



AIRSHOW



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Editorial

So year 1999 is over... It went with problems that, one way or another, we all suffered from: Extraordinarily powerful flu epidemics, devastating storms, cold and wet weather, flooding, accidental oil tide, and a few others... All this had one advantage though: To reveal that our European neighbors are capable of an efficient solidarity that many of us did not suspect !... The effect of these exceptional circumstances was, apparently, slowed down activities, but don't get fooled ! Many are carrying on, discreetly and patiently, and the product of their work will soon show up and will amaze most of us...

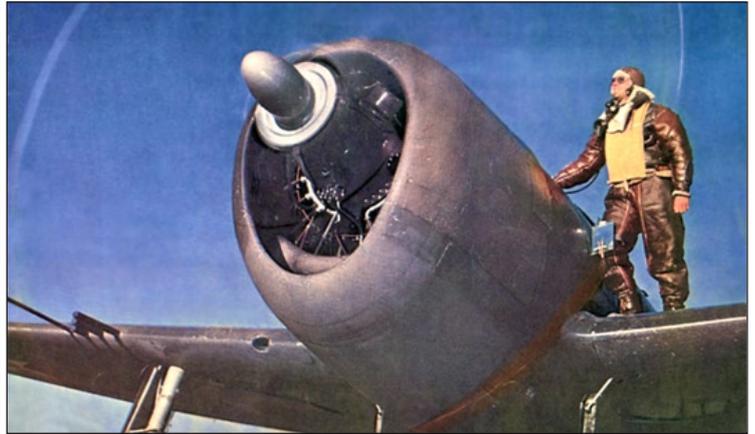
Your reactions to the funny article that col. Claude Requi and myself organized showed that you liked this kind of humour. As far as I know, nobody took this article seriously, and that's how it should be. Just one word though: It's not the sound of the Warbirds that puts me to sleep, but the noise produced by paraffin burners like the F15 and F16, to which I very much prefer the sweet music produced by rods and pistons !

Finally, I would like to thank you all sincerely for choosing me as the FSS Unit Leader during the 1999 FSS vote. I will put as much energy in serving the CAF as I did since May 1996 and before. We have a long way to go yet, and many tasks to fulfil, but your enthusiasm and your generosity are such that they will help us make the impossible happen if it was necessary !

Bonne Année à toutes et à tous !

Bernard

Bonne Année
 2000 !



SPECIAL REPUBLIC P47D "THUNDERBOLT"

An article by col. Stéphane Duchemin, pages 2 to 6.

THE FSS WEB SITE GETS GREAT
 POPULARITY AMONG THE PUBLIC
 FROM ALL OVER THE WORLD :

1860 PEOPLE HAVE VISITED OUR SITE BETWEEN ITS
 START IN SEPTEMBER 1999 AND THE VERY FIRST
 DAYS OF JANUARY 2000 !

Colonel Christian FREZARD, our Webmaster who regularly spends many hours setting up the pictures and articles that you will find on this site, has many reasons to be a happy man, but he keeps waiting for your future articles, photos, ideas, and suggestions to make this site even more attractive. Do not hesitate to contact him and submit the product of your work [A word of warning though ! These texts and images will need to be 100% original and free from any copyrights !].



At a time when fighters were made as light, as stream-lined, and as manoeuvrable as possible, like the Spitfire and the Messerschmitt, there was one which stood above the crowd, thanks to its generous dimensions, its flat nose, its bulky look, and weighing about twice as much as its contemporaries. It was nicknamed the "Jug" because it really looked like this utensil: It was called the **P-47 THUNDERBOLT...**

An article by col. Stéphane Duchemin

The P47 did not take part in the early days of WWII, and its design was influenced by the first air battles in Europe. Despite its late introduction, it became the American fighter that was the most intensively used by the USAAF. It was fast, safe, it could take serious damage, and its fire power was dreadful.

The P-47 was the result of a series of airplanes built by the Seversky Aircraft Corporation led by two Russians immigrants, Alexander Seversky and Alexander Kartveli. When the P47 was introduced, this company had become the Republic Aircraft Corporation. Seversky had left, but the origin of this plane dated back to 1931.



