



AIRSHOW



COMMEMORATIVE AIR FORCE - FRENCH SUPPORTER SQUADRON

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Adverts

Association à but non lucratif régie par la loi de 1901, et enregistrée sous le numéro 2473 au Journal Officiel du 10 Juillet 1996.

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Editorial

A few days ago, a friend of mine kindly made fun of the fact that I accepted a 2 Euros coin from a person that does not belong to the CAF and the FSS, to help with our L Bird acquisition project. This joke was funny, but it did reveal a complete ignorance of the importance of this project, and a very short sight.

Do you know how many of these modest coins I collected over the past three years, simply by describing the L Bird project around me, to members of my family, to my friends, and to anyone who would kindly lend me an ear and listen to the description of our activities? More than 228 Euros, i.e. more than 1500,00 Francs!

Of course, one will say that this is only about 1/160th of the amount of money we need, but if the 85 members of the FSS did the same thing and managed to collect 45 Euros each, over a single year, (About 300,00 Francs), the total sum would be over 3800 Euros (25000,00 Francs)! And this, without any other effort than commenting our passion.

Now, may be, you start to understand the importance of talking about this subject around you? You will be surprised by the generosity of the people that you live with, and the sympathy they may have for our goal of remembering those who fought for our freedom.

This issue of our Newsletter is the start of a series of articles dedicated to particular airplanes. Colonel Michel Cahiez decided to concentrate on WWII french airplanes, and Colonel Jean Roeder, helped by Colonel Michel Perrin for the translation of the text written by Jean, decided to comment, one by one, the aircraft one can find on the poster designed by Jean Bellis, resulting in a one page article, which starts, this month, with the Curtiss H-75.

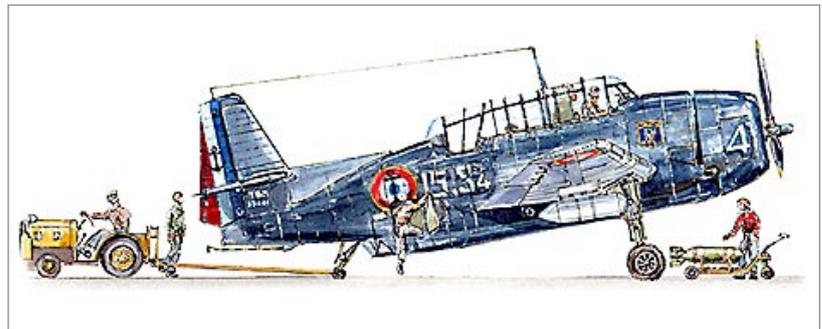
Finally, I wish to thank everyone of our members for completing accurately and quickly the survey attached to this Newsletter. This will help us a lot.

Bernard

FSS 2002 SURVEY YOUR OPINION COUNTS!

Grab the occasion given by the survey forms attached to this Newsletter to express your opinion and your preferences about our activities. What will our future be?... Which high priority projects do we need to adopt?... Are you willing to participate?... One and only one thing is sure: **YOU** will be the one deciding on this future!

Attention please! This survey also includes a section that covers Personal Information which will allow us to update our files. It is of the utmost importance that all our members fill it in carefully and quickly! Thanks for your cooperation.



AMERICAN AIRCRAFT IN FRENCH COLORS

The first of three posters dedicated to this subject, published by Editions Escadrille, in co-operation with the CAF-FSS, covers the following 36 aircraft:

Beech UC-45F, Bell P-39 and P-63, Boeing B-17, Cessna UC-78, L-19, Curtiss H-75, P-40, SBC-4, SB2-C5, Douglas DB-7, SBD, AD-4, B-26, Grumman G-36A, F6F, F8F, TBM, Lockheed Hudson, PV-1, PV-2, P-38, Martin 167F, 187, B-26, Monocoupe L-7A, North Am. B-25, P-51, NAA 57, T-6, T-28, Piper L-4, Republic P-47, Vought V156F, F4U-7, and Vultee A-35.

Starting with this issue of Airshow, and providing there is enough space available, an illustrated description of the most interesting of these airplanes will be published on a monthly basis. This month, the plane concerned is the Curtiss H-75 fighter. The data quoted in these articles are simple, typical values, rounded to the second decimal figure. Should it be different, it will be duly specified.

FLY-IN AT MULHOUSE-HABSHEIM



Text and photos: Col. Eric Janssonne

On September 15, 2001, under a bright sunshine, the airfield of Mulhouse-Habsheim was the host of a very special fly-in, dedicated to a new leather jacket named *SPITFIRE-MERLIN*.

Designed by a new swiss company, *Spitfire Clothing*, based in Basle, this jacket had to receive a first flight proportional to its name. It was, therefore, a real Spitfire that was asked to carry out this important mission!

The lucky CAF Colonels Jean-Claude Miniggio (*Below*), and Jean-Claude and Eric Janssonne, all three members of the French Supporter Squadron were invited to this ceremony.



