

Volume 8 - N° 11 - November 2003

Editorial

The event was great, with many different planes, and friendship prevailed permanently during the whole week of great intensity that we spent in Midland. Everything went so well that everyone regretted that this event was so short. Before we could realize that we were part of the greatest WWII airshow, we had to pack our bags and fly back home. It's always the same during the good and rare times that we can spend amongst friends.

It was the same feeling that I had, as soon as we got back to France, when I read a very sad email from Jean-Paul Merlier's companion Odille Marantz, who was telling me about the far too early death of our friend Jean-Paul. The latter had joined the FSS 7 years ago, a few months after the birth of our Unit, following an article that was published in Aviasport magazine. He immediately became an active member of our Squadron, finding many new friends with whom he could share his passion. His participation reached a peak when, early this year, he organized, in the most professional way, the FSS participation to the anniversary ceremony for pilot William Patton. His last joy was to see our Piper Cub arrive at its new base, the airport of Persan-Beaumont on July 23, 2003. He expressed his satisfaction by donating a splendid Flight-case full of numerous navigation accessories.

Jean-Paul also participated in the Roy Grinnell project, and posed as a Russian Officer. Those who purchased this print of the Neuneu have now a perfectly faithful picture of our deceased friend, a lot stronger than a simple photography. As for me, this is the image that I will keep in my memory because it's filled with sweetness and passion. Au revoir Jean-Paul...

The past few weeks represent a condensed résumé of what life is about: A never ending list of problems and dramas, more or less difficult to overcome, with a few sparks of happiness, here and there, which try to make us understand that we must enjoy every minute that goes-by, and dedicate ourselves to the happiness of those we spend our life with.

Bernard

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AIRSHO 2003: A COMPLETE SUCCESS!

SOME NICE WEATHER AND THE EFFORTS OF ALL CAF VOLUNTEERS HAVE TURNED THIS ANNUAL AIRSHOW INTO AN EXCEPTIONAL EVENT!



Photo: B. Delfino

THE CAF FSS SOON TO BECOME THE CAF FRENCH WING!

THIS CHANGE OF NAME WILL BECOME OFFICIAL ONCE THE LEGAL FORMALITIES ARE COMPLETED

JEAN-PAUL MERLIER HAS GONE WEST

IT IS WITH A GREAT SADNESS THAT WE HEARD ABOUT THE SUDDEN DEATH OF OUR VERY GOOD FRIEND COLONEL JEAN-PAUL MERLIER, ON THE FIRST OF OCTOBER, 2003. (See the article on page 8).



Photo: B. Delfino

AIRSHO 2003

An article by B. Delfino

This year again, this great CAF annual event got a very big success with the members of our organization and the public. The FSS attendance was outstanding ...



Photo: B. Delfino

Lilian Ayars, Bob Ayars, Damien Bourgaux, Bertrand Boussett, François Brévot, Didier Cardinal, Claude De Marco, Bernard Delfino, Fumiko Delfino, Claude Gascon, Roger Gouzon, Irène Grinnell, Roy Grinnell, Barbara Hair, Aubrey Hair, Louise Hudlow, Rick Hudlow, Ray Kinney, George Lodge, Frédéric Pollicella, Claude Requi, Connie Sansing, Sandy Sansing, Terran Tidwell, Alexandre Trévisan, and Regis Urschler: Such is the list of the 26 FSS members who went to Midland and attended Airsho 2003. This important number was noted and applauded during the General Assembly on Friday, September 26.

dent through his comments, full of satisfaction for our actions during the past year. We took this opportunity to present him with prints that we made from Roy Grinnell's paintings of the Normandie-Niemen and the B-26 of the Groupe Bretagne, a gesture that he obviously appreciated since he told us about his intention to keep them for his own office. We invited him to come to France when he wishes to do so, an invitation that he heartily accepted for a future that we hope to be near.

We then met the Director of the AAHM, **Tami O'Bannion**, who welcomed us very warmly. We donated two prints of the Roy Grinnell's paintings to the Museum, which was very appreciated by Tami and her team members.



Photo: B. Delfino

Our group spent the day visiting the Museum, concentrating on the "French Aviation" and "Mission 441" displays, the result of the FSS good work. Then we purchased many items in the Colonel and CAF gift shops. Several members bought their uniform and all the indispensable accessories that go with it.

Few aircraft had arrived in Midland, and the visit of the hangar and the tarmac was quickly done. This spare time allowed our members to do some shopping in one of the Midland supermarkets, and to get ready for the dinner that is traditionally organized each year in one of the Midland restaurants.

