



AIRSHOW



COMMEMORATIVE AIR FORCE - FRENCH SUPPORTER SQUADRON

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Président
Col. Bernard DELFINO
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Trésorier
Col. Didier CARDINAL
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Ecrire au siège de l'association
19 rue de Cannes
93600 Aulnay sous Bois
Tél. & Fax : 0148690457
E-mail: bdelfino26@aol.com
Site: <http://www.groupe-bohtak.com/caf>



This month I would like to comment the letter that Ray Kinney, who just left his position of CAF Chief of Staff to Don "Tiny" Malm, wrote. In his letter, Ray rightly underlines the need to find a leader as good as the founder of the CAF, Lloyd Nolen, who left us in 1991.

Due to his function, the CAF Chief of Staff is the true leader of our organization, but the CAF Constitution is such that this position has to be renewed on a regular basis, which does not leave enough time to the elected person to act with the continuity required by the biggest projects, which often require plenty of time.

Therefore, I totally agree with Ray's conclusion that we must find a permanent lead who has the same vision of the future as Lloyd Nolen. I do say "Leader", and not "Manager", because too often, companies are plagued by Managers who know how to perfectly administer a department or a section of the company they work for, but are totally unable to gather together the people who work for them, and cannot inspire them with the enthusiasm that would lead them to success. Aviation history has shown that men who were authentic leaders, knew how to communicate their faith in such a way that it changed the face of this world: Jimmy Doolittle, Claire Chennault, Didier Daurat, and Isoroku Yamamoto, to name only a few. All these men had the necessary qualities. Their vision of the future was right and realistic, they could listen to other people, they could decide, they could change their mind when it was necessary, they could gather men of all origins around a goal, and they could lead them to success.

The CAF already has this Leader with mister Robert "Bob" Rice. Since the creation of the FSS, I was personally able to appreciate the qualities of this man who was able to listen to the problems of the minority that we are, who was able to put us in the right direction, and who allowed us to develop our group in such a way that the FSS has become an active Unit that fully respect the goals of the CAF.

I believe that you have already understood that, if one day, we have to elect a CAF Leader, my choice is already made.

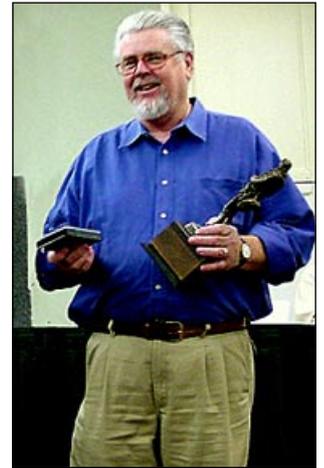
Bernard

ARTIST ROY GRINNELL RECEIVES AN AWARD AND A LIFE MEMBERSHIP DURING THE WINTER CONFERENCE !

Our friend Roy Grinnell who the FSS is organizing a big project with, had the big surprise to receive two wonderful presents from the CAF during the CAF Winter Conference: A well deserved Award, and a Life Membership. Our warmest congratulations to Roy and his charming wife Irene.

The Board of Administration has decided to open a subscription for the prints that will be made from the painting that Roy is doing for the FSS (See page 10).

The subject of this painting will be the Normandie Niemen, its Yak 3, and its personnel. These prints will be made of very high quality paper, and are offered to all FSS members at the price of 30,00 € for unsigned prints, and 45,00 € for the prints that will be signed by General Risso.



FRENCH AVIATION IN ALGERIA



A perfect complement to his article on the T6 during the Algerian war, col. Claude Requi, who can be seen here at the controls of his T6, flying over the southern part of Algeria, makes us discover the other side of this conflict by letting algerian soldiers talk about the attacks they suffered from french airplanes. With a text that fully respects the opponent, we discover the fears and the opinion of the latter about our air forces.



These forgotten planes...

LOIRE-NIEUPOINT 40 & 41

An article by col. Michel Cahiez - Photos SHAA

The LN-40 made its first flight in June 1938. This single seater dive bomber was made for the french navy, and was design to serve on the only aircraft carrier available at the time, the Béarn.

Entirely designed and built in France, this aircraft was the product of a program issued in 1930 for a dive bomber. Part of this program were the Levasseur PL-7, and a Gourdou-Lesseure airplanes. The Nieuport 140 and 140-02 took over, but they were subject to many accidents. The arrival of the LN-40 allowed the program to carry on with full success. Due to its particular aspect, this plane was soon nick-named the "French Stuka".



