



AIRSHOW



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EDITORIAL

As I was putting the final touch to this Newsletter, only an hour after I went to visit Philippe Dufлот in a hospital in Le Blanc-Mesnil, the terrible news of his death got to me...

We just lost a very dear friend that no one will ever replace for his personality was so special, made of kindness, imagination, and generosity. His arrival in the French Wing was the start of an important change in the development of our Association because he dared do things that none of us had tried before. And if some of his ideas were so ambitious that they never materialized, many were successfully completed, like the granting to Sabdy Sansing of the Legion d'Honneur, a project that he single-handedly accomplished from A to Z with the success that everyone knows!

Philippe will remain for ever in our memories for his willingness and his obstinacy. When we will hesitate to start such or such project, all we'll need to do is call him and we will hear him say, as he used to: "Go on guys! if you don't ask you will never get anything! All you can get is a yes or a no. If it's no, you won't lose anything, and if it's yes, it will all be for the good of the Wing!". Already, from wherever he is now, he's telling us to carry on, hoping that his passing will be one more reason for our Unit to move on and on. I can see him watching us from "up above" where he is now with Lewis and all the members who have already passed away. Together, they are watching over our Unit...

The report on the General Assembly, decentralized to Pont du Château (Another one of Philippe's great ideas!), shows how much the hard work performed in 2007 has made our Unit progressed. Philippe, despite his illness, found a way, on several occasions, to come and help those who were working on the airplanes and on the Ford Transit. We are grateful for that and we hope that his example will be followed by many members in 2008, if only to honor his memory.

The Xmas and New year holidays will be very sad for all of us, but, when I had to rework this bulletin, I kept the Xmas present I had prepared for you: an article about photographing airplanes. Happy Holidays to you all!

Bernard



THE FRENCH WING GENERAL ASSEMBLY WAS A SUCCESS, THANKS TO OUR MEMBERS WHO RESIDE IN AUVERGNE!



Photo: R. Gouzon



AN IRREPLACEABLE LOSS: COL. PHILIPPE DUFLOT PASSED AWAY ON DECEMBER 04, LATE IN THE AFTERNOON, AFTER A LONG AND COURAGEOUS FIGHT AGAINST HIS ILLNESS

COL. HERVÉ QUEFFÉLÉANT WINS A PARIS-NEW YORK RETURN TICKET FOR TWO WITH THE FRENCH WING RAFFLE!



GOOD BYE PHILIPPE!

Article and photos: B.Delfino

For the French Wing, the loss of a member like Philippe, it's first losing a friend who was ready to get out of his way to help reaching the goals of the CAF. To that purpose, he used his personal qualities made of imagination, kindness, altruism, and ebullient energy. But all these qualities would have been futile if Philippe had not been gifted with a great easiness in communicating with other people, and an aplomb which allowed him to approach any individual or any organization, whatever their importance was within today's society. This why he didn't hesitate one second to call the office of the President of France when it was a question of suggesting our dear Sandy Sansing for the highest French distinction, with the success that everyone knows.

Philippe loved aviation ever since his youngest days. Born on January 27, 1956, he used to live in the Petit Clamart, not far from the runways of Villacoublay airport, and near the place where were stowed all the airplanes which are now displayed in the Musée de l'Air in Le Bourget. He used to spend his Thursday afternoon visiting one of his friend's grand-father who was a wood-worker restoring these old machines. He allowed him, secretly, to climb aboard the Spad, Point d'Interrogation, and many other historical aircraft.

His arrival in the CAF and the French Wing, following his participation in AIRSHO 2003, was determinant in the operation of our Unit because it didn't take long for his imagination to allow



Sandy Sansing, and Danielle & Philippe Duflot

him to get from the stage of simple supporter to the one of a (very) active member, to such a point that he applied for the position of Finance Officer during the following General Assembly and was elected to everyone's satisfaction.

Philippe tackled this position head-on and got fully involved with an ardor that we never met before. This allowed the sharing of the workload and a more flexible operation of the French Wing.

In parallel, Philippe got an interest in everything that was linked to the fundamental activities of our Association, and he showed an imagination and an efficiency that was a joy to watch! With Philippe, we had acquired a "driver" whose power was a good omen.

He started a systematic quest for patrons able to help our Wing, an idea that he, himself, immediately put into practice with the approval of his partner, col. **Gilles Troussard** (Right), in the name of the courier company **Sky Runner** that they created together a few years ago.

Philippe's ardor materialized in all projects of the French Wing, from the smallest to the most ambitious. This is how he took a very active part in Sandy's reunion with the village of Puisieux en Retz and its in-

habitants (Left), in the art shows of col. **Roy Grinnell** at the Aéro-club de France and the Musée de l'Air, in the 50th Anniversary of the Naval Base in Dugny, in the Celebration of the CAF 50th Anniversary in Le Bourget, in all the air shows that the French Wing attends each year, and many others...

His action within the Board of Administration was also a determining factor, especially when we needed to imagine alternative ways of doing things when we found ourselves facing a dead end.



Alas, at the end of summer 2006, a serious illness became obvious, an illness that would take away from us this sincere and loyal friend after a little over one year of calvary. Philippe's health went down progressively until its terrible conclusion on December 4th.

Today we have memories of an exceptional man who was straightforward, fair, generous, and good, but above all a man gifted with a very rare quality nowadays: A total disinterest, which allowed him to live only for his family, his occupation, and his passion for the CAF and the French Wing to whom he gave his very best, not thinking for one second about his own welfare, and without any ulterior motive. Philippe has become an example that each one of us must follow if he or she really wants to honor his memory. Good bye Philippe, your friendship and your kindness marked us for ever!...



