

Volume 7 - N° 8 - August 2002

Editorial

Twelve pages plus one form... This month too, our Newsletter has put on some weight! Events come first, but please do not take this as a habit, I don't think I could carry on like this for very long... Nevertheless, the support of all our members and other readers deserve such an exceptional effort, and I wish to take this opportunity to thank all of you who regularly send me their comments. They are a very warm support.

Roy and Irene have gone back to Texas after two months spent in our country. I believe they liked their stay, and the wish to come back to France as soon as possible was the best compliment they could make. Roy has in mind some great projects which we will not reveal until they are finalised, but you can be sure that if only one tenth of his wishes come true, the future looks very bright. Patience...

It just happened: The AAHM has decided to turn Mission 441 into a full display. It will be the symbol of the sacrifice of thousands of crew members who lost their life over Europe, and over France in particular. The grand opening of this exhibit will take place on October 3, 2002, in Midland. I hope that many members of the FSS will be there since this event will be a new way of thanking our south-west members for their good work.

I am, as everyone will understand, very happy to honor one of the persons I admire most among WWII aviators: David Lee "Tex" Hill, hero of the Flying Tigers. Reading about his exploits when I was much younger guided my passion for aviation. Meeting him for the first time, about ten years ago, was one of the greatest moments of my entire life. This adorable man surprised me with his kindness and his modesty, and I had the feeling of not shaking someone's hand, but shaking the hand of History. Therefore, I wish to add my congratulations to those of the people who congratulated him when this great hero received the DSC.

Bernard

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Form for the 2002 FSS G.A.

ROY GRINNELL REVEALS THE BEST EVER PRODUCED HAWKER HURRICANE OIL PAINTING



THE PAINTING WAS DISPLAYED DURING THE 2002 AIRSHOW IN DUXFORD AND SURPRISED EVERY VISITOR.

Roy Grinnell has done it again! He just produced an amazing oil painting of a Battle of Britain Hawker Hurricane which will please all aviation and art lovers. (Page 9).

DUXFORD 2002

The Duxford airshow took place on July 13 and 14, 2002 in an unusually hot weather. We were there. Read the full report on this event on pages 4 and 5 of this issue.



JUNE ACTIVITIES IN THE SOUTH-WEST

Text: B. Delfino - Photos: Michel Perrin

Our south-west members recently had the chance to represent the CAF and our Association very efficiently.

Among the events organized during June in the Toulouse area, several were related to operation "Mission 441".

On June 23, in Lapeyrade (Commune de Losse, Landes), was inaugurated a Memorial that reminds of the place where were parachuted british and american agents, be it in the Gironde, Landes, Gers, or Lot-et-Garonne districts. Colonels Jacques Leroux, Peter Langridge, and Alain Quesney were there to represent the CAF and the FSS.



On June 26, in the castle of Ferradou (Blagnac), was inaugurated a plaque in memory of Mission 441. This castle is the place where the B17 surviving crew members were kept prisoner after the crash of their plane and after they were captured. Several members of our Unit were present: Michel Perrin, Fred Kurz, Jacques Leroux (Photo above), and Alain Quesney, the latter also participating as Veteran.

On June 29 and 30, under the direction of colonel Michel Perrin, the FSS participated in a event of remembrance.



It included a great display of military vehicles and numerous booths. This event allowed our local members to man a booth at no expense. This also allowed them to sell P.X. items, and to make our organization better known by the general public. Our friend Ron Wesp took this opportunity to donate several objects to our P.X. and some of them were sold. The product of this sale has been added to our savings for an L Bird.

As one can see on the printed pictures, many of our members took part in this celebration. This event was also a nice way for Colonel David Price to start his recent retirement (Congratulations Dave !). The total of the sales reached 160 Euros, an honest result if one considers the nature of the public which was far from being made of aviation lovers, and also the fact that, for many of our members, this was a Première.



MISSION 441 - GRAND OPENING OF AN EXHIBIT IN THE AAHM IN MIDLAND

On **October 3**, just before **Airsho 2002**, will take place the Grand Opening of a **Mission 441** exhibit. It will be on permanent display in the AAHM, with, as the main memorabilia, the large B17 wing panel which was sent to Midland last year, thanks to our friends Ron Wesp, George Lodge, and Jim Goad. Other interesting items related to this June 25, 1944 raid will be on display and will turn this exhibit into a symbol of the help given to our country by american soldiers, and its liberation from enemy occupation. It will be a tribute to the thousands of crew members who sacrificed their life so that, today, we all enjoy freedom. We hope that many of our members will go to Midland and will be present during this Grand Opening.



Those forgotten planes...

MARCEL BLOCH 131

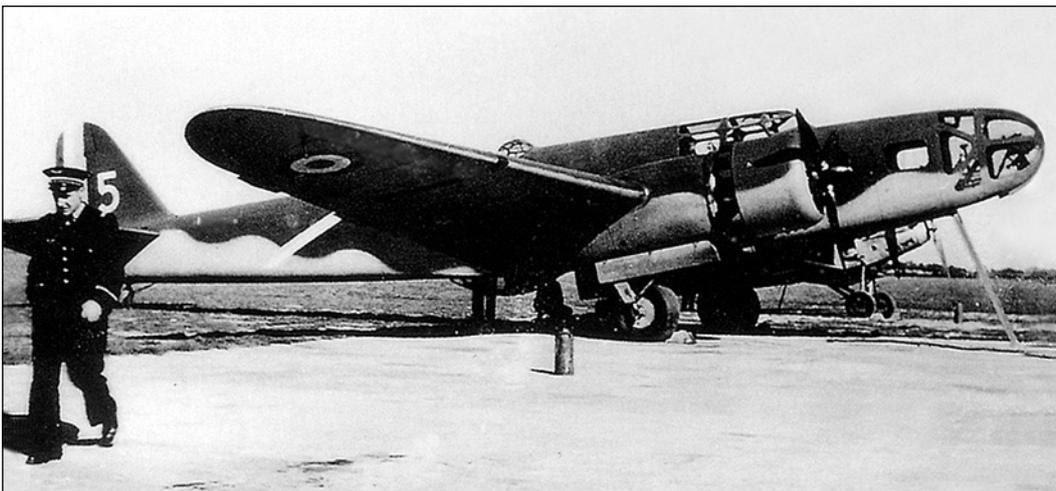
An article by col. Michel Cahiez - Photos SHAA

