



AIRSHOW

Volume 13 - N° 11 - November 2008

EDITORIAL

Our Wing's General Assembly is coming fast and we have received no particular point of discussion to be added to the agenda of this annual meeting... It's as if everything was fine or as if we are continuously ahead of our members' wishes! Should this be the case, we can only congratulate ourselves. If not - and it's probably more likely - it probably means that one has forgotten to send their thoughts, which is understandable, but I'm asking you to do send them as soon as possible.

This issue of this monthly bulletin includes a series of various articles which, I hope, you will like. The longest is about one aspect of aviation which has never been talked about in any aviation magazine. Read it! You will be amazed for sure!

A car in our bulletin? Why not? Especially if it has for origin a friend whom we have been working with during our events with the Air Museum in Le Bourget, mister **Christian Wannyn**, a very active member of the Le Bourget Lions Club, and a member of the Friends of the Air Museum. Thanks Christian!

Please meet **Jean-Pierre Cousinet**, an artiste, a mechanic, and a model maker, whose accomplishment will leave you speechless! What he has built proves that Art and Engineering car live together very well!

The CAF P-40 restoration by a group of people led by col **Ray Kinney** is also extraordinary! The aircraft will soon fly again with an all new livery.

Finally, a brand new topic about aviation web sites, starts with a visit of the one ran by **Claude Requi**, **Eva Bancel**, and **Julien Lepelletier**, and the one of **Antoine "Twan" Roels**, You will be surprised!

All these articles show that enthusiasm and passion can lead some of us to perform real miracles. Their hard work gives a noble and true sense to their life. My very sincere congratulations!

Bernard

WHAT IS THIS STRANGE THING WITH AN AIRCRAFT NOSE AND A V1 TAIL PIPE?... READ THIS EXTRAORDINARY STORY! (Pages 4 TO 6)



Photo: B. Delfino

**"THE NEVERSATISFIED"
FIRST VEHICLE TO GO
BEYOND THE 100 KM/H
BARRIER IN APRIL
1899!**



**NEW TOPIC ABOUT
WEB SITES DEDI-
CATED TO AVIATION**



2008 FRENCH WING GENERAL ASSEMBLY

Should our members have particular points that they want to see added to the agenda, or questions they would like to ask freely, we ask them to send them as soon as possible.

You only have a few days to apply for the positions of President or Secretary of the French Wing. Hurry up and send us your application!

THANKS CAMILLE!

Our Friend Camille Montaigu, has made a donation of 200 euros to the French Wing for its various activities. You can be sure that his help will be used advisedly.

A big THANK YOU to our Friend Camille on behalf of all our members!

XMAS IS APPROACHING FAST

Take the opportunity of our General Assembly to buy your Greeting cards and various presents for the fast-approaching Xmas!

The PX will be open as soon as the meeting is closed on November 15!

"CRAZY MIG" BY ROY GRINNELL

Our friend Roy Grinnell is decidedly in great shape! Here is one of his latest productions made for the American Fighter Aces Association...

The date was July 15, 1953, mid-morning over Sakchu, Korea. Captain Clyde Curtin, 4th Fighter Group, 335th Fighter Squadron, has just checked his six and has spotted a lone Russian MiG-15 diving in to attack from the side. Curtin is part of a 4 ship flight of F-86's in a line-abreast formation. The MiG was at a 3 o'clock high position, and the driver started an attack on Clyde's F-86. Instinctively, throttle to idle, dive brakes, deployed, Clyde causes the surprised MiG-15 to overshoot, passing just in front of him. When Curtin jerked the throttle and deployed the speed brakes he turned towards the path that the MiG was going to take. Without looking through the gun sight, the trigger is pulled and this "Crazy MiG" is destroyed, all in split seconds with not even enough time to warn his flight! This is Clyde's 3rd victory. He will finish his tour in Korea with 5 kills and Ace status.



CARTOONS TAKE TO THE AIR IN LE BOURGET

Last month, we advised you all to attend an event in Le Bourget on October 18 and 19: The annual "La BD prend l'air" ("Cartoons take to the air in Le Bourget"). Five of our members were there: Jean Barbaud who was one of the stars of the show was signing his books to all his fans, Julien Lepelletier who is currently working on a book of profiles that he has now become a reference of, and cols Roger Gouzon, and Bernard & Fumiko Delfino.



