



AIRSHOW

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EDITORIAL

The 2006 General Assembly was one of the best of our history. I want to thank all the members who attended, many of whom came from their distant province. A quick calculation allowed me to find out how many miles they travelled all together in order to be present at this annual meeting : 13200 ! Unbelievable!...

Our guest of honor, **General Jean-Pierre Job**, enchanted us by participating to this meeting and the following day activities. Like all great men, General Job revealed himself as one of the most kind and modest personality. The latter gave our meeting an aspect that no one could have imagined.

The General took a very active part in our discussions, and we hope to stay in contact with him since, although he is retired now, he remains very active, especially in the airshow business.

The presence of several of our veterans, like **Henri Bourrassier**, **Georges Marcelin**, and **Guy Bor-tolus**, gave an extra shine to this event. The visit organized at the Air Museum in Le Bourget, started passionate discussions which allowed us to hear from these actors, some savory anecdotes, sometimes funny, sometimes dramatic, and even technical. In their company, time flew away far too fast unfortunately.

Who could have imagined, when we held our first meeting, in 1996, at this exact place, that this meeting could, one day, take such an importance?... Nobody I guess, and especially not me, for, although I have always been driven by the noble goals of the CAF, and dreamed of many projects for the French Wing, then named *French Supporter Squadron*, the objectives reached these past ten years were far from my imagination. The friendship, the dedication to the CAF, the generosity, and the work given by our members, allowed these dreams to come true. This is, for me, the best Christmas present I could have imagined.

I wish you all very happy holidays and I shall see you in 2007!

Bernard

THE ELEVENTH FRENCH WING GENERAL ASSEMBLY WAS A GREAT SUCCESS.



General Jean-Pierre Job and col. Georges Marcelin pose before the new monument of the Normandie-Niemen in Le Bourget.

Photo: E. Ducreau

THIS ANNUAL MEETING CONCLUDED A YEAR THAT WAS FULL OF PROJECTS, AND STARTED A PROMISING YEAR 2007.

XMAS PRESENTS

THE "SKY RUNNER" COMPANY - AKA GILLES TROUSSARD, AND PHILIPPE AND DANIELLE DUFLOT - DONATED TWO NEW EXHAUST PIPES TO THE "SPIRIT OF LEWIS" , AND FUMIKO AND BERNARD DELFINO DONATED THEIR FORD TRANSIT TO THE FRENCH WING !



Photos: B. Delfino

2006 GENERAL ASSEMBLY



The 2006 CAF French Wing Annual General Assembly took place on November 25, from 14:30 to 18:00 in one of the restaurant Buffalo Grill halls, in Villepinte.

The following members were present: **Guy Bortolus, Henri Bourrassier, Claude Cardinal, Didier Cardinal, Arnaud Chatton, Claude De Marco, Fumiko Delfino, Bernard Delfino, Eric Ducreau, Philippe Dufflot**, with his wife **Danielle, Michel Fleury, John Francis**, with his wife **Cécile, Claude Gascon, Roger Gouzon, Marie-Françoise Le Cornec, Léon Manoukians, Georges Marcelin, Michel Perrin, Patrick Pierre-Pierre, Hervé Quefféléant, and Gilles Troussard**, in total, 21 members out of the 98 who belong to our Association today.

Were also present four guests:

- **General of the French Air Force Jean-Pierre Job**, guest of honor.
- **Guy Fourdrain**, President of the Piper Club France.
- **Joël Bramard**, President of Association of Military Vehicles of the Picardie Region, with his son.



Colonel Georges Marcelin introducing General Jean-Pierre Job.

Photo: B. Delfino

The quorum having been reached, the President declared the General Assembly opened, and started with a description of the day's agenda.

As usual, our President had prepared a video presentation, a better way to describe the Association than a long monologue that would last several hours.

Some of the photographs he took in Midland during Airsho 2006 were projected on the screen and reminded everyone about the goals of the CAF and the French Wing. Then, thanks to the portraits that appeared on the screen, everyone had a thought for those who have gone west since the birth of our Unit.

The President asked colonel **Georges Marcelin** to introduce our guest of honor, **General Jean-Pierre Job** whose career is full of praise...

"Starting at the École de l'Air in 1964, Jean-Pierre Job got his fighter pilot wings in 1968. He flew as a fighter pilot in squadrons for 5 years, then joined the Air Force aerobatics team, the Patrouille de France in 1973 and became its leader until 1976. Transferred to the 30th Fighter Wing in Reims, he was its commander in second, then commander of the famous squadron 02/030 "Normandie Niemen".

From 1980 to 1981, he was transferred to Taverny, then he commanded the 3rd Fighter Wing in Nancy-Ochey. He studied in the Superior school of Air Warfare and the superior course inter-arm, and became the chief of the Armée de l'Air Headquarters Office from 1985 till 1987.

He then commanded the base of Orange from 1977 till 1989, and commanded the French elements in Chad (Operation Sparrow Hawk).

Designated Assistant Operations of the commander of the FATAAC (1st Region), he commanded the N.E. defence zone, and became Assistant Fighters of the general commanding the FATAAC. He participated in Operation "Daguet" in Saudi Arabia in 1990. In 1991 he was responsible for the operational training of the FATAAC.

On August 1st, 1992, he was designated chief of the Space Office of the Armies

Headquarters where he commanded the military space program.

On July 1st, 1994, he became Assistant to the chief of operations of all armies Headquarters, then chief of operational planning in Creil, in February 1995. From April 9, 1998, he was appointed Major General of all armies Headquarters, then, on September 1st, 1999, Inspector General of Armies. Finally, on July 2nd, 2000, he was appointed chief of the Air Force Headquarters, a function he kept until June 30, 2002".

