

Volume 8 - N° 4 - April 2003

## Editorial

*Having spent a week in London for professional reasons, at the beginning of March, I eagerly read my mail and emails when I came back home, in an attempt to catch up with this "lost" time.*

*This is when I discovered a message sent by John Roeder, who announced the death of our friend Alain Quesney. I had to read it several times to convince myself that it was true, and I immediately called John who gave me some more details about the circumstances of this dramatic and far too premature event.*

*Alain had an energy and an ability to talk that made him famous among those who lived with him. Passionate about anything he ever decided to do, he had put his energy and his immense knowledge at the service of the CAF and the FSS with real success.*

*Able to talk for hours about aviation and any subject he had on his mind, Alain could do real exploits which were almost magical when he had decided to reach a particular target. Without Alain, Mission 441 would simply have not taken place. Alain shared his time between the CAF and the important Association of the National Early-Retired and Retired People for which he played the biggest role.*

*Good bye my friend Alain. We will miss you terribly. Of course, new members will join the FSS, but your personality was unique, and you will remain, for ever, irreplaceable.*

*Good bye my friend Alain. Today, you have, no doubt, joined our friends who already left us too soon, Lewis, Hank, and George. You are in very good company, and I am reassured because, together, you will look after our Squadron even better.*

*Good bye my friend Alain. Thanks for your help to the CAF and the FSS, thanks for your sympathy, and thanks for your kindness.*

*Good bye my friend Alain. It is now that you have gone, that everyone will realize how important you were for our Unit. Please don't blame us. It's because of your modesty which was far too great!*

Bernard

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# ALAIN QUESNEY HAS GONE WEST

**COLONEL ALAIN QUESNEY DIED TOO SOON ON MARCH 12, TAKEN AWAY BY AN ILLNESS THAT WAS AS SUDDEN AS UNEXPECTED.**

This loss hits the FSS hard because Alain played an important role in the running of our Unit in the Toulouse area. It was thanks to him that our Squadron received the three pieces of the B17, the very starting point of MISSION 441.

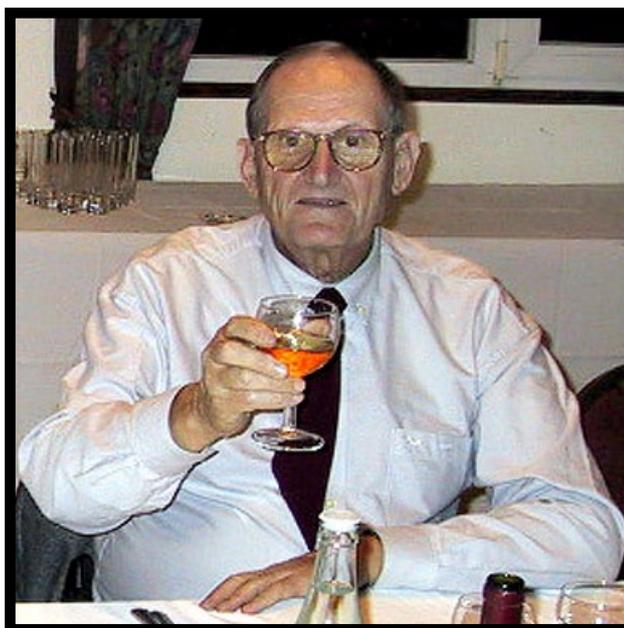


Photo: J. Leroux

This photo, taken by our friend Jacques Leroux during the FSS General Assembly, last November, is one of the last of our friend Alain. Nothing could then tell us about his premature disappearance (Page 8).

**AIRSHO: 27 & 28 September 2003**



*Those forgotten planes...*

# BREGUET 521 BIZERTE

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

The Breguet 521 Bizerte was born from the acquisition of a manufacturing licence of the Short *Calcutta* which was used, in limited numbers, and in its military version, by the French *Marine Nationale*.

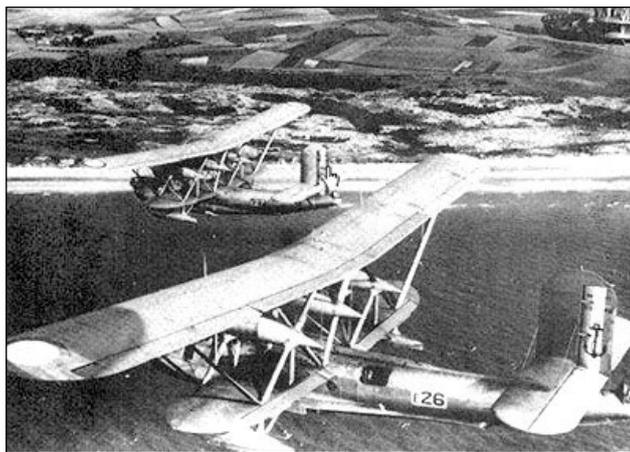
Breguet developed the Bizerte whose prototype flew for the first time in 1933. The production planes appeared in 1935.