Jean didn't stop one second, and each reader went away with a big smile on his face, Jean's signature, and a little cartoon of his favorite airplane.

On the right, one can see Jean drawing a Sabre Dog for Julien, with his usual talent and dexterity.



AT TREE TOP LEVEL

Article: Bernard Delfino

Once upon a time... This report could, effectively, start like a fairy tale since this story is so extraordinary!

Let us start from the very beginning so that the reader can understand all the various aspects of this story, without, however, any mention of the place and the people concerned. These must remain secret so that no indelicate people try and rush to this place and pester them without any scruple. Some, unfortunately, could do that...

Once upon a time, thus, was a market-gardener who deplored, each winter, to see his harvest of fruits threatened, and too often damaged, by the freezing cold. Like many, he looked for a way to protect his future annual production...

The obvious means adopted by many, was to heat up the atmosphere thanks to containers filled with ignited fuel, located at strategic places of the orchards.

The problem was that these orchards were all of a respectable size. The one belonging to our friend were no exception to this rule. Thus his orchard counted up to nearly 3000 of these containers in which fuel had to be poured in every day, and lit up in the deepest part of the night before the appearance of the destroying frosts.

One can easily imagine the burden that it represented, and the total cost at the end of the winter season. Of course, it did not freeze every night, which limited this inconvenience and the cost of this operation, but the 25000 liters (7200 gallons) fuel tank had to be filled quite often, especially if the winter was particularly rigorous.

The owner of the orchard in question, was trained as an aircraft mechanic, and, like any true mechanic, he could do anything himself and was very imaginative. This is how an idea came to his mind, an idea that would give him the means of heating the atmosphere in a better and more efficient way, and in a more economical way too.

He said to himself that if the heat produced by each burner could be spread out to a much larger area, thanks to some kind of fan, the cost would be reduced significantly.

He studied all possibilities within his range, but none appeared to be satisfactory... Until the day he heard that the government was about to sell a batch of aircraft engines, fitted with their propellers, cowlings, and many other accessories.

Light finally appeared in his mind: *Why*, he said to himself, *could I not use the air blown back by the propeller to spread the heat produced by a better and more efficient burner?*

This idea represented a much more elegant way than these thousands of polluting containers whose heat went straight up to the sky and did not radiate much around them.



Photo: R. Gauzon

be spread over a considerably larger area than the basic containers used hitherto.

Helped by another very inventive mechanic who adopted this task with as much vigor as his employer, they manufactured no less than 18 of these units.

One problem remained though: How could they further increase the efficiency of this system whose warm blow was concentrated in only one direction?... *Simple*, thought the two friends, *all we need to do is rotate each unit over 360° while the engine is running.*

An electrical motor could be used but they would have had to draw hundreds of yard of electrical cables across the fields, which seriously complicated the system and increased the cost significantly... Their huge imagination soon gave them the evident solution: *Why not use one of the engine accessory drives and reduce its rotating speed so that the whole unit slowly spins around its vertical axis and blow the heat it produces over a vast area around it?* To that purpose, they used gears from a tank turret mechanism.

This is how, thanks to a few bright ideas, much time, and much work, these units, placed at the top of 24 feet high pylons in order to spread the heat above the tree tops, soon replaced the numerous and inefficient fuel burners. The actors of this story saw their drudgeries notably reduced since they just had to start each engine and light each fuel burner at around 3 o'clock in the morning, in a way that was much more practical than before.

This revolutionary and ingenious system only had one real problem: The noise



Photo: B. Delfino

This is how the hero of this story decided to buy these engines, with the intention to fit them to a specially designed chassis which would also support a perfectly aligned fuel burner so that the heat produced would

produced by all these engines running in unison, but, at the time, the orchard in question only had a few, if any, neighbors who could have been inconvenienced. Just a few passers by going to work, and the kids going to school could be concerned. But, in reality, they all liked it more than anything else, because they were fascinated by the beauty of this “night show”!

The witnesses of this adventure we were able to meet and talk to, told us how that was impressive: The sky looked as if it had been set ablaze by the bright red flames which were about 15 feet long, produced by these units which propelled their heat in the frozen air of the early morning.

The use of these engines depended, above all, on the weather forecast of the day since the risks of freezing temperatures were not that frequent, but they were very damaging indeed. Therefore, the system was only used when the risks of frosts were too great.