The aircraft was the Supermarine Spitfire Mk IX (MK 912), belonging to the company specialised in Spitfire restorations, *Historic Flying*, which was chosen for this special first flight. Flown by the talented RAF General C.R. Spink (*Top right*), the airplane gave us a demonstration that is not common in France, with the jacket tightly packed in one of the wing's ammunition compartment of the Spit!



The MK 912 was received by the RAF at the end of March 1944. It was operated by the 312th Squadron in June 1944, then posted, in 1946, to the Dutch Air Force, in Java, before it was sold to the Belgian Air Force in 1953. There, it was registered SM-29, was sent to the advanced school of flying in Brustem, and transferred to the fighter school in Coxyde

where the plane was damaged in June 1953 and withdrawn from service.

Displayed for numerous years on top of a post, at the Belgian Air Force technical school in Saffraanberg, near Saint-Trond, it was purchased by aircraft collector Guy Black in 1988 and was swapped for a Bristol Fighter that belonged to the Brussels Air Museum.



The plane was finally sold in 1996 to *Historic Flying* that restored it and made it fly again in September 2000.

Among the numerous airplanes that attended this fly-in, one could notice two splendid Stampe SV4, registered F-BVOE and F-BMKL, both based in Habsheim. This event would have not been so successful without the technical help of the Mulhouse Air Service company, specialised in classic aircraft maintenance and restoration. Co-organizer of this fly-in, it made

its facilities available for the Spitfire in particular. Following such a success, the people of *Spitfire Clothing* and *Mulhouse Air Service* have decided to reiterate this initiative, in 2002, in Habsheim. All aircraft lovers can be happy about this decision.

I wish to thank *Mulhouse Air Service* and *Spitfire Clothing* for their collaboration, without which this report could not have been made.

Note: For more information on *Spitfire-Clothing* products, you can visit its Web Site at the following address:

< <http://www.spitfire-clothing.com> >





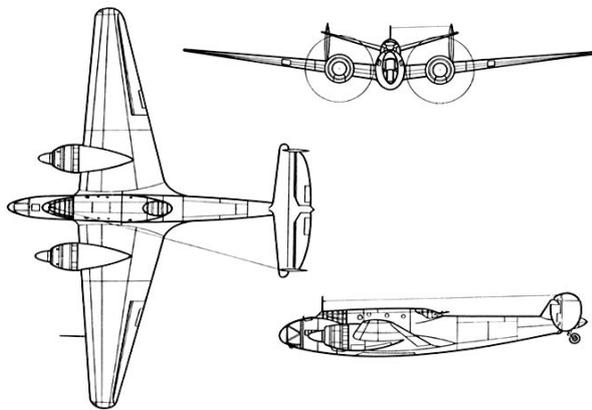
These forgotten planes...

LIORÉ et OLIVIER 451

An article by colonel Michel Cahiez - Photos SHAA

The LeO 45-01, prototype of this four-seater medium-size bomber, flew for the first time on January 16, 1937, with Jean Doumerc at the controls. Since it revealed itself as an excellent aircraft, the *Armée de l'Air* immediately ordered more than 1700 of them at the end of the same year.

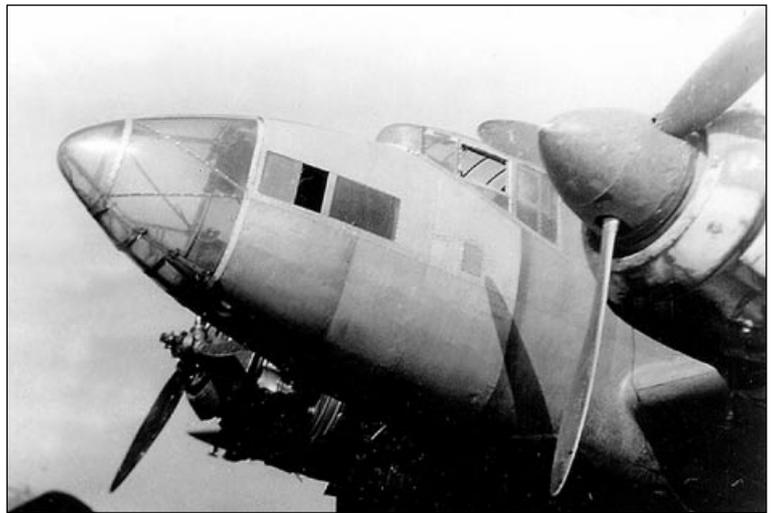
The particulars of the aircraft were an all metal construction, a wing span of 22,50 meters, a length of 17,17 meters, and a wing area of 68 m². Its engines, originally 1600 HP, were not available, and were replaced, on the prototype, by two Hispano 14 Aa 08/09. These created numerous serious problems, and failed after less than 18 hours of use! They were replaced by two Gnome et Rhône type 14N 48/49 of 1140 HP each. They allowed the Léo 451 to reach the maximum speed of 310 MPH (495 km/h), a service ceiling of 30,000 ft. (9000 m.), and a range of 1500 Miles (2300 km.). The maximum take-off weight was 11400 kilograms. The armament was composed of one HS404 20 mm canon in the dorsal turret, two machine guns in the forward station, two more in the belly of the MAC 7,5 mm type, and the bomb load was 1550 kilograms.