A biplane with an extended range of operation intended for maritime reconnaissance, research, and air sea rescue, the Breguet Bizerte was built to a total of 31 aircraft between 1935 and 1940. Five Squadrons operated the type: The E1, E2, E3, E5, and E9.

Its wing span was 106 ft, its length was 62 ft, and the three radial engines were Gnome & Rhône 14Kirs delivering 900 HP each. The maximum weight of the Bizerte was 33200 lbs on take-off.

The range of the Breguet Bizerte was 1305 miles, it required a crew of 8, and its structure was made of metal.

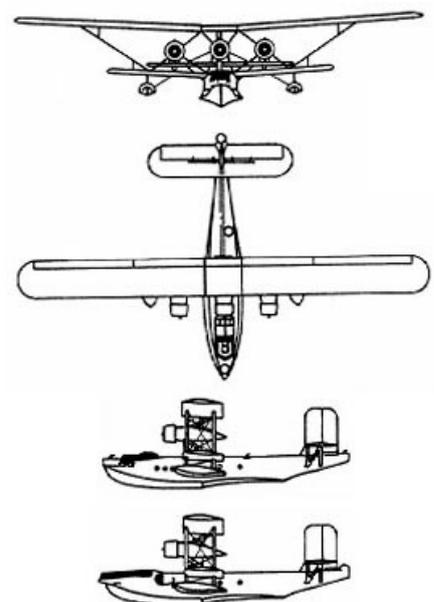
The second plane produced was different from the first one, thanks to an extended canopy which reached the bow of the aircraft. The machine gun that was originally fitted there, was replaced by two firing positions immediately forward of the lower wing leading edge. Two more positions were fitted half-way along the fuselage. An extra one was also added at the extreme rear end of the fuselage. Therefore, the defensive armament included a total of five 7,5 mm Darne machine guns.



The offensive armament was made of four 600 lbs bombs fitted to the under surface of the wings.

After the Armistice, two Squadrons were disbanded, and two others were used by the Vichy government maritime aviation.

Ten aircraft were taken by the German occupant and were used for research and air sea rescue missions over the Atlantic Ocean. One of these planes was taken back by the French forces, still airworthy, in 1944.





# CAF WING STAFF CONFERENCE 2003



*A report by Colonel Barbara Hair*

*Introduction and conclusion by Col. B. Delfino*



*You probably all remember that Colonel Barbara Hair had been nominated, during our 2002 General Assembly, as our official Representative in the USA for 2003, and, in particular, for the CAF Wing Staff Conference in Midland, last February.*

*Barbara has completed her task perfectly and has fulfilled our most demanding dreams by becoming a perfect Ambassador of our Unit. Helped by her husband, Colonel Aubrey Hair, who is also the Dallas Cavanaugh Museum Chief Pilot, Barbara collected a load of information, and fought for our cause with charm and tenacity. Here is her report...*

"Though the Conference did not officially begin until Saturday February 22, Aubrey and I arrived on February 19 in order to attend the committee meetings specific to our tasks.

Headquarters had added the FSS issues in regard to possible dues reduction to the agendas of the Membership and Finance Committees on February 20. Our case was outlined to the Membership Committee in light of the newly enacted **Code Name Bravo** provisions and I was most gratified to receive a very thoughtful and gracious hearing of our needs and concerns. Every member of the committee responded in a positive way and, after a good amount of discussion, the vote was unanimous to grant a concession to all units located outside the U.S. to increase the number of new Colonels joining the CAF at \$100 for 2003 from 5 to 10.

I was impressed during this meeting with how seriously each Committee Member took his assignment to be as fair as possible to all members of the CAF and yet be able to respond in a flexible way to individual needs. Our FSS member Col. George Lodge sat on this committee and was most helpful in his comments about our issues.

Next, the FSS position was again presented to the Finance Committee on recommendation of the Membership Committee and, again, the vote was unanimous to grant us this concession.