In 1939, the french navy ordered six LN-40, and thirty six LN-401, an aircraft that was close to the type 40 but fitted with folding wings. The Armée de l'Air which did not believe so much in dive bombing, reluctantly ordered forty LN-411, similar to the type 401 but with fixed wings.



The plane's wing span was 14 metres, and its length was 9,75 metres. This single seater was fitted with a Hispano Suiza 12 Xers engine, delivering 690 horse power, and with a three blades Chauvière propeller. Its maximum speed was 380 km/h (238 MPH), and its range was 1200 kilometres (750 miles). Its maximum take-off weight was 2825 kilograms, and it could reach an altitude of 9400 metres (28000 feet). Its armament included a Hispano-Suiza 20 mm. cannon through the propeller shaft, two MAC 7,5 mm. machine-guns in the wings, and one 250 kilograms bomb.

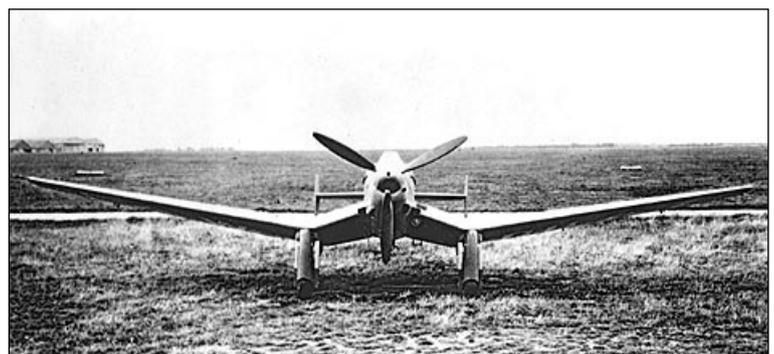
Apart from the deck landing hook and mechanism, the main particularity of the plane was its rudder which was made of two parts that opened and was used as a dive brake. This system was not kept on the LN-41 for which the extension of the landing gear was preferred to increase drag during the dives.

During the Summer 1939, the Armée de l'Air donated its LN-411 to the Aéronavale which was then able to form new combat and coastal surveillance Units.

In May and June 1940, these aircraft were thrown into the battle and sustained, on each raid, extensive losses. Commanded by Capitaine de Corvette Corfmat, Squadrons AB1, AB2, AB3, and AB4, with 24 Vought 156F and an equal number of LN41 attacked rows of enemy tanks on the docks and bridges of river Meuse, where many crews lost their life.

The examples of heroic sacrifices of these men are legion. Let us just mention the tragedy of Berlaimont which will remain engraved in the local people's memory for ever. On that day, at the road-crossing of Berlaimont, had been spotted an intense traffic of various vehicles belonging to a *Schnellbrigade* coming from Belgium. As they were waiting for some fuel, part of this brigade took cover under the nearby trees.

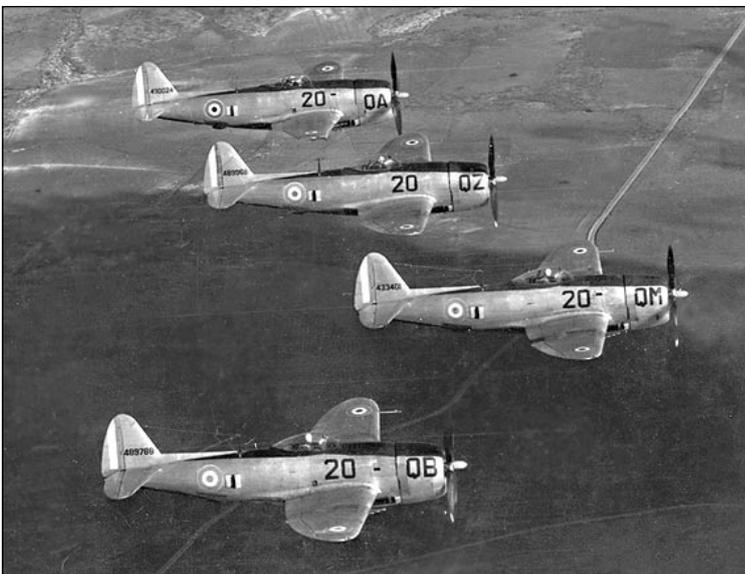
The french forces were alerted and sent twenty LN-401 and 411 of Squadrons AB2 and AB4. Flying with no fighter escort, the planes arrived safely on the site, which was, in itself, a performance. But the, some bombers were shot down even before they could reach their target. The others dived in successive waves. They were decimated and lost 50% of their planes. This sacrifice delayed the enemy by just a few hours. This typical example of the fights that took place at the time, will always remain as one of the most dramatic of the North of France.