2007 GENERAL ASSEMBLY

Article: B.Delfino.

The French Wing General Assembly took place in the *L'Estredelle* Hotel & Restaurant in **Pont du Château**, a few kilometers from Clermont-Ferrand. Three of our members live in this area: cols. **Henri Bourrassier**, **Louis-Jean Gioux**, and **Guy Bortolus**.

Colonel Henri Bourrassier organized the visit of the French Wing by booking rooms and meals in this remarkable hotel where most members arrived on Friday afternoon, and the others on Saturday morning.

It was the very first time that we decentralized this event - a way to thank our friends for their numerous visits to Paris these past years - and no one was sure of the positive result of this decision, until it actually took place.

The following members attended this General Assembly: **Christophe Bastide**, **Didier & Henri Bourrassier**, **Guy Bortolus**, **Jacqueline Clerc**, **Claude De Marco**, **Fumiko** and **Bernard Delfino**,



Colonel Patrick Pierre-Pierre

Eric Ducreau, **Claude Gascon**, **Louis-Jean Gioux**, **Roger Gouzon**, **Marie-Françoise Le Cornec**, **Jacques Leroux**, **Léon Manoukians**, **Michel Perrin**, **Patrick Pierre-Pierre**, **John Roeder**, and **Christian Tournemine**, in other words, 19 members who drove a grand total of 7500 Miles to get to Pont du Château and drive back home, the record belonging to Marie-Françoise who travelled one thousand miles in total!

Many came along with their wife or companion, and this group enjoyed a visit of the city of Pont du Château comme as it is described later on.



Photo: C. Bastide

After a good night rest, the morning was spent with various occupations, some visiting the city, others staying in the hotel for a rest, and some preparing the meeting that started at 2:30 PM as planned. Our Unit Leader had prepared a video conference preceded by a show of some 30 pictures he had taken during AIRSHO 2007, a sample of the CD Rom that the French Wing PX is now selling for the modest price of 10 euros (\$ 15.00).

NEWS FROM MIDLAND

The projection started with a reminder of the CAF goals, the last news heard from Midland, concerning mainly the re-organization of the Headquarters as decided by the new Director **Steve Brown**.

Our Leader asked a few questions to the assembly concerning the reasons why they joined the CAF, why they remain with it, and the possible means that could be used to improve the relationship between Headquarters and the members. From all the answers given by our members, it came out that everyone of us got a commission for the ideas that our organization has adopted, and that he or she remains with it for the very same reasons, but also for the nice feeling and the friendship that prevails. The ways to improve the situation were mainly financial (Lowering of the annual dues), and relational (Venue in France of a CAF representative and consideration from our leaders).

AGENDA AND MEMBERSHIP

The meeting carried on with the presentation of the agenda, then with a thought for the four members who passed away during the year: **Lucien Goubard**, **Bill**

Katsones, **Bob Ayars**, and **"Tex" Hill**, whose portraits appeared on the screen. They were followed by the portraits of the 6 members recruited in 2007: **Matt Simek**, **Maurice Girard**, **Cédric Chanu**, **Leon Z. Thomas**, **Jean-Michel Gouffrant**, and **Emmanuel Tonarelli**.

MESSAGES AND INTRODUCTION

Each of the participants personally introduced himself, and various messages of sympathy from absent members were read, including one letter written in perfect French by col. **Barbara Hair** who warmly thanked the French Wing for obtaining her splendid Award. This letter was much applauded by the assembly.

Our Leader then gave us news about col. col. **Philippe Duflot** whose health was not too good at the time. A get-well card, especially made by col. **Christian Tournemine**, was signed by all members present at the end of the meeting.

MORAL REPORT

The moral report, closely linked to the activities of our Association and the participation of our members, presented the subjects of satisfaction, illustrated by the number of hours worked, in order to give a practical idea of the work that was carried out, a list of the problems encountered in 2007, and a series of directions for an improvement to be put into practice during the oncoming year.

The list of subjects of satisfaction included mainly:

- The number of projects achieved.
- Various interesting articles published in our Newsletter.
- The number of Sponsors of the Piper Cub.
- A rather good recruiting.
- The restoration of the Ford Transit.
- Our good relationship with HQ.
- The generous gifts made to the projects of the Wing.
- Our good relationship with the Air Museum in Le Bourget.
- A faultless J-3 operation.
- The number of hours flown.
- The popularity of the French Wing in the USA.

- The great success of the French Wing dinner in Midland during AIRSHO.
- The induction of George Chandler into the ACAHOF.
- The growing enthusiasm for the acquisition of a hangar.

The figures projected onto the screen illustrated the quantity of work accomplished during the year. These figures are not exhaustive since they do not reflect the heavy administrative work, nor the time spent travelling to and from the places of our activities:

- Ford Transit Restoration: 500 hours.
- Piper J-3 Cub: 200 hours.
- Rearwin Sportster: 850 hours (This figure includes the time spent to bring the Rearwin Sportster from Rennes to Villepinte during two trips which took place last December using the Ford Transit.
- NC 856: 650 hours.
- PX: 200 hours (Outside air show time).

In total, some 2400 hours worked, for most of them, by a very small number of members.

The biggest problems encountered during the past year are related to the very weak participation of our members in the practical work. The example of the Ford Transit restoration alone perfectly illustrates this problem since only 3 members took part in it...

