



AIRSHOW

CAF FRENCH WING - MONTHLY NEWSLETTER - BULLETIN MENSUEL

Volume 11 - N° 10 - November 2006

EDITORIAL

The motto for 2007 will be PARTICIPATION, either from your home through the writing of articles for our Newsletter, looking for spare parts for the Rearwin Sportster on the Internet, through financial donations, or, on the field, through the preparation and the running of airshows, through the restoration of the Rearwin and its engine, through the maintenance of our Piper Cub, through some historical research, the organization of the Spirit of Lewis' Tour de France, and so on... Tasks and jobs are legion and they are full of variety, so much that everyone will find something he likes, and will not be able to say that he cannot help!

The members who will be present during our General Assembly will hear several important news, some bad, some good, which, I'm sure, will give the occasion for passionate discussions and collective choices which will determine the future of our Association.

Should you not be able to attend this important meeting, you can compensate this absence in two ways: By voting using the ballot that you will receive soon after November 25 to elect our Adjutant Officer, but also, before that, by sending your remarks, comments, questions, suggestions, critics, or compliments, as soon as possible, and early enough so that we can add them to the Agenda. Don't be afraid to "shoot the pianist", that's what he's here for...

I do hope that everyone will use this opportunity to express his opinion and vote, and that the participation will be exemplary. The French Wing is US, and no one else! Its future is OUR future. We have it right there, in our hands! So, let's use this Freedom that many, on this planet, do not have. Let's use it, if only to honor those who risked - and too often lost - their life, so that we can, today, use this privilege... And as col. **Regis Urschler** often and rightly says to the CAF new recruits: "**We only know the true value of Freedom when we lose it!**".

Bernard

A THIRD AIRPLANE FOR THE FRENCH WING?!?!... COULD THIS PIECE OF NEWS HEARD IN MIDLAND BE TRUE?... (PAGE 2)



Photo: B. Delfino

**SAFETY: WHY AND HOW WE MUST MANAGE PRESSURE...
READ COLONEL GILLES AVENEL'S MASTERFUL ARTICLE !
(PAGES 4 TO 7)**



Desin: Jean Barbaud

FRENCH WING GA: GUY FOURDRAIN, PRESIDENT OF THE PIPER CLUB FRANCE, AND A SURPRIZE HONORED GUEST WILL BE PRESENT !

THANKS TO TWO OF OUR MEMBERS, THE FRENCH WING NOW HAS A VEHICLE ABLE TO REPRESENT THE CAF... (PAGE 3)

IS THIS NUMBER 3?...

It was heard during the French Wing dinner in Midland from our Unit Leader himself: Some French Wing members were currently working on the acquisition, in co-ownership, of an airplane that can be considered as our Association's third aircraft! We are, today, able to reveal a bit more information on this piece of news that will surprize more than one...

HISTORY

June 2006. Le Plessis-Belleville airfield where members of the CAF French Wing and many of their friends are celebrating the Unit's 10th Anniversary: Among the planes that participate in this Fly-in is a superb **Aeronca** recently restored by a former British Airways colleague of our Leader: **Rex Coates**, who helped us a lot during the purchase of the Piper Cub.

Rex announced that this Aeronca (Below) is up for sale and suggested that it would be an ideal acquisition for our Unit.



Photo: B. Delfino

The idea is studied and the possibility of buying the airplane starts to become viable... It's a fact that the plane has a high historical value since it was piloted by French soldiers of the Foreign Legion in North Africa as early as 1942. Rex restored it and painted it exactly as it was then. But where could we find the fair amount of money that is wanted?... Certainly not in the French Wing budget, of course! Some of the members

present imagined that the plane could be purchased with a co-ownership, with, as a target, the purpose to make it available to the French Wing for airshows, in conjunction with the *Spirit of Lewis*. This is quite common in CAF Units in the USA, and it is also thanks to a co-ownership that our Swiss friends were able to acquire their Stinson L-5 *Sentinel*. So... Why not us?...

More serious discussions started, but soon, the whole project collapsed due to the fact that the plane is British registered, and the cost of getting it on a French registration, added to the cost of the plane itself, are prohibitive for the purse of the potential buyers.

However, soon light appeared again when col. **Jean-Claude Minigio** announced, in the middle of our discussions, that the NC-856 *Norvigie*, a freshly restored aircraft that he owns with a few friends, would soon be up for sale...

Everyone's attention was then drawn by this aircraft and its very original aspect, and its early 40's look. A rare bird with a great historical value since it first flew on March 12, 1949 and entered service in 1953 in the Artillery Light Observa-



Photo: B. Delfino

tion Aviation (ALOA), which became the Army Light Aviation (ALAT), in 1954.

