

Volume 8 - N° 5 - May 2003

Editorial

Making a dream come true is always the source of an immense satisfaction, proportional to the time and the work spent for reaching that goal. Today, I am sure that all our members enjoyed that kind of feeling when they discovered the splendid Piper Cub J-3 which belongs to our Squadron.

It required everyone's help to reach that result. Everyone had to give a great part of himself, be it through financial donations, sometimes meaning a lot of sacrifices, or by donating one's spare time, energy, and good work. What the FSS has accomplished is really extraordinary, and each FSS member can be proud of this acquisition. But what could be considered as an achievement is, in reality, the starting point of a great and exciting adventure, because this J-3 gives our squadron, at long last, the means of demonstrating our attachment to the noble values of the CAF. We now have the means of honoring the hundreds of thousands of aviators who fought during WWII, and, too often, lost their youth and their life.

This J-3 is only modest in size because this type of aircraft played an extremely important role in the final victory of 1945. The Piper Cub is also known as the "Jeep of the Sky", and it represents a significant part of aviation history.

Today, there is enough work for everyone of us, and I thank all our members for the part they will play with great enthusiasm.

Finally, I would like to thank colonels Jean-Paul Merlier and Patrick Grenez for the article they wrote to tell us about the commemoration of the crash of Lieutenant William W. Patton, pilot of a P-51 Mustang in 1944.

This article comes at the perfect time to show all our American friends that, despite the differences that may exist between our governments, the great majority of French citizens love America and Americans very much. This sincere and profound feeling flies way above these useless disputes, and perfectly shows that the memory of hundreds of thousands of American soldiers who came to die on French soil, is as strong as ever, if not more than ever!

Bernard

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Photos : E. Ducreau

THE FRENCH SUPPORTER SQUADRON GETS ITS WINGS!

THE FSS HAS ACQUIRED ITS FIRST AIRPLANE, A PIPER J-3 "CUB" OF AN EXCEPTIONALLY GOOD QUALITY, WHICH WILL BRING JOY AND SATISFACTION TO ALL OUR MEMBERS (Read the report on Page 2).

FRANCE HONORS LT. WILLIAM W. PATTON

THE VERY IMPORTANT CEREMONY THAT TOOK PLACE IN LA LONGUEVILLE HONORED THIS PILOT WHO DISAPPEARED IN 1945, AND WAS FOUND IN JANUARY 2001 (Page 6).



THE FRENCH SUPPORTER SQUADRON HAS ACQUIRED ITS VERY FIRST AIRPLANE!

A report by col. B. Delfino



Photo : E. Ducreau

The dream that we have turned into a reality by purchasing this superb Piper J-3 Cub is only the first step of a 4 years old project.

It was in 1998, during the FSS General Assembly, that the idea of acquiring a WWII airplane was born. This project slowly came into shape and was really started in March 1999 when it was announced in our Newsletter. This suggestion was diversely received because it seemed unrealistic for a modest Unit like the FSS. The ambition and enthusiasm of our members would soon prove the opposite: Colonel Marcel Francisci was the one who started this project with a very important donation. His example was quickly followed by several other donations from various members but also from outsiders, thanks to the publicity made around them by several of our Colonels.

As time went by, the gifts increased. Thanks to an unlimited support from the CAF authorities and members of various Units, this great project grew up to become the Number One project of all FSS activities.

The way between March 1999 until today, was long and difficult. Collecting enough money seemed, sometimes, impossible. But thanks to the tenacity, the good work, and the generosity of more and more members, the end of the tunnel was coming, slowly but surely.

The premature death of our friend Lewis Bateman, a very active member in the Toulouse area and in the FSS day to day life, hit very hard all our plans and this particular project. Prudent, fair, thoughtful, Lewis was a member without whom

the FSS seemed unable to survive. It was without counting on the imprint he left on our Squadron. If Lewis had gone forever, he gave us the memory of his enthusiasm, his comradeship, and his way of seeing things with logic and intelligence, and he seems, since then, to be guiding the FSS in all its choices.

This is why all of our members who had the honor to meet him, immediately decided that our future plane would be named "*Spirit of Lewis*".

Months and years went by. The generosity of our members and friends became more and more evident. As our "*Cub'ometer*" grew in temperature, the hope to get, one day, our own airplane, got closer and closer. Many who first had some doubts, realized how seriously this project was driven, and joined the crowd.

During the past two years, several Piper Cub came on the market. A purchase was far too premature because, despite the fertile imagination of our members, we were unable to collect the necessary funds. Patience and thoughtfulness told us to wait, which was the right choice since the plane we have acquired is of a much better standard than all these previous planes which, nevertheless, made more than one members dream.

The last FSS General Assembly allowed everyone to realise how close this project was to its materialisation.

This surely helped the donation of more gifts which came in steadily. The creation of an L Bird Committee made of four volunteers and the four members of the Board of



Photo: E. Ducreau



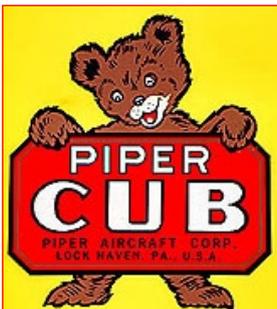
Photo: E. Delfino

Administration (This number has since been increased to nine with the arrival of our friend Cédric Malhaire), was a very good initiative because, in four months, this Committee made the L Bird project progress significantly. In addition, the result of the questionnaire that was sent to our members with the January 2003 Newsletter confirmed the legitimacy of this ambitious project (See the article in this issue).

A Piper L-4H based at La Ferté-Alais appeared on the market in December 2002, and was brought to our attention by col. Eric Janssonne, at a price of 19000,00 Dollars, but the Xmas and New Year celebrations and holidays stopped us from visiting the plane and its owner. This was only possible two months later, when Colonels Didier Cardinal and Eric Ducreau were finally able to spend a day in La Ferté.