For the members who came over from France, this trip started a long time before by the purchase of their airline tickets and the booking of their hotel rooms. These mandatory steps are an integral part of this journey, and make us appreciate even more this visit to Midland where we were welcomed in the most extraordinary, kind, and friendly way, which always surprizes the newcomers who are not used to so much consideration and respect.

The Master of this dinner was, like every year, colonel **Jim Adams**, who has been a great friend of the FSS for many years. His choice of the restaurant, and the organization of the meal were simply perfect. The cooking was great,

Mister **Bob Rice**, CAF Executive Director, welcomed those of our members who had already arrived, on Wednesday morning. The friendship he expressed for our Unit and its members was immediately evi-



Photo: B. Delfino

and this immense buffet of fine Asian specialities was highly appreciated by all the participants. A big BRAVO to Jim Adams and his charming wife Terry (Photographed here together with Connie and Sandy Sansing), for their efficiency, their kindness, and their help to our Unit.

This dinner ended not too late, which allowed everyone to go to bed relatively early, and catch up with the jet lag.

Thursday was dedicated to picture taking of the planes that were arriving, one after the other. It was during the afternoon that we were joined by Roy and Irene Grinnell who arrived from California by road! They had just got some prints signed by B-24 pilot Joe Pagani, who flew "The Dragon and his Tail", the subject of this year's painting that Roy has made for the CAF Hall of Fame.

As one can see, this painting is an extraordinary, authentic, and dynamic, picture. Technically perfect, it's the result of the hard work of an artist that we are so lucky to count among our Unit's members, but, above all, among our friends.



Peinture: Roy Grinnell

Let us thank the CAF for this annual initiative, and let us also hope that the organizers of one of the French airshows will have the idea to do the same, one day... The amount of work required by such an event is very high, but the resulting satisfaction is priceless.

CAF GENERAL ASSEMBLY

The CAF General Assembly took place during the afternoon of this Friday. It included a summary of the events of the past year, the vote for the renewal of three members of the General Staff, and the Awards ceremony for the members and non-members who did some outstanding work for the CAF during the preceding twelve months.

Not less than 12 members were honored by an Award for their initiative (You will find the complete list of these honorees at the end of this article). These winners were saluted by many



Photo: B. Delfino

Above, from left to right: Cols. Claude De Marco, Claude Gascon, Damien Bourgaux, and Bertrand Boussert very interested by a video played in the AAHM. Right, from left to right: Cols. Damien Bourgaux, Bertrand Boussert, and Fumiko Delfino pose before the P-51D Gunfighter.

Some splendid reproductions of this picture are already available, signed or not signed. Thanks to Roy and Irene Grinnell's generosity, the FSS P.X. has two prints for sale, signed by all the veterans who were selected for their induction in the Hall of Fame in 2003. They will soon be sold to our members, and those who would like to order a print, are invited to call the FSS head office, which will facilitate the ordering from Roy and Irene.

SPECIAL SHOW FOR SPECIAL PEOPLE

On the morning of Friday 26th of September, took place the traditional airshow that is intended to bring some joy to the handicapped children and adults of the Midland and Odessa area. Colonel **Jim Adams** is one of the main organizers of this important event, and colonels **Frédéric Pollicella** and **Fumiko Delfino** also helped with it.

Highly appreciated by these unlucky people, this show was a real moment of happiness for these spectators, but also for those who arranged it. The big smiles that crossed all these faces told us a lot about their satisfaction.



Photo: B. Delfino

rounds of applause, and the congratulations that gave them many of our American friends added to those made during this official ceremony. Once again, their kindness was such that their own satisfaction was as big as the one felt by the happy winners!

AIRSHO 2003

The doors opened very early on Saturday morning for the first day of Airsho 2003.

Going back to a tradition that was dropped for a few years, about 40 external vendors had set up their booth in the CAF hangar (Including Roy and Irene Grinnell). They added to the numerous Unit P.X. shops, and gave the thousands of visitors a chance to buy a multitude of souvenirs.

The planes that were about to take part in the show were all there. However, one could note the absence of the new CAF P-38, still in transaction for its purchase, the Swordfish, already in restoration, the P-40, under repair after its accident early this year, the Corsair, also in maintenance, and the Me109, in restoration, as well as the B-17 *Texas Raiders*. These were well compensated by the hundred warbirds present on the field.

The B-29 *Fift* was there, together with the LB-30/B-24 *Diamond Lil*, the B-17 *Texas Raiders*, the B-25 *Yellow Rose* (Photo at the top of the page), the R4D/C-47 of the Dallas Fort-Worth Wing, the A-26 *Spirit of Waco*, the *Lodestar Lady Lodestar*, the JU52, and the C-46 *Tinker Belle* and *China Doll*.

