

Volume 7 - N° 12 - December 2002

## Editorial

The year gone by, like the preceding ones, had its share of dramas and happiness. The greatest drama was, for all of us, the loss of an important and irreplaceable element: Hank Potter. Wherever he is today, I am sure that he joined our friends already gone West, Lewis Bateman and George Hill, and that together, they watch over us and our Unit.

You have made me a happy man by re-electing me at the position of Unit Leader of our Association for the next three years, and I sincerely thank you all for this great proof of confidence. Like I did in the past, I will put all my energy and love for our organisation to fully deserve it. I am sure that you will add to this supporting vote, initiatives that will help our Unit progress further, more than before.

The success of an Association is due, before all, to the work that its members do, benevolently, that is to say by ignoring their own personal interest. This is called generosity, and you all have plenty of that.

The tasks that are waiting for us in 2003 are legion and will require the help of everyone. The most important is the recruiting of new members, since our future depends on these people. It will be difficult but not impossible. It calls for persuasion, tenacity, will-power, and patience, which every member of the FSS has plenty of too.

The same qualities will be useful for the other FSS goals: Promoting the CAF and the FSS during aeronautical events in France, selling the Bellis posters and the Grinnell prints, the acquisition of our very first L Bird type aircraft, good relationship with other Associations, and all the other tasks listed and described in the report on our General Assembly printed in the following pages.

The motoring power for your participation in our activities is, and must always remain, the fundamental goals of our organisation: To Honor those who sacrificed their life for the Freedom that we all enjoy today. Let us never forget it!

Bernard

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## Best Wishes to All Our Readers

### FRENCH SUPPORTER SQUADRON ANNUAL GENERAL ASSEMBLY : THE COMPLETE REPORT

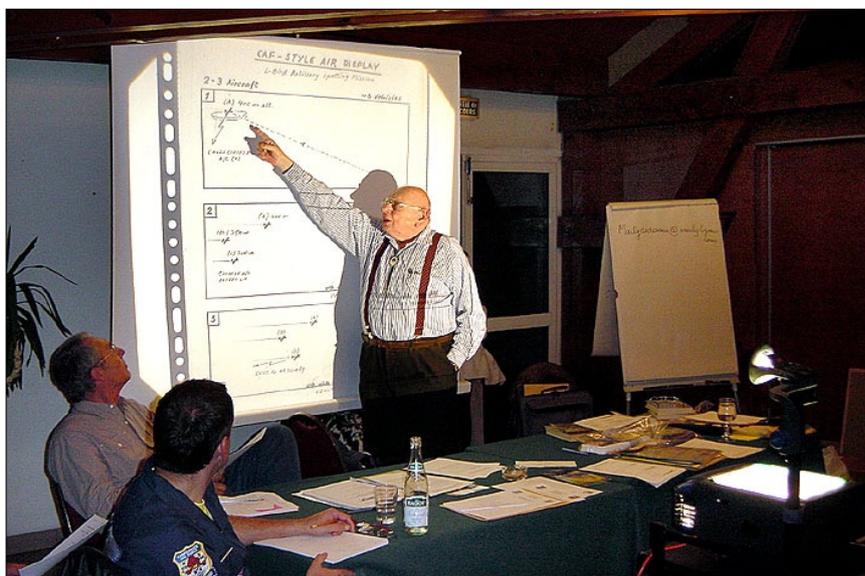


Photo B. Delfino

## FSS 2002 ELECTIONS

Colonel Bernard DELFINO is re-elected for the next 3 years as Unit Leader of the French Supporter Squadron.

Eligible Members:	67
Votes Received:	51 (75,00%)
For:	50 (98,04%)
Against:	01 (01,96%)



# AMIOT 143

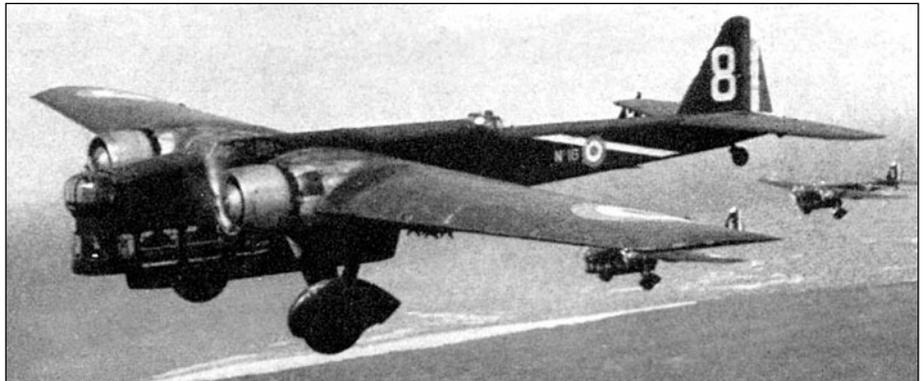
An article by col. Michel Cahiez - Photos SHAA

The Amiot 143 is one of those airplanes whose designers were definitely not worried about aesthetics. Nevertheless, the arrangement of its defensive armament made it the pioneer of more modern, and certainly better looking aircraft like the Boeing B-17.

In 1928 the French government launched a program for the manufacture of aircraft known as "Multi-seater combat planes".

In 1930 several twin engine planes were built to win this contract: The SPCA 30M, Breguet 410M, Blériot 137M, and Amiot 140M. In 1933, the specifications were changed for a new program called BCR (Bombardment, Pursuit, and Reconnaissance).