P43 Lancer (Photo: Archives)

When Seversky arrived in the USA, he was a confirmed pilot, but he was also a true aviation lover. His father had been, in his country, the first owner of a plane that he flew himself. He served, with great distinction, in the Imperial air arm during the war. He arrived in the USA in 1917 as member of a Navy commission, stayed there after the Russian revolution, and worked for the US Army Air Corps. He created his own company in 1922, thanks to the financial product of a patent he had sold to the American government. Then, in 1931, he founded the Seversky Aircraft Corporation. A little later he was joined by Kartveli, and their planes, built around an air-cooled radial engine, dominated the Bendix Trophy during the thirties. Repeated successes by aviatrix Jacqueline Cochran

flying these planes gave this company a well-deserved publicity. The aircraft designed by Seversky had an extended range and a fast cruising speed. They were the fastest American planes of their time. In 1937, when the best Navy and Army Air Corps aircraft could hardly reach 220 MPH, Jacqueline Cochran made sensation when she flew at a speed of 300 MPH during the National Airshow, breaking the record. In 1938, the Bendix Trophy was won three times, consecutively, by a Seversky plane.

After an accident, Seversky decided to stop flying his own planes during competitions. The government feared that his company would disappear if he happened to lose his life. This interest from the Federal Government was not surprising: The Army Air Corps had purchased Seversky planes as early as 1935, the trainer PT-8 extrapolated from the X-FT. The SEVI-XP was the predecessor of the P-47. It was the starting point of the first fighter sold to the American forces, the P35, a fighter fitted with a retractable undercarriage, which was new to the Air Corps. The P35 was more modern than other American fighters, but it was outclassed by the airplanes used by the Royal Air Force and the Luftwaffe. It was under-powered, therefore too slow, but its manoeuvrability and its range were satisfactory. It was quickly taken out of service and the company obtained a contract for the development of the XP-43, with a turbo supercharged engine, which was only put into production to keep the workshops busy while the design of the P44 (Never built) and the P47 went on. Neither the P35 nor the P43 were up to their reputation when they were put into service. Like the P43, the P44 should have been built around a turbo-charged radial engine, with a normal size, like all fighters of this era. But like its predecessors, its protection and its fire-power were somewhat under-sized.

BIRTH OF THE P47

Kartveli and his team worked hard to get to the top. They started the design of the new P47 which was built around a very powerful liquid-cooled engine, and the plans were submitted to the Air Corps in 1939. Fifteen days later, Hitler declared war, and American designers were stunned to discover that their design was totally inadequate. The war,

as Hitler and his Generals conceived it, the Blitz Krieg, had a different technological dimension. Even though the largest part of the German army was still using horses extensively, the Panzer Units and the air supremacy obtained by the Luftwaffe made Poland surrender in just a few days. The United States had remarkable strategic bombers like the B17, but their fighters, which ever role they had been built for, did not give a satisfactory result. Confronted to the risk of the bombing of large cities from the beginning of the hostilities, Americans discovered that even if it did not represent an immediate menace, they did not have any fighters able to resist to such attacks.



P47 Thunderbolt "Razorback" (Photo: C. Requi)

Like many future US Army Air Force planes, the P47 should have been fitted by a new liquid-cooled engine which, unfortunately, was not ready. Therefore, it was thought safe to design and produce airplanes which made use of a suitable radial engine. A new, and enormous, 2000 HP engine helped Kartveli to materialize his idea. This plane was literally created around this engine whose compressor air intakes were integral to the fuselage. This new giant was very fast indeed: 400 MPH. Its ceiling was very high, and eight machine guns fitted in the wings gave it an impressive fire power. It was called the P47B and the first plane was rolled out on May 06, 1941. Despite some teething problems caused, in particular, by some engine failures and airframe weaknesses at high speed which caused the loss of several planes, the production and the development progressed rapidly, and models C and D appeared by the end of 1942. Despite numerous accidents that occurred during its early days, the plane's performances exceeded the expected goals: Its maximum speed was 431 MPH. Its fire power was satisfactory and it was well adapted to the role it had been designed for: To attack and destroy the enemy bombers. Numerous Thunderbolt were put into service which helped the solving of early problems, but circumstances forced its use in missions that were not thought of when it was designed: The escort of bombers operating from Great Britain.

