



# AIRSHOW



COMMEMORATIVE AIR FORCE - FRENCH SUPPORTER SQUADRON

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## Editorial

As opposed to my habits, you will not find any "April fools day jokes" in this issue of our Newsletter. No P40T, no purchase of an F8F51, nothing of the sort. The time that was available to me was very limited, and I thank all the authors of articles who allowed me to publish an issue that, I hope, you will like as much as last month issue.

The number of survey forms received at the FSS Headquarters did not increase a great deal this month, and we closed this survey with a total of 37 forms, while considering - logically - that those members who did not send their copy back agree 100% with the decisions taken so far by the FSS.

The 37 forms received have allowed us to measure our members' degree of satisfaction for the actions accomplished till today, and to better see what everyone's wishes are for the future. The general views expressed show that:

- 1) The number of members wishing a change in our Unit's name is growing, but it hasn't reached a majority.
- 2) The most popular projects are, in the order of your preferences:
  - Acquisition of an L Bird type aircraft.
  - Representation of the CAF and the FSS during local airshows.
  - Participation of our future airplane to airshows and fly-in's.
  - Publication of our Newsletter.
  - Recruitment of new members.
- 3) A very high majority of our members have expressed their full appreciation for the decisions taken by the various Boards of Administration since the creation of the FSS.
- 4) In conclusion, this survey has shown a very high satisfaction of the accomplishments and the projects adopted by the FSS. Nevertheless, we will take into account the particular remarks made by everyone. This is where the real difficulty is for the Board of administration, a challenge that we accept with great pleasure!

Bernard

## THE SUBSCRIPTION FOR ROY GRINNELL'S PRINTS IS EXTENDED TO THE THREE PAINTINGS

We have received, via email, the conceptual studies (!) recently made by Roy Grinnell for the three paintings he will offer to the FSS to show his interest for our projects and goals. Despite the small size of these pictures, any art amateur will quickly recognize the very high quality of these draft essays which are an excellent pre-view of the final paintings. The perfection of the drawing, the originality of the view point, the light, the three dimensional aspect, the movement, and the story told by each of these pictures, are as many elements that combine to ensure a definite success.



Due to the very high quality of these essays, the FSS Board of Administration has decided to extend the subscription opened last month to the three pictures that Roy will paint very soon. For the members of the FSS, these prints will all be at the same price, whichever the subject, that is to say 30,00 € for the ones not signed, and 45,00 € for those signed by veterans. Beware! These prices can only be guaranteed for those of our members who will have subscribed by sending their payment today. Therefore, we highly recommend that you send your cheques as soon as possible, and no later than June 30, 2002. Without this payment, your order will not be honored [See page 8].

**IT'S THAT TIME OF THE YEAR AGAIN ! THE FSS ANNUAL DUES ARE NOW DUE ! PLEASE SEE THE ARTICLE ON PAGE 8 OF THIS ISSUE. AND CHECK IF YOU NEED TO SEND US YOUR CHEQUE. THANKS FOR YOUR PROMPT ACTION !**



*Those forgotten planes...*

# AMIOT 351, 353, & 354

*An article by col. Michel Cahiez - Photos SHAA*

The Amiot series 350 was born from a study made by SECM which produced the prototype of a multi-seater airplane with retractable undercarriage. It immediately showed great qualities and revealed itself as an ideal long range mail plane. It was renamed Amiot 341.

Entirely made of metal, except for the rudders which were fabric covered, it positively impressed the Ministry of Aviation which ordered a first batch. The modifications that were requested gave it the new name of Amiot 350 of which an order for 100 planes was decided.

The aircraft development gave several types like the 351 fitted with Gnome & Rhône 14N 38/39 engines and a double fin empennage (Photo below), the 353 fitted with Rolls Royce Merlin III engine and the same tail, and the 354 (Photo above), fitted with two Gnome & Rhône 14N 48/49 and a single fin and rudder. The latter's advantage was a wider shooting angle for the top turret machine-gun.