Nationalizations, slow production, and important delays from the sub-contractors like the makers of the wind shields, turrets, and radio-compas, combined to delay the production of the series, so that the first airplane did not fly until the end of year 1939. On May 10, 1940, the *Armée de l'Air* had only received 221 aircraft, of which only 121 were operational. In addition, the making of the aircraft required more than 80000 hours work, a figure which was eventually reduced to 51000 during production.

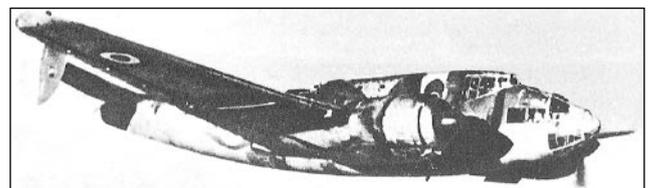
As early as May 11, 1940, these planes took part in the combats and bombed the bridges in Maestrich, Holland.

During the whole campaign of France, the bomber groups equipped with this type of



airplane used them to attack, by day, the german forces, but they were maltreated by the flak and the Luftwaffe fighters.

After the Armistice, the *Armée de l'Air* aircraft were, of course, transferred to the aviation at the service of the Vichy government. Then, in 1942, the german Luftwaffe and the italian Reggia Aeronautica got hold of them to serve as transport planes. The production of Léo 451 carried on until 1944 for Germany, under the reference Léo 451T. A total of 150 aircraft of this type were built during the german occupation.



After the liberation of France, the surviving airplanes were converted into 453H by the SNCASE, and used in various roles by the *Armée de l'Air* and civilian services, like, for example, air sea rescue, long range communications, and topographical measurements by the National geographic Institute under the reference 455PH.



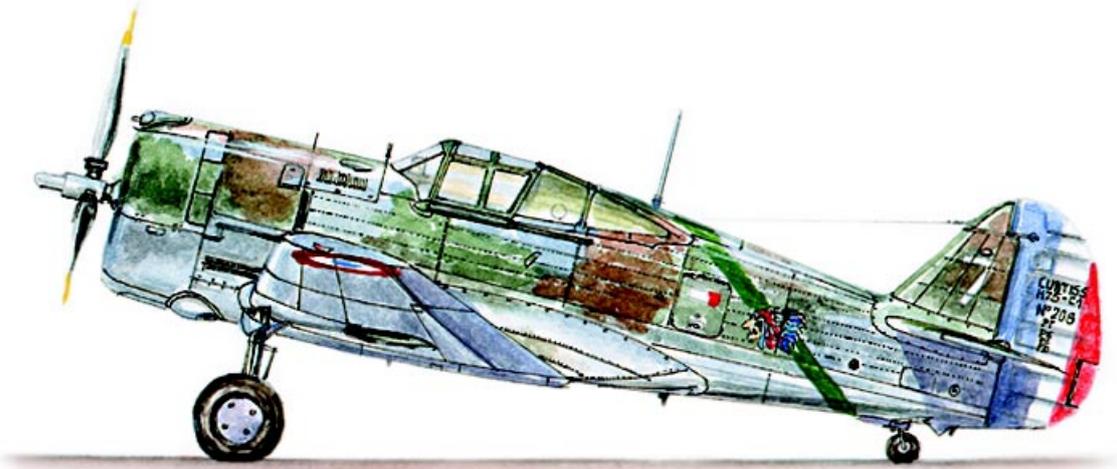


American Aircraft in French Colors



CURTISS HAWK H-75

By Colonels John P. Roeder and Michel Perrin



The design of the Curtiss Model 75, one of the first modern monoplane fighters developed in the US, had been largely influenced by Armée de l'Air requirements. From May 1938 to the collapse of France in June 1940 successive orders were placed by the French Purchasing Commissions in the US for 100 H-75A-1s, 100 A-2s, 135 A-3s and at least 285 A-4s. Deliveries began in February 1939 and all A-1s and A-2s had been supplied before the outbreak of WWII in September of that year.

By the Armistice in total 316 H-75s (6 of them A-4s) had reached the Armée de l'Air, with 291 taken on strength. 30 Aircraft had been lost on board the transport vessel when this was sunk by the Luftwaffe at La Rochelle. Another 23 had been diverted to Guadeloupe and Martinique, where they were to fall under the authority of the Vichy government, which never made any use of them.

Thus 369 airplanes had actually been dispatched from the US. Outstanding deliveries were transferred to Britain. The RAF which named it Mohawk, received 227 H-75As, originally intended for France.

Over the continent throughout the Phony War and in particular the Battle of France, the Curtiss fighter by then had written a glorious chapter in Armée de l'Air history.

The H-75 was a tough and reliable aircraft, which in spite of its relatively low speed performed well in operations. The availability in first line units at the front fluctuated between 84 and 104 aircraft. Its war record over France with 216 confirmed kills and 78 probables was remarkable, in particular as already in the beginning of the fighting it was obsolescent when compared to the German Messerschmitt 109. This was also clear to the courageous pilots who flew it. 33 of them died in action, 33 were wounded and three became prisoners of war.