Although the airplane had a definite historical value thanks to its participation to the Normandy Landing, this Cub did not seem to satisfy our needs: An ageing paint-work, a damaged rudder, and, especially, an engine with only 70 hours to go before overhaul, turned the price of this plane (then increased to 22900,00 Dollars for no apparent reasons!) extremely exaggerated. The thought of having to spend another 14000,00 Dollars for an engine, and as much for a new fabric and painting, made us quickly refrain from buying it, and consider that it would be nothing else than a restoration project, way above our financial possibilities and experience!

Luck often comes to the rescue, and it did! Two days after this visit to La Ferté, Colonel Claude Requi told us that he read an advert in a magazine for a J-3 in, apparently, good conditions. We quickly established a contact with its owner, mister Jean Nicolle, and a visit to Sézanne in the Champagne area, where the plane is based, allowed Colonels Didier Cardinal, Eric Ducreau, and myself, to discover an aircraft in a really good state with numerous important new components like the wing spars.



The price, 7600 Dollars higher than the one of the previous plane, was justified by this good state, by a VHF radio, and by a total of 1200 hours to go on the engine which, at an average flying time of 60 hours per year, means 20 years of operation before overhaul!

A second visit was quickly organized and included Colonel Eric Ducreau and two of my personal friends, experts in aircraft restoration. They examined the plane from all sides as well as the paper-work, and gave me their conclusion: "The airplane is in an exceptionally good state!".

I soon relayed this information to the other members of the Committee, and we took a unanimous and evident decision: We could only buy this plane which, considering everything, was reasonably priced.

Not buying this J-3 would have been a mistake because one does not find aircraft in such a good state very often. Convinced that we would have to wait many more years to find its equivalent (And probably at a much higher price), wisdom guided our decision. In addition, I do not think that the cohesion of the FSS members would have survived a refusal to buy this plane, and the very future of our Squadron would have been in great danger.

Several individuals or organisations wanted to buy this plane, and the owner gave us five days to make up our mind.

Speed and a good communication between the members responsible for this project was the secret of our success, and I wish to take this opportunity to warmly thank mister Jean Nicolle for giving us the very top priority for this acquisition.

Mister Jean Nicolle belongs, like the FSS, to the Piper Club France. This affinity certainly plaid a role in this agreement, and this purchase allows the FSS to fully respect the CAF goals and objectives which are to maintain in airworthy condition WWII airplanes in order to honor those who fought in the air arm for our freedom.



Photo: E. Ducreau

It is that very last point that will, from now on, guide us in the operation of this aircraft. All FSS members will need to bear that in mind continually, and do everything possible so that this Cub fulfils this honorable function. Such a noble cause would not stop us from having fun, of course, but we are, before everything else, members of the CAF, and we must put all our energy in its goals and objectives.

Despite all the emotion that this purchase included, and despite the seriousness and the difficulty of this decision, this acquisition is, in reality, a simple step in this grand project.



Today, we must organize ourselves to serve this plane which has now become a symbol, the best we can. The members of the L Bird Committee and other members of the FSS are already at work to make sure that all the formalities are done as required by the law. Many aspects are still to be examined and discussed, and many decisions are still to be taken: The aircraft insurance, the maintenance program, the choice of a hangar, and many others...

From an "aesthetic" point of view, we have to find the most suitable and representative paint scheme. Mister Nicolle has wished that the aircraft future "militarisation" does not turn this Cub into another olive drab one. Many other color schemes are possible that will have a strong impact on the public. It's up to us to choose the right one!

Therefore, I ask all our members to look for any documents they may have in their personal archives: Black and white or color photos, drawings, profiles, etc, so that we can establish a paint scheme that is as faithful as possible as the original. The cockpit windows will need to be of the same type as our own J-3, which is the "short type" (See the printed pictures). Colonels George Lodge, Rick Hudlow, and Roy Grinnell, have already started their research with an extraordinary enthusiasm. George Lodge will send us a book about the Civil Air Patrol, coast-guards that used the Piper Cub for anti-submarine patrols.

A BIT OF HISTORY

The Piper J-3 Cub flew, for the first time, in 1937, and it was built until 1947, with a total of 22000 aircraft built!



Photo: USAF

The engine fitted to the first plane was only delivering 40 HP, but this power was raised to 65 HP in 1940. The success of the Cub was caused by the rumours of war and helped by the civilian training program that was created in 1939.

The military version of the Cub was the L-4. It was supposed to have a life expectancy of 50 flight hours or 6 months. Its robustness soon proved that this little aircraft was capable of a lot more.

Its very first military role appeared immediately after the attack on Pearl Harbor when the Cub, civilians or military, participated in coastal patrols to spot enemy submarines along the Eastern and Western coasts, and flew

a total of 86000 sorties!... Used by the Army in various roles such as observation, liaison, artillery spotting, and VIP transport, the Cub saw its consecration on the day of the Normandy Landing when they flew more than 1000 times across the channel. Again, it was a Cub that landed on the Champs Elysées on the day of the liberation of Paris.



The war over, most of the Piper Cub were demilitarised and made thousands of aero-clubs happy throughout the world. Since then, the number of pilots trained on this aircraft is countless, and all of them, with no exception, keep an unlimited love for this airplane.

HOW MUCH DOES IT COST?...

The price of our future aircraft had been estimated as 200.000,00 Francs ever since the beginning of this project, an outstanding precision since the J-3 that we just bought cost exactly 30500 Dollars, or 200.066,00 Francs!

