

Volume 7 - N° 9 - September 2002

Editorial

One year ago, my editorial was dedicated to the tragic attacks on New York and Washington. My feelings about these events haven't changed and, like everyone of you, I am still moved by such a blind violence which did not take place since WWII. My sad feelings go, today, to the families and friends of those who disappeared.

I sincerely thank colonel Michel Cahiez for the exceptional article he prepared for our Newsletter. One often talks about the exploits and the dramas of the French Air Force crew members, but a lot less about those of the Aéronavale. As a former member of this arm, I am particularly happy to take part in the issue of such an article which tells us, through the story of the Farman 220 and its followers, one of the most important raids of WWII, carried out by a crew of the Aéronavale.

The Board of Administration position that will be put up for election during our annual General Assembly on November 23, 2002, is the job of President or Unit Leader. I invite all our members who feel that they can seriously do this job to make themselves known before October 15, 2002. If you think you can spend all your spare time (A minimum of 2000 hours per year), all your energy, and many costs not accounted for (Telephone, Internet, Fax, public transport, gasoline, meals, hotel rooms, computer equipment, photographic equipment, etc...), do not hesitate! It's a fascinating and rewarding occupation, even if, sometimes, problems seem to get together to spoil your life. The final result is a great satisfaction that nothing can equal. But beware! You will need an indispensable accessory which is paramount, a must to do this job: A tolerant and understanding wife, who will not hesitate to get involved, and who can turn human relations into an art, thanks to, amongst other things, a gift for cooking, and an exceptional patience.

Bernard

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AIRSHO 2002: BARNSTORMERS AND BLACK SHEEP



TO HONOR THE DARE DEVIL FLYERS OF THE THIRTIES, AND THE CORSAIR SQUADRON WHICH WAS LED BY GREGORY "PAPPY" BOYINGTON

On Thursday October 3, will take place the grand opening of the **MISSION 441** exhibit in the AAHM. We hope to get the participation of numerous FSS members who will decide to attend Airsho 2002, which will be exceptional. That same day, Thursday October 3, at 19:30, the traditional **French Supporter Squadron** dinner is organized with the help of col. Jim Adams, in the Midland **BAMBOO GARDENS** restaurant.





FARMAN 223-4

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

OR HOW THE FRENCH AÉRONAVALÉ BOMBED BERLIN IN JUNE 1940...

The Farman 223-4 was the last development of the 1931 F210 series, followed by the F220 and F221 made to comply with the government program BN5 (Night Bomber with 5 crew members).

The two types differed by their engines, the 220 being fitted with four liquid-cooled engines, and the 221 with four air-cooled ones. These aircraft were made of a metallic structure. Their length was 21 metres (70 ft), their wingspan was 35 metres (118 ft), and their weight was between 15 to 18 tons.

The flight tests quickly showed the limits of the 220 which was modified into a 220B and was lent to Air France airline which named it "Le Centaure" (F-ANLG), and used it for the mail service over the South Atlantic.



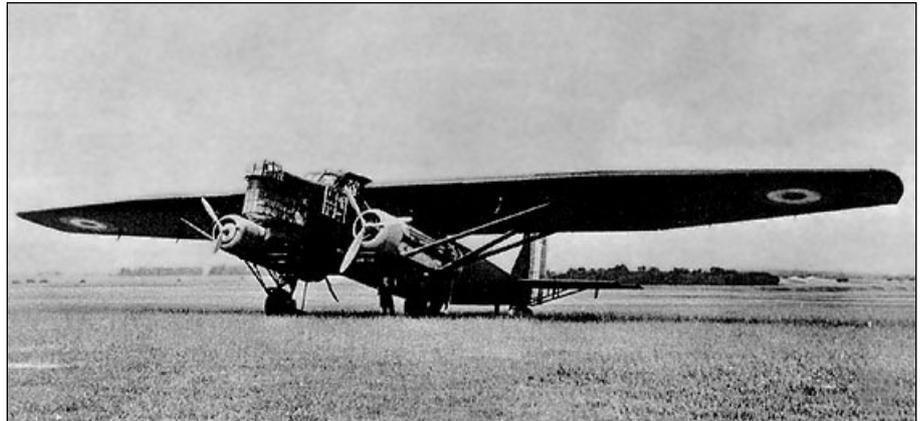
Farman 220B "Le Centaure" operated by Air France.