After June 17th, when order was given that of the still available fighters as many as possible should be flown

to North Africa, 146 H-75s appear to have made the trip. 45 were captured by the Germans in the occupied zone of France.

Those H-75s which had succeeded to cross the Mediterranean became part of the Vichy Air Force. A few of them were ordered into the air when the Royal Navy attacked the French fleet at Mers-el-Kébir in July 1940. They actually shot down a British "Skua", which remained their only success. Vichy H-75s were again in action when on 23 September 1940 British and Free French forces attempted to land at Dakar and on the 24th, they flew cover for Vichy bombers when in retaliation they attacked Gibraltar. The last and final fight of the Vichy Air Force took place when the Allies landed in North Africa on November 8th, 1942.

At that time two groups were stationed in Morocco and one in French West Africa with 26 H-75s each. In Morocco, where most of the fighting took place, 25 machines were lost, and others were damaged during the two day confrontation with American forces.

None of the survivors was ever used in combat on the side of the Allies. Instead a number of them was relegated to flight training of F.A.F.L. (Forces Aériennes Françaises Libres) pilots. In this role they were joined by those left in the West Indies in 1940, which were shipped to Morocco during 1943-44. The type was retired from service in 1945.

DATA TABLE - CURTISS H-75 A -3

Description:	Single-seat Interceptor	
Propulsion:	1 x 1,200 hp PW R-1830 (Twin Wasp)	
Span:	37 ft 4 in	11.40 m
Gross weight:	6,010 lb	2.730 kg
Top speed:	310 mph	500 km/h
Cruise speed:	270 mph	430 km/h
Range:	820 mls	1.320 km
Service ceiling:	33,700 ft	10.270 m
Armament:	6 x 7,5 mm fixed machine guns	

Open letter to a passer-by...

By colonel Jean-Luc Vancampenhout - Illustration based on Roy Grinnell's work

During my visit to the Air Museum in Le Bourget, for the special display of Willy Messerschmitt, I noticed, as I was reading the visitors' book that someone had written that this show "was a scandal because it displayed Nazi airplanes, and it was an apology of the Nazi spirit, etc..."

I had just finished reading the excellent book written by Pierre Clostermann, who, him alone, could judge this fair combat he fought with so much patriotism.

Today, I feel like building a monument dedicated to human stupidity whose representatives would certainly include this person. But on this monument would be engraved the names of these english, german, american, russian, japanese, canadian aviators, who died because he was not there, this courageous passer-by...

"...I salute my amicable adversary, he is part of those who always acted in the full respect of fair-play and never hesitated to pay with their own life..." (General Jacques Durieux - France).

About the book "The first and the Last", General A. Galland: "...The famous british fighter pilot Sir Douglas Bader, a true national hero, a living legend like many other allied airmen, General Andrieux is now a friend of his former adversary, Adolf Galland. This can only offend those who do not know and do not understand fighting or aviation. Fighter pilots of all countries always respected their adversaries. Everything is pushing these men who share the same love for aviation, for fighting, for unforgettable air-combats, to become friends beyond borders, and that is what they have become, the germans, the british, the french, the americans, the canadians, the australians, the new-zealanders, and many others. I wish that some politicians in every country get inspired by the lesson given to them with a smile, and without even trying, by these men who are among the best..." (Note from the editor - Yves Michelet Editeur - Les premiers et les derniers - Adolf Galland. Edition 1987.

And from the preface of the book by H.U. Rudel (1951 edition), Pierre Clostermann: "This makes Rudel's work, a book that all aviators who fought with the allies during that war, will want to read. On the human side, there is one thing they will not miss out and will admire: Rudel's extraordinary moral resistance and physical courage. One must have been a fighter pilot to understand what two thousand war missions meant. If one excludes the luck factor which has to influence a figure that throws away all probability calculations, Rudel's personal courage and science of flying were unequalled. After being badly wounded on several occasions, he finally flew his last hundred missions with a leg cut up by anti-aircraft guns, a simple bleeding stump, suppurating in his plane. One can only repeat what was said in the RAF about Walter Nowotny: What a pity he was not wearing our uniform!". (Pierre Clostermann).

And these sentences, after he landed on french soil in 1944: "...There was no relief. It was always the same ones who flew so that France was present in the sky. While others... After the liberation, we carried on, to avoid the offensive feeling of purification, appetites,

servilence, and the remains of Vichy, of hate, and shorn women, to keep what was left of our illusions..."

And this superb chapter 7, fifty years later, which gives everyone a lesson: "... (May 8, 1995) I listen to the politicians who fight for a chance to speak before the microphones and the cameras to comment the event. Soon I switch off the television set. Where were they when we were dying? In Washington? In Algiers on the beach, or in Vichy, writing on small cards about the gaullists and the communists?"