To this sum had been added 50000,00 Francs (7700,00 Dollars) for its first year of operation, including the hangar, the insurance, the maintenance, and the administrative expenses for the DGAC. This estimate was also correct and was later verified by the professional and rigorous study made by Colonel John Roeder, a study that was presented during our last General Assembly. The exactness of this estimate was a great help for the future of this project.

Having not reached the expected amount of 250000,00 Francs (38000,00 Dollars) when our Piper Cub appeared on the market, our budget was about to find itself at a level close to its position four years ago. It is that point that made our choice difficult because it was evident that we could not fly this plane from the day we would buy it. The exceptional state of the plane lead our decision because it was sure that aircraft of this quality and good health do not appear every day!

We now rely on our members' solidarity to find the necessary funds to fly our plane, as soon as possible. Since we announced the purchase of this airplane, eight of our members have donated more than 1000 Dollars. Today, we need another 35240,00 Francs (5370,00 Dollars) to insure the plane and find a suitable hangar.

I wish to thank all our members for their support to such an ambitious project. Thanks to you all, we will turn it into a great success.

Bernard



Photo: C. Requi



POTEZ C.A.M.S. 141

An article by col. Michel Cahiez - Photos SHM.

The Potez C.A.M.S.141 was built following the issue of an Admiralty program dated May 10, 1935, as a replacement for the Breguet Bizerte.

Designed and built by C.A.M.S. (Chantiers Aéro-Maritimes de la Seine) in Satrouville, during the second half of 1936, the prototype was transferred to Caudebec-en-Caux for its assembly. It flew for the first time on January 21, 1938. After twenty hours of flight tests, modifications were made to the hull to increase its performances during take-off at maximum weight, then the plane was transferred to Saint Raphaël for the rest of the test program. Thirty three hours were flown there, and the Hispano Suiza 12Y-26/27 engines which delivered 930 HP each, were replaced by the 12Y-36/37 (970 HP), and were, finally, replaced again by the original engines.

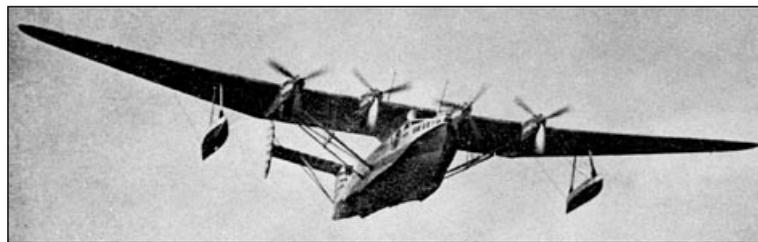
The aircraft should have been fitted with a dorsal turret and a 25 mm canon, but this equipment never became available, and was, therefore, replaced by two 7.5 mm Darne machine-guns. Four other machine-guns of the same type completed the defensive armament, and the offensive one was made of four 1000 lbs G-2 type bombs.

The orders went quickly from 4 aircraft to 19, then 31. The production of the hulls was started in Le Havre, and the wings at Méaulte, with the intention to produce two planes per month as soon as June 1940, but the way the war went finally stopped any production.

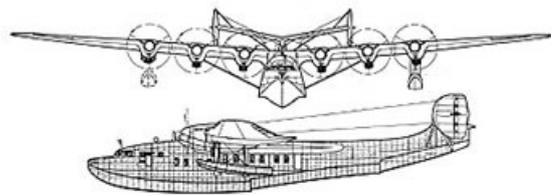
Named *Antarès* by the French Navy, the Potez C.A.M.S.141 was the only aircraft that Escadrille E8 had on its roster. It flew reconnaissance flights over the Atlantic until June 18, 1940. It was then posted to Port-Lyauté where it was handled by Escadrille E6, then



Escadrille 4E, in Dakar, on September 17, 1940. It carried flying patrols over the Atlantic until the end of 1943. It sank a German sub-marine (U105) some distance from Dakar, and it was finally destroyed by the authorities at the end of 1943, after a total of 1800 hours.



The Potez C.A.M.S. 141 was the basis of another plane designed for transatlantic transport, the Potez C.A.M.S.161 *Picardie*. A 1/3 scale model of the 141 was used to test a new wing which was 159 feet long. The war stopped this project, but it was resurrected by the Vichy government, under German control.

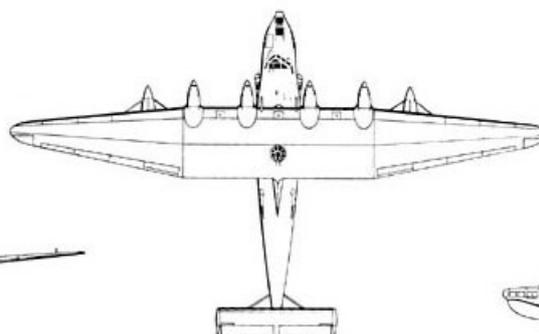
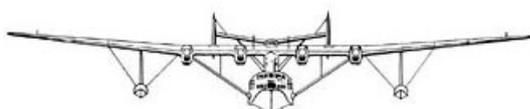


C.A.M.S. 161

The first flight of the Potez C.A.M.S. 161 was made on March 20, 1942, with engineer Hurel at the controls, escorted by four Me109 which, officially, protected the plane from RAF fighters, but especially to stop it from escaping to England!...

Potez C.A.M.S. 141

- Wing span: 137 ft.
- Length: 80.3 ft.
- Maximum speed: 203 MPH
- Cruise speed: 169 MPH
- Service ceiling: 18833 ft.
- Range: 3000 miles
- Crew: 4 to 6 men



IN MEMORY OF LIEUTENANT WILLIAM W. PATTON

A report by Colonels Jean-Paul Merlier and Patrick Gremez

Photos: Joël Holle and Thierry Bauchot

During Airsho 2002 four members of Association "Union Aérienne Sambre et Helpe", based on the airfield of Maubeuge, in the North of France, among which was Colonel Patrick Gremez, donated a superb photo-album to the American Airpower Heritage Museum.