The potential buyers talked about the price and the spare parts that would come with the plane, they got some more information from people who own an NC 856 (They are rare!), they looked for any information they could find on the Internet or in their personal library, and came to the conclusion that the idea was good and the project viable. The six members who are joining in this adventure are colonels **Jean-Yves Cercy**, **Bernard Delfino**, **Philippe Duflot**, **Claude Gascon**, **Roger Gouzon**, and **Patrick Pierre-Pierre**.

The plane will reside in the same hangar as the Piper Cub in Le Plessis-Belleville, which solves a huge problem. It will be privately used by its co-owners who will do anything they can to make it participate to the same airshows as the Piper Cub. This is, by the way, the main advantage of this airplane, because airshow

organizers know the historical value of this machine.

See you at the French Wing General Assembly where you will learn a lot more about this project.

And don't worry, the six co-owners will remain Flying Sponsors of the *Spirit of Lewis* and they will fly it as before.



Photo: B. Delfino

RESTORATION

Photos by B. Delfino



The need to transport the Rearwin *Sportster* parts to bring them to the Paris area in order to restore them, easier than if they would stay in Brittany, and the cost of renting a suitable size truck, were the reasons that pushed colonels **Roger Gouzon** and **Bernard Delfino** to choose the most economical option: Manufacture three strong roof bars for our vehicle, to which these parts will be tied in complete safety.

Roger and Bernard took this opportunity to treat and paint the roof of the van in white. Satisfied with the result, they decided to carry on along this path and complete the restoration of the entire van whose body had never been repaired since its acquisition, and was in great need for some attention.

As everyone knows, this project has been on the cards for a long time, but the search for a technical school whose students could use this van to practice their skills, was never done, due to a great lack of time. Therefore, our two friends decided to put their technical knowledge to the service of this van, to try and accomplish this task.



The only cost supported by the French Wing was limited to a battery and a new rear bumper, because Roger and Bernard generously offered to pay for all other costs like metal bars, filler, paint, nuts and bolts, etc, of a total value of

about \$ 450.00. The paint was applied like in the old days, with a brush and some oil based paint, with a result which is of an amazing professional level!

Our two colonels completed this restoration before the French Wing's General Assembly, but the decoration will require much longer. They also plan to manufacture a streamlined wooden roof trunk that will contain the main parts of our PX tent. This will free a lot of space inside the van and will eliminate any risk of injuries in case of an accident.

Regrettably, during the three weeks of this restoration, no other members were able to get themselves available to help, but they will have many occasions to compensate with the Rearwin *Sportster* airframe once it has been transported from Rennes to Villepinte!

Note: This vehicle will soon be available, with a driver, to any member who may want to use it, in exchange of a donation to the French Wing and the payment of the gasoline, and also, provided they pay for the driver's food and his possible lodging.

Top left: The van as it was when it was acquired by cols. Fumiko and Bernard Delfino. Bottom left: Roger is a happy man! On the right: Different phases of this restoration, showing body work, filling, rubbing, washing, protecting accessories, and, finally, painting.



MANAGING PRESSURE...

Article by col. G. Avenel - Operations Officer

Any pilot will tell you that one of the most beautiful days of his life is the day he flew solo for the first time. The paradox, is that this long awaited moment happens when one least expects it. All of a sudden, although one's most recent landings have been average at the most, the instructor asks you to stop the plane, and, with no explanation, leaves his seat and tells you with a big smile : "OK! over to you boy!". The, one doesn't think : You taxi, you do your check-list, you take-off, fly around the field, and land, generally well, or very well. It's only when you're back on the parking area that you realize the importance of this event, when you realize that your shirt sticks to your back, that your hands shake a bit, and that you have some difficulty to walk a straight line between the plane and the bar where you need to pay a drink to everyone (It will be worse later...).

Why is this scenario of the instructor releasing you so suddenly invariable? To avoid that the student, who can feel this fateful moment coming, hoped and feared at the same time, puts some pressure on himself. And since one doesn't have time to ask any question, the habit of the well assimilated actions and perceptions, acquired after hours of instruction, takes precedence over any thoughts. As in any activity, the purpose of training is to automate the action, in order to leave the least possible space to pressure.

"Pressure". That's the word. Everyone knows that the result of pressure is a significant reduction of physical and intellectual capacities (from 30 to 75% depending on the individuals), that only training and experience will be able to manage efficiently. But the problem, in aviation, is that pressure can have multiple origins, going from basic fear due to an incident in flight, up to hilarious excitation result-



ing from an exceptional accomplishment, not mentioning the effects of an imperative schedule or some financial preoccupations, or the erroneous perception of one's capacity and experience. The only common point being that indulging to them invariably leads to problems. Let's analyse, if you wish, a few typical cases in this wide range, and the ways and means to counteract them.

THE MECHANICAL FAILURE

As a principle, it never happens. This is what some pilots strongly believe. Now, if it must happen, for sure it will happen to these very pilots, and especially to those who did not prepare for it, those for whom the consequences may well be the worst.