THE FRENCH AIR FORCE IN ALGERIA

Article and photos: Col. Claude Requi

When the war in Algeria broke out, on All Saints day 1956, 57000 men of the three arms were stationed on the territory. As soon as January 01, 1955, 73500 men were there, and a year later, this figure went up to 180000. This rise in power will go on as time went by. For the Armée de l'Air alone, present on 10 bases, of which 5 could welcome jet aircraft, the initial contingent of 8000 men in November 1956, went up to 77600 at the end of 1956, a maximum that will never be exceeded. In the same time, the total of airplanes went from 197 to 686, to which must be added 160 helicopters.



To measure this formidable effort, one just has to remember that the total of men in the Air Force at the time was 135000 men in 1958. It is, therefore, almost 60% of the total man power that were engaged in the algerian conflict, not taking into account the 6000 men who were in training and who would join them once they would be operational. In January 1958, 28000 of the 44000 flight hours that were performed by the Air Force personnel, were dedicated to the war in Algeria, about 60%. Finally, in 1960, out of a total of 2775 aircraft, 680 were allocated to the defence of Europe, and 1261 to Algeria, the rest being shared by transport and training. The Armée de l'Air will be thrown, body and soul, in this conflict.

1958. The crisis reaches a peak. Budget restrictions have to be borne "whatever are the very heavy obligations towards the national defence". The Minister of the National Defence, André Morice, announces, in August 1957: "Algeria has an absolute priority". This means, in reality, at the expense of NATO and the defence of Europe. General Bailly is forced to dissolve five fighter squadrons of the 1st CATAC (Commandement Aérien Tactique de l'Aviation de Chasse), attached to NATO, as well as two Aerial Defence squadrons. The european forces are reduced from 38 to 31 Squadrons, when the plans were for an increase to 40.



General Bailly mentioned that, in May, the 1st CATAC would see a lack of 50% of its man power, and that the aerial Defence would be forced to abandon its permanent watch. The Chief of Headquarters adds, for the politicians, that if this budget was adopted by the Parliament, one must envisage the withdrawal of 50% of the jet Units, that 6 bases would cease to be operational, and that the system of control of the aerial defence would only be operational by one third. In these conditions, the Armée de l'Air would be unable to fulfil its NATO role. General Bailly quit in March. A voluntary departure or a forced one?...

If the light aerial support Units have grown up in Algeria, it is at the expense of the metropolitan fighter Units which provide most of the pilots to these new Units. According to General Gelée, successor of General Bailly, the Armée de l'Air is unable to carry out another operation of the "Cyprus" type*. Its structure is rapidly changing to face the lack of resources, the training of the flying personnel is at a bare minimum, and the possibilities of a mobilisation are reduced. In a few words, in 1958, the Armée de l'Air is simply surviving, a position that stops it from accomplishing efficiently any mission other than maintaining the order in Algeria.

One should note that, at that time, for political reasons, a specific vocabulary like: "Opérations de maintien de l'ordre", "Opérations de police", "HLL or Hors la loi", was used, to hide or minimize this state of war.

This war will only be recognized as such several dozen years later. The conflict was hard, but the motivation of the Armée de l'Air personnel allowed them to fully accomplish the task they were given.

* Cyprus was used as a base by the HQ during the Suez conflict.





AVIATION AS SEEN BY THE ALGERIAN SOLDIERS

As soon as 1956-1957, the local population, as well as the regular army ALN (*Armée de Libération Nationale*), suffered from a panic when airplanes appeared in the sky. One soldier remembers: *"We could only oppose very little resistance to the ground troops because aviation had demoralized our men, and many of us had been killed or wounded. We were also tired of nights of walking, and, when we were attacked by aviation, we thought that we would all die"*.

Aviation was a permanent reason for fear, and the night was the only time when safety was total. Airplanes were grounded at night, except for some missions, on the tunisian border, where some missions called "firefly" were organized. The french pilots became more and more efficient as this ALN soldier tells us: *"Aviation is dangerous when the pilot is experienced. Without it, the Army could not do anything against us. The T6 pilots who know the area are dangerous"*.