This album, thanks to numerous photographs and Press clippings, tells the story of the discovery of a P-51 Mustang and his pilot, that crashed on January 15, 1945, not far from the town of La Longueville, near Maubeuge. A piece of this airplane donated by an anonymous person, was also given to Phil Barnes of the AAHM.

Here is the condensed story of this drama, the plane, and especially its pilot, Lieutenant William W. Patton, from the State of Missouri...

THE LAST MISSION

Taking off from the airfield of Knettishall, England, the Boeing B-17's of the 388th Bomber Group of the 8th Air Force have been given the task to bomb the railroad station of Lechfeld, near Munich. This group of bombers is escorted by the 3rd Scouting Force for the tactical and meteorological reconnaissance part of the mission.

For this task, the Scouting Force is made of two P-51D Mustang aircraft of the 55th Fighter Group, the leader, 1st Lt. Bryan J. Booker and his wing man, 1st Lt. William W. Patton.

After they bombed the Augsburg station, the formation turns back towards its base. On this morning of January 15, 1945, the two P-51's of the 388th Fighter Squadron fly over the area of Roubaix at 11h15. The meteo announces some fog and some stratus at 150 ft.

This is when Lt. Patton, with no apparent reason, turns left 180°, disappears, and does not reply to the radio calls of his leader. Lt. Booker returns, on his own, to Wormingford (*Note: The latter will be killed in combat on February 3, 1945*). At about 80 kilometres from there, at 11h30, a report is made about the crash of a fighter, at a distance of 500



meters from the train station of La Longueville. On January 18, the Squadron has not heard from the missing pilot, and, on February 8, a letter is sent to the pilot's family, stating that Lt. William W. Patton is missing in combat. The mystery of this disappearance will be solved 56 years later.

THE DISCOVERY OF THE AIRPLANE AND OF LIEUTENANT WILLIAM W. PATTON'S BODY

On February 22, 2001, the land lord of a swampy field located not far from the station of La Longueville, decides to drain this field. As the workers start using their digging equipment, they notice pieces of metal which are easily identified as pieces of an airplane with, apparently, the remains of the pilot still sitting in the cockpit.



The local Gendarmerie notes the presence of the body and identifies the aircraft as being American. The US Embassy in Paris is alerted and the appropriate measures are taken to identify the pilot and send his remains back to the USA, in accordance with the agreement that links our two countries.

The historical research started and the body of Lt Patton left France in March 2001 for his native State.

THE COMMEMORATION OF JANUARY 15, 2003

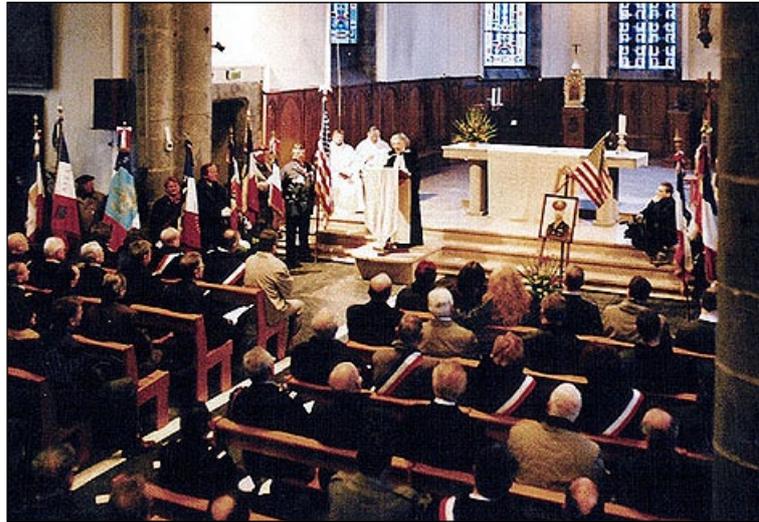
This commemoration was organised by the two towns of La Longueville and Feignies, after a long and painstaking work of research by two local Associations who have arranged the display of what was found.

After a call from the FSS, Colonel Claude De Marco and myself drove to La Longueville to represent the CAF and the FSS. Colonel Patrick GREMEZ who lives in this area was there to welcome us warmly - as it is always the case in this region - and was a perfect and friendly guide.

A lot of people were present in this small town of La Longueville (Two hundred and fifty personalities had been invited), which makes me think that French people have definitely not forgotten the graves of the Belleau-

Wood and Normandy. There was such a crowd that one could feel that something really exceptional was taking place. The local Press reflected the importance of this event, and printed titles such as: "Today, soldier Patton enters History".

We were requested to get to the local church for a Protestant mass. The size of the church was quite big but it was full of people.



about his disappearance. Now that we know, we feel delivered".

The bands played the national anthems, the soldiers presented the honors, and the veterans remembered this month of January 1945, when the German offensive, the very last hope for the latter, had just been stopped in the nearby Ardennes.

The US flag was there, next to the French one, and a large framed portrait of the hero was nicely displayed. People could feel a great emotion that would last the entire day.

After this simple but moving mass, we went to the town's train station for the inauguration of the monument which has been erected in memory of William W. Patton. The local children formed an escort and waved American and French flags with great enthusiasm. They were followed by a U.S. Air Force brass band that came from Germany, the local band, and by two honor guards, one from the U.S. Air Force and one from the French Armée de l'Air base in Cambrai. Standing next to the monument was Connie Patton, niece of William W. Patton, who came from Missouri especially for this commemoration.

The peak of this event was reached during the speeches. The Prefect gave us an intense one, emphasizing the sacrifice of Lt. Patton and dozens of thousands of other American Aviators.



