



Airshow



Bulletin mensuel du French Supporter Squadron de la Commemorative Air Force

Volume 8 - N° 2 - February 2003

Editorial

Winter is, usually, a quiet period during which one takes a chance to eliminate the efforts accumulated during the Summer season and its air shows.

However, our Unit does not become static, since it must get ready for the on-coming season. Many of its members have specific tasks to perform, starting with the members of the Board of Administration and the L Bird Committee.

This is why we took this opportunity to ask all our members to fill in a small questionnaire which will help us update our files, and to hear about everyone's opinion on the current projects and those to come.

I beg each of our members to answer these questions as seriously as possible, and I thank them all sincerely. The limit date of January 20 which was printed in our last month issue was an error, and it should have read January 30. In addition, this issue was released very late in the month. Therefore, we decided to push this date back to February 20.

This issue includes very interesting articles from our friends Michel Cahiez, Michel Perrin, Jean Roeder, and Eric Janssonne. The latter had sent these articles several months ago, but, due to lack of space, we had to delay their publication. This is not so bad because they do bring a bit of sunshine during these very sad days of bad weather.

Finally, as one can see, I would like to congratulate our Cadet, Julien Lepelletier, for all he is doing for the FSS. He just started a new occupation: "Electronic" painting on his computer, and he started producing aircraft profiles of a great quality. This task comes in addition to those he already took on previously, like the future FSS Web Site, a really arduous one indeed!

Bravo Julien! You have become an example for all our members, and you have proved that when one really wants to achieve something, it can always be done.

Bernard

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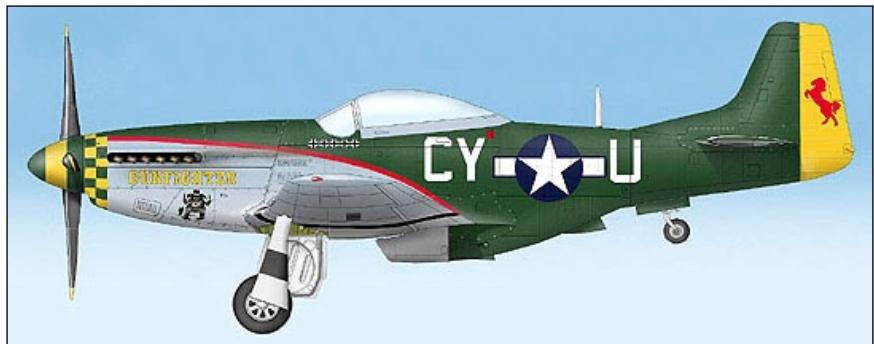
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JULIEN LEPELLETIER: AN ARTIST IS BORN!

OUR CADET, JULIEN LEPELLETIER, BETTER KNOW FOR HIS NICK-NAME "JUJU", HAS DISCOVERED A NEW GIFT AS "DIGITAL" PAINTER, AND STARTED PRODUCING AIRCRAFT PROFILES AS GOOD AS THE BEST PROFESSIONAL PRODUCTIONS.



Peinture : Julien Lepelletier

THE MUSTANG PRINTED ABOVE IS ONE OF HIS EARLY PAINTINGS WHOSE ORIGINAL SIZE IS TWENTY FIVE TIMES THE SIZE OF THIS PICTURE.

SUCH A RESULT REQUIRED DOZENS OF HOURS OF PRECISE WORK, AND JULIEN PROMISED TO SURPRISE US BY OTHER PROFILES EVEN MORE REALISTIC.

THE BEST APPRECIATION THAT JUJU RECEIVED CAME FROM ROY GRINNELL WHO STATED THAT THESE PROFILES ARE EXCEPTIONAL AND VERY PROMISING FOR THE FUTURE... BRAVO JULIEN! THIS IS A PICTURE THAT SHOULD, NO DOUBT, PLEASE OUR FRIEND REGIS URSCHLER, THE PILOT OF GUNFIGHTER.

**NEW DATES FOR AIRSHO
27 & 28 September 2003**



An article by col. Michel Cahiez - Photos SHAAC.

The Latécoère 298 was the answer to a specific order from the Marine Nationale, in view of replacing its Latécoère 290. Designed in 1935, the prototype took to the air on May 8, 1936.