The 221 production started in 1934. It was expected, with the 222, to become the backbone of the french strategic heavy bombardment. During the tests, the plane broke a world altitude record by reaching 6900 metres (22965 ft).

The 222 had more powerful Gnome & Rhône engines, and an under-carriage that retracted into the engine nacelles. The prototype first flew in June 1935, and a batch of 12 aircraft was produced in 1936. Some 221 were converted to 222 during the following year.

The 222-2 was a variant of the 222, which appeared in October 1937, with a longer and streamlined nose, as well as a wing which had a more positive dihedral. Twelve of these aircraft went to the Groupes de Bombardement I/15 and II/15 based in Reims-Courcy.

The 1936 nationalisation was at the origin of the merge of the Farman and Hanriot companies into a single one, the SNCAC (Société Nationale



Farman 222 prototype with radial engines.

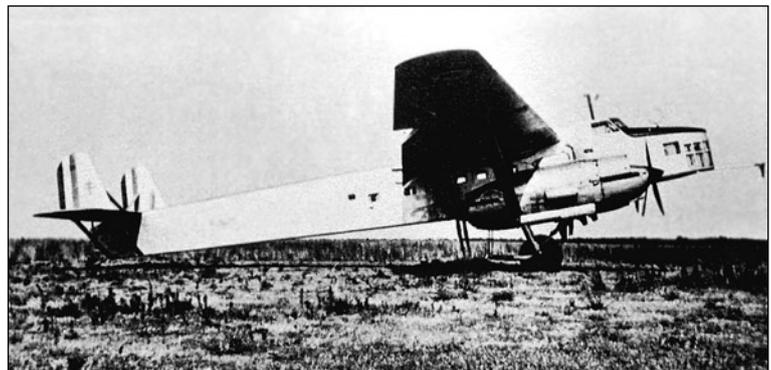
de Constructions Aéronautiques du Centre). The latter produced a last variant of the 220, the NC 223 which had a smaller wing (But with flaps over its whole length), and a tail with two fins. The four engines were Hispano radials delivering 1100 horse-powers each, and a canon protected the rear of the plane. These engines were not reliable, and were soon replaced with four Hispano 12Y 50/51. The eight airplanes that were consequently modified after the fall of France were used by Air France for the transportation of freight between Brazzaville and Cairo, from 1941 till 1942 (F-BAFM and F-BAHM).

The 223-4 was created for the transatlantic mail service, and three airplanes were built for Air France in 1939. They were named "Camille Flammarion", "Jules Verne", and "Le Verrier".

The approaching war stopped Air France from using them for this purpose, and they were used for internal liaison flights, and for crew training.

Capitaine de Corvette Henri Daillière, who was working for the Navy Headquarters at the time, got a special interest for these airplanes which had just been refused by the Armée de l'Air for their excessive weight and their slow speed.

Therefore, they were requisitioned by the Navy, and, in 1939, Daillière participated, as a military observer aboard the "Camille Flammarion" which had been modi-



SNCAC 223-3 before a longer and streamlined nose was adopted for the 223-4.