The single engine aircraft, fighters and bombers, included the Stars of the U.S. Navy: Avenger, Wildcat, Dauntless, Hellcat, and Helldiver, and those of the U.S. Air Force: Texan, Mustang P-51C *Tuskegee Airmen*, and P-51D *Gunfighter* and *Red Nose*. The latter was recently adopted



Photo: B. Delfino

by the very active Dixie Wing led by our indefatigable friend **Jake Tryon**. It had just received a new engine and Airsho was its first appearance before the public.

One of the CAF Wildcat had turned itself into a Martlet thanks to a brand new New-Zealand livery (Photo below), and a T-28 with bright white and orange colors seemed to have been rolled out of the factory.



Photo: B. Delfino

The show started with the traditional and impressive attack on Pearl Harbor: *Tora! Tora! Tora!* and carried on with the aerobatics of Jan Collmer flying his Extra 300.

The trainers and the liaison aircraft took over, and the thirty airplanes filled the sky for a majestic display. They were followed by the breath-taking demonstration of an F-14 Tomcat which ended its display by flying in formation with the F-6F Hellcat for the U.S. Navy *Legacy flight* (Photo left).

The show carried on until 18:00. It included the aerial battles of the Pacific, the bombardments over Europe, with the spectacular explosion of the attack on Ploesti (Title picture), and the dropping of the atomic bomb over Japan.



Photo: B. Delfino

The Canadian aerobatic team, the **Snow Birds** impressed the spectators with many "close shave" crossings of the two leaders, while the rest of the team was drawing artistic curves in the sky over Midland. This team replaced, with great advantage, the night show that took place in 2001 and 2002. This pleasant show which included fire-works and live country music would have been fully appreciated, had it been produced on its own. But ending a tiring airshow day, it could not be appreciated as it should have been. Therefore, we sincerely thank the organizers of Airsho 2003 for giving their preference to our Canadian friends.



Photo: B. Delfino

The display of an F-16 ended the day with a beautiful U.S. Air Force *Heritage Flight*, flying in formation with the P-51D *Gunfighter* flown by our friend and FSS member, colonel **Regis Urschler** (Photo on page 2).

The latter was fully occupied throughout the week-end: In addition to the numerous flights required by the airshow, Reg gave joy rides to those who wanted, for a few hundreds Dollars of course.

Getting a ride on the CAF airplanes was effectively possible, and for a cost that was quite reasonable since the prices started at \$80.00 for a PT-26, to \$400.00 for a B-24, and peaked at \$650.00 for a flight on the P-51D



Photo: B. Delfino

Mustang, with a selection of in-between prices, depending on the transporting aircraft. Some of our members took this opportunity and, judging by their happy face after the flight, they did not regret their choice!

Colonel Regis Urschler, decidedly very busy, also ran the new Colonels ceremony on Saturday morning, thanks to a speech which was funny as well as very moving. All new members appreciated his kind humor, mixed with patriotism, Freedom, and respect for other people. We thank him very sincerely for knowing how to make these new recruits understand how important is our mission, and the modesty that must prevail among all members. As an example, Reg did not hesitate to emphasize the fact that, outside his job as a pilot of *Gunfighter*, his main function within his Unit

- the Great Plains Wing - is the cleaning of the toilets. Not bad for a retired military pilot who has reached the highest possible grade in this arm: Brigadier General!...

The arrival of the P-39 Airacobra from San Marcos allowed everyone to discover how lucky Sandy Sansing's adorable wife is, since this P-39 was recently named "Miss Connie". Our sincere congratulations to the two Miss Connie's! (Photo below).

Sunday September 28. According to everyone, the show was even better than the one on Saturday. Well "lubricat-



Photo: B. Delfino

ed", and without the small difficulties experienced during the previous day, it turned this Sunday into a real dream.

We must thank the CAF authorities for providing us with a chalet for a much more affordable price than the previous years. Forty Dollars allowed everyone of our members to be welcomed in the Fighter Squadron chalet, to receive an Airsho program, a cap, and a lunch, and refreshing drinks during the whole day. These seats, along the taxiway, gave us the best possible sitting arrangement. We do hope that this initiative will be repeated next year since it represents one of the best surprizes of Airsho 2003.

The **Snow Birds** gave us a perfect show which looked very much like the one we are used to in



Photo: B. Delfino



Photo: D. Cardinal

On the left: Colonel Frédéric Pollicella whom we met in Midland for the first time. He soon revealed himself as a first choice recruit! On the right: The Martlet in its natural element. Below: The CAAF Mustang trio.