Of all metal construction, except for the flying controls which were fabric covered, the aircraft was a low wing monoplane fitted with slotted ailerons and flaps. The prototype was sent to Saint Raphaël on September 25, 1936, where it stayed until October 25, 1939. There, it went through numerous tests of various equipment, including the Alkan auto-pilot. Simultaneously, it was used for training the pilots who would operate the production planes.

All production types were fitted with the Hispano-Suiza 12 Ycrs-1 engine, producing 880 hp. The aircraft maximum speed was 290 km/h (180 mph), its service ceiling was 5900 m (19700 ft), and its maximum range was 855 km (1367 miles).

The armament included two wing-mounted 7.5 mm machine-guns, and one operated by the observer. All three were of the *Darne* type. The internal bomb bay could hold a 738 kg (1477 lbs) torpedo, or two bombs of a total weight of 550 kg (1100 lbs), or three depth charges.

On May 10, 1940, the Aéronavale had a total of 335 aircraft in service. Until then, they were used for coastal and territorial waters surveillance. The 6 squadrons operating ten Latécoère 298 each - The T1, T2, and T3,



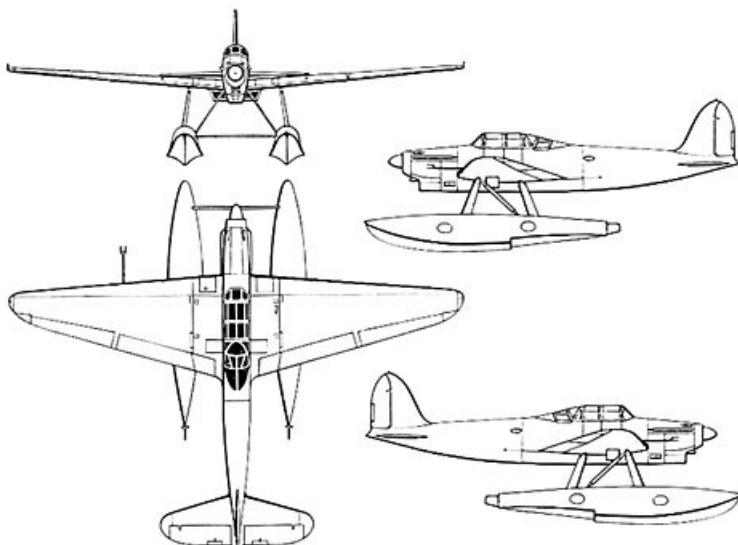
based in Cherbourg and Boulogne sur Mer, and the T4, HB1, and HB2, based on the Mediterranean coast, had to change for a different type of targets. Threatened by the enemy progression, the planes based in Boulogne moved back to Cherbourg on May 21, 1940, and started dive-bombing and strafing missions on the German tanks.

The day of May 23, 1940, is a perfect example of the combat missions flown by these airplanes whose crews showed an abnegation and an outstanding spirit of sacrifice, a braveness that became common during the Battle of France.

05:00: Six Latécoère 298 commanded by Lieutenant de Vaisseau Marraud take-off from Cherbourg for Abbeville where enemy tanks have been spotted. Unable to locate them, Marraud receives the order to attack and destroy the bridge at Noyelles sur Mer. They are received by an unexpected and extremely murderous flak which stops

the planes from hitting their target. Every plane is hit: Marraud is forced to land not far from the mouth of river Somme, his two crew members are wounded. A Navy boat picks them up after some time. The other five planes get back to their base, but many of the crews are wounded.

10:05, that same day: Four Latécoère 298 belonging to the T2 squadron, commanded by L.V. Lamiot, take-off from Cherbourg to attack tanks in the area of Boulogne/Samer. Flying over Dieppe they watch the attack on the city by some Heinkel III. Lamiot attempts to fire at an isolated He III to no avail. The He III is faster than the Latécoère 298!... Arriving in the area of Hesdigneul, the planes are attacked by nine Me 109. All airplanes are hit and drop their bombs in a hurry on German infantry below. Lamiot's plane is on fire, and the pilot manages to land not far from Boulogne, some distance away from



the cape of Alprech. On board, radio operator Paul has been killed, and the gunner Thenaizie is seriously wounded. Aboard E.V. Huet's 298, the gunner who never stopped firing, has finally been killed. The pilot orders the radio operator to bail out, and manages to land near Lamiot's aircraft. The survivors are rescued by the trawler "Fructidor" coming from Boulogne. Pilot Chauby's aircraft, hit in several places, successfully lands at his base. The gunner Payol is badly wounded. Halgand's float-plane has simply disappeared. It will be found two days later not far from Boisjean (Right).