An order for 60 Amiot 140M was booked after a series of extensive tests, followed by another one of an improved model, the Amiot 143, which was fitted with Gnome & Rhône 14K engines, each delivering 870 HP. Then, in 1935, a third order brought the total up to 153. The Amiot 143M prototype flew in August 1934 for the

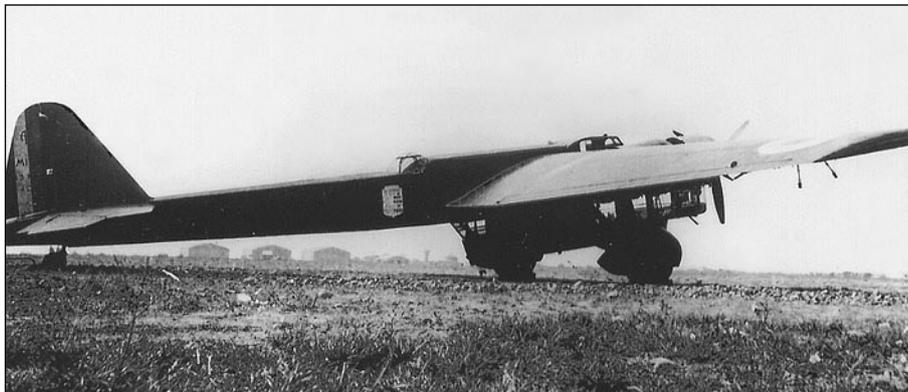


Their bravest exploit was a single day-light raid over the bridges of the river Meuse at Sedan. Twelve airplanes belonging to Groupes de Bombardement GB I/34, II/34, I/38, and II/38 attacked from an altitude of 2500 feet. Only one aircraft made it to its base, all the others being shot down by the flak. Nine men were killed, and six were wounded. The others bailed out safely or were made prisoners.

After the armistice, several Amiot 143 were used as transport planes by the Vichy government. Formed as Groupe de Transport GT III/15, these planes were transferred to Oujda, au Morocco, in 1942. There, they participated in the Tunisia campaign where they gave the necessary logistic support.

Changed into GT I/36 in January 1943, the Squadron carried on its role of transport until the last Amiot 143 was pulled out of service in February 1944.

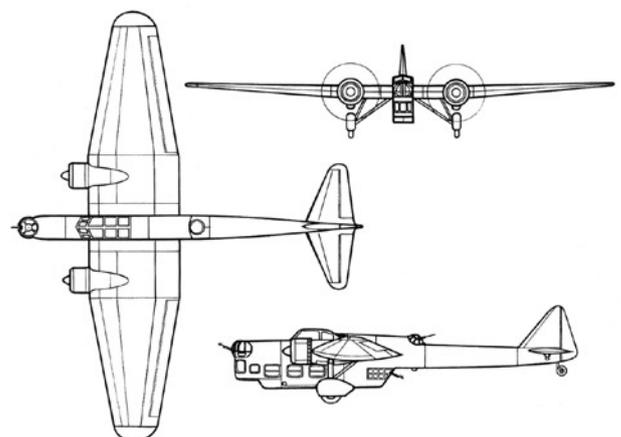
Eleven aircraft were used from 1942 by the Germans, for various tasks, mainly transport, before they were finally destroyed.



first time, and the first production aircraft was rolled out in April 1935 for a delivery to the Armée de l'Air in July of the same year. A last batch of 25 planes was ordered in 1936, and delivered the following year.

The Amiot 143 could carry one ton of bombs, and was armed with 4 defensive machine-guns which could fire in any direction. Its wings were very thick, had a span of 82 feet, and an area of almost 1000 ft<sup>2</sup>. Its maximum speed was 195 mph, and its cruising speed was 150 mph.

In May and June 1940, 60 aircraft operated by 5 bombardment groups were still in service in the air forces. Until May 10, 1940, they were used by night for dropping propaganda leaflets over Germany, and then for several very successful bomb raids. The aircraft of GB I/34 and II/34 dropped 200 tons of bombs during 197 raids, only losing 4 airplanes, which is surprising, considering the lack of armour plates and the mediocre performance of these aircraft.



# FSS GENERAL ASSEMBLY - YEAR 2002

Despite some serious threat of a national strike of the lorry drivers and air transport, the FSS General Assembly took place as planned.

Thirty six persons came, sometimes at the cost of a long journey from their home to Tremblay en France, and we sincerely thank these members and friends for taking the trouble to participate in this important annual event.

Were present: G. Avenel, C. Bastide, G. Bortolus, H. Bourrassier and his friend Janine, D. Cardinal, G. Comis, C. De Marco, B. and F. Delfino, Y. Donjon, E. Ducreau, C. Gascon, L. Goubard, R. Gouzon, D. Kelly, J. Lepelletier, J. Leroux, C. Malhaire and his friend Gaëlle, J-P Merlier, G. Perrin, M. Perrin, P. Pierre-Pierre, H. Quefféléant, A. Quesney, C. Requi, J. Roeder and hi wife Anne, M. Ruppert and his wife Liliane, C. Tournemine, B. Violette, as well as several friends of the FSS like Jean-Pierre Vésine and his friend, and the reporter François Brévot who travelled to Midland with us for Airsho 2002.

We also thank our members who provided transportation for those of our friends who arrived in Paris by train or by plane. Their participation was a key element in the good organisation of this annual reunion.

This 2002 General Assembly Agenda was full, and we did not have too much time to review all the points to be discussed. Here is a summary of this event, written with the invaluable help of our Secretary Eric Ducreau.

## INTRODUCTION

Our Leader started this meeting by dedicating it to the FSS members who have gone West since its beginning: Lewis Bateman, George Hill, and Hank Potter.

He introduced the members of the Board of Administration, and asked every person present to introduce himself personally.

He then read a sympathetic message from the CAF Executive Director, mister Bob Rice, who, during the discussion we had with him during Airsho'2002, expressed his great satisfaction for the smooth running of the FSS, and the choices that are made within its activities and projects, like, for example, Mission 441, the FSS booth during air shows, and the efforts made to acquire a WWII airplane.

Another message, from colonel George Lodge, FSS member and newly elected as a member of the General Staff and the AAHM Board of Administration, hilighted the great esteem that the General Staff and all the CAF mem-

bers have for our French Unit and for its effort in promoting the mission of the Commemorative Air Force.

Other members who could not be present, had also asked our Leader to tell everyone how much they regretted not to be able to join us and to say how supportive they are for our Unit.

## MORAL REPORT

Our Leader expressed his satisfaction for the good running of the FSS and for the good participation from a general point of view, the latter materializing through articles written by our members for our Newsletter, through numerous donations to the L Bird project, through the presence of many FSS members in Midland for Airsho each year, through the promotion of the CAF in France and in Europe during air shows, through the publication of photos and articles in various aeronautical magazines,

and, finally, through the collaboration between the FSS and other CAF Units and local associations and organizations, like the Normandie-Niemen Museum in Les Andelys.

Nevertheless, many points can still be improved, like the recruitment of new members of all levels, an even greater participation during more air shows, and the increased con-

tacts with schools, aero-clubs, and other associations, with the help of well organized conferences.