Photo: B. Delfino

France thanks to the PAF. The Canadian pilots had, no doubt, taken some excellent references, and gave us a breath-taking demonstration.

The **Blastards**, members of the CAF Pyrotechnics team redoubled their efforts, and the bombs were better and more spectacular than the day before. Without them, this annual airshow would only be a "silent" show like the one in Duxford which, otherwise, is perfectly orchestrated.

Ending at about 18:00, the show was followed by the traditional Survivors' Party which allowed everyone to gather in the O'club tent to socialize a last time with all our friends, to say good bye to them, and to take appointments for Airsho 2004.

The evening was not completely over for the FSS members. They got together in one of the hotel rooms to drink a few glasses of an excellent Champagne offered by **Barbara** and **Aubrey Hair**. The quality of this wine was as good as the great friendship they demonstrated to us during the whole week-end. A very big THANK YOU to our two friends. We hope they can visit France in a near future.

Barbara and Aubrey are not the only ones who wish to come and visit us. Roy and Irene Grinnell, Sandy and Connie Sansing, Rick and Louise Hudlow, Jim and Nancy Lux, Bob and Lil Ayars, Regis Urschler, are some of those of our members who want to come, or come back, to France, in the future. We are waiting for them, and, no doubt, all our members will be too happy and honored to welcome them as well as the same way they welcome us every year. The help they give us regularly is

LIST OF FSS MEMBERS WHO RECEIVED AN AWARD DURING THE CAF GENERAL ASSEMBLY FOR THEIR MERITORIOUS ACTIONS DURING THE PAST YEAR

Letter of Commendation

**Barbara Hair
Christophe Bastide
Marcel Ledoux
Roger Gouzou**

Silver Magnolia Blossom Award

**Claude De Marco
Marcel Fransisci
Sandy Sansing
Louise Hudlow
Eric Ducreau**

Marvin L. "Lefty" Gardner Flight Excellence Award

Regis Urschler

Distinguished Service Medal Award

**Rick Hudlow
Bernard Delfino**



Photo: B. Delfino

invaluable. This is why we will be so happy to welcome them, help them, and guide them as well as we can during their visit.

It was with great sadness that we had to pack up our bags. They were a lot bigger than when we arrived, because of the numerous presents we were given during our stay. Although this was a difficult task, we all made it, and everyone could fly home without any particular problem.

A very big THANK YOU ! to all of you who made this stay trully unforgettable.

Your friendship is the most beautiful present that we brought back with us.

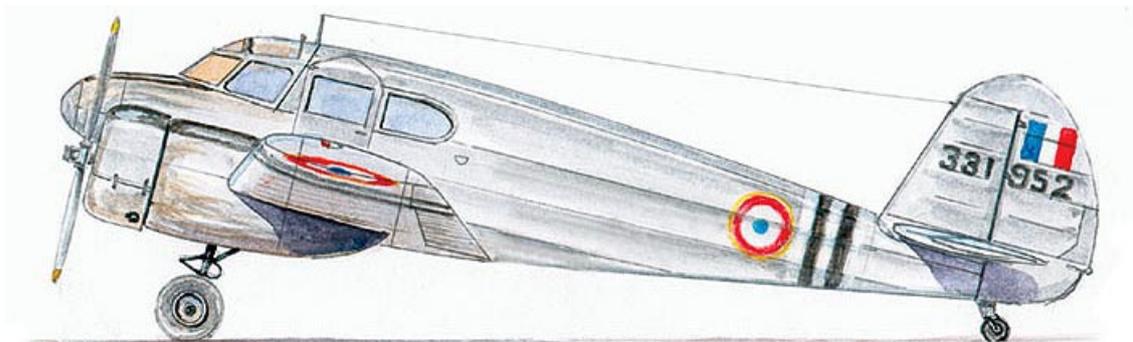


American Aircraft in French Colors



CESSNA UC-78 BOBCAT

By Colonels John P. Roeder and Michel Perrin



In 1939 Cessna presented its Model T-50, a twin engine five-seat light commercial transport. One year later the type was adopted as a conversion trainer for the Commonwealth Joint Training Plan in Canada as the "Crane".

After positive evaluation by the USAAC as a potential advanced trainer for pilots destined for flying multi-engine combat types, a contract for 33 aircraft with the designation AT-8 was placed in 1941.

This was followed by orders for a total of 1,199 AT-17's of four different versions in 1942. The AT-17 was powered by two 245 hp Jacobs engines in exchange to the 295 hp Lycomings of the AT-8. 550 AT-17's went under Lend-Lease to Canada as Crane 1A's.



and dual controls were provided for its two side-by-side front seats.