From a general point of view, the algerian soldiers feared the T6, the Piper, and the armed helicopters. The Piper Cub was dangerous because our soldiers knew that it could see and spot all our movements, marked them and signalled them to the artillery and aviation: *"Helicopter raids were dangerous. Armed helicopters were a terrible surprise for us. It's the worst blow that french forces threw at us. The first time that we saw them, we had an MG in position on the dropping zone (DZ), ready to fire at the soldiers that were about to jump, when, suddenly, as we thought it would land, the helicopter started shooting at us. We lost half of the group straight away, and we should have lost the MG, but, fortunately, it had not started shooting and was not spotted. Later, rather than waiting for the helicopter to land, we shot straight away, as soon as possible"*. As compared to the airplanes that just fly by, the ability of the helicopter to fly stationery over an enemy position made it more powerful.

The T6, with its machine-guns and its rockets, was particularly feared, but from 1958, the ALN soldiers regained confidence because they noticed that, before the attack, it flew around its target, which gave them some time to hide. The T6 generally flew a bit higher than the range of the excellent MG machine-gun used by the ALN soldiers, except, of course, during the attacks. In addition, the troops noticed that, in a straight flight, the T6 was blind, but as soon as it turned, the observer spotted them.

The Mistral, french version of the DH Vampire, and, in general, all jet planes which the algerian soldiers could not differentiate and called "reaction", were considered as dangerous because of their sudden arrival. When jet fighters surprised the ALN, the effect was devastating, as states this ALN officer: *"At about four P.M, jet aircraft come into action, some F84 with their yellow nose, their 6 machine-guns, and their enormous wing containers. We wished that it rained again! But the djebel and the gods are not with us. These F84 can only be seen and heard after their dive, after they shot us"*. But once the airplanes have gone, the rebels did not hesitate to come out. They quickly noticed that these aircraft flew too high and too fast to spot them. The Mistral pilots could not see much. Trees, camouflaging, and speed, took a lot of their accuracy away. To compensate, they had to be guided as precisely as possible, which was not always the case. In practice, the plane could only do one pass over its target, which lasted a few seconds It then had to do a complete circuit to shoot again. If the target was fixed, like a truck convoy, it could find it again, but if it was men who could make use of any terrain aspect, the pilot could never see them again. Sometimes, he spotted the target while he was not in a shooting position, but by the time he got there, there was nobody left!

Heavy propeller fighters (P47, Skyraider, Corsair) were devastating, thanks to their fire power, and algerian soldiers were frightened by them.

OPINION OF THE FRENCH TROOPS

The aircraft that the french troops preferred was, without any doubt, the T6: *"...Good old T6, slow but very useful, they are the most useful airplanes in this algerian war, and their presence raises our morale in the difficult moments"*. In all cases, aviation was welcomed by the french soldiers, for its efficiency and its psychological support: *"We applauded when the T6 came to strafe the area, and we liked to hear the rockets blow up"*.

The army light aviation aircraft (Aviation Légère de l'Armée de Terre - ALAT) were also appreciated. Colonel Le Mire explains: *"When the observation aircraft is there, the soldier does not feel alone any longer. He regains courage, and does not fear fighting the enemy that waits for him. The Piper easily jumps over the peaks, and discovers every corner, every rock, of the terrain, and literally reads it"*.