He wished that our members could spend a bit more of their personal time for the CAF and the FSS, that they adopt a greater determination in the completion of various projects, and that they put all their energy in the success of these project until they are fully achieved. He suggested that our members proceed in steps, according to a well thought work plan whose limit dates must be established from the very beginning of these projects, and, above all, by bearing in mind the common and fundamental goals of the CAF and the FSS.

## FINANCIAL SITUATION

The FSS Treasurer, colonel Didier Cardinal presented the past year budget which demonstrated that the FSS finances are sound and allow us to envisage the future with optimism.

The important sum invested in the project of the paintings donated to the FSS by Roy Grinnell is already compensated by 77%, and this, in a bit less than 5 months. Our Squadron needs to sell another 22 prints based on these paintings, and the following sales will be all profit, a target that should be reached within weeks, as long

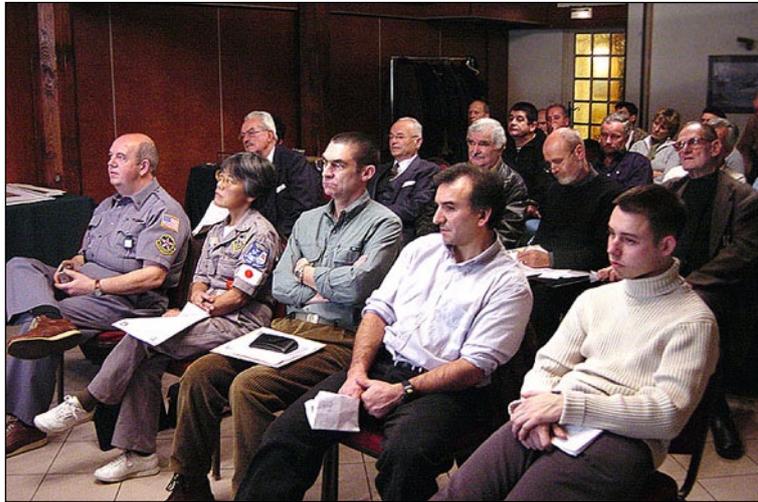


Photo B. Delfino

as our members purchase these prints themselves or sell them to their friends.

Our President took this opportunity to underline the fact that the purchase of these splendid prints is, in fact, a donation to our L Bird project, with the advantage of keeping a material souvenir of this generous gesture in the form of a piece of art whose value can greatly be increased by the signatures of WWII veterans, for those who buy the signed prints.

#### FSS P.X.

Colonel Fumiko Delfino described the general tendency of the P.X. sales, and, in particular, the T shirts that we can easily manufacture using a simple printer, some transfer sheets, and an iron. However, she highlighted the fact that it is difficult to keep a stock in various sizes, especially for children. The possibility to purchase a professional press was suggested, but it was immediately rejected because of the high cost of this equipment. In addition, since the FSS P.X. is not a professional shop but a simple Squadron activity which is only there to help the general running of our Squadron, this suggestion was definitely rejected.

Our Leader highlighted the efficiency of the system which allows any member who wishes to help the L Bird acquisition, but do not have the cash flow to do a direct donation. These members can donate any aviation-related articles to the P.X. which sells them and put this money into the L Bird budget under the donor's name. Despite the difficulties of controlling these donations, the revenues are high and have allowed many members to become Sponsors of our future airplane without spending a single centime.

#### PROJECTS COMPLETED SINCE THE 2001 G.A.

Bernard emphasized the usefulness of the monthly meetings organized by our members in the South-West of France, which give to this group an efficient cohesion. This has, no doubt, played a great role in the successful accomplishment of the Mission 441 project, and it will soon do the same for Jacques Leroux's book which will describe this mission.

The project of the paintings donated to the FSS by Roy and Irene Grinnell, is another success which will soon result in substantial profits that will be transferred to the L Bird project. But our friends' generosity does not stop there since they just gave the Squadron 70 prints produced by other artists. These include prints, posters, drawings, and three books written by Pierre Clostermann. These books were auctioned during the General Assembly. One of them found a buyer after a loyal "fight" between two of our members: A splendid 1948 original edition of "The Great Show". Finally, Irene and Roy also



Left to right, three members of the FSS Board of Administration: Eric Ducreau, Didier Cardinal, and Claude Requi, taken during our General Assembly.

Photo B. Delfino

donated the FSS a rare edition, almost impossible to find today, of a book that includes all the Armée de l'Air insignias.

The change over from Francs to Euros was satisfactory since last year, and the purchase of a new electrical power unit was described as an excellent idea which will greatly help our presence on next year's air shows.

The robbery that took place on our booth during the 2002 La Ferté-Alais air show was also mentioned. The reimbursement of 859,77 Euro by our insurance company MATMUT was judged as adequate since this problem has found a happy ending thanks to several U.S. residents, friends and members of the FSS. Thanks to the generosity of **Robert Collier, Craig Eaton, Rick Hudlow, George Lodge, Tom Rush, Charles Wood,** and the **Oklahoma Wing** the FSS received several items similar to those that were stolen from us. All these members and this Unit received a print of the Roy Grinnell Groupe Bretagne B26 painting as a big Thank You from all our members. These gifts were displayed during the General Assembly and received a big round of applause for such a great solidarity and generosity.



Presentation to our Leader by colonel George Lodge (On the right) of some of the items donated to our Squadron, before the start of the CAF General Assembly, prior to Airsho'2002.

Photo I. Grinnell

#### PROJECTS NOT ACHIEVED SINCE THE 2001 G.A.

The new offer made by mister Freddy Hebelinck concerning the eventual creation of an Aviation Memorial in Belgium was judged too "light" for a serious participation from the FSS. This project has, therefore, been dropped completely.

#### CURRENT PROJECTS SINCE THE 2001 G.A.

The French Veterans Heritage Book should have been one of the major points of discussion of this General Assembly, but the absence of colonel Stéphane Duchemin, responsible for this project, forced us to drop it from the agenda and postpone it to a later date.

Originally created and looked after by colonel Christian Frézard until he left the CAF and the FSS for personal reasons, the FSS Web Site has ceased to exist about a year ago. A new Site will soon be on line thanks to the meritorious work done by our Cadet, Julien Lepelletier. The latter has worked many hours since last Summer on this Site, and mister Hervé Brun of the "Store For War" shop and Web Site "Cocardes.com" will help us getting it on line. In addition, the cost for this Site will only be 1/12 of what we paid before!