IN EUROPE

Spread over numerous airfields on the British islands, teams of mechanics and technicians assembled airplanes sent over from the USA. They soon had to add another task which was to repair airplanes damaged in combat. The first P47 had arrived a few days before Xmas 1942. As soon as enough of them were ready, their operational value was evaluated and three groups were formed. Some people were rather skeptical about the future of this big fighter. During trials against captured enemy fighters, the plane only showed one major advantage, its speed. It was outclassed in terms of manoeuvrability and acceleration. In addition, its range was not sufficient for the permanent escort of bombers over the German territory, but as no other plane

was available, it was still used for this task. The P47 first operational mission over France took place on April 08, 1943. Despite losses caused by mechanical problems, pilots adapted themselves to their new planes and learned to like its robustness, its speed, and its fire power. Thanks to external fuel tanks, the Thunderbolt were able to accomplish their task in

good conditions. A tactic was adopted to make good use of their speed and take advantage over the Messerschmitt and the Focke-Wulf. The Jugs, relaying themselves to escort the bombers as far as possible, became a familiar sight for the British civilians and the Luftwaffe. These bombers had been designed to help each other with a great number of machine-guns, and one wrongly believed that they would be able to repulse the attacks from enemy fighters. The necessity

to combat fighters with fighters was not immediately appreciated to its real value. During the first bombing raids by planes of the US Army Air Force, the losses were severe. Even with fighter protection, these big aircraft remained vulnerable and they sustained big losses until the end of the war. Finally, these difficulties had a positive effect since the German losses in personnel and equipment were such that they could hardly be replaced, which was not the case on the allied side. The longer these intensive bombardments lasted, the more the German factories and infrastructure suffered, and the more this attrition phenomenon was amplified.

In September 1943, during the raid over Emden, the crews of the allied planes did not think about these long term effects since they were fighting against particularly aggressive German fighters. The Luftwaffe commandment had decided to concentrate the fighter attacks on the bombers, limiting their



P47 Thunderbolt of the CAF (Photo: CAF)

fighters against the escort fighters only when it was inevitable. This decision perfectly suited the Thunderbolt which, patrolling at high altitude above the bomber formations, could dive on the attacking planes. The speed reached by the P47 during



P47 Thunderbolt of the CAF (Photo: B. Delfino)

their dive left little chance to the enemy fighters whose tactics they had used against the Spitfire backfired on them. They learned, at their own expense, that their speed was not sufficient to escape the Jugs. Strategic bombardments continued relentlessly during 1943 and 1944. Tactics improved, but the Germans had lost supremacy. Their losses of airplanes were worrying, and the losses of experienced pilots were unbearable. The aces disappeared and the old pilots who had fought in Spain, Poland, France, and Russia, became rare. In addition, their aircraft, which were at first remarkable, became progressively outclassed by the Spitfire and Hurricane, and later by the new American fighters. Worse, they were not replaced by better ones. The continuous modifications made to the Me109 made it less and less efficient, and, simultaneously, increased its weight. The FW190 too, gave signs of fatigue. The Germans could build jet airplanes, but because Hitler did not believe in these new machines, and because the Luftwaffe Headquarters did not have a clear view of their possible use, the qualities of a plane like the Me262 were under-estimated. When one wanted to correct the situation, it was too late. This is how the Luftwaffe, in 1943 and 1944, reached a point where not only had it lost its superiority on the European front, but it was unable to protect the airspace over Germany.

The losses among the bombardment units were sometimes very heavy. The crews were not reassured by the commandment's theory that the situation was worse for the enemy. The Thunderbolt were often hit, but as opposed to the planes fitted with liquid-cooled engines, shot down after they sustained relatively minor damages, they were extremely difficult to put out of service. Thanks to an improved protection of the cockpit and the absence of cooling piping and radiator, the P47 could still fly after it had been seriously hit. Nevertheless, the fuel tanks had a bad tendency to catch fire. The pilots had to know that they had to bail out immediately if the tanks got hit.

The massive raids on the German cities forced the Luftwaffe to use all the resources they could use while the cities of the Reich were devastated and the production was getting more and more difficult. The German forces were sustaining losses that they were not able to compensate. At the end of their escort missions many P47 had still an important amount of ammunitions, and it was suggested that they should use them during their flight back to base. Individual initiatives received an official approval and the escort missions were slightly shortened to give the fighters enough gas for ground attacks. Rail tracks and airfields got top priority. The Luftwaffe airplanes got destroyed on the ground and the P47 was not considered as a support plane any more.

