



Airshow



Bulletin mensuel du French Supporter Squadron de la Commemorative Air Force

Volume 7 - N° 10 - October 2002

Editorial

I love September! I love it because I see all my friends progressively returning from their summer holidays and getting back to the laborious life that will be theirs for the following eleven months. It's the sign that my own holidays are approaching fast, and, with them, a trip to Texas where I can reunite with all my friends who live there. It's also the sign that I will enjoy another airsho, the annual event which allows me to recharge my batteries while exhausting those of my cameras.

A laborious holiday made of excited and exciting conversations, of fabulous aircraft which make us go back in time during a few days and remind us of the sacrifices made by young and courageous men and women, so that, today, we are free.

Airsho is also a real festival of good will where hundreds of CAF members who do not think for one second about their personal interest, show the public the result of their hard and dedicated work of one whole year.

A huge and profound personal satisfaction is their only salary. Modest, they never talk about themselves and never put themselves forward. Always constructive, they think about only one thing: To help the progress of our organisation. And should some member notice the good quality of their work and suggest their name to the CAF for an Award, they walk timidly towards the stage to receive it, almost embarrassed by the well-deserved round of applause they can hardly hear, still surprised by the mention of their name over the public announcement. Their humility is such, that the possibility of a reward doesn't even come to their mind.

Soon after this short ceremony, they have only wish: To fade in the crowd of anonymous and hard-working members, thinking about the tasks they will soon take on to make our organization progress further. This is what I call real dedication. And I thank them very sincerely for that.

Bernard

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CAF FRENCH SUPPORTER SQUADRON GENERAL ASSEMBLY

**NOVEMBER 23, 2002
AT 14:30 IN THE HOTEL ACADIE
TREMBLAY EN FRANCE**

The subjects that will be discussed and the decisions that will be taken during this meeting are of an utmost importance for the future of our Unit. Therefore, we ask all our members, with no exception, to make the effort and participate in this annual meeting.

Important! Note that you must send back the form attached to last month Newsletter with the cheque for our annual dinner on Saturday 23rd (30,00 Euros per guest), but the hotel rooms, on the contrary, will be paid individually at the Acadie hotel desk when you leave.

Organizing such an event is no easy task, and we beg you to react very promptly. This will help us enormously and will allow us to welcome you in the best possible conditions.

Time flies very fast... So don't waste it!

Please tell us about your hotel rooms reservation, send us your cheque for the annual dinner, send us the list of subjects that you wish to add to the agenda, the list of your suggestions to improve the Squadron, the list of your ideas for new projects, and tell us if you wish to be elected at the FSS available position. Finally, prepare the list of various questions that you wish to ask during the General Assembly.

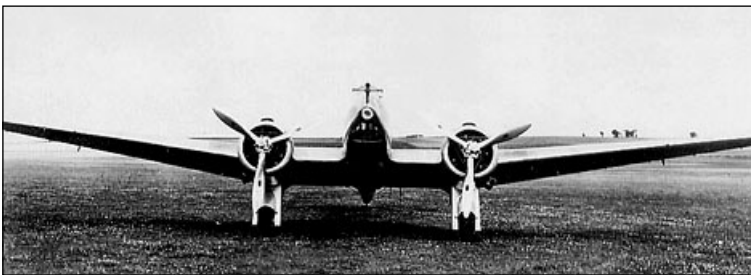


POTEZ 630 & Series

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

The Potez 63 was the result of a study made by engineers Coroller and Delaruelle, to satisfy the specifications called for in the 1934 program C3 (Three seater fighter). The latter asked for the manufacture of a twin engine fighter designed around the new small diameter radial engines produced by Hispano-Suiza and Gnome & Rhône, with a 20 mm. cannon shooting forward, and a sophisticated radio equipment.

The airplane had to be able to play the roles of escort fighter, long range fighter, night fighter, and also to perform patrols. An aircraft with so much flexibility could only be a compromise and could not excel in any of these roles. The Potez 63 was, nevertheless, the one that got as near as possible to these conditions, and it became the first of a large multi-roles family of aircraft, a function which can still be found, today, in modern military airplanes.