Connie Patton replied to these nice words with tears in her eyes, showing a lot of emotion. In 1999, as her grandmother was about to die, she was still wondering what had happened to "Junior", as William Patton was called by his family. Connie Patton said: "We used to talk a lot

Emotion was at a maximum. This peaceful moment was only disturbed by the low passes of two aircraft, a Beech C-45 and a T-6 Texan, flying beneath a cloud base as low as it was on that tragic day of 1945. I would like to thank mister Jack Krine, the pilot of the Beech, well known in the French airshow world, who can give some of his precious time to honor veterans. Thanks to him and his fellow T-6 pilot, the presence of veteran wings was ensured.

After this busy ceremony, everyone was invited to a drink at the Mairie of La Longueville. The champagne was well chilled, the toasts were delicious, the benevolent staff was young and amicable, but the room was very small for such a crowd. Nevertheless, the conversations went on, despite, sometimes, a problem with the language.

A hot meal was served in the town restaurant of Feignies where would take place the second part of this commemoration. Well fed, we moved on to the town's war monument.

It was decorated with the six flags of WWII allied countries: In the middle was the French flag, next to the American and the European ones, then came the flags of Canada, Belgium, United Kingdom, and Poland. Representatives of all these nations were there to honor Lt. William W. Patton. We thank them for their gratitude.

Everyone was collecting himself as the bands played some music. A flight of F-15 Eagle that came from England flew over the area, but the low ceiling did not allow the planes to fly exactly over the ceremony. I could not see if they performed the Missing Man formation to honor their colleague who died for freedom, OUR FREEDOM. I suppose they did. Once the sound of the jet engines faded away, we all went to Fort Leveau for the last part of this ceremony.

This fort was built in 1885 and was part of a belt of defensive buildings supposed to protect our borders after the war with Germany in 1870. It was left alone after its de-militarization, and finally acquired by the town of Feignies. For the past few years, an Association called the "Friends of Fort Leveau" performed an outstanding amount of work to restore it. One must say that this



fort had been used as a depot for all sorts of rubbish!... Today, the inside square has been entirely cleaned, and each of the bunkers has been used to display historical items.

One of these bunkers is totally dedicated to Lieutenant William Patton and we were there for its grand opening, together with Connie Patton.

The Mayor of Feignies took the trouble to make his speech in English. Everyone was concentrating and moved. He sang the American anthem together with Connie Patton.

Then, letters that were sent to the hero by his family were read, and a parallel was made with another aviator, a British Officer, who was also killed in combat in the same area. These words of wisdom carried many messages of hope.

Everyone was moved. Connie Patton could not contain her emotion any longer and she burst into tears, tired, but also relieved after so many years of uncertainty and mourning.

The doors of the bunker remained open for the rest of the day so that everyone was able to see all the pieces of the plane and other items that are displayed there: A part of the engine with the propeller, a piece of the pilot's seat with the armour

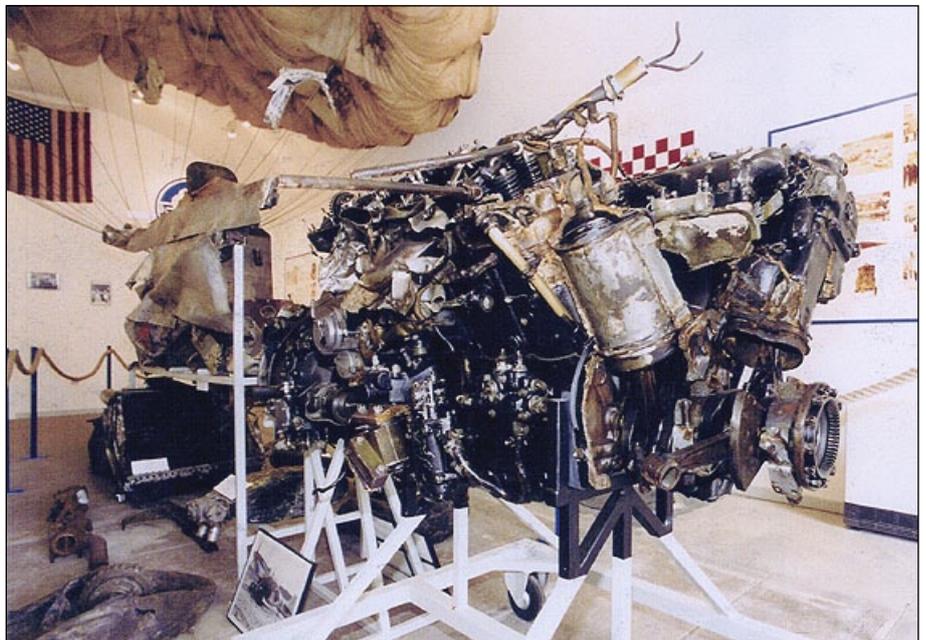
plate, etc... And, above them all, the aviator's parachute. Another bunker was full of pictures of old airplanes taken by a local photographer. I wish to thank him for the documents he lent us to illustrate this article.

The loop was looped and the ceremony came to an end. A last event took place in the Mairie of Feignies, but it was more entertaining than official: A conference that was illustrated by selected pieces of music played by a jazz band.

I'd like to close this article by quoting a nice sentence that Colonel Claude De Marco wrote in a previous article he wrote for our Squadron's Newsletter :

"Remembering is loving even more"

Beyond the emotion felt throughout this day, this is what my memory will remember.



Text: Jean-Paul Merlier, documents: Patrick Gremez.



Note: The pictures printed in this article are part of the work done by professional photographers **Joël Holle** and **Thierry Bauchot**, who live in the area of Maubeuge. They wished to take part in the illustration of this report.

The author wishes to thank them warmly and sincerely for their participation which honors their profession.