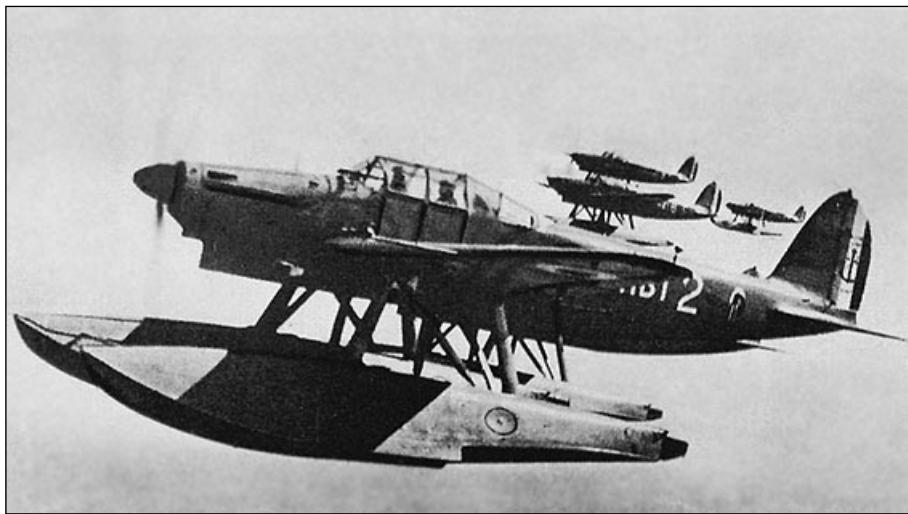


Latécoère number 4 of squadron T2, flown by Halgand, disappeared during the attack on Boulogne sur Mer on May 23, 1940.

It was found two days later at Boisjean (Pas de Calais). The pilot, Halgand, had crash-landed the plane. His radio operator Thenaize and himself were taken prisoners by the Germans. Gunner Tassel had been killed during the flight, after he had shot all the ammunition there were available.

12:15: Four Latécoère 298 take-off from Querqueville under the orders of L.V. Jourdain. Their target is the Fort de la Crèche near Boulogne sur Mer. The bombardment is accurate but, as opposed to what intelligence said, the fort has not yet been taken by the enemy...

15:00: Four Latécoère 298 leave Cherbourg, commanded by Capitaine de Corvette Suquet. Their target: The bridge at Noyelles sur Mer, still intact. After the attack, the



bridge is still standing. The rail-road has been hit, but the Latécoère 298 have to fly back to their base. Until the end of May 1940, the Latécoère 298 flew various missions of convoy escort, coastal surveillance, and even mail flights between France and Great Britain.

On June 10, 1940, L.V. Lamiot takes three Latécoère 298 for a night bombing run on some German tanks South of Abbeville. The attack appeared to be successful, but darkness hampered any observation of the results.

Days like these went by, until June 18, 1940. On the 20th, all aircraft had left the Cotentin area and regrouped on the base of Lanvœc-Poulmic, in Brittany, for a final flight to Hourtin and Berre, in the south of France. The planes based in Berre bombarded Genoa on

several occasions, and Squadron HB1, based at Oubeira, Tunisia, attacked Italians cruisers several times.

In August 1940, the Aéronavale had 75 Latécoère 298 in service. Squadrons 1T, 1HT, 2HT, and 12S, were disbanded, and two new squadrons, 5T and 6T, were formed and sent to Dakar by the Vichy Government in July and in August.

In March 1942, the German Armistice Commission authorised the production of Latécoère 298 to resume. The Berre factory personnel did all they could to slow down the production, so well that the Germans never received enough aircraft to form a Unit.