General Job has the following distinctions :

- Commander of the Légion d'Honneur.
- Commander of the Ordre national du mérite.
- Croix de la valeur militaire.
- Aeronautical Medal.
- Overseas Medal with "Chad" and "Middle East" distinctions.



Photo: B. Delfino

General Jean-Pierre Job talked to us about his passion for aviators he particularly likes: St. Exupéry, Joseph Rizzo, and Pierre Clostermann.

Those of our members who didn't know our guest's career were very impressed, and realized what a honor it was to have him as our special guest. But Jean-Pierre Job's personality is such that these distinctions soon gave way to his kindness and modesty, which made everyone relax.

Each participant introduced himself, the President gave the assembly a few messages he had received, and the meeting was able to start with the moral report of the Association.

MORAL REPORT

The President started immediately with the heart of the Association, emphasizing how closely related this moral report is, to the activities of our Unit, to the degree of participation of our members, and to the successful completion of these projects. A study that he did a few days before this General Assembly revealed that the ratio of this participation has been, for the past year, of 15%, split into three distinct parts:

- 10% for the members in France and Europe (71 members).
- 2% for the members in the USA (27 members)
- 3% for the non-members (About ten of them).

He underlined the fact that these figures are only the reflection of the presence of our members during our activities, and not the work they accomplished and the time they spent on these occasions, two factors that are impossible to transcribe in figures.

The reasons for our satisfaction are many, and even though the number of projects have been extraordinarily high this past year, a great majority of them were accomplished successfully with the utmost professionalism:

- **The French Wing Newsletter** is as popular as ever among the CAF and even beyond.
- **Airshows** were well manned, the one in La Ferté-Alais in particular.
- **The mending of the Piper Cub engine** has been a success which compensated the disappointment of the cancellation of our airplane's Tour de France.
- **The number of the Piper Cub Sponsors** was just sufficient. Only one Supporting Sponsor was missing to close this year's budget for the fixed costs. This lack was compensated by the number of hours flown, so well that this year was closed with a positive figure, except for the cost of the engine failure in July, a subject which was later commented by our Finance Officer Philippe Dufflot.
- **The relationship between the French Wing and the CAF and other Units** is excellent.
- **The relations with other organisations** are very good too: The Air Museum, the Aéroclub de France, the Memorial La Fayette Foundation, and many other Associations like the *Vieilles Hélices de Montbéliard* and the *Véhicules Militaires de Picardie*.
- **The commemoration of the 90th Anniversary of Raoul Lufbery's 5th victory,**



Photo : B. Delfino

which made him the very first American Ace in aviation history.

- **The visit of the D Day Landing Sites in Normandy**, organized for our friends who came all the way from the USA, as well as several historic places in the Paris area.
- **The Fly-in in Le Plessis-Belleville, which was the background for the French Wing's 10th Anniversary**, was a great success thanks to the numerous friends who enjoyed flying the Piper Cub and other planes.
- **The number of hours flown**, despite the problems experienced with the Piper Cub engine in the middle of the Summer, was sufficient to finish the year with a positive budget.
- **The many gifts to the French Wing projects** were very useful to our activities. A good part of them have been donated with the aim of restoring the Rearwin Sportster which was discussed with a detailed specific report sent by col. Cédric Malhaire.
- **The modification of the radio and navigation equipment of the Piper Cub** is a professional accomplishment by cols. Cédric Malhaire, Roger Gouzon, Patrick Pierre-Pierre, and Bernard Delfino.



Photo : B. Delfino

- **The restoration of the Ford Transit** is another high level accomplishment by cols. Roger Gouzon and Bernard Delfino.

The President took the opportunity of this subject to announce that his wife Fumiko and him, owners of this vehicle, had decided to donate it to the Wing,

or, rather, to sell it for the symbolic amount of one euro, a piece of news that pleased the entire assembly.

The President then talked about the few, but real, improvements that are necessary. He asked our members to work on the following points during the on-coming year:

- **Keeping one's promises and the decided agendas**: It happened in the past, and still happens nowadays, that some members promise to carry out a task and don't complete it fully, or that they don't produce a work within the time scale they have accepted and let these tasks drag along for months and sometimes years (!). The President insisted on the necessity to improve on this particular point and thanked the assembly in advance.
- **Recruiting**: An endless problem that one must continue to try and improve. If every member could recruit one single member within a year, our membership would double and would bring enough money in to improve our life a great deal.
- **Participation**: It must be improved a lot by all possible means, and they are legion! Just read on:
 - Articles for our Newsletter, well within our goals and activities.
 - Flying the Piper Cub: The prices we practise are way below what can be found in aeroclubs for the same type of plane.
 - Restoration of the Rearwin Sportster: The plane will soon be in col. Roger Gouzon's workshop which is located only 300 feet from the "Vert Galant" RER station in Villepinte. Just as easy to reach from highway A104, this workshop will offer all facilities for everyone to find something to do, even without any special knowledge. Our members will be able to help this project even if they reside in a province: From their home, they will be able to look for spare parts or blue prints which will help this restoration. Should they want to help "hands on", they can easily get to Roger's place and work on the plane structure for as many days as they like, the same way CAF members do in the USA, when they go to Midland for a week or two and work on the B-29 or the B-24 with total dedication.
 - Preparation and execution of airshows and fly-in's, before, during, and after each event.

It is, therefore, up to every one of us to chose one or several projects which are available to us, and to dedicate ourselves fully until they are completed.

ADMINISTRATIVE REPORT

The total number of members is currently of **98**:

- 83 Colonels and Associate Members
- 13 Friends of the French Wing
- 2 Cadets

During the past year we have lost 9 members for various reasons. Four of them did advise us in due time with extreme politeness and told us about their reasons, but five of them did not bother to tell us anything...