The first precaution is to do anything possible to avoid it, or, in other words, to detect it before take off, and a careful and thorough preflight check is the first condition. Obvious will you say. Not so much. First, the temptation of the routine : The plane is in a good state, no worries, one walks around the aircraft vaguely tapping and fiddling the cowling fasteners, the flying control rods and cables, a quick glance at the oil level (By the way, there's no point, The plane has just done a flight, the level must have been checked this morning, and the engine is still hot and the oil will not have dropped, and, in

any case, I don't have a piece of rag to wipe clean the stick gauge...). Do you believe I'm exaggerating? Alas, how many times did I see that on aero-club airfields, on a beautiful

Summer Sunday... Weather, by the way, plays a certain role with regard to this: The one who, when the weather is poor, will do his preflight fully, will have a tendency to be less demanding when the weather is nice. As if meteorological conditions could guarantee the smooth running of the engine !

One must say that, when the weather is gorgeous, one wants to enjoy it fully. It's there that the factor "eagerness" comes in to create the pressure. The lunch was great with some friends, the brilliant pilot has cultivated the excitement of the passengers supposed to fly in the afternoon, everyone is euphoric, a glass of rosé wine on top of all this, and the checks before take-off are skipped. Everyone gets on board, the pilot pretends to walk around the plane, and here we go for a take-off in high spirits. That's a risky gamble (Generally a lucky winner though) that all will go fine. Up to the day when...

Second check point to detect a mechanical problem and stop it before it happens in flight : the check-list before take-off. The same causes producing the same effects, the same pilot who is in a hurry to do his walk around check, will, quite often, be happy with a check-list muttered in a hurry and done without any thoroughness. Another cause of pressure may then take over: the irrepensible wish to do the flight. Be it to avoid the passengers' disappointment, or the need to get to a rendez-vous, or any other cause felt as a "necessity", the pilot who is subject to this pressure will neglect the warning that he should have perceived concerning the state of the airplane, and may even knowingly ignore anomalies that should have stopped him from taking off. The magneto check is a classic example: a drop of 200 RPM when the specified limit is 100 RPM? It's probably due to some dirt caused by the heat... Some flying at full power, and the problem will disappear... But, dear pilot, what is stopping you from running the engine on the ground and check that this is the case, and take-off only when the RPM are back to normal - if they do come back to normal? Simply the eagerness to be in flight, which takes precedence on the normal management of all precautions.



Many pilots forget that flying is not a natural situation for a human being, and that they entrust a machine which can be subjected to any malfunctions, like all machines. And then, no question of stopping on the side of the road...

The other danger when one is submitted to this pressure, is to be aboard a machine that is not sophisticated, a kind of motorbike of the sky, like the J-3 for example. One will have a tendency to ignore the checklist because it is so short. Well! On a Mooney, yes, you would do thorough checks. But on a J-3... I do admit that it's easier to land a J-3 in a field than a Mooney. But it is better to avoid the experience of wild camping, whatever the aircraft type: Airfields are made for landing!

And what if the mechanical failure will still happen? I can tell you that the pressure rises suddenly and vertiginously! A basic rule: the absolute priority is to keep the plane aloft, flying it to the best of your capacities. Looking for the exact problem and the means to fix it come in second position. What is the point of successfully restarting the engine if, during that time you turned the plane upside down after an involuntary tight turn, and that you're now plunging down at a speed that is way above the VNE (The speed that is never to be exceeded)?... So, you're flying the plane at the best of your possibilities, with an engine that only delivers half of its normal power, or even totally stopped, with a big cloud of black engine oil spread over the windscreen. Your heart beat is up to 160, the pressure is at a maximum. It is your training that will help you survive. First, the basis of what your instructor told you and that you never forgot. Thank you mister Instructor, you bothered us repeatedly with your exercises of engine failures over the countryside, your PTU (U shaped approaches), your dead-stick landing exercises, your bad jokes (*"Hello! Engine failure on take-off; throttle lever fully retarded, what do you do?"*), but you saved many lives which only depended on the actions you taught them many years ago!

However, the one who would just rely on what he learned initially would be quite unreasonable. A responsible pilot should practise exercises regularly to maintain his piloting skills. Nothing is better than a dead-stick landing: You position yourself at the vertical of the airfield at 2000



feet, you retard the throttle, and you glide down so that you get to the runway threshold at the right height and the right speed for a landing. Should, one day, your engine quit, you will be happy to do this for real because your life will depend on it... Let us keep on training, and let us not forget that professional pilots that we all admire spend much time training, for their activity depend on it. An airplane that has technical problems in flight is a killer machine, be it an *Airbus* or a small *Robin* (It's only a question of the number of lives). Your training is what makes you do the right actions at the right time despite a loss of 50% of your mental capacities and the reaching of what is called "mental viscosity"; the moment when intense fear which gives you the impression that your heart has stopped beating and that your blood has left your brains, will not inhibit any action.



