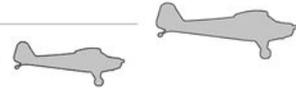




AIRSHOW



CAF FRENCH WING - MONTHLY NEWSLETTER - BULLETIN MENSUEL

Volume 11 - N° 10 - October 2006

EDITORIAL

AIRSHO 2006 has come and gone at an incredible speed! If the latter is proportional to the pleasure that its participants got from it, then I can confirm that every one of us had a great time.

The French Wing dinner in Midland, a habit that has become a real institution, was one of the greatest success of our stay in Texas. We owe it to colonel Jim Adams who organizes it each year. A big Thank You to Jim and his wife Terry!

The most moving part of Airsho was, no doubt, the induction of colonel Sandy Sansing into ACAHOF. This ceremony was extremely touching and our friend Sandy had difficulties in holding up his tears (Us too!). His entire family was there to support and congratulate him, as well as his close friends, and there was many of them, believe me! The standing ovation that Sandy received from the whole assembly showed how loved this man is. Sandy is probably the man who personifies best generosity, kindness, and tolerance, a man whom we must all take as an example.

During this ceremony, I could not stop thinking about Sandy's wife, Constance, or rather Connie, who was probably looking at him from "up there". How proud she must have been of him! And how right she was too! While perfection is nowhere to be found on this earth, one must admit that Sandy is getting very close to it! During private conversations I had with her, Connie told me a few adorable little secrets about their common life since the day they first met. I can therefore confirm that rarely a woman was as proud of her husband as Connie was, and more today than ever!

Thank you Sandy for being the man you are. Thank you for all the good you dispense around you. Never an induction into ACAHOF has been so well deserved as yours!

Bernard

CAF AIRSHO 2006 A MOUTH-WATERING FLAVOR OF THE FESTIVITIES LINKED TO THE 50th CAF ANNIVERSARY IN 2007 (PAGES 2 TO 5).



Photo : B. Delfino

AN ENTIRE LIFE HON- ORED AND REWARD- ED : SANDY SANSING HAS BEEN INDUCTED INTO THE ACAHOF



Photo : Jim Lutz

FRENCH WING 2006 GENERAL ASSEMBLY: WILL YOU BE THERE ?... IF YOU WILL, SEND IN YOUR APPLICATION AS SOON AS POSSIBLE!

AIRSHO 2006

Report by col. B. Delfino

With a group of 7 members of the French Wing, determined to see a maximum in a dozen days, the trip to Texas version 2006 was looking interesting, and it was.

This group included the following colonels: Marie-Françoise Le Cornec, Arnaud Chatton, Claude De Marco, Patrick Pierre-Pierre, Léon Manoukians, and Bernard and Fumiko Delfino.

They were joined in Midland by other French Wing members, as follows: Bob and Lilian Ayars, Frédéric Baudin, François Bergeon, Ken Fields, Roy and Irene Grinnell, Barbara and Aubrey Hair, Tex Hill, Rick and Louise Hudlow, George Lodge, Jim Lux, Antoine Roels, Sandy Sansing, Gordon Stevenson, Regis Urschler, Orlan Wichman, and Ron Wright. Therefore, all together, a total of 27 members of the French Wing were present in Midland!



Photo: B. Delfino

Should the wishes of many of our members materialize next year, the French Wing contingent to celebrate the 50th Anniversary of the CAF should be even more important than this record figure.

- We gathered in Dallas, and after a good night sleep, the first day of our group was dedicated to the visit of the **Cavanaugh Museum** on Addison Airport, whose collection is one of the most beautiful that we know: Several of its airplanes won various restoration awards at Oshkosh. In the hangars, not a spec of dust. The aircraft are scratchless and so clean that they could make jealous all the other museums that we know in the world, even the one in Washington which is known for its high level of standard!



Photo: B. Delfino

Our dear friends Barbara and Aubrey Hair were there, together with Colette, Barbara's French language teacher, to welcome us and show us Jim Cavanaugh's collection. We discovered a brand new plane that we would see again in Midland during Airsho 2006: A splendid Grumman Mohawk, a Vietnam war veteran.

To welcome our group, Barbara and Aubrey presented us with some good surprises: Two excellent bottles of Champagne, and several Piper Cub parts that will be very useful (Access blanks, valve guide seals, and various other airframe parts). A big Thank You to our friends!



Photo: B. Delfino

Time flies very fast when one is in good company, but we had time to visit the entire museum and saw the C-47 and the P-51D leave. These two planes were going to the **Alliance Airport** in Fort-Worth where the museum's P-40 was already waiting for them, to take part in

the airshow that would take place the following day, an airshow that we had planned to attend.

The afternoon was spent visiting the **Frontiers of Flight Museum** on Love Field, in the center of Dallas.

Hosted by the airport terminal for several years, the museum has recently moved into an immense hangar.

In a permanent evolution, this museum displays several interesting items, including the original Apollo VII capsule.



Photo: B. Delfino

The airplanes visible there go from the Bébé Nieuport to the Learjet, and include a PT-26, an AT-6, a Piper Super Cub which flew around the world a few years ago, a Corsair II, a Talon, and many others.

The museum is also a place for art shows, and, next month, it will be Roy Grinnell's turn to display several paintings and prints.

As usual, we were warmly welcome, and we can only advise anyone who finds himself in Dallas, to spend a few hours visiting these two museums.

- The following day, Saturday September 30, was spent entirely at the **Alliance Airshow**, on the airfield of the same name, located about 30 miles north of Fort-Worth.

The weather was perfectly sunny and it was hot, very hot! So hot that sun burns were not rare...