The T-50's military versions served their operators well, among which there were also the French.

Ninety five UC-78s had been listed for delivery in the January 1943 to July 1945 period under Lend-Lease to the Free French air forces in North Africa, but it is not clear how many were actually supplied.

Details of the career of the Bobcat in French service are also incomplete, but it is known that eight UC-78s reached Transport Group GT 1/23 in early June 1943, that GT 1/15 Touraine got two in the following August and that six were serving with various liaison units. Also the French Navy received six or nine out of the Armée de l'Air contingent. Both services used the Bobcat as personnel transport in a communications role, but it also served as a trainer although to a much lesser degree.

The last French Bobcats are believed to have been phased out in 1951, two years after the type had been declared surplus by the USAF.



In 1942 the T-50 was also adopted by the US Army as a light personnel transport under the designation C-78 (later UC-78) and named the "Bobcat".

In total 3,420 Bobcats of three different versions were built by Cessna. Also 17 civil T-50s were commandeered by the AAF and used as UC-78As. The USN acquired 67 as JRC-1s for its ferry squadrons and aircraft delivery units.

With a wooden wing and a welded steel-tube fuselage, both essentially fabric covered the T-50 was not exactly a modern design. It was heavy and slow, but it had good range, and above all it was a reliable and tough machine without problems. It had a roomy and comfortable cabin

DATA TABLE - Cessna UC-78 Bobcat

Description: Five seat light personnel transport
Propulsion: Two 245 HP Jacobs R-755
Wing span: 41 ft 11 in (12.80 m)
Maximum weight: 5700 lb (2586 kg)
Maximum speed: 195 mph (314 km/h)
Cruise speed: 175 mph (282 km/h)
Maximum range: 750 mls (1207 km)
Service ceiling: 22000 ft (6706 m)
Armament: None



Spirit of Lewis

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



OLD BED SHEETS MAKE NEW CUB SHEETS!

Colonel Jean-Christophe Debuissou has sent us several bed sheets in a very good state which will keep our Cub protected from dust and cold when it's not flying. Inherited from his Grand-Grand-Mother, these sheets are more than one hundred years old! a big THANK YOU! Jean-Christophe!

MAINTENANCE CONTRACT

A maintenance contract was signed between the FSS and **AIR JONCTION TECHNIQUE** ran by Jean-Luc Jentel, and located on the airfield of Persan-Beaumont. This will help us wait for the creation of our own Maintenance Unit, a subject that colonel Cédric Malhaire is currently and actively dealing with.

PURCHASE OF SPECIAL TOOLING

A set of simple, but indispensable, tools was bought in the USA for the maintenance of our Cub, thanks to the invaluable help of colonel **Sandy Sansing**.

Cheaper than in France, these tools include a differential cylinder pressure meter, a tool for cleaning the spark plugs, a pair of twisting pliers, and a magneto timing tool. Colonel Sandy Sansing refused that we reimbursed the money he spent for this purchase, and asked us to consider it as a gift to the *Spirit of Lewis*. A big THANK YOU! to Sandy who did not stop there, as you will read hereafter!

HELP TO THE L BIRD PROJECT

Our visit to Texas was very pleasant and full of happy events, thanks to several of our members who reside in the USA. This is particularly true for colonels **Jim Lux** and **Sandy Sansing** who made substantial gifts to this project.

Back in France, these donations carried on, thanks to colonels **Alphonse Thiry**, **Stéphane Duchemin**, and **Roy Grinnell**, so much that we are now only 450 Euros away from our target!

We bet that this sum of 38,112.00 Euros (250,000.00 Francs), will be reached before the General Assembly on November 22. How about you?...

SPONSORING OF THE SPIRIT OF LEWIS

Following the publication of the Cub financial plan, for all our members last month, despite its relative complexity, and even before this offer was explained and described during the General Assembly, some of our members have already approved this system and chose the level of sponsoring that best suited their possibilities.

This is how colonels **Barbara** and **Aubrey Hair**, **Louis-Jean Gioux**, **Sandy Sansing**, and **Bernard** and **Fumiko Delfino**, have already chosen, and paid, the level of sponsoring of their choice! Many thanks to all of them for this proof of confidence.

Following an initiative of our Unit Leader, reinforced by an advice from colonel **George Lodge**, the description of this system was sent to the CAF for a study by the persons responsible for finances within the CAF, and so that they could give us their opinion.