It was in 1933, in a small factory used previously for the making of cars, located in Courbevoie, in the suburbs of Paris, that Marcel Bloch installed a workshop and some offices where produced some private planes.

It is there that the company built its first aircraft that tried to fulfil the government requirements of project BCR (Bombardment, Pursuit, Reconnaissance). The Bloch 130 flew for the first time on June 29, 1934.

With mediocre performances, twenty planes of this type were, nevertheless, ordered. It required many modifications which took a long time, and which brought so many changes that the whole project ended with a new plane named Bloch 131, available in two different versions: MB131-R4 (Reconnaissance), and MB131-RB4 (Bombardment). The first flight took place on August 16, 1936. It soon revealed the need for many more modifications.

The second prototype took to the air on May 8, 1937. It had an increased wing and tailplane areas, a brand new fuselage, and a tail with a positive dihedral. The aircraft was all metal with a low cantilever wing, and had a retractable undercarriage with a tail wheel. The engines were Gnome & Rhône 14N 10/11 delivering 950 horse power each.



The nationalisation of the french aeronautical industry caused the merge of the two companies Bloch and Blériot, into a new SNCASO (Société de Construction Aéronautique du Sud-Ouest). It was this company that started producing the aircraft at the end of 1937.

The first of 181 MB131-RB4 which had been ordered was rolled out in June 1938. This production stopped after 121 airplanes were built because this aircraft, which had been produced as a fast day bomber able to reach a speed



of 380 km/h (239 Mph) at 4000 metres altitude (13000 ft), had performances so poor that it was relegated to a simple reconnaissance aircraft. Worst. Having been decimated during air combats, it was quickly replaced in that role by the Potez 63-11.

On May 10, 1940, only one unit was still operating the type, Group I/16, based in North Africa.

When Germany overran France, it got hold of 21 Bloch 131, but it destroyed them immediately.

The plane had a wing span of 20,30 metres, a length of 17,85 metres, and a height of 4,10 metres. Its maximum speed was 350 km/h (218 Mph) at 3750 metres altitude (12500 ft), its service ceiling was 7250 metres (24000 ft), and its range was 1300 km (870 miles). Its empty weight was 4690 kg (9700 lbs) and its maximum take-off weight was 8600 kg (17200 lbs).

Armed with three 7,5 mm. machine-guns located respectively in the nose, a dorsal turret, and a lower gondola, the MB 131 could carry a bomb load of up to 800 kg (1600 lbs).

Decimated during air combats, the surviving planes were used at night. Then they became target tugs in the Vichy aviation, and were finally destroyed.

DUXFORD 2002

Article and photos: Bernard Delfino

Together with our friends Roy and Irene Grinnell, colonels Claude Requi and Bernard Delfino went to Duxford for its annual airshow.

Roy had a booth there, in collaboration with the *Aircraft Illustrated* magazine, and professional aviation photographer John Dibbs.

Roy displayed two splendid paintings, one of a Me109, and the other of a Hawker Hurricane. The latter is, in all Battle of Britain and Hawker Hurricane fans, the most beautiful painting of this plane ever made. You can purchase this a print by writing directly to Roy and Irene Grinnell.

Arrived on the Thursday in order to get sufficient time to meet John Dibbs and finalize the preparation of this exhibit, we had ample time to visit the Duxford museum. We saw several restorations, the most significant one being a splendid Bristol Beaufighter which should please all warbird fans.

The planes who participated in this airshow arrived one after the other. They were parked in a long line along the taxiway to form an impressive group: Two Curtiss P40, ten Supermarine Spitfire, eight North American P51D Mustang, one North American A36 that had arrived from the USA, three Hawker Hurricane, one Bristol Blenheim, one Gloster Gladiator, one Westland Lysander, five F4U Corsair, one Grumman Tigercat, one F6F Hellcat, one Martlet (British



The Breitling Fighters: Leading, the Curtiss P40, followed by the Spitfire, Mustang, and Corsair

Wildcat), one Bearcat, one Republic P47 Thunderbolt, one Douglas A26 that came from Scandinavia, one Mitchell B25 from Holland, two Boeing B17 including the one belonging to Association Forteresse Toujours Volante, one Junkers 52 from Germany, two Douglas Skyraiders from France, and many other warbirds whose list was really amazing.



Republic P47 Thunderbolt

However, one may regret and wonder why the Morane Saulnier D-3801 (Morane 406) of our Swiss friends was not invited. It would have been, for sure, a fantastic star of this airshow exclusively made of warbirds.

Grey and rainy on the Friday, the weather was excellent on Saturday and Sunday, with a hot sun

and a temperature which reached 90 F (!), and caused more than one painful sun-burn.

