the high quality of their performances displayed in the sky above Couhé which was embellished by some high altitude clouds.

Some spectators had the opportunity to become actors when they flew over the area aboard the club's aircraft. It was their turn to accomplish man's dream of changing into birds. A way to share, for a few minutes, the passion that these magnificent men have. These men who often spend 5 hours preparing their plane to fly just one short hour.



This 15th air show saw the presence of various airplanes like the Brouard, Torpedo J-3, Morane 733 Alcyon, NC 858 (Twin seater cousin of the NC 856), Piper L-4, Stampe SV4, Yak 52, a minuscule Cricri, Nord 1101, SE 5, Pitts, a replica of a 1911 Déperdussin, a Beech 18 that came from La Ferté-Alais with, at the controls, le col Jack Krine, Marchetti SF 260, Bell 47, Alouette II, a team of Nord 3200, and the parachutistes from the Etap in Pau, all this on the soil and in the sky of the Poitou-Charentes region, made of traditions and warm welcome.



Top to bottom and left to right: Déperdussin, NC 858, Piper L-4, MD 312, Stearman, SE5, Cricri, and, above, cols Christophe Bastide (Right), and Jack Krine who came from La Ferté-Alais with the Beech 18 (And his hunting horn!).

LAST MISSION

Article : Col Louis-Jean Gioux.



On this morning of April 25, 1945, almost all the crew members of the 6 groups of Marauders attended this

briefing session. They could not all get inside this room near Saint Dizier (Haute Marne district), too small to let in the 450 aviators designated for that mission which had been delayed several times because of bad weather, but especially because of the uncertainty about the exact position of the *Bomb Line*, the allied troops progressing so fast through enemy territory.

For that mission, it was planned to use a total of 12 Flights of 6 airplanes each, 72 aircraft, 12 of each group: Maroc 1/22, Bretagne 1/20, Gascogne 1/19, (All three belonging to the 31st Bombardment Squadron), Bourgogne 1/32, Franche Comté 2/52, Sénégal 2/63 (Of the 34th Squadron).

This turned it into a very lively assembly, like a long awaited family reunion, because such meetings were very rare because the personnel of the various groups were lodged in the surrounding villages, far from the airfield.

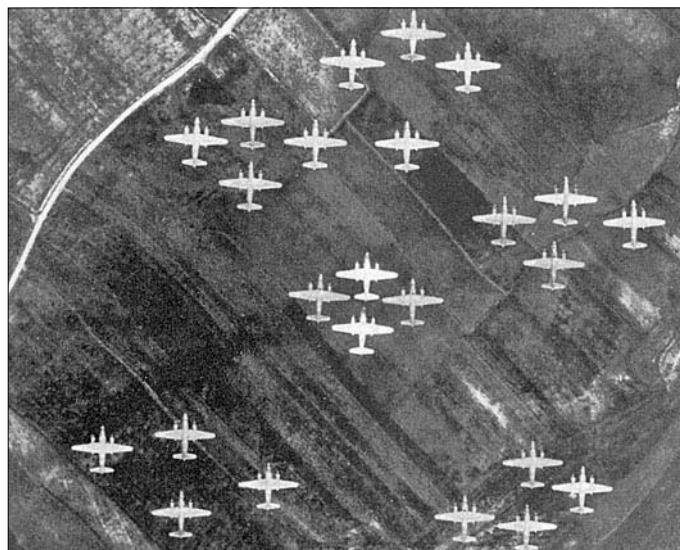


Silence prevailed as soon as the authorities entered the room to describe the mission...

- Target: A large ammunition depot at Ebenhausen in the region of Ingelstadt, past München, deep into German territory.
- Altitude: 12000 feet for the flight leader.
- Flak: None expected, but one should be aware of the presence of enemy fighters, mostly Messerschmitt 262, very fast twin jets but not too aggressive, usually making only one pass on the allied bombers. However, during the few past days, they managed to bring down nine



The flight in a clear blue sky was uneventful. Long before we reached the target, the navigator, in each plane, had spotted it, so small, lost in the surrounding green vegetation.



american airplanes. The turret gunners are ordered to open their eyes.