The armament included a choice of three machine-guns, or two machine-guns and a canon, and the bomb load ranged from 880 Kg (1760 Pounds) to 1320 Kg (2645 pounds). The aircraft maximum take-off weight was 12125 Kg (24251 Pounds), its maximum speed was 480 Km/h (301 MPH), the maximum ceiling was 10900 metres (32800 Ft), and its range was 2480 Km (1550 Miles).

The initial order of 285 airplanes should have been honored by April 1st, 1940, but the time it took to get the planes ready and the effect of the nationalization - decidedly more efficient than enemy planes (!) - were such that only 86 aircraft had been delivered when the Battle of France was over.



Four Bombardment Groups (I/21, II/21, I/34, et II/34) received an assortment of the three types produced, but they could hardly use them for bombing missions since they were either delivered without the armament, sabotaged, or destroyed one way or the other. The few surviving planes were immediately transferred to the Vichy air force (Photo below right).

In 1942, when the enemy went across the demarcation line, the Germans got hold of the four airplanes of the Vichy government. One was transformed into a transport plane, and another (Amiot 354 # 11) was modified into a VIP plane for Admiral Darlan.

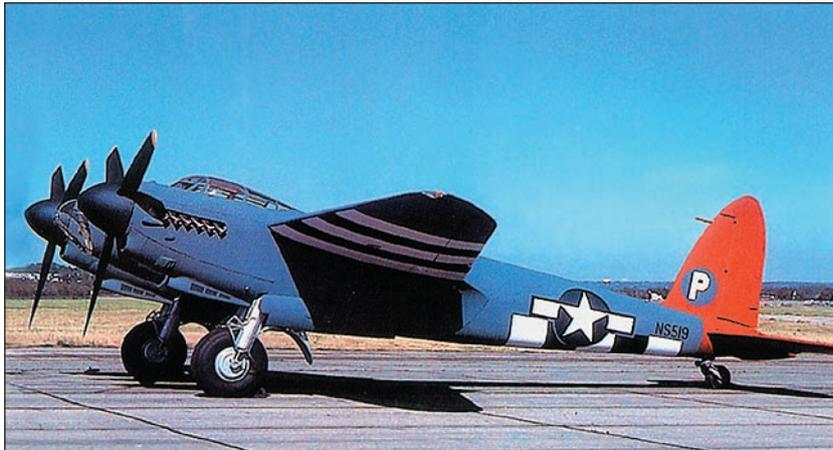
(Note: Admiral Darlan was in command of the French fleet from 1936 till 1940, then he became the main collaborator for Marshal Pétain, and his successor from 1940 till 1942. He took command of the French forces in Africa when the Allies landed in 1942, and was assassinated that same year).



# A TRAGIC MISTAKE...

Article and photos: Col. Jacques Leroux

On August 12, 1944, shortly before noon, as one could hear the echoes of a bombardment from the Toulouse area, and after what sounded as a dog fight, a burning plane crashed in a small wood close to Pujaudran, a town located at the limit of the Gers and Garonne districts. In the wreckage, a body was found and identified as 1st Lt. Ronald Nichols, from Colfax, Iowa, in the north of the USA. A parachutist who baled out at high altitude was seen landing on the south side of road RN 124.



- Report the result of the attack to the leader of the raid.

For this type of mission, the 653rd Squadron used the DH Mosquito. It is for this reason that its logo represented a mosquito dressed as a pilot, hiding in a cloud, with an eye stuck to a spyglass. Because of its exceptional performances, the

Mosquito was favoured by american crews. One hundred and seven Mk XVI were allocated to the 8th Air Force as part of the Lend-Lease plan which stipulated that the USA would provide the British with some armament.

This is the information I got when I decided to learn a bit more about this aircraft, its crew, and its mission. I will not mention the difficulties of this survey and simply tell the reader about its result.