First prototype of the Potez 630

The Potez 63 was produced in many different versions:

- Potez 630 and 631, two or three seater fighter for day or night operation.
- Potez 632, experimental dive bomber for the Navy.
- Potez 633, ground attack two seater which was renamed 634 when it was made a trainer.
- Potez 636, which was no other than the 633 version produced under license in Tchekoslovakia.
- Potez 637, light attack and reconnaissance three seater used in cooperation with the army.
- Potez 63/11, three seater reconnaissance aircraft with a large glazed nose, of which a total of 748 aircraft were produced.
- Potez 63/12, fitted with Pratt & Whitney engines.
- Potez 63/13, dive bomber with air-brakes and reversible pitch propellers.
- Potez 63/16, torpedo bomber with a large wing span.

The engines for the 630 was two Hispano Suiza 14AB, 14 cylinders producing 725 HP. Unfortunately, when the war broke out, all the 630 were grounded because of serious and frequent problems with the cylinder heads, which occurred only after 10 hours of use. Therefore, the 700 HP Gnome & Rhône 14 M3 and M4 were chosen for their replacement.



The Potez 63 was entirely made of metal, except for the control surfaces which were fabric covered. The central part of the wing was an integral part of the fuselage.

The plane could climb to 4000 metres (13125 ft.) in 9 minutes, and could reach the speed of 450 km/h (280 mph) in level flight, and 780 km/h (485 mph) in a dive. Its service ceiling was 9900 metres (32800 ft), and its range was 1200 km (750 miles).

The study of the first aircraft was started in Méaulte as soon as April 1935, and the prototype took to the air a year later, on April 25, 1936. It had the particularity of having a wooden tail fitted to facilitate the testing of various shapes of fins and rudders.

The tests were going fine when, during a flight, the left propeller lost a blade. The subsequent loss of balance tore the engine from its mounts, but the pilot managed to land the plane with no further damage. Once it was repaired, the tests were completed and a metal tail was fitted. It was then transferred to the *Centre d'Essais du Matériel Aéronautique* (CEMA or Test Centre for aeronautical Material) which asked for various modifications. A first order for ten aircraft was placed in May 1937.

A few months later, because of the nationalizations, the Potez plant at Méaulte, the Les Mureaux company, and the Amiot company, were merged into the designation SNCAN (*Société Nationale de Constructions Aéronautiques du Nord*). Two contracts were signed with this new company. One for the production of 80 Potez 630 C3 fighters,



Second prototype of the Potez 630



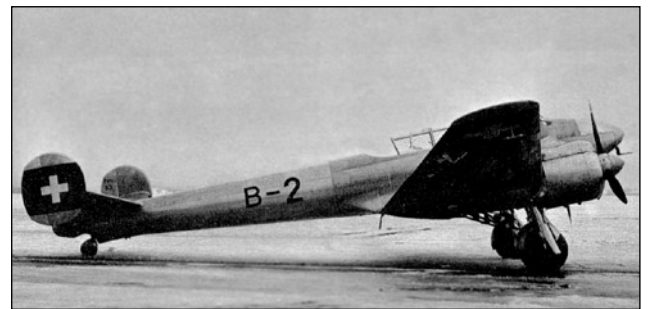
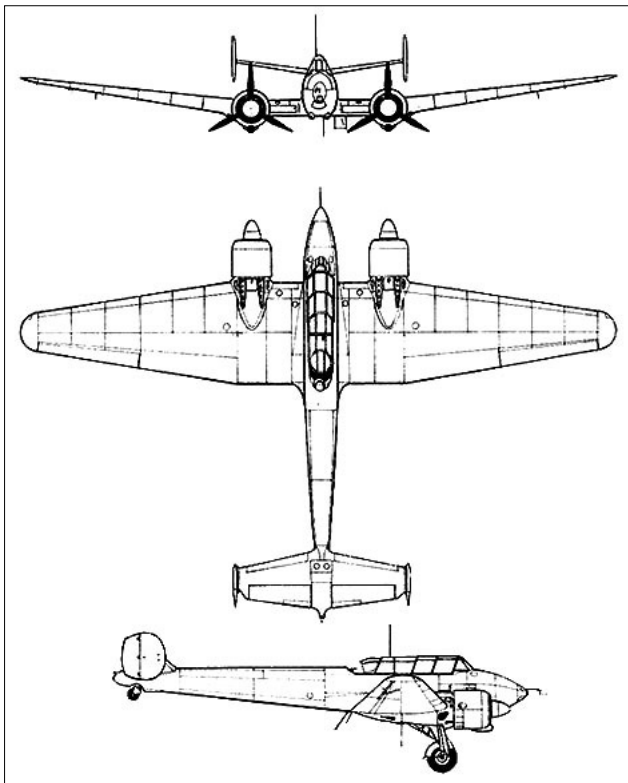
On the left, a "Grand Tourisme" Potez 565 flies over the Henri Potez production workshops in Méaulte, in the Somme district. Often bombed by the Luftwaffe, and then by the RAF, these workshops are, today, part of the Aérospatiale company.