IN THE PACIFIC

In the Pacific, after the overwhelming Japanese successes, the air war soon reached a better equilibrium. The USA, conscious of the importance of aerial superiority, and with the technological power available, established a series of air bases which, later, would allow them to reach Japan's main land. From these bases, protected by the fact that Japan was unable to produce aircraft that could compare to its opponents, the American economical power soon made use of a military power that nothing could stop. On this theatre, fighting missions meant very long flights, which were a disadvantage for the Thunderbolt, and the greater range of the P-38 and P-51 was preferred. However, the Jugs were used and played an important role in some operations. They concentrated on ground attack missions. Used with the Lightning, they provided pin-point accuracy shooting during

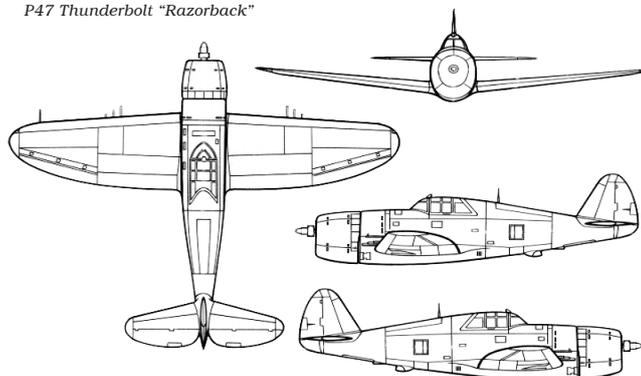
ground combats and greatly helped this campaign which, from island to island, led to Japan's main land.

Mechanics loved the Thunderbolt from the very beginning. It was a reliable and strong airplane that could be maintained in difficult conditions. The entire maintenance had been carefully studied by the designers who made sure that it would be as simple as possible. Of course, these

planes had some weaknesses, but they were more related to the pilots rather than the mechanics who put it at the top of their list of favorite airplanes.

The battle for the Mariana islands gave a chance to the P47 to play one of their most famous roles: At the end of May 1944, on the Oahu island, the P47 of the 318th Fighter Group were getting ready for this operation. After a last briefing, the planes took off for a very short flight to Ford Island, near Pearl Harbour and its wharfs where the planes were towed to, before they were loaded on two escort carriers, the Manila Bay and the Natoma Bay. The three Thunderbolt squadrons were hoisted without any problems.

P47 Thunderbolt "Razorback"





P47 Thunderbolt of the CAF (Photo: B. Delfino)

In the harbour, the first invasion convoy was getting ready. The transports carried, among other things, the 804th Engineering Air Battalion and all the necessary equipment for the building of an airfield whose construction would start as soon as a suitable place would be captured and secured. This first convoy also included the P47 mechanics. After leaving Hawaii, they sailed to the Marshall islands where all the elements of this landing operation were gathering. In the mean time, in Pearl Harbour, the last fighters were being loaded aboard a second convoy. The invasion of the Marianas was a major step in the allies strategy. Getting hold of Saipan, Tinian, and Guam, would put them in a good position to attack Okinawa or Formosa, thus avoiding the Philippines held by an important garrison. In a very short time, they would be able to create a total blockade of Japan, by cutting it off from its raw material sources, especially oil and rubber. These islands were of major importance for the Japanese. Their loss would prove to the outside world, as well as to the Japanese that the latter were losing the war. The Japanese commandment could only hope to delay the outcome thanks to their troops' fanaticism, but there was no doubt about the conclusion.

In the morning of June the 15th, the first Marines landed on the beaches of Saipan. As it was done for previous operations, the chosen objectives were islands carrying airfields. With a 32000 men strong garrison, Saipan was the best defended. It was, therefore, chosen as the first target. At the end of the 15th, 20000 men had landed to face the strong Japanese

positions. Moving inside the island was very difficult. A flood of men and equipment was landed on the beaches before the convoy moved out to a safer place, away from the reach of the Japanese fleet.

