

Volume 8 - N° 6 - June 2003

Editorial

The airshow season has started, and the amount of work that it represents is far from being negligible. Letters, emails, phone calls, come in at a fast and steady pace, and add up to the usual "routine" work. Therefore, I ask every member who hasn't paid his annual dues yet to make our task easier by sending their participation as soon as they can. This is an appreciable - and appreciated - help, and it will take one more worry off their mind at the same time.

These annual dues have taken, this year, a capital importance since the purchase of our Piper J-3 and all the annexe expenses call for a much more careful and rigorous budget management than in the past. I thank all these members to action this simple and quick task as soon as possible.

This issue includes three articles which, I hope, you will enjoy reading, as much as I enjoyed arranging them. The first one is an excellent biography written by colonel Yves Donjon, about an FAFL veteran, Yves Ezanno, a true "monument" in the history of the French Armée de l'Air. The second one, in the series "Those forgotten planes", by colonel Michel Cahiez, tells us the story of a fighter which arrived too late to participate in the air combats of the Battle of France: The Arsenal VG-33. This machine was so good that it bitterly makes everyone regret its late arrival. Finally, the third article, written and illustrated by colonel Christian Tournemine, is full of poetry and passion, like only a young man's memory can produce.

Several readers of our Newsletter, either from France or from the USA, recently wrote to me to say how pleased they were by the good quality of this modest FSS publication. I wish to thank all the authors who regularly, or occasionally, work hard to send me some articles. Producing interesting subjects, sometimes several pages long, and illustrated by original photos or images, is a very difficult task. And without them this monthly bulletin would simply not exist. Thank you to all of you!

Bernard

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LA FERTÉ-ALAIS 2003



Photo: B. Dejjino

THE AIRSHOW OF LA FERTÉ-ALAIS WILL TAKE PLACE ON JUNE 7 & 8, AND WILL INCLUDE MANY WARBIRDS: SPITFIRE, HURRICANE, CORSAIR, P-47D, B-25, SKYRAIDER, JU52, AND MANY OTHERS...

AS USUAL, THE FSS WILL HAVE ITS BOOTH AND WILL NEED THE HELP OF ALL ITS MEMBERS, SO COME AND SEE US!



CODE NAME BRAVO



THIS NEW RECRUITMENT CAMPAIGN SEEMS TO BE SUCCESSFUL FOR THE FSS... KEEP IT UP! OUR TARGET: 100 MEMBERS BEFORE THE END OF YEAR 2003?... IT IS POSSIBLE!...

FSS ANNUAL DUES - YEAR 2003/2004

If you haven't paid your 2003/2004 annual dues to the FSS, we thank you to do it as soon as possible!

ONE OF THE FAFL: YVES EZANNO

By colonel Yves Donjon - Photos: Musée de l'Air and SHAA.

Yves, Paul, Emile Ezanno was born on July 14, 1912, in Clamart. His family was from Morbihan (Brittany), and his father was an Inspector with the Post Office. His young years were marked by his passion for aviation. He studied in high school in Angers, Nantes, and Rennes. Since his father wanted him to become a lawyer, he successfully passed his law examinations in the university of Rennes and registered himself as a student lawyer with the Court of Nantes.

Still eager to become a fighter pilot, and having passed his Superior Military Preparation, he chose to spend his National Service in the Armée de l'Air as a Reserve Officer. On October 15, 1936, he went to the Avord school and got a diploma as an Observer. Promoted to the rank of 2nd Lieutenant in April 1937, he was posted to the 3rd Escadrille of the 21st Escadre based in Nancy.

In 1938, the Armée de l'Air was suffering from a great lack of young pilots, and he had no problems remaining on active duty. In 1939, he joined the Military Air School in Versailles, a group of students of which 55 were to die for France. Promoted to the grade of Lieutenant in April 1939, he got his pilot licence in December of that year while in the Morane School in Melun-Villaroche, and he was sent to the Pilot School base 101 in Saint-Cyr-l'Ecole as an instructor for air shooting. The German offensive on May 10, 1940, forced him and his school to move back to Royan. For him, this period was painful: " ...one could feel that we were operational for war, and we were not sent to first line units... operational, and we were not used ! ".

When Marshal Petain declared on the radio "...we must cease combat", he immediately took a decision: "Surrendering without even fighting... to be forced to salute Germans in the streets, this was not possible!". With a few friends, Albert Préziosi, Jacques Soufflet, Robert Moizan and Captain Gaillet, they took off from Royan on June 17, 1940, in the evening, using three liaison Caudron *Simoun* which had barely enough fuel to reach England. The Commander of the base tried to stop them: "He begged me not to leave, and then he said a sentence that convinced me to go at once : - And what about my list of personnel model 22 ! What shall I say to the Germans ? - You will tell them that Lieutenant Ezanno disappeared at sea during a mission. Then I took off...".

Yves Ezanno signed his commission with the FAFL on July 1st, 1940. With Albert Littolff, he went through a short course on *Spitfire* at OTU n° 7 in Hawarden, then, on August 12, he became the Leader of n°

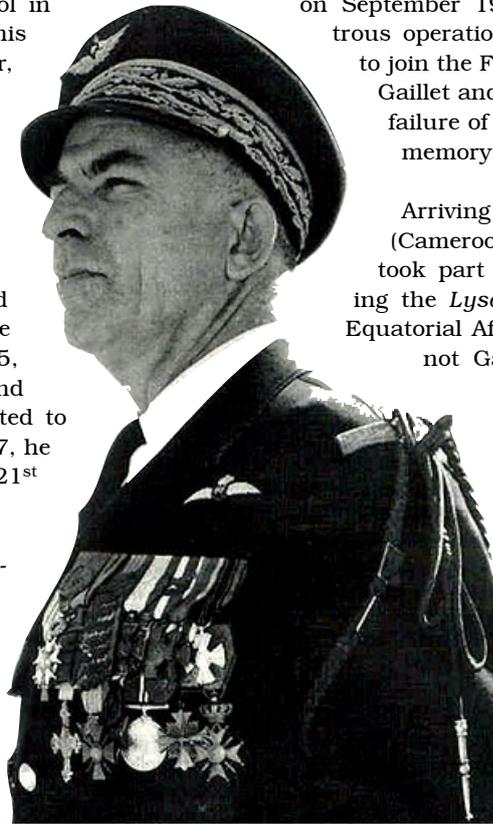
1 "Jam" Squadron, commanded by Lieutenant-Colonel De Marmier, and volunteered for Africa, and the first Units of Free French Forces (FFL). He left the port of Liverpool while it was bombarded, and reached Dakar on September 19. There, he witnessed the disastrous operation which tried to convince Senegal to join the FFL, and during which his comrades Gaillet and Soufflet were made prisoners. The failure of this operation left him with a bitter memory.