If this system was judged, by the CAF authorities, judicious and perfectly adapted to the needs of our Unit, it did not seem to be suitable for an introduction in the USA. This is understandable since such a system would require a complete change in the sponsoring scheme which runs so smoothly since its establishment in 1957 in the USA.

A GIFT FROM COLONEL ROY GRINNELL

Our friend col. Roy Grinnell took the opportunity of our visit to Midland to present our Unit with a U.S. Navy flying suit dated 1943.

Despite an intensive use by the pilot who wore it (His name is printed on the back of the suit), this piece of flight gear is in a perfect state and is ready to be used for our Piper Cub.

However, our WWII uniform expert, colonel Hervé Cherry, has advised us to save it and keep it precious for our museum, an advice that we will follow, since there are reasonably priced copies on the market.

AIRSHO 2003 PHOTOGRAPHS ON A CD ROM

Col. Bernard Delfino is now offering for sale his best pictures of Airsho 2003 on a CD Rom which is compatible Macintosh and IBM PC. It will include all the pictures that illustrate his article in this issue, and many others.

This CD Rom is offered at a price of 10.00 Euros, P & P inclusive, for FSS members, and 15.00 Euros to outsiders, P & P inclusive. The money collected by this sale will be entirely donated to our Piper Cub. All these pictures which are protected by the usual copyrights, will find an ideal use as computer screen wall-paper images.

For those who prefer to get a more conventional way of displaying them, these pictures will be available on photo paper at a very reasonable price. A selection of these pictures will be displayed during the FSS General Assembly on November 22.



Photo : Rich Lindsey



HANRIOT 232

An article by col. Michel Cahiez - Photos SHAA.

The Hanriot 232 was developed from the prototype Hanriot 232-01 which took off for the first time in May 1938 (Photo at bottom of page).

The production planes of this advanced trainer, a twin-engine with retractable gear, differed from this prototype by the adoption of a twin fin empennage.

A mixed, metal-wood, construction, the plane was fitted with two 6 in-line cylinders Renault 6Q-0 which produced 230 horse-power each, and two Ratier two-blades propellers.

The wing span of the Hanriot 232 was 42 feet, its length was 28 feet, and its wing area was 90 Square feet. Its empty weight was 3200 pounds, and its maximum weight was 4600 pounds.

Its maximum speed was 210 MPH at 3300 feet altitude. It climbed to 7000 feet in 4 minutes, its service ceiling was 22000 feet, and its maximum range was 780 miles.

Finland ordered the airplane but almost immediately cancelled this order because of the war break-out.

The Armée de l'Air which desperately needed such a plane to train its crews for modern aircraft, ordered a batch of 60 in 1939.



Hanriot 232/II N° B76-1897

Forty of these aircraft were in service when the Armistice was signed in June 1940. They were then controlled by the Vichy government, but were soon captured by the Germans.



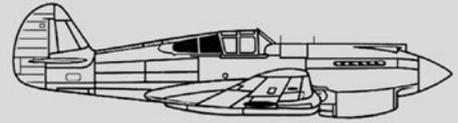
On July 19, 1941, three of these planes were sold to Finland and delivered at once. One of them was destroyed during this delivery flight because of an engine failure, aggravated by the evident lack of experience of its pilot. The other two landed without any problem in Brandenburg-Briest and were used until the end of the war.

The Armée de l'Air who had received these planes in January 1940, used them to train the crew members who were to fly the Breguet 691 and 693.

They fulfilled their task discreetly, but very efficiently.



What's New?...



THE SUBSCRIPTION FOR THE PRINTS OF ROY GRINNELL'S PAINTING "COMING HOME" IS OPEN

You have until November 30, 2003 to book your copy (Or copies) of the prints made from the painting of the French Aéronavale F4U7 Corsair "14-F-6".

Each print is available at a price of 45,00 Euros or Dollars per print, signed by Aéronavale Corsair veterans, P & P inclusive, or 30 Euros or Dollars per unsigned print, also P & P inclusive.

We thank you for sending a cheque for this amount to the CAF French Supporter Squadron. These reproductions will be slightly smaller than those of the Normandie-Niemen and the B-26 Marauder. They should be ready during the winter, but we first need at least one hundred subscriptions before we can launch the printing.



Peinture: Roy Grinnell

Do not forget that purchasing a print of this splendid portrait of the Corsair, is helping our Piper Cub and our Squadron.

In addition, Xmas is coming. Don't forget!...

Subscribers who already paid for these prints:

Gilles Avenel (1), Christophe Bastide (1), Bernard Delfino (3), Claude Gascon (1), Bill Katsones (1), Dominique Royer (1).