THE WEATHER

The bugaboo of all young pilots (and less young ones)! Learning the basics of meteorology is an ordeal in itself, mandatory to get through the theory part of the Private Pilot Licence. Understanding the cold and hot fronts, occlusions, inversions, development of the cloud systems and their interpretation, is a puzzle for anyone who did not have the taste, in his

young years, to find out why the weather is bad today and why the sun will be shining tomorrow (and vice-versa). When this knowledge has been assimilated, the hardest part is still to come: When can I take-off if the weather is not nice, and even more difficult, how far can I fly if the weather deteriorates along my flight? That is a question of experience and sense for

weather, that many years of practice help improve to add efficiency to safety.

But there again, it would be too simple if other external parameters did not come into the equation to interfere with one's judgement. Again, the pilot will need to manage the pressure which results from these outside elements. And this pressure, when it takes precedence, is the main cause of aviation accidents. Let's take a classic example: It's a beautiful Sunday morning, you takeoff with some friends to have lunch in Dieppe. The flight was perfect, and the lunch on the harbor excellent. As you walk out of the restaurant, you observe that the weather has deteriorated. Strange, it was not expected by the weather man. Conscientious, you enquire about the latest situation and ask the tower for the latest forecast before taking off (Excellent initiative, that a number of pilots would have ignored). Ouch! The deterioration that was expected for late in the afternoon has arrived sooner than expected, there are clouds around Rouen, with a strong degradation of visibility along the river Seine valley. First question: Am I going or not? The passengers remain silent. You bashly suggest that you should all stay put: *"Sorry friends, the weather has deteriorated, and may be we should wait until tomorrow to fly back home?"*. This suggestion is badly received: *"You're kidding! I have a very important meeting tomorrow morning, I must be home tonight!"*. Another one: *"I left the kids with my mother-in-law, I must*



pick them up today!". Then you say to yourself that's not so bad as it looks, that the storms are probably isolated, and that if one should always listen to the met, one would never fly, etc. Also, you promised to bring the plane back to the aero-club tonight because someone booked it for a one week trip, starting Monday morning. So, all things considered, but still a bit worried, you decide to take-off.

Until then, you may be right. As for me, considering the weather informations, I wouldn't have taken off. But then again... You get near Rouen. Unfortunately, you face what was announced, and then you apply the maxim "*Errare humanum est, sed perseverare diabolicum*" (For those who never studied Latin: "One stupidity is OK, two are a killer"). You try hard. You look for a path between the storms. You go down to keep the ground in sight. You go down again. Your passengers are obviously worried, but they say nothing because they keep in mind the fact that they must get back home. They're furious for having let themselves trapped in this aviation adventure while the pilot should be blamed. They don't understand that the latter is putting their life in danger. The airplane has nothing to do with it. And this is how hundreds of fatal accidents happened and will continue to happen.

How could we resist? Simply by remembering the following maxim: "*It's better to be on the ground regretting that we're not flying, than flying regretting that we're not on the ground*". Secondly, by not forgetting that the leaders of aero-clubs know the risks of visual flights, and prefer to get the aircraft a day or two later, in good shape, rather than seeing the authorities bring back the pieces (including those of your body and those of your passengers). Finally, there is no urgency that could face the risk of a fatal accident. What would your passengers say if you suggested to drive across Paris at 80 miles per hour, driving through every red light, so that you can catch the 17:25 flight at Roissy airport? They would declare that you're a dangerous fool. The pilot who stub-

bornly carries on flying in adverse weather conditions does not act differently.

Part of the problem lies in the lack of information given to the passengers. A number of them, not acquainted with general aviation, imagine that flight rules similar are similar to those regulating commercial aviation. How many times did someone asked me if, when I fly my little Jurca *Sirocco* (leisure and aerobatics two-seater plane), I file a flight plan, if I have a radar to see other planes, if I fly through storms, etc. So, if you take one of them for a short trip, he will not think one second that coming back (and even sometimes going there) is subject to the weather conditions, and that no one is ever sure about getting to the destination on time. It is up to the pilot to carefully explain to his passengers the conditions and limits of the flight, thus avoiding resentful surprizes that put them under pressure.

Finally, dear new pilots, do not let yourself intoxicated by "bar heroes" who, behind their drink, tell you about their exploits, how they flew through storms and fog. You will notice that you meet them more often at the bar than in an airplane; that their aeronautical experience is generally much more limited than their speech would let you believe; and if you question the aero-club instructor about them, he will limit his comments to a shrug of his shoulders and a smile made of indulgence and derision.

When you find yourself facing difficult weather conditions, do not let pressure lead you to believe that you're a coward. Say to yourself that reasoned responsibility is the first quality of a pilot, and that it's better to be a bashful pilot, alive, than an intrepid one, but dead.

THE EGO

The taste to be the most good-looking and the smartest (or at least to appear that way) is, no doubt, since humanity existed, one of the main reasons for its misfortune. The resulting pressure on pilots is, in a similar way, one of the fundamental sources of aviation accidents.