Compensating well these withdrawals, we have recruited 15 new members. The President underlined that it is sometimes more difficult to retain members than to recruit new ones, and he asked everyone to improve on that. Recruiters must look after their recruits on a continuous basis, and members who live in these regions where two or more members reside are invited to meet periodically and decide on local projects, while keeping the Board of Administration informed of these objectives.

FINANCIAL REPORT

Colonel **Philippe Dufлот** took over to present this year finances, figures that he had frozen on October 31, 2006 to get precise accounts.

Philippe first asked, on behalf of the entire Board of Administration, a vote "for" or "against" an alignment of the Friends of the French Wing annual dues on the other grades, from 40 € to 50 €, in order to standardize all dues, and to cover true costs which never stop to rise year after year.

He underlined the fact that the French Wing dues had not gone up since year 2000, which, unfortunately, is not the case of costs of all types. This simple alignment will avoid an overall rise in the dues, at least for another year.

A vote raising hands was done, and the decision to implement this rise from May next year was adopted unanimously.

Philippe carried on with the detail examination of the French Wing finances, specifying that this year's result is negative because of the important purchase of the cylinders, pistons, valves, and other accessories for the Piper Cub engine.

The French Wing finances being perfectly managed by Philippe, allowed him to publish the positive accounts of the bank account, the savings accounts, and the potential belongings of our Association (Articles of the PX, office equipment, various machines like the TV set and electrical power unit, and our airplanes, Piper J-3 *Cub*, and Rearwin *Sportster*).

The printing of these figures in these pages would take too much room, therefore, **Philippe is offering to any member who would like to get them, to send him the detailed accounts, as soon as he receives such a request, together with all the necessary explanations** (Please write to: **Philippe Dufлот**, 8 Rue Fernand Segouin, 95400 Arnouville, France, email: < frenchwing.dufлот @laposte.net >).

Our PX Officer, colonel **Fumiko Delfino**, was congratulated by Philippe for the good results she obtained in 2006. The fact that airshow organizers are now asking, more and more, that Associations sell articles that are strictly in relation with their goals and activities, will not be a problem for the French Wing since we started this change three years ago.

PROJECTS COMPLETED OR NOT CURRENT PROJECTS FUTURE PROJECTS

The President took over to enumerate the list of all the projects that have been accomplished during the past year. He stated that their number had been extraordinarily high, and wished that they be significantly reduced in 2007 so that the artisans of these projects can work with better concentration, calm, and the necessary time.

• Projects achieved:

- Purchase of a color laser printer.
- Acquisition of the Rearwin *Sportster*.
- Participation to the CAF Winter Staff Conference (Col. Barbara Hair).
- Award obtained by our Newsletter.
- Moving of the Piper J-3 from Persan to Le Plessis-Belleville.
- Grand Opening of the Warbird Hall in the Air Museum in Le Bourget.
- Airshows and Fly-in (La Ferté-Alais, Le Plessis, Cambrai, and Angers).
- Replacement of the exhaust valves on the J-3 engine.
- Replacement of the Cylinders and pistons.
- Modification of the radio/navigation

equipment in Rennes.

- Manufacturing of the new French Wing patches.
- Raoul Lufbery Commemoration at the La Fayette Memorial.
- Tour in Normandy for the group of friends from USA.
- Tour in Texas and Airsho 2006, with 7 members of the French Wing.
- Induction of Sandy Sansing into ACAHOF.
- Painting of this event done by Roy Grinnell.
- Complete body restoration of the Ford *Transit*.

• Projects not achieved or delayed:

- Visit to Oradour sur Glanne cancelled due to a lack of participants.
- Safety Program not finished.
- SCI for the hangar slowed down due to lack of participants.
- Roy Grinnell art show in the Air France head office delayed until 2007 due to work being done in this building.
- Tour de France of the J-3 cancelled due to major engine technical problems. An activity that has been postponed till 2007.



• Projects for 2007:

- Recruiting! A permanent project already mentioned...
- French Wing Web Site: Will soon be done by Cadet Eva Bancel, once Bernard will have sent her the text and pictures.
- New French Wing logo tie pins.
- Restoration of the inside of the Ford *Transit*, making and fitting a roof trunk, and painting of the inside of this van.
- French Wing booth at Le Bourget Airshow.
- Airshows (La Ferté-Alais, Le Luc, Rennes, Evreux, Montluçon, etc).
- French Wing booth in Midland during Airsho 2007 for the CAF 50th Anniversary.
- Special local event to celebrate the CAF 50th Anniversary, on the 50th day of the 50th year (Currently under study with the Air Museum in Le Bourget, for February 18, which is a Sunday.

- Acquisition of the NC 856 *Norvigie* by 6 of our members, and operation to the benefit of the French Wing.
- Phase 2 of the Rearwin *Sportster* restoration.
- Roy Grinnell Art Show at the Air France head office.
- Safety Program to be completed.

A 20 minutes break allowed everyone to relax before discussing the 2006 air operations.

PIPER CLUB FRANCE

The session started again with a speech by the President of the Piper Club France, **Guy Fourdrain**.

Guy expressed his wish to collaborate a lot more with our Unit. He explained how our two Associations could work together on various projects, starting with the Tour de France, where for each leg flown by the Spirit of Lewis our plane could be joined by another plane of the Piper Club France, an excellent idea which would bring a real plus to this project.

Guy then explained that his own plane was damaged last April in the Vosges district, and will soon be repaired by the students of a technical college in Tremblay en France. These technical possibilities could lead to an agreement between this school and our Association.

Guy had to leave us too early, just after his speech, but he was first presented a print of Roy Grinnell's painting of a Piper Cub and a well-deserved Award from the French Wing, a simple thank you from our Association for the help we received from the Piper Club France on several occasions, for, and since, the purchase of our plane.