The airplane, a Mosquito Mk XVI, was registered NS 533. It belonged to the 653rd Bomb Squadron of the 25th Bomb Group, part of the 8th United States Army Air Force.

The 25th Bomb Group was formed on August 9, 1944 in England, and was an extension to the 802nd Reconnaissance Group created on April 22, 1944. It included the 652nd, the 18th, the 653rd, and the 654th Squadrons whose purposes were different. The task of the 653rd Bomb Squadron consisted, essentially, in weather reconnaissance and scouting. A Scout mission was, basically, a reconnaissance mission that necessitated to be over the target 20 minutes before the bombers to:



The odyssey of Mosquito NS 533 and its crew is linked to the bombing mission, on August 12, 1944, of the Toulouse-Blagnac and the Toulouse-Franczal airfields.

A fact which is unusual - and very little known - the planes that attacked the *Pink City* on that day did not come from England or North Africa. They had taken off from italian airfields, in the area of Foggia, and were on their way to their british bases, at the end of a very special operation: Operation Frantic. (Let me remind the reader that the Frantic missions were created to allow the bombing of targets in occupied Russia or the german satellite countries, by american airplanes, from bases located in Ukraine and temporarily lent to the americans by the soviet government).

The official motivation was as follows: Because of the raids carried out by the british Bomber Command and the 8th Air Force, many german factories had been moved, early in 1943, from the north to the east of Germany, as well as to occupied satellite countries.

These industrial setups were difficult to reach from England since they were far away and at the limit of the bombers' range. In addition, the escorting fighters did not have, at that time, the necessary range to protect the squadrons during the entire raid.

As for the soviets, they did not have the adequate airplanes to

- Observe the weather conditions.
- Look out for enemy fighters already airborne or taking off from the nearby airfields.
- Try and locate the flak positions.
- Verify the efficiency of the possible smoke screens.
- Estimate the weather changes over the target.
- Communicate these observations to the leader of the mission on the appropriate radio frequency.
- Simulate, if necessary, an attack on a different target.
- Stay over the target long enough to measure the accuracy of the bombardment.



The crew of NS533: 2nd Lt. Elbert F. Harris and 1st Lt. Ronald Nichols.



2nd Lt. Elbert Harris photographed in charming company during the ceremonies of the liberation of the town of Lègevin in August 1944.

carry out the missions themselves. Therefore, in order to destroy these targets, the americans offered Russia to bomb these targets, operating from bases temporarily made available to them. This gesture was also supposed to improve the relationship and the confidence between America and its russian ally. However, after reading some documents, it appears that the real motivation of the americans was different... It was part of the "Glacier" plan conceived by the brass in the Pentagon: In exchange of the destruction of strategic targets, the americans were hoping to obtain the use of bases located in Siberia, from which the Boeing B29 SuperFortress could take-off and bomb Japan. Whatever the reason, the Russians accepted the american offer.

There were seven Frantic missions: Four were carried out from England by the 8th Air Force Flying Fortresses, and three from italian bases by the B17's of the 15th Air Force. The russian airfields lent to the american crews for these seven Frantic missions were Poltava, Mirgorod and Piryatin, all located in Ukraine, in the Kiev area.

The journey flown by the 8th Air Force B17's was as follows: England - Ukraine - Foggia in Italy - England (With, during the last part of the trip, the bombing of targets in France). The B17's which carried out the four Frantic missions allocated to the 8th Air Force, belonged to the 95th and 390th Bomb Groups, escorted by the P51's of the 357th Fighter Group, in conjunction with two Mosquito's of the 25th Bomb Group.

On August 6, 1944, seventy five Flying Fortresses, and sixty four P51 Mustang, led by two Mosquito - one of which was flown by Capt. Baker (Registration unknown), and the other was NS 533. The pilot of the latter was 25 years old 1st Lieutenant Ronald Max Nichols. He has already done one full tour of operation on the B17, probably with the 324th Bomb Squadron of the 91st Bomb Group. The Navigator, 2nd Lt. Elbert Foster Harris, is younger. He is from Louisiana. Promoted Navigator Meteorologist in February 1944, he arrives in England in May, and was trained on the new radio-navigation system "Gee". Later on, he was trained on the long range navigation system "Loran".