And again about the respect for one's adversary: "...This sky where pity was inexistent, but where, nevertheless, subsisted some respect for the other, the one whose face, thank God, I did not see in his metal box decorated with a black cross showing in the bright circle of my eye-sight... I exhaled an unwitting "pew" of relief when the corolla of a parachute opened. Friend or foe, it did not matter, it was a brother pilot who was going to survive!... Brother pilot! The big word has been said. Yes. We had everything, these german pilots and us, to be friends, to understand each other better than the others, because we were young and we had the same love for beautiful and fast aircraft that allowed us to hungrily swallow the sky! Unfortunately, we had to kill each other to satisfy someone's madness and the cowardice of those who governed...". For Clostermann, the responsibility of this gigantic massacre that was WWII also behoved to french politicians "...These men, heirs of those who had released over France the dogs of disaster in 1940, and whose political philosophy hasn't changed... The misery of the popular songs, the labourers who worked 30 hours less than their german counterparts, and, especially, the nationalization at a bad time of our aeronautical industry, disorganizing the line production of promising fighters like the Dewoitine 520..."

The conclusion: On June 06, 1995, Pierre Clostermann did not participate on that foggy morning to the 50th anniversary of the Normandy Landing: "...We, a few british and french friends, with my comrades Jacques Remlinger and Johnny Johnson, paid an homage to those of the 125 and 126 Squadrons who never came back, operating from the small airfields of Longues, Bazenville and Sainte-Croix. Two modest monuments honored us. We inaugurated them together with our survivors, the children of the local schools, and the local authorities of the three villages. Preceded by the triumphant song of its Rolls-Royce Merlin engine, a single Spitfire flew low over us like a ghost of our past... We were the unsung heroes that nobody mentioned - The RAF and the FAFL were totally left out of the official ceremonies..."

I would like this passer-by to understand, at long last, that the war is over. Our enemies have become, for my generation, our friends. This does not stop anyone from respecting these american and british aviators, nor to thank them every time we can, for liberating us from a mad man who thought he was God. But this mad man took along with him so many aviators, whether they wore a white star, a black cross, or a blue and red circle. I often think about them when I fly in the sky that we all love so much.

REMEMBERING IS LOVING!

A report by Colonel Claude De Marco, Meuse District Representative of the Ailes-Brisées

"IN MEMORY OF THOSE WHO DIED WITHOUT EVER CAPITULATING"

It's the sentence printed on the leaflet published by the *Comité du Souvenir Français* of the County of Montdidier, succinctly presenting the "scythe blow" carried out by the Wehrmacht from May 10 till June 05, 1940 in the districts of the extreme North West of France. This shows that this "phony war" is still unknown today, especially the aerial combats!



On this morning of October 1st, 2001, 5/5th of blue sky, an homage of history to all these

Heroes Who Fell in a Glorious Sky

The ceremony for the inauguration of a monument constructed

To the Memory of the Aviators Who died for France in Picardie On Duty, in May-June 1940

was honored by the presence of the Sub-prefect, the Mayor of the town and his assistants, many other Mayors of the county, a Congressman, a city adviser, General Forget - Vice-President of the *Souvenir Français* - representing General de Percin, an Admiral, Colonel Mouquet commanding the Base of Doullens, Colonel Eral former Commander of the Base of Doullens, Lieutenant-Colonel commanding the *Groupeement de Gendarmerie* of the Somme, Lieutenant-Colonel Dewas, the Firemen Brigade, the local Police, the Red Cross of Montdidier, and many members of the general public.

The event started with a traditional parade, with the local band, led by the national flag escorted by a detachment from the Air Base of Doullens. They were followed by 53 flags and many WWII veterans of all forces, mainly Air Force, their chests covered with decorations and distinctions, over their dark blue uniform.

Madame Reine David, widow of the President, representing the *Comité du Souvenir Français* of the County of Montdidier, put down a bunch of flowers at the monument. One should notice that many children of the local primary schools were also there with their teachers, ensuring the durability of these memories.



The presence of Monsieur Eugène Charles, a gunner who was shot down over the area, and came, despite his old age, from Toulouse, to honor his comrades, as well as several family members of aviators who fell in 1940. Together, they brought to this ceremony a profound and sincere emotional authenticity.

The emotional peak was reached for whoever read the thought of Germaine L'Herbier-Montagnon, engraved on this headstone:

Space has become their vague grave. Where are they? Where will they go? One does not know, except that they accomplished the purest glory, since they are nothing else than a soul in a name...



IMPORTANT INVITATION TO HAGUENEAU

Monsieur Henri Payre, organizer of the Bucker Fly-In, has announced that this airshow will take place in Haguenau on July 19, 20, and 21, 2002. He wishes that the FSS attend this event which will include two days of private activities on the 19th and 20th, and one public day on the 21st. Roasted boar and blue sky are guaranteed, as well as an airshow. About 30 Bucker airplanes and many others are expected to turn up.

Taken by his professional activities, our Unit Leader will probably be unable to get any days off duty for these dates. He is asking that a group of at least 4 FSS volunteers go to Haguenau and represent our Organization, with a minimum equipment set (Light tent and P.X.) which will avoid renting a van.

It is important that our Unit attends this airshow. Please make yourself known and call the FSS and col. Eric Janssonne.