RESULT OF THE FSS ENQUIRY - YEAR 2003

A report by col. B. Delfino

The questionnaire that was sent with the January issue of our Newsletter was published to allow all our members, and especially those who could not take part in our 2002 General Assembly, to clearly and sincerely give their opinion on all the subjects which are the very life of our Unit.

We thank the 38 members who took the trouble to send this questionnaire back, an honorable score if one compares it with similar Associations.

Here is the result of this enquiry, with some personal comments from our President, printed in *Italic*.

PERSONAL DETAILS

• This page was intended to help the members of the Board of Administration to better manage the current hundred or so FSS members.

The only interesting result for our members is that only a small number of those who own a computer receive the CAF Newsletter, CONTRAILS, via email. A "how to" article will therefore be published in a future issue of our Newsletter.

PROJECTS

• **Visit of Verdun and the WWI combat sites:** 17 persons are interested by this visit. Colonels Claude De Marco and Claude Gascon, organisers of this week-end in Verdun have been advised and they will contact every member for all the necessary details.

I thank all future visitors to reply quickly to the questions asked by our friends Claude and Claude. It will guarantee the success of this visit.

• **Monument in Pujaudran:** 12 members said that they wish to be present during this ceremony. Their names will be given to our South West friends to help them organise it.

The date of this event is still very unsure, and we will advise the members concerned as soon as we have one.

• **La Ferté-Alais Airshow, June 7 & 8, 2003:** 23 members will be present for this grand Airshow. The order for the special passes will be done as soon as Editions Larivière send us the file indicating the price of these passes.

It is important that a majority of members come to La Ferté as soon as Friday June 6, at noon, to help with the setting of our booth. Also, it is very important that a maximum number of members be there on Sunday evening when we put it away.

• Presence of our members during other airshows: About twenty members will participate to other airshows where our booth will be set up. The number of these airshows is, for the moment, of three, as follows:

- La Ferté-Alais on June 7 & 8.
- St. Pierre des Ifs: Piper fly-in on June 13 to 15.
- Haguenau on July 18, 19, and 20.

We must know, as soon as practical, the name of the

members who will attend these airshows, and help with the setting of our booth. Thanks for contacting us as soon as possible.

• **AIRSHO'03:** Ten members residing in France should be present in Midland for Airsho. A very encouraging result because the presence of the FSS in Midland since the creation of the French Supporter Squadron has been constant every year, and has shown our great attachment to the CAF.

An excellent result which indicates another success for our Squadron always appreciated by the CAF managing staff. If one adds the twenty FSS members who reside in the USA, a total of 30 members would break all records!

• **2003 Photo Contest:** Fifteen members wish to participate in this great photo contest which will include many interesting rewards. The subject will be Aviation and all its aspects, with, of course, a preference for the Warbirds. However, all branches of this industry will be permitted, and your pictures can be technical, historical, aesthetic, humorous, dramatic, related to the machines, but also to the men.

No need for a sophisticated camera to get good pictures. A pocket size or even a disposable camera are often enough to get good photos. Technique often helps, but the eye of the photographer remains the most important element in this success. This "glance" will first be considered in the choice for the best pictures. The jury will be composed of people who do not belong to the CAF, and they will be chosen for their objectivity and their artistic and technical knowledge. Get your cameras out!

• **Video team:** Fifteen members are interested by the creation of this team who will be responsible for the filming of a 15 minutes movie to promote the CAF and the FSS.

None of these 15 members own a digital camera, which does not help this project and will somehow delay it. The acquisition of such a camera by the FSS will, no doubt, be possible in a future that I hope to be near enough. This would allow the start of the filming which will include sequences filmed in Midland. Fingers crossed!

• **Regional Representatives:** Only four of our members have stepped forward to represent the FSS in their respective region (North, Brittany, Center, and Poitou-Charentes). It is not enough, and this scheme can only work if we have a representative in each region.

This item will be discussed in great details by the members of the Board of Administration so that a more efficient system can be found. The result of these discussions will be published in these pages very soon.

• **Bellis and Roy Grinnell prints:** Twenty members have purchased one or the other of these prints, a number which is relatively small since buying these prints is making a donation to the L Bird project, while keeping a great quality souvenir of this generous action. Today, we only need to sell ten more prints at 60.00 Euros to reimburse the Squadron of the sum invested in this project, and start making substantial profits that will be added to the L Bird project.

Here is a good project that works fine! Another small effort and we will start collecting the fruits of an operation that gave us the honor and the great pleasure to add to our membership a great aviation painter and his wife, Roy and Irene Grinnell. Just for that reason, this project is a great success!

• **Subscription to the F4U7 Corsair painting by Roy Grinnell:** Delayed by unexpected events, the making of this painting will soon be completed. Roy will give us this painting during Airsho'03, and we will then be able to start this subscription for real.

The very good quality of the first two paintings donated to the FSS by Roy is the insurance of a third success. Also, a subscription is the guarantee that this project will not be another demand on the FSS budget.

L BIRD

• **Purchase of an L Bird:** 87% are for the success of this L Bird project, and 73% consider that presenting this plane during airshows is an activity whose priority is very high. Also, 85% of our members believe that a significant part of our revenues must be allocated to the operation of this aircraft. Twelve of our pilots think that they can fly it, and 22 members wish to be part of the team that will help this operation, with an average of 2,09 airshows per year and per member. Nine mechanics believe they can look after this plane, and 24 members would like to participate as passengers to ferry flights, training flights, or pleasure flights. Twelve pilots find normal to financially participate to the cost of each flying hour, but only 9 members are ready to spend 300 to 500 Euros per year for this financing. Of all passengers, 71% believe that they should participate in the cost of each hour and they find the price of 40 Euros very reasonable or acceptable. Twenty four members have declared to be ready to travel at their own expense to get to the airplane if the distance is reasonable, but only 14 are ready to travel to the provinces for the same reason. Also, 78% of our members find normal that this plane should be moving around the country and its responsibility fully taken on by the members during the aircraft stay in a particular region. Three members decided to pay their FSS dues in advance for 14 years in order to help this project (*The L Bird Committee having decided that 5 members could pay this advance of 700 Euros, this opportunity is still open for two more members*). Thirteen members think they can become members of an independent Association - or L Bird Club - by paying a sum of 100 Euros of which 50 would be their FSS annual dues. Finally, 74% of our members intend to carry on making donations to this project after the airplane is purchased.