In November 1942, the Vichy Government had squadrons 1T, 2T, 3T, 4T, 5T, and 6T, under its orders. The latter two being based in Dakar. The 3T and 4T were disbanded, and the planes were captured by the Germans. The other operated on the Mediterranean theater, mainly in Western Africa. In 1944, squadron 2S was collaborating within the Coastal Command, with the anti-submarine Wellington. These were chasing the submarines, and the Latécoère 298 made the attacks. Squadron 2S was then transferred to Saint Mandrier, near Toulon. Thanks to planes discovered in Berre, when the Allies moved in land, a second Unit, the 3S, was

formed in Saint Mandrier in April 1945. Meanwhile, the Latécoère 298 based in Hourtin, carried out missions over the Atlantic, chasing armed German trawlers.

Showing an amazing longevity, the Latécoère 298 continued in service with the Marine Nationale. All airplanes, but three, were scrapped in 1950. Two of the survivors were used in the Navy's aircraft mechanics school in Rochefort. The third one ended its career after a boat show in Paris, in 1951.

The Latécoère 298 was famous for its sturdiness. It could take many hits before showing signs of weakness. It's a sure fact that the number of victims, among its crew members, during the Battle of France, would have been much greater without this sturdiness.

SECOND FLY-IN OF BÜCKER IN HAGUENAU

Text & photos: Col. Eric Janssonne

As opposed to last year's event, the Bücker and nice weather were both present for this second Fly-In.

Not less than 25 Bücker gathered together under a bright sunshine during the week-end of July 19, 20, and 21, 2002, on the Alsace airfield of Haguenau, North of Strasbourg. Such a gathering is a record in Europe, and probably in the whole world. The preceding one was held by England with 17 Bücker in North Weald.



If the participation of German, French, and British Bücker aircraft was sufficient, one can regret the weak participation of the Swiss ones, since only three aircraft were present. One can also regret the absence of Bücker 133 Jungmeisters. Two were expected, one from Switzerland, and one from France, but both cancelled their trip due to technical reasons.

A few interesting classic planes also came to this aerial feast, like the Nord 1101 Noralpha, F-BLQU, belonging to Aéroclub Jean Bertin in Chavenay, flown by François Devin, and the Auster Mk 5 D-ELYD, belonging to Hans-Peter Fehrenz.

Friday and Saturday, the event was not open to the public, and consisted of arrivals and local flights. The latter allowed the Bücker pilots to discover the magnificent area of the Northern Vosges, the banks of river Rhine, the rich Strasbourg area, and, from a general

point of view, the splendid green colors of the Alsace countryside.

One was also able, on Saturday, to watch the perfect aerobatics performed by Bücker aircraft, especially Englishman Peter Brand flying his Jungmann, G-EMJA, and also French pilot Daniel Brunel and his magnificent F-AZVS. Another peak of this Saturday, was the impressive and unique show given by 18 Bücker flying together over the airfield of Haguenau!

Like some famous Gauls depicted in a well-known cartoon, the Bücker fans gathered together in the evening for a dinner made of wild boar!

Sunday was a public day, and many came to watch the in-flight display of the many different types of Bücker aircraft, and the demonstrations of the T-28 Fennec, F-AZKG, and the Aero L-39 Albatros ES-YLN, flown by Georges Kern.



The other good surprise of this Sunday, was a visit by a very rare Czech twin-engine Let L-200 Morava, built in 1965, belonging to a German collector based in Freiburg, near the France-Germany border. He was coming from another airshow, the RSA in Chambley, where it won a prize for its excellent restoration.

Like it always happens in this kind of event, the pilots and owners of these Bücker, progressively left for home some time during this Sunday, happy about their participation to an event which was exceptional from all aspects.

We wish to thank Hans Krauss and Henri Payre, as well as the volunteers of the Haguenau Aeroclub. Bravo gentlemen!

MULHOUSE OLDTIMERS 2002

Text and photos: Col. Eric Janssone

Sunday September 8, 2002. A bright sunshine welcomes the second issue of the *Mulhouse Oldtimers Fly-In* organized by the *Mulhouse Air-Service* company, and myself, on the small airfield of Mulhouse-Habsheim where 23 aircraft arrived from all over Europe (England, Germany, Switzerland, Luxembourg, and France).