The aircraft that had not been delivered to Greece and Romania, were used as trainers by the 54^{ème} Escadre of the Armée de l'Air in Salon de Provence, which was awaiting the delivery of its Breguet 690.

Switzerland also ordered two Potez type 630 C3. They were delivered and modified to receive some specific armament.

Finally, Japan acquired the production rights of the Potez 633 for Mitsubishi.

and 30 Potez 631 C3, and another for the production of 10 Potez 631 Ins. with dual controls for the training of personnel, and 50 Potez 631 C3.



One of the two Swiss Air Force Potez 630

The total of Potez 63 produced, all types included, reached 1250 aircraft. In September 1939, the Méaulte plant alone had produced eighty Potez 630, two hundred and ten Potez 631, and sixty Potez 637 for the Armée de l'Air, as well as the Potez 633 aircraft that were intended for export.

On the day of the German attack, seven Squadrons were flying the Potez 631. Of the two hundred and ninety aircraft, type 630 and 631, sixty were cannibalized to keep the others airworthy, and were grounded by a shortage of propellers. When France was invaded by the enemy, the latter simply had to fit some propellers to make them operational...

The airmen of the Armée de l'Air paid a heavy toll during the air combats of the Battle of France. The total of the Potez 63 losses, in May and June 1940, was eighteen Potez 630 and 631 (Sixteen crew members killed), thirty seven Potez 633 and 637 (Thirty two crew members killed), and one hundred and thirty one Potez 63/11 (One hundred and eighteen crew members killed).

Following the experience accumulated during the Spanish War, the Armée de l'Air completely changed its opinion and cancelled its order for Potez 633 light bombers. The manufacture of these had already started, and it was adapted to the specifications of the airplanes that had been ordered by Romania and Greece.

A batch of four airplanes had also been ordered by China. They were aboard a boat, on their way to China, together with thirteen Morane-Saulnier 406, when, following the development of the international political situation, the French government decided to stop all foreign deliveries.

The planes were re-directed to Haiphong where they were collected by the French colonial administration in Indo-China, where they saw some action when the country was later invaded by the Japanese forces.

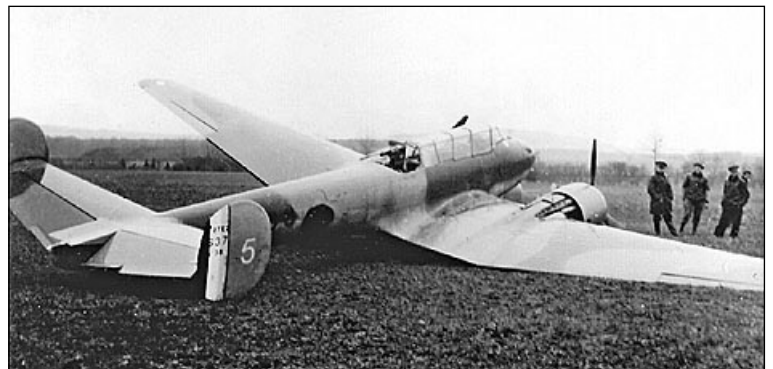


Photo taken on an airfield in the East of France: A Potez 637 suffered a right gear collapse on landing, a common problem on this type of aircraft.

DIGITAL PHOTOGRAPHY

Article and photos: B. Delfino

This simple and short article is an attempt to answer the many questions that I am often asked about the purchase of a digital still camera.

Photography is going through its most important change since its creation, thanks to digital photography, and, whatever the most fanatic of conventional silver photography amateurs may say, this change is, today, irreversible.

Like their silver cousins, digital cameras use the same speed and aperture adjustments, and, looking closely, the differences are really limited to the storage of the pictures. Capturing a moment of the time that flies away still asks for photons to travel through a lens and a shutter, and then hit the sensitive surface that is located on the far wall of the *camera obscura*, a photo sensitive element composed of millions of cells. The storage of the pictures is then usually done in a memory card.