The Mosquito of the 25th Bomb Group had kept the original blue color of the PRU (Photo Reconnaissance Unit) used by the Royal Air Force, but they wore the five branches white star of the US Air Force on each side of the fuselage.

The NS 533 took off from Watton, a base located on the north east side of London. It was one of the numerous airfield in East Anglia allocated to the americans by the british.

The two Mosquito were scouting for the B17 which were about to bomb the Focke-Wulf factory in Gdynia, near the harbor of Gdansk, formerly called Dantzig, in Poland, on the Baltic sea. Then, after a 1375 miles long flight, they landed in Poltava, 190 miles south east of the large city of Kiev, on the river Dniepr. This long trip called for a very accurate navigation since the usual radio-navigation means did not cover the whole journey despite the performances of the Loran system. As they flew along, Lt. Harris identified Varsovie which was burning since the germans were repressing the ghetto insurrection.

On August 8, 1944, NS 533 flew with the B17 over Katowice, in Poland, and, on the 11th, it left for Italy where it landed in San Severo, a satellite airfield of Foggia, not far from the Adriatic sea, after assisting the Flying Fortresses which "treated" - as one says today - the Ploesti oil refineries, in Romania.

On August 12, the entire Frantic V apparatus left Italy to get back to the british islands. The B17's of the 95th and 390th Bomb Groups, still escorted by the P51 of the 357th Fighter Group, had, as their last target, the airplane factories of Toulouse Blagnac and the airfield of Francazal.

The weather was splendid when Mosquito NS 533 took off from Celone, an airfield located near Foggia. During the flight, the Navigator spotted Naple and Rome. They flew over Corsica, and, as they arrive in the Toulouse area, the crew start their usual work before the arrival of the bombers: Identify the target, locate the flak positions, and find out the direction and the strength of the wind. After the bombing run, the Mosquito positions itself to check on the mission results.



Elbert Harris among the Resistants of the Maquis of Arroudé in 1944.

When, by routine, the Navigator, 2nd Lt. Elbert Harris, looks back to check on the absence of enemy aircraft in the rear dead angle, he spots two planes that seem to chase the Mosquito. Although he can only see them intermittently, he believes they are friendly planes, two Mustang of the 357th Fighter Group, which have escorted the bomber since their departure from England. He warns Nick, 1st Lt. Nichols, who then tries to contact the fighters over the radio: *Lay off Balance* (It's the fight-

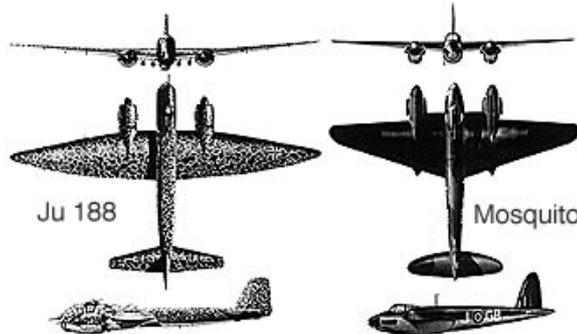
ers' radio code), *this is a Mosquito!* No answer... During that time, the fighters got closer. Incredulous, Lt. Harris ascertains that they are really Mustang's, confirms this fact to Nichols, and advises him to change his heading immediately. The latter opens up the throttles and pulls on the stick. But the fighters have anticipated his reaction and get closer rapidly. Nichols, while taking evasive actions, try to get in touch with the bombers and ask them to tell the fighters about their mistake, but, once again, he gets no reply.