At every stop in this process, there were accolades given to the FSS for the wonderful **Mission 441** project and its value to the AAHM. Many compliments were paid to the fine work of so many dedicated FSS members and to our leader Col. Bernard Delfino and to his wife, Col. Fumiko Delfino.

The next morning, February 21, a free seminar on fund-raising was offered to all conferees who had arrived early.

It covered special events, capital campaigns, community relations, donor foundation perspectives and donation prospecting.

Some very talented media and public relations professionals walked us through the methods which are most effective in recruiting, fund-raising, identifying Foundations whose purpose coincides with the CAF aims and goals and how to catch the eye and attention of the local media to increase our exposure. Many helpful tips were offered in a humorous and thought-provoking way.

That afternoon, we reported to the General Staff Meeting where all committee reports were given and each was voted on.

When our agenda item was read, it was again passed without a dissenting vote by the entire General Staff.

There were numerous agenda items reported and voted on there, most of which involved local issues or airplane assignments or pilot interviews.

One Proposal of interest to us all concerned the possible remake of the CAF Documentary/ Informational Video to the HDTV format which would allow this promotional material to be viewed by all units in its most clear and attractive form.

This day concluded with a social hour and dinner along with registration for the next days Wing Staff Conference.

Saturday, February 22, the Wing Staff Conference was called to order by the Chief of Staff, Steve Barber with a large turnout of Unit Leaders and representatives who answered roll call.

The "State of the CAF" was reported on and the consensus was that new programs should be implemented to keep the membership of the CAF growing and that special emphasis should be placed on retention of current members also.

Though we all had heard and read about Code Name Bravo, the implementation of it began that day and will continue through 2003. It is a real opportunity to increase our numbers of new Colonels and upgrade our associates to become full Colonels with all rights and benefits. It was at this point that the amendment to give special consid-



eration in numbers of new Colonels of units outside the U.S. was announced.

Tami O'Bannion reported on the excellent state of the AAHM and the high quality of historical content and restoration that is represented there.

The afternoon session involved Breakout meetings for all types of unit interests.

I attended the PX Officers meeting and was most pleased by the representatives present who wowed us with the latest items suitable for sale by our units. Tips on display, variety, pricing and quality were given. A particular item of interest to me was that the aviation T-shirt people agreed that their biggest sellers in the last few years are children's sized T-shirts. Parents want to show off their little ones in a shirt which also reflects the aviation interest of their parents as well as buying an item of lasting value. It was also suggested that we display a bright, shiny object which moves at children's eye level so that they drag their parents to our booth!

The day concluded with a lovely dinner during which singers from the local high school entertained us and a program was given by two B1B Pilots who recounted their experiences over Afghanistan. They discussed various aspects of the B1B's performance characteristics and stayed late to chat with the guests. They were very knowledgeable, courteous and gracious young men with formidable skill.

Sunday morning, February 23, we reconvened in General Session with Breakout Meeting Reports to familiarize all members in the proceedings of each session.



Photos: B. DeJino



Photos: Kay Crites

Captain Kent Payne, on the left, and Captain Josh Lane, both members of the 28th Bomb Squadron based at Dyess Air Force Base, Abilene, Texas, gave us their impressions about the B1B in Afghanistan, during the Awards dinner of the Wing Staff Conference.

The 152 aircraft maintained in airworthy condition by the members of our organization are very attractive for all warbird lovers, but they are only a tool which helps us honoring those who gave their life for the freedom we enjoy today, a freedom that we too often take for granted and natural. It would be forgetting a bit too soon the sacrifices of millions of men and women during WWII.

After a short Q&A session, we adjourned with the sincere hope that we shall all meet again at AIRSHO in the Fall bringing with us many new Colonels recruited under Code Name Bravo and with renewed enthusiasm on the part of all Colonels everywhere!"

Such a complete and positive report can only satisfy those who could not attend this Conference.

I wish to personally thank Barbara for the excellent work she has done during these four productive days. A very big Thank

You to Aubrey too, who helped Barbara with great efficiency. The time, the energy, and the money they both spent for this task are a real bonus for all FSS members.