Our Leader explained that he does understand the changes that life brought to our members during the year, either professional, familial, or medical, but he asked everyone to make a big effort so that we can see a definite and quick improvement to solve the following problems:

- The maintenance of the equipment and tools, including the Ford Transit, the electrical power units, the tent, the furniture, and everything that allows the Wing to operate.
- The practical work on the airplanes.
- The cleaning of the planes after each flight.
- The Rearwin Sportster restoration.
- Putting away the tent and the PX after each event.

A few members suggested during the year that we could possibly sell all the planes and buy a bigger one like a *Bird Dog* or a *Stearman* but this was immediately rejected because the price of gas keeps on rising, and the small number of active members is, for the time being, incompatible with such a possibility.

The same idea concerning the Rearwin Sportster which could be sold due to the lack of man-power was also rejected

since nothing, in this restoration, is really urgent, and the only true difficulty is simply financial. In addition, should the members of the French Wing decide to sell this plane, there are strong possibilities that it would be bought by members of our Association, with the end result that it would not solve our current problem. To close this subject, our Leader expressed his personal opinion which was immediately approved by many of the members present: Abandoning a project like this one would represent, in his opinion, a desertion from difficulties which are far from being insurmountable. He emphasized the fact that life is made of a succession of goals that we all have to reach. These goals are as many challenges which honor those who take them on, and dignify those who achieve them. Reaching these goals by overcoming obstacles, one after the other, should be the normal reaction of each of our members.

A suggestion to use the services of a technical school to help us with various tasks was made by col. **Christophe Bastide**, but the slow reaction of this process, the need to obtain original blue prints, and the total cost of such an operation, make it an important obstacle which will be more easily avoided if we ask an Association like **Memorial Flight** in Dugny, or even



The imposing Mairie of Pont du Château

a professional workshop. The subject was therefore put aside for the time being. This time will be used to study these various possibilities with the Maintenance Officer, col. **Cédric Malhaire**.

ADMINISTRATIVE REPORT

This report gave an updated list of the membership on the day of this General Assembly: 98 members which include 84 Colonels and Associate Members, 2 Cadets, et 11 Friends. Our Leader pointed out that this list of 84 colonels and Associate Members includes 4 members who haven't paid their annual dues yet, a fact that he strongly regrets since it is the cause of extra work and extra costs whose officers of the French Wing could happily do without. It will be up to the future



Photo: B. Delfino

Board of Administration to decide on a policy to ask these members to pay their dues, and, if they don't comply, to write them off the list of French Wing members on May 1st, 2008, latest.

A unanimous hands raised vote approved the suggestion that two persons should be made members of honor: Col. **Jim Adams** who helps the French Wing while its members are in Midland and organizes the annual dinner of our Unit there, and mister **Jean-Luc Jentel** who is responsible for the maintenance of our aircraft as far as the GSAC authorities are concerned, and who helped us on many occasions since we bought our first airplane.

This report was concluded by the presentation of the 2007 Board of Administration, and the changes that will come soon. The other positions which don't need an election will also see significant changes shown in the table below:

- Maintenance:** Cédric Malhaire
- Equipment:** Christophe Bastide & Michel Perrin
- Fund raising:** Future Finance Officer
- Recruiting:** Future Executive Officer
- Historian:** Jacques Leroux
- Translation:** William Davies

Col. Jacques Leroux invited all our members to help him with his task as a Historian.

FINANCIAL REPORT

The fact that our Finance Officer, col. Philippe Duflot, has not been available for the past two months, did not allow to present a financial report as detailed as it should be. However, our Leader presented the exact figures on the day of November 22, 2007, all very positive as usual. The potential value of our belongings was also presented. They include the value of our airplanes, the equipment, the tools, the aircraft spare parts, the PX stock, and the office equipment. On this occasion, the newly acquired video projector was mentioned, as well as an electronic photo-frame which will be used to promote the photos that one can find on the new CD Roms that are available from

the PX today, as mentioned above.

The moneys produced by the PX were also presented, with a total of over three thousands euros in 2007, a figure which honors our PX Officer, col. **Fumiko Delfino**, thanks to the hard work that this activity generates, and the rigor and professionalism that it calls for.

Col. **Christophe Bastide** suggested that we should adopt a new display case with the purpose of protecting the items we sell, namely the pins and the patches. This project was adopted and will be studied in depth for its practical production, with, for final goal, a unit which will be light, strong, and easy to carry.

Our Leader took the opportunity of this discussion about the PX, to mention a new painting made by **Roy Grinnell**: A splendid portrait of General Claire Chennault, honoring his friend Tex Hill, who passed away recently. Prints will be made of this painting, and will be available on canvas (Size and price available on request and finalized when ordering), or on paper, with a size of 16" x 20" (French Wing members can order the latter with a 10% rebate on the normal price of \$70.00 or about 50 euros).

PROJECTS

The projects were discussed by categories.

PROJECTS ACHIEVED

- Rearwin fuselage supporting frame.
- Ford Transit restoration.
- Roy Grinnell art show in Air France.
- Winter Staff Conference participation.
- Annual check of airplanes and CDN's.
- Replacement of ageing parts on the J-3.
- CAF 50 yerars in Le Bourget.
- Trouble-shootings on the NC 856.
- Airshows et Fly-ins (17 planned, 10 done).
- Tour de France of the Spirit of Lewis.
- Gold-plated French Wing pins.
- Légion d'Honneur for Sandy Sansing.



Col. Louis-Jean Gioux with Fumiko and Bernard



Photo: C. Bastide

- Strong participation in AIRSHO 2007.
- George Chandler's induction into ACAHOF.
- Acquisition of a video projector.
- Acquisition of an electronic photo frame.