The processing of these pictures is up to the user: Personal Computer or processing lab. The most experienced of computer amateurs will get the pleasure to process their images like they used to do in their personal dark-room, with the great advantage of keeping their hands clean and dry, and working in bright daylight. Mister Nobody who doesn't own a computer will give his memory cards to their local shop where the pictures will be transferred onto a CD Rom and printed on photo paper. The result of these printed images are, today, and using an equal resolution, impossible to differentiate from conventional photographs. However, Mister Nobody can, nevertheless, purchase a small printer and extract the information directly from the memory card to produce standard size pictures of excellent quality.

The photos which illustrate our monthly Newsletter are a mixture of conventional and digital pictures, and it is impossible to tell the difference between these two technologies.



The low price digital cameras are all able to produce excellent pictures, as long as one uses reasonable sizes that do not exceed the possibility of these cameras.

Today's compact digital cameras (\$ 400.00 to \$ 1200.00) do have limits that one must respect. Taking a picture is usually done in two steps by depressing the trigger halfway down until a sound signal is heard, indicating that the focusing is done, then by fully depressing the trigger to capture the picture. This process requires about one second, which is not a problem with a static subject. On the contrary, taking a picture of a moving object is

a lot more delicate, and is often disappointing because of the slow shutter speed that leads to a blurred picture caused by the moving subject, the operator himself, or both. This problem can be avoided by the purchase of a sophisticated digital single lens reflex camera (\$ 3000.00 to \$ 8000.00), which provides the ease of use and the fast reaction of the con-

ventional SLR camera with its interchangeable lenses, and even a multiple mode that allows one to take 3 pictures per second or even more.

The advantages of the digital camera are legion: The instant choice of saving or deleting a picture and taking it again, a pronounced saving on films and their processing, the possibility to get all these pictures or a selection of the best ones printed on photo-paper, and the possibility to watch them on a TV screen or a computer monitor after connecting a simple cable usually provided with the camera. The mediocre quality of the early digital cameras is long gone, and the price of the memory cards is, today, quite reasonable and quickly reimbursed after a number of pictures, varying with the size of the card.

However, there is an unavoidable factor that any recording system of pictures will never influence: The eye of the photographer and his knowledge of the basic rules of pictures composition that make them aesthetic and pleasant to watch. But this is a totally different story...

I will end this modest article with a little quizz: Can you tell me which of the three pictures printed on this page is from a digital source?... Send me your answers on a post card or via email. Many thanks to you all.