COMMUNIQUÉ FROM FORTERESSE TOUJOURS VOLANTE

Although the letter received from our FTV friends is not an official reply to the questions we asked during our November 24, 2001 General Assembly, it does give us some interesting information :

Any individual or Association can become a member of FTV. This does not give them any rights on the decisions concerning the future of this airplane, or the right to vote. Advertisements cannot be painted or stuck on the aircraft surface, anywhere. Flying on board this plane can only be exceptional, and, in any case, only during an event organized by the CAF FSS.

These indications are not surprising, and those of our members who managed to enjoy a flight in Toulouse can consider themselves as extremely lucky. The directors of FTV remain open to all discussions between our two Associations. In the mean time, you may become an individual member of FTV for the price of €50.00 per year. Please write to:

FORTERESSE TOUJOURS VOLANTE
Aérodrome de Cerny
91590 LA FERTÉ-ALAIS
FRANCE



SUPER CONNIE SUPPORTERS CLUB

This non-profit, french-swiss association, composed of volunteers, has bought a Super Constellation and flew it, during a 14 hours flight, to Avra Valley, Arizona, where it is currently restored. A mythical aircraft that was once part of the Air France fleet, part of the world heritage, part of the world's aviation history, considered as a historical monument in France, and probably the most beautiful piston-powered transport aircraft, it is one of five airplanes saved from the 856 Constellation built, and the only one that will be based in Europe, in 2002, with your help. To support this project, please contact:

SCSC - Patrick Danalet
Les Grands-Champs 11
F-01220 DIVONNE-LES-BAINS
email: <patrickdanalet@wanadoo.fr >
Site web: <euroswww.superconstellation.ch >
Cotisation annuelle: € 80,00

THE WARBIRDS HAVE WON!

Common sense and some good political pressure recently prevailed on Capitol Hill, and saved the life of hundreds of Warbirds!

Those who are not aware of american political life probably ignore that a terrible danger threatened the world of aviation collection during several months.

It started in year 2000, when some powerful people proposed a demilitarization in the USA. This proposal was rejected in October 2000, but it reappeared last September, obviously because of the terrorist attacks on New York and Washington. This project has, once again, been rejected because it was not possible to find an agreement.

We can thank everyone who fought to save the world of history and aviation that this project would, no doubt, have assassinated. Imagine life without airshows like the ones we love, without Tora Tora Tora, without Fifi, without all these national and international flying treasures! We could have said good bye to the CAF and its great ideas.

The purpose of this project was to keep military surplus away from potential terrorists, but its contents was so wide that it would have allowed the demilitarization of any military equipment, even though it had been purchased legally, including ground vehicles (Jeep, etc...) and, of course, all Warbirds. This would have meant the end of museums, private owners, historical groups, and could have led to a simple confiscation.

As you can guess, this project for a new law, raised a whole wave of protest from collectors, museums, airshow promoters, and the general public. The CAF played a great role and asked all its american members to write to their respective senators and express their disagreement. Fifty members of the House of Representatives signed a letter asking for the immediate removal of this project, and several wise senators helped, with convincing arguments, to withdraw this killer project.

It is not our habit to mix politics and our Association, but one must admit that this time, politicians are forcing us to mention their mistakes.

We wish to remind our european readers that they are not immune from this kind of risks. Short-sighted politicians are legion and control most of our planet. They are the same as those who decided, during history and in every country, to destroy thousands of rare and irreplaceable airplanes.

A big THAN YOU to those who helped removing this project. It was a very very close shave!

The FSS P.X.

The following articles are available against payment by cheque to the **French Supporter Squadron**.
(N.B.: **Postage is extra**).

- Official Squadron patch: € 9,20.
- "Gioux" type Squadron patch: € 6,10.
- FSS pin, cloisonné, 5 colors: € 9,20.
- Pins epoxy, various: € 5,50.
- Pins cloisonné, various: € 7,60.
- Painting "Lloyd's Dream" 50x76cm: € 40,00.
- Painting "Lloyd's Dream" 50x76cm. framed: € 55,00.
- 100 sheets of paper with your letter head: € 8,00.
- Color Pictures (B17, B25, etc...) 30x45cm: € 7,70.
- Color Pictures (B17, B25, etc...) 30x45cm framed: € 20,00.
- T shirt Piper CUB, 170 grams, Hanes, XL € 16,00.
- T shirt cartoon P40, 170 grams, Hanes, XL: € 16,00.
- T shirts: Other sizes available on order.
- T shirts illustrated with the picture of your choice (Maximum size A5): Send in your picture and we will make the Tshirt of your dreams (Warning! Only send pictures that are totally free from copyrights): € 12,00.
- Color aircraft profiles 15 x 20 cm. pre-framed: *North American P51D Mustang, Republic P47 Thunderbolt, Boeing B17 Flying Fortress, B24 Liberator, DC3 Dakota, Avro Lancaster, Fairey Swordfish, T6 Harvard, Handley-Page Halifax, PBV Catalina, Hawker Hurricane, BF 109 G2, and two modern jets, the Corsair 2 and the Starfighter*: € 3,80 chaque.
- Warbird cards: € 3,80 chaque.
- Video cassette of sequences filmed in Midland (55mm) VHS PAL: € 16,00.
- Large format paintings by Col. Eric Besançon: F4U Corsair and Messerschmitt 262 night fighter: € 31,00.
- Poster of 36 WWII airplanes painted by Jean Bellis, 61x81cm: € 9,20 (FSS Members) € 12,50 (Non Membres).