And the drama takes place!... The fighters shoot!... If the first burst is too high, the second one strikes the right engine that catches fire. The second engine is also hit. Nichols shouts over the radio: *Goddam it Balance, you've shot out both of my engines!*

The plane is on fire. Harris unbuckles his belt and tries to reach his parachute. Normally, the latter is under his seat, but following the evasive actions, it has moved to the front part of the cockpit. The aircraft pulls up, starts to spin, stalls, Harris is stuck to the floor. He finally manages to grab it and hook it to his harness. He looks out and notices that the plane is in a left spin. Despite his efforts, Nick cannot control it any longer. The right wing is on fire, and the flames extend below the fuselage and reach the tail. As he stands up, Elbert Harris can also see flames under the left engine. He tries to call Nichols over the intercom but gets no reply. In normal circumstances, evacuating a Mosquito is not easy, but with the fire, it becomes hazardous. Of course, there is the access hatch, but it's located below, right in the fire. Another possible exit is located in the cockpit canopy, but the risks of hitting the tail when bailing out from there are great.

Harris first tries to drop the forward hatch but it's stuck closed, and he decides to take a chance through the top hatch. He removes his helmet, his oxygen mask, and reaches the exit. He taps on Nichols' shoulder and shows him the hatch. Nick indicates that he has understood by nodding his head. Harris raises himself through the hatch and notices that flames also start from the fuselage. He closes his eyes and pushes himself out as hard as he can to get away from the plane. As expected, he hits the stabilizer and find himself engulfed in flames. He fears to see his suit and his parachute burning if he opens his eyes.

He jumped from an altitude he estimates between 12000 and 14000 feet. He decides to delay the opening of his parachute so that the germans don't have time to reach the place where he will land. When he finally opens his eyes, he can only see a trace of smoke left by the Mosquito. After a long free fall, Lt. Harris pulls on the parachute ring. Using the wires, he manages to control his descent to land south of the RN 124 road. The contact with the ground is hard. In addition to a painful hip after hitting the stabilizer, he has a sprain ankle. He was also burned in places, and a seton wound in his shoulder, probably caused by a bullet bleeds slowly. As he was trying to fold his parachute, wondering what to do with it, a farmer and a young girl appear and make him understand that he needs to take cover in the woods, on the



other side of the road. Once in the woods, he hides in a thicket and stays put despite the close proximity of people who are evidently looking for him. In the evening, he moves to a farm and asks for help. Immediately welcomed, fed, and sheltered, he was taken, during the night, and despite the presence of numerous german patrols, to a group of Resistants who bivouac in the area. After receiving the medical treatment that his state requires, he was quickly adopted and he shared the life of these Resistants until August 19, 1944, when they all moved to Toulouse to participate in the liberation of the city.



On the evening of September 5, 1944, he was told that a Royal Air Force airplane would arrive at Francazal to pick him up and bring him back to England. It was a pair of Lockheed Hudson of Operation "Dullingham". The Hudson carrying Elbert Harris landed on an airfield near London. The name and the position of this airfield will never be revealed to the passengers.

Lt. Harris cherished the memory of his french friends for the rest of his life. He often told his family about the risks that he made them take, their spontaneous acceptance to assume them, and he showed an indefectible gratitude for them.

2nd Lt. Elbert Foster Harris died in June 1995. So that his children never forget, he told his memories of his "Experience with the Maquis" in a booklet that his sister was kind enough to let me borrow.

The body of 1st Lt. Nichols was exhumed from the cemetery of Pujaudran on July 25, 1945, and buried temporarily in the U.S. graveyard of Draguignan - Saint Raphaël (X125, supposed to be 1st Lt. Nichols - Tomb G-5-913). He was expressly identified on September 1st, 1945, and he rests in the Colfax cemetery (Iowa) since May 2, 1948.

The two Mustang pilots claimed, in good faith, the destruction of a Junkers 188, once they returned to England. It is surprising that they should mix up the

Mosquito with an airplane of this type since the silhouette of the Junkers 88 is much closer to the De Havilland than the Junkers 188.