Bibliography: Articles from the Revue Historique des Armées - 1992

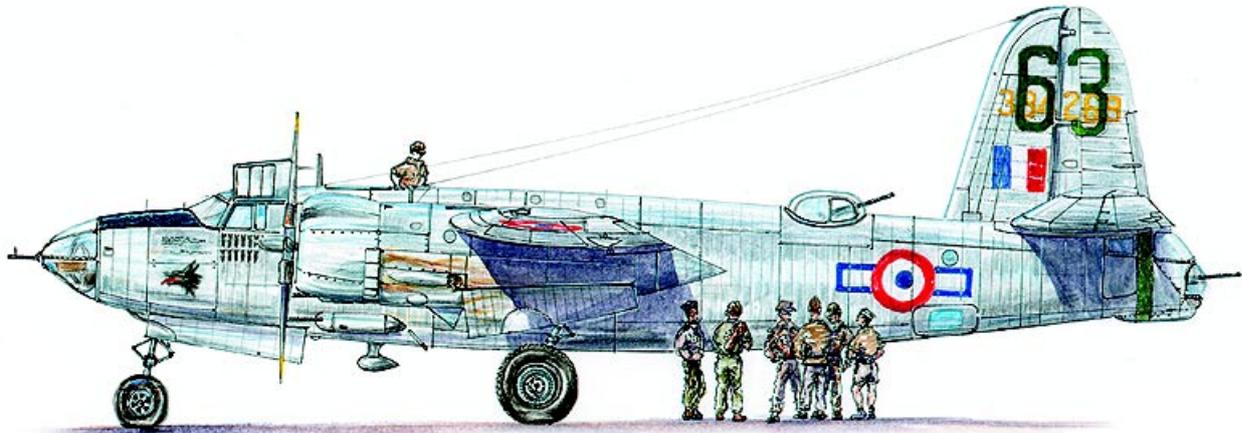


American Aircraft in French Colors



B-26 MARAUDER

By Colonels John P. Roeder and Michel Perrin



On the basis of a requirement for a high speed medium bomber Martin proposed its Model 179 to the US Army. The project showed so much promise that 1100 were ordered off the drawing board in September 1939. As B-26, it first flew in November 1940, and deliveries began in 1941.

In order to obtain the required high speed performance Martin had combined the new powerful and large PW-2800 engine with an unusually high loaded small wing, a nicely streamlined fuselage and smoothly shaped engine nacelles. These allowed to achieve a top speed of 315 mph (507 km/h). The small wing associated with the two large engine nacelles resulted however in an extreme landing speed which led to high losses during conversion training. The Marauder got a bad reputation and it was faced with growing apprehension following its introduction to the service. As a consequence the wing span and area were substantially increased from the 642nd aircraft. So were the tail surfaces and there were also other major changes to the systems. Weight however also went up during development, so there was hardly any improvement.

A last effort was made by increasing the wing incidence angle from the 3408th production aircraft, but this also had little effect. The B-26 continued to demand a great deal of respect from its pilots, and the bad reputation it had earned for difficult low speed handling characteristics and "hot" landing never disappeared. It was probably the first airplane that inherited the dubious name of "Widowmaker".

Several times the idea had been floated to take it out of production, but there was no realistic alternative to the Marauder. In spite of its vices it gradually proved increasingly successful in combat particularly in the NW European theater and in the Mediterranean. By 1944 it had the lowest loss rate of any allied bomber (less than 0,5 %), and there were as many crews who hated it as there were who loved it. The latter called it the "Baby Fortress" which compared to Widowmaker

highlights the controversy that accompanied this airplane during its service life.

The AAF peak inventory which was reached in March 1944 included 1931 aircraft of the type. In total 5266 B-26's had been built when production ceased in April 1945. After WW II ended, the Marauder however became one of the first warplanes taken off the inventory of the USAAF.

During the war Marauders also served with the R.A.F and South African Air Force which used it exclusively in the Mediterranean theater.

Finally the Marauder played a major role in the reconstitution of the new Free French Air Arm in North Africa, after the fall of

the Vichy forces. A first unit was established for training at the USAAF operational training base at Telergma, Morocco, in September 1943.

Groupe de bombardement I/22 Maroc, after reaching operational status, moved to Sardinia in March 1944 followed by BG II/20 Bretagne in May, and I/19 Gascogne in June, forming the 31st Escadre de Bombardement.





From August to September these were joined by GBII/52 Franche Comté, II/63 Sénégal, and I/32 Bourgogne, which made up the 34th escadre.

Note: The basic French unit was the Groupe de Bombardement GB (Equivalent to a USAAF Bomb Squadron), which comprised two Escadrilles (US Flights). Three Groupes de Bombardement formed an Escadre (Corresponding to a USAAF Group). The nominal strength of a Groupe de Bombardement was 18 aircraft.

French Marauders operated under American tactical control over Italy and in the preparation of the Allied landing in Provence. They supported the US and French troops advancing up the Rhône valley; moving to bases on French soil as such became available. The units amassed a credible combat record, and it should be noted that the groupe Bretagne was awarded a Distinguished Service Citation by the US military authorities.

In the last phase of the war they effectively bombed targets in the Southern part of Germany and participated in the attacks on German garrisons entrenched in the so called Atlantik pockets.

The groups flew 270 combat missions with 4884 sorties. 14 aircraft were lost, and in 425 cases they suffered battle damage. One hundred and two French airmen were killed in action during Marauder operations and some 50 were injured.

French Marauders were retired from first line units in 1946. One group with 16 aircraft plus four in reserve seems however to have still been based at Blida, Algeria, as late as 1949.

All Marauders supplied to France appear to have been B-26Cs with increased wing area and incidence angle.