The FSS participation to air shows during the on-coming season will be decided as soon as the calendar of events is published.

The group of FSS members in the South-West of France wishes to erect a monument to honor the American pilot of the Mosquito which was shot down by mistake by two Mustang whose pilots mistook it for a Junkers 188 (c.f. AIRSHOW April 2002). The cost of this monument will be shared by the towns concerned, the Association "Le Souvenir Français", and by the FSS. The amount that will be paid by our Squadron is around 770 Euro (Or U.S. Dollars). Bernard pointed out that this project fully respects the goals and objectives of the CAF, and even if this spending delays our other projects for a while, this inconvenience will be nothing compared to this pilot's sacrifice, who died for our freedom.

Cédric Malhaire was then asked to describe the situation of the help we wish to give to the Normandie Niemen Museum in Les Andelys. The directors of this Museum wish that the CAF and the FSS help them acquire a static scale 1 replica of a Yak 3, and display it on a pole, next to the Mirage III which stands before this lovely Museum.

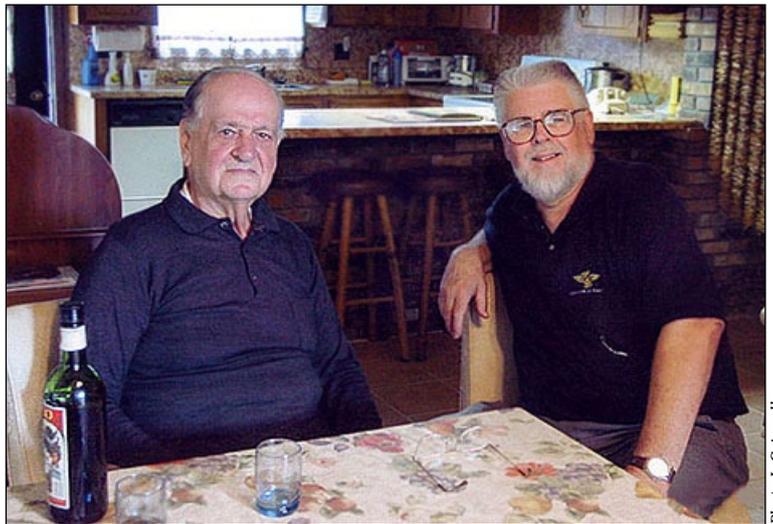
This project is part of the agreement signed between our two Associations, within the Roy Grinnell paintings project. Cédric explained that the cost of such a replica is generally around 80000 Euro (Or U.S. Dollars), whether the plane is made of metal, wood, or composite materials. The prices in various countries are approximately identical, and Cédric was pleased to meet a friend who offered to build a replica for an amount of one third of this price. The only big problem, at this moment, is to find a suitable room or workshop, but we have good hopes and reasons to be optimistic.

#### PROJECTS FOR 2003

Our Leader suggested that we could increase our participation in the CAF Annual event, AIRSHO. One of the possibilities would be the visit of three of the Aces of the Normandie Niemen Squadron: Joseph Risso, Roland De La Poype, and Marcel Albert. Mister Bob Rice declared that our Organization would celebrate them the best it could if they do come. The FSS will do all is possible to convince them to go to Midland in September 2003.

Bernard also asked Bob Rice if it could be at all possible to get a CAF aircraft assigned to our Unit. This point has been added to the agenda of the next CAF General Staff meeting.

The number of FSS members residing in the USA is 18, and they all wish to represent our Unit during CAF



Roy Grinnell (On the right) with Marcel Albert, French Ace of the Normandie Niemen, during Roy and Irene's visit at his home, in Florida. Marcel Albert kindly signed some of the prints based on Roy's painting made for the FSS.

Photo I. Grinnell

events. Bernard suggested that we should adopt a roster that would give everyone of them a chance to do so, starting with Barbara Hair who is perfectly bi-lingual. The Assembly warmly approved this suggestion, and Barbara will be our official representative in the USA for 2003.

The FSS has just received a request to participate in the commemorative ceremony, on January 15, 2003, to honor Lieutenant William Patton. Colonel Jean-Paul Merlier volunteered to organize our representative group which should include at least three or four members.

The creation of a Squadron membership card, requested a long time ago by many FSS members, is nearly there. Our Cadet Julien Lepelletier and Colonel Didier Cardinal will work together on the design and the printing of this card.

The possibility to add a fifth member to our Board of administration was suggested. This position would be held by the member responsible for the operation of the FSS aircraft. This point will be re-discussed when our Unit effectively owns an airplane.

In order to limit the cost of declaring all these changes to the authorities, they will be treated collectively. We will then have an opportunity to adopt, with the agreement of the CAF, a new name like "French Wing", as several members have suggested.

Our President also suggested the re-organization of our regional representative. He showed a map of the French regions, and asked the volunteers to put down their names. Those of our members who did not participate in this G.A. can turn to page 8 and become candidates for these positions by writing to the Board of administration as soon as possible.

The necessity to purchase a lighter tent than the one we own today was highlighted by our Leader. The latter showed a leaflet obtained from a manufacturer who agreed to give us a 15% rebate, and to become a Sponsor of our Unit. This type of tent only weighs 30 kilos. It is easily set up by two persons, and folds to fit inside a golf bag. This weight and size reduction will allow us to avoid the renting of a

van during air shows since the P.X. and the equipment can be transported inside two personal vehicles.

The articles describing the *American Aircraft in French Colors*, and those describing the *French Aircraft*, are very successful and many of our readers like them. Therefore, it was suggested to study the possibility to publish them as books that would include all of them. Made for the young readers who are fond of aviation, and presented in an A4 format like most books made for kids, these publications would include some cartoons and photos, and will be redesigned to make them fully attractive and easy to read. Their price should not exceed 8 to 15 Euro in order to make them affordable by the young ones.

The project of organizing tours of Normandy and Landing Sites is still valid. Colonel Eric Ducreau will be responsible for this organization. He will use the work already accomplished by Cédric Malhaire and will add to it his experience and his knowledge of the area. The estimate and all the other aspects of this project will be done soon, and we will be able to offer our help to our friends and CAF members who live in the USA, in the form of 8 to 10 days tours.