Far away beyond the horizon, the two task forces were about to join up. The battle started on the 19th and Admiral Spruance's 5th Fleet, the biggest ever organized, defeated the Imperial Japanese Navy. In the mean time, the units that had landed were progressing painstakingly inside the island, fighting the Japanese in the hills. On the 17th, the American forces took possession of the airfield of Aslito Field, and on the 18th the Japanese were completely repelled so that the engineers could start working. The state of the field showed the result of the beating it had sustained during the previous weeks. The Navy fighters and bombers had continuously bombarded the field which had also seen some fierce battles on the ground. On the 20th, the Japanese had already lost 450 planes and most of their crews. They never recovered from these losses. Trenches were used to give the engineers some protection since the field was under the fire of isolated snipers and an always possible counter-attack. Despite these



P47 Thunderbolt of the Fighter Collection (Photo: E. Janssonne)

difficulties, work was progressing, and on the 22nd, 7 days after the landing, the runway was ready. The carriers moved in to a position at 60 Miles from the island, ready to launch the Thunderbolt. Needless to say, Kartveli never imagined that the plane he designed could possibly be used on aircraft carriers, but there was no question of getting them back on the deck after their mission. They were catapulted every two minutes without any incident. The P47 landed on their new base, and, as they approached the field, the pilots could see the smoke resulting from the battle that was taking place in the hills, a few kilometers away. The missions started as soon as they landed, and, at the end of the day, the first aircraft to arrive had already flown several sorties.

AN EXTRAORDINARY ARMAMENT

Four machine-guns were fitted in each wing, outboard of the wheel well. The room necessary for the ammunitions had forced the engineers to stagger the guns. This arrangement was practi-



P40 and P47 get together well during the CAF Annual Airshow (Photo: B. Delfino)

cal, strong, with easy access, and easy maintenance. The increasingly powerful weapons carried under the wings were easy to install. The rocket rails had first been poorly designed which had affected the shooting accuracy. This problem was soon overcome to get the maximum efficiency from the combination of machine-guns and rockets. With its tendency to accelerate during a dive, the P47 was not a very good dive bomber, but thanks its ability to pull out of this dive, it allowed it to drop two 500 lbs. bombs at high speed and low altitude. It was during the operations at Saipan that the P47 was the first to use a new weapon: Napalm. The Napalm bombs were external tanks carried under the wings, filled with a mixture of combustible fuel, and fitted with a trigger.

Fighters played an important role during the attack on Saipan and, subsequently, on Tinian and Guam. Combats on Saipan were still going on and the Japanese had already lost 25000 men when, on July 23, was started the attack on Tinian. During this action, the P47 did very short flights between their base and the battle field where they had a decisive effect in supporting the ground troops. Japanese resistance was tough but hopeless. The Thunderbolt had complete air



"Tarheel Hal", the distinctive Lone Star Flight Museum P47 (Photo: C. Requi)

supremacy and practically did what they wanted during their attacks of enemy positions. From their base, separated from Tinian by a narrow strait, mechanics and pilots who were at rest could see their fellow planes attack the enemy with rockets, machine-guns, bombs, and Napalm. The battle for the Marianas was a major step in the Pacific war which led to the resignation of the Tojo government on July 18. These combats were preceded by the biggest landing operation ever organized during this campaign. It was during this battle that the Japanese Navy acted in a significant way for the last time. The P47 was playing a more and more important role in the preparation and the execution of these operations, which was not limited to the Pacific theatre.

The P47 of the 9th Air Force had a significant impact in Europe too. During the preparation of the Normandy landing, it was decided that airplanes would provide a tactical support at short range in liaison with the ground forces and dislocate the German units that would attempt to throw the attacking forces back to sea. During the early phase of this operation, the system efficiency suffered from poor liaisons, but the adoption of controllers who maintained a permanent contact with the fighters allowed the P47 and other aircraft to become one of the most efficient weapon used by the allies

during the battles that followed in France and Germany. During the second part of 1944 and in 1945, the Thunderbolt bases became very busy. The destruction of the Luftwaffe carried on, and the strafing missions, added to the strategic bombardments, resulted in total air supremacy over France and Germany even before the Normandy landing. The P47 had been replaced in its escort missions by the P51 Mustang which, fitted with a Rolls Royce Merlin engine, had become one of the most powerful aircraft ever used during this conflict.

The Thunderbolt were not limited to their close support missions: They were also used against the German transport system. Their constant attacks paralysed the German movements on the roads and the railroad system, delaying the progression of the enemy towards the front line, and inflicting severe losses to the Wehrmacht units, well before they could reach their position. The destruction witnessed by the fast advancing allied troops confirmed the viability of this tactical support. The paralysis of the railroad system was a major success. In the German cities, the effect of the tactical bombardments, added to the result of the strategic ones, destroyed complete districts, and the progressing units realised the amplitude of this destruction, equal to the effect of World War One, but then limited to battle fields. In 1945, entire areas had been annihilated.