- Weather: Particularly good, with perfect visibility and a few light clouds only.
- Adjust your watches.

- So! Let's go!

It was quite a rush towards the lorries that took us to the airplanes which had been loaded and lovingly prepared by the ground mechanics.

At the scheduled time, the engines were started. And it was the slow process that would gather the 12 flights in a tight formation at the vertical of the airfield, to fly in the direction of Germany.

The planes get in the attack formation. The crew members move to their combat position. Bombardiers, their eye stuck to the Norden bomb sight give their orders to the pilot through the PDI (Pilot Directional Indicator). Left... Left... Straight on! Everyone is concentrating on what he's doing. No flak. In the sky, some Me 262 silhouettes, but at a safe distance.

Bomb bay doors opened. The planes quiver a bit, but no more.

Bombs away!

At once, the doors are closed. And aboard all the planes, the same process takes place.

Photographers are ready to take pictures, in order to immortalize the results.

The bombs go down and hit the target right in the center. And it's an enormous, gigantic, explosion! Bombardiers, in their eye sight, see the shock wave spread at very high speed over the ground, around the objective.

Mission perfectly accomplished! It's a fact the French Marauders are used to get 100% good results.



A few seconds later the planes start to shake violently. The pilots have great difficulties to keep their aircraft straight and level. Everything is shaken hard. It's an infernal dance in the sky and everyone hopelessly looks outside for some flak black puffs. But no flak. The sky is immutably clear. And after a moment, the crews realize it's the result of the explosions of the ammunition depot which shake the atmosphere as high as 12000 feet. Finally, once the shock wave has gone, the Marauders get back into their formation and head back home.

On the side, as the planes fly back home, everyone can see the enormous and boiling massive smoke which looks like a giant whirling cumulus cloud, growing bigger and bigger. (*Ed: The photo below is not of the best quality, but it's the only one that we could find of this gigantic explosion.*)



Back to Saint Dizier. The crews are quiet after this successful mission, despite the fact that they were shaken badly, as if they had flown through a violent and dangerous storm.

As they walk back to their respective quarters, they think about tomorrow's mission which should also take place in good weather. In fact, there won't be any

flight toward Germany. It's impossible to run the risk of hitting the allied troops who are moving so fast through nazi Germany.

The next missions will be over the Atlantic pockets, and some training flights, until May 8, 1945, the day the armistice was signed and put an end to a war that lasted so long.

This mission on April 25, 1945 on Ebenhausen, without no one realizing, was the last bombardment of the Marauders over Germany.

But that was not it: Air displays over the capital and hundreds of large towns were scheduled for the Marauders (*Right*), as well as numerous transport missions for passengers who sat uncomfortably in the bomb bays of the planes to fly fast across the Mediterranean sea.



A few photos of col Louis-Jean Gioux:

- Above, standing in front of his B-26 during the war, then in front of the CAF Carolyn during the eighties.

- Right: Col Gioux and his crew. He is the first one on the left in this group photo.



BACK TO PUISEUX EN RETZ

Article : Based on a text and photos by Eric Ducreau

The necessary information for the following report reached us too late to be published last month. This is a summary of our friend Sandy Sansing's stay which completes the report printed last month...

It was on June 26 that Eric and Dominique Ducreau met Sandy and his family at the Roissy Charles de Gaulle airport. Hotel, barbecue, and resting completed that day.



The following day, Friday 27th, Ginny, Sandy's daughter, and Rebecca, his granddaughter, visited Paris while Sandy fully enjoyed that day with a visit to the La Ferté-Alais museum (*Above*). There, they met the pilot of P-51 *Nooky-Booky* based on this airfield. This American citizen, married to the daughter of Jean Salis, owner of the place, lives 6 months in California and 6 months in France. His occupation is restoring and selling P-51 Mustang aircraft (*Below*).