Barbara's modesty stopped her from telling us how much time she spent preparing her presentation and explaining with ardour the reasons that pushed us to, once again, ask for a reduction of the CAF annual dues for the members of the FSS, hence for all members residing outside the USA. The relative minority that we are did not give us much hope on the General Staff conclusions, but luck sometimes help: Using the opportunity of the new Operation Code Name Bravo, Barbara managed to convince the members of the General Staff and the various Committees of the honesty of our request, and their decision to help the foreign Units by increasing the number of possible new recruits to 10 new Colonels for \$ 100.00 (Instead of the usual \$ 200.00) before the end of this year, is the direct consequence of Barbara's good work.

Therefore, it is now up to us to take advantage of this generosity and use all the energy we can to fulfil this contract.

I ask every one of our members to make this a Number One priority and concentrate on this target: Contact all your

friends who are fond of aviation and warbirds. Tell them about the goals and aims of the CAF in a most honest and friendly way. Avoid talking about the present events because politics and religions have nothing to do with the CAF goals, and they are even forbidden in the publications made by the CAF and its Units. The only thing that counts is honoring the aviators of WWII.

I also ask all Associate Members to grab this chance to upgrade to full Colonel status for the modest amount of \$ 100.00. This opportunity may not come up again in the future. In the same way, the current strength of the Euro, compared with the Dollar, is a godsend that one must grab because it may not last very long. This could even tempt those who want to become Life Members?...

A thousand thanks for your excellent work Barbara! I am certain that your efforts will be productive.

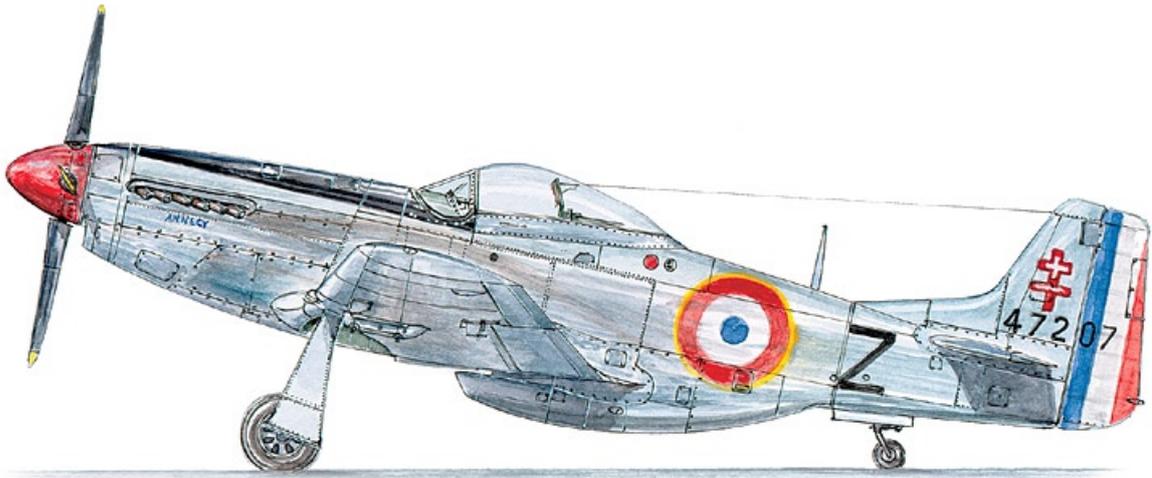


## American Aircraft in French Colors



# NORTH AMERICAN F-6 MUSTANG

By Colonels John P. Roeder and Michel Perrin



The Mustang was the most successful fighter of the Allies in WW II. It was credited with the destruction of 9,020 enemy aircraft in the air and on the ground within the 17 months that it was in operations over Europe.



Photos: B. Deffino

Had it however not been designed for the RAF, it would never have existed. As NA-73 the first prototype was built in less than the guaranteed 120 days, and a contract for 320 machines had already been placed by the British before its first flight in October 1940.

Notable features of the NA-73 included a laminar-flow wing, an aft-mounted ventral radiator - both for minimum drag, and it was designed for ease of production.

The fighter immediately proved a superior product and it encountered few difficulties during testing. Production aircraft started to come off the assembly line in May 1941. As USAAF procurement policy was already focused on the P-38 and P-47, there was however no intention to

consider the NA-73 as a potential third future aircraft in this category at that time.

In fact, due to the lack of power of its Allison engine above 20,000 ft (6.100 m) the type left much to be desired as a fighter, although its high speed and good maneuverability at low altitudes made it ideal for ground attack.

Finally 1,579 Allison-Mustangs were built, of which 764 went to the RAF and 814 (incl. 500 A-36As as ground attack aircraft/dive bombers) to the USAAF.