Among the most famous airplanes that participated were two warbirds, a Spitfire MK. XIV, of the *Fighter Collection* in Duxford (Great Britain), flown by Cliff Spink, and a Yak 3 belonging to German aircraft collector Hans-Joachim Meier from Freiburg (Germany).



Meier brothers, well known German collectors, bought it from him. The aircraft was put in a container and placed aboard a ship to cross the Atlantic. It arrived in Hamburg on February 13, 2002, and flew again, for the first time in Europe, on June 18, 2002.

One could also admire other, less spectacular, but nonetheless rare, if not unique, aircraft, like the Aer Macchi MB 308, F-BEHM, belonging to Knauss and Muller, based in Colmar-Houssen. This small Italian two-seater was built in 1947, and is the only one airworthy of the three aircraft of this type remaining in the world. Another rare bird is the magnificent Luscombe 8A Silvaire built in 1946 (HB-DUX), owned by Swiss pilot Victor Bertschi, based on the near-by airfield of Bâle-Mulhouse. The Cessna L-19 Bird Dog (LX-PAC) belonging to Camille Montaigu from Luxembourg, drew the crowd because of its good state and its original equipment dating from the time it served in Africa with the Aviation Légère de l'Armée de Terre.



The Supermarine Spitfire Mk XIV MV268 [JE-J] (MV293/G-SPIT) which was present was built at the end of 1944 in Keevil. It was kept in storage by the RAF until early 1945 before it was sent to the 33 MU based at Lyneham, and was sent to India. Its story within the Royal Indian Air Force is not known, but it reappeared in the seventies in Blackbush (England), thanks to Doug Arnold and his *Warbirds of Great Britain collection*. Then, it found a new owner: The *Fighter Collection* of Stephen Grey who completed its restoration in August 1992. In 2000, it changed its livery for aircraft MV 268, JE-J, of RAF Ace Johnnie Johnson, in time for the *Flying Legend* air show in Duxford.

Yak-3M, serial number 0470107, D-FJAK, is, in fact, a replica built in 1996, based on authentic blue prints, in the Yakovlev plant, in Russia. Fitted with an American engine, Allison V-1710 giving 1240 hp, in place of the hard-to-find Russian Klimov engine. This aircraft had been flying in the USA since 1997, and belonged to American collector Bob Hannah, in Caldwell (Idaho). The



This Fly-In was also the occasion to see the latest restorations being carried out by the Mulhouse Air Service company, famous for the high quality of its work, thanks to its chief mechanic André Kieffer and his team. They restored aircraft like the Falco F8L N°206 (D-ENO) built in 1959, belonging to Patrick Martin. Its restoration had started at the end of year 2000, and did not finish until a week before this Fly-In. Mister Martin also displayed four Stampe of which he is a great specialist, during this event.



In addition to these planes, the participants had a chance to discover the beautiful Alsace scenery, and the food specialities served during the lunch, in the Mulhouse Air Service hangars. Happy about the favourable comments received throughout the week-end, the organizers promised to immediately get to work on the next Fly-In which, apparently, will be dedicated to the Stampe.