PROJECTS CANCELLED

- 7 air shows (Technical or weather).
- Hangar in Compiègne.
- Aviation Film Festival in Compiègne.
- Morane 315 in Midland.

PROJECTS POSTPONED

- French Wing's web site.
- Sanding & painting the Rearwin's fuselage.

PROJECTS FOR 2008

- Newsletter competition.
- Winter Staff Conference in Midland.
- French Wing's web site.
- Air shows limited to 5 + 1 Fly-in.
- 250h. check on the NC856 and J-3 annual.
- Local flights of the Piper Cub.
- Restoration of the Rearwin Sportster.
- Video presentation for Le Bourget Lion's Club.
- Other video presentations: Schools, etc...
- Articles for Contrails and The Dispatch.
- Team of 6 members for the PX.
- Purchase of a hangar in Le Plessis or elsewhere.

TECHNICAL REPORT

Since the Maintenance Officer **Cédric Malhaire** was absent because of his professional occupations, the Unit Leader presented the technical report for each airplane.

PIPER J-3

The airplane behaved perfectly during the entire year, with no technical problem. The parts showing signs of ageing have been replaced as soon as we received them like the tires, tubes, bungee covers, fuel cap and oil cap. The cylinder cooling eyebrow cowls which have been repaired many times and are cracked

again will be replaced. Finally, an annual check is to be done before next May.

The Operation Officer **Patrick Pierre-Pierre** resented a summary of the 2007 operations, insisting on the Tour de France which went fine, except some caprices of the weather. Col. **John Røeder** observed that radial flights from Le Plessis would be preferable and more economical, an argument which was ardently approved by the

assembly. A raid on Toulouse was considered as perfectly possible during the summer season.

Our Leader closed this subject with the presentation of the actual 2007 budget for this plane, perfectly even except for 30 euros. The current Sponsors were kindly asked to renew their sponsorship for the on coming year, which was instantly done by the Supporting Sponsors cols. **Christophe Bastide**, **Louis-Jean Gioux**, and **Léon Manoukians**, the latter also donating 70 euros to the French Wing projects, and col. **Claude Gascon** paid his Flying Sponsorship.

NC 856 NORVIGIE

The plane needed much attention after its reception, and was the victim of several problems during the passed season. It seems that these problems will soon be solved thanks to the replacement of the capacitors and the overhall of the magneto to bobbins. The months of February, March, and April, will be spent on the 250 hours check. Our Leader closed this subject by mentioning that all expenses related to the NC 856 are supported by its co-owners, and that the plane flies to represent the CAF and the French Wing whenever it's possible.

REARWIN SPORTSTER

The amount of work created by all the projects carried out in 2007, and the great number of air shows planned added to a systematic lack of man power, stopped any progress on the sanding and protection of the airframe as originally scheduled.

Our Leader pointed out that the hundreds of hours spend manufacturing the rotating fuselage support frame will help us save time when we start this sanding operation. He also specified that the

entire program has already be re-scheduled to adapt it to this delay which is not really a delay since nothing in this restoration is urgent, especially since col. **Cédric Malhaire** was also forced to slow down the LeBlond engine overhaul.

FREE QUESTIONS

Col. **John Røeder** wished to speak and explain that he is suggesting two possible tours in 2008 and 2009. One being similar to the tour that had been suggested two years ago, in Luxemburg, which will include the battle grounds of Bastogne and various WWII museums, which would be organized by col. **Marie-Françoise Le Cornec**, col. **Roger Gouzon**, eand himself. The other tour would be a visit in Germany of several aviation museums, including the Willy Messerschmitt Foundation.

Several members declared that they would be very interested by these two projects which would take place just before or just after the summer season, thus avoiding the problems related to lodging and transportation. **Any member interested is kindly invited to make himself known as soon as possible.**

After discussing this subject, it was decided that the French Wing General Assembly in 2008 would most probably take place in Toulouse.

ELECTIONS

Our President told the assembly about the lack of enthusiasm for the positions of **Finance Officer** and **Executive Officer**, but the names of the only two candidates appeared on the screen. They are, respectively, **Claude Gascon** and **Roger Gouzon**. Since the latter was forced to resign from his position as Adjutant in order to apply as Executive Officer, the Board of Administration will nominate, before the end of the year, a substitute for a duration of one year as described in our Statutes. **Therefore, a call is made to all our members who may be interested for a one year nomination in this position.**

FRENCH WING 2007 AWARDS

The members of the French Wing who were honored by an Award for their good work and their extraordinary accomplishments are:

- JEAN-CHRISTOPHE DEBUISSON
- MARCEL FRANCISCI
- IRENE GRINNELL
- VIRGAL SANDY SANSING
- HUGH ALEXANDER III
- REGIS URSCHLER

FRENCH WING RAFFLE

This raffle had been announced early this year: Col. **Philippe Duflot** had obtained, a year ago, a New York return ticket for two, donated by **Swiss International** airline. Philippe had then wished that a raffle would take place during this General Assembly, amongst all the French Wing members who, at the date of this meeting, were up to date with their CAF and French Wing annual dues.



Colonel Henri Bourrassier with the Mayor, René Vinzio, and his two deputies.

It was col. **Jacqueline Clerc** who had the honor to draw the name of one of our members from an envelope. The winner was col. **Louis-Jean Gioux** who, being a good sport, declined this offer since his wife is unable to travel due to a serious open-heart operation. Therefore, a second name was drawn, and it was col. **Hervé Quefféléant** who won this airline trip. His joy when, two days later, he was told about it, was extreme and very sincere. He chose to travel to New York from January 12 till January 19, 2008. A big Bravo Hervé! And thank you to Louis-Jean for his generosity!