To improve high altitude capability, four of the initial aircraft were modified by the British to accommodate Rolls-Royce Merlin engines.

After six weeks of very successful testing the results were transmitted to North American, which had already begun to adapt it as XP-51B to take US-built Packard-Merlins.

Flight tests which began in September 1942 showed a top speed of 441 mph (710 km/h) at 29,800 ft (8.840 m) while time to climb to 20,000 ft (6.100 m) was 5.9 minutes as compared to 9.5 for the Allison powered aircraft. As a result US fighter procurement policy underwent a major change in favor of the Mustang.

Successive major production versions were the P-51B and C (with sideways-hinging framed canopy) followed in 1944 by the P-51D (with bubble-type canopy) of which more than 7,900 were built and the K in 1945.

The P-51H had a new wing, a deepened and lengthened fuselage and a taller fin, but it came too late for service in the European theater.

From the P-51B a large additional fuselage tank and provisions for drop tanks were fitted. These combined with



Photos : B. Delfino

its outstanding aerodynamic efficiency gave the Mustang an ultimate effective combat radius of more than 600 mls (965 km), compared to 520 mls (840 km) for the P-38 and 375 mls (603 km) for the P-47.

USAAF P-51Bs began arriving in the UK on December 1, 1943. Two weeks later they accompanied 8th Air Force bombers over the 490 mls (790 km) to Kiel, and in March 1944 P-51Bs and Cs escorted B-17s and B-24s for the first time to Berlin.

The P-51 contributed more than any other Allied fighter to gain air superiority over Central Europe.

In the Pacific P-51s, based at Iwo Jima from April 1945 in addition to escorting B-29s flew their own strikes against Japan, including Tokyo.

Re-designated F-51, USAF, RAAF, SAAF, and ROK Air Force Mustangs, finally served in Korea as fighter-bombers as well as tactical reconnaissance RA-51s.

A total of 15,686 Mustangs of all versions was produced, including, 482 armed F-6 photo reconnaissance planes (by way of conversion). 2,550 were supplied to the RAF.

Fifty seven F-6Bs, Cs, Ds and Ks were ceded by the USAAF in Britain directly (outside Lend-Lease) to the new Armée de l'Air from January 1945. They were to replace the Spitfires of Group de Reconnaissance GR II/33 (Savoy) based at Luxeuil.

Mustang operations of GR II/33 began on February 19, but it was only in early March that conversion was completed with 18 aircraft on strength.

Subsequently whenever the weather was favorable for photo-reconnaissance French Mustangs appeared over Alsace and the adjacent region of Germany.

On March 24 GR II/33 moved to liberated Colmar.

Subsequently, the group was very active over south-west Germany for the benefit of the first French Army which had crossed the Rhine on 31 March.

On 7 May all operations ceased due to the armistice.

Since the beginning of April, 481 sorties had been flown by the group. Only two aircraft were lost in operations and one had made a belly-landing after take-off at Colmar.

On 12 September the group moved to Freiburg (Germany).

In early 1946 GR II/33 spent three months in French North Africa for routine photo-cartographic work. In early 1949 six F-6C Mustangs were added to GR I/33 (Lightning), but in July/August 1950 their utilization was cancelled.

By then GR II/33 had moved to Cognac with 16 aircraft on strength, a number which was maintained until from January 1953 flying activity was drastically reduced.

By October the career of the Mustang in the Armée de l'Air had come to an end.

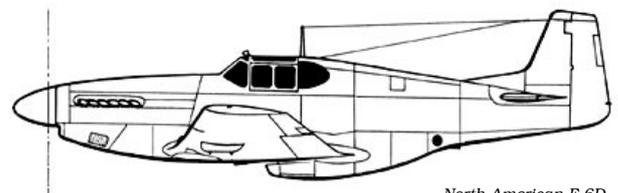
Accidents had been frequent in the post-war period.

Excluding those that were repaired at least sixteen French Mustangs were lost or heavily damaged, with two pilots being killed. Also four aircraft had become unusable

for various reasons, and the fate of six others remains unknown. Surviving Mustangs were returned to the Americans who had them scrapped at the Rennes-Depot.