DATA TABLE – B-26C

Description:	High-speed medium bomber with crew of 5 to 8	
Propulsion:	2 x 2,000 hp	PW R-2800
Span:	71 ft 0 in	21.60 m
Gross weight:	38200 lb	17330 kg
Top speed:	282 mph	450 km/h
Cruise speed:	210 mph	340 km/h
Range:	1150 mls	1.850 km
Service ceiling:	21700 ft	6610 m
Armament:	5 x .50-cal fixed, 2 (twin) + 3 (single) .50-cal flexible	



The pictures which illustrate this article have been kindly lent to us by two of our Groupe Bretagne veterans: Henri Bourrassier and Louis-Jean Gioux. The former can be seen in the center of the group standing before this belly-landed aircraft, and the latter is on the left end of the group that stands before the aircraft registered BD8. The picture below shows the precision bombing performed by french crews during the raid on the train bridge of Neckar Gemund, on March 23, 1945, at 11:55, from an altitude of 10500 feet!





WELCOME ELZÉARD LIGNEUL

Friend of the FSS for the past few months, Elzéard recently decided to become a CAF Associate Member. A good personal friend of col. Michel Cahiez, he participated in the very first encounter of Michel and our President, during a static show at Le Bourget airport. This was, chronologically, the true starting point of the adventure that ended with the foundation of the FSS.

Elzéard was born on December 31, 1947. He started his career as a mechanic in one of the fabric production sites of the Cambrais area. In 1972, he started studies to become an educator, while working in a Center of help through work. These three years were rewarded by a Specialized Educator diploma which allowed him to work in a glass factory where he looked after mentally handicapped people, employed by this factory.



Since 1990, he deals with young adults who have difficulties and are placed in institutions by a judge for children. Elzéard's work is, therefore, very difficult, and takes up most of his time: Following up each individual, organizing training, participating in interviews with the judge, the employers, and the families, administrative tasks, etc... Two years of study, simultaneously with this meritorious occupation, have allowed Elzéard to obtain a diploma of Director, a job that he puts into practice when he deputizes for his own director.

These great responsibilities did not stop Elzéard from loving aviation. He is very much interested by the WWII period during which the progress of technology was so spectacular. Elzéard marked his arrival in the FSS by the donation of € 50.00 to the L Bird project, and we thank him sincerely for this generosity. Welcome to the FSS Elzéard!

FSS PHOTO BANK

The FSS Board of Administration du FSS has decided to add a new project to his multiple tasks: The creation of a bank of pictures related to WWII aviation. To that purpose, we ask everyone to look for any photograph related to aviation during this conflict. Our friends Louis-Jean Gioux, and Henri Bourrassier have already lent us those that they have in their personal collection.

You too, must have, hidden in a drawer or in a carton box, some pictures of airplanes of that era, civilian or military, that we could borrow and copy before returning them to you? Many thanks to all of you.

PILOTS, MECHANICS, AND ELSE...

Surprisingly, only a few of our members reacted to the request made in the January issue of our Newsletter, and concerning the volunteers who will look after our future L Bird as pilots, mechanics, or assistants.

We relied a lot on the survey which was sent to you last month to know more about your intentions and preferences.

To this day, we received 35 of these forms. It's a lot and not much at the same time. One should note that if it only took 24 hours to receive some of them, others have, obviously not found the few minutes that are required by this formality. We ask them to do it before March 31st, latest, and thank them sincerely for their help. This survey is very important for the future of our Squadron. It gives you a unique occasion to easily participate to the life of our Unit. Do not miss it!

HELP TO THE L BIRD PROJECT

This month, gifts to the L Bird project made it jump forward a great deal, thanks to our friends Elzéard Ligneul, Marcel Francisci, Jean-Christophe Debuissou, Paul Barland, John Roeder, Bernard Delfino, Fumiko Delfino, Claude Requi, Michel Cahiez, as well as AVIATION CLUB DE FRANCE and the Bellis posters.

AVIATION CLUB DE FRANCE and Marcel Francisci, together, made a donation of 1300 Euros! We thank them for their generosity which is a honor to the whole Squadron.

THE EPINAL AIRSHOW IS MOVED BACK TO MAY 26 2002

The organizer of the Epinal Airshow has just announced that the date of this event has been moved back to May 26, 2002, a week after the La Ferté Alais airshow.

If you intended to participate, we recommend that you make new arrangements for this new date.