The shops, the majority of which were all dedicated to the Royal Air Force, were legion and offered many reasons to spend some Pound Sterling: Aircraft models, books, collector's items, paintings, posters, photographs, T-shirts, flight suits, everything was there to satisfy the most selective amateurs.

The air display did not start until 14:00 every day of this week-end, and ended too soon before 17:00. The show was intense, and sometimes breath-taking, but the lack of pyrotechnical effects, which make Airsho such a special event, was sadly missed by the Midland aficionados.

We met several CAF members, including Steve Barber, former member of the CAF General Staff



Curtiss P40 of the Breitling Fighters

and owner of a Yak 3 painted in the colors of Marcel Albert's aircraft of the Normandie Niemen, as well as our friends Michel Cahiez and Elzéard Ligneul, members of the French Supporter Squadron. They were part of a tour, a solution which should normally be more economical, but which, sometimes can be full of surprises...



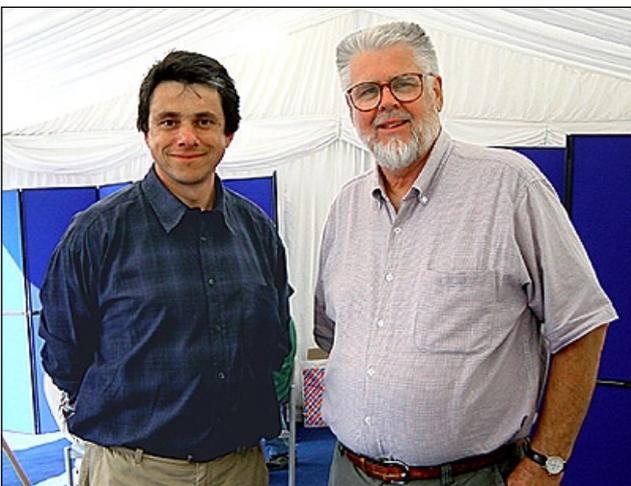
The B25 Mitchell that came from Holland

One could enter the airfield by paying 20 Pounds Sterling (32 Dollars), a price which is definitely too high, even if the show was worth it. In addition, 3 more Pounds (4,8 Dollars) had to be spent to get within a distance of 30 feet from the planes in order to take some reasonable pictures!... Despite this cost, thousands of spectators arrived, helped by the nice weather and a full program.



The majestic Avro Lancaster of the Battle of Britain Flight

Started with a festival of eight Spitfire, the show carried on with the air display of airplanes which are less glorious, but which took an essential part in WWII combats, like the Westland Lysander whose pilots flew by night and landed on unprepared fields to drop some resistant or liaison agent, somewhere on the continent, in the middle of nowhere, with just a single flash-light and some



Duxford allowed us to meet a young painter who is already well-known: Nicolas Trudgian, photographed here in company of Roy.

containers filled with burning gasoline acting as landing aids. The risks taken by these crews were immense, and the regularity of their exploits tells a lot about their flying abilities.

The formation of four warbirds sponsored by the Breitling watches company, led by a Curtiss P40, gave us a perfect and impressive

demonstration of formation flying.

The arrival of an Avro Lancaster was a real satisfaction for all the warbird fans. Escorted by a Hawker Hurricane, its majestic fly-by's irresistibly made everyone think of the night bombardment of Europe and the exploits of the "Dam Busters" during their raid on the river Rhur.

The show went on and included some formation flying that represented the US Air Force, the US Navy, the Korean war, the day bombing of Europe. Six P51D Mustang flew in pairs before the assistance in a well orchestrated display, one wing low, but at a distance too important from the amateur photographers, so important that if the regulations carry on like they do now, the latter will need to purchase some powerful telescope!...



Star of this airshow, this A36 came especially from the USA

The show ended with a spectacular formation of 33 warbirds which did two circuits and ended by successive breaks before they landed. Their careful and slow flying was compensated by the "Big Boss" Stephen Gray who evidently had great pleasure to fly his favorite aircraft, the Grumman Bearcat.

We must congratulate the team who organized this airshow for the near-perfection of the display, and thank the Gods for the nice weather they provided us with.

The show would be really perfect if it included some pyrotechnics and if the access to the planes was not so restrictive. Let's not forget that aviation lovers are reasonable people. And, finally, mister Gray, your airshow, can you not make it a little bit longer?...