The show included the Cavanaugh air-planes already mentioned, the CAF *Tora Tora Tora!* group, the beautiful P-47 Thunderbolt *Tarheel Hal* from the Lone Star Museum, various jets like the F-15, F-16, and F-18, and a superb Mig 15.



Photo: B. Delfino

The show was punctuated by various individual planes aerobatics, and the main course of this well-orchestrated airshow by *Air Boss*, **Ralph Royce** of the CAF, was the display provided by the USAF **Thunderbirds** flying their F-16.



Photo: B. Delfino

Saturated with sun shine, we went back to our hotel and enjoyed a good rest in order to be ready for the Dallas - Houston road trip the day after. "Flying formation" with three cars is sometimes difficult to control, but the traffic was very smooth and gave us no particular problem.

- Monday morning was spent visiting the inevitable NASA center in Houston which is the true brains of American space flights, and the training center of all astronauts.

We then got back on the road for the thirty miles trip to Galveston where we visited the famous **Lone Star Flight Museum**.

Discovering the multitude of WWII warbirds displayed in the museum, some of them unique, was one of the best points of our stay. In addition, we were lucky to see the B-17 *Thunder Bird* start its engines after a spark plug change on one of its engines, carried out by the museum volunteers.



Photo: B. Delfino

Fond of the history of the Pacific War, our friend Léon was on a cloud because the Lone Star Flight Museum collection includes many airplanes of this era, some of which are very rare: Grumman F-3F, Douglas Havoc, Catalina, Harpoon, Wildcat, Hellcat, Bearcat, Corsair, Dauntless, Thunderbolt, Privateer, C-47, Bobcat, T-6, Beechcraft C-45, Boeing Stearman, Spitfire XVI, etc. A crowd of fantastic aircraft!

- The following day saw us drive from Houston to San Antonio where we arrived early enough to visit **The Alamo** located in the heart of the city.

This highly historical place and its heroes like Bowie and Crocket, played a great role in the youth of many of us, be it through books or cinema. This is probably what gives it a special savor which draws thousands of visitors each year.

- After a night spent in a hotel, north of San Antonio, we drove up to Fredericksburg where one can find the **National Museum of the Pacific War**, also known as the **Nimitz Museum** since the famous admiral was a native of this town.

It was, for all of us, but especially for Léon, a real delight! Very well organized, this museum has recently moved into a new, larger, building. It tells, in great details, the entire story of the Pacific War, and the reasons which led to it.

Many artefacts are displayed there, like the helmet that Japanese ace Saburo Sakai was wearing during his famous flight. We also discovered the helmet that belonged to Col. George Chandler, and a few pieces of Admiral Yamamoto's Betty when it was shot down.



Photo: B. Delfino



Photo: B. Delfino

The French Wing in San Antonio... Arnaud Chatton, Fumiko Delfino, Patrick Pierre-Pierre, Claude De Marco, Léon Manoukians, and Marie-Françoise Le Cornec, posing before the famous Alamo.

The afternoon was spent driving from Fredricksburg to Midland, the final goal of our aeronautical trip to Texas.

We had chosen to stay in the excellent La Quinta hotel in Midland, like most of the other French Wing members, including Roy and Irene Grinnell who had arrived a few moments before us. Being reunited with our friends was great, as well as with the city of Midland which has a special feeling during the week that precedes Airsho.

- It was on Thursday October 5 that we had planned to meet Bob Rice, CAF Executive Director, who welcomed us in a warm and friendly way, as he always does each year.

The entire CAF Headquarters personnel, starting with Sharon MacKay, Bob's efficient Assistant, were helpful throughout our stay. Such an incredible expression of sympathy and friendship was noted by all of us, and especially by those who were coming to Midland for the very first time like Arnaud, Marie-Françoise, and Léon. The latter told us with enthusiasm, that he never met such a good feeling in any organization in the USA or anywhere else, except the French Wing of course. This is what makes the CAF such a special and noble Association.

Our visit carried on with the usual purchase of uniform items at the colonels' shop, and various souvenirs at the museum gift shop.

We then enjoyed a quick traditional hot-dog in the High Sky Wing hangar where we met with great pleasure col. Jim Adams, organizer of the annual French Wing dinner in Midland.

The visit carried on with the museum, the beautiful nose-art room, the CAF library, and the ACAHOF.

Then, everyone spent the rest of the afternoon taking pictures of the numerous planes that had already arrived in Midland and were parked outside the hangar which shelters the Star of the CAF: The B-29 *Fif*, temporarily inoperative and waiting for four new engines.

Three of its motors recently produced metal chips, which forced the CAF to



Photo: B. Delfino

The group of French Wing visitors present in Midland on Thursday, October 5, was welcomed by par Bob Rice for an amicable discussion during a full hour. From left to right: Roy Grinnell, Irene Grinnell, Claude De Marco, Arnaud Chatton, Patrick Pierre-Pierre, Fumiko Delfino, Bob Rice, Léon Manoukians, and Bernard Delfino taking this picture.

take the difficult decision to ground the plane until an inevitably costly solution is found.

This technical problem was explained in great details in *Contrails* and *The Dispatch*, but let us remind everyone that the solution resides in the possibility to adapt more recent and much more reliable engines, of which, the CAF has several units available.

This modification will be complex and will call for three millions Dollars. It will necessitate to mate two types of engines, R-3350-95W and R-3350-26WD, so that they can be used on the B-29 (See more about this in this report).

had the pleasure to meet all our friends and get acquainted with new ones.

Your servant gave a little speech to thank everyone present and to enumerate the main stages of the past year, which, as everyone knows, either by reading the Newsletter or by taking part in these projects, were numerous, complex, sometimes very difficult, but always exciting.