Arriving on November 4, 1940, in Douala (Cameroon), where was Colonel Leclerc, he took part in the operations over Gabon flying the *Lysander*. A great part of the French Equatorial Africa (AEF) had joined the FFL, but not Gabon. He participated in the conquest of Libreville, a battle during which he bombed the airfield runway. But the city of Port-Gentil remained on the Vichy side. Flying with his observer, Marcel Sandré, he performed an audacious *coup* when he allowed Leclerc's troops to take this town without firing a single shot. The two aviators landed near Port-Gentil on November 13, and managed to convince the authorities not to fight the FFL troops. This success brought him the great admiration of Colonel Leclerc.

For three months, he then commanded the Air Detachment whose task was the anti-submarine patrols for Gabon and Mid-Congo.

After these missions in AEF (Like the transport of gold from the mines of Congo), Yves Ezanno found himself in Brazzaville, in February 1941, with GRB n° 1 (The future Groupe Lorraine) operating the *Glenn-Martin Maryland*. Very soon, the pilots converted to the *Bristol Blenheim Mk IV*, and were posted, mid-June, to Flight C of Squadron 39 based in Fuka (Egypt). Two months later, the teams of flight C and GRC n°1 became the Groupe de Bombardement *Lorraine*, based at Damas-Mezze (Syria). With Escadrille *Nancy*, Yves Ezanno participated in Operation "Crusader" which harassed the German troops. He actively took part in the attacks on Sidi-Rezegh, Benghazi, Agebadia, and Halfaya Pass, flying 43 sorties with his *Blenheim*. During a mission on December 20, 1941, he shot down, with the help of his gunner, Sergeant Bauden, a *Messerschmitt 109* over Bir-El-Gobi (Libya).

The operations in Cyrénaïque being completed, the Group was sent, on February 12, 1942, to Saint-Jean-d'Acre (Syria), to fly missions for the Coastal Command. This did not please Yves Ezanno who requested a posting to Fighter Group n° 1 *Alsace*, where he got on March 1st.





Three days later, he was qualified to fly the *Hurricane*. Promoted Captain, he took on the command of *Escadrille Strasbourg*, which he led to combat with courage and enthusiasm. He flew missions of protection of the Malta convoys, surveillance of the English troops that were retreating, and harassment of the German Troops.

On June 13, 1942, in the middle of the battle of Bir Hakeim and Tobrouk, his *Hurricane* ran out of fuel. Since he did not want to bail out, he was forced to belly land by night, in the desert. As he jumped out of his plane, he discovered, right next to him, a telephone pole which carried the one and only desert phone line... It took him 5 hours to reach his base on foot.

Yves Ezanno flew 52 sorties with his Unit. In El Daba, the *Alsace* evacuated the airfield which was under the German tanks fire. Exhausted by these combats, the group boarded a ship in Suez, in October 1942, to get back to England where it was to be restructured. The *Alsace* was back in England in February 1943.

As a few pilots of the group volunteered to form the basic structure of Fighter Group *Normandie*, Yves Ezanno decided to go back to the *Lorraine* which returned to England on February 28 for some training on the *Douglas Boston*. On March 15, 1943, after a quick course, Yves Ezanno took command of his former Squadron *Nancy*.

On April 3, the *Lorraine* became Squadron 342. The war operations resumed in June 1943, but following a "strong" dispute with an English mechanic, Yves Ezanno had to leave Squadron 342.

After a rest period, he was promoted *Commandant*, and decided to go back to fighters. He was posted to OTU n° 55 in Annan, for a course on the Hawker *Typhoon*.

On April 8, 1944, he was detached to the RAF Fighter Squadron 198. There he realized that the *Typhoon* was

used for ground attacks. He was trained on attacks with rockets. Early in May 1944, Squadron 198 was based in Thorney and was commanded by Squadron-Leader Mike Bryan. The missions caused a lot of losses to the squadron, and Bryan was shot down at the end of May 1944, as well as his two successors. This is how, after only two and a half months spent with this formation, Yves Ezanno became the commander of Squadron 198.

On May 27, during an attack on flak boats, his plane received a shell in the centre of the dash board. No instruments were working, but he still managed to return to his base where, due to a malfunction of the landing gear, he crash-landed his plane on the runway. The following day, he became famous for destroying some German headquarters which were heavily defended. On June 6, flying over Normandy, he attacked several German tanks and armed vehicles. He took part in the battles for Lisieux, Cherbourg, Caen, Mortain, Falaise, and Dunkerque, flying a total of 90 sorties with his group.

During the first half of year 1944, Squadron 198 lost a total of 18 pilots. After the Normandy Landing, harassment missions on the German troops carried on at a high rate. They were non-stop attacks on convoys, flak, forts, tanks, and boats. In the early days of July, a flak shell cut the arming electrical wiring of his plane, and he could not shoot the rockets. Refusing to bail out from his brand new airplane, Yves Ezanno decided to belly land on the grass because the landing gear was stuck in the retracted position. Over the radio, he announced his intentions and asked to clear the way. As soon as he touched the ground, the rockets were torn off from the wings, but, fortunately, none of them exploded. A week later, his plane was flying again.