HAGUENEAU: 20 AND 21 JULY 2002

Busy with 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.

We hope that all our members in the East of France will do their very best to participate in the setting up, the manning, and the dismantling of our booth, and we thank them in advance for their assistance.

MEETING OF THE FSS BOARD OF ADMINISTRATION - 16 FEBRUARY 2002

The members of the Board of Administration met on Saturday 16 February 2002 for their first meeting of the year :

Bernard Delfino - Unit Leader
Claude Requi - Executive Officer
Eric Ducreau - Adjutant
Didier Cardinal - Finance Officer

We especially thank our friend Claude Requi who did not hesitate to travel the 1000 miles return trip, to participate to this meeting.

The agenda was full, and all subjects were important :

- The purchase of a new electrical power unit to replace the one that just died on us, a must for the smooth running of the P.X, has been approved.

- The modification of our tent for the addition of a side opening, was delayed following a few personal problems of the members who volunteered for that task. Since this modification has a low priority, it has been decided to implement it when time is available.

- The order of new patches has been delayed until the next General Assembly. This will allow us to sell the current stock, and delay an expenditure that is not negligible. Since the selling of FSS pins is rather slow (It took three years to sell the hundred pins that we originally ordered), it was decided not to order any more of them for the time being.

- The recruitment of new members, as Colonels or Associate Members, has become a primary point if we want to develop our Unit's activities, and ensure the success of the important projects like the L Bird one.

- The photographs (Size 30 x 45 cm) offered by Bernard Delfino and Claude Requi are an excellent operation for our Squadron's revenues. Their good quality level ensures regular sales and the buyers' satisfaction since 43 of these photos have been sold since our General Assembly out of a total of 291. Recently, thirteen 50 x 75 cm pictures have also been offered for sale.

- The selling of the Bellis poster is stable, and, to this day, 12 of them were sold to members and friends. The Board of Administration hopes that every member of the Squadron will purchase a minimum of one poster each, which would make this figure reach around one hundred.

- The project of three oil paintings that will be donated by artist Roy Grinnell, is progressing nicely. The Board of Administration is currently organizing Roy's stay in France. The three subjects of these paintings are :

- The Normandie-Niemen and its Yak 3.
- The french Aéronavale F4U7.
- The B26 Marauder of the Groupe Bretagne.

Roy has already started working on these three paintings so that he only needs to put the final touch to them when he comes over and stay in our country for six weeks.

This stay will start on May 30, 2002, and will end immediately after the Duxford airshow, on July 15, 2002. Roy and his wife Irene, will reside, for 4 weeks, in

a gîte located 12 km away from Les Andelys, then they will be hosted by Bernard, in Aulnay sous Bois to visit Paris and the area, and by Claude, in Ventabren, where will be organized the signing of some of the posters by General Risso, a Normandie Niemen Ace.

The cost of the gîte will be shared, on a 50/50 basis, by the FSS and the Normandie Niemen Museum whose President has given his agreement for this financial participation.

The Normandie Niemen Museum will receive, as a reward for this help, 25 posters which will be made from this painting, and the lending, on a long term basis, of the original painting (In renewable blocks of three years) to be displayed in the Museum. The French Supporter Squadron will remain the owner of these three paintings, and will own all the reproduction rights of any kind. The FSS will make all possible efforts to help the Museum to acquire a Yak 3 wreck or its replica made of composite materials.

In addition to half of the renting of the gîte, the FSS will provide a vehicle to Roy and his wife during their stay in Les Andelys. Due to administrative and legal complications in case of a road accident, the Board of Administration decided that the renting of a car is the most appropriate way to avoid problems. Our Adjutant, Eric Ducreau, has studied this problem, and has already found an affordable car rental.

The cost of making 300 posters reproducing the Yak 3 painting is minimal when compared to their selling price which has been temporarily decided at 30 Euros for the signed posters, and at least 45 Euros for the signed ones.

A subscription will be opened within the FSS for those of our members who would like to buy this Yak 3 poster at the prices quoted above. The advance payment will ensure their reservation of the number of posters they wish to acquire and will protect them from any price increase. In case of a failure of this project, it is evident that they would get their money back integrally (See page 10).