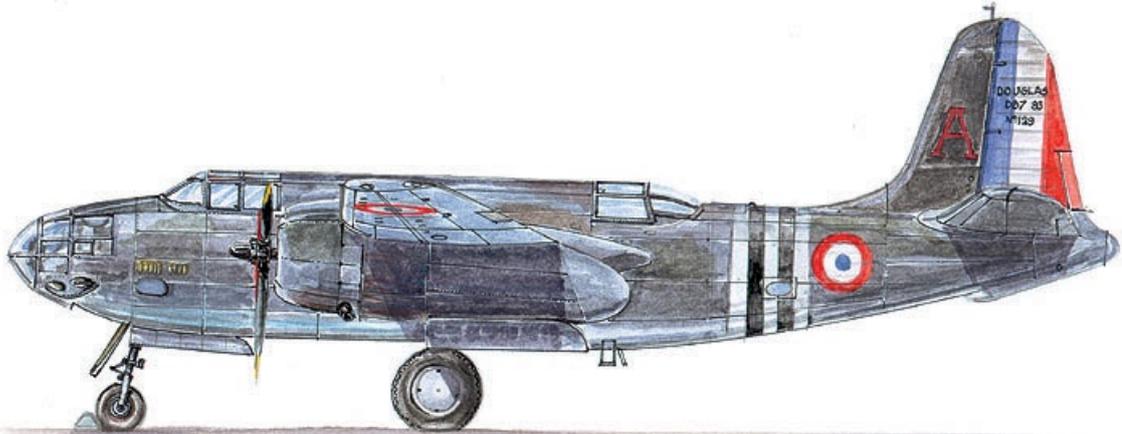


American Aircraft in French Colors



DOUGLAS DB-7 BOSTON

By Colonels John P. Roeder and Michel Perrin



The DB-7, designed as an attack bomber, much to French requirements first flew in August 1939. Already in February 1939 the French had ordered 100 of these aircraft, the first of which arrived in crates at Le Havre in December. By then contracts for an additional 170 DB-7s and 100 DB-7As had been signed. From April 1940 in coordination with the British Purchasing Commission 550 DBs were allowed to France .

From February 1940 the DB-7s were shipped to Casablanca. When France fell in June 116 had supposedly been supplied. Non-delivered aircraft were eventually taken over by the British.

The DB-7 tasted battle in France in 1940. On May 31st 17 were on strength with the Armée de l'Air of which 12 were war worthy. In total 64 DB-7s had been accepted until June 20th, but only part of them had been transferred from North Africa to France. Their major targets during the campaign were advancing panzers and motorized columns. Some 20 were lost to German fighters and flak. Shortly before the Armistice 20 DB-7s escaped to North Africa. With those still there, they were to be incorporated into the Vichy Air Arm, which thus had some 65 available In addition about 30 were still in crates at Casablanca.

Vichy DB-7s, in reprisal to the British attack on the French fleet at Mers el-Kébir in July 1940 bombed Gibraltar, but with little success.

Then after the attempted landing of British and Free French forces at Dakar, 27 respectively 37 DBs took part in the retaliatory bombings of Gibraltar on Sept. 24th and 25th 1940 – this time with fair results.

From April 1942, 26 DB-7s were stationed in Morocco, 26 in Algeria and 13 in French West Africa. Those in Morocco were virtually decimated, when Vichy forces tried to oppose the Allied landings in North Africa in November 1942. The DB-7s that survived the cease fire on Nov. 10th, meanwhile worn out and obsolete were not to play a significant role in the building up of the combat units of the Free French Air Forces in North Africa (F.A.F.L.) The

few that were still serviceable were used for secondary tasks until the last was retired in 1945.

The DB-7, although an excellent aircraft in the role for which it had been designed was never given a fair chance to fight. This was not so for the A-20, a direct development of the original model, and of which 7,385 of many different versions were built. More than two thirds of these were delivered under Land-Lease to the Soviets and the British.

In the R.A.F. they became known as Bostons. The most important versions were the Boston III and IIIA of which 980 were supplied.

In 1943 the Lorraine group of the F.A.F.L. was equipped with 16 Boston IIIs by the British. The group which was integrated into the R.A.F. as Squadron 342 was operational from June 1943. It was used for attacking tactical targets in North West France, and after it had moved to Vitry-en-Artois in October 1944 increasingly over Holland and Germany.

When it was re-equipped with North American B-25 Mitchells at the end of March 1945, the group was flying the Boston IV with power-operated dorsal turret. The Douglas bomber was highly appreciated by the French crews, and there was much regret when it had to be given up for a new mount.

DATA TABLE - Douglas DB7 (Français)

Description: Three seat attack bomber

Propulsion: 2 PW R-1830 (SC-3C) of 1050 CV

Wing Span: 18,70 m (61 ft 4 in)

Maximum weight: 7750 kg (17080 lb)

Maximum speed: 510 km/h (320 mph)

Range: 1410 km (880 mls)

Service ceiling: 9000m (29530 ft)

Armament: Six 7,5 mm machine-guns (4 fixed + 2 flexible)

Bomb load: 1870 lbs (850 kg)

TEX HILL RECEIVES THE DISTINGUISHED SERVICE CROSS

Article: B.Delfino - Photos: Courtesy of Jim Lux



David Lee "Tex" Hill, an American hero, a member of the American Volunteer Group (AVG), better known under the name of *Flying Tigers*, has recently received the second highest military medal in the USA, the *Distinguished Service Cross*. Tex received this medal for his bravery during WWII, and rarely, this medal was so well deserved.



This ceremony took place in San Antonio at the end of May, with the presence of the civilian and military authorities, as well as several members of the CAF, some of whom are also members of the French Supporter Squadron of

the Commemorative Air Force.

The slow motion of administration resulted in an exceptionally long time (Almost 60 years) before Tex could receive this true national recognition.

This anomaly is, today, forgotten, thanks to the efforts of several important people like Col. Ollie Crawford (Thank you Ollie).

Tex Hill was born in Korea from missionary parents. He was flying the SB2U from the aircraft carrier USS Ranger when he signed his contract with the AVG, in March 1941. He led numerous missions over Rangoon, and, unlike many pilots, spent his nights near the planes, rather than enjoying a colonial style life. He got his first victory on January 3rd, during the strafing



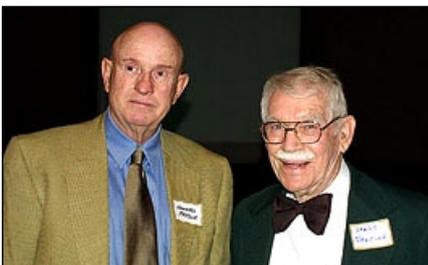
of Raheng, and shot down a KI-27 *Nate* which was after James Howard. His aircraft was hit by 33 bullets during this air combat. He went back to Kunming after obtaining four more victories. Despite the fact that he suffered from malaria and dysentery, he carried on taking an active part in the unit's life, and helped producing a bombardment method.