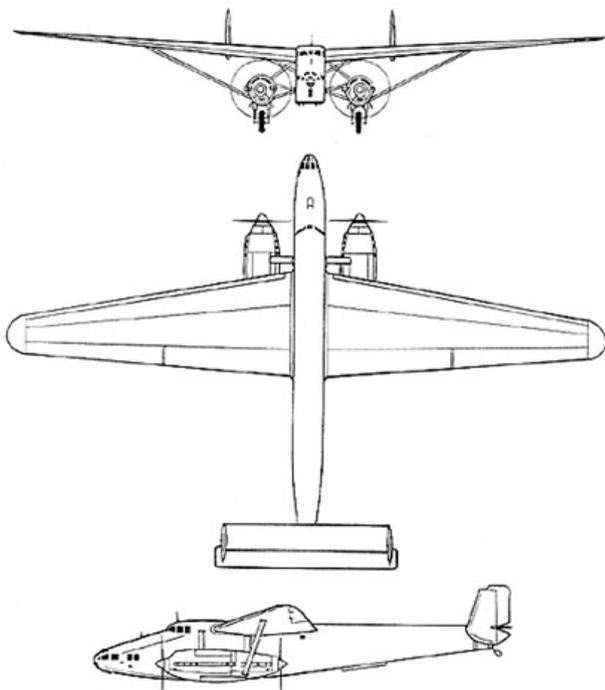
The "Le Verrier" which was shot down in the Mediterranean on November 27, 1940, with Guillaumet and Prefect Jean Chiappe aboard.

fied and armed for the circumstance, to a search in the South Atlantic, in an attempt to locate the "Admiral Graf Von Spee" which was operating in the area.

Operating from Natal and Rio de Janeiro, in Brazil, the aircraft officially carried out some stratospheric tests... These search were fruitless, and the crew and the plane were ordered back in November. As everyone knows, the "Graf Von Spee" finished its career at Montevideo.

Daillière, who had Admiral Darlan's confidence, obtained the authorisation to modify the "Jules Verne" which was in a better state than the other planes. The addition of extra fuel tanks and attach points for mines and bombs was done in Toussus le Noble from April 27, 1940.

Ten days and ten nights were enough to turn the "Jules Verne" into a military airplane.



Since the fuselage was now an enormous fuel tank, it was decided to fit the bombs attach points underneath it. Forty feet long wooden beams were mounted. They supported eight 225 kg (450 lbs), and eighty 10 kg (20 lbs) bombs. All sorts of projectiles could be used, including two bombs of 500 kg (1000 lbs) each. A single 7,5 mm machine-gun was fitted to the right hand fuselage door to defend the plane. The "Jules Verne" had become a strategic bomber!

The plane left Toussus le Noble on May 10, 1940 for the Navy base of Lanvéoc Poulmic where it became part of Escadrille B5. On May 11, it began its night time missions.

At this date, the "Jules Verne" was the only operational aircraft of the three. The "Flammarion", which was under repair following an accident, and the "Leverrier", were both in the process of getting the same modifications in Bordeaux-Mérignac. They would be commanded respectively by Lieutenant de Vaisseau Menvielle and Mangin d'Ouince.



The SNCAC 223-4 "Jules Verne" before its hangar at Bordeaux-Mérignac.

One of Daillière's big project was to bomb Berlin, but the authorities were very reluctant because they did not want to risk the life of a man of his value, but also for purely political reasons.

The first mission was the railway station in Aix la Chapelle and the bridge of Maestricht, a raid which took place during the night of May 11 to May 12, the day after the german offensive in the West. The following raids during May were: Aix la Chapelle on the 14th, the island of Walcheren on the 18th, again Aix la Chapelle on the 19th. On the 25th it was the turn of Flessingue, on the 26th Clairemarais, and again Flessingue on the 29th.

The first mission over Aix la Chapelle made quite an impression on the entire crew because it took place during a clear full moon night. Flying at an altitude of 400 metres (1200 ft), the plane flew along the railway lines and was caught by 100 flood lights as it got near the target. With its aluminium finish, the "Jules Verne" was clearly visible, but it was saved by the skilful flying of Gueugnet, the pilot, who escaped the flak by zig-zagging at roof height. Blinded by the flood lights, the crew could not drop the bombs, but it was decided to get to the secondary target, Saint-Omer, where they successfully attacked a concentration of enemy tanks. After this memorable raid, the plane was quickly painted black to make it less obvious...