*Note: The Historian of the 25th Bomb Group, who helped me a lot to trace the Frantic missions, confirmed that three Mosquito belonging to this group were shot down during these missions. It's to avoid this kind of mistakes that, after August 12, 1944, their vertical fin and rudder were painted red.*

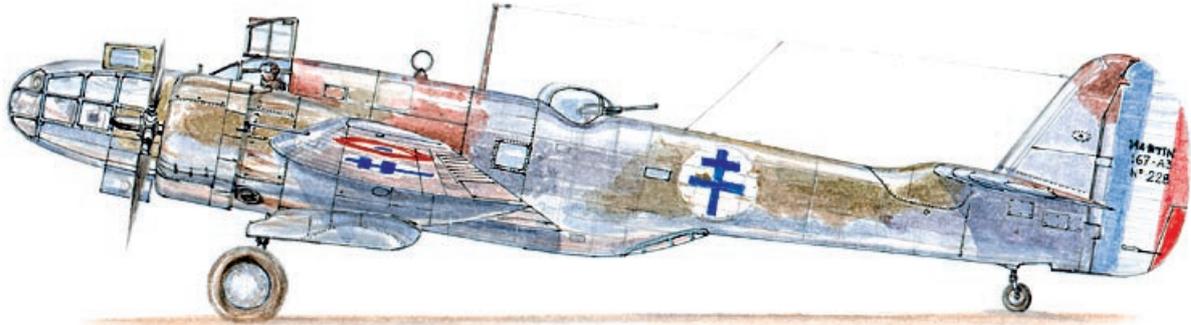


## American Aircraft in French Colors



# GLENN MARTIN 167F

By Colonels John P. Roeder and Michel Perrin



Although developed to meet a USAAC attack-bomber specification, the design of the Martin 167, which first flew in February 1939, had been strongly inspired by French requirements.

Due to changing needs, the US Army however did not order the type. Thus it was readily available for export, and the French immediately placed an initial order for 115 Martin 167F reconnaissance-bombers in February 1939. One month later this was augmented by an additional 100 aircraft. Contracts and options for another 130 were signed in October 1939.

By the armistice in June 1940 140 had been delivered for the Armée de l'Air and 68 for the Aéronavale, and 26 were still in crates in a North African port. 75 of the undelivered aircraft were picked up in the US by the British who called it the "Maryland".

Five days after the Germans had launched their offensive on May 10<sup>th</sup> 1940, two Armée de l'Air bombardment groups with 26 Martins arrived from North Africa in metropolitan France. Deliveries continued, and when the front ruptured in early June, of the 46 aircraft then available in four groups, 26 were still operational.

During the campaign the Martins were mainly used in a ground attack role, in which they were not unsuccessful. Some 40 had however been lost in action over the northern front. When the Italian offensive began on June 14<sup>th</sup> 1940, the remaining Martins were diverted to the southern front, where they significantly contributed to the containment of the new belligerent advance.

When shortly before the armistice order was given to withdraw as much as possible of what remained of the bomber force to North Africa, 35 of the surviving Martins made the trip. With those still available in Africa and Syria they became part of the Vichy Forces along the lines authorized by the Germans and Italians.

With Vichy's commitment to defend its territories against any aggressor, Martins were used not without success in repulsing the attempted landing of British and Free French Forces at Dakar on September 23<sup>rd</sup>/24<sup>th</sup> 1940. One day later 19 Navy Martins participated in a retaliatory bombing of Gibraltar.

In June/July 1941 the Martins fought in Syria against the Allies including Free French Forces that had invaded this Vichy territory. Losses were heavy, and shortly before the fighting ended a mere 7 machines appear to have escaped to unoccupied France or North Africa.

From April 1942 Vichy forces in North and West Africa had some 70 Martins on strength which were ready to oppose any Allied action against these territories. This happened in November 1942 with the Allied landings in Morocco and Algeria. Most of the aircraft stationed in Morocco were destroyed by US planes, after three dramatic days of fighting a cease fire was ordered.