Pheeeew!... This avalanche of figures and data only confirms the legitimacy of this ambitious project. Considering the success that was already obtained by this operation, the contrary would have been very surprising!

You now know it: We have reached our goal, but it is vital to carry on. The L Bird Committee is working on this project continuously, and this work will soon bring some results.

I must also say that during the past weeks, this written enquiry was emphasized by phone calls from numerous members who made some judicious remarks which could not be noted on the questionnaire, due to the abruptness of

the questions asked. Here is a brief summary of the points they insisted on making verbally:

1- The majority of these members thought that the utmost prudence should be observed for the purchase of this plane, and that its use should be done in the greatest discipline and serenity.

It's exactly what we have done and are still doing. On the other hand, we could not wait for ever for a hypothetical ideal plane. A subtle mixture of these two tendencies have, therefore, been our line of conduct.

2- Several members and experienced friends think that it's absolutely paramount that a team should be formed with members who are fully and durably dedicated to this airplane.

I firmly insisted on this point during our General Assembly: A dedicated team, ready to look after this plane, is the guarantee of a trouble-less operation. Everyone will need to help by participating to the most boring and dirty tasks. It is everyone's duty, either pilot, mechanic, or passenger. The members of the L Bird Committee and Board of Administration will need to give the example. No question, for instance, to see a member, be it pilot, mechanic, or passenger, to get to the airplane, sit in the cockpit, enjoy a flight, and leave the airfield without giving a hand with the cleaning and stowing of the plane, or with other tasks much less glorious (Don't laugh, one can often see this kind of problem in some clubs or associations!).

3- Many find that the full and permanent respect of the CAF goals must be kept in mind by those who will operate this plane. These opinions have been made with the aim at having a plane which is as authentic as possible, a plane that our organization can be proud of.

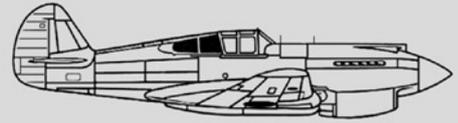
This is fortunate and reassuring, and, in my opinion, an absolute MUST because this aircraft is the tool that allows us to honor the WWII aviators as our duty dictates. For this reason, it will need, as for all CAF aircraft, to be as faithful as possible to those used during WWII. This authenticity will be watched and judged by the French and European public. In addition, to the public's eye, this plane will be the Ambassador of the CAF in France, and a reflection of all the airplanes owned by the CAF in the USA. For the amateurs, it will need to be an incentive to go to Midland. Therefore, we must make sure that it is as beautiful and correct as we can make it, even if we need some time to get it that way.

As for the aircraft paint scheme, it will soon be chosen and as accurate as possible to the type we have chosen. For a long time, we thought of painting it to the colors of General Leclerc's aircraft because it includes American and French colors. Today, because our Cub is not of the right L-4 type, this is not possible any more, but it may be one day, for the next plane?...

Now we must, before all, ensure our financial possibilities and keep the importance of all the other projects on the same level as this plane. This is a must for the smooth running of our Unit.

Finally, the Members of the Board of Administration thank you all sincerely for the confidence you have in us and the way we run the FSS.

What's New?...



2003 FSS PHOTO CONTEST

Following the FSS 2003 enquiry, fifteen members have declared to be willing to take part in a photo contest that will depict Aviation in all its aspects. This does not mean that the others will not be able to participate in this friendly competition, on the contrary. Therefore, we invite **all our members** to send their pictures and observe the following simple rules:

- The pictures to be judged will need to be sent to the FSS **before October 31, 2003** so that we have enough time to judge them, present them during our General Assembly on November 22, and reward the winners.
- These pictures will need imperatively to be 5x7 in. (13x18cm) in size, and their number will need to be limited to 5.
- The subject will be Aviation under all its aspects (Commercial, general, military, in flight, or on the ground) and they can be humorous, dramatic, artistic, technical, historic, or human.
- These pictures will be judged by a jury that will be external to the CAF, and composed of persons known for their artistic and photographic knowledge.
- This jury will sort out the pictures according to their technical and artistic aspects, and to their originality.
- The equipment used to take these pictures will not be taken into account, nor the date they were taken.
- Each picture will need to have the name of its author written on the back.

A small advice to all candidates: You may submit old pictures, but it is recommended that you use the 2003 airshow season and the motivation created by this modest competition as an incentive. Take good care of what you see in the finder, remind yourself of the elementary rules of picture composition, and make good use of the light to get original effects. Your eye is the most important element in the success of a picture. Good luck to you all. Get your cameras out!

"VOLEZ" MAGAZINE - SPECIAL AIRSHOWS

We remind you that the magazine "VOLEZ" publishes every year a special issue dedicated to all airshows. The 2003 edition will come out during the first week of May and will include an article on the CAF and the FSS.

Our friend François Brévot is the author of this article, and the "master mind" of this special edition.

As everyone knows, François took part in our trip to Midland last year, and he brought back some very nice pictures.

In addition, because he liked the feeling that prevails within the FSS, François should become one of our members very soon, which would be a cherry on the cake.

Book your personal issue of "VOLEZ - Special Airshows" at your favourite book stall today. You won't regret it!...