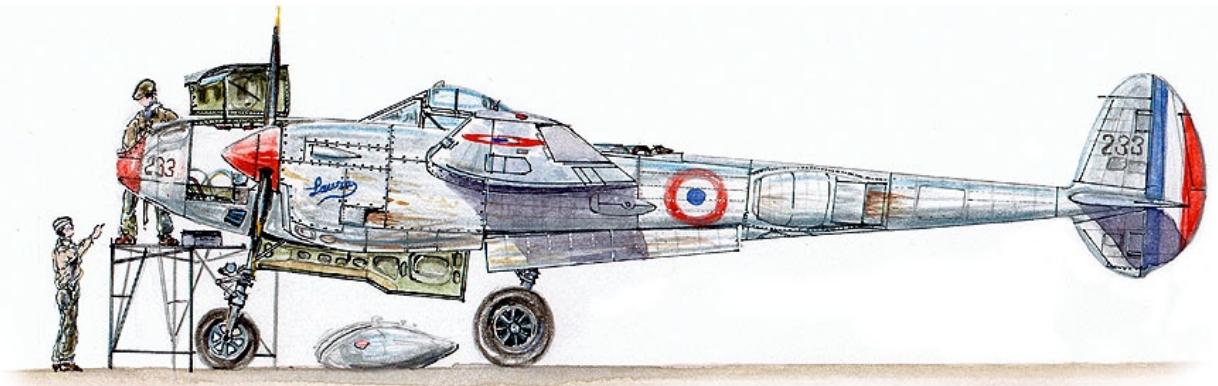


American Aircraft in French Colors



LOCKHEED F-4/F-5 (P-38) LIGHTNING

By Colonels John P. Roeder and Michel Perrin



Combining high performance and fire power, the P-38 was the first in the trio that marked a new generation of US Army fighters in WW II. From its maiden flight in January 1939, due to its unorthodox design, it required however more than three years to clear it for combat.

The aircraft went into large scale action over Europe and North Africa in the second half of 1942, but eventually it saw combat in every major theater of WW II. Pilots praised the Lightning for its high speed, long range, fast rate of climb and its good manoeuvrability. It was the only two-engine fighter to compare favorably with the single engine Messerschmitt 109 and the Spitfire for instance.

A total of 9,923 Lightnings of many different versions was built until production ceased in late 1945. Of these some 1,330 were F-4/F-5 unarmed photo-reconnaissance aircraft with varying camera arrangements.

The Lightning was a somewhat isolated case in the rear-mament of the new Armée de l'Air after the Allied landings in French North Africa in November 1942. In urgent need to reinforce their reconnaissance capability, the US pressed the French from February 1943 for providing a specialized unit to operate with the third US Photo Reconnaissance Group.

Lightnings were supplied by direct arrangement between the US-Forces and the French military hierarchy on the spot outside Lend-Lease. The first squadron of Groupe de Reconnaissance GR II/33 began training on USAAF F-4A Lightnings in May at Oujda. Fully equipped with F-5As it became operational in mid-July at La Marsa from where French Lightnings started to fly regular photo-reconnaissance missions over Sardinia and Italy.

With the progressing Allied advance on the Continent the squadron moved to Italy in December and to Sardinia the following May, where it was equipped for the first time with all new F-5Bs. In July it went to liberated Corsica. From there missions over France were intensified in preparation of the Provence-Landings, which began on 15 August 1944. Up to then the squadron had lost at least

seven aircraft, with their pilots killed or missing. One of these was the well known French writer-pilot Antoine de Saint-Exupéry who after a mission over southern France on July 31, failed to return to his base in Corsica.

After the liberation of Provence the first squadron of GR II/33 moved to Le Luc, while the second squadron, which was flying Spitfires, was based at Ramatuelle. The first, after passing through Valence and Dijon-Longvic, arrived at Nancy-Azelot in early November. From Nancy it was operating over eastern France in particular Alsace.

At the end of the year the two squadrons of GR II/33 received group status. Thus the first became GR I/33 Belfort and the second - then based at Luxeuil with its Spitfires - continued as GR II/33 Savoie.

With a single surviving F-5B, GR I/33 moved to Colmar in early March 1945, where later in the month it received four F-5Gs, followed by another 25 F-5Fs and Gs in April. The group flew its last mission in the morning of 8 May 1945.

From September 1945 it was based at Freiburg (Germany). In early 1949, in addition to its remaining few F-5Fs and ten F-5Gs (plus possibly four spare aircraft), GR I/33 received six F-6C Mustangs. By the end of the year all surviving Lightnings appear to have been retired from service in the Armée de l'Air and restituted to the U.S.

DATA TABLE - Lockheed F-5G

Description: Single-seat unarmed photo-reconnaissance aircraft

Propulsion: 2 x 1475 hp Allison V-1710

Wing Span: 52 ft (15.90 m)

Maximum Weight: 15500 lb (7940 kg)

Maximum Speed: 420 mph (680 km/h)

Cruise Speed: 290 mph (460 km/h)

Range: 1140 mls (1830 km)

Service Ceiling: 44000 ft (13400 m)

Armament: None

Equipment: 4 Cameras

What's New?...