THE END OF THE HOSTILITIES

The P47 production stopped in December 1945. In four years, 15683 Thunderbolt had been built. No other American fighter plane reached this figure. These planes proved to be invaluable. The lessons learned from their tactical use became the base of the post-war airplanes. Strangely, and despite the essentially tactical use of the P47, the last version, the P47N, was developed as a long range escort fighter to be used for escorting the B29 over Japan. After the war, the P47, like most of the aircraft built during the conflict, was quickly outclassed and lost its position as a powerful combat plane. Some of them were transferred to South American forces, and Peru used them until 1969. The last operation which saw the use of a P47 was the Dominican revolution in 1964.

During WWII, the Jugs flew 545575 operational missions, which was the equivalent of more than 1300000 flying hours. They destroyed more than 7000 enemy planes, 3752 of which in aerial combat. Quite a performance !





**CHRISTIANE AND CHRISTIAN HÉBERT
BECOME SPONSORS OF OUR L BIRD**

Our two friends were so happy about their tour to Texas that they just made a generous Xmas present to the FSS: A cheque for One Thousand Francs which has given a new boost to our saving account ! A BIG Thank You Christiane and Christian !

**A TRUE REVOLUTION !... YOU WILL SOON
BE ABLE TO RECEIVE YOUR NEWSLETTER
VIA INTERNET !**

All you will need to do is to down-load the free computer program: ADOBE ACROBAT READER 4.0. This software is common to both systems Macintosh and IBM PC, and will allow you to read the PDF files, a new format adopted by the FSS for its publications. You will then be able to print this document or keep it on your computer hard disk. In addition to these practical aspects, this system will make us save a lot of money by reducing the postal costs, but it will also significantly reduce the mailing delays. We will also be able to send our Newsletter to every member of the CAF General Staff, as requested by our organization's rules, a condition that we were never able to fulfil due to the high costs involved.

This new system will, of course, require a minimum equipment: A computer, simple but modern, a printer, and a Modem with a connection to the Internet. Those who do not have such an equipment handy will continue to receive our Newsletter the conventional way, but we can only encourage those who can to adopt this fast and modern way of communicating, a perfect complement of the Email system.

Therefore, we now need to know very urgently who is interested by this modern and fast system, taking into account the fact that we will help you solve any technical problem in getting your copy of the Adobe Acrobat Reader 4.0 software (You can download it from the following address: <http://www.adobe.com>). This downloading only requires a few minutes and is very easy. A first experiment will be made this month and those who have a computer and a link to the Internet will receive an electronic and a hard copy of this very Newsletter. This will allow them to compare these two versions and we look forward to their comments.

Coincidence: As we were typing these lines about the .pdf files, we received an Email from Kay Crites responsible for the CAF publications Contrails and Dispatch, asking us if receiving CONTRAILS as a .pdf file would not be a problem, with the intention to send this CAF Newsletter via the Internet to those who would officially agree.

This system is therefore confirming itself as the cheapest one for dispatching this CAF publication, but also, and especially, the fastest one to dispatch the very latest news. We all complained about the slowness of the mail in the past, therefore, we will all easily agree that this suggestion comes as the very first good news of year 2000 !

**FSS L BIRD PROJECT: AVIATION CLUB DE
FRANCE DOES IT AGAIN !**

Col. Marcel Francisci, already at the origin of the first two donations in 1999 to this project for an amount of 7000,00 Francs, has managed to get another donation voted by his employer's - AVIATION CLUB DE FRANCE - Board of Administration, for a sum of 5000,00 Francs !

This very important donation allows us to get very close to the 50000,00 Francs mile-stone, a target that we will reach in a very near future, thanks to other FSS members' generosity.

We sincerely thank Colonel Marcel Francisci for his efficient help to our project of purchasing a WWII airplane ! Marcel was rightly rewarded by the CAF Authorities during Airsho'99 for his support to this FSS project.

**FSS 1999 ELECTIONS:
COL. B. DELFINO IS RE-ELECTED
AS THE FSS UNIT LEADER !**

The summing up of the ballots was easy since col. Bernard Delfino was the only candidate to the position of President of our Association... The Board of Administration had a meeting on December 30 at our Squadron H.Q. and the final result of this election is as follows...