It starts with young pilots who wish to impress their friends. When I say young, I'm probably unfair, since I met many experimented pilots (and even instructors) whose greatest pleasure was to show their superiority by scaring their passengers. That's easy with neophytes. A stall and a few tight turns will be enough to turn them away from aviation for ever. At a time when we need all the supports we can find to defend our sport, it's inadmissible. But the hero is happy. He lands with passengers with a white face and laughs a lot when they tell someone about their emotions.

Where it gets worse is when the passenger is a pilot himself. In these conditions, a peak in a contest of stupidity is quickly reached. And from stupidity to an accident, the distance is short. I do remember one of my pilot friends with whom we used to play to the one who would pull up last after flying low level to jump a row of trees (Note: We were both 20 years old and had flown 150 hours...). He won: we finally hit the top of the trees. Fortunately, inertia helped us fly through despite the loud noise and the breaking effect that we felt, and we flew back with a lot of leaves in the engine cowling, and green stains all along the propeller leading edge. I was a bit shaken, he was very proud. That was 35 years ago. We were grounded for a month, but I never did this type of absurdity again. As for him, he got killed less than two years later, with a friend, while flying low over his house.

Another variant, the passenger who has an ego as big as this, and insists in showing that he cannot be afraid. With a clever look, he will whisper to your ear: "*Can you not show me how your airplane works? Go ahead, I love rides in roller-coasters* at



the fair". What an encouragement to stupidity for an average pilot! So there you are, practising semi-aerobatics with no qualification, finding yourself in attitudes that you cannot manage, and coming out of them in conditions that far exceed the structural limits of the aircraft. Of course, you say nothing about it when you go back, and a few weeks or months later, the wing spar gives way while some other pilot flies through turbulence or while he does a rather tight turn.

The cream of the crop is to fly these aerobatics after a well-celebrated lunch. As amazing this may sound, I have seen, on several occasions, tipsy pilots take-off with passengers who were also drunk enough to be unable to honestly judge the situation. I personally know of at least two fatal accidents caused by alcohol, as determined by the subsequent enquiry. There again, pressure is created by the general feeling of euphoria which leads the pilot, hero of the moment, to sit behind the controls when he realizes that he shouldn't. The wives are generally wiser when they try to make their husband admit that he is not fit for flying. I would be tempted to say that a good pilot is the one who listens to his wife...

I also remember an instructor in my young days, arriving with a crimson red face on Sunday afternoon, who took off from the taxiway (!) with two student pilots aboard a 100 HP Rallye 100cv, and practising a steep bank turn immediately after the wheels had left the ground, during which one could see the plane sink, the nose up in the air, and the wing tip close to the ground... Fortunately, the Rallye was a good beast! Try and do this with a J-3 and you will soon see the result. To the credit of this instructor, as far as I know, none of the hundreds of students that he trained, some of whom became military or airline pilots, ever killed himself. May be thanks to the - bad - example?

We've seen under the "weather" chapter the pressure resulting from the irrepressible need to get home at all costs.



Another pressure, the result, this time, of pure ego, is that the concerned pilot, although a modest private one with limited experience, believes that he is an Air France captain, and forces himself to leave or continue his flight in bad weather. Master of himself, and of the rest of the world, he will put himself in flying conditions with no outside visibility, feeling that he will be able to get through the bad weather thanks to his instruments and radio navigation equipment. Generally, after a few minutes of this type of flying, he will start losing confidence, then feel some kind of vertigo caused by the absence of any visual reference. This impression is, for those who can ski, comparable to the one you can feel on top of a mountain, when you ski through a cloud and fall on the side, because you have lost the sense of verticality. In the air, it's more difficult because you cannot sit on the side of the track. You have to carry on. The indisposition increases. One starts feeling inclinations that are contradicted by the instruments. You start doubting about the latter. In any case, one has more and more difficulties in interpreting their indications and to fly his own way. That is the beginning of the end which is generally concluded by a steep turn and a total loss of control. This is the scenario of the accident that happened to John Kennedy junior some years ago near St Martha Vineyard. Flying without visibility done by pilots who haven't been trained for IFR (Instrument Flying Rules) is a perfect recipe for a fatal accident.

Generally speaking, one way of calming down this pressure generated by the ego is to remember that cemeteries are full of "fine" pilots, and that it is more difficult

to make and old pilot than a good pilot. This may not be enough since the main characteristic of ego is to make someone imagine that he's of superior essence, someone to whom other people's accidents will never happen. In the most extreme cases, passengers should not hesitate to strongly protest and ask to land immediately (After all, you fly for your pleasure, not to be dead scary,

before you're dead for good); for the other pilots, to ban these irresponsible from the aero-club. It's not easy to do, but you will probably save some lives.