He then let col. **Jim Lux** comment this evening's main event: The presentation to col. **Sandy Sansing** of a giclée of the painting made by col. Roy Grinnell for the induction of Sandy into ACAHOF, the CAF Hall of Fame.



Photo: Nancy Lux

Time was going fast, and we soon needed to get ready for the French Wing annual dinner that col. Jim Adams had been organizing for several months, in a Midland chinese restaurant, the *Asian Buffet*.

Almost thirty members attended this dinner. The feeling was excellent, and we

Jim told the history of this great project that, in total, lasted ten years since it began by the collection of money among the colonels residing in France in 1995 and 1996. This money was intended to help the restoration of the Centex P-38 Lightning. This gigantic project was, alas, never completed, and the plane, or, rather, its various parts, are, today, available to any Unit that will be able to find the funds for such a restoration, a total of about one million Dollars...

However, this project has had some positive repercussions since this collection was the occasion to create a real and durable cohesion among all colonels in France (About twenty at the time), which was the basis of the creation of the *French Supporter Squadron*, renamed

since **French Wing**, a Unit which has now about a hundred members.

Sandy was very moved, and he thanked all who were able to retrace his adventures in 1944 France, to find the actors of this rescue, and to organize on two occasions very moving reunions with these places and people.

Everyone's opinion was that this French Wing dinner, with its friendly feeling, was the best event of the entire Airsho 2006. What a compliment! Everyone was thankful and friendly, and our only regret was the absence of all other members who could not make it to Midland to participate.

- Two important donations marked our stay: Col. **Regis Urschler** donated \$ 500.00 (407.00 €) to the French Wing to help us carry on our tasks, and col. **Sandy Sansing** donated 700.00 euros for the same reason.

Other gifts received from cols. **Hugh Alexander III** and **Ron Wright** brought this total to 1198,50 €! Enough to compensate a great part of the *Spirit of Lewis* engine repair. A very big Thank You for this generous help to the French Wing!

- The day after, Friday, took place the *Special Show for Special People* a mini-Airshow organized for the handicapped. As she does every year, col. **Fumiko Delfino** helped this event while her husband took off for a photo flight. Some of the pictures he took are printed with this article.

Other members of our group, like Patrick and Marie-Françoise, helped Roy and Irene Grinnell get the ACAHOF prints signed by the veterans. On the photo below, they are together with Nancy Lux and Sandy Sansing signing.



Photo: Jim Lux

All CAF members present in Midland gathered together for the CAF Annual General Assembly which took place at 15:00. It was the occasion to elect three members of the General Staff, and it



Photo: Jim Lux

Col. Patrick Pierre-Pierre in company of cols. Regis Urschler and Larry Lumpkin, both pilots of the P-51D Gunfighter.

included the granting of CAF Awards for year 2006. This year again, members of the French Wing received various distinctions as per the following list:

Distinguished Service Award
Colonel Henri Bourrassier
Colonel Rick Hudlow

Silver Magnolia Blossom Award
Colonel Philippe Dufлот
Colonel Louis-Jean Gioux
Colonel Roger Gouzou
Colonel Roy Grinnell

Unit Service Award
Colonel Cédric Malhaire

Non Member Service Award
Aviation Club de France

The ACAHOF banquet concluded this day full of events. Sandy's success was proportional to the number of his friends, as one can easily imagine!...



Photo: B. Delfino

- The week-end of Airsho was finally there. New colonels took part in the Saturday ceremonies which included a wonderful speech given by Reg Urschler and their pledge of allegiance.

The weather was perfect on Saturday with an ideal temperature, but a bit overcast on the Sunday, which was no problem for the show but made the life very difficult for the photographers.

Those of our members who had never attended this airshow before were amazed by the action that prevails on the airfield for several hours, and, more particularly, during the perfect re-enactment of the WWII aerial battles. An airshow that no one can ever get tired of!



Photo: B. Delfino

A great innovation was an illustration of the war in Vietnam. The actors were a Huey helicopter, a Cobra, an O-2 Push-Pull, two Skyraiders, and the Cavanaugh Museum Grumman Mohawk.



Photo: B. Delfino

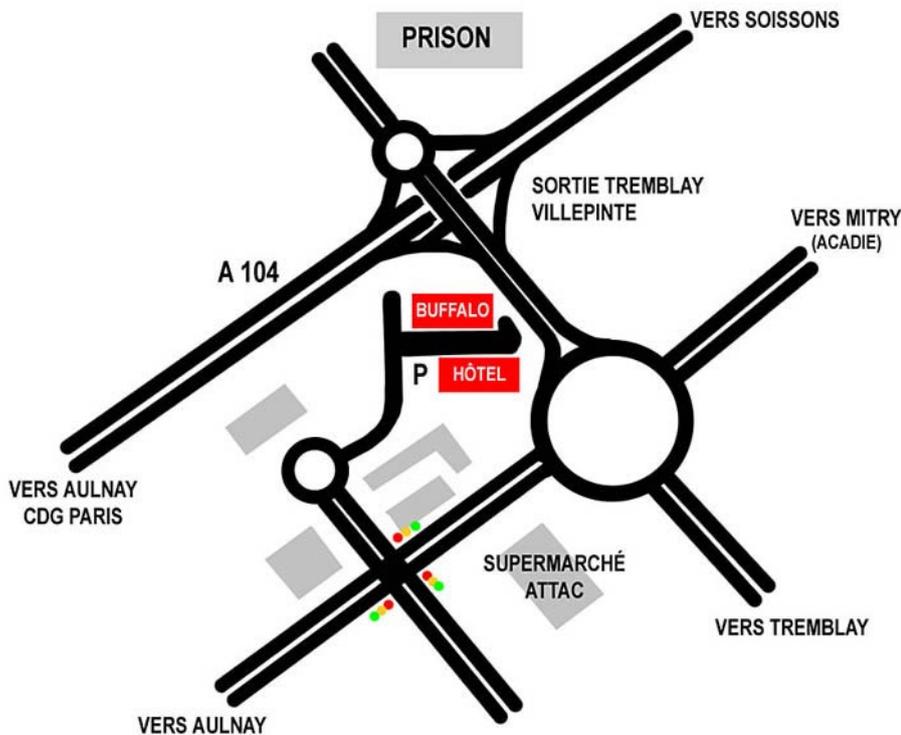
The attack on Pearl Harbor was once again formidable, the B-24 *Diamond Lil* "bombed" Ploesti for the great pleasure of all spectators, the aerial battle over Europe was tough, Jimmy Doolittle's B-25's bombed Japan once again with great success, and the B-17 Sentimental Journey played the role of the B-29 Fifi. Modern airplanes like the F-15, F-18, and F-117 filled the sky during individual displays or as a group with warbirds.