Colonel Claude De Marco, helped by colonel Claude Gascon, is offering to organize a week-end in Verdun for those of our members interested by a visit of the WWI battle sites in the area of this historical town. This will take place at the end of March or the beginning of April. If you are interested, please make yourself known. The use of personal cars is the best way of travelling, with 4 visitors per car. The arrival in Verdun is due on the Friday evening, with 2 hotel nights and leaving Verdun on the Sunday night or Monday morning for those who prefer to travel by day.

#### L BIRD PROJECT

This "main course" of our General Assembly was big and it fulfilled its promises. The passion of our conversations showed the importance of this FSS project, but friendship and courtesy prevailed.

Our Leader started by a reminder of the purpose of this acquisition: To honor those who fought so that we can enjoy freedom today. He also reminded us that an enquiry had been sent with the June 2002 Newsletter, so that the members who wished to be part of the team that will look after this airplane could make themselves known. If the replies received were promising, there wasn't enough of them. Our Leader asked for more team members again, stating that we need pilots, mechanics, and assistants, ready to spend at least 4 week-ends for this L Bird every year, during air shows.

The financial aspect being the most important, Bernard let colonel John Roeder explain the study he made during the past few months.

Using the projector kindly lent to us by the hotel Acadie, John started his speech with the presentation of a project for a scenario that we could use with an L Bird during an air show. This would make the display more pleasant, even though this type of aircraft is a lot more modest than a Curtiss P-40, an F-4U Corsair, or any other fighter. The pictures displayed on the screen described a show that the CAF could be proud of, using three L Birds and a few

military vehicles that would be attacked by some artillery that would be guided by these planes. Using spectacular pyrotechnics that the public loves so much would make this show very attractive. This would be the way to make the best possible use of aircraft which are not so spectacular. As for the South-West area of France, the association of military vehicles in Montbartier, who we worked with during the ceremonies of Mission 441, would be too happy to participate with its numerous vehicles.

The members present were very interested by this idea which is the very first material demonstration of a possible use of our future plane: New horizons were opening up, and we were not talking of some remote theory any longer.

John carried on by the explanation of the budget he had drawn with the help of colonel Michel Perrin. His speech had two different aspects: The purchase of the aircraft, and the budget required for its use every year.

**PURCHASE OF THE AIRCRAFT** - The rate of the donations, although exceptional, is still insufficient for a purchase in a short term. Therefore, several solutions were proposed to speed up the increase of our savings to the amount necessary for this purchase:

- Up-Front money for accelerating the purchase of the L Bird: Half way between money lent and a donation, the money that would be advanced by members who can afford it, could be as high as 3000 Euro, and be reimbursed at a rate of 5% per year, or 150 Euro.
- FSS Life Membership: Suggested as the equivalent of 14 years annual dues, 700 Euro, this money would, exceptionally, be used for the purchase of the L Bird. This very attractive idea had an immediate success since 4 members decided to adopt it. The number of these Life Memberships is limited to 5 so that the Squadron's budget is not harmed too much, a budget that will be amputated of 5 x 50 Euro every year. One more member can become an FSS Life Member this year, and one more Life Membership will be granted each of the following years. Should several members wish to go that way, a draw from the hat will tell who will be selected.
- Creation of an L Bird Club whose members would pay 30 Euro in addition of their normal FSS dues, bringing it to a total of 80 Euro. This money would be dedicated to the purchase of the plane for the first year, and to help with the normal operation of the L Bird the following years.

**OPERATIONAL COST** - The operational cost of an aircraft of the L Bird type is estimated at about 7700 Euro, including the constitution of some savings which would be used in case of a serious problem, like, for example, an engine change.

- Help from the P.X.: It is quite probable that some of the P.X. annual revenues will be used for the operation of this plane, around 840 Euro.
- L Bird Club: See above.
- Donations: The fact that the L Bird is purchased should not stop our members from donating money to this project. The amount of these donations is difficult to estimate at this time, and this money will simply be added to the L Bird budget for future purchases of equipment or repairs.
- Flying Sponsors: Based on the same principle as the CAF, the Flying Sponsors are members - pilots or passengers - who will accept to pay a sum of 300 Euro per year



Photo C. Tournemine

Another part of the participants to the General Assembly. From left to right and from the front row to the rear: Janine and Henri Bourrassier, Guy Bortolus, Lucien Goubard, Claude De Marco, Alain Quesney; Bernard Violette, Patrick Pierre-Pierre, Marcel Ruppert, Claude Gascon; Jacques Leroux, Mr. & Mrs. Vesine, Gilles Avenel, Roger Gouzon, and Christophe Bastide.

(Annual dues included), and will get the honor and top priority to fly this plane. This annual donation will not stop them from participating to the normal running cost by means of the payment of an hourly rate.

- Other Sponsors: External potential Sponsors will need to be asked for any help they can give our Squadron, like gifts of gasoline by fuel companies. Impossible to estimate today, this help would be used to reduce the operational costs of this plane.

**ANNUAL OPERATIONAL COSTS** - Despite our lack of experience in this matter, John was able to precisely estimate the annual costs involved for this aircraft. These costs include:

FIXED COSTS:

1- Hangar	1372 Euro
2- Maintenance + Savings	1067 Euro
3- Insurance	3160 Euro
4- Veritas	285 Euro
5- Taxes (ATC)	12 Euro
6- CEIR B Radio	120 Euro

VARIABLE COSTS:

1- Gasoline	1280 Euro
1- Oil	146 Euro

Annual total 7320 Euro.

This detailed study also included an estimate for the years to come, materialized by curves which clearly demonstrated to the Assembly that a total of only 50 flying hours per year would limit our chances to fly this plane to a maximum of 36 months. Increasing the annual flying hours to 100, of which 50 would be used for training and pleasure, would allow for an unlimited operation.

The discussions triggered by these facts and figures was lively and useful for our Squadron which is finally facing reality.

Our President summarized the situation and suggested the creation of an L Bird Committee comprising the 4 members of the Board of Administration, and 4 other FSS members. This suggestion was unanimously adopted by all the members present, and volunteers were requested on the spot. This Committee is therefore composed of the Board of Administration (B. Delfino, C. Requi, E. Ducreau, and D. Cardinal), and colonels John Roeder, Gilles Avenel, Michel Perrin, and Patrick Pierre-Pierre. Our Leader then asked if some members wished to

become FSS Life Members. Four hands were raised, those of colonels John Roeder, Gilles Avenel, Patrick Pierre-Pierre, and Bernard Delfino. There is one more position available for this year. The total amount of these 4 Life Memberships at 700 Euro is today 2800 Euro which have been added to the total of the donations already collected (See the L Bird "thermometer" on the last page).