OPERATION OF THE PIPER J-3 "SPIRIT OF LEWIS"

The President then talked on behalf of our Operations Officer, colonel Gilles Avenel, who was sorry to be unable to join us for this General Assembly.

The most positive points related to this airplane are:

- An excellent use during the tenth anniversary in Le Plessis-Belleville.
- A great popularity at La Ferté-Alais

where our aircraft was one of the most photographed during the airshow.

- The repair to the engine in July and August with, as a result, better performances, a happy counterbalance of the problem that forced us to cancel the planned Tour de France.
- The minor maintenance accomplished on the plane, dealing with a multitude of points that had been deferred along the season.
- The purchase of parts in France, and in the USA, and the donation by cols. **Barbara** and **Aubrey Hair** of many Piper Cub parts that will be very useful: Inspection access blanks, various brackets, wheel hub covers, etc...
- The number of hours flown (36h15'), despite the cancellation of the Tour de France, mainly thanks to the raid on Rennes, La Rochelle, Angers, and return, flown by cols. Patrick Pierre-Pierre and Roger Gouzon.

The negative points were:

- The serious engine problem which forced us to cancel the Tour de France.



Photo: B. Delfino

- The recently discovered crack in one of the exhaust pipes, which had no influence on the flights program since the weather has been appalling since three weeks before the General Assembly (Note: This crack is not a surprise since these exhaust stacks have been repaired many times along their lengthy career, and our mechanics expected them to be too tired to carry on for ever).

Let us thanks the **SKY RUNNER** company for fully financing the replacement of these stacks.

The President explained the budget system that has been in use for three years.

Without getting too deep into this system which has been detailed many times in our Newsletter, these explanations can be summarized as follows:

- The fixed costs (Hangar, insurance, renewal of the Certificate of Airworthiness, the package deal for landing fees at Le Plessis) are covered by the sponsors' annual premiums.

- The variable costs (Light maintenance, savings for heavy maintenance, gasoline, engine oil, small spare parts, landing fees on airfields other than Le Plessis Belleville) are covered by the price per hour.

The President emphasized the importance to have a sufficient number of Sponsors so that airplane can continue to operate smoothly.

The cost of the engine failure which was more than \$7500.00, was partly covered by the addition of the savings for heavy maintenance over the past three years.

This system will, therefore, be kept in the future.

The overall financing system, displayed as a table, made obvious its legitimacy and did not raise any question from the assembly.

VARIOUS QUESTIONS

As it was announced a few days before the GA, members who wished to comment specific points had a chance to do so. Several emails were received:

- **Eric Janssonne** announced, via email, that he could provide the lodging for two members who

would like to see the Colmar Xmas market.

- No member reacted to this offer but everyone made a note.

- **Eva Bancel** and **Julien Lepelletier**, our two Cadets, who will soon do our Web Site, asked if the assembly would approve the creation of a forum on this web site.

- The impression on the assembly was favorable, with, however, a few reserves concerning the person responsible for answering the questions asked: Will he, or she, be available to reply quickly to these questions, and will his, or her, knowledge of the CAF and the French Wing be deep enough to give exact and precise answers?...

A member suggested to first limit its access to Wing members only, or to test this forum for a few months before it is re-evaluated.

- Col. Gilles Avenel asked several questions about the Rearwin *Sportster*:
 - What is the goal of this project, and what is its time scale?
 - What are the material and human means made available to accomplish this project in that time scale?

The President asked the assembly to wait a few minutes, till we reached the display that col. Cédric Malhaire had prepared on that subject, a report that answered precisely Gilles' questions.

However, he underlined the fact that the aim of this restoration is the exact implementation of the very first CAF Goal: The restoration of airplanes which took part in WWII, a goal recently broadened to all conflicts where aviation played a major role. This statement was approved by everyone.

The President also made a statement concerning the cost of this airplane, in two parts, for a total just over \$ 11,000.00.

This purchase, alone, is an excellent operation since just the fact of putting these two parts together, made the value of the lot rise to \$ 18,000.00 on the aircraft collection market.

He also stated that the farther we would get through this restoration, the more its value would increase, which is a guarantee that the French Wing will never lose money should the decision to sell it was taken for a reason or another.

The video presentation done by col. Cédric Malhaire followed these questions and made each point clear for the assembly.

REARWIN SPORTSTER PROJECT

Col. Malhaire started his presentation with a history of the project:

- Period of negotiations to convince the owner of the engine to sell it...
- This agreement was received the day before our 18 November 2005 G.A.
- The project was presented to 15 members present at the 2005 G.A. during a working session that took place the day after the G.A, and approved by the majority of these members.

- The engine was bought on December 16, 2005, and the airframe on December 18, 2005.
- On December 28, 2005, a stowage place was rented for an annual cost of 165 €.
- On December 30, 2005, the plane and its engine were transferred to this hangar.
- In March 2006, cols. Cédric Malhaire, Roger Gouzon, Philippe Duflot, Didier Cardinal, and Bernard Delfino, set up some shelves that had been obtained free from some friend of the French Wing.
- In April 2006 a quantity of NDT crack



Photo: Via Eric Rearwin

detection fluid was donated to the French Wing by another friend.

- In June 2006, a 10 pounds quantity of zinc-chromate primer was also donated.
- In August/September 2006, colonel Cédric Malhaire purchased a carburettor, Stromberg NA-R3, and donated it to this project.

The restoration program is divided in 5 different phases as follows:

- **Phase 1 : Permanent :**

- Search for documentation, parts, and contacts.
- Creation of the file for the GSAC.