This lasted about thirty years during which the harvests were protected quite efficiently, so much so that other market-gardeners often offered to buy this system, a possibility which was declined because it would have caused too much constraints for its inventors. Then, the operating costs followed that of oil, and it became obsolete when the cost of fuel got too high.

The engines remained there, at the top of their pylons, relatively well protected by their engine cowlings. The market-gardener passed away prematurely, and these units became, for his daughter and her family, true monuments to the glory of this ingenious mechanic.

But, you will say, what does this story - apart from the amazing anecdote it represents - have to do with the French Wing and its members?... Well, if you are a little perspicacious, you will find a very familiar look between these engines and an airplane that you all know very well: The NC 856 Norvigie. Nothing surprising about that since these engines were all SNECMA Régnier 4LO8, of the same type that is fitted to the Norvigie which its co-owners operate for the French Wing, and have been looking for a spare engine ever since they bought it.

Unfortunately, I cannot tell you how we found out about the existence of these



Photo: B. Delfino

engines, but I can assure you that it was in a perfectly legal and honest way.

Very friendly contacts were made with the owners in question by col Patrick Pierre-Pierre, a few months ago, so well that all barriers fell as soon as Patrick met them, admired the cleverness of this amazing arrangement, and discussed the possibility of purchasing one or two engines.

An agreement was made, and a second visit was organized for cols Roger Gouzon, Patrick Pierre-Pierre, and Bernard Delfino, last June to have a closer look and check the engines that had remained put for so many years.

Very little corrosion was found, and, amazingly, the engines had kept a quite honorable compression. The engine oil was clean, and there was no water in the oil tank normally due to condensation. In addition, their general aspect was quite acceptable.

Therefore, a deal was made. Thanks to the kindness of their owners, and the idea of seeing the Norvigie, one day, flying with one of these engines, in memory of the inventor of this system, led to an agreement with the project of a purchase of two of them and a collection during the next month of October.

This is how, on October 24, cols Roger Gouzon, Patrick Pierre-Pierre, and Bernard Delfino, went to this place to proceed with the demounting of these engines. Beforehand, they had made two metal supports that would be used to transport the motors in complete safety, inside a rental van with a large enough size.

The very first task was to take off the command poles that went down to ground level, and unscrew the numerous bolts that were holding the units onto the top of the pylons. If that task was easy on the first one, thanks to the fact that the nuts had been soldered in place, it was quite different for the second one whose nuts were free to rotate and inaccessible. It was decided to cut them off using an power grinder, an operation which was long and tiresome, especially at such a height!

Working non-stop, the actors of this adventure only stopped a few minutes at noon for a quick and light lunch. They were ready at 3 P.M., the scheduled time for the arrival of the crane they had rented to take the engines down from their poles. The operator of this crane knew his job perfectly, which made this task quite easy. At



Photo: R. Gouzon

the top of the pylon, Bernard made sure that the engine was hooked safely to the crane, and he unscrewed the three bolts he had left in place for safety. Then he quickly went down to avoid any accident.

Despite the surrounding trees, the crane operator soon got the first engine down and took it to a concrete area where it could be taken off from the unit without too much difficulty. This gave time to Bernard to complete the preparation of the second engine which was also taken down the same way. At 5 PM, the two units were standing together and stable, ready for the next day.



Photo: R. Gouzon



Photo: R. Gouzon



Photo: R. Gouzon



Photo: Patrick Pierre-Pierre

a great help, especially during the transfer of the engines onto their new support, and into the rented vehicle. At about 6 PM, it was all over: Engines, tools, and spare parts, were aboard the

a T-6 pilot, before he married the market-gardener's daughter. He and his wife told us that the remaining engines would not be sold and would be considered as true symbols of the love they have for this exceptional man.

This is why we too, have adopted the noble sense of these feelings, and will keep them in mind when we overhaul these engines, a way to keep the memory of this genius inventor alive.

After an excellent dinner, a good night rest in the local hotel, and a copious breakfast, work started a gain to separate these engines from their support. Many screws on these supports were rusted, but with the use of ample releasing fluid, a good measure of patience, and all the experience of our mechanics, they were taken off with no major problem.