EXTRAORDINARY SALE

The French Supporter Squadron P.X. is selling several brand new Armée de l'Air leather flight jackets, made of first class quality leather. These jackets are of the 96 (Or 48) size, "L" and "XL".

The P.X. is selling these jackets for half the normal price, that is to say: € 170,00 (Or 1115,00 Francs).

If you wish to reserve one of these leather jackets, please call the FSS on 01 48 69 04 57 (Telephone and Fax), or send an email to: < bdelfino26@aol.com >.

This offer being limited, we can only advise you to make up your mind as quickly as possible!

A TEMPTING OFFER

**1944 NORMANDY LANDING BEACHES
GRANDCAMP-MAISY (14)
FOR SALE: 3 ROOM FLAT, TOTALLY
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No recruitment of Colonels to this date



L BIRD SPONSORS - FEBRUARY 2002

EXTERNAL SPONSORS

AVIATION CLUB DE FRANCE - LE PUBLIC SYSTEME CINÉMA
LE FANA DE L'AVIATION - SCHOTT NYC

INTERNAL SPONSORS

(Par ordre chronologique)

		F	€
Marcel FRANCISCI	2652,71		
Bernard DELFINO	2118,12		
Jacques PERAGALLO	604,68		
Sandy & Connie SANSING	1768,40	250000	38112
Cédric MALHAIRE	166,17	245000	37350
Claude REQUI	1134,98	240000	36588
Michel CAHIEZ	426,86	235000	35826
Julien LEPELLETIER	283,71	230000	35063
Fumiko DELFINO	339,20	225000	34301
Jean-Jacques SAHUT	152,45	220000	33539
Lewis & Buntly BATEMAN	864,08	215000	32777
Stéphane DUCHEMIN	136,44	210000	32014
Serge CLODORE	53,36	205000	31252
Daniel CLODORE	53,36	200000	30490
Jean-Paul MERLIER	67,08	195000	29728
Jean ROEDER	525,95	190000	28965
Roger VAUCAMP	266,79	185000	28203
Daniel & Lucie SAUVAGE	203,52	180000	27441
Patrick PIERRE-PIERRE	590,74	175000	26679
Marcel et Liliane RUPPERT	291,16	170000	25916
Christian FREZARD	76,22	165000	25154
Jean-Christophe DEBUISSON	198,18	160000	24392
Michel BON	53,36	155000	23630
Dons anonymes du PUBLIC	340,89	150000	22867
Paul BARLAND	152,45	145000	22105
Ron WESP	609,80	140000	21343
Christian & M-France FALENTIN	152,45	135000	20581
Christian TOURNEMINE	76,22	130000	19818
Didier CARDINAL	163,12	125000	19056
Louis-Jean GIOUX	80,80	120000	18294
Eric DUCREAU	60,98	115000	17532
Eric JANSSONNE	218,00	110000	16769
Henri BOURRASSIER	83,85	105000	16007
Jim LUX	411,61	100000	15245
Jean-Claude MINIGGIO	60,98	95000	14483
Christophe BASTIDE	586,93	90000	13720
Yves DONJON	265,26	85000	12958
Guy ROBERT	198,18	80000	12196
Centex Wing	26,68	75000	11434
Christiane HÉBERT	304,90	70000	10671
Yuri DELFINO	118,45	65000	9909
Kim TOLFREY	176,84	60000	9147
Georges VAN HOVE	76,22	55000	8385
Terran TIDWELL	118,91	50000	7622
Yves HOUSSIN	152,45	45000	6860
Jean-Jacques VAUCHER	243,94	40000	6098
Bernard PIERACCI	76,22	35000	5336
Eric BESANÇON	83,85	30000	4573
Hervé CHERRY	76,22	25000	3811
Bob & Lil AYARS	59,46	20000	3049
Giovanni COMIS	163,85	15000	2287
Peter LANGRIDGE	22,87	10000	1524
Jean-Claude PETIT	31,25	5000	762
Claude GASCON	152,45	0	0
Nicolas LIBIS	141,02		
Gilles AVENEL	198,18		
Gilles BAILLOT	45,73		
Patrick GREMEZ	45,73		
Isabelle LESSER	99,09		
Roy GRINNELL	137,20		
Alphonse THIRY	38,11		
Posters US Aircraft	70,99		
Intérêts Bancaires Annuels	1035,48		
TOTAL	20185,14		

CAF FRENCH SUPPORTER SQUADRON

2002 SURVEY

In view of further improving our Unit activities, and help the members of the Board of Administration to adapt themselves to your wishes, we would like all our members to answer the following questionnaire, and send it back by mail to the FSS headquarters, 19 rue de Cannes, 93600, Aulnay sous Bois, France, **before February 10, 2002**. The couples should send back one copy per member.