This event marked the end of this annual meeting. All our members got together again a little later for the traditional General Assembly dinner.



The Mayor and the authorities salute the veterans' monument during the firemen ceremony.

VISIT OF PONT DU CHÂTEAU

The following morning, except for some who had a long drive before them, our members went to the Town Hall of Pont du Château where the Mayor, mister **René Vinzio**, welcomed us very warmly with two of his deputies. They showed us around the city museum and the Town Hall, then the very nice Shipping Fleet museum. A firemen ceremony allowed us to listen to the excellent local brass band, and a drink was given to us in the Mairie to conclude our visit.

Col. **Henri Bourrassier** took us to the square where is standing the monument he got was erected nous emmena sur la place de Pont du Château où se trouve le monument he got constructed at his own expense, in honor of Général de Gaulle (*Below*). This magnificent monument bears a cross of Lorraine, the bas-relief portrait of the General, and his entire text of the June 18, 1940 call, which was the true start of France's return to fight.

Finally, the French Wing invited the Mayor and his wife, as well as his deputy, mister **Didier Coly**, for lunch. The Mayor made a generous donation of 50 euros to our Wing who, in return, presented the city with a print of groupe Bretagne, signed by Henri and Louis-Jean.



Photo: B. Delfino

PHOTOGRAPHY & AVIATION

Article and photos: Bernard Delfino

Did you know that of all the informations collected by our body during its dialogue with the outside world, in other terms, of all our senses, vision represents 85%?... That's why images, in all their possible forms, have always had a preponderant importance in the history of humanity. The arrival of photography revolutionized the world by allowing everyone to capture moments of life, much quicker than drawing or painting.

Most aviation lovers put this facility to good use by bringing back with them numerous pictures from the air shows they attend.

Digital photography made this hobby very accessible, leaving way behind us the inconvenient of films and paper prints which were reserved to the most experienced amateurs, and even the most wealthy of them.

Today, all manufacturers have a tendency to produce new models continuously, and many of those who have to select one of them to renew their equipment or buy their first camera and lenses have problems discerning which one will fulfil their needs for several years.



Fill the view finder with your subject! the average amateur would have walked back to include the whole plane and avoid clipping the wings, but in this picture, the wide angle lens gave an unusual point of view of this aggressive B-25 Mitchell.

In this important choice, reading one or two good magazines will be of great help, as well as the advice given by serious and professional resellers (It is preferable to avoid the supermarkets because their sales persons have often large lapses in the most elementary knowledge of photography, and, generally speaking, sell photo equipment but never use it...).

Therefore, purchasing a camera is no mean task! The current technical progresses are so fast that the manufacturers renew their catalogue every six months, with, as a direct consequence, the fact that any camera will become obsolete only a few weeks after it was bought. Today, this is inevitable, and one ought to do the right choice when he decides to buy a camera!



High speed pass at low altitude - or rather... height! - of an F-14 Tomcat. A shutter speed of 1/3000 seconde and a good panning with the plane kept in the view finder made it possible to capture the fine streamlining of this legendary plane.

Digital photography came along with many benefits, but also many drawbacks, including this one. But beware! This does not mean that your camera will stop working as its successors will appear on the market. But if you'd happen, one day, to decide to replace it and trade it in, you will soon notice that its value has decreased to nearly nothing.

In other terms, digital photography has killed the second hand market!...

In addition, the price of camera repairs is such, today, that compact cameras whose price is below \$ 250.00 have practically become "throw away" cameras. Therefore, it is advisable to get a guarantee extension if it's not too expensive and if the camera has a value of at least \$ 400.00.

BUYING YOUR CAMERA

The process for purchasing a camera is simple:

- Decide on the budget you can afford.
- Find out your exact needs.
- Try and get as much information as possible on the cameras that fit your needs (Magazines, web sites, resellers), and establish a list of plus and minus points related to these cameras. Once your choice is made, look for the best prices because they will vary from one shop to the other.

YOUR BUDGET

Deciding on a budget is a strictly personal matter which cannot be discussed here. Let's just say that if the camera that you covet is a bit too expensive, you'd better wait and save until you can afford it. Should you not wait and buy an inferior model, you will regret it badly and very soon! Finally, don't forget to include the accessories which will put the total bill up significantly: Photo bag or case, various filters, tripod, extra rechargeable batteries, extra memory cards, etc...



Picture of the CAF LB-30 Diamond Lil taken at an altitude of 6000 feet, above the layer of clouds?... Not at all! This photo was taken from the ground during AIRSHO without any blue sky, which is rare, but does help this dramatic image.

YOUR EXACT NEEDS

The needs are easy to find out. You know the subject: **Airplanes**. A nice but vast program which brings up several questions:

- Do you want to photograph them on the ground or in flight, during air displays?
- Will you take pictures in flight, from plane to plane?
- Will you be taking aerial pictures of landscapes and sites?
- Do you prefer warbirds or jets?
- Do you travel a lot?
- Are you looking for professional quality in view of a publication of your pictures, or are you simply looking for good pictures for your personal use?
- Do you intend to print your pictures in a small size to fit in your photo album, or large size, bigger than A4, with the intention to frame and display them?
- Do you prefer to look at your pictures on your TV, on an electronic photo-frame, on a computer monitor, or on paper?
- Finally, will you be using your camera in other circumstances and take pictures of your family, friends, scenery, etc...?