The master of the house did not hesitate to give us a hand, which was

vehicle. A drink concluded these two interesting days, and the discussion were about aviation which our host knows very well since he was trained as an aircraft mechanic, and later became



Photo: B. Dufino

THE “NEVER SATISFIED”

Article: Christian Wannyn (Le Bourget Lions Club)

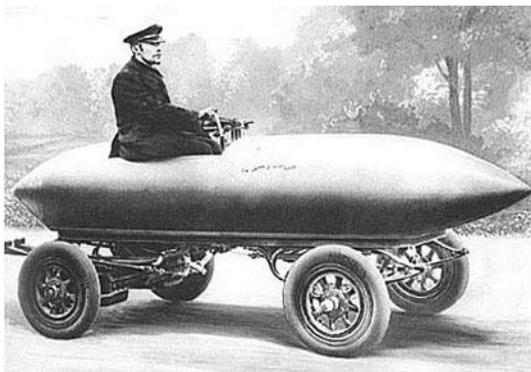
“La Jamais Contente”

105,850 Km/h on April 29, 1899



Photo: M&E/L. Fernandez

Everyone knows this legendary car that became, in 1899, the *First Formula 1* and the fastest car in the world when it reached 105,850 Km/heure (66,15 MPH) on April 29, 1899!



This absolutely crazy speed at the time was reached by Camille Jenatzy, nicknamed the “Red Devil” because he was red haired (Above). A true “torpedo on wheels”, the body of this car was made of an alloy called partinium, (Aluminium, tungsten, and laminated magnesium). It was fitted to the chassis of a vehicle named “Sapin”, a carriage made of pine wood, normally pulled by a horse. The latter was replaced by two enormous electrical motors of 25 Kilowatts each, delivering a power of about 65 HP, fed by six batteries made by Fulmen. This power was applied on the rear axle which was fitted, according to

his choice, with Michelin tires. It was in Achères, a town located 15 miles North-West of Paris, that he accomplished this exploit before 200 witnesses.

The speed was timed over a one kilometer distance after the car was at full speed. It exceeded the symbolic barrier of the 100 km/h to reach 105,850 km/h! It was only exceeded on April 13, 1902 by Serpollet with a steam powered car named *The Whale*, with 120,771 Km/h (75,48 MPH).

One must say that, even not realizing it, Jenatzy had created a

body which was perfectly streamlined, but he did not think that the emerging driver’s chest produced some serious drag, to such a point that, had the *Jamais Contente* been fitted with a streamlined windscreen, it would have gone much fast-

er, as it was later proved in a wind tunnel: The speed would have reached about 128 to 130 Km/h (About 80 MPH), in 1899!

While he carried on racing for the Mercedes company, Jenatzy kept his *Jamais Contente* which was first displayed in the 1907 Paris Car Show. After his tragic death on October 7, 1913, during a hunting party in the forests of Ardennes, Madame Jenatzy sold the *Jamais Contente* to the maker of the batteries, Fulmen, which had provided the batteries of the world record in 1899.

Fulmen used the *Jamais Contente* as a promotional object for its batteries. It was then displayed outside its Clichy factory, and, after a few repairs were made



to the body, it was donated to the **Museum of Cars and Tourism in Compiègne** (Below). The official donation took place on April 8, 1933. Then started a rather black period for Camille Jenatzy's car which had been donated without its controller (A mechanical device that allowed the driver to put the batteries in parallel or in series, according to his needs for driving).



It will stay there, displayed before the fire place in an old kitchen in the castle of Compiègne until the day when we showed some interest for this genuine car in order to make a working identical replic, except for a one centimeter difference in length (Exact copies are not allowed), after obtaining the authorization from the Museums of France. It was then 1992.

Some time later, we found the original car displayed in a very good place, near the entrance of the Car Museum, where no visitor could miss it.

The financing of this replica was made of the only 10.000 Francs (\$2,000.00) donated by the Lions Club Governor belonging to the Environment Committee. We managed to make the car thanks to an exemplary collaboration with our friend **Philippe Lesguillons** (Past Gr District 103 North), but also thanks to the know-how of an engineering professor of the **Technology University of Compiègne**, mister **Joël Debout**, and his students in engineering, and the competence of a light alloy metal work professor of the **Mireille Grenet School** in Compiègne, mister **Boucher**. And, of course, our friend **Louise Colombani**, first woman Governor in the lions Club (District Corsica - Côte d'azur), who brought me some very significant financial and moral help.