- **Phase 2 : Year 2007 :**

- Transfer of the fuselage and wings to col. Roger Gouzon's workshop in Villepinte, with no financial compensation claimed by him.
- Restoration of the fuselage, the firewall, the engine mounting frame, empennage, and flying controls.
- Transfer of the engine to col. Cédric Malhaire's workshop for restoration.

- **Phase 3 : Year 2008 :**

- Restoration of the wing, fuel tanks, landing gear, and engine cowlings.
- Manufacturing of wing struts.

- **Phase 4 : Year 2009**

- Manufacturing of the upholstery and windows.
- Fitting of all equipment on the airframe.
- Creation of the electrical wiring looms.
- Fitting of the instruments and radio racks.

- **Phase 5 : Year 2010**

- Fabric covering of the fuselage, empennage, and the wings.
 - Fitting of the wings onto the fuselage.
 - Fitting of the engine and propeller.
 - Finishing and adjustments.
 - Engine ground runs and taxi tests.
 - Test flights.

The President asked the assembly if anyone had any question. None were asked since, evidently, nothing had been left in the dark by Cédric. He

closed this subject since all answers had been given to the questions raised by col. Gilles Avenel. The G.A. carried on after the President insisted on the need for a real, practical need for our members' participation in this restoration, made a lot more easy after the imminent move of the airframe to Villepinte.

ACQUISITION OF AN NC-856 NORVIGIE BY SIX MEMBERS OF THE FRENCH WING

This airplane was presented using photographs, and its performance data appeared on the screen. Then, the President, himself a member group which want to acquire this plane, explained the goals of this purchase and listed them as follows:

- Increase the French Wing fleet to ensure its continuous success with the public, the French authorities, and the CAF.
- Historical airplane that took part in the war in Algeria.
- Aircraft that will be put at the service of the French Wing to help it reach the goals of our organisation.
- Its operational costs will be entirely covered by its co-owners. It will only be taken over by the French Wing when it is presented during airshows the same way as the Piper Cub and the Rearwin Sportster when it is fully restored.

The comments about this purchase were all positive. General Jean-Pierre Job asked to make a few comments and told us about his experience with this plane which he flew 40 hours.

The Armée de l'Air purchased 40 of these NC 856 from the ALAT for its aero-clubs.

His overall opinion is that it is an excellent aircraft which, however, requires a certain experience, easily acquired by any conscious and serious pilot, which, evidently, is the case of all our pilots.

REPLACEMENT OF OUR OPERATION OFFICER

Colonel Gilles Avenel is now getting increasingly busy with his work, and he has expressed his wish to leave this position for another member.

Regretting this decision, especially after the publication of the masterful article he wrote for our Newsletter, about safety and "Managing the Pressure", the President noted his wish and asked for a volunteer to replace him, preferably a pilot.

After a few discussions, colonel **Patrick Pierre-Pierre** volunteered, and was warmly thanked by the President.

His tasks have already been described in these pages.

ELECTION OF THE NEXT FRENCH WING ADJUTANT OFFICER

Colonel Didier Cardinal has reached the end of his contract (*cf Airsho January 2005*), and he doesn't want to re-apply for this position.

The only eligible member whose application for this position was received in due time, is colonel **Roger Gouzon**.

The latter was invited to speak for a few minutes and give the reasons why he decided to apply.

After a reminder of the election procedures, the forms were handed to the assembly, and the vote took place after this year's awards.

FRENCH WING AWARDS 2006

In addition to the Award given to President Guy Fourdrain for the Piper Club France before he left, the persons who received an Award are listed hereafter,

together with the citation that came with these distinctions:

COLONEL ROGER GOUZON

Colonel Roger Gouzon has played, during year 2006, a primordial role in the success won by the French Wing.

An indefatigable worker, generous, amicable, always present, colonel Roger Gouzon participated to every single project taken on by our Association during 2006.

A talented technician, he carried out the maintenance of our Piper Cub «Spirit of Lewis» and took responsibility for this program.

He also did a great part of the radio modification on this aircraft, showing an exceptional professionalism.

He was also a highly appreciated escort for all the members of the group that came from the USA for the Raoul Lufbery commemoration, a first class cook during the 10th anniversary of the French Wing in Le Plessis-Belleville, and he was part of the restoration team of the French Wing vehicle, with his usual talent.

COLONEL GILLES AVENEL

Colonel Gilles Avenel played a major role in the success of many French Wing projects in 2006.

Gilles did not hesitate to travel hundreds of miles to accomplish the Piper Cub «Spirit of Lewis» missions, and he completed them with aplomb and efficiency: The La Ferté-Alais airshow, the 10th anniversary of the French Wing in Le Plessis-Belleville, the visit of the Raoul Lufbery group from USA, and last but not least, the aborted Tour de France following a major engine failure, a project saved by Gilles when he did not hesitate to lend his own airplane, Jurca Scirocco, to the French Wing, in order to fly many hours for a member who had come all the way from Texas, specifically for that project.

This generosity saved a promising project and gave an exemplary image of the French Wing and its members.

DANIELLE DUFLOT

Danielle Duflot, wife of Philippe Duflot, our Association Finance Officer, played a major role in our Association activities during the entire year 2006.

A counsellor or secretary for her husband in his Wing activities, she was also a driver for the French Wing whenever it was necessary.

Danielle Duflot was always present on the French Wing booth to help with the PX in the most professional way.

For her friendship, her good permanent mood, and her exceptional efforts, this Certificate of Appreciation is presented to Danielle Duflot, to thank her for her efforts to reach the goals of our Organization.

COLONEL FUMIKO DELFINO

Colonel Fumiko Delfino has shown, throughout year 2006, an extraordinary enthusiasm and goodwill in all disciplines.