During his 90th sortie, on October 7, 1944, as he was attacking the Deutch island of Walcheren, his plane was, once again, hit by flak. This third time was for good. As

two 40 mm shells had hit the engine of his *Typhoon*, the propeller was torn off, and he lost pitch and yaw control. All he was left with was the ailerons. Yves Ezanno tried to land as close to friendly lines as possible. Hitting the ground at 200 MPH, his plane broke in two. The harness stood the shock and he found himself literally with no airplane around him. But the landing had been violent, and his neck got



hurt. However, he did not realize it straight away, and the most important for him was to go towards the West and reach friendly lines. He started walking in the direction of the sunset, crossing some half-frozen canals, sometimes walking, sometimes swimming, and sometimes "saluted" by bullets shot by the first line German soldiers. He finally managed to reach the Canadian 2nd Division. As his wingmen saw his plane blow up on landing, he was

believed dead. When he returned to his base, he found his colleagues sharing his personal belongings. For them, he had disappeared in glorious skies. He stayed in bed for two days, but suffering from his vertebrae he realized that he could not move any more. The shock of the landing forced him to stay in hospital until February 1945.



Yves Ezanno was named *Compagnon de la Libération*, by a decree dated November 20, 1944. Fully fit, the British top command thought that he could become the Wing Commander of a *Tempest* unit, based in Burma. But General Martial Valin, chief of the FAFL, convinced General De Gaulle that his 412 war missions were enough for Commandant Ezanno. On March 3, 1945, promoted to the rank of *Lieutenant-Colonel*, he was posted to the Fighters Training Center of Meknès (Morocco), as second in command. From July, he took on the full command of the base and the school in Meknès.

In September 1948, he left Meknès to organize the change of the French fighters from propellers to jets, at the Mont-de Marsan CEAM. There he received the distinction of *Commandeur de la Légion d'Honneur*.

In January 1949, he was declared Inspector of the Fighters. The following year, he was sent on a mission to Indochina. Promoted Colonel on February 2, 1951, he became the first French Fighter pilot, together with Commandant Roger Carpentier, to fly faster than the speed of sound on an *F-86 Sabre* in Farnborough. In June 1952, he became the Commander of the fighter base 113 of Saint-Dizier, equipped with *F-84F*.

In 1953, he was designated as the first Chief of Operation of the 4th Allied Tactical Air Force within the SHAPE (*Supreme Headquarters Allied Powers Europe*). Created at Landsberg (Germany), under the orders of General Strother, this unit moved on to Trèves with General Robert Lee.

In 1954, Yves Ezanno was sent for a mission in Korea. In June 1957, on his personal request, Yves Ezanno was posted to the n° 2 Tactical Aerial Group HQ in Oran (Algeria).

He was then promoted to the rank of Aerial Brigade General in 1958. Responsible for the operations related to the "Challe" Plan, he took part to these operations in Oran from February to April 1959.

In 1960, he became the headquarters sub-commander of the allied air forces in centre Europe, based in Fontainebleau.

Promoted General of Aerial Division on April 15, 1961, he became, soon after, Deputy for the chief of the French delegation in the permanent Atlantic Pact in Washington.

Then, he became the military advisor of the French Ambassador in the USA, and in 1962, he became General of an Aerial Corps. The following year, he was called back to France. From March 1964, General De Gaulle gave

him the commanding position for the aerial defence and armed forces in Taverny.

Member of the *Conseil Supérieur de l'Air* from 1964, he reached the age limit for his grade on July 14, 1967, and left the Air Force, totaling 5230 hours, of which 747 were flown during 412 war missions.

Having left the Armée de l'Air, Yves Ezanno became the Managing Director of OFEMA (*Office Français d'Exportation de Matériel Aéronautique*). He was then responsible for defending the French aeronautical industry against international competition.

He was a member of the *Conseil de l'Ordre National de la Légion d'Honneur* (1968-1979) and a member of the *Conseil de l'Ordre de la Libération* (since May 1969).

On April 11, 1970, he received the high distinction of *Grand Croix de la Légion d'Honneur*.

In 1979, he became the Honorary President of the OFEMA.

General Yves Ezanno died on October 20, 1996 in Nice, where he had retired. With his death disappeared a symbol of the FAFL and WWII. He left a wide gap in the ranks of the Armée de l'Air fighter pilots.



His funerals took place on October 24, 1996, in the church of Vœu, in Nice. Many civilian and military personalities were present, and a speech was made by Army General Jean Simon, Great Chancellor of the *Ordre national de la Libération* and President of the Free French.

General Yves Ezanno was buried in Aix-en-Provence.

Distinctions:

- Grand Croix de la Légion d'Honneur
- Distinguished Flying Cross & Bar (GB)
- Croix de la Libération
- Africa Star (GB)
- Croix de Guerre 39-45 (neuf palmes)
- Distinguished Flying Cross (USA)
- Croix de Guerre des T.O.E.(étoile d'argent)
- Croix de Guerre (Belgique)
- Croix de la Valeur Militaire (deux palmes)
- Chevalier de l'Aigle Blanc de Serbie
- Croix du Combattant Volontaire 39-45
- Ordre de Ouissam Alaouite (Maroc)
- Croix du Combattant Volontaire de la Résistance
- Ordre de Nicham Iftikar (Tunisie)
- Victory Medal (GB)
- Croix du Combattant
- Médaille Commémorative des Opérations
- Médaille de l'Aéronautique de Sécurité et de Maintien de l'Ordre en
- Médaille Coloniale (agrafe " Libye ") Afrique du Nord (agrafe " Algérie ")
- Médaille Commémorative des Services Volontaires dans la France Libre

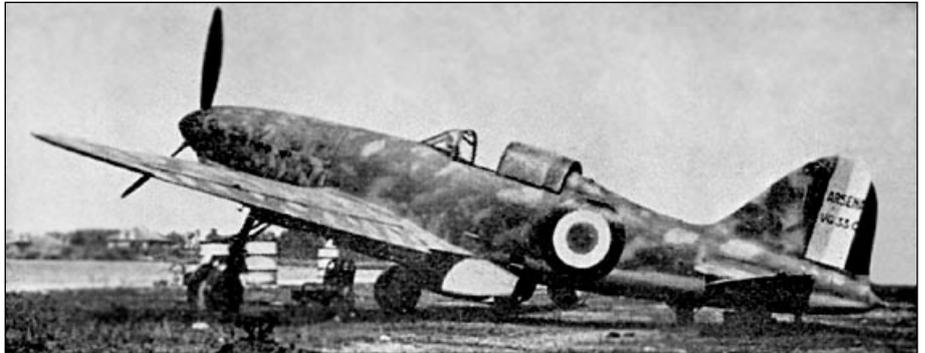


ARSENAL VG-33

An article by col. Michel Cahiez - Photos MD & SHAA.