With the head full of images of this unique airshow, everyone started their trip back to France the following day, but, above all, with their heart full of a sincere friendship that one can only find in Midland!



Photo: B. Delfino

FRENCH WING GENERAL ASSEMBLY SATURDAY, NOVEMBRE 25, 2006, AT 14H00 BUFFALO GRILL RESTAURANT IN TREMBLAY EN FRANCE



After several tests of various restaurants, we have selected the **Buffalo Grill** and the **Village Hôtel** in Tremblay en France, as close as 60 feet from each other.

The cost of the rooms in the Village Hôtel is 36 euros for a standard which is quite reasonable.

This choice represents a step back in time since it was there that, more than ten years ago, the *French Supporter Squadron* was created, during its very first meeting.

While we are still waiting for the confirmation from members who haven't reacted yet, we booked ten rooms in this hotel.

Eight of them have already been taken! It is therefore very important that you tell us, as soon as possible, about your intention to participate or not to this annual meeting.

If you do need a room, tell us! We need to finalize these reservations and tell the restaurant how many guests will take part

in our dinner, before the end of October. If you want to take an active part in the life of our Association, and if you wish to clearly express your opinion, **BE PRESENT!** You will then be able to participate to the various votes that will be made during the General Assembly, concerning the 2007 projects.

Also, since the current Adjutant Officer, col. Didier Cardinal, will not re-apply for another mandate, we ask all potential candidates to send their application, in writing, as soon as possible. Please refer to the previous Newsletters and to the French Wing Internal Rules to read about the exact tasks of the Adjutant Officer. They are not complicated and they only require a little care and professionalism.

THANK YOU FOR RESPONDING QUICKLY TO THIS CALL!

SEND YOUR FORM AS SOON AS YOU HAVE READ THIS. WE MUST FINALIZE THE HOTEL BOOKINGS AND THE RESTAURANT LIST OF GUESTS NO LATER THAN OCTOBER 31! THANKS FOR YOUR CO-

SHORT LINES

- New address for **David J. Kelly** :

49 Bailielands
Linlithgow
West Lotuian EH49 75X
United Kingdom

- New address for **William Davies** :

Ancien Presbytère
Logement 2
07430 Callerouche
FRANCE
Mobile : 06 77 11 52 92

- **The B-29 FIFI is optimistic again!**

During the CAF General Assembly in Midland, mister Joe Jamieson, an inventor and industrialist specialized in safety aboard all types of vehicles, and owner of the company American Automation Technologies, decided to help FIFI with a gift of \$2.000.000.00!

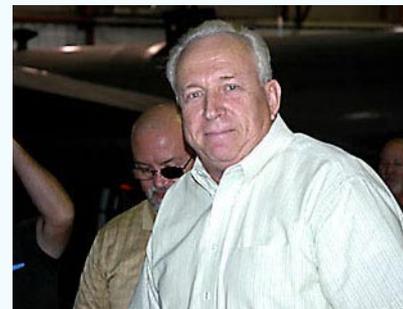


Photo: B. Delfino

No need to describe the standing ovation that Joe Jamieson received from the entire assembly!...

We now need to find the third million of Dollars necessary for the achievement of the work. All gifts are to be sent to the CAF, specifying the intended use of this money.

- **Matt Simek** has presented the French Wing with a well-illustrated, 200 pages book, that tells the complete story of the Piper Cub. He sent this book as a thank you for the tour that we organized for our friends who took part in the Raoul Lufbery commemoration.

Titled **Those Legendary Piper Cubs**, this splendid hard cover book written by Caroll V. Glines, has been signed by its author.

It is now part of the French Wing library that will be fully operational when we get our own hangar.

LE PLESSIS - ST. TROPEZ

Article and photos by col. Gilles Avenel.

Baleful day! As the warm weather of this second half of July promised to give us an ideal "Tour de France" with the *Spirit of Lewis*, the bad news fell into my email box: Serious technical problems of the J-3, the whole thing is cancelled. As a consequence: An american CAF

colonel (No, it's not a pleonasm any more, thanks to the French Wing) had planned to take part in our adventure as a passenger on the Rennes-Dieppe and Dieppe-Le Plessis legs. Our new friend had bought his airline tickets, organized his trip, and here we are, forced to tell him that there won't be any flight as planned: As a result, four empty days for him, on his own, in Paris.

But our President's imagination is limitless: Like Zorro jumping on his horse, he contacted me and asked if I could take col. Hugh Alexander III aboard my Sirocco, at least for one flight. Respecting the CAF spirit and solidarity, a plan "B" starts to take shape: As I do have to take my plane to the south of France for a few weeks, I could add usefulness to pleasure.