We did some research in the Compiègne Museum as well as in the Academy of Patents, in the archives of **Prince Murat de Chasseloup Laubat**, and with the former manufacturers who worked for Jenatzy in 1899.

Company **Michelin** donated the replicas of the wooden wheels, the tubes, and the tires. **Fulmen** donated the batteries, **Leroy Somers** gave the two electrical motors, **Péchiney** gave the AG3 aluminium, and other companies donated the rivets which were manufactured as per the original, the forging of various steering components, the wheel axles, the suspension springs, and the wiring.

The roll out of the car took place in Compiègne on April 16, 1994, with an assistance composed of numerous personalities (Prefect, Deputy, Mayor, Lions Club Governors, Professor **Lucien Israël** President of the U.T.C.), for a total of 300 people. The first public presentation was on April 23, 1994, then, from April 29 till May 12, 1994, it was displayed at the Paris Fair, in the Invention Pavilion. Ever since that date, the *Jamais Contente* has been shown in the greatest world Fairs and events:

- Invited for 6 months in Montreal (Canada) by the Canadian Federal Government.
- Invited by the French Government at the Universal Fair of Hanover (French Pavilion).
- Invited to the Brussels Car Show (Where the King's children, following a request from their father, were photographed aboard the car).
- Louis Vuitton Trophy (Tour du Léman) in Switzerland and in France where the car was actually driven.
- Displayed in the Autoworld Show in Lille, Roubaix, Tourcoing, and Brussels.
- Goodwood Festival in England where the car was driven twice a day before thousands of people, and the innumerable visits of the public on its booth (In collaboration with the Michelin top Management).
- Retromobile Show in Paris.
- Auto Show in Paris.
- Displayed at the Technical Management of Electricity of France, Saint Denis, in association with the Management of the Banques Populaires.
- Tour around Europe biggest cities and capitals during a full year, in collaboration with the General Management of Michelin Tires company.
- Technical shows with Fulmen Batteries.

It would be very difficult to list all presentations, shows, and competitions, that the car took part in, before tens of thousands of people, thanks to the General Management of Michelin, Fulmen, E.D.F, Direc-

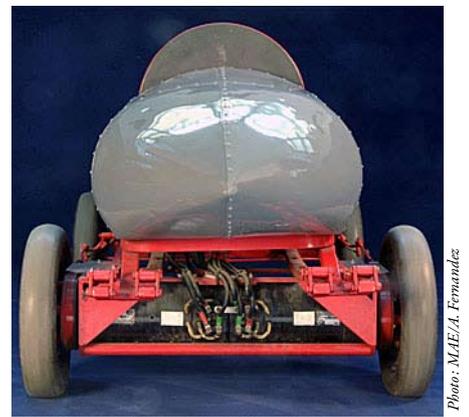


Photo: M&E/A. Fernandez

tion des Banques Populaires, Louis Vuitton, the organizers of shows dedicated to clean cars, and many other Associations.

Our last two very important shows were in March and April 2005/2006 were:

- PALEXPO in Geneva: The largest car show in the world, with a huge crowd around the *Jamais Contente*, the true star of this show.
- E.V.I. 21 in Monaco: An international electrical and hybrid car show, with the display of the *Jamais Contente* on the very first stand the public met as it entered the show. The booth was never empty for four running days! SAn impressive success, and, like in Geneva, each visitor went away with a leaflet printed with the logo of the **Lions 103 France**.

Finally, in 2007 and 2008:

- Museum of Rovereto (Italy): A six month display.
- Museum of the German Techniques in Berlin: A six month display.
- And, of course, in-between, a permanent display in the Air and Space Museum in Le Bourget.

In 2009 the car will again be present at the Retromobile Show in Paris, in February 2009.

Ever since the very first days, all these events were under the colors of the **LI-ONS CLUB**.

All the money collected thanks to these events, about 100.000 euros (\$130,000.00), has been donated completely to the oncologic medical research (Professor **Lucien Israël**), then Professor **J.L. Breau** his successor, and, for the past three years, to the research on cancers caused by the ingestion of asbestos fibers.

Thanks to all that, the Lions Club and its spirit are much better known by the public which is estimated to hundreds of thousands of people, and by the French and European authorities.