FSS ANNUAL GENERAL ASSEMBLY 22 NOVEMBER 2003 AT 14:30 SHARP

BEWARE!... If you haven't yet sent the forms for your participation to our General Assembly on November 22, 2003, it is now the very last limit to do it! Thanks for adding your cheque of 30 Euros for our Unit's annual dinner.

We remind you that the dinner cost is 30 Euros per person, and that you had to send us this cheque not later than October 31, 2003... Please do not forget to tell us about your needs for a hotel room reservation. Those who wish, will be able to have their lunch in the Hôtel Acadie

restaurant too. Each guest will have to pay for this lunch individually. It is very important that you tell us about your intentions to do so or not, so that the restaurant can prepare enough meals. Thanks for your understanding and for your cooperation.

GENERAL ASSEMBLY AGENDA

Many points will need to be discussed during our General Assembly. This important meeting allows us to review the results obtained during the past year, and to plan projects for the oncoming year. Among these, the following points are particularly important:

- Result of the 2003 FSS enquiry.
- Results of the Roy Grinnell project.
- Project of a monument in the Toulouse area.
- Replacement of our Safety Officer.
- Task to be performed by the FSS.
- Change in name of the FSS.
- Representing the FSS at HQ.
- Purchase of the Piper Cub (History and progress).
- Financing of the Piper Cub (*See the suggestion published last month*).
- Maintenance of the Piper Cub.
- Operation of the Piper Cub (Activities for 2004).
- Etc...

At the end of the meeting and the discussion of these subjects, you will be able to ask spontaneous open questions to the members of the Board of Administration, and those of the Piper Cub team, who will answer your questions with no preparation at all, and according to their roles and responsibilities.

CAF FRENCH WING

Such will soon be the name of our Unit, as have announced Bob Rice and Keith Lawrence, respectively CAF Executive Director and Director of Administration.

This change of name will be effective as soon as it will be acknowledged by the authorities, a phase which will need a few weeks after the General Assembly on November 22, 2003.

This delay does not stop us from thinking about all the changes that will be required: Our Unit logo, paper letter-head, Newsletter, pins, patches, web site, stamps, van, etc...

The costs involved are not negligible, but many of our members are already so happy about this new name that we cannot escape this opportunity.

Therefore, here is what our new logo will look like...



COLONEL JEAN-PAUL MERLIER HAS GONE



Photo: B. Delfino

Colonel **Jean-Paul Merlier** left us on October 1st following a terrible and sudden illness.

Jean-Paul - photographed here with colonel Roger Gouzon on the day we bought our Piper Cub in Sézanne - had joined the CAF and the FSS in December 1996, and quickly became an active member of our group, always present on the airfields for the setup of our PX tent, or to give a hand for any task that was necessary.

Early this year, he organized the FSS participation to the ceremony for pilot William Patton. An enormous amount of work that he completed perfectly, thanks to the rigorous and very efficient method he had adopted.

Very recently, he donated our Piper Cub a superb *Flight Case* full of navigation accessories, a present that we will keep as a material expression of the great friendship he had for all our members.

Jean-Paul was liked very much by all our members. He was a retired Police Officer, fond of aviation history and flying. Jean-Paul's picture was immortalized by our friend Roy Grinnell when he posed for him as a Russian Officer, for the Normandie-Niemen painting.

His premature death filled all FSS members' hearts with great sadness. They send his companion Odile Marantz, his family, and all his close friends, their very sincere condolences.

Four FSS members attended Jean-Paul's funerals in Pithiviers, on Monday October 6, in the afternoon.

This very moving ceremony and the quantity of flowers which decorated his grave, showed how many friends Jean-Paul had. This is not surprising since he invariably and immediately became a good pal for all those who met him during his life.

Dear Jean-paul, it is now that you have gone that everyone will understand how dear you were to our hearts and to our Association. We do not say Adieu to you, but Au Revoir.

You have now joined our friends who already went West, George Hill, Lewis Bateman, Hank Potter, and Alain Quesney. You are in good company, and, together, you will continue looking after our Wing. We thank all five of you for that, from the bottom of our heart.

LOSS OF THE WILDCAT N681X AND ITS PILOT

CAF Grumman Wildcat N681X crashed not far from Ellington Field, Houston, Texas, on October 18, at around 18:30.

It was coming back from a photo mission, and while it was on final approach, the Wildcat crashed in a field and was totally destroyed.

Sadly, pilot William K. Johnson, aged 62, member of the CAF and the Carolinas Wing, lost his life in this terrible accident.