After a few conversations with the President and Hugh, we finalize the following plan: I would fly the Sirocco to Le Plessis on Tuesday July 25 and pick up Hugh to fly him over the Normandy Landing beaches, and we would then land in Dieppe where we would spend the night. On Wednesday morning, we would fly to the airfield of Saint Tropez-La Mole. And finally, we would return to Paris in the evening using an Air France flight from Toulon.

Enjoying a gorgeous, but very hot, weather, I meet our President and Hugh at Le Plessis-Belleville on Tuesday



at about noon. After a good meal in a local restaurant, and many bottles of... water, Hugh sits himself in the rear seat of the Sirocco. Sits himself is quite exaggerated: Our colonel is 6 feet and 2,5 inches tall, and I notice that he has to curl up in order to get ion his seat and buckle his harness. I imagine that the weight in the rear is around 180 pounds... Since I am about the same size, with full bags and full tanks, we must be reaching the maximum take off weight. Fortunately, and especially with the high ambient temperature, the Sirocco has enough horse powers to cope with this!

Effectively, the take-off is not dangerous but far from extraordinary: the initial rate of climb is around 700 ft /minute as opposed to the usual 1500. I admit that I may be a spoiled child: One is very happy with the J-3 when reaching 500 ft/minute! We head for Pontoise making sure that we stay below 1500 feet altitude as required in the Paris area. We fly through the Pontoise zone and climb



to 3000 feet to get some fresh air. The flight suit is still sticking to my back, but, at least, we have stopped sweating under the headset. The air is calm and the visibility excellent. Perfect for a leisure flight! Hello to the Air Force people in Evreux while we fly through their

zone. The voices of the female air traffic controllers are always enchanting. If their physical aspect is similar to their voices, they must all be goddesses... A quick glance at the clock and the map: We are on the right track at a speed of 155 MPH. The area of Deauville is approaching. The controller gives me the OK to fly over the landing beaches at 1000 feet, starting from Ouistreham.

It is always with emotion that I fly over these places where so many young Americans, British, and, let's not forget it, French (The Kieffer Commando at Ouistreham), have lost their life for the freedom of France and Europe. I feel that Hugh is also moved, especially when we fly over Omaha Beach (Bloody Omaha), and the cemetery of Colleville (Photo above). Here comes the Pointe du Hoc (Photo below). A thought for the Rangers who took control of it and got slaughtered doing so. We now head for Falaise where took place a terrible battle in August 1944. The groves that we over-fly makes one understand the ambush type of fights that took place for several weeks. As we fly over the road running between Caen and Falaise, one does not need much imagination to understand the conditions the Mustangs, Thunderbolts, and Typhoons had to work in order to stop all german motorized movements.

Let's go to Dieppe now. With all these emotions, the jet lag he is affected by, and

the heat, I understand why Hugh has dozed off. I polish my landing to avoid any unnecessary jolts, and our friend can, at last, extract himself from the Sirocco, after a flight that had lasted two hours. He has problems unfolding himself, and admits that his... backside is quite painful... It's a fact that the rear seat cushion is far from being comfortable. What will it be tomorrow when we have to fly for three and a half hours ! For the moment, as we arrive at my place, I suggest that Hugh has a good bath and sleep till diner time, just to recover a bit. We drive to Dieppe to taste the local fishing products, and get in our beds with great pleasure. A long day is waiting for us : Tomorrow we migrate to the south.

Up at 7h30. Hugh is in good shape. The sky is milky. Some Stratus are hanging around, and it's a little rainy. I'm not impressed. In Normandy, if one waits for some nice weather to get the planes out, one never flies. And I don't mention our British friends who fly in any kind of weather when even the crows prefer to stay on the ground ! I also have a nice forecast for our route on the way to St Tropez, starting from the Paris area.

We take off at 09h00 sharp. The aim is to have lunch in St Tropez. As expected, the ceiling rises as we reach the Paris area. As we fly over the Beauce region, on our way to Orléans, Hugh notes "It's as flat as the MidWest". The controlled zones come an go : after Rouen, Evreux, Orléans, it's now Avord, then Clermont-Ferrand. As opposed to many pilots, I like to keep radio contact. It's a welcomed occupation during long flights, and I find reassuring to stay under radar control.

The weather is superb, and it's hot. One hour and fifty five minutes of flight, we approach Vichy. We planned to stop there to fill up with gasoline, empty our personal tanks, have a drink, and, secondarily relieve Hugh's buttocks. As he climbs down, he delectably rubs this part of his anatomy. At the aero-club bar, the instructor notices the patch on my flight suit. " But this is the insignia of aéronavale Flotila 21 F ? I was a pilot on the Neptune P2V7 at the 25 F !". And here we are, starting to enumerate our common memories, trying to recall the name of our common friends. Hugh listens to all this, quite surprised : Two sailors meeting in Vichy !

This significantly extended our stop. We talk off again at 11h45, and start climbing towards 7500 feet to get over the Pass of the Republic, then the Alpilles which run across our route, between the valleys of the Rhone and the Durance. This altitude gives us some fresh air. Lyon "releases" us after we have gone over the Valence beacon. We continue along our route, now followed by Marseille Information. The mountainous scenery is magnificent. I maintain my personal discipline to look around and note which area could be flat enough for a landing, should the engine quit. It's a vital principle to always be ready to face such an event, which, by the way, has less chances to happen if one is ready for it, according to the inverse principle of the well-known Murphy's Law...