She demonstrated them, especially during the engine failure of the Piper Cub «Spirit of Lewis», showing unsuspected gifts in aircraft maintenance and working methods.

Everyone was greatly surprised by her goodwill, her way of working, her wish to understand and learn, her irreplaceable help, her permanent good mood, and her unbelievable endurance, all qualities that made possible the mending of this problem in just a few hours!

For these exceptional efforts, this «Certificate of the Golden Spanner» is presented to colonel Fumiko Delfino, to thank her for her actions to reach the goals of our Organisation.

Finally, to end on a humorous touch, the less than enviable, but very friendly award of the *Black Cat* was granted to:

COLONEL CLAUDE GASCON

Colonel Claude Gascon demonstrated exceptional gifts for the obtainment of this grade, on the starting day of the Tour de France in July 2006.

Innocently, and strangely, colonel Claude Gascon, the organizer and responsible person for this project - one must make a note of it - chose to start this project on the 13th!...

Did Claude have in mind to break a record? No one knows for sure... But it's a fact that only 3 minutes after leaving for the tour around France, he taxied through the arrival line, having lost about 400 RPM which must still be somewhere on the

airfield of Persan-Beaumont, and having broken the absolute record of the shortest aviation Tour de France of all times!...

But Claude does have some experience since he is also the holder of the record of the only airshow lover who went to the La Ferté-Alais event on the Monday morning, the day after the airshow had ended, and was surprised to see only a



few planes attending this airshow which is very famous for its great number of aircraft!...

For this very special gift, and for these exceptional efforts, colonel Claude Gascon is granted the Black Cat award for year 2006.



Col. Claude Gascon receives the Black Cat Award from col. Didier Cardinal.

The President then gave General Jean-Pierre Job, on behalf of the entire French Wing, a print of Roy Grinnell's painting "Normandie Niemen", signed by Roy Grinnell, Joseph Risso, Roland De La Poype, and Marcel Albert, as well as a CD rom of photos taken during various Airsho's in Midland.

The general was extremely touched by these presents, and told us how pleased he was to be with us for this modest annual meeting. He said how he does appreciate the goals that we adopted, and the work we perform all year long to reach them.



General Job with Henri Bourrassier and Georges Marcelin during the French Wing dinner.

He then talked about the men he admires and likes above all: **Joseph Risso** who was a close personal friend of his, **Pierre Clostermann** whose book *The Big Show* was instrumental in his passion for aviation, and **Antoine de Saint Exupéry** whose bust has a good place in his home.

His monologue was heart-warming, to such a point that even those of our members who were most impressed by the stature of this man and his amazing career, forgot this obstacle and talked to him like one does with a long time friend. During these discussions, Jean-Pierre Job insisted on the importance to keep as vivid as possible the memory of the veterans, a characteristic of our Association which he appreciates particularly.

CONCLUSION

The President declared the general assembly closed, and wished to see everyone again next year then the members voted before opening the traditional Champagne bottles.

SUNDAY 26 NOVEMBER

The President had organized a visit of the Air Museum in Le Bourget.

Thanks to the kindness of **Marie-Christine Poilpré**, assistant of **Gérard Feldzer**, Director of the museum, free access was obtained for all 16 participants of this visit.

Our friends veterans **Georges Marcelin** and **Henri Bourrassier** told us some memories of their fight with the Normandie Niemen and Groupe Bretagne respectively.

The emotion and pride could be seen on their face, and our members realized how lucky they were to have exceptional and modest men like these as personal friends.

General Job gave us a host of technical information and told us many anecdotes. Having flown many fighters, he told us of his experiences, sometimes funny, sometimes tragic, especially about the F-100 Super Sabre which he seems to like particularly despite the difficulty in flying this plane. He showed us the glider with which he flew his first solo flight, and gave all questions, detailed and precise answers.

All our members were, evidently, in their element, and one could easily compare them to kids in a huge toy shop, amazed



Col. Henri Bourrassier and General Job pose before the B-26 Marauder.

by the plane they were discovering or re-discovering, as they progressed through their visit.

The morning was ended by a lunch in one of the nearby restaurants, and everyone, reluctantly went back home, more than satisfied by these two dream-like days.



Above: Cols. Guy Bortolus and Henri Bourrassier in the Warbird Hall.
Left: Col. Georges Marcelin poses next to the Yak 3.

We wish to thank all our members who came from their far away province in order to participate to this important annual event, as well as our guests **Guy Fourdrain**, **Joël Bramard** and his son, and our guest of honor **General Jean-Pierre Job**.

The ballots were sent the following day to those members who were not able to join us. The counting of the votes will take place around December 15, and the announcement of the result will be published in our January 2007 issue.

CHANGE IN THE BOARD OF ADMINISTRATION

A few days after our General Assembly, the Board of Administration received a letter from col. **Eric Ducreau**, expressing his wish to resign from the position of **Executive Officer** for personal reasons, and this, as soon as possible.

This extraneous and unexpected problem in this period of elections, was quickly solved using the simple implementation of our Association Statutes: The designation of a member at this position by co-optation, according to the following text:

"In case of a vacancy, the Board of Administration will coopt temporary members by any legal means. Their final replacement will be done during the earliest General Assembly."

Our members certainly remember that this very same rule was applied when col. Ducreau was elected at the position of Executive Officer during the 2004 elections, thus leaving a vacancy for the position of Adjutant Officer. The latter was filled the same way, by the designation of col. Didier Cardinal who accepted this job following a request from the Board of Administration.

This procedure has just been applied again by the Board of Administration who, with the agreement of the person concerned, designated col. **Claude Gascon** as our **Executive Officer** for one year, the time that was left for col. Ducreau to complete his three years contract at this position.

This nomination took effect immediately so that the running of our Association is not affected.

