



Airshow



Bulletin mensuel du French Supporter Squadron de la Commemorative Air Force

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Editorial

Xmas is almost there and, like every year, it makes me think how fast time flies!... Xmas is a time for festivities, presents, and good meals taken with our families. But this month of December is also a symbolic time when everyone of us secretly looks back at the past twelve months, and counts his personal achievements during that period.

Our Unit and its numerous activities give us this chance to be creative and to achieve something good while helping people around us.

In 2003, the participation of our members to the Unit's activities has been stronger than ever before, and I thank all our members for finding the time to help the CAF and the FSS one way or another.

There are so many of you that it's impossible to draw an exhaustive list in such a restricted space, but I sincerely thank all of you from the bottom of my heart. As for those who did not have the possibility to participate as they had wished - mostly, unfortunately, because of very serious, and often dramatic, personal problems - I do hope that next year will be a lot better for them.

Finally, I want to celebrate the anniversary of the Wright brothers' first flight. One hundred years ago, these two daring aviators (They did not know then, that they would be called aviators), managed to accomplish a powered flight, shorter than the wingspan of a Boeing 747.

This exploit was the beginning of a fantastic story which carries on today, a story that all the members of the Commemorative Air Force are part of a story that could be called "The Wright Stuff".

It does not matter if this first flight was done by Clément Ader or the two passionate and crazy brothers. MAN has been flying for a century, and that's all that counts.

Happy Anniversary Orville and Wilbur! And a Merry Xmas to all!

Bernard

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2003 GENERAL ASSEMBLY

AN EXCELLENT PARTICIPATION AND CONSTRUCTIVE DISCUSSIONS ABOUT THE MOST IMPORTANT POINTS RELATED TO OUR UNIT TURNED THIS EIGHTH GENERAL ASSEMBLY INTO A GREAT SUCCESS.

Joyeux Noël

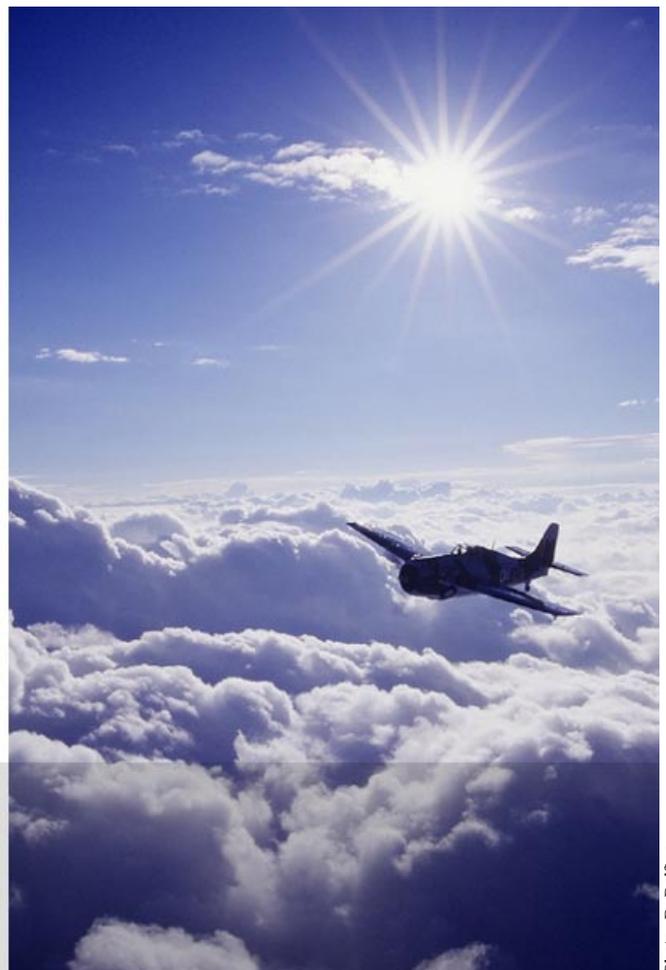


Photo: B. Delfino

FAREWELL TO THE "FRENCH SUPPORTER SQUADRON", AND WELCOME TO THE "FRENCH WING"!