CONCLUSION

To summarize, a good pilot, in my opinion, is someone who, on top of his technical abilities (an evidently necessary pre-requisite) knows "how to manage pressure". After all, what we expect from a pilot is:

- first, that he doesn't lose track that safety must win against all other considerations, even if he may look for a coward,
- second, that he doesn't take anything lightly, even if he looks over-cautious or maniacal,
- finally, that he acts, in all circumstances in harmony with his abilities, and that he doesn't try to exceed them. That doesn't mean that one shouldn't progress. But one must do it under the control of those who do own the competence you want to acquire, and who are able to pass it on to you: everyone is not an instructor.

I will conclude this article with this other maxim: **"Do not do on your own - and even less with passengers - what you cannot do"**.

Good luck and happy flights !

Col. Gilles Avenel



EYES IN THE SKY

Article and photos by col. Christophe Bastide.

Note: As it happens each year, the importance of the news that need to be published in our Newsletter may, sometimes, take precedence over some articles like this one sent by col. Christophe Bastide. Their publication must, therefore, be delayed until a quieter time. This definitely don't take anything off their value, and I hope our readers will still appreciate their contents and that they will be tempted to go there next year.

An airshow is made of pleasure and enthusiasm, but it's also made of some seduction in order to share all the emotions it provides.

Couhé-Vérac began very small: 250 persons on the field, and today, more than 2000! And despite the moody weather last year, there are still as many visitors as before, and they are as fond of this event as ever.



The airshow in Couhé-Vérac is now known as one of the best for the perfection of its air display and its organization. We must warmly thank all the volunteers of the Couhé-Vérac aero-club for their performance because without them, this airshow would simply not exist.

Each year, the club tries to find airplanes that have never been presented to the



From top to bottom: The OV-10 Bronco, the Morane-Saulnier 733, and the T-6 from La Ferté-Alais.

public of this area, and it is not so easy as one may think.

Old machines that travelled a long way to attend this event, old machines that make you shiver, old machines that require much money and many hours of restoration and maintenance to their mechanics and pilots so that the show runs smoothly.

In Couhé-Vérac you will only see aircraft lovers who will always try to share their passion by telling you all they know about their planes, a pleasure which is communicative and comes with a big smile and eyes that cannot hide their pleasure of flying.

They will tell you that aviation is affordable by anyone, if only to enjoy a flight to discover your area from an unusual point of view, or for a simple first flight ride.

They will be happy to fly over your house so that you can take a picture of it, as long as rules and laws allow for this, because if you live in Paris or any other big city, you'd rather ask the National Geographic Department!...

On this Sunday, July 23, success is, again, part of the event for this annual airshow on the airfield of Couhé-Vérac.

With 12 years of existence, this event has become a reference among the regional

airshows. The choice of airplanes is wide: A Pilatus of the French Army, with paratroopers from the city of Pau, a Morane-Saulnier 733, a Piper L-4, a Zlin 326, two splendid Yak-18, three Yak 52, one T-6 that came from Ferté-Alais, a Marchetti SF-260, a Broussard, and an OV-10 Bronco.

Our dear Piper Cub was also programmed for this airshow in Couhé-Vérac. It should have been flown by col. Patrick Pierre-Pierre, with col. Roger Gouzon (AKA as Laverdure, from a well-known French cartoon) as a passenger.

Alas, our *Spirit of Lewis* went sick. Thanks to our mechanics, including our



Unit Leader Bernard Delfino and his wife Fumiko, our plane is now feeling good, and it flies better than ever.

On the field, despite high temperatures, the public was especially interested by the two main Stars of the show: The Dassault 312 Flamand from Alençon, and the OV-10 Bronco, which flew formation.



Another important event of the day was the amazing performance of Pascale Alajouanine (Photo on the right), european champion of aerobatics. It was her first flight after a the temporary grounding of all CAP airplanes, following the fatal accident of EVAA Captain Delorme.

To close this beautiful day, the aerobatic team "Les Cartouches Dorés" from Air Force Base 709 in Cognac, offered the public their fascinating 2006 display program.

I cannot conclude this report without thanking col. Patrick Pierre-Pierre



(Below), who came from La Rochelle with several of his friends. In total, fourteen people who form a nice and friendly "squadron"! I also discovered with great pleasure that my son Theo

has become fond of aviation, and may be more than his father! He had, among other pleasures, the opportunity to sit in the pilot's seat of one of the two stars of the show. An honor that he is quite proud of. And, of course, I took a picture of this wonderful moment (Photo on the right).



NEWS

CAF AIRSHO 2007 : PREPARE YOUR TRIP TODAY!

Airsho 2007 will be exceptional. It will be an extraordinary feast that every member of the CAF should attend, a feast that will be a memorable one. Of course, fifty years deserve a special celebration!

So, should you intend to be there, prepare your trip today, especially the hotel reservations.

For three years now, the great majority of French Wing members stayed at the hotel **LA QUINTA MIDLAND**, which is of a very high standard and a reasonable price (about \$ 85.00 per night, with taxes), which includes a very good breakfast.