Colonel Claude Requi then asked for the members' attention and presented the picture of a Piper Cub which has been for sale for the past four months. Since it did not find any buyer, the sell price of 29000 Euro has been dropped to 26000 Euro. Claude asked all the members to consider the purchase of this plane very quickly because it seems in a good state. However, the engine has 356 hours left until its replacement, about 5 or 6 years of operation before it has to be overhauled which would cost, today, around 12200 Euro.

The opinion of our members varied because of the suddenness of this offer, and the necessity to find, in 5 or 6 years, the amount required by this overhaul. The lack of figures concerning the airframe life, as well as the general state of this aircraft, caused the assembly to asked the newly formed Committee to find out more information before any decision is taken. The members of the Committee accepted and added that they would make all the necessary efforts to find more precise figures, and improve John's budget project.

Time was flying. Our Leader decided to close this passionate subject. In conclusion, he reminded everyone that finding these figures would require time, that the team in charge of our future aircraft is not yet formed, and that if this project is important, it should not stop all the other Squadron activities.



Photo M. Perrin

An Award is granted to colonel Christophe Bastide for his initiatives.

He then moved on to the next subject which is the FSS Awards for the most meritorious members of the passed year. The happy winners are:

**Col. Christophe BASTIDE**

For his efforts of promotion of the CAF and FSS in his area, materialized by the presence of a booth in two shows in the city of Poitiers. One about models, and the other about collections of all types. The amount of work

he produced on these two occasions is an example of the type of initiatives that our members can take, in collaboration with our Unit Board of Administration, initiatives which always have a good influence on the popularity of the FSS.

**Cadet Julien LEPELLETIER**

For his efforts in re-constructing a Web Site for the FSS. Despite his school work, Julien spent many hours on the creation of a new FSS Web Site. Julien is, for all of us, an example of the tenacity and the enthusiasm that we must all have for the CAF and the FSS. Thanks to his silent work and his tenacity, our Unit will soon have a Web Site of the quality our Organization deserves.

**Col. Roy GRINNELL and Irene GRINNELL**

For their exceptional generosity materialized by multiple gifts to our Unit during the past year. For their help of all types to our Squadron. For their respect and honor of French aviators, in the form of three paintings representing French Units or aircraft, greatly enhanced by the signatures of several veterans.

**Col. Robert COLLIER, Col. Craig EATON, Col. Rick HUDLOW, Col. George LODGE, Col. Tom RUSH, Col. Charles WOOD, and the OKLAHOMA WING**

For the generosity they demonstrated to the FSS when they donated a complete WWII pilot equipment to replace the one that was stolen from the FSS during the La Ferté-Alais air show in 2002. The sum of patience, work, time, and efforts dedicated by our friends to find and obtain

these flight gear items is only equalled by the generosity shown by these CAF members for the FSS.

All these well-deserved Awards received a long round of applause. Then the assembly carried on with the direct vote for the replacement of our Leader. Only one candidate stepped forward for this election: Our current Leader.

The meeting was closed and the P.X. opened to start its sales, followed by the traditional and excellent FSS annual diner.

The "survivors" got together again the following day for a visit to the Museum in Le Bourget, and a lunch in a restaurant in Tremblay before everyone got back home.

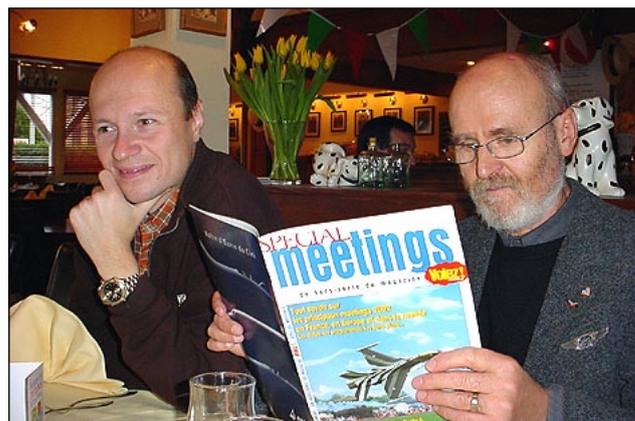


Photo A. Quesney

François Brévot and Claude De Marco during the Saturday lunch.

## REGIONS OF FRANCE

### FSS REPRESENTATIVES

As part of the re-organization of its representation in France, the FSS needs to know the name of members who are interested to adopt a position of Regional Representative. Colonels and Associate Members are eligible. Their tasks will be as follows:

- To recruit new members
- To find Sponsors.
- To maintain good relations with the aircraft associations of their area, as well as the local Press.
- To sell the FSS posters and prints.
- To organize visits by FSS members in their area.
- Etc...

These tasks will be carried out in close collaboration with the FSS Board of Administration which will supervise them. Two of these positions have been allocated: The "Centre" by Christian Tournemine, and the "Poitou-Charentes" by Christophe Bastide. We thank the members of the other areas to make themselves known as soon as they can.



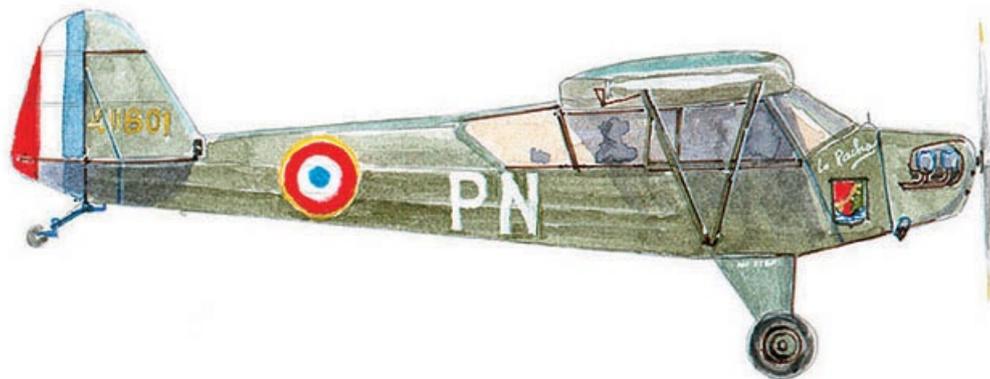


## American Aircraft in French Colors



# PIPER L-4 GRASSHOPPER

By Colonels John P. Roeder and Michel Perrin



The L-4 was the military variant of the popular Piper J3 Cub. In 1941 the US Army, besides similar aircraft from Aeronca and Taylorcraft, evaluated it as a light plane for front-line liaison, artillery spotting, staff communication and observation duties in direct support of the ground forces.