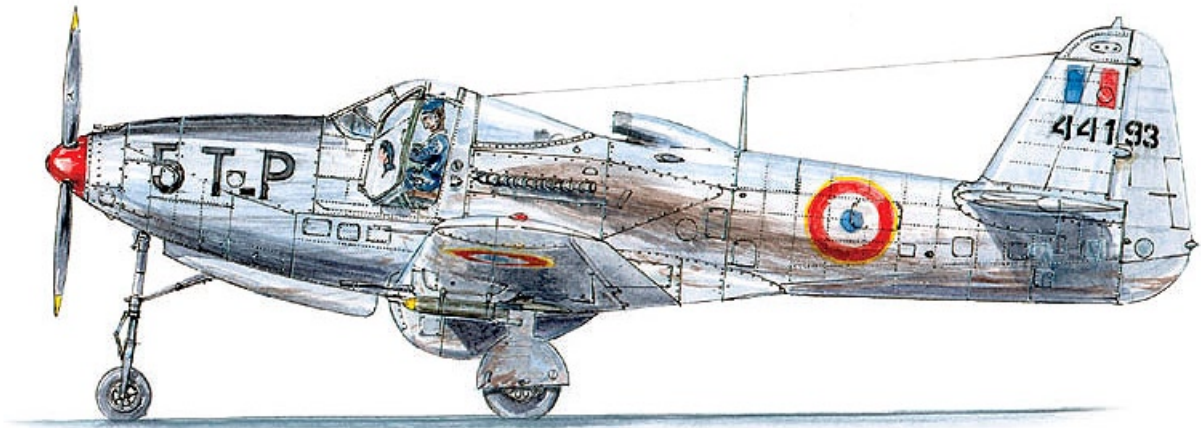


American Aircraft in French Colors



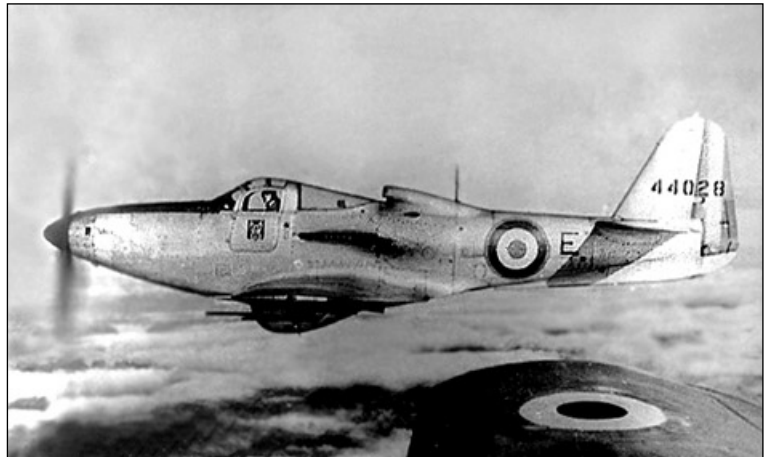
BELL P-63 KINGCOBRA

By Colonels John P. Roeder and Michel Perrin



Conceptually the P-63 was based on the Bell P-39 Airacobra, but in fact it was a new design with laminar-flow wing and a more powerful supercharged engine. The US-Army requirement to which it was designed and which it met, were however already outdated when they were framed. Thus the USAAF opted for the more promising P-38, P-47, and P-51, and it never used the P-63 in combat. A total of 3.303 Kingcobras were built until production ceased in 1945. No less than 2,420 of these went to the Soviet-Union on Lend-Lease. On the eastern front the Kingcobra was widely used as a tank-buster, a role in which it proved highly effective.

Also 112 P-63Cs were supplied through Lend-Lease to the Armée de l'Air in 1945. The first French "Kings" flew in North Africa in July of that year. By then WWII was over in Europe, and most of the aircraft were consequently put into storage.



groups were equipped with P-63s. Their operational career ended in June 1951, by which time they had been replaced by the superior F4F Hellcats and F8F Bearcats. The last P-63 were phased out by the Armée de l'Air in 1952.

French pilots praised the P-63 for its handling characteristics and performance, although, at full load, its take-off distance was rather long. It was considered a safe airplane to fly, it was a good shooting platform, and its availability was impressive.



Four years later, when the communist threat in East Asia became evident, the US finally allowed France to use Lend-Lease equipment in its Indo-China war. Putting aircraft into service which had been in storage for several years proved however to be a delicate task. Finally Armée de l'Air "Kings" were operational from September 1949 attacking ground targets of the "Viêt-minh" and flying tactical reconnaissance missions. Three fighter

DATA TABLE - Bell P-63C-5 Kingcobra

Description: Single-seat fighter and fighter bomber

Propulsion: 1 x 1.325 HP V-1710 Allison

Wing span: 11,70 m (38 ft 4 in)

Gross weight: 4760 kg (10.500 lbs)

Maximum speed: 660 km/h (410 mph)

Cruise speed: 610 km/h (380 mph)

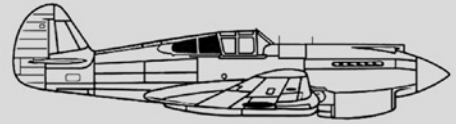
Range: 720 km (450 mls)

Service ceiling: 13100 m (43000 ft)

Armament: 1 x 37 mm cannon + 4 x 0,50 machine-guns

Bomb load: 3 x 500 lbs (3 x 227 kg)

What's New?...



FSS GENERAL ASSEMBLY QUESTIONS ADDED TO THE AGENDA

The agenda for our 23 November 2002 General Assembly will include several very important points and it is, therefore **paramount that the maximum number of members are present so that the decisions that will be taken take into account the greatest possible number of individual opinions.**

Among these points one can find: The L Bird project, the finalization of the FSS Internal Rules, the organization of visits to the Normandy Landing sites by our american friends, the organization of a visit of the Verdun WWI site, and the collaboration with the Normandie Niemen Museum in Les Andelys.

If our members wish to add some particular points to this agenda, they must send them to the FSS H.Q. no later than October 15, 2002.