Following the death of Jack Newkirk, Claire Chennault gave him the position of commander of the second Squadron. Carrying out many morale support missions, he got three more victories, and he opposed what was called the "pilots mutiny". He then flew ground attack missions over river Salween, and ended his contract with 11^{1/4} confirmed victories. Nevertheless, he accepted to extend it by two weeks, and then decided to get a

commission in the Army Air Force in China, as the first Commander of the 75th Fighter Squadron. He went back to the USA in November 1942, but came back to China a year later as the Commander of the 23rd Fighter Group, a position which he kept until October 1944, which gave him a chance to get five more victories.

This *Distinguished Service Cross* will please everyone who has met Tex Hill,

a great friend of the French Supporter Squadron. His modesty, his courage, and his sense of humor, have made of him one of the greatest heroes of all times. Our sincere congratulations Tex!



Some of the lucky participants to the banquet and ceremony for the attribution of the Distinguished Service Cross to our friend Tex Hill. From left to right: Howard Pardue, Sandy Sansing, Nancy and Ollie Crawford, Nancy Lux, Tex Hill, and Jim Lux.

Roy and Irene Grinnell in France (Part 2)

Text and photos: B. Delfino and C. Requi

The end of Roy and Irene's stay in the area of Les Andelys allowed them to tour Normandy. Roy discovered a thousand subjects for future paintings, and Irene enjoyed a many different cheeses that she loves so much!

During that time, our friends Eric Ducreau and Bernard Delfino organized the printing of the second painting, dedicated to the Normandie-Niemen, and prepared the fantastic week-end of June 28, 29, and 30, which allowed us to honor our B26 Marauder veterans.

On June 28, Roy and Irene left the area of Les Andelys to participate in the reunion organized in Tremblay en France for our B26 veterans, Louis-Jean Gioux, Lucien Goubard, Henri Bourrassier, and Alphonse Thiry. This reunion gave them a chance to show their enthusiasm for the CAF and the FSS by signing a limited edition of 175 prints based on Roy's painting, and to tell us about their



Roland De La Poype welcomed our friends Roy, Irene, and Claude with great kindness and signed with great pleasure the 175 prints of the Normandie-Niemen.

story during the war. This event, already described in the July issue of Airshow, was warm and friendly, and every participant appreciated these rare moments made of kindness, history, patriotism, and love for aviation.

We sincerely thank those of our members who travelled to join this reunion, sometimes over great distances: Gilles Avenel who came from London, Christophe Bastide from Iteuil, Christian and Maryse Tournemine from Saint Aignan, Giovanni Comis, Eric and Dominique Ducreau, Jean-Paul Merlier, Bernard and Fumiko Delfino, and a few members of the Lions Club in Tremblay including Roger Gouzon who since became a Friend of the FSS. A big Thank You to Hervé Curbelier, a veteran of the Groupe Lorraine who flew the Bristol Blenheim, and came with his daughter, to spend a part of this week-end with us, and for telling us some of his souvenirs.



A friendly reception was organized for General Risso and his wife in Claude Requi's house.

The relatively limited number of twenty six participants to this event was due to the fact that two other events took place on that same week-end: The Sixtieth Anniversary of Escadrille Normandie Niemen in Colmars, as well as a great feast in the town of Montbartier, where our local members manned an FSS booth.

On July 3, Roy and Irene left Paris in the TGV (High Speed Train) and went to Ventabren where colonel Claude Requi and his wife Paulette hosted them for a week. This short stay started on July 4, with a party given for General Risso, Ace of the Normandie-Niemen and his wife. Our Cadet, Julien Lepelletier and his family were also invited, as well as our friend Hervé Cherry. The latter took this opportunity to present Roy with a 48 stars U.S. flag dating from WWII. The General discovered Roy's painting, and quickly signed 175 prints. Claude did a short speech in English, pointing out that the General, an Ace and a sharp-shooter, is one of the rare survivors of the early Normandie-Niemen pilots. The meal was good and friendly, and it gave the General a chance to tell the assistance some of his war-time adventures.

The following day, Roy, Irene, and Claude left for the Marineland in Antibes (Côte d'Azur), where they met the founder and owner of the place, mister Roland De La Poype, Ace and companion of General Risso, from the very early days of the Normandie-Niemen. The meeting was very friendly, and mister De La Poype was happy to sign the 175 prints before he left for another appointment. Our three friends enjoyed the excellent orca show of Marineland, and they visited the Navy Museum before returning to Ventabren.



A warm hand-shake started a new friendship between General Risso and Roy.

Roy and Irene's stay included an air-show on July 6 and 7, on the Navy base of Nîmes, where Roy was able to photograph in details the F4U7 Corsair 14F6, which will help him paint the third picture for our Squadron. Our two friends were very impressed by the national aerobatic team, the Patrouille de France, and by the show which included, amongst others, one



A meal which was rich in historical anecdotes, thanks to the enthusiasm and the amicability of General Risso.

P51D, one Skyraider, two T6, one Yak 11, one Yak 18, one Vampire, one Fouga Zéphyr, one Hunter, one Mirage 2000, one Rafale Marine, one Nimrod, one Atlantic, and many other planes. Claude flew the Fouga Zéphyr during the airshow, a demonstration which was highly appreciated by the public, and which he reiterated when he flew the aircraft back to Avignon where Roy, Irene, and Paulette were waiting for him.