Profile: J. Lepelletier

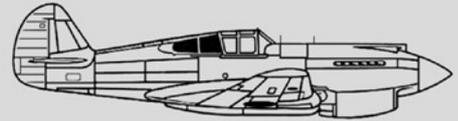


North American F-6D

DATA TABLE - North American F-6D

Description: Single-seat armed photo-reconnaissance aircraft  
 Propulsion: 1 x 1490 HP Packard-Merlin V-1670  
 Span: 37 ft 0 in (11,30 m)  
 Gross weight: 11 600 lb (5 260 kg)  
 Maximum speed: 440 mph (710 km/h)  
 Cruise speed: 360 mph (580 km/h)  
 Maximum range: 1710 mls (2 750 km) with drop tanks  
 Service ceiling: 41900 ft (12770m)  
 Armament: 6 x .50 cal (12,7 mm) guns  
 Equipment: Two oblique cameras

# What's New?...



## A SWORDFISH FOR THE CAF!

If there was an aircraft that nobody ever expected to join the CAF fleet of aircraft, it is the Fairey Swordfish! It is, nevertheless, a reality today, since the aircraft should be acquired very soon by the CAF and assigned to the new *First Observation Detachment*.

The aircraft, a Mark IV built in Canada, similar to the one photographed in Duxford, in 2001, by col. Jean-Paul Merlier (Right), has been displayed for a long time in the *Museum of Flying* in Santa Monica. It is, therefore, in very good condition, and, in addition, it has all its original equipment. A splendid and very special addition to the CAF fleet!



Photos : J-P. Merlier

## THANK YOU ERIC!

Colonel Bill Parker of the Centex Wing and his family came to France recently, in order to visit the landing sites in Normandy. Our friends were helped by the best guide available: Colonel Eric Ducreau, a true Normandy native, who was very efficient, according to the enthusiastic message that Bill has just sent us:

*"Our trip to France was a total success. All of it due to Eric Ducreau. The support from the French Supporter Squadron went far beyond just a common interest in aviation. Eric showed us things and took us places we would never be able to access ourselves. He made sacrifices both monetarily and physically that were above and beyond the call of ordinary friendship. I wish to acknowledge this to all the members of the French Supporter Squadron. Would you please put our note in your newsletter so all of your members may know.*

Bill Parker  
Centex Wing - CAF"

Thank you Eric for this benevolent help. The FSS had a very good reputation for welcoming visitors. It is, today, even stronger, and we hope that many other friends of the CAF will come and visit our country and its numerous WWII sites.

## STÉPHANE'S "DOGCAT"

Col. Stéphane Duchemin has just sent us this picture of his latest acquisition: A DOGCAT.



We don't know if Grumman is the maker of this twin seater, but this picture does show the importance of the team spirit that prevails within the CAF. Thank you Stéphane for this beautiful photograph.

## WELCOME FRÉDÉRIC POLLICELLA

Thanks to Operation Code Name Bravo, colonel Didier Cardinal was able to convince Frédéric Pollicella to become a member of the CAF and the FSS.

Frédéric was born at Issy les Moulineaux, a famous town for its link to aviation, on October 25, 1976. He then lived in Clamart for 14 years, until his father bought a garage in Aix en Provence, which required a move of the entire family to the south of France. He studied aviation engineering in Vitrolles where he worked on various planes like the Broussard, Noratlas, Fouga Magister, Mirage III, and Rallye. He then found a job with the aeroclub Rossi Levallois in Eyguière, near Salon de Provence, then on the airfield of Les Milles, near Aix en Provence. There, he worked on the DR400, Piper PA18, PA28, Cessna 172, and Cap 10. In April 2000, he was employed by Air France, at Roissy, and posted to the Boeing 747 Department as an aircraft mechanic, an airplane he particularly liked ever since his younger years.



Since his father runs a garage, he got a preference for classic automobiles which he collects (Three at the moment). However, his most powerful "virus" is aviation. He caught it thanks to his mother who used to work for an avionics firm. It was during one of the airshows at Le Bourget that he realized that he would do his career in aviation. Frédéric started flying when he was trained to fly gliders in Eyguière. He has totalled 40 hours on this type of planes, and about ten on motorized aircraft. He now flies at the airport of Meaux-Esbli where he is preparing for his PPL. His favorite warbirds are the Spitfire, the Mustang, and the B-17, but he also likes some jets like the F-14 Tomcat.

Welcome aboard Frédéric!

Col. Frédéric Pollicella  
36 Bis Rue Michel Blere - 60260 LAMORLAYE  
Tél: 06 27 70 98 02

## COLONEL PATRICK GREMEZ

Our friend Patrick Gremez has taken the exceptional opportunity of Operation Code Name Bravo to upgrade from Associate Member to full Colonel. Well done Patrick! This is an excellent decision whose example, we hope, will be followed by many other members.