We leave Marseille Info as we fly through the Manosque area, and the excitement to reach the end of our trip starts to show up. So much that I'm late calling the military controller in Le Luc. They see my position and mention the fact that I have been in their area for the past ten nautical miles. I get very apologetic, confirm that I carry on descending to 2500 feet, and say good bye to them as we fly passed La Garde-Freinet. And, suddenly, appears the magical scenery of the Bay of St Tropez (Photo above). I take this opportunity to fly around the area. Him, too, is fascinated by the beauty of this place.

Now, for the approach into the airfield of La Mole... Because of the position of the latter, at the bottom of a valley, this approach is a bit special and calls for a specific qualification. The biggest problem is the wind shear that may hap-



pen during the final approach, especially when the Mistral wind is blowing. Some eventful approaches in these conditions gave this airfield the reputation of a "scarecrow", when, in fact, one only has to know this special aerology, to accept to be somehow shaken, and to keep an easy hand on the throttle control in order to control the slope which may vary abruptly, depending on the wind changes. Today, no problem. The wind is calm, and we land after a 1h30 flight. Our first concern is lunch. It's already 1:15 PM and our stomachs are starving. Hugh and me sit down under the lovely arbor of the airfield restaurant, and start off with a well-deserved bottle of Rosé wine. After a light meal, while Hugh enjoys a rest, I make sure that the plane is tied down correctly, since I'm going to leave it there for a week. I tell him about the story of the airfield and I show him the castle of La Mole where Saint Exupéry's mother was born, and where St Exupéry spend several holidays.

I can feel a sense of regret when I tell Hugh that the cab is here to drive us to Toulon airport, where we will board our flight to Paris. Flying back is quicker than our morning flight, and, especially, more comfortable for Hugh's backside. But the scenery, as seen from the small window of an airliner flying at 25.000 feet, does not have the same taste. Let's not complain, our mind is still full of the pictures we have seen from the bubble canopy of our little fighter... And, cherry on the cake, col. Eric Ducreau is in Orly to pick us up, to drive me to my place in Paris, and to drop Hugh to his hotel. Hugh's bags are in his trunk. And, in addition, as Eric never hesitates to please anyone, he drives Hugh around Paris, just to show him the best places. If the CAF is not a group of friends united by a common ideal, then, what is it ?



MAINTENANCE OF THE PIPER CUB

Taking advantage of the nice weather that prevailed at the end of the Summer, our mechanics continue to perform various small tasks on our J-3. This allowed us to eliminate the thousand little jobs that we always must do... tomorrow!

A few days were spent, after the departure of our friends who took part in the Lufbery Tour, on this minor, but indispensable, maintenance:

Touching up the paint work, filling the holes left in the trunk cover after the removal of the radio, varnishing of this cover and the leading edge of the propeller, moving up the compass that holds the upper door open to put an end to the long list of open skulls (Ouch!), engine oil change, etc...



Photo: B. Delfino

On September 21, with a bright sun shine, Jean-Yves, Roger, and Bernard met at the hangar for a day made of flights and work on the plane.

Surprise! Claude Gascon appeared (Photo on the right). He had decided to come and join them, and had not hesitated to come all the way from Verdun to help them! A big Thank You Claude! He demonstrated such a good will and enthusiasm that many of these tasks were completed once the plane, with Jean-Yves (Below) and Bernard on board, had returned from a one hour flight which took them to Pierrefonds where they flew over its beautiful castle.



Photo: B. Delfino

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250 Euros per year
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Average for 10 hours: 50,00 €/hour

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125 Euros per year
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Are Sponsors to this day :

FLYING SPONSORS

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Claude Gascon
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Irene Grinnell
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John Roeder
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RESULT OF THE SPOTTERS CONTEST

Colonel Claude GASCON is the grand winner of this competition which called for your sagacity and knowledge of WWII airplanes.

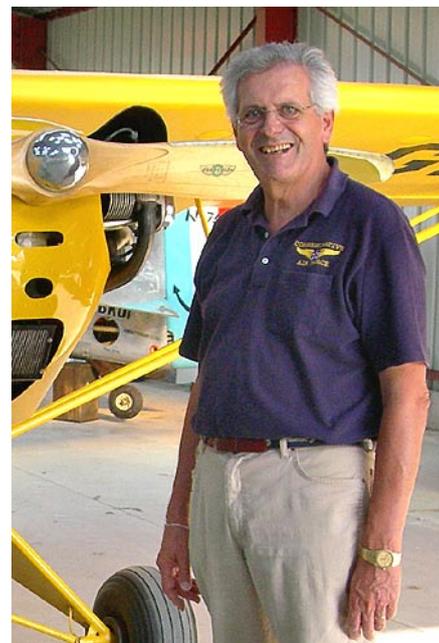


Photo: B. Delfino

With a remarkable result of 82,14% of good answers, Claude has revealed himself as a great spotter. Well done!

He is closely followed by cols. **Didier Cardinal** (81,25%) and **Jean-Christophe Debuison** (78,57%).

Then, follow cols. **William Davies** (58,04%), and **Louis-Jean Gioux** (53,57%), who did very well too.

Other members had a go at this contest but had no significant result. However, we thank them for their participation.