This short stay in the south of France ended with two days of sight seeing of the area, and Roy discovered the scenery of the area where artist Paul Cézanne painted many of his paintings, the architecture of the typical villages of Provence, and one thousand reasons to paint these



landscapes in a near future. Aix en Provence and Sainte Victoire received the visit of our friends who were also invited by one of Claude's pupils who is preparing an exam to become a fighter pilot in the Armée de l'Air, and whose father used to be a flight engineer on DC6 and Bréguet 765 Sahara when he was with the Armée de l'Air.

The trip back to Paris took place on July 10, in the TGV. Bernard was at the Gare de Lyon station to welcome our three friends, and drove them to his place where Fumiko had prepared a light diner. The night was short, and early the following morning, Roy, Irene, Claude, and Bernard got on the road for the long trip to Duxford where Roy was about to present two magnificent paintings dedicated to the Battle of Britain. The trip was relatively easy despite the driving on the left hand side of the road, and was facilitated by Claude's rigorous navigation.

After a first night spent in a local Bed & Breakfast not far from Duxford, the group left for the airfield in order to organize the passes for the week-end, and to meet John Dibbs, a famous professional aviation photographer, and his wife Pam. They discussed the practical aspects of the

week-end, and the rest of this gray and rainy day was spent visiting the museum before the arrival of the crowd.

The bad weather disappeared during the night and gave way to a hot sun that everyone appreciated because Duxford is too well known for its wet airshow...

The booth was shared by Roy, John Dibbs, and *Aircraft Illustrated* magazine. As soon as the field was opened to the public, several aviation art lovers came and congratulated Roy for the quality of his work in general and of the two paintings on display, and to buy one of the two prints which were available. The presence of some WWII american veterans made this booth very special. Many other booths sold prints based on various artists, but it was clearly evident that Roy's paintings are near-perfect, from a technical, historical, or artistic point of view.

The trip back to Paris was easy and rewarded by another excellent meal prepared by Fumiko. The following day, Tuesday 16, was spent preparing the heavy bags, and the night before Roy and Irene left was very short indeed.

Bernard and Fumiko drove our two friends to Roissy CDG airport, and saw them leave with great sadness, but also the formidable hope to see them again soon, during Airsho 2002 in Midland.

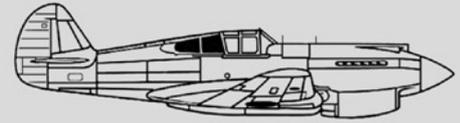
Thank you Roy et Irene! Thank you for your extreme kindness, thank you for your

sense of humor, thank you for your generosity, thank you for honoring us with your friendship. The French Supporter Squadron is proud to have you now as members!



Companion of the Hawker Hurricane painting, this one, of a Messerschmitt 109, is presented by its author.

What's New?...



WE'RE CLOSING!

Those of our members who haven't paid their Squadron annual dues have just received a bill which, if not paid quickly, will be the end of their membership with our Unit after discussion between the members of the Board of Administration. If this is your case, and if you want to avoid this important problem, we invite you to send us a cheque as soon as possible. Thank you.

HELP TO THE L BIRD PROJECT

This month, we thank the following members for their generosity: Henri Bourrassier, Alphonse Thiry, and Jean-Paul Merlier. To all three, a big MERCI!

A P38 FOR THE CAF

The CAF is currently discussing with the owner of a P38 Lightning for the acquisition of this plane. We should know a bit better in a very near future what type of aircraft it is, probably a "J" with a metal finish and black and white bands on the wings. We do hope that this transaction is successful, and we do hope it will be done before Airsho 2002.

THE POWER OF WORDS

A short, genuine, tragic, and comic, anecdote, noted in the life of an airline whose name will not be revealed, but whose two initials start with a "B" and end with an "A"...

A Captain had written down a note in the aircraft technical log: "*Cockpit dirty and not suitable for pigs*", which was answered by the mechanic on duty on that day: "*Cockpit cleaned, now OK for pigs*"!...

This incident shook up the main base and this sarcastic (But very amusing) reply was not appreciated by the pilot. The mechanic in question refused to apologize despite the formal request made by the flight manager, and the whole thing was soon forgotten.

If one leaves aside the amusing aspect of this anecdote, one can note how powerful a few words, written without consideration by this pilot, can be, and we can only admire this courageous mechanic's sense of humor. Technical logs are not there to let anyone express his feelings, but for the good health of the airplanes...

TENT FOR SALE

As announced last month, our Squadron's tent is up for sale at a price of 1200 Euros or Dollars (To be discussed). The size of this tent is 3 x 5 metres and its height is 3,10 metres. The payment to the FSS could be split in several monthly payments, providing they are secured by an official automatic withdrawal from the buyer's bank account.

ROY GRINNELL'S PAINTINGS

As Roy Grinnell had promised, he did two of the three paintings he decided to donate to our Unit, in order to help it with its projects. Our members can order the prints based on these paintings at a rebate price as follows:

Unsigned prints: 40 Euros + 10 Euros P&P

Signed prints: 60 Euros + 10 Euros P&P

These prices are very low indeed since the normal cost for this kind of prints is usually double!

Reproduced hereafter, these two prints measure over all 61 x 80 cm (24 x 31,5 in.), the picture itself measuring 45 x 70 cm (18 x 28 in.). The non-acid mat paper weighs 300 grams per square meter. Our friend Roy Grinnell was very pleased with the quality of these prints which have kept integrally the emotion that one can find in the original paintings. A compliment that tells a lot!



The making of these prints, and Roy and Irene Grinnell's stay in France, are now a major step in our Squadron's life and have changed our Unit's history to a point that one can hardly realize today.