Let us thank col. **Claude Gascon** for accepting to take on this position until the next elections in November 2007.

Claude's excellent reputation is an established fact, and his personality is a guaranty that he will accomplish the tasks relevant to the Executive Officer position as perfectly as possible.

Let us remind everyone what these tasks and responsibilities are:

"The specific tasks of the Executive Officer include, in addition to all the tasks of the Unit Leader, a good knowledge of the rules of the Commemorative Air Force Inc. and the laws of the land, the procedures during meetings, the social occupation of our Unit, and the execution of any other task that may be requested by the Unit Leader".

In other words, he must be capable of replacing the Unit Leader during his absence, and he must assist him in all his tasks.

This objective is far from being insurmountable for a member like col. Claude



Col. Claude Gascon in conversation with General Job

Gascon whose faithfulness to the CAF and to the French Wing is as famous as his high moral and human qualities.

Also, our members will remember that col. Claude Gascon had been chosen as the French Wing **Honorary President** after the premature disappearance of col. **Michel Cahiez**.

Although this position is purely honorary, but highly moral, and does not call for any election, the Board of Administration thinks that the holding of these two official positions by one single member is not desirable. Therefore, our Unit finds itself without a Honorary President for some time, until the Board of Administration finds a suitable person.

The new Board of Administration will hold its first meeting early in January, once the result of the elections of our new Adjutant Officer is officially known.

A FERRY TALE...

The **Rearwin Sportster 8500** will "fly" its first ferry flight in December... on the roof of the French Wing's Ford *Transit*, between Rennes and Villepinte.

Cols. **Roger Gouzon** and **Bernard Delfino** will drive to Rennes before the end of December. They will be welcomed by col. **Cédric Malhaire** and his companion **Gaëlle**. It will take them about 8 hours to go there and drive back. To this, one must add the time it will take to accomplish the delicate work of loading and unloading the fuselage and the wings that will be tied down to the roof, and the other parts that will be loaded inside the cabin. The engine will remain in Brittany where Cédric will restore it.

Since col. Roger Gouzon is graciously making available his garage/workshop to this airplane, our members will be able, starting from January, to help with this restoration. We count on the help of all our members, whether you are specialists or not, and especially if you reside in the Paris area!

If you live in the provinces, you can also help and come for a few days to Villepinte, like members of the CAF do when they do not hesitate to travel hundreds of miles to come and help with some restoration project in Midland or at other CAF Units' places.

This airplane is a French Wing's airplane. Therefore, it is yours! So, we hope to get a massive help from numerous members, even for minor tasks.



Photo: Via Eric Rearwin

If you cannot come to Villepinte, you can work from home, looking for missing parts which are: The 2 magnetos, the radial engine NACA cowl, the tail-wheel assembly, the wing struts, the instruments, etc...

This list is not exhaustive, and we ask you to contact col. **Cédric Malhaire** who will give you all the necessary references and technical indications that will help you start your chase.

OPERATIONS 2007

From our Operations Officer, col. Patrick Pierre-Pierre

It is time to renew your sponsorship or to become a Piper Cub Sponsor if you have never been one before. This help alone, from numerous members, allowed our Piper Cub to reach and even exceed its objectives in 2006.

We must do even better next year. Therefore we are eagerly waiting for your financial participation in this on-going project. Send your cheque for the level you have chosen as soon as possible (In the USA, send your cheque to Roy & Irene Grinnell, in their name). Thanks !

The 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, which is based on 50 flight hours for the whole year, asks for a sufficient number of Sponsors to cover the annual fixed costs of \$4400.00. This has always been the case, so far, and, we hope it will be the same next year and the following ones.

QUESTION : Can you buy your own Piper Cub and pay all the expenses related to such an ownership?... No?... Well, for a modest amount of money, you can have the pleasure to fly as much as you want on a legendary J-3, without the worries inherent to such an ownership. How?...

BY BECOMING A SPONSOR!...



The members who have already adopted and paid a sponsorship for 2007 are :

FLYING SPONSORS

Hugh Alexander III
George Chandler
Bernard Delfino
Fumiko Delfino
Claude Gascon
Roger Gouzon
Irene Grinnell
Roy Grinnell
Patrick Pierre-Pierre
Sandy Sansing
SKY RUNNER
Regis Urschler

RESTORATION SPONSORS

Bunty Bateman

SUPPORTING SPONSORS

Frédéric Baudin
William Davies
Louis-Jean Gioux
Barbara Hair
Aubrey Hair

**SPONSORSHIPS
ARE PAYABLE
ON DECEMBER
31, EACH YEAR**



A season which was rich of lessons is nearly over, and it is time for us to prepare year 2007.

You will find hereafter the project for the Tour de France and other events that I submitted to the Board of Administration and was accepted.

I call all members who wish to participate to these events, either as a passenger, as a team member in our booth, or to welcome the crew of the J-3 at every stage of the Tour de France, scheduled to take place in July, as detailed in the table printed on the following page.

These stages may vary, according to the airfields facilities (Gasoline availability, lodging facilities, weather conditions) which we don't know at the time I am typing these lines. The pilots have the freedom to adjust the itinerary depending on the information they will gather a the time.

Of course, all members and friends who are expected to play a role at each stop will be advised in due time.

During this Tour, all volunteers will need to make our project known by the Media, deal with logistics (Hangar, lodging for the crew), and find passengers - members or non-members - who wish to fly and discover their area from the sky.



CALLING ALL VOLUNTEERS!

FRENCH WING PX

During airshows, those who will volunteer to work on our booth will have the ungrateful task to help with the setting up and the dismantling of the tent, to help with the selling of PX items under the direction of our PX Officer Fumiko Delfino, and to tell the public about the goals of the CAF and the French Wing.