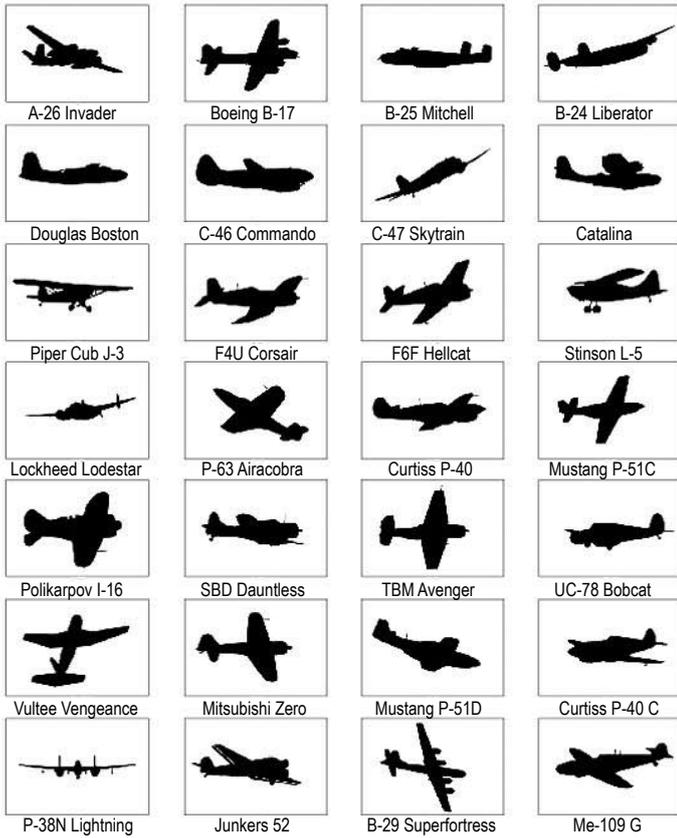
The first five contestants in this friendly competition will receive prints of Roy Grinnell paintings as follows:

The winner, col. Claude Gascon, wins a print of the Raoul Lufbery painting.

Cols. Didier Cardinal, Jean-Christophe Debuison, Louis-Jean Gioux, and William Davies win a print of the Corsair painting.

Please turn the page to see the answers to the four tests...

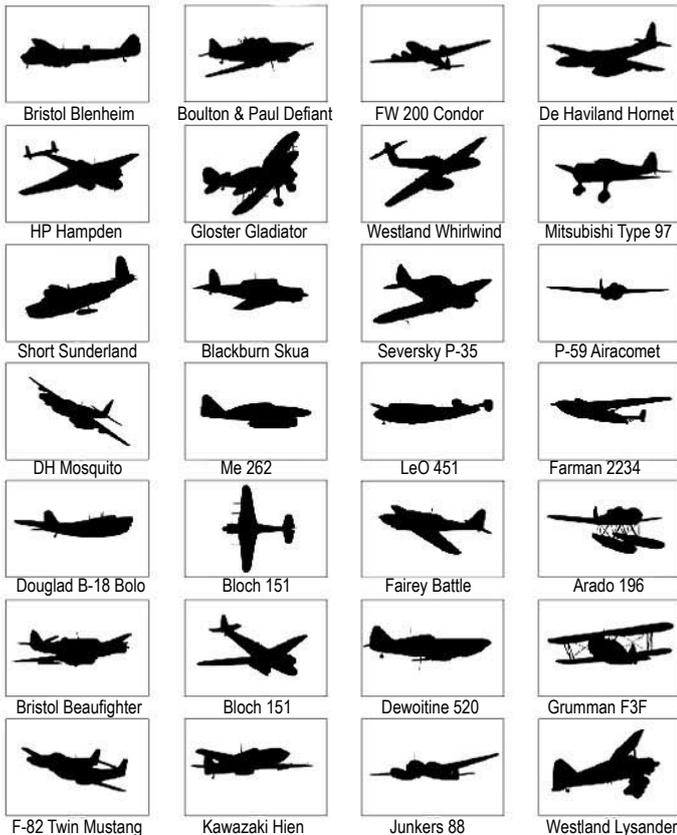
TEST N°1



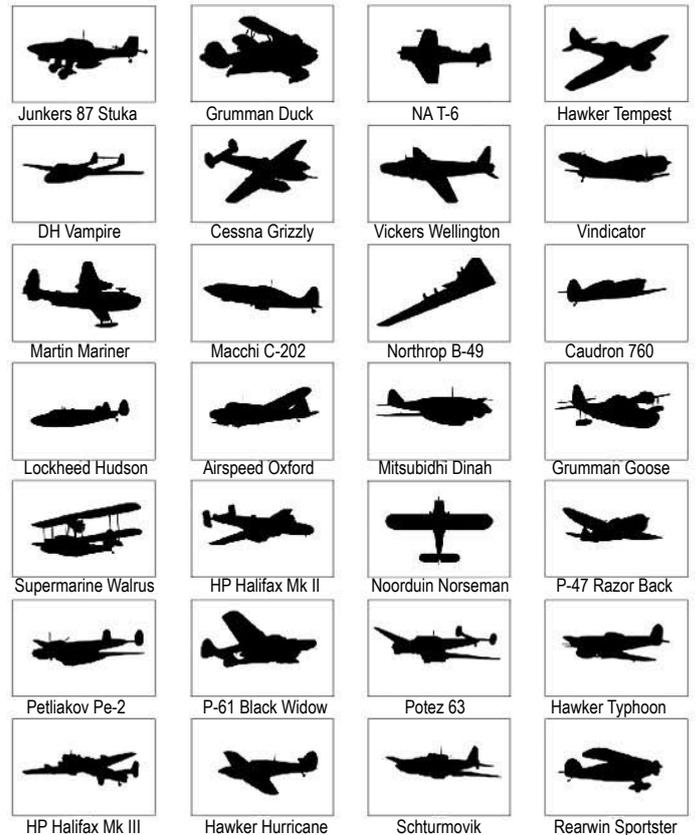
TEST N°2



TEST N°3



TEST N°4



Above is the final and complete table of silhouettes with the name of each planes. There is no real trap and the angles of certain aircraft or some resemblance of certain types may have misled the competitors like, for example, the Lockheed Electra and the Beechcraft C-45, or the Lockheed Lodestar and Hudson. All these silhouettes were patiently drawn by Bernard Delfino based on real photos or airplanes. The more clever recognized the photos that he took and were published in our Newsletter, images that represent about one third of these 112 silhouettes. The others, many of which were also published in our monthly bulletin, are based on photos found in aviation books or the Internet. We hope, in any case, that this little game gave you some good time, and even amused you, even if you chose not to participate and send your answers every month. At least, it gave you an idea of the tests that the pilots had to go through during their training, tests which were important since the knowledge and the ability to recognize airplanes were often, for them, synonymous with life insurance!...