The Arsenal VG-33 is the result of a program published by the government in 1937, to find a replacement to the Morane 406.

The VG-33 is a direct descendant of the VG-30, a light fighter that was supposed to compete with the Caudron C-713. This aircraft made its maiden flight, fitted with a Hispano-Suiza 12Xcrs engine which delivered 690 HP, on October 1st, 1938, in Villacoublay, near Paris. Considered as the "mock-up" of a more performing aircraft still to come, it was made of wood, and, despite the low power of its engine, it flew faster than the Morane 406. Its armament was made of a 20 mm canon and two 7,5 mm machine-guns.



Center of Villacoublay during August of the same year. A speed of 355 MPH was reached during these tests.

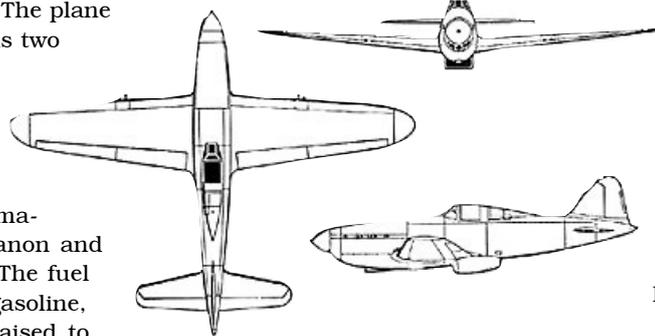
In total, 160 VG-33 reached various degrees of assembly in the plant of Sartrouville. A dozen of them had been completed when the enemy advance reached Paris, and the planes left the field of Villacoublay to end up stored in Châteauroux as per the Vichy government orders, where the Germans discovered them in November 1942.



The exceptional performances of this plane which flew 20 MPH faster than the Dewoitine 520 while it was equipped with an older and less powerful engine by about 100 HP, made everyone bitterly regret its late arrival in the Armée de l'Air.

The VG-30 was developed into a VG-31 which was not produced because of the poor efficiency of its wing. The VG-32 which should have received a 1040 HP Allison engine never took to the air because of the delay of this engine delivery. The plane was captured by the Germans two weeks before its first flight.

The VG-33 was equipped with a Hispano-Suiza 12Y-31 engine which delivered 860 HP. Its armament comprised a 20 mm canon and two 7,5 mm machine-guns. The fuel tank contained 400 litres of gasoline, a quantity which could be raised to 600 litres by the addition of two fixed tanks under the wings.



In addition, the VG-33 was followed by various versions ranging from the VG-34 to the VG-39 whose main differences were a different fuselage and radiator, and a greater engine power which reached 1280 HP on the VG-39. During the tests of the latter, a speed of 390 MPH was reached at an altitude of 20.000 feet! The engine power should have been taken up to 1600 HP with a Hispano-Suiza 12Z engine.

The evolution of the war stopped all these projects, and if no Arsenal participated in the combats, it remains an aircraft with exceptional performances.

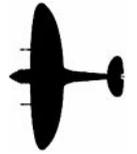
Like the VG-30, the VG-33 structure was entirely made of wood. Its wing, made as one unit, included two spars and was fitted with hydraulically operated flaps. This "all-wood" concept made the manufacturing of the plane easy when the various parts, made by experienced wood-workers, were assembled. These wood-workers could be spread all over the country, which made this manufacturing much less vulnerable to enemy attacks than conventional plants.

The VG-33 took off for the first time during Spring 1939, and was transferred to the Test





THE SPITFIRES OF "THE LONGEST DAY"



An article and photos by Colonel Christian Tournemine

Summer 1961... I was then a young Armée de l'Air Officer, posted in Ris-Orangis, in the *Commissariat à l'Air*, for the end of a three year National Service, and I was lucky to be able to fly gliders on the airfield of La Ferté-Alais, thanks to the Brétigny section. It was wonderful because it was my first pilot "stick", and I had already met my wife Maryse, who "supported" me for 41 years now... But this is another story!

La Ferté-Alais. The actor was supposed to run about 70 feet, and the camera-car followed the Mercedes to film the action...

This sequence was filmed 17 times! In the end, the poor actor was exhausted and lost his breath. He could hardly believe that the last "Cut!" was the good one! Which one was chosen for the movie? I don't know...



The times were difficult because of the war in Algeria, and the access to La Ferté-Alais was, for a few weeks, reserved to those who really had something to do up there.

It was an airfield dedicated to gliders, and, besides the related structure, Jean-Baptiste Salis was the "Master" of his domain, loved and respected by everyone, and especially by the young ones who surrounded him. He had a glorious past, and already was restoring an old Blériot XI with which he was about to cross the Channel again, and he often flew a WWI bomber Caudron G7.

At noon, in the field restaurant, we all sat down at a large table and respected a religious silence to listen to him as he told us exciting stories, slowly and with long poses, to let us understand and assimilate his monologues which were often technical.

Yes, the access to the field was limited because scenes of a great movie were in progress: "The Longest Day" by Darryl Zanuck. Of course, not the actual Landing! But several important sequences because Jean-Baptiste Salis had manufactures several scale one troop gliders from which ran out, or rather, "squirted", the paratroopers of the movie.

The airfield, away from the cities and on top of a hill, allowed, thanks to the surrounding woods, the filming of the ground attacks by the Spitfires, with numerous actors and many pieces of equipment. The starting scene, when a Resistant tries to escape with a bag, followed by Germans driving a convertible Mercedes, was filmed in

I was not allowed to get anywhere near the place where was filmed the attack on the convoy, which took place along a roadway which was about 300 feet long and surrounded with bushes. I could not go to La Ferté every day, but there was a lot of actors dressed as German soldiers with their bag and their equipment, as well as many military vehicles.



A careful preparation to hide the explosives arranged in line to simulate the effect of the Spitfire guns, had been done by the pyrotechnists, "brothers" of our friends in Midland. I can remember the discussions between the pilots and the Director's assistant (We did not see Darryl Zanuck!) to synchronise the aircraft pass and the explosions so that the plane position with regards to the camera, and the plane's attitude would look real. Small windows had been fitted to the machine guns (They are visible on the front-view picture), with special and powerful filaments which were intermittently hidden by some masks to simulate the shooting of the guns. At that time there were no electronics to simulate this type of action...