Known as Grasshoppers these small and cheap two-seat, high-wing monoplanes with their 65 hp Continental engines performed extremely well.

With 5,671 built, the L-4 became the most produced of all the so-called L-Birds. It first saw combat action during the allied landings in North Africa in November 1942.

One hundred and twenty four L-4s were supplied through Lend-Lease to the Free French Forces in the 1943-1945 period.



Photo B. DeJfino

The type was used by the three services (Air Force, Army, and Navy) for liaison and observation purposes. As such it participated in the North African and European campaigns wherever the re-established French forces were engaged.

Its operational career

ended with the Indochina conflict in 1954.

The L-4 was a tough airplane of simple construction, easy to fly, and it required little maintenance. Due to the design of its divided type landing gear with rubber-cord spring, pilots however had to mind bumps when landing. Also, since there were no flaps, slipping was the only way to steepen the approach at landing.

The L-18 of 1949 was a development with a 90 hp Continental with enclosed cylinders and landing flaps.

This was followed by the L-21 with 125 or 150 hp

Lycoming from 1952. Three hundred and twenty four L-18s and L-21s were supplied through the Mutual Defense Assistance Program (MDAP) to France in particular for its Army Light Aviation Service (ALAT), the last being phased out in the 1960s.

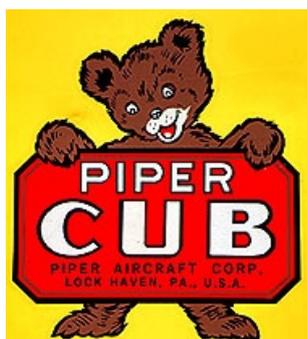
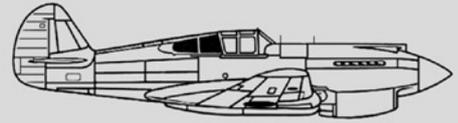


Photo B. DeJfino

### DATA TABLE - Piper L-4 Grasshopper

Description: Two-seat Liaison and observation aircraft  
 Pilot and observer in tandem  
 Propulsion: 1 x 65 HP Continental O-170  
 Wing span: 35 ft 3 in (10,74 m)  
 Maximum weight: 1219 lb (553 kg)  
 Maximum speed: 85 mph (137 km/h)  
 Cruise speed: 75 mph (121 km/h)  
 Range: 190 mls (305 km)  
 Service ceiling: 9301 ft (2835 m)  
 Armament: None

# What's New?...



## NEW ADDRESS

Our friend, painter, and Colonel Jean-Claude PETIT has moved. Thanks for amending your phone-book:

Jean-Claude Petit  
Maison Harnaberria  
Rte de Bidarray  
64 250 LOUHOSSOA  
Tél: 05 59 93 33 00  
Mobile: 06 81 03 97 45  
Email: <j.c.petit@wanadoo.fr >

## DIGITAL OR ANALOG PICTURES?

Many of you made suggestions to the question that was asked in the October issue of our Newsletter. It asked which one, or which ones, of the printed pictures had been taken with a digital camera.

Only one of our members found the right answer: Col. **Jean-Christophe Debuissou**, who suggested that the P-40 was the only analog picture. Bravo Jean-Christophe!

You can test yourself by reading last month issue of our Newsletter and observing the numerous pictures that illustrate our report on Airsho'02, and find out which of these images are analog or digital pictures.

The answers are on the last page of this issue. Do not cheat please!...

## HELP TO THE L BIRD PROJECT

The month of December brought us some good surprises, and we thank those who made a donation to this project for their generosity, be it a direct donation or articles that will be sold by our P.X.

The members concerned are: Giovanni Comis, Roy Grinnell, Jean-Paul Merlier, Ron Wesp, Fumiko Delfino, Yves Donjon, Michel Perrin, and Louis-Jean Gioux.

Thanks to their donations, our project of acquiring an L Bird aircraft has made a big step forward. A big THANK YOU to all our friends.

## FSS LIFE MEMBERSHIP

As you read in the report of our Annual General Assembly, the latter took the decision to create 5 positions of FSS Life Members, with a unique payment of 700 Euro equivalent to 14 years of 50 Euro annual dues. Four of these positions have been taken by colonels John Roeder, Gilles Avenel, Patrick Pierre-Pierre, and Bernard Delfino.

If you too wish to adopt this advantageous Life Membership, please contact the FSS Headquarters. Should several members be interested, one name will be drawn from a hat. The others will have to wait for 2004 because one more position will be opened every year.

## WELCOME GUY BORTOLUS

Colonel Henri Bourrassier recommended our new member, Colonel Guy Bortolus who we had the pleasure to meet during our General Assembly on November 23.

Guy is a young man aged 82 who surprised everyone with his look and vivacity. He is married and he is the father of three daughters.

Having spent a great part of his childhood in the North of France, in the town of Boussois sur Sambre, Guy enrolled in the Armée de l'Air in February 1940 in the Technical School of Rochefort sur Mer, 4th Company Breguet 695.

In September 1940, he was posted to the Repair Workshops of the Armée de l'Air in Clermont-Ferrand (which since became the Aeronautical and Industrial Workshops), where he spent his career until 1983. He became a Division Engineer for Aeronautical Studies and Manufacture, and was, amongst others, responsible for the Radio-Navigation Department.



With a diploma of Experimental Flying Engineer number 175, he flew 52 different aircraft types, from the Piper Cub L-21 to the Mirage III, including the F-100 Super Sabre, totalling 6500 flight hours. He received the Aeronautical Medal and the Grade of Officer in the "Ordre National du Mérite".

Member of several associations, including the Vieilles Tiges and the veterans of the l'EPNR-Istres, Guy is also a member of the Auvergne Aero-Club. His job made him travel a lot to various countries like Morocco, Algeria, Germany, the USA, Italy, and Polynesia. He was also the Mayor's deputy of the town of Pont du Château for 30 years.