WEB SITES

<http://www.frenchwings.net>

The web site imagined by col **Claude Requi** a few years ago materialized after many efforts and much time spent seeking and collecting original photographs. Thanks to our two Cadets **Eva Bancel** and **Julien Lepelletier**, this collection of pictures, most of which have never been published, the web site was improved so well that it has become one of today's best references which includes more than 4000 photos!

Since he is himself a veteran of the war in Algeria where he flew armed T-6 planes, Claude naturally started with photos related to that conflict. Helped by various veterans, many of whom had to dig out their personal and long-forgotten pictures from their attic, this collection of photos soon got bigger



and bigger. But Claude was also receiving images that was related to another conflict in which France got involved: Indochina, to such a point that the web site soon needed to be increased and improved by the addition of other parts, in order to keep the simplicity of its use, which is the web site main point.

This site has four main parts: Algeria, Indochina, Training, and Airplanes in French Colors.

Each of these topics includes a photo gallery, documents, testimonies from veterans, links to web sites related to that subject, the web masters' contacts (**Claude Requi**, **Eva Bancel**, and **Julien Lepelletier**), and a Guest Book.

The few pictures printed here will give you a better idea of the kind of photos you will see during your visit. Some are splendid, others date a little bit, but they are all extraordinary documents since the great majority have never been published before. The oldest ones will, thanks to these pictures, revive some memories that they put aside a long time ago.

One could look for the problems that are usually met on similar web sites made too hastily, but we must admit that we only found some very rare snags like links which have been corrupted. One could also wish that the aspect of the pictures which are not of the top quality, had been retouched a little, but this represents an amazing amount of work which would require a lot of time, and the "pure" will tell you that these photos must stay as they are in order to keep their authenticity, a point of view which we also share since those who could be tempted to copy these pictures could do it themselves. While on this subject, let us say that all these inalienable copyrights of their authors. Law is quite clear on that subject! Any use, other than personal, calls for a written authorisation from the authors of these photos.



Finally, please note that Claude is still looking for more photos or documents to add them to this amazing collection. Search your attics and do not hesitate to send them to him. He will scan them and will return them to you at once.

Congratulations to our three friends for such an exceptional achievement that we strongly advise you to visit. You will need more than one evening to do so!

WEB SITES

<http://www.iapa.be/index.php>

<http://www.iapa.ifp3.com/>

www.pbase.com/iapa/

Col Antoine "Twan" Roels is a CAF member, a member of the French Wing and the B-29/B-24 Squadron.

Attracted by aviation in his early years, the need to catch his dear airplanes on film followed, naturally and very soon after he discovered his passion for aircraft.

After several years of difficult attempts to photograph airplanes from the ground, Twan realized that aircraft are never better photographed than when they are in their natural element. These years, however, allowed him to acquire an invaluable experience and an extraordinary amount of knowledge which, one day, would become useful...

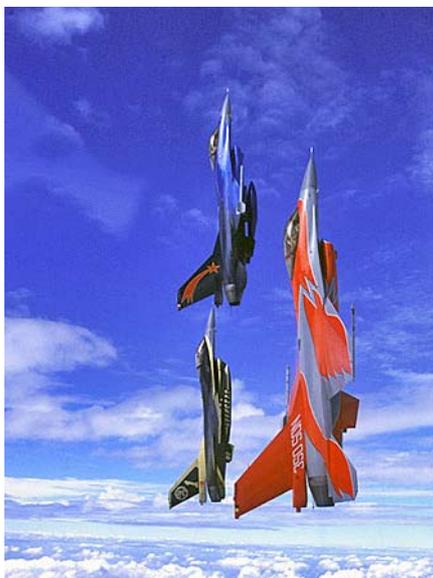
Luck came one day, while he was in the Belgian Air Force, when he was asked to become an official photographer for

this part of the armed forces. He grabbed that chance and soon became the one and only Belgian Air Force photographer, and worked in that position during 15 years.

His talent and his technical knowledge can be seen in each of his photos, only a small sample of which



are printed here. Therefore, we can only invite you to visit Twan's three web sites which will fascinate you for sure since Twan's talent is simply amazing and it's only equalled by the sympathy and the friendship he creates around him. And if you are interested by aerial photography, you will also find numerous useful advice there. Enjoy your visits!



P-40 REBIRTH

Article: Bernard Delfino

During the past year, the CAF Curtiss P-40 received a rejuvenating treatment, thanks to the generosity of col Ray Kinney.