Three Spitfires that came from Belgium were on the field. They had been a long time in service in the Belgian Air Force. Of course, the planes had been painted in the colors of a WWII Wing, with the Landing stripes.



The pilots who were rented for the film production were veterans of WWII who used to fly the Spitfire. At the time there were many of them, and they were so happy to fly again on "their" Spits that they savored every moment. Their joy was full and crazy, and they rehearsed more than it was necessary to appreciate each minute of the flights. The sound of the three Merlin in unison never left me, and every time I hear one, I think about them.

picture, the pilot kicked the left rudder pedal, and the plane rushed at me. I only had the time to dive down to safety because the four blades propeller disc was much larger than the aircraft apparent size... The pilot was still laughing when he came to the bar and saw my face!

As a young kid, the Spit was already my favourite aircraft. I used to watch them in the sky above the city of Lille in 1944, fighting the Messerschmitt and the others, leaving long spiralled contrails, and I remember the staccato of the machine-guns, and the sound of the engines... So, being there, so close to them that I could touch them, sitting in the cockpit, the

smell, the sound of the Merlin multiplied by three, with practically no one around, it was simply extraordinary! Since then, I always come to La Ferté-Alais for the annual airshow during the week-end of Pentecost. For me, it's a real pilgrimage.



The atmosphere on the field, due to the presence of the Spits, the uniforms, the vehicles, was unique and seemed totally unreal. The position of the hill of La Ferté amplified this feeling, and one could easily forget the film technical team which was not so important. The following week, the apparent "emptiness" on the field made us believe that we had been dreaming, and, despite our young age, we realized that we had witnessed some really exceptional events.

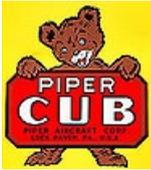
At the time, I had a Focasport 35 mm camera, and I was able to take these color slides. Please be indulgent, they are 42 years old... My brother-in-law, Jacques, Maryse's elder brother, took the black and white picture which we cherish very much... Well, OK, we were young, slim, and healthy then!



On the head-on, low-pass, picture of the Spit flying towards me, the aircraft appears to be far away, but this is due to the focal length of the lens, a 35 mm wide angle. The second after I took the

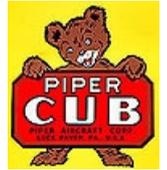


The film was made in color, and I saw some images while I was there, but it was commercialised in black and white so that war-time sequences could be added to it. It was recently colorized and produced on DVD which allows for real nice slow motions and picture freezing which make me feel 42 years younger! It remains, without any doubt, one of the best war movies, with all the affectivity of the arrival of our American friends of whom thousands died on the beaches and on French soil to give us back our Freedom. Of course, nobody likes war, but when Freedom and Democracy are in danger, it becomes a necessary evil. It's the main lesson of the movie. The filming, which I witnessed, is only a nice anecdote of a long-gone part of my life...



L BIRD PROJECT

"We don't do things because they are easy, but because they are hard" (J.F. Kennedy)



COLONEL GILLES AVENEL TAKES ON THE FUNCTION OF OPERATION OFFICER

Within the organization around our Piper J-3 (F-GHLQ), the L Bird Committee have asked colonel **Gilles Avenel** to become our Operation Officer. Gilles, an experienced pilot and owner of a magnificent Jurka, was very honored by this request which he accepted with great pleasure. Thank you Gilles, and congratulations!

COLONEL CÉDRIC MALHAIRE TAKES ON THE FUNCTION OF MAINTENANCE OFFICER

Colonel **Cédric Malhaire** has also accepted to become our Maintenance Officer. His experience and his qualifications made him an ideal member for this task. Cédric is currently employed as an aircraft mechanic by the Yankee-Delta in Rennes, and aircraft like the Fouga Magister, Broussard, and Zlinn, have no secrets to him.

ADMINISTRATIVE COMPLICATIONS

The purchase of an aircraft - as our Leader rightly pointed out during our last General Assembly last November - is, by far, the easiest part of an aircraft acquisition. Then come the declarations to the authorities (DGAC and GSAC) which, and it's normal, want to know everything about the plane's owners and the use they intend to make of it. The amount of work that this represents is only equal to the weight of the related paper-work!... We sincerely thank Colonels Eric Ducreau and Bernard Delfino for the work they already have accomplished in the respect of these boring procedures, to say the least!

P.X. AND GIFTS TO THE L BIRD PROJECT: MARRY THEM!!!

We will never say it too often! An easy way to help this project is to buy one or more of the Jean Bellis or Roy Grinnell prints. You will receive beautiful works of art in exchange for your generosity, and you will be able to make someone happy at Xmas when you give them as Xmas presents: Poster Bellis: \$ 10,00 + P & P \$ 7,00 - Roy Grinnell prints (Normandie Niemen, or B26 Marauder): Unsigned: \$ 40,00 + P & P \$ 10,00, or signed by WWII veterans: \$ 60,00 + P & P \$ 10,00.



POSSIBLE PAINT SCHEMES FOR OUR CUB

Ideas for a paint scheme are flowing in, from the most simple ones to the most complicated ones. Here are two examples which we wish to submit to your opinion.

Both aircraft are NE-1 (The US Navy equivalent to the J-3) which served in these armed forces in 1942. One will notice that the yellow one has kept its Cub logo on the vertical fin, and that, except for the national insignias, its decoration is very simple. The blue and light grey one has a definite aesthetic appeal, and, to our knowledge, not a single aircraft of this type is currently flying around in these colors.



Every member of the FSS who saw this picture of a 1/48 scale plastic model, fell in love with this authentic and original paint scheme. Please do tell us if you think the same way...

If, by any chance, one or several of our members have pictures of a Piper Cub in this blue and white US Navy livery, either in colors or black & white, we would like to borrow them to add them to our Piper Cub "paint file".