Using some sort of magic, but probably because of his persuasion, Daillière finally got the clearance to bomb Berlin. He carefully prepared the raid by choosing a route that the enemy could not expect, and by a close study of the target.

The flight was to start from Bordeaux-Mérignac, fly over the Channel and the North Sea, fly around occupied Holland, fly across Denmark, through the Baltic, and turn South towards Berlin, with an expected return flight leg to Lanvéoc-Poulmic.

The crew comprised Commandant Daillière as Captain, pilot Henri Yonnet, radio officer Scour, navigator Comet, bombardier Deschamps, and flight mechanic Corneillet.

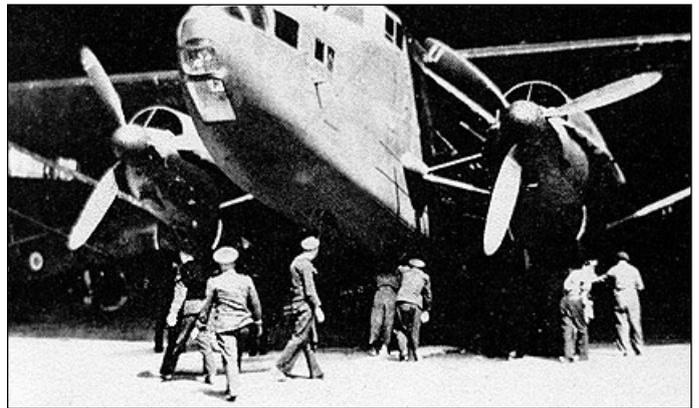
The plane took off on June 7, at 3 P.M. Despite conventional signalling, it was shot at by french and british boats which, fortunately, missed it. Thanks to the perfect navigation of Comet, the aircraft flew over Denmark which was asleep, and arrived in the area of Berlin at the planned time. Commandant Daillière moved to the nose of the aircraft and got ready to drop the bombs.

The cumulus which were over the city made navigation difficult, but flood lights started to appear which, ironically, helped the crew. The latter started the planned manoeuvres: At an altitude of 30 metres (100 ft), they simulated an approach on the Tempelhof airport which was brightly lit, then, with its four engines

at full power, it turned towards the target, frequently changing direction and making sure that the engines were de-synchronized to make the germans believe there was more than one airplane. Climbing to 1500 metres altitude to avoid the possible balloons, it finally reached its target. The bombs were dropped over a suburb area because the authorities had ordered the crew not to drop them over the centre of the city of Berlin.

As Deschamps was dropping the incendiaries manually, through the fully opened fuselage door, Corneillet, enraged and probably finding that there was not enough bombs to drop, took his shoes off and threw them through the door!

The flight back home was uneventful, and, after 13 hours and 40 minutes, the "Jules Verne" landed at Orly because there was not enough gasoline left to reach Lanvéoc-Poulmic. The following day, an official french communiqué announced that a formation of Navy planes had successfully attacked the german capital, in retaliation to several enemy attacks on Paris, and stated that all airplanes had come back safely to their base. On the german side, the raid of the "Jules Verne" was commented on Radio Stuttgart by a certain Obrecht, of french origin,



The "Jules Verne" is prepared for its famous raid over Berlin.

nick-named the *Traitor of Stuttgart*, who declared that this raid was an act of piracy whose authors deserved death.

The raid was a great success. Not from a tactical point of view, since the quantity of bombs that were dropped was too weak, but from a psychological one. The moral of the french people was very low, and the news of such a raid was able to give them some hope.



The "Camille Flammarion".

The aircraft carried on its raids until July 1940, hitting Rostock, Rome, and Venice, with bombs, but also dropping leaflets that invited the italians to fight against the *Duce*.

The "Jules Verne" finished its career waiting for Air France to take it back on the airfield of Marseille-

Marignane. The Armistice Committee decided otherwise, and the plane was finally burned before it could fall into germans hands, in November 1942.