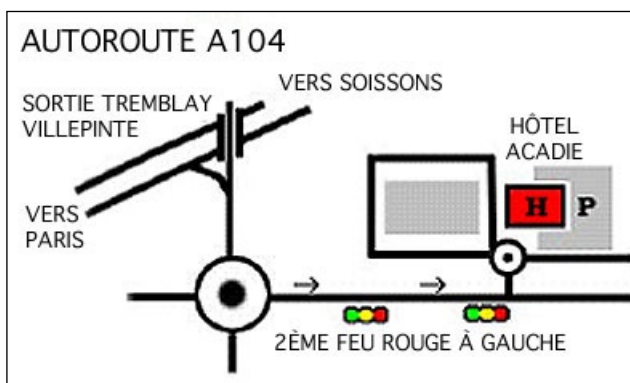
In addition, at the end of the General Assembly, we will try and answer your various practical questions which do not deserve to be included in the agenda.

HAVE YOU FILLED IN AND SENT YOUR PARTICIPATION FORM TO THE FSS GENERAL ASSEMBLY?... NO?...

DO IT TODAY!

ACCESS MAP TO THE HÔTEL ACADIE

Hôtel ACADIE
24 Rue Marcel Paul
93290 Tremblay en France
Tel: 01 48 60 42 18
Fax: 01 48 61 93 21



PURPOSE OF THE FSS GENERAL ASSEMBLY

The FSS General Assembly will take place on Saturday November 23 at 14:30 sharp.

Its main purpose is to allow the participation of a maximum number of members to our Unit's life, by adopting a general policy for the on-coming year, and by taking important decisions.

The task of the Board of Administration during that year is to ensure that these decisions are effectively put into practice, in the greatest respect of the CAF and FSS spirit.

The projects that have been completed so far are the proof that this system works as well as one could expect. But the projects which are still to come are as important than the past ones: The finalization of the FSS Internal Rules, the purchasing of an airworthy WWII airplane, the acquisition of an aircraft restoration project, the making of an FSS promotional video, the future FSS museum, the organization of an educational program for young students, in collaboration with schools, etc...

The project of acquiring an L Bird (Piper Cub, Stinson L5, or equivalent) is taking shape, and the effort made by a great number of our members is simply extraordinary. Many points are still to be discussed and we do hope that this FSS General Assembly will be the occasion to finalize this ambitious project.

The financial aspect, is, as everyone knows, very important, but the creation of the team that will look after this airplane is at least as important as the money. We do thank those of our members who replied to the enquiry published with the June 2002 Newsletter, and if some other members wish to join this team, it is not too late. This recruitment is permanent and only ask for one thing: The promise of a full dedication to this project.

Despite the above evident statements, we believe that everyone should be reminded that a CAF Unit without a WWII airplane is not conceivable if we really want to respect the goals of our Organization and our Squadron. A Caf Unit that could not reach this fundamental goal could not survive for very long.

The target amount of 38000,00 Euros or U.S.Dollars (About 250000 Francs), will allow us to purchase this aircraft, and will need to cover the costs of the insurance and hangarage for at least two years. Our Squadron must give itself the means of completing this project and ensure its continuity through time. To that purpose, several annex projects have been adopted like selling items which have a definite attraction on our members and on the public in general, and the manufacture of the "Bellis" and "Grinnell" posters. Therefore, we can only insist on the necessity to sell these prints as soon as possible.

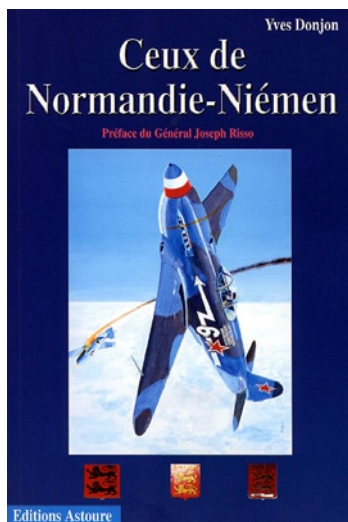
Purchasing these prints is a good investment because their value can only increase with time, especially for the ones signed by veterans. It is not surprising to find some out of print Roy Grinnell's pictures reach a price of 4 or 5 times the original value, on this type of market! It is, therefore, evident that, even if you do not have enough space to display them in your office or in your living room, the purchase of these prints is a much better investment than the stock market or any other investment!...

Buying these prints is making a donation to our Squadron while acquiring a piece of art of the world's greatest aviation painter, its value being greatly enhanced by the signatures of veterans who risked their life for our freedom.

"CEUX DU NORMANDIE NIEMEN"

This is the title of colonel Yves Donjon's new book. Yves, a member of the CAF and FSS, is also the Historian of the Normandie-Niemen Museum in Les Andelys.

We can only recommend that you purchase this reference book which present the complete biography of all the members of this Unit between September 1942 and June 1945.