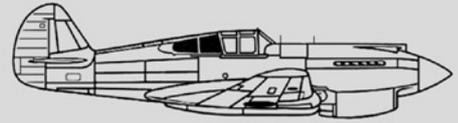
HELP TO THE L BIRD PROJECT

This month, our friends Semaan Soueid, Bunty Bateman, Christophe Bastide, Roy Grinnell, Claude Requi, Claude De Marco, Michel Perrin, and Barbara and Aubrey Hair gave a serious push to the L Bird project with generous donations.

We do thank them all very warmly for their support to this project which, more than ever, needs everyone's help since we must quickly find \$ 5000.00 to ensure a full year of operation.

If you happen to come and visit the FSS booth during the La Ferté-Alais airshow, do not hesitate to buy your souvenirs from our gift shop. It will be another elegant way of helping this L Bird project. Thank you all very much!

What's New?...



2003 FSS PHOTO CONTEST

We wish to remind you that the 2003 FSS photo contest is open to all its member with no exception. The jury will be composed of people who are totally outside the CAF and the FSS, and known for their artistic, technical, and photographic knowledge. The pictures will be presented to them in a completely anonymous way. The simple rules applying to this competition are the following:

- The photographs will need to reach the FSS head office **before October 31, 2003** so that we have enough time to present them to the jury, and reward the winners during our General Assembly on November 22.
- This pictures must be printed on paper, either color or black and white, and have a size no less than 5 x 7 inches, and be limited in number to 5 pictures per candidate.
- Their subject will need to be related to aviation and all its aspects, and they may be humoristic, dramatic, artistic, technical, historical, or human.
- These images will be judged by a jury composed of people known for their artistic and photographic knowledge.
- The type of cameras used to take these pictures will not be taken into account, nor the date they were taken on.
- The name and address of the authors of these photographs will need to be written on the back of each picture.

EXCEPTIONAL CIRCUMSTANCES CALL FOR EXCEPTIONAL ACTIONS

Two of our members who wish to remain anonymous, have found an elegant way to help the French Supporter Squadron's finances.

One should remember that the FSS tent is heavy and bulky, and necessitates a team of at least four members to set it up and put it away. We decided, some months ago, to sell it and purchase a lighter model that requires only two persons to install it. This point was approved during our last Annual General Assembly, and we had chosen a tent made of an aluminium frame and rubberized fabric. The price, despite a 20% rebate from its manufacturer, was still expensive and quite heavy on our budget (\$ 2000,00).

Unfortunately, it seems that the current recession will not allow us to sell our tent as soon as we hoped. Four weeks of advertising in a specialized magazine haven't tempted any potential buyer. Hearing about this, two FSS members found and purchased, from their own pockets, another type of tent which is light, easy to set up, and quite large (9 x 18 feet), and they simply donated it to the FSS!

We warmly and sincerely thank these two generous benefactors for their gesture which arrives at the right time. It will help our Squadron by avoiding an expensive acquisition. This support will allow us to concentrate all our efforts on the Squadron's budget and all the other activities.

EXCEPTIONAL CIRCUMSTANCES CALL FOR EXCEPTIONAL ACTIONS (BIS)

Since good surprises always come in pairs, our friends Roger Gouzon, Eric Ducreau, and Bernard Delfino, have decided to lend their personal vehicles to the FSS and transport the entire equipment necessary for our booth at the La Ferté-Alais airshow. This generous offer will avoid the renting of a van during these three days, which amounts at more than \$ 200.00. A big Thank You to our three friends!

CAF AWARDS 2003

We wish to remind you that any CAF member may suggest one or several names for a CAF Award, if they sincerely believe that these persons - CAF members or not - have accomplished something extraordinary for the benefit of our organization or one of its Units. This suggestion should be made no later than the end of June, to Keith Lawrence, CAF Administrative Director, explaining, in details, the reasons for this suggestion. This request will be then submitted to the Awards Committee which will decide which type of Award this action deserves.

Like it does every year, the FSS Board of Administration will produce its own list if its members think that one or several persons deserve to be rewarded for their meritorious and extraordinary actions.

"LE FANA" AND "VOLEZ! SPÉCIAL MEETINGS"

Did you buy your personal issue of the magazine *VOLEZ! SPÉCIAL MEETINGS*?... No?... Run to your book-stall! You will find in this issue four pages dedicated to the CAF, and its annual event AIRSHO, as well as the French Supporter Squadron. A very nice article written and made by our friend François Brévot.

The May issue of the *FANA DE L'AVIATION* magazine has a special and historic value for the FSS since it includes a short article announcing the acquisition of our Piper Cub, with some nice comments and a picture taken by Colonel Eric Ducreau.

AND YOU THINK YOU HAVE PROBLEMS?...

Colonel Rick Hudlow, member of the FSS and Unit Leader of the SH Group which currently restores an A-26 (N-626SH) *Invader on the airfield of Wiley Post, Oklahoma City*, has advised us that, on May 9, a very strong tornado hit this airport and caused some serious damage to this A-26 and its hangar: "*The hangar where resides the SH Group have been seriously damaged to such a point that it is believed that it will need to be replaced rather than repaired. The fuselage and the left wing were in this hangar, together with all the numerous parts related to them. The fuselage structure has been damaged around the cockpit area (Distortion), and there are several holes looking like flak schrapnel. The fuselage pivoted on its supports, hit a hangar door, and the rear of the plane hit the wing which fell off its supports. The latter is damaged along the trailing edge and the flaps. A propeller which was leaning against a wall, hit the fuselage. Many metallic panels were torn off the hangar walls and fell on the plane, causing vari-*

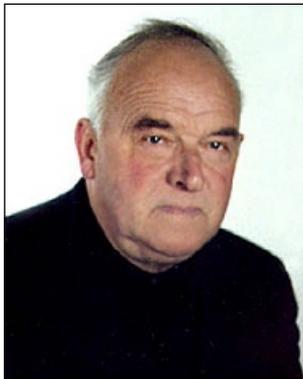
ous damages. A hangar door was torn off its rails, but it avoided the plane...". Fortunately for this group, Rick is one of the most wilful persons that we know, and he leads with maestria and for several years, this group of A26 lovers. Rick and his charming wife Louise are members of the FSS, and three of our members, colonels Jacques Bonneau, and Bernard and Fumiko Delfino, belong to this SH Group. Rick has already reassembled his troops to look after the most urgent tasks, to collect the multitude of parts that flew away with the tornado, to find another hangar, and to start again, better than before. Courage Rick! You can do it!