Commandant Daillière became Commander of the Aéronavale in Dakar. Two years after this historical raid over Berlin, he took the initiative to fly a fighter plane for a reconnaissance flight over Freetown.

Unfortunately, as he arrived some time after his wing man, he was welcomed by fighters and was soon shot down, with one bullet through his skull.

The "Camille Flammarion" was destroyed in Beirut on January 19, 1941, and the "Leverrier" mysteriously disappeared during a flight to Syria on November 27, 1940, near Sardinia. Aboard were famous Guillaumet, Prefect Jean Chiappe, Reine, Le Duff, Franques, Montaubin, and Nicolas.

The french Aéronavale, whose crew's exploits are too little known, had the privilege to be the first to violate Berlin's skies in WWII. This raid showed the way to thousands of others which led to the final victory.



PIPER CLUB FRANCE

16th FLY-IN IN MOULINS

Article and photos : Col. Eric Janssonne

It's the centre of France and, more precisely, the district of Allier, which welcomed the 16th Fly-In of the Piper Club France, on July 5, 6, and 7, 2002, on the airfield of Moulins-Montbeugny, with the help of the Fédération des Usagers de l'Aéro-club de Moulins (Aéro-Club, ARCA, Vole à Voile, Aéro Plum, Aéro Modéliste).

Despite a rather bad weather at the start of the week-end, many Piper fans and their planes turned up, with a total of 21 Piper of all types. To this, one must add some other aircraft that flew along them. In total, it was more than thirty airplanes that discovered the Loire river and the near-by Auvergne volcanos.



If one could again this year regret the absence of the german planes, it was, for those who came from Switzerland, England, and Belgium, a very pleasant opportunity to meet again with their french friends.

The Cup Pierre Deligne which rewards the best restorations or constructions, was given to Raymond Cuy-

pers from Belgium, for the magnificent restoration of his 1958 Piper PA 19, registered OO-VIK, whose paint scheme and leather seats reminded everyone off the luxurious planes of the thirties like the Waco!

Another interesting activity of this Fly-In, was the visit of the ARCA (Atelier Régional de Construction Amateur), where one could discover the manufacturing of replicas designed by Wag-Aero like the Piper PA 16 and 17 "Vagabond".



Due to the distance everyone had to fly, and to the uncertain weather, most of the participants left on Sunday morning to return to their individual airfields.

THE PIPER CLUB FRANCE

Founded in 1987 by Christian CROUZEL, under the name of "Piper J3 Club de France", this association was created to unite the owners, the pilots, and the fans, of the tail-wheel Piper aircraft and their variants, as well as promote and encourage their restoration and maintenance in airworthy condition.



The actions of this association effectively help the owners of these planes, from an administrative and technical point of view (Spare parts, licences, and flight and maintenance manuals).

The association also help owners and potential buyers to get together, and it organizes annual Fly-ins or air shows, and it publishes a Newsletter every three months.

Since its 30 members of the early days, thanks to the actions of former President Pierre Deligne, and to his current President, Mr Jean Pichat, the Club has now 136 members, and 106 aircraft, some of which reside abroad like England, Switzerland, Belgium, Italy, and even the USA!). That makes it one of the most active in this category!

For more information, please contact the Club at:

PIPER CLUB FRANCE
15 rue Claude Monet
78250 Meulan
E mail : iblanc@cg54.fr

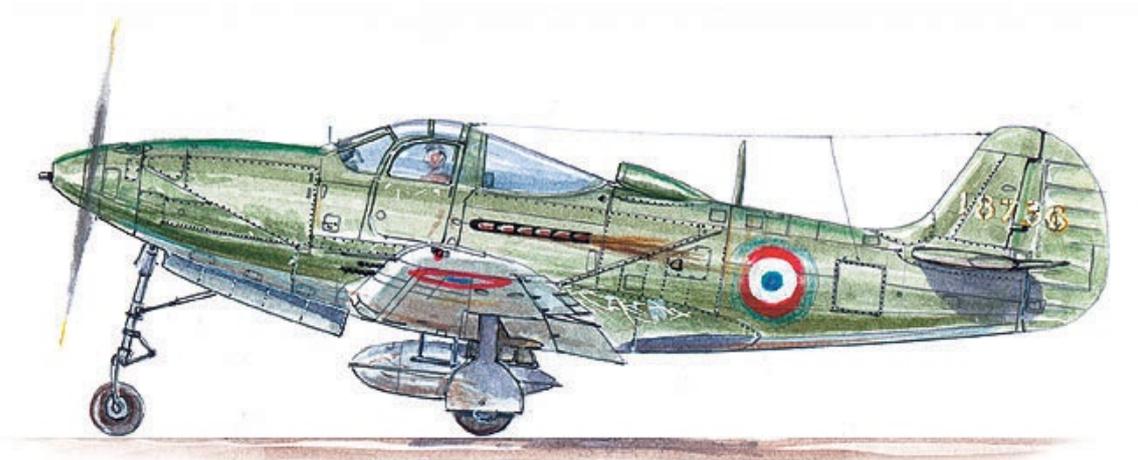


American Aircraft in French Colors



BELL P-39 AIRACOBRA

By Colonels John P. Roeder and Michel Perrin



The P-39 was an unusual design because of its engine located behind the cockpit, the power being transmitted through an extension shaft to drive the propeller reduction gear. Other features were the tricycle landing gear and the mounting of a high calibre gun firing through the propeller hub.

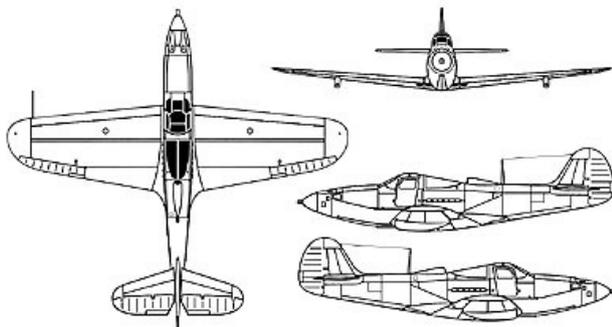
A French contract for two hundred P-39s due to the collapse of France in June 1940 was taken over by the British, which got their first Airacobras in June of 1941.

The aircraft however did not have the performance to match Luftwaffe fighters. Lacking a supercharger it was definitely inferior to any other enemy aircraft above 14.000 ft (4.300 m). Also British pilots found it delicate to handle and it suffered from heavy unserviceability. The R.A.F. took it off operations in December 1941. The type saw however extensive service



August to September 1943 the type became operational with eight fighter squadrons. After the French Airacobras were integrated into the Mediterranean Allied Air Forces in early 1944 besides their role as fighter-bombers they proved very useful as coastal surveillance and tactical reconnaissance aircraft.

The type finally continued to serve in a ground attack role in the battle of the Alps and later over South Germany until the end of the war. The last Airacobras disappeared from the Armée de l'Air inventory in 1947.



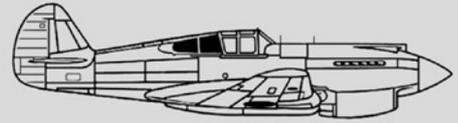
with the USAAF and some 4900 were allocated to the Soviets who appreciated its close support capability in which it excelled. In its favor it must also be said that it was a very stable gun platform, that it had a high diving speed and that it was very well built and strong.

After the P-40, the P-39 also became the second fighter that the US made available to the French in North Africa. One hundred and sixty five were supplied, and from

DATA TABLE - Bell P-39 Airacobra

Description: Single seat fighter-bomber
 Propulsion: 1 V-1710 Allison de 1200 CV
 Wing span: 10,40 m (34 ft 0 in)
 Maximum weight: 3770 kg (8300 lb)
 Maximum speed: 530 km/h (330 mph)
 Cruising speed: 400 km/h (250 mph)
 Range: 850 km (530 mls)
 Service ceiling: 10670m (35000 ft)
 Armament: One 37 mm gun + four 12.7 mm machine-guns
 Bomb load: 500 lbs (230 kg)

What's New?...