### THANK YOU ALEXANDRE!

Another Thank You message was received from col. Jim Adams in Midland. Here's what Jim wrote:

*"Dear Colonel Trevisan,*

*We want to thank you once again for spending some weeks with the CAF helping to repair Fifi. Now every time they put on the brakes or rev up an engine we will remember that it was your good volunteer efforts that made all this possible. It was very kind of you to spend these two periods of ACTIVE DUTY with the CAF here in Midland. It was quite an investment of both your time and money to spend this time with us at your expense. We wish you every success and hope to see you again at AIRSHO 2003. In the meantime, please take care of Bernard and Fumiko Delfino and the French Supporter Squadron and, also enjoy.*

*Jim et Terry Adams"*

We wish to take the opportunity of this well-deserved message to add our own thanks to col. Alexandre Trévisan who spent many weeks looking after FIFI in order to get her ready for her 2003 tour. As far as we know, it is the very first time that a member of the FSS decided to help in such a nice and practical way. As Jim and Terry say, it is with the help of Alexandre that Fifi will be able to fly for many hours to come. A big Thank You Alexandre!

## OPERATION CODE NAME BRAVO

We wish to remind everyone that the CAF has started, for the period running between February 22, 2003, and December 31, 2003, a new recruitment plan which allows each foreign Unit to recruit 10 new **Colonels** for the amount of \$ 100.00 each, instead of the normal \$ 200.00.

Also, without any limit in numbers, any **Associate Member** will be able, during the same period, to become a colonel for the amount of \$ 100.00. We ask everyone of them to contact us as soon as possible so that we can tell them about this procedure.

**We ask all of our members who know potential candidates to the grade of Colonel to contact us as soon as the persons concerned show a definite interest. We will send them a Commission file at once, and we will advise the CAF in Midland.**

## NEW CODE FOR MIDLAND

On April 05, 2003, the telephone code to call or fax Midland will become **432** instead of 915. The old code can be used until October 04, 2003. Thanks for making a note of this change.

## NEW EMAIL ADDRESS FOR TERRAN

Col. Terran Tidwell just changed his email address. Thanks for amending your phone-book as follows:  
< terran2@cox.net >

## HELP TO THE L BIRD PROJECT

We wish to thank Colonel Patrick Gremez for the gift he just made to the L Bird project. Another step towards the acquisition of this plane! Thanks Patrick!



Photos: J. Leroux

Colonel **Alain Quesney** died on March 12, 2003, following a sudden and unexpected illness.

*Alain's basic training was Radio. In 1953 he got a commission with the Armée de l'Air and studied electrical circuits on aircraft like the A26, P38, P47, Spitfire, Vampire, F84...*

*He was then posted to a Helicopter Flying School where he was responsible for the maintenance and overhaul of airplanes and helicopters. He also participated in the restoration of classic airplanes in an aero-club and a workshop specialized in aircraft restorations. He learned to fly during that same period.*

*In 1963, he was selected, with five others, for the creation of the Instruction Group for the C160 Transall (A French-German venture). In 1969 he joined the technical bureau of Nord-Aviation, and was then posted to the Airbus Programme where he coordinated the study and production of the technical documentation given to the customers. From 1985 to 1995 - the year he retired - he dealt with directives and technical procedures (Standardization Management).*

*Alain resided in Blagnac where he conducted and participated in many activities linked to aeronautical heritage, by organizing various shows, recording stories of veterans, visiting schools, and coordinating actions between various Associations. Alain particularly liked the P38, may be because of the influence of Saint Exupéry?... Alain was an excellent recruit who did not wait to be a member of our organization to act for the CAF since he organized the very first ceremony related to the B17 which was shot down over Cornebarrieu in June 1944, even before he became a Colonel. Finally, he participated very actively to the organization of the visit in Toulouse by the veterans of this B17.*

*We will miss Alain very much because he was very active in the Toulouse area, but, above all, we have lost an excellent friend. Our most sincere condolences to his wife and his family.*



Photos : E. Ducreau

**ROY GRINNELL'S PAINTING IS NOW IN THE NORMANDIE-NIEMEN MUSEUM**

The Normandie Niemen Museum in Les Andelys is now the host of the painting made by Roy Grinnell for our Unit.