Since this survey is also a good occasion to update our files, we ask ALL OUR MEMBERS to fill in carefully and fully, using upper case letters, the information that concerns them personally.

Wishing to satisfy all readers of our Newsletter, whether they are CAF and FSS members or not, we will be happy to also receive this questionnaire from them after they have answered all or some of the questions.

Please use brief and precise answers, but if you wish to develop a particular subject, use the back of these sheets.

Your comments and personal information will only be used within our Association and its activities.

NAME & FIRST NAME:	CAF #:	
DATE OF CAF COMMISSION:		
ADDRESS:		
HOME PHONE:	MOBILE PHONE:	FAX:
eMAIL:		
DATE OF BIRTH:		
CURRENT OCCUPATION:		

1) Do you think that the French Supporter Squadron should change its name? If yes, what is your suggestion, and why?

2) Referring to the list of current projects listed on the following page, which is the one (s) you really wish to get involved in?

3) Are you ready to spend time and energy for this (these) project(s)?

4) Please list the project that you think the FSS should adopt during the next three years:

5) Please list the project that you think the FSS should adopt in a far future:

6) Amongst your friends and relations, do you know anyone who could help the FSS reach its goals, thanks to their occupation, hobby, or relations? If yes in what branch and how?

Thanks for sorting out, according to your own preferences, the following projects, **already completed or in progress**, by giving them a mark from 1 to 17 - Number 1 being your favourite - and adding a short comment if you feel it deserves one.

A- Representing the CAF during airshows, with our booth and P.X.

B- Publication of the FSS monthly Newsletter, in color and two languages.

C- Creation and regular update of the FSS Web Site.

D- Group trips to Midland.

E- Group visits of museums or other aeronautical places of interest.

F- Creation of a permanent French Aviation display in the Midland AAHM.

G- Publication of a French Veterans Heritage Book.

H- Commemoration of Mission 441 in Toulouse, and publication of a book that will tell the story of this mission and commemoration.

I- Acquisition of an aircraft of the L Bird type.

J- Acquisition of an other aircraft for restoration.

K- Participation of the Squadron's future aircraft to airshows and fly-in's.

L- Cooperation with other CAF Units for common projects, and if yes, which ones ?

M- Organization of visits of the Normandy Landing beaches for CAF members and their families and friends.

N- Looking and acquiring memorabilia for the creation of a small FSS museum.

O- Recruitment campaign for new members, either Colonels or Associate Members.

P- Organization of a photo contest on a precise aeronautical subject, namely Warbirds.

Q- Organization of an annual contest made of questions related to WWII aviation history.

R- Creation of a "bank of ideas" contest made of suggestions that would help promote the CAF and the FSS (Public information, recruitment, conferences in school, air bases, aero-clubs, etc...).

The few following questions should help us improve communication between us, and know you better.

Do you use a computer, either Macintosh or IBM PC ? If yes, which one ?

Are you linked to the Internet ?

If you are, do you receive our Newsletter via email ?

If not, do you need help to adopt this modern and fast way of receiving it ?

Do you use the CAF-members-only Web Site ?

If you do, do you download Contrails from it ?

If you do not own a computer, do you expect to buy one soon ?

Would you like our Newsletter to publish an article about computers and the choice of a computer ?

If you use a Minitel, do you know that you can receive emails with it (email = Electronic mail) ?

Do you have any aeronautical qualifications related to flying, maintenance, legislation, safety, etc...?

If you do, thanks for listing them on the back of this sheet (Licence number and type, Certificate, etc...)

Are you willing to use your personal car for the FSS activities ?

If you own an aircraft, are you willing to use it for the benefit of the FSS and help representing the CAF ?

If you do, what type is this aircraft ?

Do you own a digital video camera ?

Do you have the necessary computer equipment for making digital films (Computer and software) ?

If you do, would you like to be responsible for the making of a video tape or DVD that the Squadron could sell to the public and our members ?

The following questions will help us better measure the moral situation of our members, and know their most secret wishes, even if they seem to be impossible today. Do not hesitate to send us critics and suggest changes, if, of course, you believe they are justified.

From a general point of view, are you happy with the actions and initiatives of the FSS ?

Do you think that the members of the Board of Administration correctly do the work they are responsible for ?

How useful do you feel within the FSS? Do you feel fully integrated within our Squadron? And why?

Do you believe you can make yourself understood within our Squadron, and why?

Would you like more meetings to take place, in addition to the ones we hold during airshows and our annual General Assembly ?

If you haven't yet become a supporter of the L Bird project, can you tell us why?

In a near or far future, would you be happy to apply for a job in the FSS Board of Administration (Adjutant, Finance Officer, Executive Officer, Unit Leader) ? Which one?

In a near or far future, would you be happy to apply for a function in the FSS (Maintenance Officer, PX, Historian, Operations, Safety, etc...) ? Which one?

Other comments of your choice...