Saturday 28th was spent at Puiseux where all the villagers welcomed Sandy and invited him to unveil a plaque affixed to one of the walls of the village Town Hall. After a short speech, Sandy performed this pleasant task. This plaque is there to honor the inhabitants who helped our friend



(*Above*). A local historian told the story of an American flag which had been unrolled between two Jeeps for the circumstance. This flag, which comes from a near-by village, had been suspended vertically to a church bell tower for the arrival of the allied troops in 1944 (*Below*).



Then, the Mayor of Puiseux invited all villagers to have a drink.

After a meal taken with a friend named Thierry, the heroes of the feast went to the château where they spent the night.

Located about 10 miles from Puiseux, this château has everything that one can dream of: Pool, jacuzzi, tennis court, and a gymnasium. A small pond inhabited by geese and ducks, a garden, and a few horses, complete this idyllic picture.



Sunday 29 June. Puiseux and six other villages of the area celebrate their annual feast, and Sandy is their honorable guest. These villages got together to organize this event. About 2000 people greeted Sandy and applauded him when he arrived in a horse car. One spectator nicely commented: "Villers-Cotterets has Alexandre Dumas, we, in Puiseux, we have Sandy Sansing".

Sandy and his family, col Danielle Duflot, member of the French Wing, and her children, were then welcomed in the large tent where everyone took care of them. The whole day was organized around the theme of the liberation. At the end of the day Sandy distributed

some trophies and received a well-deserved standing ovation. The day was completed with the evening being spent with monsieur and madame Lauzinghan, owners of the water mill where Sandy hid shortly after his landing (*Below*).

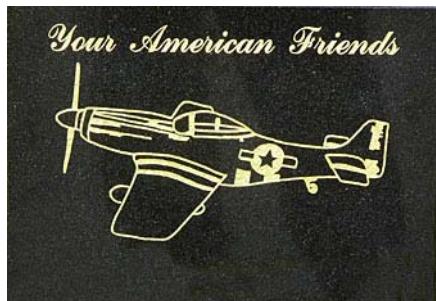


The heroes were tired but happy, and they went back to the château for a good night rest.

Monday 30th. Ginny and Rebecca went back to Paris, while Sandy was welcomed by the director of Primary school Marie Curie to meet the children of two

classes. This meeting was touching, as usual, and the kids were able to freely ask questions that Sandy answered with great pleasure. When he left, the kids sang a song in English, while Sandy beat the rhythm with his cane!

Ginny and Rebecca having returned from their Paris visit, our friends met col Danielle Duflot in the cemetery of Arnouville so that Sandy could place a plaque on our friend Philippe's grave (*Below*). This short ceremony allowed everyone to honor Philippe. Then Danielle invited everyone for a very pleasant meal.



On that first day of July, Ginny and Rebecca went back to Paris while Sandy and Eric went to Fère en Tardenois to meet **Christiane Hébert** (*Below*), whose health could be better, one must say. However, she recognized Sandy as soon as he arrived, and their conversation



lasted about an hour. Sandy took Christiane's hand and held it tenderly before he left.

The trip back included a stop at the farm of Beuvardre where Sandy was able to meet madame Dubois, in great shape and charmed by this visit. However, she regretted that she had not been advised, and she asked Sandy to tell her beforehand next time, so that she could prepare a nice meal for him.

Back to Tremblay, Ginny and Rebecca phoned to say that they wished to extend their visit of the day, in Paris, and it's at 11 P.M. that Sandy, after refusing

to go to his hotel room, went to Paris with Eric to pick up the ladies, and enjoyed a tour of Paris by night until 1 A.M!

The day after, our visitors went to the Champagne area, and after a picnic on the banks of the river Marne, they met friends who own a vineyard (*Right*).

In their cellar, no less than 130,000 bottles! It's a relatively small vineyard but the owner of the place does everything himself: Grapes harvest, maintenance of the vineyard, bottles, stowing, and selling.



The visit ended with the inevitable tasting, a dinner with Champagne only, of course, and a good night rest so intense that no one noticed the big storm that took place during the night.