The surviving Martin 167F and their crews now became part of the Free French Air Arm in Africa (F.A.F.A.). No longer adequate for combat use, they were relegated to collateral duties. Although technically obsolescent and melting in numbers they proved very useful in this new role, until the last were phased out in 1948.

The Martin 167F was a reliable, versatile and tough war-plane. It was fast, it had good handling characteristics and required little maintenance. The lack of self-sealing tanks made it however vulnerable under fire.

### DATA TABLE - GLENN MARTIN 167F

Description:	Three-seat reconnaissance-bomber	
Propulsion:	2 x 1,050 hp PW R-1830 (SC3-G)	
Span:	61 ft 4 in	18,70 m
Top speed:	300 mph	490 km/h
Cruise speed:	250 mph	400 km/h
Gross weight:	15,700 lb	7210 kg
Range:	1.300 mls	2.090 km
Service ceiling:	29,500 ft	9.000 km
Armament:	2 x 7,5 mm flexible 4 x 7,5 mm fixed	
Norm. bomb load:	1,250 lb	570 kg
Max. bomb load:	1.760 lb	800 kg



**THE DATE OF THE CENTEX AIRSHOW IS CHANGED TO 09 NOVEMBER 2002**

This news will not please those who had planned to attend AIRSHO2002, and, a week later, the Centex Airshow in San Marcos! The date of the latter has just been changed to 9 November 2002 in order to combine this event with the Wing's Veterans Day. This change will, no doubt, stop the fair size french group from attending this event, since several FSS members had planned to extend their stay in Texas and cover both airshows. Too bad...

**MORE HELP FOR THE L BIRD PROJECT**

Colonel Jacques Pérangolo has just increased his participation in the L Bird project with a cheque of 395,32 €, and pushed the total of his donations to a nice round figure of 1000,00 €!... A big Thank You to Jacques who shows his interest for this great project. We also thank colonels Michel Bon, Patrick Pierre-Pierre, Cédric Malhaire, and Bernard Delfino, whose help has increased the total savings to more than 22800,00 €. A big Thank You to you all!

**WELCOME DAVID KELLY**

David - or Dave for his friends - is currently employed by British Airways in Paris, on the airport of Roissy CDG, as an Aircraft Engineer. He was born on May 16, 1976, and he has known the CAF for many years (One can see him below, evidently happy to sign his CAF and FSS commissions).



Dave is qualified on the Boeing 737 and the Airbus 319/320, but, as he told us, he does prefer Warbirds!... He particularly likes german airplanes and the technology they pioneered, like the Bf 109 and its Daimler Benz 601 engine with fuel injection.

Dave was born in Scotland where he spent many hours visiting, on several occasions, the *Museum of Flight* in Edinburgh, where are displayed more than 35 aircraft, including the Spitfire, Gloster Meteor, and Messerschmitt 163 Komet. Dave is also an experienced aeromodeller, and his current projects are an Me 109E, and a P51 Mustang which will be decorated as Miss America. He simply love this airplane, and he had the great pleasure to see it win the *Unlimited Silver* during the Reno Air Races in 1998.

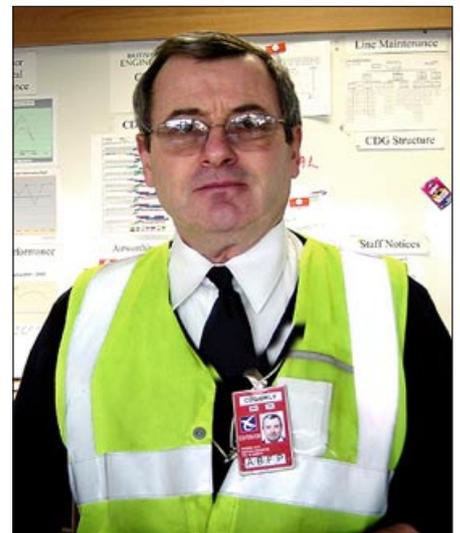
Welcome to the CAF and the FSS Dave!