Photo: B. Delfino

Thanks to the kindness and faultless efficiency of **Irene Grinnell**, the booking of these hotel rooms have always been done early enough to avoid any problem that would have spoiled the stay of all our members. Therefore, we are offering to collect all these reservations and book

them as early as possible from January 2007. To accomplish this task, we need your full cooperation :

Send us, **before January 15, 2007**, your dates of arrival at, and departure from Midland, the number of persons concerned, the number of rooms you will require, and a **cheque of 15,00 € per participant**, a sum that will be reimbursed to you integrally should you be forced to cancel your trip before August 31, 2007. After this date, this sum will be kept by the French Wing as a compensation for the work performed.



Photo: B. Delfino

2007 SPONSORS

The end of the year is approaching fast and, with it, comes the time to renew your sponsorship or to become a Piper Cub Sponsor if you have never been one.

We sincerely thank those who supported our J-3 during the past year. Thanks to you, we were able to fulfil the very first goal of the CAF: **To maintain in an airworthy condition one or several WWII airplanes to honor those who flew and maintained them to fight for our Freedom.**

Thanks to all these Sponsors, our *Spirit of Lewis* has brilliantly represented the CAF during several aeronautical events in 2006. Therefore, we ask you to continue to support this aircraft again in 2007, a year which is very special since it is the 50th Anniversary of the Commemorative Air Force.

Here is a brief, and useful, description of the system we have adopted to finance this plane, a system which allows everyone to fly according to his financial possibilities:

- The total of the annual sponsorship premiums pays for the **fixed costs**, which include the aircraft insurance, the hangar space, the renewal of the airworthiness certificate, and the landing fees at Le Plessis-Belleville.
- The **variable costs** are covered by the cost per hour paid by the occupants: Gasoline, engine oil, maintenance, and a provision for heavy maintenance.
- These annual premiums are available 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 requires that we get a minimum number of Sponsors of all levels to cover the fixed costs of 5400 €, which has always been the case so far, and, we do hope, for the oncoming year.

The members who were Sponsors in 2006 are:

FLYING SPONSORS 2006

Hugh Alexander III
 Gilles Avenel
 Jean-Yves Cercy
 George Chandler
 Bernard Delfino
 Fumiko Delfino
 Marcel Francisci - ACF
 Claude Gascon
 Roger Gouzon
 Irene Grinnell
 Roy Grinnell
 Alain Jimenez
 Jean-Claude Miniggio
 Patrick Pierre-Pierre
 Sandy Sansing
 SKY RUNNER
 Regis Urschler
 Jean-Jacques Verrier

RESTORATION SPONSORS

Didier Cardinal
 Bunty Bateman
 Georges Marcelin

SUPPORTING SPONSORS

Frédéric Baudin
 Henri Bourrassier
 William Davies
 Dominique Deudon
 Stéphane Duchemin
 Barbara Hair
 Aubrey Hair
 John Roeder
 Ronald Wright



Photo: B. Delfino

Some punctual and enthusiastic members have already paid their sponsorship to the French Wing for 2007:

FLYING SPONSORS 2007

George Chandler
 Bernard Delfino
 Fumiko Delfino
 Irene Grinnell
 Roy Grinnell
 Sandy Sansing
 Regis Urschler

RESTORATION SPONSORS

Bunty Bateman

SUPPORTING SPONSORS

Frédéric Baudin
 Barbara Hair
 Aubrey Hair

We sincerely thank them, and we hope that they will be followed by many others. The life of our *Spirit of Lewis* depends on them.