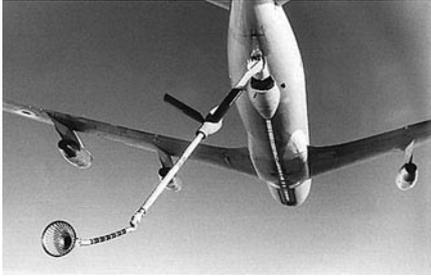
FORCES AÉRIENNES DE LA FRANCE LIBRE (FAFL)

THE GROUPE BRETAGNE (END)



Articles and paintings by col. Louis-Jean Gioux

On July 01, 1996, the Escadron de Ravitaillement en Vol (In-Flight Refuelling Squadron), 00.093, was given the name and traditions of the glorious Groupe Bretagne.



The group remained part of the strategic Air Forces, flying the Boeing C135 tankers. The squadron had eleven airplanes of the C135FR and KC135 types, which allowed it to react to requests from the French Armée de l'Air, or from NATO. The Unit is based at Istres, and its four engines airplanes, of american construc-

tion, are equipped to perform two aircraft in-flight refuelling simultaneously.

After squadrons "Nantes" and "Rennes", a third one "The Roman Female Wolf" was added to the Bretagne, which became an essential element in the nuclear missions given to the Strategic Air Forces.

From then on, the group took part in operations in Chad (Manta 1983), in Lebanon, in Saudi Arabia, in Turkey, in Bosnia, in Kosovo in 1999, in Afghanistan (2001 - 2002), in other words, in every place in the world where peace was threatened. All

physical and moral forces, as a respect for their predecessors, put their forces and their know-how together and, in memory of their veterans, at the service of their country. The team spirit that prevails among the Bretagne personnel is a good sign for a brilliant future of the group which always honored French aviation.



THE BOEING C-135FR

"C" for Cargo, and "FR" for French re-engined, the C-135FR was made by Boeing in 1964 under the reference KC-135R.

Its wing span is 45 m (136 ft), its length 41,50 m (138 ft), and its height 12,80

m (39 ft). Its take off weight is 46 tons (327,586 lbs). It is fitted with four turbo-jet engines CFM 56-2-B1 delivering a thrust of 10 tons (22,000 lbs) each.

Its service ceiling is 15000 m (45,500 ft). Its maximum speed is Mach 0,9.

Depending on the version, the aircraft can carry 102 passengers or 83 to 89 tons of fuel (182,819 lbs to 196,000 lbs).

Its crew includes two pilots, one navigator, and one refueling operator.



Photo taken during the 60th Anniversary of Groupe Bretagne, on May 24, 2002, including numerous veterans among whom are cols Louis-Jean Gioux and Henri Bourrassier.

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 ©.

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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THANK YOU!

• Our most sincere thanks go, this month, to the following colonels:

- **Regis Urschler** who donated, during Airsho 2006, the sum of \$ 500.00, or 407,00€!

- **Sandy Sansing** who paid his annual dues for 2007, his Flying Sponsorship 2007, and has donated the sum of 700,00€!

- **Ron Wright** who bought various items from the French Wing PX and made it a round figure, to such a point that he gave an extra 24,00€!

- **Hugh Alexander III** who paid the hours he flew aboard Gilles Avenel's Jurca, and took this opportunity to make it a nice round figure with an extra 18,50€!

These gifts to our Unit help us to annihilate the expenses occasioned by the engine problems we suffered on the Piper Cub last Summer.

A very big thank you to all of you for your generosity towards the French Wing!

This help is invaluable for a Unit so modest as ours. It will increase further our desire to do more and more for the CAF and its noble goals.

Thanks to you, the future has become brighter, and we can envisage it with a smile again!

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Hugh ALEXANDER III	18,50
Sandy SANSING	700,00
Regis URSCHLER	407,00
George CHANDLER	1000,00
Matt SIMEK	100,00
Guy BORTOLUS	10,00
Patrick PIERRE-PIERRE	5,00
Eric BESANÇON	20,00
Jean BARBAUD	40,00
Shirley BATEMAN	50,00
David & Eileen BOTTLEY	50,00
Marie-Françoise LE CORNEC	50,00
Philippe DUFLOT	13,00
Christian FALENTIN	15,00
Barbara & Aubrey HAIR	15,00
Claude REQUI	17,00
Kim TOLFREE	5,50
Yves DONJON	8,00
Eric JANSOONNE	30,00
Christophe BASTIDE	15,00
David PRICE	25,00
Fumiko DELFINO	197,60
Bernard DELFINO	153,75
Haruo TANAKA	15,00
Eric REARWIN	10,50
Yves DONJON	8,00
Roy & Irene GRINNELL	138,00
Bunty BATEMAN	150,00
Marcel FRANCISCI	100,00
Dominique DEUDON	200,00
John ROEDER	100,00
Ronald WRIGHT	64,00
Léon MANOUKIANS	30,00
Aviation Club de France	1750,00
Georges MARCELIN	295,00
Activités French Wing	57,00
Avoir précédent	856,96
TOTAL	6769,81