A splendid career that makes him an important member of the FSS. Welcome to the CAF and the FSS Guy!

## URGENT CALL FOR PILOTS, MECHANICS, AND ASSISTANTS

Our General Assembly gave us a chance to discuss the creation of the team of members who will be responsible for our future aircraft.

The number of replies to the June enquiry being insufficient for this future team, we reiterate our call for those who did not bring enough attention to this enquiry.

If you are a pilot, a mechanic, or if you would like to give a hand, you need to contact the FSS Headquarters and colonel Claude Requi so that they can add your name to the list. The only condition to fulfil, is to promise to give 4 to 6 week-ends of your time, every year, to look after this plane.

The formation of this team has top priority and is target number 1 before we can purchase this airplane. We thank everyone for their dedication to this project.

### CAF NAME TAG

Those of our members who paid their annual dues to the CAF, but have not yet received their new name tag marked "Commemorative Air Force" must make themselves known as soon as possible. Thanks for writing to the FSS head office:

CAF - FSS  
19 rue de Cannes  
93600 AULNAY SOUS BOIS  
email: < bdelfino26@aol.com >

### FSS L BIRD COMMITTEE

This Committee was formed during our General assembly in view of the L Bird purchase. Composed of 8 members, this group is already at work to make a full study of the necessary budget for the purchase of the plane and for its operation. The members concerned are the 4 members of the Board of Administration and 4 other FSS members:

Bernard Delfino (Unit Leader) < bdelfino26@aol.com >  
Claude Requi (Adjutant) < claude.requi@wanadoo.fr >  
Eric Ducreau (Secretary) < edducreau@aol.com >  
Didier Cardinal (Treasurer) < delta.charlie@wanadoo.fr >  
John Roeder < jaroeder@wanadoo.fr >  
Gilles Avenel < gavenel@hotmail.com >  
Michel Perrin < mmperrin@free.fr >  
Patrick Pierre-Pierre < patp-p@wanadoo.fr >

The Committee started its work and showed a cohesion which will ensure the success of this project.

### COMMEMORATIVE CEREMONY FOR LT. WILLIAM W. PATTON

On January 15, 2003, in Longueville in the North of France, the FSS will represent the CAF during the anniversary ceremony that will honor Lieutenant William W. Patton who was shot down in his P-51 Mustang on January 15, 1945. Colonel Jean-Paul Merlier has been asked to organize the FSS delegation. If you wish to participate in this event, please contact Jean-Paul at:

Col. Jean-Paul Merlier  
17 Rue du Val de Loire  
78310 MAUREPAS  
Tél: 01 30 50 26 11  
Email: < Odile.Marantz@wanadoo.fr >

### VISIT OF THE 1914-1918 VERDUN SITES

Colonel Claude De Marco, helped by colonel Claude Gascon, will organize a group visit of the 1914-1918 battle-fields around Verdun, towards the end of the Winter period.

The trip to Verdun will be done using personal cars, and grouping 4 members in each car will reduce this cost. Claude will book the hotel reservations in due time. You will need to arrive on the Friday evening, and go back either on the Sunday evening or the Monday morning. Please contact Claude at:

Claude De Marco  
01 Chemin du Décauville - 55430 - BELLEVILLE  
Tél: 03 29 84 29 87  
Email: < claudik@wanadoo.fr >

### THE MESSERSCHMITT 262 IS BACK AND READY TO FLY

The photos illustrating this text show the first Me 262 which was built by an expert group working under former Boeing engineer Bob Hammer at Everett's Paine Field (Wash.).



Four more of these airplanes are in the process of being completed by the group. Except for their engines and avionics all aircraft are almost exact replicas of the sensational WWII Me 262, which was the first operational jet fighter in the world.

On 29 November 2002 the first aircraft dubbed «White One» was airborne (see picture). It was but a jump over some 1000 ft and the aircraft reached an altitude of only 20 ft, but this was enough to give test pilot Wolfgang Szaia a good first feel of the behaviour of the aircraft in the take-off phase. Now the aircraft is ready for its first official flight, which should be announced shortly.

The program will definitely end with Airplane No. 5, some 10 years after it was launched. «White One» has been bought by the American Louis Werner and the second aircraft by the Messerschmitt Foundation in Munich (Germany).

The latter will find a permanent home in the Flying Museum of the Foundation at Manching besides two Me 109s, one Me 108, one HA 200, one 1925 M 17 (under construction) and one HA 300 Mach 2 fighter (not flyable).

CAF/FSS Colonel John (Jean) P. Roeder became involved in the Me 262 project in cooperation with the Messerschmitt Foundation in October 1993. John will be pleased to answer any questions our members might have on this fascinating program.



Photos courtesy of stormbirds

Web site < <http://www.stormbirds.com> >

## 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: € 15,00 P & P inclusive.

## ANSWER TO THE COMPETITION ANALOG OR DIGITAL?...

None of the pictures published with the report of Airsho'2002 (November Newsletter) are analog! The author decided to go for an "all digital" equipment before his trip to Midland.

## CODE NAME ALPHA 2002 • December 2002

♣♣ Guy BORTOLUS (Henri BOURRASSIER) ♣♣

Recrutements Hors Code Name Alpha:  
Patrick GREMEZ (Associate Member)  
Dominique ROYER (Colonel)  
Alexandre TREVISAN (Colonel)

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Unit Leader: Col. Bernard DELFINO  
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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 - NOVEMBER 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	2268.40	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	490.70	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	85.08	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	341.16	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	699.80	140000	21343
Christian FALENTIN	152.45	135000	20581
Christian TOURNEMINE	86.72	130000	19818
Didier CARDINAL	173.12	125000	19056
Louis-Jean GIOUX	150.80	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	305.16	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	187.85	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		
Isabelle LESSER	99.09		
Roy GRINNELL	916.20		
Alphonse THIRY	68.11		
Semaan SOUEID	50.00		
Hank POTTER	100.00		
Claude DE MARCO	14.60		
Dominique ROYER	21.80		
Regis URCHLER	175.77		
Michel PERRIN	4		
Guy PERRIN	30.00		
Événements FSS	306.29		
Life Membership FSS	2300.00		
Intérêts Bancaires Annuels	1035.48		
<b>TOTAL</b>	<b>28794.58</b>	<b>(188880.08 F)</b>	