The plane, an FM-2 purchased in 1961, was one of the two aircraft owned by the CAF. Both aircraft were present during Airsho 2003. An FAA enquiry will try to determine the exact reasons for this drama.

A message of condolences was immediately sent to the CAF headquarters on behalf of all FSS members.



Photo: B. Delfino

A DIFFICULT, BUT INEVITABLE DECISION: THE FSS 2003 PHOTO CONTEST HAS BEEN CANCELLED

The number of participants who sent us their pictures in due time was considerably less than the number of members who declared their intention to participate, during the 2003 FSS enquiry. Effectively, only 4 members had sent their photos, when 15 had declared that they wanted to take part in this friendly contest!...

It is evident, in these conditions, that it would be useless, and even rude, to ask the jury that we had selected, to judge the work of such a small number of candidates.

This jury, totally remote from the CAF and the FSS, was kept secret until the very last moment. It was composed of the members of a photo-club of the Paris area. This is really a pity because we know the good reputation of this club, and we also know the talent of our members in photography.

In consequence, this contest is simply cancelled, which will not stop the members of the Board of Administration rewarding those who had had the courtesy to send us their pictures.

The prizes that we had managed to collect from various sources will be kept for a future contest which, definitely, will not be a photo contest...

The FSS P.X.

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

- Official Squadron patch: € 9,20.
- "Gioux" type Squadron patch: € 6,10.
- Pins epoxy, various: € 5,50.
- Pins cloisonné, various: € 7,60.
- Painting "Lloyd's Dream" 50x76cm: € 40,00.
- Painting "Lloyd's Dream" 50x76cm. framed: € 55,00.
- 100 sheets of paper with your letter head: € 8,00.
- Color Photos (B17, B25, etc...) 30x45cm: € 7,70.
- Color Photos (B17, B25, etc...) 30x45cm framed: € 20,00.
- T shirt Piper CUB, 170 grams, Hanes, XL € 16,00.
- T shirt cartoon P40, 170 grams, Hanes, XL: € 16,00.
- T shirts: Other sizes available on order.
- T shirts illustrated with the picture of your choice (Maximum size A5): Send in your picture and we will make the Tshirt of your dreams (Warning! Only send pictures that are totally free from copyrights): € 12,00.
- Color aircraft profiles 15 x 20 cm. pre-framed: *Various*: € 4,00 each.
- Warbird cards: € 4,00 each.
- Video cassette of sequences filmed in Midland (55mm) VHS PAL: € 16,00.
- Large format paintings by Col. Eric Besançon: F4U Corsair and Messerschmitt 262 night fighter: € 31,00.
- Poster of 36 WWII airplanes painted by Jean Bellis, 61x81cm: € 9,20 (FSS Members) € 12,50 (Non Membres).
- Prints of the Roy Grinnell paintings - Normandie Niemen, Corsair F4U7, and B26 Marauder - Unsigned: € 40,00 + P&P. Signed by veterans: € 60,00 + P&P.
- Post Cards based on the same paintings (B26 Marauder, Corsair, and Neuneu): € 0,50 each.
- CD Rom of 36 FSS Newsletters (Years 2000, 2001, and 2002), French and English, compatible PC and Macintosh, .pdf format readable with Adobe Acrobat Reader: € 10,00 P & P inclusive.

RECRUITMENT 2003

NEW COLONELS (CODE NAME BRAVO)

- ☼☼ Frédéric Pollicella (Didier Cardinal) ☼☼
- ☼☼ Bertrand Bousset (Claude De Marco) ☼☼
- ☼☼ Damien Bourgaux (Claude De Marco) ☼☼
- ☼☼ Léon Collin (Claude De Marco) ☼☼
- ☼☼ Hervé Cherry (Claude Requi) ☼☼
- ☼☼ Roger Gouzon (Eric Ducreau) ☼☼
- ☼☼ Jean-Pierre Vésine (Bernard Delfino) ☼☼
- ☼☼ Dominique Baudrillart (Bernard Delfino) ☼☼
- ☼☼ Frédéric Marty (Frédéric Baudin) ☼☼
- ☼☼ Jean-Claude Gavroy Cyr (Claude De Marco) ☼☼
- ☼☼ Vincent Charrier (Claude Requi) ☼☼

UPGRADE FROM ASSOCIATE MEMBER TO COLONEL

- ☼☼ Patrick Gremez ☼☼
- ☼☼ Cédric Malhaire ☼☼

NEW CADET

- ☼☼ Alexandre Baraket (Stéphane Duchemin) ☼☼

NEW FRIENDS OF THE FSS

- ☼☼ François Brévot (Bernard Delfino) ☼☼

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

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