TIME TO CHOOSE

Let's put this straight: **The ideal camera doesn't exist!** You will only be able to compromise between your real needs and the numerous cameras which are on the market.

The type of camera will vary according to your intentions:

- Are your ambitions limited to taking pictures of airplanes on the ground, generally static? A **Compact** camera with a good definition will be amply sufficient, with the advantage that you can carry it everywhere with you. Its inconvenient is often an exasperatingly slow operation, and the lack of an optical viewfinder. Its price range will be between \$ 250.00 and \$ 650.00.
- Do you wish to catch the planes during their display before the public? Then a **Reflex** camera and a fair size and stabilized tele-zoom, at least equivalent to 300 mm in 35 mm cameras, will be a must. The price will be higher of course, and will range between \$ 1000.00 and \$ 6500.00 (!).
- Between these two extremes, you will find what is called the **Bridge** cameras whose possibilities will cover 80 to 90% of those of the Reflex but whose size and weight are much less than this "big artillery". Used wisely, they will fulfil most of your needs, but their relative slowness and a view



Above, this image with the subject well centered has no character and does not give the dimension of the space this Hellcat flies in...



Let's divide the view finder in to 9 equal parts using imaginary lines, and, whatever is the subject is, let's place it at one of the intersections of these lines, at the top left hand one in this case.



The result: The plane that flies from left to right has some space before it to "breathe", the rising sun becomes the Hellcat symmetry, and the whole picture is better balanced and harmonious.

finder which is nothing but a micro LCD screen, reduce their comfort of use. Their price may vary between \$ 400.00 and \$ 900.00, which is still reasonable. Their biggest advantage is a zoom ranging from a wide angle of 28 mm to a tele lens of 500 mm, all this in a "package" which weighs less than one pound, and a price of often less than



T-28 Trojan on landing. The panning done with a shutter speed of 1/30 second allowed the propeller to be seen as a disc, and the panning turned the back ground into a blurred picture which gives the impression of speed and brings the plane out.

\$ 500.00. A dream for most experienced amateurs who often choose to own both and use them depending on the circumstances and importance of their photos.

Beware! Whichever camera you decide to acquire, before you start using it, **read the manual over and over again!** Familiarize yourself with its innumerable possibilities. Once on a photo day, you probably won't have this manual with you, and if you do, you will need so much time to find the information you are looking for, that the picture opportunity will be long gone when you finally locate it!...

"A" TO "Z" OF PHOTOGRAPHY

To get good pictures, all you need to do is remember a few simple rules and use them of course! Even if you're not a confirmed artist, you should be able to obtain results which can be displayed, whatever the subject of your pictures is. Here is a brief list of these elementary rules...

- 1) In all cases, **photography must remain a distraction and a pleasure.**
- 2) **Before you depress the trigger**, take care of the picture composition, then ask yourself why you are taking this photo? If you find an answer to that question, take the picture!
- 3) **One is never too close to his subject:** Fill the viewfinder with the airplane you are taking a picture of. Get close! It doesn't bite!
- 4) As everyone knows - or should know - the shutter speed/diaphragm combination is used to adjust the exposure, but above all:
 - a) **The diaphragm is used to adjust the depth of field** (the zone of sharpness).
 - b) **The shutter speed is used to either freeze or blur the movement.**

These two adjustments are very important in airplane photography. Therefore, your camera must allow for manual adjustments. Choosing an automatic camera which can be set to manual is imperative. It will let you go back to an "all auto" operation for general photography.

5) If your subject does not fill the view finder completely, **mentally divide the viewfinder or screen in thirds with horizontal and vertical lines**, and place your subject on one of the intersections of these lines. Your photo will become a lot more attractive.



Nobody's perfect! This error when setting the shutter speed to 1/1500 second froze the propeller of these two P-51 Mustang. Horrible!...



After correction and setting of a speed of 1/45 second, the propellers are changed into two perfect discs: A better and more aesthetic result!

Below, three examples of the influence of the shutter speed on the propeller aspect: From top to bottom using speeds of, respectively 1/250s, 1/90s, and 1/60s. The result is obvious and makes training worthwhile!



6) **Leave some space before the subject**, "in the direction of the movement", just like you should leave some space before the eyes of the person you're taking the portrait of.

7) **The best photos are taken early in the morning or late in the afternoon**, when the light is warm and the sun is low. This provides a sense of quietude and emphasizes the relief of the objects. Thus, wake up early! Light, in the middle of the day, squashes the subjects far

too much and doesn't enhance them.

8) **Get to the level of your subject**: Just like you do - or should do - when photographing kids or small size animals, do not hesitate to get down on your knees or even to get flat on your stomach if necessary.

9) **Take your camera along wherever you go!** Sooner or later you will deeply regret that you left it behind and missed the "photo of a life time".

10) **A view finder isolates the scene you wish to take a picture of from its environment and helps you concentrate on your composition.** On the contrary, a screen forces you to extend your arms and makes you shake. And the scene surrounding the screen is full of distracting elements which do not help your concentration. Finally, a screen can be hard to see, and sometimes even impossible, in bright sunshine!

Memorize these few simple rules and put them into practice. You will soon be surprized of the result if you apply them systematically. Of course there are many more, but these ten basic ones will be enough to raise the quality of your pictures several notches.