After breakfast,

the daughter of the house, Marie-Paule, took the whole group to Reims, a visit which ended aboard a little train which put Sandy into an excellent mood as one can see on the photo above.

This Friday 4th of July was shared between a visit of the Louvres Museum for Ginny and Rebecca, and one at the Air muséum in Le Bourget for Sandy. The day ended with a barbecue to which Danielle Duflot and her children were invited.

The following day, it was back to Paris for Ginny and Rebecca to visit a shop specialized in tea, Ginny's favorite drink. Then they headed towards Le Plessis-Belleville

late in the afternoon, where Sandy had spent the day with many French Wing members. The day was nicely concluded by a dinner in an excellent Italian restaurant in Le Bourget.

The following day, our friends were driven to Verdun where they stayed with col Claude De Marco and his wife Marcelle, until July 9, when col Claude Gascon flew them back to Le Plessis.

On July 10, they boarded the plane that would take them back to Texas.



ONE HOUR OF ANGUISH

Article and photos: Capitaine de Vaisseau Michel Couthures

The bombardment and ground support mission completed using their six .50 machine guns, the four Hellcat of Flotilla 11-F, leave the plain of Dien-Bien-Phù to fly back to their base, the aircraft carrier Arromanches.

The planes, which dropped their bombs, are now lighter and more pleasant to fly. The leader orders a "loose formation", the four airplanes splitting into two sections. One section led by the Leader with his wing man flying behind, about 300 feet on his right side. The other with one plane positioned about 600 feet behind the leader, on his left side, followed by the fourth plane on his left. Such an arrangement allows for a mutual monitoring. In addition, should it become necessary, the positioning of the planes would be completed very quickly.

To avoid any interference with other planes or units flying towards Dien, the leader takes a heading to the Gulf of Tonkin where the aircraft carrier is cruising. This route is further south than a normal return flight, but the scenery is different, more varied, and allows us to visit the Tonkin better, and, may be, if we're lucky, spot some vietminh troops movement.

Since a few minutes ago, I find that my engine isn't so powerful as the others. It seems that it's restricted. I decide to watch pressures and temperatures, and I notice that the cylinder thermometer has a tendency to rise. The outside temperature shows that we are in a hot country, but I'm worried...



We fly over a mountainous area covered with some dense vegetation whose trees are all tangled up. No sign of any road or any life. Only one small river, about 30 feet wide, flows through the area.

but I don't have time to see the color of their bath suits... if they wear any ! (One told me later that they did not wear any).

If the other two planes followed the leader who, of course, had to go down, the temperature of my cylinders proved that it was hotter down there, not only forced me to stop my descent, but pushed me to fly higher than before.

I advise the others of my small problem and of my decision to stay at a safe altitude. We reach the delta via the limestones of Phuly: Some sort of Bay of Along. On the ground some huge steep



The leader announces on the flotilla frequency that he's descending to have a closer look at something interesting, inviting his wing men to follow him.

Effectively, slightly on our left, at the bottom of the small valley where this river runs, a strange clearance on the bank of the river, with three or four straw huts...

rocks covered with vegetation and surrounded by water. It's strange and beautiful at the same time. As I admire the scenery: Bang! My engine stops, right over this site where a forced landing is not recommended.

Starting the drill for such an event, I depress my radio switch to announce my predicament, when the engine starts again !

A surprising sight. In the water, some nymphs are taking a bath. Five or six persons,



Having lost several hundred feet altitude, I manage to climb up and take my normal position, thinking that the engine stopped because of some vapor lock, some kind of bubbles in the fuel system which may happen in very hot weather. But since I had taken the precaution to switch on the electrical booster pump, I'm a bit surprised...

We now fly over the Delta, covered with rice pads and water, some villages, and some safety because of the presence of some friendly soldiers on the ground.