NEW! THE NEWSLETTER ON CD ROM

Those of our members who wish so can acquire a MAC/PC compatible CD Rom which will contain all the FSS Newsletters issued as .pdf files (Readable using Adobe Acrobat Reader), since we started using this modern way of publishing, that is to say, since January 2000.

This CD Rom will be ready at the end of the year, and will include 72 Newsletter (36 in French and 36 in English), which represents a good part of our Squadron's life. The previous years will not be available in a near future because they were published with another software which we dropped when Adobe Indesign came out. Converting them would be a long and time consuming task that would result in a complete redesign of every one of each one of them.

Even if you don't own a computer, we advise you to get this CD Rom because you will always find a friend or family member who will be able to extract a paper copy of any issue, should you need it. All these documents, engraved on a 12 cm disk which is less than a millimetre thick, represent a considerable saving of weight and space on your hard disk or your shelves.

The price of this CD Rom is 15 Euros or Dollars, P&P inclusive. Only members of the French Supporter Squadron, either Colonels, Associate Members, Cadets, or Friends of the FSS can purchase this CD Rom. Thanks for ordering it from the FSS Headquarters who will send it to you during January 2003.

A WEB SITE THAT DESERVES A VISIT < <http://www.cocardes.com> >

As you know since last month the Internet Web Site < <http://www.cocardes.com> > is now helping us by inviting its visitors to order Roy Grinnell's and Jean Bellis' prints.

You will also find many interesting articles and numerous links with other excellent aviation web sites.

But that is not all!... Mister Hervé Brun, manager of this web site, has promised to host our future Squadron web site that our Cadet **Julien Lepelletier** is preparing. The latter is using his school holidays to expedite this job, and we hope that it will be over in the weeks to come.

We do thank mister Hervé Brun for his generosity. He took this decision to help our Association because he knows the problems and difficulties that this type of organization has to face continually.

We thank our members for promoting this information as much as they can. This should help the FSS efficiently.

GRAND OPENING OF THE "MISSION 441" EXHIBIT IN THE MIDLAND AAHM

On October 3, 2002, at 13:30, prior to **Airsho 2002**, will take place the Grand Opening of the **Mission 441 Exhibit** which will be an integral part of the museum, with, as the major piece of memorabilia, the large B17 wing panel that was sent from Toulouse to Midland, thanks to the help of our friends Ron Wesp, George Lodge, and Jim Goad. Other pieces of history will be displayed, all related to this raid on June 25, 1944. This exhibit will become the symbol of the help brought to our country by the american soldiers to liberate it from enemy occupation. It will honor the thousands of crew members who died for our freedom. We do hope that many of our members will go to Midland and will attend this Grand Opening.

CAF GENERAL ASSEMBLY ASK FOR YOUR BALLOT TODAY

Less than 2 months before the CAF General Assembly. If you do not intend to go to Midland and participate, we invite you to ask for your Ballot at once. Simply write a short note to **Keith Lawrence**, Administrative Director, who will send it to you. His address is the same as the CAF:

PO Box 62000 - MIDLAND - TEXAS 79711-2000 - USA

HELP TO THE L BIRD PROJECT

This month we sincerely thank Louis-Jean Gioux for his generosity. A big THANK YOU Louis-Jean!

XMAS IS COMING

Do not forget that the FSS P.X. sells beautiful articles which will be excellent Xmas presents like, for example, the prints made from Roy Grinnell's paintings. Our members can order these prints at the following prices:

Unsigned prints: 40 Euros (\$) + Port 10 Euros (\$)
Signed prints: 60 Euros (\$) + Port 10 Euros (\$)

These two prints measure 24 x 32 inches (Overall), and the actual picture is 17 x 28 inches. The non-acid paper weighs 300 grams per square meter.