Reading this book is easy and very interesting, and all aviation buffs should add it to their personal library.

Yves Donjon will be too pleased to sign your personal copy of this splendid book if you write to him directly.

This book is sold **22 Euros P & P inclusive if you live in France.**

Please write a cheque

of this amount to the "**Musée Normandie Niemen**", and send it with your order to:

Col. Yves Donjon
21 Rue Saint Nicolas
22960 PLÉDRAN
FRANCE
Tél: 02 96 64 30 23

WELCOME PATRICK GREMEZ

Having discovered the CAF during his visit to Oshkosh in 1991, Patrick contacted us a year ago, and became a Friend of the FSS. One year of reading of our Newsletter, and an extraordinary passion for aviation allowed him to decide to become a CAF Associate Member and member of the French Supporter Squadron.

Patrick is married and a father of three children. He became, in October 2001, the secretary of the Aéro-Club of Maubeuge (Union Aérienne Sambre et Helle). Before this job, Patrick had two other professional occupations: Quality Technician with Jeumont Schneider (Electro-mechanical manufacturing), and he ran a company specialized in games and periodical publications.

Patrick is the proud owner of a PPL since 1984. His flying time is, today, 530 hour, and he also has a diploma of Aeronautical Instructor. His love for aviation is for all air-planes, with a preference for the P51 Mustang. Welcome to the CAF and the FSS Patrick!



CLAUDE REQUI AND BERNARD DELFINO DISPLAY THEIR PHOTOGRAPHS IN PARIS

Cols. Claude Requi and Bernard Delfino will display 50 of their aircraft photographs in the specialized restaurant **LE TRAIT D'UNION, 122 Rue de Rennes, 75006 PARIS**. This restaurant, well known by aviation lovers, organize, all year long, exhibits of photos and paintings related to aviation.

Claude and Bernard will display their photos from October 1st, 2002, to February 2003, for the benefit of the CAF and the FSS. They decided to do this exhibit at their own expense, but all profits of this exhibit will be entirely donated to the French Supporter Squadron L Bird project. The prints based on Roy Grinnell's paintings of the *B26 Marauder of the Groupe Bretagne* and the *Normandie Niemen* will also be displayed and offered for sale during the same period.

We can only advise all our members and readers to visit this exhibit and have a nice meal, or simply to have a drink. A very pleasant way to show your solidarity to our Unit.



HELP TO THE L BIRD PROJECT

This month, we thank colonel John Roeder and Patrick Gremez for their generosity. A big THANK YOU John and Patrick! Thanks to these gifts, this project has gone pass the 160000 Francs milestone.

AGENDA

Here is a list of important dates for our members:

- 3 October 2002: Grand Opening of the Mission 441 exhibit at 13:30 in the AAHM, Midland.
- 3 October 2002: FSS annual Midland dinner, 19:30 in the *Bamboo Garden* Midland restaurant (\$ 15.00).
- 4 October 2002: CAF G.A., 15:00 in the CAF hangar, in Midland.
- 15 October 2002: Limit date for sending your candidature for the election of the FSS Unit Leader, and for the points you wish to add to the FSS General Assembly agenda.
- 4 November 2002: Limit date for sending your ballot for the election of the CAF General Staff.
- 23 November 2002: FSS G.A., 14:30 in Tremblay en France (Hôtel Acadie).
- 23 November 2002: FSS Annual dinner, 19:30 in the Hôtel Acadie, Tremblay en France (30.00 Euros).
- 10 December 2002: Limit date for sending your ballot for the election of the FSS Unit Leader.
- 14 December 2002: Sorting out of the votes for the FSS election, 14:00 in the FSS H.Q. (Participation of the Board of Administration and any FSS member who wishes to participate - Thank you for advising us of your presence in due time).

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 chaque.
- Video cassette of sequences filmed in Midland (55mn) 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.

PROMOTION OF THE PRINTS BASED ON ROY GRINNELL'S PAINTINGS

Attached to this Newsletter, you will find two promotion leaflets that will help you sell these prints around you. Do not hesitate to ask for more of these leaflets if you think that you can use them efficiently by displaying them, for example, in your favorite aero-club. Many thanks to all of you.

CODE NAME ALPHA 2002 • October 2002

☼ No Colonel recruitment at this date ☼

Recruitments other than Code Name Alpha:
Patrick GREMEZ (Associate Member)

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.