The wings were taken off and the structure was thoroughly inspected for corrosion: Very little of it was found! New control cables were fitted, and the entire electrical system was redone. Most of this work was accomplished mainly by col Larry Lang (Below), in col Kinney's hangar, in Gainesville, Texas.



the drawing he supplied, and the colors are based on original paint chips. The plane will be ready for flight in the next few weeks and will be on the air show circuit next year.

Let's thank the P-40's Flying Sponsors: Cols Ray Kinney, Gordon Stevenson, Ollie Crawford, and Kent Holiday. Thanks to them, and with this airplane, our friend Tex Hill is still amongst us.



mechanics who replaced thousands of rivets, as well as a team of electricians who created a totally new wiring harness.

All this work was supervised by Gary Austin, the CAF Director of maintenance who was also responsible for the superb restoration of the B-24 Liberator.



Col Lang worked 7 days a week during this past year so that this plane could return to its element as soon as possible. Ray also obtained some help from

A few weeks ago, after the aircraft had been stripped of any paint, the plane received a new coat of paint which is more authentic than the previous one.

This new livery was done on the advice and wishes given to the airplane sponsors by Tex Hill before he passed away.

Tex provided them with all the necessary details and gave them the documentation so that they could reach the result that he wanted. All the logos were painted according to



ART OR MODELING?

Article: Bernard Delfino - Photos: J-P Cousinet and Dynamotive

As we discover the scale model of this Supermarine Spitfire LF Mk IX E created by **Jean-Pierre Cousinet**, a mechanic who is also a genius (!), the answer to this question becomes evident: Jean-Pierre is a genuine artist of modeling which he pushes to perfection!

This static model has a scale of 1/3,42, which gives it a length of about 9 feet and a wing span of 11 feet, for a weight of 80 pounds. The base of this plane is wood, which Jean-Pierre covered with aluminium sheets of 1/42" thickness (For the experts, let's say that he used H111 for parts that were modeled and 2024 for the rest). Each rivet was patiently rectified and glued.



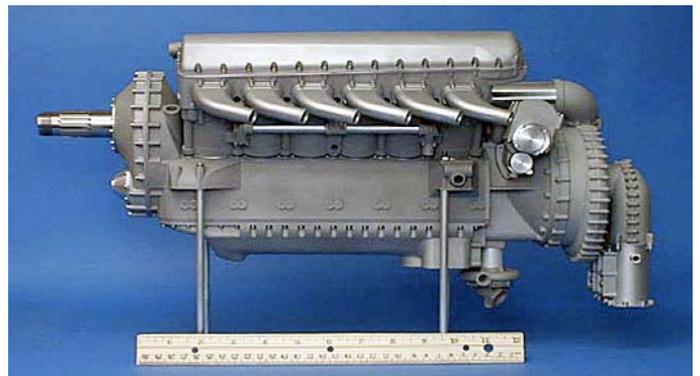
Seeing our curiosity, Jean-Pierre was kind enough to tell us that he has a real passion for the Spitfire. He started this model in 1994 but only episodically. It was early in 2004 until the end of 2007 that he worked really hard, 8 hours every day. In total, this exceptional accomplishment required more than 8000 hours of work!

This called for a very strong motivation, as one can guess, but it was also a challenge that he gave himself, a competition that he



won with great success as one can see on these pictures. But Jean-Pierre does not intend to stop there because he hopes to produce similar models made entirely of metal for static display or flying ones!

For the flying ones, he is already working with a firm that produces a functional 420 cm³ Rolls Royce Merlin (*Below*) at scale 1/5!... Jean-Pierre has contacted them to see if they could produce a 1/3 Merlin with the idea of fitting it to its future planes!



We would need a lot more room to give you more details, but our readers who are connected to the Internet can visit Jean-Pierre Cousinet's and Dynamotive's web sites at:
<http://jeanpierre.cousinet.free.fr/>
<http://www.dynamotive.netfirms.com/merlin/>

Our congratulations go to Jean-Pierre Cousinet for this amazing work! And if you know of any event that would be interested by this Spitfire, contact Jean-Pierre 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.
- Norvigie 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 Airsho in Midland, by B. Delfino: € 10,00 P & P included ©.

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Note: These figures are the gifts made to the French Wing since the purchase of the Piper Cub in May 2003, and not the current status of our Unit's bank accounts.