CAPTURING AIRCRAFT

For aviation lovers, taking pictures of flying aircraft is the most fascinating of all photographic disciplines. It's similar to bird photography with the difference that the subject flies a bit faster... If your budget is \$ 1200.00 or more, you'll be able to buy the Reflex camera that will allow you to devote yourself to this passion. All Reflex cameras will let you go into semi automatic mode with priority to the shutter speed (You adjust the speed and the camera adjusts the diaphragm accordingly). They allow the use of a tele zoom whose focal length is adjustable between about 100 and 400 mm, which is stabilized (anti-vibrations), an which is fitted with an automatic distance adjustment (auto-focus), generally fast and precise.

Let us leave aside the compact cameras which, as we have seen above, can only be used for static photography. If you want, you can still try them for air display photos, but you will soon be disappointed because the lens focal length is far too short for the subject to be of a big enough size in the picture. On top of that, compact cameras are often very slow, between 0,5 to 1 second between the moment you depress the trigger and the one when the photo is actu-

ally taken - an eternity! - and you will find yourself with a whole collection of empty skies, or aircraft tails in the best cases. So, concentrate on photographing static airplanes and fine tune your compositions. It will give you a much greater satisfaction.

A Bridge camera will give you more chances to take airplanes in flight, but don't believe in miracles. There are many reasons which justify the fact that a Reflex costs between 2 and 10 times more than a Bridge. However, a photographer who knows his Bridge very well will have a thousand times more chances to take a good photo of a flying aircraft than the owner of a compact.

The Reflex camera with interchangeable lenses is, therefore, the ideal tool for action photography during air shows. For someone who can remain stable enough during the panning of an aircraft that flies before your nose at more than 200 miles per hour, and sometimes more, the result is of an amazing quality. This asks for a long practice and many errors and failures before a satisfactory result is obtained, but what a thrill when you get the photo you wanted!

JETS

Photographing jets does not represent any particular problem except for their very high speed, the difficulty residing then in your ability to keep the plane within the viewfinder during the shooting. For them, all you need to do is set your camera in semi-auto with shutter speed priority, and adjust the latter to at least 1/1000 second, which will freeze the subject. If you can fulfil these two conditions of framing and shutter speed, you will always get pictures which are crisp and pleasant to look at.

WARBIRDS AND CLASSICS

Warbird photography really represents the highest difficulty that one can imagine in photography: **The game is to get a perfectly sharp airframe, and, on the contrary, the most blurred propeller as possible, until you get a complete disc.** To get that result, only one solution: Work using very slow shutter speeds, between 1/90s and 1/30 s, while keeping the camera stable in relation with the airplane, because the shooting takes place while you are following the aircraft which flies before you at a respectable speed. An equation which is difficult to solve, unless you have thoroughly trained yourself.

To make it even more difficult, you will be using a tele lens of 300 to 400 mm focal length, which is hard to keep stable, even in the case of static photos. Ruined pictures are not rare, but you need to persevere and keep at it. Fortunately, the arrival of digital photography put an end to the waste of silver film: With it, you depress one or two switches, and bad photos are instantly erased at practically no cost.



The warm morning light when the sun is low on the horizon is perfect to give some volume to this R-4D.

PANNING

The best way to pan is to hold your camera firmly with both hands, legs slightly apart, and the elbows stuck to your upper body. To follow the aircraft in a smooth and progressive way, all you will need to move is your torso, and nothing else. Easier to say than to do? May be, but this gymnastic is very similar to shooting clay pigeons and is easy enough to master with some good training.

THE SHUTTER SPEED

An ancestral rule says that the shutter speed should, at least, be the same figure as the focal length of the lens you're using, in millimetres, in order to get sufficient sharpness. For example, a 200 mm tele lens should not be used with shutter speeds slower than 1/200s, and a 500 mm at speeds slower than 1/500s. This is only an approximate rule since, for whom who can hold a camera steady, much slower speeds than those are quite possible. In the beginning, in the case of a 300 mm - the most common tele lens - I would advise you to use medium shutter speeds like 1/125s, or 1/250s at the most. This should guarantee that you'll get acceptable pictures with a propeller whose blades are sufficiently blurred to suggest their movement. The examples on the previous pages will give you a better idea than a long explanation...

You will notice, during your attempts, that getting a blurred propeller, during a side view photo, is almost impossible. This is because, with such an angle, the linear movement of the blades, in relation to the camera, is at its minimum. A sufficient blur can then only be obtained with speeds equal or slower than 1/30s.

ANTI VIBRATIONS

Electronic stabilization of cameras and lenses, depending on the maker, will let you gain between 2 and 4 points, with a reasonable chance to get a sharp picture. If you generally got a good ratio of successful results at 1/250s, with such a system you will be able to slow down the shutter speed to 1/90s, or even less. Simply remember that **this anti-vibrations can only compensate for the vibrations that you produce, not those of the subject!**

On the ground, it is sometimes useful to use a tripod when, for example, the plane is static, with its engine running or not. It can be replaced by a monopod which is lighter and easier to carry around in your photo bag.

AIR TO AIR

The "air to air" photography, from a plane to another plane, combines all the difficulties that we have already seen, with, as a top "refinement", the fact that you will be in a highly mobile airplane: You are sitting or standing in a plane which is shaken about in all directions by the movements of the surrounding atmosphere like a car rolling over the bumps and holes of an old road. You are holding a camera fitted with a long tele lens which is unstable by definition, taking pictures of another airplane which is affected the same way as your plane is but not at the same time and not in the same direction (That would be too easy!). And you are taking pictures at slow speeds which, only on the ground would ask for the greatest



Grumman F-8F Bearcat taken at 1/45 second

possible stability!... I have to tell you that any normal photographer will only be able to get a limited quantity of good photos with a ratio of successful pictures around 20% at the very best! Shooting a succession of photos at a rate of 3 pictures per second comes very useful in such a case, and it is not rare to see these lucky photographers shoot more than 1000 photos during a formation flight that lasts less than 30 minutes!