It is now up to each one of our members to buy these prints if he or she wishes so, but it is their duty to promote these prints around them, so that we can file this project as one of the most successful ones for the FSS. We thank everyone of you for the active part that you will take in this operation.

THE FSS POSTERS ARE ON THE INTERNET!

Although our web site has been off-line for several weeks, and as our Cadet, Julien Lepelletier is preparing a new one, we were able to advertise our various prints on the Net, thanks to the kindness of the person responsible for the following web site:

< <http://www.cocardes.com> >

We invite you to visit this web site. It includes many interesting subjects and links to other sites. You will notice that the public price of Roy Grinnell's paintings is 120 Dollars or Euros + 10 Dollars or Euros for P&P, a price which is more realistic than the one granted to the members of the French Supporter Squadron.

The Bellis poster is sold for 12 Dollars or Euros + 8 Dollars or Euros for P&P.

We thank all our members to publicize this information as much as possible. This should efficiently support this operation which is vital for our activities and the future of the FSS.

THANK YOU ALL!

We wish to thank everyone who participated to the completion of the Grinnell project and for their significant help: Louis-Jean Gioux and his wife, Henri Bourrassier and his friend, Alphonse Thiry, his daughter and son-in-law, Lucien Goubard and his wife, Eric and Dominique Ducreau, Claude and Paulette Requi, Semaan Soueid, Jean-Paul Merlier, Roger Gouzon, Bernard and Fumiko Delfino, the Musée Normandie-Niemen in Les Andelys, the printer Luthringer, the Lions Club of Tremblay, the EQUIP SARL and ORBA Informatique companies, the restaurant Le Diplomate, and, especially, Roy and Irene Grinnell.

COL. GEORGE LODGE IS NOMINATED FOR THE ELECTION OF THE CAF GENERAL STAFF

During the CAF Summer Advisory Board, on July 20, the chairman of the Nominating Committee, Col. Scott Park, announced the names of the members nominated for the election to the General Staff, for three years, which will take place during the CAF General Assembly, in Midland, on October 4, 2002:

Col. George Lodge
Col. Joe Cowan
Col. Joe Nemmer
Col. Doug Rosendahl



These four members are well known by all CAF members for their seriousness and their efficiency, and they will have the support of the entire French Supporter Squadron. Candidates from the floor may, of course, step forward, and if this is the case, every member will be able to vote for the candidate of his choice.

The FSS Board of Administration wishes to emphasize the fact that colonel **George Lodge** has been an important member of the FSS for many years, and that the efficient help he gave to our Unit on many occasions widely deserves the vote of all our members. Therefore, we ask you all to make sure that you do ask for a ballot in due time, as soon as it is announced in these pages and in the CAF Newsletter "Contrails".

One should also note that col. George Lodge, who represented our Unit during this Summer Advisory Board, took this opportunity to announce the robbery of our WWII pilot's flight gear during the La Ferté-Alais airshow. Another FSS member, col. Richard J. Hudlow, also present during this meeting, stepped up immediately and declared that he would immediately start looking for equivalent replacement items, with the help of one of his personal friends.

We sincerely thank these two enthusiastic members for their help to our Squadron. We wish them a complete success in this quest which would give back our dummy some decency, and which would boost our members' moral.

AIRSHO'2002: A COMPLETE AND VERY TEMPTING PROGRAM!

The main theme for Airsho 2002 will be *Barnstormers and Black Sheep*, or an homage to the daring wing-walking pilots of the thirties, and to the *Baa Baa Black Sheep* Unit led by Gregory "Pappy" Boyington.



Photo: Claude Requi

In addition to the traditional show that will re-enact the main WWII aerial battles - including the famous *Tora! Tora! Tora!* - the show will include the return of the CAF Me109 after a 3 years restoration, a jet power assisted Waco (!), the F18, F14, and F15, and the famous heritage flight. Saturday night will include a fantastic fireworks show, the Ploesti wall of fire, and some live country music by Ronnie Milsap!

FRENCH SUPPORTER SQUADRON ANNUAL GENERAL ASSEMBLY

The FSS General Assembly will take place on Saturday November 23, 2002, at 14:30 sharp. It will be followed by our annual diner which will start at 20:00. The following day, Sunday November 24, will include a morning activity, followed by a farewell lunch, after which everyone will return home.

As usual, you will be able to book hotel rooms at a rebate price in the Hôtel Acadie.

Please fill in the form attached to this Newsletter, and send it with a cheque, to the FSS, of **30 Euros** per guest of the Saturday night diner.

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*: € 3,80 each.
- Warbird cards: € 3,80 chaque.
- Video cassette of sequences filmed in Midland (55mm) VHS PAL: € 16,00.
- Large format paintings by Col. Eric Besançon: F4U Corsair and Messerschmitt 262 night fighter: € 31,00.
- Poster of 36 WWII airplanes painted by Jean Bellis, 61x81cm: € 9,20 (FSS Members) € 12,50 (Non Membres).
- **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.**

FSS 2002-2003 ANNUAL DUES

If your name is not on the list below, we thank you for sending a cheque of 50,00 € (Colonels & Associate Members), a cheque of 20,00 € (Cadets), and a cheque of 40,00 € (Friends of the FSS).