HELP TO THE L BIRD PROJECT

This month we sincerely thank Elzéard Ligneul and Roy and Irene Grinnell for the significant help they have given to this great project. Elzéard with a direct gift, and Roy and Irene by the sale of two of Roy's prints that they had donated to the FSS P.X.

We also thank colonel Henri Bourrassier who organized the permanent display of the Normandie Niemen and the Bretagne B26 prints in a military rest house in Rochefort sur Mer. This display allowed the above sale, and also allowed us to meet new friends, one of whom is the Manager of the Fréjus Saint Raphaël aero-club (Var), monsieur Roland Prézeau.

LA FERTÉ-ALAIS 2003

The La Ferté-Alais airshow will take place on June 7 & 8, 2003. As we did in the past years, we will be there with our booth. Therefore, we need to know the names of those members who intend to help us install our tent on Friday, June 6th, help us talk to the public throughout the week-end, and help us pack up once the show is over.

As they did last year, the Éditions Larivière will provide us with reduced price passes for the two days and for their vehicle. You must contact us as soon as possible, and tell us about your intentions: The days you will be available, the type of transport, the need for hotel rooms, etc...

The booking of these passes is done a long time in advance by the FSS. Therefore you need to tell us about your intentions as soon as possible.

VISIT TO THE 1914-1918 VERDUN SITES

If you wish to visit the World War One battle sites of Verdun, please contact colonel Claude De Marco as soon as possible:

Claude De Marco
01 Chemin du Décauville - 55430 - BELLEVILLE
Tél: 03 29 84 29 87
Email: < claudik@wanadoo.fr >

NEWS FROM ALEX TRÉVIZAN

Colonel Alex Trévizan, who went back to Midland for the whole of January, to work on the CAF B-29 *Fifi*, sent us this second picture, taken as he was working hard on one of the engines.

As one can see, much work needs to be done to complete this maintenance phase which will give *Fifi* some brand new strength. Some more "Super Glue", and all will be necessary is a few "fresh batteries" to let *Fifi* start on its 2003 U.S. Tour... Thank you Alex for all your help that is, no doubt, highly appreciated by all our friends in Midland.

THE MESSERSCHMITT 262 DAMAGED IN A LANDING ACCIDENT !

During one of its test flights, on January 18, Me 262 *White 1* was the victim of an accident when the left main gear collapsed after touch down, for an unknown reason. The plane left the runway and ended its 300 feet run in a ditch. This incident caused some damage that will require between 3 and 10 months to repair. Fortunately, the pilot, Wolfgang Czaia, was not injured.

The plane was back to the hangar on January 20, where it will be checked to find the exact cause of the problem. According to our friends in Le Fana de l'Aviation magazine, the reason for this hiccup is a fuse which apparently blew when the gear was raised. This called for an emergency lowering of the gear which did come down, but the left main gear apparently failed to lock down correctly, and it collapsed during the subsequent landing.

This type of incident is not uncommon during flight test programmes of aircraft as new as this one, and it is precisely what these programmes are made for.

For more details on this extraordinary adventure, please visit the STORMBIRDS Web Site at:

< <http://www.stormbirds.com> >



FSS 2003/2004 ANNUAL DUES

The limit date for the payment of these annual dues is May 01, 2003. But nothing stops you from paying these dues today. This will allow you to worry about it and will please our Finance Officer and our President.

We remind you that the dues are 50 Euros for the Colonels and Associate Members, 20 Euros for the Cadets, and 40 Euros for the Friends of the FSS.

Many thanks in advance!



Photo A. Trevisan

The FSS P.X.

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

- Official Squadron patch: € 9,20.
- "Gioux" type Squadron patch: € 6,10.
- 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 Photos (B17, B25, etc...) 30x45cm: € 7,70.
- Color Photos (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: *Various*: € 4,00 each.
- Warbird cards: € 4,00 each.
- Video cassette of sequences filmed in Midland (55mn) 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).
- Prints of the Roy Grinnell paintings - Normandie Niemen, Corsair F4U7, and B26 Marauder - Unsigned: € 40,00 + P&P. Signed by veterans: € 60,00 + P&P.
- Post Cards based on the same paintings (B26 Marauder, Corsair, and Neuneu): € 0,50 each.
- CD Rom of 36 FSS Newsletters (Years 2000, 2001, and 2002), French and English, compatible PC and Macintosh, .pdf format readable with Adobe Acrobat Reader: € 15,00 P & P inclusive.