Welcoming the public is paramount as everyone knows.

These volunteers may get reduced price access to these events, and even free access in certain cases, this being controlled solely by the organizers.

Transport will be provided by the PX van if possible (5 passengers + 1 driver). The PX will be present at La Ferté, Le Plessis, Evreux, Lens, and Rennes.

All volunteers are welcome. Please make yourself known as soon as possible, specifying which part(s) you're interested in.

The early birds will get first choice !

OPERATIONS 2007

Make the best of these events to meet the members who you have never met or don't know well enough, and to give our Association a new boost.

NC 856 NORVIGIE

Everyone now knows the principle of sponsorship that rules the J-3 operations, and the resulting price per hour.

For the NC 856, the principle is slightly different since the plane is registered in the "collection" category (CNRAC). I will explain it to those who are interested.

Finally, I wish to take this opportunity to send you and your relatives, my very best wishes for good health, happiness, and prosperity for 2007.

Col. Patrick Pierre-Pierre

Note: The tables printed on this page establish the list of flights for year 2007. Please tell me as soon as you can which are the ones you want to fly. I will update these tables as your requests come in.

TOUR DE FRANCE 2007

DATES	ITINERARY	PILOTS	PASSENGERS
13/7/06	Le Plessis/Troyes/Montbéliard	C. Gascon	F. Delfino
14/7/06	Repos Montbéliard	C. Gascon	B. Delfino
15/7/06	Montbéliard/Chalon/Issoire	C. Gascon	
16/7/06	Repos Issoire	C. Gascon	
17/7/06	Issoire/Grenoble	C. Gascon	
18/7/06	Repos Grenoble	C. Gascon	
19/7/06	Grenoble/Mende/Toulouse	P. Pierre-Pierre	
20/7/06	Repos Toulouse	P. Pierre-Pierre	
21/7/06	Toulouse/Périgueux/Couhé	P. Pierre-Pierre	R. Gouzon
22/7/06	Meeting Couhé	P. Pierre-Pierre	R. Gouzon
23/7/06	Couhé/La Rochelle	P. Pierre-Pierre	R. Gouzon
24/7/06	Repos La Rochelle	P. Pierre-Pierre	
25/7/06	La Rochelle/Rennes	P. Pierre-Pierre	
26/7/06	Repos Rennes	G. Avenel	
27/7/06	Rennes/Deauville/Dieppe	G. Avenel	
28/7/06	Repos Dieppe	G. Avenel	
29/7/06	Dieppe/Le Plessis	G. Avenel	

2007 AIRSHOWS AND AVIATION EVENTS

MONTH	DATE	PLACES	PLANES	CREW One way	CREW Return	PX	ORGANIZERS
MAY	25-27	LA FERTE	J3/NC	PPP/Pax		YES	AJBS
JUNE	2/3	LE PLESSIS	J3/NC	TOUS (Fly-in)		YES	CAF/FW
JUNE	10	NIORT	NC	PPP/Groupe Norvигie		NO	ASPAN
JUNE	14-17	POPHAM (UK)	J3	G Avenel/Pax		70 ans du J3 / NO	Piper club de France
JUNE	14 & 18	BOULOGNE	J3			NO	CAF/FW
JUNE	16/17	MONTLUÇON	NC	JY Cery		NO	Air France Fly-in
JUNE	23/24	LE LUC	NC	PPP/Groupe Norvигie		Mini PX	ALAT
JULY	8	EVREUX	J3/NC	PPP/Pax	G Avenel/Pax	YES	Armée de l'Air
JULY	13-29	TOUR DE GAULE	J3	See the TDF table		Mini PX	CAF/FW
JULY	22	COUHE VERAC	J3	During the TDF		Mini PX	Aero club
AUGUST	5	SARLAT-DOMME	NC	PPP / P Dufflot / R Gouzon		NO	Aero club
SEPT.	2	LENS	J3/NC			YES	Aero club
SEPT.	9	LA ROCHELLE	NC	PPP/groupe Norvигie		NO	Aero club
SEPT.	22/23	RENNES	J3	G Avenel/Pax		TBD	Aero club

FRENCH WING P.X.

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

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

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:

- **Barbara and Aubrey Hair** who offered three bottles of an excellent wine, after they got them signed by Tex Hill, Sandy Sansing, and Regis Urschler. These bottles were auctioned during the French Wing General Assembly, and they found buyers for a total of \$ 112.50!
A big THANK YOU! to Barbara and Aubrey!

- **Fumiko and Bernard Delfino** who took the opportunity of the General Assembly to donate, or, rather, to "sell" for one symbolic euro, the Ford Transit van they had made available to the French Wing ever since they acquired it 3 yeras ago.

The lending of this vehicle allowed our Unit to save about \$ 800.00 each year by avoiding the renting of a similar vehicle for various events like air shows.

A big THANK YOU! to Fumiko and Bernard for their generosity!

- **Philippe and Danielle Duflot and Gilles Troussard**, in other words "SKY RUNNER", have financed the replacement of the Piper Cub exhaust pipes, following the discovery of an important crack in one of the stacks.

These parts, ordered from Wag-Aero in the USA, costed no less than \$ 670.00!
A big THANK YOU! to our SKY RUNNER friends!

	€
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	66000
	64000
	62000
	60000
	58000
	56000
	54000
	52000
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	24000
	22000
	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 DUFLOT	13,00
Christian FALENTIN	15,00
Barbara & Aubrey HAIR	105,00
Claude REQUI	17,00
Kim TOLFREE	5,50
Eric JANSOÛNE	30,00
Christophe BASTIDE	15,00
David PRICE	25,00
Fumiko DELFINO	212,60
Bernard DELFINO	213,75
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	5998,81