Since the FSS Board of Administration decided that one could not find a better place to display this painting than this beautiful museum where many relics are already displayed, Colonels Eric Ducreau, Yves Donjon, and Bernard Delfino, went to Les Andelys to attend a ceremony with many members of the museum, as well as the local Press.

A few words were said by the President of the museum, mister Claude Lemée, who expressed his great satisfaction. Then, our own President explained the reasons for this painting, and described the picture. He also talked about the author of this work of art, rightly emphasizing the fact that without the technical help from the museum staff, this picture would not be as accurate as it is, technically, and historically.

We invite all our members to go and visit this beautiful museum which will soon be extended to include the period running from WWII until today.



Photos : E. Ducreau

*Claude Lemée (Left), President of the Neuneu museum, and col. Bernard Delfino, present Roy Grinnell's painting, and explain the very good cooperation which links the Neuneu museum and the FSS.*

We also wish to remind our readers that they can buy from the FSS a print of this painting for 40,00 Euros or Dollars (Plus 10,00 Euros or Dollars P&P) for a print not signed, and 60,00 Euros or Dollars (Plus 10,00 Euros or Dollars P&P) for a print signed by three Normandie Niemen aces (Marcel Albert, Roland De Lapoype, and General Risso), and, of course, by the painter Roy Grinnell.

**A PIECE OF CAKE!**

Colonel Barbara Hair is not only a perfect ambassador and writer. She can also, on request, become a perfect *Cordon Bleu*.

Here is, for example, a superb cake that she baked for the Dallas Fort Worth Wing, representing the R4D (Navy version of the C47), one of the planes operated by the DFW Wing. This beauty has been sold during a Wing garage sale for the amount of \$ 32.00! Well done Barbara!

( Note: One of our most glutton members, who will remain nameless, intends to ask Barbara to bake a P-40 of the same standard...).



**HELP TO THE L BIRD PROJECT**

Barbara and Aubrey Hair having declared that they would like to participate in our efforts to acquire an L Bird, it was suggested to them that, rather sending some cash, they could send us P.X. items. It did not take long for them to send a big parcel full of patches and brooches of the CAF shield, that our P.X. will soon put up for sale. The product of the latter will be added to the L Bird budget under the names of Barbara and Aubrey. We sincerely thank them for their generosity, their extreme kindness, and their great interest for the FSS and its projects.

**2003 QUESTIONNAIRE**

To this day, 35 members sent back the questionnaire which was published with the January 2003 issue of our Newsletter.

Many of our friends residing in the USA did not fill it in because of the distance that stops them from participating to the life of our Squadron as much as they would like. This is quite understandable, and largely compensate by their important financial participation to the L Bird project as everyone knows, and we thank them very much indeed for their active participation.

Today, 54% have responded to this questionnaire. It's not a lot, and it's a lot at the same time, especially if one compares these figures to the average of all national associations which are closer to 10 or 20% for the very best ones!... It is still a pity that 46% of our members residing in France did not take this opportunity to give their opinion on many subjects, but since the airshow season is approaching fast, we have to summarize the information obtained through the answers we received.

Therefore, we will publish the results of this enquiry next month. These figures will be the basis of the choices we will make to run our Association in the future. The L Bird project will be the star of all the FSS projects, and it will take a large place in these results.

## 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 (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).
- **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.**

## FSS ANNUAL DUES 2003/2004

The limit date for paying these dues is May 01, 2003. The amount due is 50 Euros or Dollars for the Colonels and Associate Members, 20 Euros or Dollars for the Cadets, and 40 Euros for the Friends of the FSS. Thanks to all of you!

## CODE NAME BRAVO

✪✪ Frédéric Pollicella (Didier Cardinal) ✪✪

UPGRADE FROM ASSOCIATE MEMBER TO COLONEL

✪✪ Patrick Gremez ✪✪

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### INTERNAL SPONSORS

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Yves DONJON	305,16	90000	13720
Guy ROBERT	198,18	85000	12958
Centex Wing	26,68	80000	12196
Christiane HÉBERT	304,90	75000	11434
Yuri DELFINO	148,45	70000	10671
Kim TOLFREE	176,84	65000	9909
Georges VAN HOVE	76,22	60000	9147
Terran TIDWELL	118,91	55000	8385
Yves HOUSSIN	152,45	50000	7622
Jean-Jacques VAUCHER	243,94	45000	6860
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<b>TOTAL</b>	<b>31439,17</b>	<b>(206227,42 F)</b>	