Dues already received: G. Avenel, B. & L. Ayars, P. Barland, C. Bastide, W. Blankenship, M. Bon, J. Bonneau, H. Bourrassier, D. Cardinal, C. De Marco, M. Cahiez, E. Cartigny, G. Comis, JC. Debuissou, B. & F. Delfino, T. Descamps, Y. Donjon, S. Duchemin, E. Ducreau, J.-M. Elipot, C. Falentin, M. Francisci, C. Gascon, L.J. Gioux, L. Goubard, R. Gouzon, A. & B. Hair, Y. Houssin, H. Hosity, R. et L. Hudlow, E. Janssonne, J.C. Janssonne, D. Kelly, F. Kurz, P. Langridge, M. Ledoux, J. Leroux, J. Lepelletier, N. Libis, E. Ligneul, G. Lodge, J. Lux, C. Malhaire, J.-P. Merlier, J.C. Miniggio, J. Pérangolo, G. Perrin, M. Perrin, B. Pieracci, P. Pierre-Pierre, B. Piland, D. Price, H. Quefféléant, A. Quesney, C. Requi, J. Roeder, G. Robert, M. Ruppert, S. & C. Sansing, D. & L. Sauvage, M. Segard, S. Soueid, F. Stokes, A. Thiry, C. Tournemine, R. Vaucamp, J.J. Vaucher, B. Violette, R. Wesp.

CODE NAME ALPHA 2002 • AUGUST 2002

☛☛ No recruitment of Colonels to this date ☛☛

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 - JULY 2002

EXTERNAL SPONSORS

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

INTERNAL SPONSORS

(Par ordre chronologique)

	F	€
Marcel FRANCISCI	3952,71	
Bernard DELFINO	2362,97	
Jacques PERAGALLO	1000,00	
Sandy & Connie SANSING	1768,40	250000
Cédric MALHAIRE	213,75	245000
Claude REQUI	1590,91	240000
Michel CAHIEZ	433,58	235000
Julien LEPELLETIER	318,71	230000
Fumiko DELFINO	447,70	225000
Jean-Jacques SAHUT	152,45	215000
Lewis & Bunty BATEMAN	880,08	210000
Stéphane DUCHEMIN	136,44	205000
Serge CLODORE	53,36	200000
Daniel CLODORE	53,36	195000
Jean-Paul MERLIER	75,08	190000
Jean ROEDER	641,19	185000
Roger VAUCAMP	300,00	180000
Daniel & Lucie SAUVAGE	203,52	175000
Patrick PIERRE-PIERRE	667,74	170000
Marcel et Liliane RUPPERT	291,16	165000
Christian FREZARD	76,22	160000
Jean-Christophe DEBUISSON	280,00	155000
Michel BON	103,36	150000
Dons anonymes du PUBLIC	388,49	145000
Paul BARLAND	152,45	140000
Ron WESP	609,80	135000
Christian FALENTIN	152,45	130000
Christian TOURNEMINE	86,72	125000
Didier CARDINAL	173,12	120000
Louis-Jean GIOUX	80,80	115000
Eric DUCREAU	60,98	110000
Eric JANSSONNE	218,00	105000
Henri BOURRASSIER	229,85	100000
Jim LUX	411,61	95000
Jean-Claude MINIGGIO	60,98	90000
Christophe BASTIDE	589,93	85000
Yves DONJON	288,16	80000
Guy ROBERT	198,18	75000
Centex Wing	26,68	70000
Christiane HÉBERT	304,90	65000
Yuri DELFINO	148,45	60000
Kim TOLFEE	176,84	55000
Georges VAN HOVE	76,22	50000
Terran TIDWELL	118,91	45000
Yves HOUSSIN	152,45	40000
Jean-Jacques VAUCHER	243,94	35000
Bernard PIERACCI	76,22	30000
Eric BESANÇON	83,85	25000
Hervé CHERRY	76,22	20000
Bob & Lil AYARS	59,46	15000
Giovanni COMIS	177,85	10000
Peter LANGRIDGE	22,87	5000
Jean-Claude PETIT	31,25	0
Claude GASCON	152,45	
Nicolas LIBIS	167,52	
Gilles AVENEL	428,18	
Gilles BAILLOT	45,73	
Patrick GREMEZ	45,73	
Isabelle LESSER	99,09	
Roy GRINNELL	149,20	
Alphonse THIRY	68,11	
Semaan SOUEID	50,00	
Hank POTTER	100,00	
Claude DE MARCO	14,60	
Posters Bellis US Aircraft	141,29	
Intérêts Bancaires Annuels	1035,48	
TOTAL	24307,71	(159448,12 F)



FSS ANNUAL GENERAL ASSEMBLY
SATURDAY 23 NOVEMBER 2002 - 14:30 sharp
HÔTEL ACADIE - TREMBLAY EN FRANCE

Form to be filled in and returned by post to the French Supporter Squadron head office as soon as possible

IDENTITY

Name and CAF ID Number :.....
Home phone:..... Mobile: Fax:.....
Email:.....
Names of all participants:.....
.....
Number of persons attending the General Assembly :.....

HOTEL ROOMS

Number of rooms :.....
Type(s) of rooms :.....
Reservation dates :.....
Total number of nights :.....

SATURDAY MEALS

Number of guests to the evening diner (30 Euros per guest):.....
Number of guests for lunch (To be paid individually):.....

TRANSPORTATION

Type of transportation : Personal car - Train - Airliner - RER
Will you require a pick up on your arrival at Roissy CDG airport or at the Roissy CDG TGV train station* ? YES - NO (*Note: We won't be able to pick you up in Orly*).
Number of passengers :.....
Flight or Train number:.....
Date and time of arrival (Preferably Friday):.....
Other arrival places: RER Vert Galant station - Lognesairport - Others :.....

Signature and date:

Please write any special request on the back of that form