2003 FSS QUESTIONNAIRE

We urgently need your answers to the questionnaire which was attached to the January 2003 Newsletter. All our members must carry out this simple administrative task which will only require a few minutes of your time. Thank you everyone!

CODE NAME ALPHA 2002 • Février 2003

@@ No recruitment so far @@

Recruitments other than Code Name Alpha:

No recruitment so far

The French Supporter Squadron is a non-profit Association ruled by the 1901 law, and registered under number 2473 of the Journal Officiel dated 10 July 1996.

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L BIRD SPONSORS - JANVIER 2003

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	3952,71	
Bernard DELFINO	2362,97	
Jacques PERAGALLO	1000,00	
Sandy & Connie SANSING	2268,40	250000
Cédric MALHAIRE	213,75	38112
Claude REQUI	1590,91	37350
Michel CAHIEZ	433,58	36588
Julien LEPELLETIER	318,71	35826
Fumiko DELFINO	490,70	300000
Jean-Jacques SAHUT	152,45	35063
Lewis & Bunty BATEMAN	880,08	34301
Stéphane DUCHEMIN	136,44	33539
Serge CLODORÉ	53,36	215000
Daniel CLODORÉ	53,36	32777
Jean-Paul MERLIER	85,08	32014
Jean RŒDER	741,19	31252
Roger VAUCAMP	300,00	30490
Daniel & Lucie SAUVAGE	203,52	195000
Patrick PIERRE-PIERRE	667,74	29728
Marcel et Liliane RUPPERT	341,16	28965
Christian FREZARD	76,22	28203
Jean-Christophe DEBUISSON	280,00	27441
Michel BON	103,36	175000
Dons anonymes du PUBLIC	388,49	26679
Paul BARLAND	152,45	170000
Ron WESP	699,80	25916
Christian FALENTIN	152,45	165000
Christian TOURNEMINE	86,72	24392
Didier CARDINAL	173,12	155000
Louis-Jean GIOUX	150,80	23630
Eric DUCREAU	60,98	22867
Eric JANSSONNE	218,00	22105
Henri BOURRASSIER	229,85	21343
Jim LUX	411,61	20581
Jean-Claude MINIGGIO	60,98	19818
Christophe BASTIDE	589,93	19056
Yves DONJON	305,16	125000
Guy ROBERT	198,18	18294
Centex Wing	26,68	17532
Christiane HÉBERT	304,90	16769
Yuri DELFINO	148,45	16007
Kim TOLFREE	176,84	15245
Georges VAN HOVE	76,22	14483
Terran TIDWELL	118,91	13720
Yves HOUSSIN	152,45	125000
Jean-Jacques VAUCHER	243,94	12958
Bernard PIERACCI	76,22	80000
Eric BESANÇON	83,85	12196
Hervé CHERRY	76,22	11434
Bob & Lil AYARS	59,46	10671
Giovanni COMIS	187,85	9909
Peter LANGRIDGE	22,87	65000
Jean-Claude PETIT	31,25	9147
Claude GASCON	152,45	55000
Nicolas LIBIS	167,52	8385
Gilles AVENEL	428,18	7622
Gilles BAILLOT	45,73	6860
Patrick GREMEZ	59,03	6098
Isabelle LESSER	99,09	5336
Roy GRINNELL	991,20	4573
Alphonse THIRY	68,11	3811
Semaan SOUEID	50,00	3049
Hank POTTER	100,00	30000
Claude DE MARCO	14,60	2287
Dominique ROYER	21,80	10000
Regis URCHLER	175,77	1524
Michel PERRIN	4	762
Guy PERRIN	30,00	0
Elzéard LIGNEUL	100,00	0
PX & Événements FSS	1006,29	0
Avances sur cotisations au FSS	1900,00	0
Intérêts Bancaires Annuels	1035,48	0
TOTAL	29219,58	(191667,90 F)