Post cards representing these same paintings are also available at the price of 0,50 Euros (\$) a piece.





The magnificent poster painted by Jean Bellis, representing 37 American aircraft in French colors, is available at a price of 10 Euros or Dollars (Normal price: 12 Euros or Dollars) + P&P 8 Euros or Dollars. This poster is 24 x 32 inches, and it is printed on a 200 grams per square meter.

We also remind you that the FSS P.X. sells splendid post cards made by Jean Bellis, sold for 3,80 Euros or Dollars each. Many different aircraft types are available, therefore, it is preferable to send us a wish list when you place your order.

Xmas is coming! Do not wait for the last minute! Order your presents now!

ONE YEAR AGO...

One year ago, the madness of a single man forced us to live one of the most horrible dramas of our so-called "Modern Times", and made us enter a new era, the "After September 11, 2001" era.

Today we are still shocked and cannot stop our tears from running when we watch the terrible pictures of the terrorist attacks on New York and Washington.



The French Supporter Squadron of the Commemorative Air Force send its warmest regards to the families and friends of the victims of these attacks.

These victims did not die in vain since the effect of these attacks on the entire free world was a solidarity rarely found in the history of Humanity.

Lest We Forget

FRENCH SUPPORTER SQUADRON ANNUAL GENERAL ASSEMBLY YEAR 2002

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

As usual, you will be able to book one or several hotel rooms at a preferential price in the Hôtel Acadie in Tremblay en France, this cost will need to be paid individually.

We thank you to send the form attached to this Newsletter, together with a cheque of **30 Euros** per guest that will participate to the evening meal on Saturday night.

ELECTIONS 2002 • POSITION TO RENEW

The position which has to be renewed this year is the job of **PRESIDENT (UNIT LEADER)** of the FSS. Any member who wishes to be elected at this position must send his (her) request before October 15, 2002. You will find hereafter the pre-requisites necessary for this position, and some of the tasks carried out by the President...

PRESIDENT (*Unit Leader*)

- The minimum requisites include at least one (1) year seniority as a Regular Member of the Commemorative Air Force Inc. and of the French Supporter Squadron, an ability to manage the Squadron's business, a perfect knowledge of the Commemorative Air Force Inc. regulations and laws of the land, a good appearance, an ability to speak in public, and, preferably, to have a good experience of aviation.
- He will be responsible for the running and general management of the Unit. Part of his specific tasks are the general control of all activities, the preparation of the Unit Meetings agendas, an ability to act as chairman of all meetings, the designation of members of various committees, the participation of the French Supporter Squadron to the periodical meetings of the Commemorative Air Force Inc., etc...
- He is helped and replaced by the Vice-President (Executive Officer). It is the Unit Leader's task to select the best people for the job of spokesman. These men or women will be chosen for their ability to speak in public, their knowledge of the subject, their personal appearance, and their enthusiasm.
- His signature will appear on all cheques drawn by the Unit.

BASIC RULES

- Voters will need at least one month seniority in the French Supporter Squadron on the day of the election.
- Only **Colonels** can vote.
- The votes are secret.
- Voting by proxy is forbidden.
- Voting by mail is allowed.
- The Secretary or the President will send the ballots by post or email to the absents in the days that follow the direct election.
- These ballots will have to be returned by the same means to the FSS Headquarters no later than December 10, 2002.
- The summing up of the votes will be done by the Board of Administration and any member who wishes to participate, during the second half of December 2002, during an exceptional Board of Administration meeting.
- The results will be announced by means of the Unit's Newsletter or by personal postal mail.

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, JC. Janssonne, J. Joulain, 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, JC. 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, JJ. Vaucher, B. Violette, R. Wesp.

CODE NAME ALPHA 2002 • Septembre 2002

❄️❄️ Aucun recrutement de Colonels à ce jour ❄️❄️

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

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(Par ordre chronologique)

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TOTAL 24367,71 (159841,69 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 FSS with a cheque of 30 Euros per diner guest

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