WELCOME LÉON COLLIN

Colonel Léon Collin, whose Godfather is colonel Claude De Marco, is a young man aged 79. He was born on February 16, 1924. But don't get misled! Léon is full of energy and enthusiasm, and his list of accomplishments is simply amazing. Just read on:

A Judiciary Expert with the court of Nancy, Léon was also the Mayor of the town of Grand-Failly for 18 years.

He is the instigator and the co-builder of the Memorial of Grand-Failly, which was erected to honor the memory of 2967 American soldiers who died in combat, and 200 soldiers who died during the Battle of the Bulge in the Ardennes, in December 1944 et January 1945.



Léon is also the writer of two books: "Ciel de Flamme sur la Lorraine Septentrionale" which tells the story of shot down allied aircraft in this area,

with moving stories from the crew members, and "Un village au pays de Trévires", a historical sociological story. In addition, Léon published several articles about aviation like "L'Escadrille du Baron Rouge à Marville" which describes the activity of the Red Baron Squadron when it was commanded by Goering, and an article about the Canadian base in Marville until it left for Germany.

But this is not all. Léon welcomed Colonel Robert Kelley, Commanding Officer of the B-17 "My Baby", shot down in his area in September 1944. Robert Kelley came back 6 times on the crash site, and was honored in the Mairie of Grand Failly.

Owning a licence of aerial photography and cinema, Léon used it to prospect and locate Roman sites which were unknown until then (11 sites over a total of 45!). Some of his discoveries were published in an important book "La Carte Archéologique (Meuse 55)", and the rest will be published soon in another book dedicated to the Meurthe and the Moselle.

Léon's occupation kept him busy and stopped him from doing more research, but also the weather conditions which are sometimes difficult for such an activity, and, before all, the costs, which Léon supported personally!

Léon received several distinctions. He is a first choice recruit for the Commemorative Air Force since his activities are exactly in line with its goals and objectives. Welcome aboard Léon!

WELCOME HERVÉ CHERRY

Who, among our members, do not know Hervé Cherry yet? You heard about him within our Squadron, you saw his name mentioned several times in our Newsletter, and, if you visited the AAHM in Midland, you saw the result of his good work when you spotted three flight suits dated 1939, which he found for the FSS so that our Squadron could purchase them and donate them to the AAHM. We have known Hervé for many years, and only his modesty stopped him from becoming a member of our organization until today. In the letter that he sent with his application, Hervé told us with a good sense of humour: "I don't know if I can be useful, but I believe the aviation virus is still strong within me, and, in fact, I don't really wish to get rid of it". This is a wise decision Hervé, and we warmly thank you for that!



Colonel Henri Bourrassier, veteran of the Groupe Bretagne, with, on his left, new Colonel Hervé Cherry. (Photo: C. Requi).

Born on February 14, 1941, Hervé is a physical therapist. Fond of aviation and aircraft of WWII of which he has a serious documentation, Hervé loves the P-40 and the Flying Tigers a lot (Note: An excellent point for his arrival in the FSS!).

He has several gifts who makes him a real artist and a painter with great talent. His paintings on the leather of flight jackets are famous for their quality and made more than one happy! One of them is Colonel Henri Bourrassier photographed here with Hervé during a reunion of the Groupe Bretagne veterans, last year. A top class model maker, Hervé made from scratch the large scale model of the Dewoitine 520 which is also part of the French Aviation permanent display in the AAHM.

A private pilot, but also a good technician, Hervé showed his professionalism when, after many years of patience and hard work, he completed the restoration of a Morane-Saulnier 500 *Criquet* (Fieseler *Storch*), which, unfortunately, he had to sell since. Finally, Hervé is an expert in WWII uniforms, and he also collects them.

We can only be happy of the arrival of such an experienced member in so many subjects because the FSS needs all his numerous talents. But, above all, his human qualities are the ones that will please all our members, and the ones which will make him one of the Squadron's key elements. Welcome aboard Hervé!

NEW EMAIL ADDRESS FOR COLONEL CLAUDE REQUI

Colonel Claude Requi has changed his email address. From now on, please use the following:

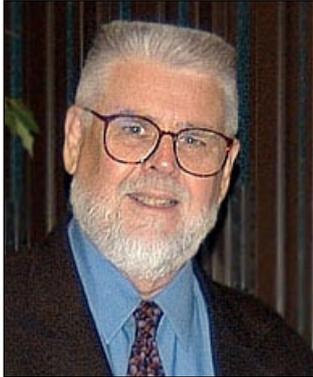
< clau.requi@free.fr >

**COLONEL ROY GRINNEL
WINS THE 2003 PENSACOLA NAVAL
MUSEUM (FLORIDA) ART CONTEST**

Every year, the Naval Museum of Pensacola organizes a competition between about fifty paintings.

This year, our friend colonel Roy Grinnell (pictured below), CAF and FSS member, won the first prize with a magnificent painting titled "A Proud American" representing Fighter Ace Joseph Joe Foss who died on January 01, 2003, at the age of 87.

Joseph J. Foss was born on April 17, 1915 and, as a young boy, fell in love with airplanes. However, the premature death of his father forced him to stop his scholarship and look after the family's farm until his younger brother was ready to take this task over. Joe went back to school and finally enrolled in the Marines.



He received his Wings at the age of 26, only to hear that he was too old to be a fighter pilot. He did not get discouraged and grabbed his chance soon after the attack on Pearl Harbor. Based on Guadalcanal, he became famous with the well-known *Cactus Air Force* as it defended the airstrip Henderson Field, built on a piece of land that had been taken back from the Japanese troops after long



and fierce combats. Flying his Grumman Wildcat, he shot down 23 enemy aircraft in six weeks, and obtained 3 more victories shortly after.



He thus became the second pilot to receive the *Medal of Honor* for his bravery and his total of 26 kills which placed him in the group of the top ten best American Fighter Aces.

The painting produced by our friend Roy Grinnell is a lot more than a splendid work of art. It's a fantastic homage to a great hero of World War Two. Thank you Roy!