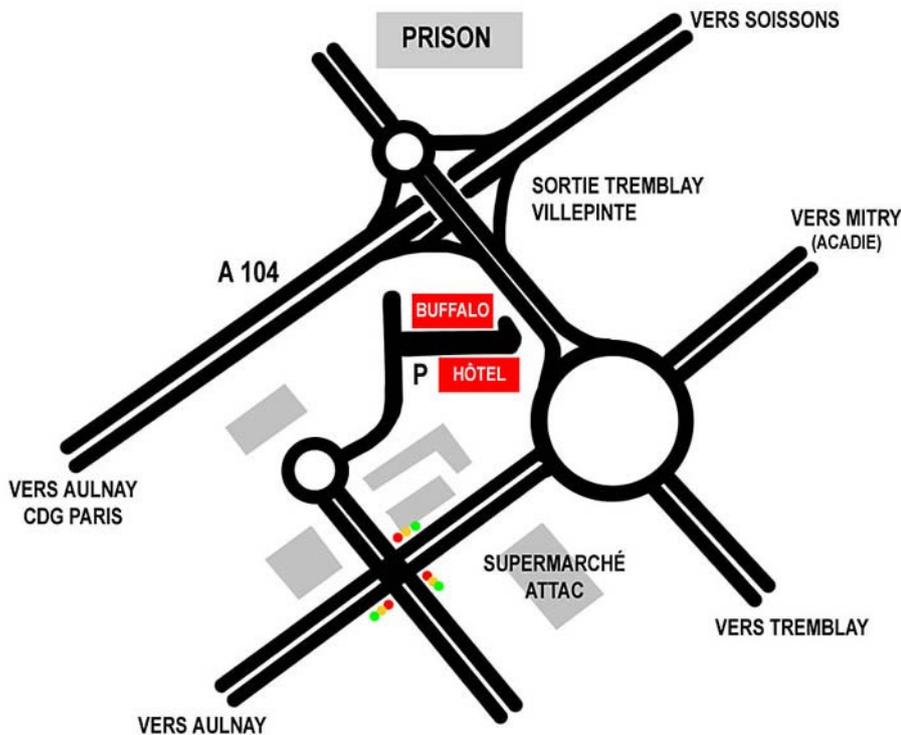


Photo: B. Delfino

**SPONSORSHIPS
 ARE PAYABLE
 ON THE 31ST
 OF DECEMBER
 EACH YEAR**



FRENCH WING GENERAL ASSEMBLY 25 NOVEMBER 2006 AT 14H00 AT THE BUFFALO GRILL IN TREMBLAY EN FRANCE



CAF FRENCH WING GENERAL ASSEMBLY

AGENDA

- Opening of the GA, by the Unit Leader.
- Introduction of our guests.
- Introduction of the members of the Board of Administration.
- Individual introduction of each member present.
- Moral report and situation of our Wing since the last GA.
- Administrative report for the past year.
- Financial report for year 2005/2006 and PX.
- Technical report on the Rearwin Sportster 8500.
- Technical report on the Piper Cub.
- Projects, with voting when necessary:
 - Projects completed since the last GA.
 - Projects still to be completed since the last GA.
 - Projects for the year to come.
- Piper Cub: Operations in 2006 and financing.
- Questions from our members.
- Preparation of the following day, Sunday November 26, 2006.
- Introduction of the candidate for the job of Adjutant Officer.
- Election of the Adjutant Officer.
- French Wing Awards for the past year.
- P.X. sales and silent auction of various items.
- French Wing annual dinner.

SHORT LINES

• A regrettable mistake was made during the writing of last month Newsletter :

The new, and correct address for **William Davies** should read like this :

Ancien Presbytère
Logement 2
47430 Calonges
FRANCE
Mobile : 06 77 11 52 92

• Our friend col. **Georges Marcelin** has moved... a few dozen feet. His new address is :

12 Allée du Chataignier
06600 Antibes
France

Thanks for amending your copy of the French Wing Phone-Book.

• **CD Rom of AIRSHO 2006 photographs** : Col. Bernard Delfino has prepared a CD Rom of several dozens of photos (227 to be precise), that he took during Airsho 2006. A modest participation of \$ 10.00 (P & P included) is asked to any member who would like to buy a copy of this CD Rom.

This money will be used to compensate for the creation of this CD and for its burning, and will entirely be given to the French Wing budget.



Photo : B. Delfino

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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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WING PROJECTS

PATRON COMPANIES SUPPORTING THE FRENCH WING

SKY RUNNER - EPSON
AVIATION CLUB DE FRANCE
DIFFUSION SERVICE

THANK YOU!

• This month, our most sincere thanks go to the following members:

- **Bunty Bateman** who has just paid her Restoration Sponsorship for year 2007. A very big THANK YOU Bunty! The *Spirit of Lewis* is overjoyed! Like Bunty, please deal with this formality which should take place before December 31, each year.

- **Georges Marcelin** who took the opportunity of the payment of his General Assembly dinner to add an extra 20 € gift for the Wing's projects. A big MERCI Georges! This help will be very useful.

- **Roger Gouzon** who decided to make his two garages/workshops available to the French Wing with **no financial compensation!**

Such a generosity deserves every member's admiration! It is, therefore, in these workshops, that the Rearwin *Sportster* airframe restoration will soon start. We will first need to build a jig, fitted with castor wheels, to support the fuselage and allowing its rotation. Our friend Roger is ready to build this "vehicle" which, by the way, will be capable of being adapted to the Piper Cub fuselage.

We can only thank col. **Roger Gouzon** for his enthusiasm which is an example for all our members.

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	20000
	18000
	16000
	14000
	12000
	10000
	8000
	6000
	4000
	2000
	0
Hugh ALEXANDER III	18,50
Sandy SANSING	700,00
Regis URSCHLER	157,00
George CHANDLER	750,00
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 DUFLLOT	13,00
Christian FALENTIN	15,00
Barbara & Aubrey HAIR	15,00
Claude REQUI	17,00
Kim TOLFREE	5,50
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	315,00
Activités French Wing	57,00
Avoir précédent	856,96
TOTAL	5781,81