The leader signals our presence and our intentions to fly back to our carrier. The GATAC controller (Air Tactics Group) who monitors the north area asks us if we have some ammunitions left. Since we didn't use so many at Dien, our leader says that we have plenty. We're asked to go to a village that a small observation plane is monitoring: The plane is looking over the progression of a convoy supplying our positions.

The observer spotted signs of fire-arms trying to shoot the trucks from beyond a canal. So we're asked to strafe this place. Instinctively we had already taken our dive position, and the circus begins!

After each pass, as soon as I've strafed, I pull up, and each time the engine cuts out. So does my heart! These bubbles in the gas again! Well, at least that's what I think!

I don't know how many passes we did, but I was happy when it was over, and when we flew over the sea where the air is cooler. Effectively, flying over the water, the temperature of the cylinders went down too, which reassured me a little.

We can now see the carrier and we have a green light for landing. We fly by the ship on its right, line abreast, the leader in front. I'm the last one on the right.

We fly at an altitude of 300 feet with the hook down, and as we get half way along the carrier, my engine stops! I immediately get ready to ditch, and as I was about to announce it on the radio, my

engine starts again and I can fly back to my normal position!

The rest of the landing procedure is normal, but I wonder how this will end, with the fear that the batman could refuse me landing, forcing me to try and overshoot the deck, with a very hazardous attempt to open up the throttle, to say the least !

My approach must be good because I finally get the "Cut!" signal. I catch a cable, which stops the airplane. Once the hook is disengaged, three deck officers help me taxi to the front of the carrier.

The second one commands the wing folding crew, and the third one who brings me a far as possible to the front of the deck is so close to my wing that I can only see his hands. I must be about three feet short from the required position when the engine stops definitely. I can see hands waving drastically, but that's all I can do.



I set the parking brake while chocks are placed against the wheels, and I climb down the plane. On the deck I'm welcomed by a furious officer who accuses me not to respect his indications *which are orders!* When he has finished, calmly, I tell him: *"I didn't cut out the engine, it's the engine that decided to stop".*



I walk to the office to fill in the "forms" which are registers belonging to each plane. One where the pilot records his name, his mission, the take-off and landing times, and the number of landings. The other



book is where he writes down his observations about the plane, its equipment, and the flight time. Of course, I have quite a few lines to write in this one!

As it is past noon, I'm hungry, and I walk to the dining room which is part of our mechanics' dormitory: Folding tables, seats that are fixed to the floor, nothing luxurious. As I was sitting down, in comes Job: The chief of the flotilla. He is the most senior man among the highest grades of the warrant officers, and, above all, he is the chief of the mechanics. He grabs me by my shirt collar, lifts me off my seat, and starts giving me a speech about everything I dared write about the airplane! Once his fury has calmed down, I tell him: *"Chief, I'm hungry, but if I was asked to go again, I would at once, but not with this plane!"*.

Less than 20 minutes later, the chief comes back, kindly gives me a tap on the shoulder, and says: *"You know kid, you were lucky! The two gas pumps are dead: The electric pump is burnt, and the engine driven pump is seized! You were dead lucky!"*.

Following this incident, I could have said anything about any airplane, it would have been *word of Godspel*, (or almost).

When I think about my theory of air bubbles!...

OPERATIONS & MAINTENANCE

2008 OPERATIONS

The list of on-coming air shows for the French Wing is as follows:

- Saint Quentin 6 & 7 September: Air show (With PX).
- Meaux 13 & 14 September: Fly-in and static display.

WHEN CAN I FLY?

Any member of the French Wing, and even their friends, can fly on board our Piper Cub since it is on the CDN (Normal) register. **All you need to do is contact us so that we can find a date that will suit the pilot and the passenger.**

The price depends on the member's level of sponsorship according to the list on the right. Outsiders pay the same as members who are non Sponsors (80 €).

Please do note that a Sponsor cannot transfer his own level of sponsorship to a non-sponsor, either a Wing member or an outsider.

MAINTENANCE PLAN FOR THE WINTER SEASON

Once the last two scheduled events are over (Saint Quentin and Meaux), the planes will see a new maintenance period start.