Unit Leader: Col. Bernard DELFINO
Tel: 0148690457 - email: bdelfino26@aol.com
Executive Officer: Col. Claude REQUI
Tel: 0442287755 - email: claude.requi@wanadoo.fr
Finance Officer: Col. Didier CARDINAL
Tel: 0160260798 - email: delta.charlie@wanadoo.fr
Adjutant: Col. Eric DUCREAU
Tel: 0148616735 - email: edducreau@aol.com

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L BIRD SPONSORS - SEPTEMBER 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	38112
Cédric MALHAIRE	213,75	245000	37350
Claude REQUI	1590,91	240000	36588
Michel CAHIEZ	433,58	235000	35826
Julien LEPELLETIER	318,71	230000	35063
Fumiko DELFINO	447,70	225000	34301
Jean-Jacques SAHUT	152,45	220000	33539
Lewis & Bunty BATEMAN	880,08	215000	32777
Stéphane DUCHEMIN	136,44	210000	32014
Serge CLODORE	53,36	205000	31252
Daniel CLODORE	53,36	200000	30490
Jean-Paul MERLIER	75,08	195000	29728
Jean ROEDER	741,19	190000	28965
Roger VAUCAMP	300,00	185000	28203
Daniel & Lucie SAUVAGE	203,52	180000	27441
Patrick PIERRE-PIERRE	667,74	175000	26679
Marcel et Liliane RUPPERT	291,16	170000	25916
Christian FREZARD	76,22	165000	25154
Jean-Christophe DEBUISSON	280,00	160000	24392
Michel BON	103,36	155000	23630
Dons anonymes du PUBLIC	388,49	150000	22867
Paul BARLAND	152,45	145000	22105
Ron WESP	609,80	140000	21343
Christian FALENTIN	152,45	135000	20581
Christian TOURNEMINE	86,72	130000	19818
Didier CARDINAL	173,12	125000	19056
Louis-Jean GIOUX	140,80	120000	18294
Eric DUCREAU	60,98	115000	17532
Eric JANSSONNE	218,00	110000	16769
Henri BOURRASSIER	229,85	105000	16007
Jim LUX	411,61	100000	15245
Jean-Claude MINIGGIO	60,98	95000	14483
Christophe BASTIDE	589,93	90000	13720
Yves DONJON	288,16	85000	12958
Guy ROBERT	198,18	80000	12196
Centex Wing	26,68	75000	11434
Christiane HÉBERT	304,90	70000	10671
Yuri DELFINO	148,45	65000	9909
Kim TOLFREE	176,84	60000	9147
Georges VAN HOVE	76,22	55000	8385
Terran TIDWELL	118,91	50000	7622
Yves HOUSSIN	152,45	45000	6860
Jean-Jacques VAUCHER	243,94	40000	6098
Bernard PIERACCI	76,22	35000	5336
Eric BESANÇON	83,85	30000	4573
Hervé CHERRY	76,22	25000	3811
Bob & Lil AYARS	59,46	20000	3049
Giovanni COMIS	177,85	15000	2287
Peter LANGRIDGE	22,87	10000	1524
Jean-Claude PETIT	31,25	5000	762
Claude GASCON	152,45	0	0
Nicolas LIBIS	167,52		
Gilles AVENEL	428,18		
Gilles BAILLOT	45,73		
Patrick GREMEZ	59,03		
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(Former Confederate Air Force)

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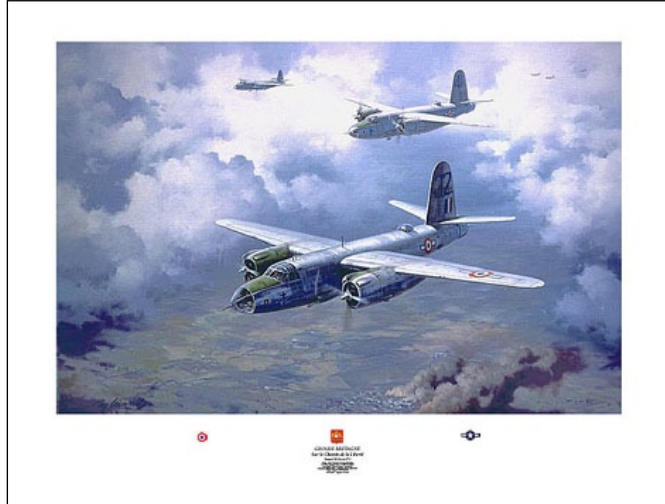
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