HELP TO THE L BIRD PROJECT

This months, our friends Didier Cardinal, Jean-Marc Elipot, Gilles Avenel, Christian Tournemine, Roger Gouzon, Hubert Hosy, Guy Robert, and Bernard Delfino, have made our great L Bird project do a significant step.

We warmly thank them for their generosity and their support to this project which, more than ever, needs your help since we need to find 5370,00 Euros as soon as possible.

One easy way to help this project is to buy the prints made from the Jean Bellis and Roy Grinnell paintings. You will acquire a very nice piece of art as a reward for your generosity, and you can make someone happy when Xmas comes.

THE PIPER CLUB FRANCE TO THE RESCUE OF THE FRENCH SUPPORTER SQUADRON

What do you do when you have a problem which seems to have no solution?... You ask a specialist of course. It's what we've done for the small problems linked to the purchase of our Piper Cub, by calling mister Clément François, Secretary of the Piper Club France, and his great experience.

Every time we called him, he was far more than friendly. In a few minutes, he gave us answers to all the problems that had been on our mind for several days, and made his statements sound so clear that we wondered why we did not think about calling him earlier than we did!?!...

The friendly feeling that prevails in this Association whose motto is "mutual assistance", is in perfect harmony with the FSS one. We decided to invite mister Clément François to the small celebration that we will organize at Sézanne when our Cub flies to its new base, in the early days of next Summer.

2003/2004 FSS ANNUAL DUES

Several members haven't paid their FSS annual dues yet (The amount of these dues is 50 Euros for the Colonels and Associate Members, 20 Euros for the Cadets, and 40 Euros for the Friends of the FSS).

We thank them all for paying these dues as soon as they can this ensuring the smooth running of our Association.

VISITE TO VERDUN AND ITS AREA

Colonels Claude De Marco and Claude Gascon are organising a visit to the WWI combat sites in Verdun and its area. Seventeen members have declared to be interested in the 2003 FSS Questionnaire, but the late ones will, of course, be very welcome.

The visit will take place during the week-end of the 24 and 25 of May. You will need to arrive on Friday 23 in the evening, or very early on Saturday morning. Please contact Claude De Marco on 03 29 84 29 87 or 06 12 66 11 93, or send him an email at < flyingace@wanadoo.fr >, he will be happy to hear from you.

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 ✪✪

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

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(Par ordre chronologique)

		F	€
Marcel FRANCISCI	4952,71		
Bernard DELFINO	2562,97		
Jacques PERAGALLO	1000,00		
Sandy & Connie SANSING	2268,40		
Cédric MALHAIRE	213,75	250000	38112
Claude REQUI	1590,91	245000	37350
Michel CAHIEZ	433,58	240000	36588
Julien LEPELLETIER	318,71	235000	35826
Fumiko DELFINO	490,70	230000	35063
Jean-Jacques SAHUT	152,45	225000	34301
Lewis & Bunty BATEMAN	880,08	220000	33539
Stéphane DUCHEMIN	136,44	215000	32777
Serge CLODORE	53,36	210000	32014
Daniel CLODORE	53,36	205000	31252
Jean-Paul MERLIER	105,08	200000	30490
Jean ROEDER	741,19	195000	29728
Roger VAUCAMP	300,00	190000	28965
Daniel & Lucie SAUVAGE	203,52	185000	28203
Patrick PIERRE-PIERRE	667,74	180000	27441
Marcel et Liliane RUPPERT	341,16	175000	26679
Christian FREZARD	76,22	170000	25916
Jean-Christophe DEBUISSON	350,00	165000	25154
Michel BON	103,36	160000	24392
Dons anonymes du PUBLIC	405,19	155000	23630
Paul BARLAND	152,45	150000	22867
Ron WESP	699,80	145000	22105
Christian FALENTIN	152,45	140000	21343
Christian TOURNEMINE	127,44	135000	20581
Didier CARDINAL	456,12	130000	19818
Louis-Jean GIOUX	150,80	125000	19056
Eric DUCREAU	60,98	120000	18294
Eric JANSSONNE	218,00	115000	17532
Henri BOURRASSIER	229,85	110000	16769
Jim LUX	411,61	105000	16007
Jean-Claude MINIGGIO	60,98	100000	15245
Christophe BASTIDE	589,93	95000	14483
Yves DONJON	305,16	90000	13720
Guy ROBERT	228,18	85000	12958
Centex Wing	26,68	80000	12196
Christiane HÉBERT	304,90	75000	11434
Yuri DELFINO	148,45	70000	10671
Kim TOLFREY	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
Bernard PIERACCI	76,22	40000	6098
Eric BESANÇON	83,85	35000	5336
Hervé CHERRY	76,22	30000	4573
Bob & Lil AYARS	59,46	25000	3811
Giovanni COMIS	187,85	20000	3049
Peter LANGRIDGE	22,87	15000	2287
Jean-Claude PETIT	31,25	10000	1524
Claude GASCON	152,45	5000	762
Nicolas LIBIS	167,52	0	0
Gilles AVENEL	728,18		
Gilles BAILLOT	45,73		
Patrick GREMEZ	69,03		
Isabelle LESSER	99,09		
Roy GRINNELL	991,20		
Alphonse THIRY	68,11		
Semaan SOUEID	50,00		
Hank POTTER	100,00		
Claude DE MARCO	14,60		
Dominique ROYER	21,80		
Regis URCHLER	475,77		
Michel PERRIN	4		
Guy PERRIN	30,00		
Elzéard LIGNEUL	100,00		
Jean-Mark ELIPOT	10		
Hubert HOSY	10		
Roger GOUZON	410		
PX & Événements FSS	1006,29		
Avances sur cotisations au FSS	2100,00		
Intérêts Bancaires Annuels	1841,77		
TOTAL	32939,59	(216069,53 F)	