• **Spirit of Lewis:** The only big jobs programmed are the replacement of the landing gear bungees, and the annual check which must be done by the end of April 2009.

Other small jobs will include easy tasks like the application of the new CAF logos, some paint retouching here and there, the adoption of a solar panel to maintain the battery charge while the plane does not fly and stays in the hangar, etc...

• **Rearwin Sportster:** In between annual checks and various other jobs, we will carry on with the restoration of this aircraft and its engine.

For the latter, please contact col Cédric Malhaire directly, and for the airframe, contact the Wing head office, so that we can program in this help.

• **NC 856 Norvégie:** For those who would like to give a hand (Highly appreciated as usual!), there will be many tasks to perform, at different levels. Just to quote a few ones:

- 25 hours bi-annual check to complete before the end of October 2008.
- Annual check to be completed before April 2009.
- Replacement of the aileron control cables (Cabin loop only).
- Adapt new batteries and manufacture a new bow for them.
- Overhaul of the landing gear shock absorbers by a hydraulics professional workshop.
- Various skin jobs and paint, namely on the engine cowlings.
- White recognition bands to be painted on both wings (Top part only).
- Manufacture new tail wheel suspension bungees.
- Drop the vacuum pump and overhaul it (IFR instruments).
- Some instruments have to be checked and re-calibrated.
- Etc...

WHO CAN HELP WITH THIS MAINTENANCE?

Any member of the French Wing, and any outsider interested by these maintenance jobs can participate, even with no special knowledge.

We will try our best to publish a definite program so that all these volunteers can pick the days (weeks) they wish to come and help. From a general point of view, work start, each day, at 09:30 and stops at about 18:30, cleaning and sorting of the tools inclusive.

We will not perform such maintenance during the coldest months of the season, as opposed to what we were forced to do this year. No more question of working in ambient temperatures below 10°C in the hangar!

The French Wing needs as much help as it can get from all its members to accomplish these tasks the best possible way, and in a timely manner, which is paramount. We do hope that this participation will be better than this year because it is the very reason for the existence of our Unit. Thanks in advance!

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?...

BECOME A SPONSOR!



2008 SPONSORS

August has been a very quiet month due to the summer holidays that most of our members have enjoyed. No new sponsors, and only a few local flights have been performed to keep the plane healthy. This aircraft must fly more frequently than it has done this month. Therefore, we invite those of you who wish to enjoy some local and cheap flights to advise us at once.

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.
- Norvégie patch: € 6,00.
- French Wing pin: € 10,00.
- 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 each.
- 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: € 30,00 + P & P € 10,00. Signed by veterans: € 50,00 + 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 Airshow in Midland, by B. Delfino: € 10,00 P & P included ©.

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.

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WING PROJECTS

PATRON COMPANIES SUPPORTING THE FRENCH WING

SKY RUNNER - TOPGUNART.COM - EPSON
AVIATION CLUB DE FRANCE - DIFFUSION SERVICE
EDITIONS LARIVIERE - UNIVERS PUB - SWISS INTERNATIONAL

SPIRIT OF LEWIS SPONSORS 2008



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Camille MONTAIGU	50
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David PRICE	25,00
Fumiko DELFINO	436,60
Bernard DELFINO	690,25
Haruo TANAKA	69,00
Eric REARWIN	10,50
Yves DONJON	90,00
Roy & Irene GRINNELL	690,00
Bunty BATEMAN	250,00
Marcel FRANCISCI	100,00
Dominique DEUDON	200,00
John & Anne ROEDER	300,00
Ronald WRIGHT	181,00
Léon MANOUKIANS	100,00
Aviation Club de France	3750,00
Georges MARCELIN	615,00
Activités French Wing	115,00
Avoir précédent	856,96
TOTAL	16654,91

Note: Ces chiffres représentent les sommes qui ont fait l'objet d'un don au French Wing depuis l'achat du Piper Cub en Mai 2003, et non pas un état des comptes en banque de notre Unité.