WELCOME ALEXANDRE BARAKET

Colonel Stéphane Duchemin became the God-Father of our Unit second Cadet. Alexandre Baraket was born on June 15, 1985. He is therefore aged 18 and, currently, in the final class of High School. He wishes to become an Aeronautical Engineer.



Very busy during this examinations period (*Good luck for your Baccalauréat Alexandre!*), he hasn't had the time to tell us about his love for aviation, but we hope to meet him during the La Ferté-Alais Airshow on June 7 and 8.

Alexandre loves all airplanes. The virus is well hooked in him, and we

hope it will never go away. Welcome to the CAF and the FSS Alexandre!

Alexandre Baraket
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77130 MONTEREAU FAULT YONNE
FRANCE
Téléphone: 01 64 32 95 18
Mobile: 06 74 41 52 16
Email: < le_barakou@hotmail.com >

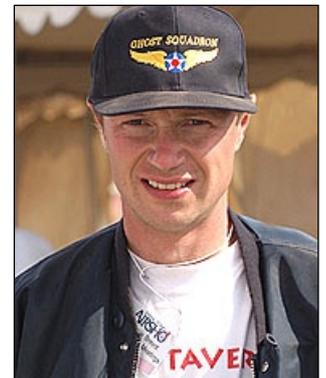
WELCOME FRANÇOIS BRÉVOT

Those of you who were lucky enough to go to Midland for Airsho 2002, and those who took part in our 2002 Annual General Assembly last November, know François very well.

Enthused by the friendly feeling that prevails in the CAF and the FSS, François decided to become a *Friend of the FSS* and participate in our activities.

An Aviation reporter working for the magazine "Volez!", François produces, every year, a splendid special issue dedicated to airshows, titled "*Spécial Meetings*".

The latest issue is a mouth-watering one that will tempt every warbird and airshow lover. Well illustrated by the nice pictures François took during his trip to Midland, the four pages dedicated to the CAF and its Midland annual event are full of practical information. Any "normal" warbird lover who read this article should decide to do a trip to Midland for Airsho 2003 next September. Thanks for your help François and welcome aboard!



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.

CODE NAME BRAVO

NEW COLONELS

- ✪✪ Frédéric Pollicella (Didier Cardinal) ✪✪
- ✪✪ Léon Collin (Claude De Marco) ✪✪
- ✪✪ Hervé Cherry (Claude Requi) ✪✪

UPGRADE FROM ASSOCIATE MEMBER TO COLONEL

- ✪✪ Patrick Gremez ✪✪

NEW CADET

- ✪✪ Alexandre Baraket (Stéphane Duchemin) ✪✪

NEW FRIEND OF THE FSS

- ✪✪ François Brévot (Bernard Delfino) ✪✪

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

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L BIRD SPONSORS - MAY 2003

EXTERNAL SPONSORS

AVIATION CLUB DE FRANCE - LE PUBLIC SYSTÈME CINÉMA
LE FANA DE L'AVIATION - SCHOTT NYC

INTERNAL SPONSORS

(Par ordre chronologique)

	F	€
Marcel FRANCISCI	4952.71	
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Jacques PERAGALLO	1000,00	
Sandy & Connie SANSING	2268,40	
Cédric MALHAIRE	213,75	250000
Claude REQUI	1690,91	245000
Michel CAHIEZ	433,58	240000
Julien LEPELETTIER	318,71	235000
Fumiko DELFINO	490,70	230000
Jean-Jacques SAHUT	152,45	230000
Lewis & Bunty BATEMAN	970,08	225000
Stéphane DUCHEMIN	136,44	220000
Serge CLODORE	53,36	220000
Daniel CLODORE	53,36	215000
Jean-Paul MERLIER	105,08	210000
Jean ROEDER	741,19	205000
Roger VAUCAMP	300,00	200000
Daniel & Lucie SAUVAGE	203,52	195000
Patrick PIERRE-PIERRE	667,74	195000
Marcel et Liliane RUPPERT	341,16	190000
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Michel BON	153,36	180000
Dons anonymes du PUBLIC	405,19	175000
Paul BARLAND	302,45	170000
Ron WESP	699,80	165000
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Christian TOURNEMINE	127,44	160000
Didier CARDINAL	456,12	155000
Louis-Jean GIOUX	150,80	150000
Eric DUCREAU	60,98	150000
Eric JANSSONNE	218,00	145000
Henri BOURRASSIER	229,85	140000
Jim LUX	411,61	140000
Jean-Claude MINIGGIO	60,98	135000
Christophe BASTIDE	639,93	130000
Yves DONJON	305,16	125000
Guy ROBERT	228,18	120000
Centex Wing	26,68	115000
Christiane HÉBERT	304,90	115000
Yuri DELFINO	148,45	110000
Kim TOLFREE	176,84	105000
Georges VAN HOVE	76,22	105000
Terran TIDWELL	118,91	100000
Yves HOUSSIN	152,45	100000
Jean-Jacques VAUCHER	393,94	95000
Bernard PIERACCI	76,22	90000
Eric BESANÇON	83,85	85000
Hervé CHERRY	76,22	80000
Bob & Lil AYARS	59,46	80000
Giovanni COMIS	187,85	75000
Peter LANGRIDGE	22,87	70000
Jean-Claude PETIT	31,25	65000
Claude GASCON	152,45	60000
Nicolas LIBIS	167,52	55000
Gilles AVENEL	728,18	55000
Gilles BAILLOT	45,73	50000
Patrick GREMEZ	69,03	45000
Isabelle LESSER	99,09	45000
Roy & Irène GRINNELL	1061,20	40000
Alphonse THIRY	68,11	35000
Semaan SOUEID	70,00	30000
Hank POTTER	100,00	25000
Claude DE MARCO	49,60	20000
Dominique ROYER	21,80	20000
Regis URCHLER	475,77	15000
Michel PERRIN	15	10000
Guy PERRIN	30,00	5000
Elzéard LIGNEUL	100,00	5000
Jean-Mark ELIPOT	10	
Hubert HOSY	10	
Roger GOUZON	410	
Barbara & Aubrey HAIR	65	
PX & Événements FSS	1006,29	
Avances sur cotisations au FSS	2100,00	
Intérêts Bancaires Annuels	1841,77	
TOTAL	33317,29	(218547,10 F)