**WELCOME GUY PERRIN**

Guy is also employed by British Airways as an Aircraft Engineer at Paris Roissy CDG airport. He was born on February 5, 1944, and started his career in 1961 as a technician in electro-mechanical and optical technology, working for SFIM and Thompson where he assembled and repaired gyroscopes. From May 1963 till November 1964, he went in the army for his National Service, in Algeria, then, in 1968, he emigrated to Canada, in Toronto, to learn the english language. Back to France, he converted to aircraft engineering, starting with TWA (From 1970 till 1977), then with UTA and Air France (From 1977 till 1997), and, finally, with British Airways (From 1997 to date).

Qualified FAA A&P and FAA Flight Engineer in 1979 (DC8 and B707), Guy is currently qualified on the Boeing 767 and the Airbus 319, 320, and 340. His profession made him travel a lot, flying with airplanes he was in charge of, on his own, which shows a great spirit of initiative. He worked on many aircraft types like the BAC III, B707, B727, B737, B747, 757, B767, DC8, DC9, DC10, L1011, Airbus A310, 320, and 340. Guy likes all airplanes but he has a preference for piston engines and propellers. His professional career is almost over, and he only asks for a well deserved rest!

Welcome to the CAF and the FSS Guy!



**WHITE LIGHTNING WILL BE RESTORED**

As you probably remember, Lefty Gardner's P38 *White Lightning* was the victim of an in-flight fire on June 25, 2001. Lefty's son showed some real expertise when he belly-landed the plane. The P38 is now back in Burnet (Tx) where it will be restored from the ground. An Association has been created to collect the necessary funds estimated to some \$ 750.000,00. If you wish to participate, you can write to Association WHITE LIGHTNIN' AVIATION MUSEUM, 1200 Lakeway Drive, Suite 20, Austin, Texas 78734, USA.



## 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).

## 2002-2003 FSS ANNUAL DUES

As you all know, May is the month when the FSS annual dues are due. If your name is not on the list printed below, we thank you for sending a cheque of 50,00 € if you are a Colonel or an Associate Member, a cheque of 20,00 € if you are a Cadet, and a cheque of 40,00 € if you are a Friend of the FSS.

Dues already paid: Bob and Lil Ayars, Wes Blankenship, Michel Bon, Jacques Bonneau, Bernard and Fumiko Delfino, Jean-Marc Elipot, Rick and Louise Hudlow, David Kelly, Elzéard Ligneul, Jim Lux, Jacques Pérégallo, Guy Perrin, Patrick Pierre-Pierre, Betty Piland, Marcel Ruppert, Sandy and Connie Sansing, Semaan Soueid, Fray Stokes, Alphonse Thiry, Bernard Violette, Jean-Jacques Vaucher.

## PROCEDURE FOR THE SUBSCRIPTION TO THE ROY GRINNELL PRINTS

As mentioned on the first page of this issue, despite the small size of the conceptual paintings received from Roy and Irene, the success was immediate, to such a point that several persons wished to acquire these draft copies for themselves!... Please note that these essays will be added to the FSS Museum, and that you have a chance to order a print of these paintings. In order to guarantee their launching price, send us a cheque of 30,00 €, or 45,00 €, depending on your choice of unsigned or signed prints. It is obvious, that in case of an improbable failure of this project, you would recover this money integrally, and at no cost.

## CODE NAME ALPHA 2002 • MARCH 2002

No recruitment of Colonels to this date



## L BIRD SPONSORS - APRIL 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	2271.67		
Jacques PERAGALLO	1000,00		
Sandy & Connie SANSING	1768.40	250000	38112
Cédric MALHAIRE	202,75	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	667,74	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	103,36	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 TOLFREE	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		
Semaan SOUEID	50,00		
Posters Bellis US Aircraft	141,29		
Intérêts Bancaires Annuels	1035,48		
<b>TOTAL</b>	<b>22826,90</b>	<b>(149734,64 F)</b>	