This "air to air" discipline has one major drawback: The enormous cost which depends on the price of aviation gasoline for the airplanes, which makes it a very very expensive discipline...

SHOW TIME!

Photography is a solitary occupation. One can get to the place of shooting with a group of friends, but once the cameras are out of the bags, everyone is on his own and free to compose his pictures as he likes.

Alone or as a group, you will need to get to air shows as early as possible so that you can "take possession" of a small piece of land for the day, preferably located along the fence, which will be an ideal position for taking pictures. This positioning varies with each air show: If it is ideal in Midland or at La Ferté-Alais, many organizers tend to forget the most elementary needs of photographers, leaving them at such a distance that even the Mount Palomar telescope would not be enough to get a suitable picture of the air display!... And I'm not kidding!...

Beware of the air shows where the public area is in such a position that you will be facing the sun from the beginning to the end of the show. This is more common than one may think. In these conditions, compensate the exposition in order to avoid any silhouette effect!... Finally, make sure you have enough freshly charged batteries and spare memory cards for the day, a folding seat, a cap, an umbrella, a raincoat, some food, and ample quantity of drinking water.

Good photo hunting! And don't forget to send us your best shots. When we have enough good photos, we will publish them in a special article.

THE FRENCH WING PIPER CUB SPONSORING SYSTEM

The annual premiums and cost per hour are split as follows:

- **Flying Sponsors:** 250 Euros per year and 25 Euros per hour (Average cost per hour, over 10 hours: 50,00 €).

- **Restoration Sponsors:** 125 Euros and 40 Euros per hour (Average cost per hour, over 10 hours: 52,50 €).

- **Supporting Sponsors:** 50 Euros and 55 Euros per hour (Average cost per hour, over 10 hours: 60,00 €).

- **Non-Sponsors:** No annual premium and 80 Euros per hour.

This system, which is based on 50 flight hours for the whole year, asks for a sufficient number of Sponsors to cover the annual fixed costs of \$ 6800.00.

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

BECOME A SPONSOR!



Peinture: Roy Grinnell

SPONSORS 2008

The list of Piper Cub sponsors for year 2008 is starting to extend in a significant way (Page 12).

We sincerely wish that all the sponsors for year 2007 renew their support to this airplane. **This payment has, in principle, to be done before the end of December 2007.** A big Thank You to all of you!

FRENCH WING ANNUAL DUES

On the day of the French Wing General Assembly, four of our members had not paid their dues for the current year, a delay of 7 months!... Another reminder will soon be sent to them. It will be the last one because we already spent too much time and money on these late members.

GIFT FROM COLONEL JOHN FRANCIS

Since he could not get to the General Assembly in Pont du Château as he was supposed to, col. John Francis turned the 40 euros he had put forward for his reservation into a gift to the French Wing projects. A biog Thank You John!

EMAIL ADDRESS CHANGES

Our friend and Associate Member **William Davies** has now an email address:

< william.Davies@tele2.fr >

As well as our friend **Didier Bourrassier**:

< didier.bourrassier@wanadoo.fr >

And **Eric Janssonne** has a new one:

< eric.janssonne@orange.fr >

Like col. **Frédéric Pollicella**:

< frederic.pollicella@laposte.net >

Thank you for amending your Phone-Book manually until the next updated publication.

!!! BEWARE !!! DATE CHANGE FOR THE 2008 LA FERTÉ-ALAIS AIR SHOW

As opposed to the traditional dates of all the previous years, the La Ferté-Alais air show will not take place on the Pentecost week-end (10 & 11 May 2008), but on **May 31st and June 1st 2008.**

Please do change your plans if you had any.

AIRSHO 2008

Just as she did this year, **Irene Grinnell** is offering to organize our stay in Midland and book the hotel rooms for our members and friends in the **Holiday Inn Express**. Therefore, every member who intends to go to Midland for AIRSHO 2008, needs to tell us his needs in numbers and type of room. The arrival and departure dates can be seen later, as well as all your other particular needs, but **we do need to know, as soon as possible, how many rooms we need to book because the financial agreement that Irene will be able to come to with the hotel management depends on it.** The more people will travel, the lower will be the price of each room. Thanks for rushing your decision!

CAF WINTER STAFF CONFERENCE

The CAF Winter Staff Conference will take place in Midland on March 7, 8, and 9. Col. **Barbara Hair** will represent the French Wing and will send us a complete report of this event. Like everyone of us, she's eager to meet the new CAF Director, Steve Brown, and learn everything about his management policy of our organization for the years to come. A conference of primary importance for the CAF that Barbara will tell us about in great details, as she knows to do so well.

FROM DANIELLE DUFLOT



At the time this Newsletter was first written, our friend col. **Philippe Duflot** was still with us, and he had asked his wife to thank you all for the numerous messages of sympathy he was receiving regularly. These thoughts were a great help for him and he appreciated your compassion very much. Alas, his illness took him away rather abruptly, but your messages did not lose their value. This is why Danielle wished that this message remain in these pages, which, of course, we are doing with great pleasure.

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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.
- Norvige 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 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: € 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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We thank all Sponsors who supported the Spirit of Lewis in 2007, for renewing their help in 2008, and we ask all other members and friends who wish to become a Sponsor to send us a cheque of the amount for the level of sponsorship they will choose on the previous page. This payment is normally done at the end of December each year. To all of you, a big THANK YOU!

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