Eligible:	65
Expressed:	54
For:	54
Against:	00
Abstentions:	00

Colonel Bernard DELFINO is, therefore, re-elected as our Unit Leader for the three years to come.

Tasks and objectives are legion, and Bernard will be very busy during these three years, especially considering that he remains the Squadron P.I.O. (Public Information Officer), a job that includes public relations and the responsibility for all FSS publications

TOULOUSE AILES ANCIENNES & THE FSS

On December 11, 1999, three of our members, cols. Lewis Bateman, David Price, and Jean Røeder, participated in a small ceremony with the aim of thanking the Association Ailes Anciennes in Toulouse for the hospitality they gave us during our March 1999 visit (See the report published in our April 99 Newsletter).

Since this visit, the Ailes Anciennes have acquired several additional planes, including a very rare and pristine two seater trainer D.H. Vampire. Unfortunately, Aérospatiale-Matra have just asked this Association to vacate the hangar that shelters the cream of the collection, which will put more planes at the mercy of the weather. Fortunately, however, the more fragile types are still at present under cover...

As attracting as the aircraft collection is, the visit of our members was not to look and admire it. They were men on a mission. The mission in question was to present a framed print of the painting "Lloyd's Dream" on behalf of the FSS as a gesture of friendship and a small "thank you"



for their hospitality during our March 1999 visit. During a lull in the showers, in front of about twenty members of Ailes Anciennes, Jean Røeder made a brief speech and Lewis Bateman presented the painting to mister Bruma Rosso, the Ailes Anciennes President. Dave Price was on hand as official photographer to record the event.

In the best French tradition, formalities over an aperitif which was served in, of all places, the paint shop. This was followed by a lunch in the appropriately named "Bistro Airbus".



The Roy Grinnell "Lloyd's Dream" painting now hangs in the Ailes Anciennes boutique for all visitors to see.

It demonstrates the friendship between our two organizations and provides a small degree of publicity for the French Supporter Squadron within the aeronautical world of this beautiful Toulouse area.

CODE NAME ALPHA 1999/2000 FSS TOTAL ON JANUARY 10, 2000.

Didier CARDINAL ☆
Georges VAN HOVE ☆
Bernard DELFINO ☆☆☆

I. BIRD SPONSORS - JANUARY 2000

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LE PUBLIC SYSTEME CINEMA
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Michel CAHIEZ	1200,00
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Lewis BATEMAN	3000,00
Stéphane DUCHEMIN	610,00
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Christian FREZARD	400,00
Jean-Christophe DEBUISSON	1000,00
Michel BON	350,00
Dons anonymes du PUBLIC	440,00
Paul BARLAND	1000,00
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Christian TOURNEMINE	75,00
Didier CARDINAL	500,00
Louis-Jean GIOUX	230,00
Eric DUCREAU	150,00
Eric JANSSONNE	500,00
Centex Wing	140,00
Christiane HÉBERT	1000,00
TOTAL	49365,00

The FSS P.X.

The following articles are available against payment by cheque to the **French Supporter Squadron**. (N.B.: **Postage is extra**).

- Official Squadron patch: 60,00 F.
- "Gioux" type Squadron patch: 40,00 F.
- Central Texas Wing patch: 40,00 F.
- FSS pin, *cloisonné*, 5 colours: 60,00 F.
- Pins P38 Lightning enamelled: 20,00 F.
- Painting "Lloyd's Dream" 50x76cm: 250,00 F.
- Painting "Lloyd's Dream" 50x76cm. framed: 350,00 F.
- 100 sheets of FSS paper with your own letter head: 30,00 F.
- Colour Pictures (B17, B25, etc...) 30x45cm: 80,00 F.
- Colour Pictures (B17, B25, etc...) 30x45cm framed: 130,00 F.
- T shirt Piper CUB, 170 grams, Hanes, XL: 100,00 F.
- T shirt cartoon P40, 170 grams, Hanes, XL: 100,00 F.
- T shirts: Other sizes available on order.
- Colour aircraft profiles 15 x 20 cm. pre-framed: *North American P51D Mustang, Republic P47 Thunderbolt, Boeing B17 Flying Fortress, B24 Liberator, DC3 Dakota, Avro Lancaster, Fairey Swordfish, T6 Harvard, Handley-Page Halifax, PBV Catalina, Hawker Hurricane, BF 109 G2, and two modern jets, the Corsair 2 and the Starfighter: 25,00 F. each.*