- As announced in this issue of Airshow, the Epinal airshow has been postponed to May 26, 2002, a week after the La Ferté Alais event. The third airshow of the year will be the one in Haguenau on July 20 and 21. The Board of Administration hopes that many members will participate to these events, especially the Epinal and the Hagueneau ones. They represent two ideal occasions for everyone to show his interest in the public representation of the CAF and the FSS, an activity which is considered by many as one of the most important ones for our Unit. They are two wonderful occasions to put your enthusiasm into practice and the Board of Administration is eager to get your help. In addition, the location of these two events in the East of France should give our local members a chance for their massive participation. The Board of Administration thanks Eric Janssonne, our local Representative, for "gathering his troops" and for making sure that most of them will be present.

- This month, the L Bird project has taken a giant leap, thanks to the numerous and important donations to the FSS (See pages 7 and 9). The Board of Administration has estimated the annual cost of operating this plane, after its purchase, to be around 4200,00 € (About 28000,00 Francs), a figure that perfectly corresponds to the one received from col. Jean Roeder some time ago. It is, therefore, on this basis, that we will study the best way to ensure this annual budget.

HOW TO DOWNLOAD CONTRAILS

The FSS 2002 survey forms already returned quickly revealed that several of our members, connected to the Internet, do not use this easy, practical, and fast way, to receive their copy of the CAF Newsletter, Contrails.

This is a pity because they would be at top of the CAF news, and would also make the CAF save a lot of money spent on postal costs.

Here is a description of the procedure one needs to follow to download CONTRAILS.

- Connect to the Internet, then type in the address of the CAF Members Only Web site:

< <http://www.Ghostsquadron.org> >

You will get the following screen:



- Click on Members login, on the right side of the screen which will change into this:



- Click on "Log Me In" to get the following screen:



- In this new window, type in your CAF ID number in the "Name" box, and type in your name, in lower case, in the "Password" box, then, click OK. The following window will appear:



- All you need to do then is click on CONTRAILS in the left hand column to obtain the list of the issues that you can download:



- Click on the latest issue of the Newsletters which is logically located at the top of the list.

- Once that you have downloaded CONTRAILS, you will double click on its icon, or you can start Adobe Acrobat Reader 5.0, click on "File", then "Open", and select the appropriate file.

- Once the document has opened, you can read and print it, as you already do for the FSS Newsletter.

- While you are on the CAF Members Only Website, take this opportunity to visit it by clicking on the various subjects listed in the left hand column, and modify your personal details to tell the CAF that you do not need to receive CONTRAILS by normal mail.



You can also tell Kay Crites about your decision by sending her an email at the following address: < publications@mail.cafhq.org >

CAF GIFT SHOP

- If you wish to order a few items from the CAF Gift Shop, you need to click on the appropriate subject, and choose among all the articles. The payment is easily done using your credit card, but beware! Do not exceed a total of 180,00 Euros if you do not want to pay any custom taxes when you receive the parcel!

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).

ONLY 4 LEATHER JACKETS LEFT!

There are only 4 Armée de l'Air high quality leather jackets left in the FSS P.X! These brand new jackets are chest size 96 (Or 48), and "L" and "XL" sleeve and bust length.

You can purchase one of these jackets for half the normal price: € 170.00 (Or 1115,00 Francs).

If you wish to reserve one of them today, please call the FSS at 01 48 69 04 57 (Telephone and Fax), or send an email to: <bdelfino26@aol.com>. Since this offer is limited, we can only advise you to make up your mind now!

PROCEDURE FOR THE ROY GRINNELL POSTER SUBSCRIPTION

As announced in this Newsletter, the subscription for these prints is now open.

To reserve you copy and guarantee the launching price of this poster, all you need to do is send us a cheque of 30,00 € or 45,00 € depending on the print you wish to order, not signed or signed by General Risso, Ace of the Normandie Niemen. It is evident that, in case of an improbable failure of this project, this money would be returned to you integrally.

CODE NAME ALPHA 2002 • MARCH 2002

No recruitment of Colonels to this date



L BIRD SPONSORS - MARCH 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	3952,71		
Bernard DELFINO	2140,12		
Jacques PERAGALLO	604,68		
Sandy & Connie SANSING	1768,40	250000	38112
Cédric MALHAIRE	166,17	245000	37350
Claude REQUI	1321,91	240000	36588
Michel CAHIEZ	433,58	235000	35826
Julien LEPELLETIER	283,71	230000	35063
Fumiko DELFINO	346,90	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	541,19	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	230,00	160000	24392
Michel BON	53,36	155000	23630
Dons anonymes du PUBLIC	351,49	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 Bellis US Aircraft	141,29		
Intérêts Bancaires Annuels	1035,48		
TOTAL	22037,15		