EIGHTH ANNUAL GENERAL ASSEMBLY OF THE FRENCH SUPPORTER SQUADRON

Text and photos: B. Delfino

Let's say it straight away: This eighth General Assembly of the French Supporter Squadron was a great success for many of our members participated, and it allowed us to adopt all the projects that were on the agenda.

The main point of this meeting was, no doubt, its constructive aspect: The seriousness of the discussions, the serenity that prevailed during the afternoon, and the professionalism shown by all participants. They were the ingredients of this successful recipe.

The members who attended this meeting were: Gilles Avenel, Dominique Baudrillart, Guy Bortolus, Damien Bourgaux, Henri Bourrassier and his friend Jeannine Dumas, Dider Cardinal, Fumiko and Bernard Delfino, Stéphane Duchemin, Eric Ducreau, Claude Gascon, Roger Gouzon, Cédric Malhaire and his companion Gaëlle, Jean-Claude Miniggio, Michel Perrin, Guy Perrin, Jean-Claude Petit, Bernard Pieracci, Patrick Pierre-Pierre, Frédéric Pollicella, Alexandre Trévisan, David Price, Jean-Pierre Vésine, and Bernard Violette.

The assembly was happy to welcome mister **Guy Fourdrain**, President of the *Piper Club France*, who took this opportunity to suggest an active and increased cooperation between our two Associations.

The reason for his visit was, other than the pleasure to meet the members of our Unit (Itself a member of the *Piper Club France* for a few years), a project of a group visit to Midland for Airsho 2004. All our members were pleased about this idea which will be studied in great depth between our respective Boards of Administration.

Such an opening towards the members of an Association as active as this one is a great chance for the CAF and for our Unit. Both entities will benefit from such a positive cooperation.

In addition, we recently received some technical help about the Piper Cub aircraft, from the *Piper Club France*. This help was such that it will be a pleasure to help the leaders of the Piper Club France and all its members in return.

The first noticeable change, in the way we ran this General Assembly, was a "computerized" presentation, thanks to a video projector that colonel Eric Ducreau managed to borrow for the day. This modern and very friendly equipment helped everyone realize the evolution of our Association during the past year, and better understand all the points that were discussed.

INTRODUCTION

The meeting started by the already too long list of our Unit members that disappeared since it was formed. The pictures of our friends Lewis Bateman, George Hill, Hank Potter, Alain Quesney, Jean-Paul Merlier, and Daniel Sauvage appeared on the screen, which helped every participant to collect himself and honor those who we dearly miss.

This sad subject was ended by the latest news received from colonel Claude Requi whose wife, Paulette, suffered a brain haemorrhage mid-November, while they were in their apartment in Florida.

It was also announced that colonel and Senator Ernest Cartigny, had just been admitted into the Val de Grâce hospital, following a rather serious heart attack, and the illness that stopped colonel and Honorary President Michel Cahiez, as well as colonel Alphonse Thiry, from joining us.

The assembly unanimously sent their best wishes of a prompt recovery to all these friends, hoping for the end of this dark period that our Unit is currently going through, the darkest since its creation.

The very first item on the agenda was the authorisation that was recently given to our Unit by the CAF, to change its name from **FRENCH SUPPORTER SQUADRON** to **FRENCH WING**.

After some brief explanations, the members raised hands and voted to approve this change in



name. The result was a 100% vote for this change. Therefore, the FSS becomes the **FRENCH WING**. This change will soon be officially declared to the Prefecture, and will appear in the *Journal Officiel* in a few weeks time. (Note: See also the article in "What's New?" page 12 of this issue).

These news will definitely please all our members who have been asking for such a change for many years.

The meeting carried on with the introduction of the members of the Board of Administration and everyone present in the room.

COMMUNIQUÉS

Some friendly messages from various members who could not make it to the GA, in particular, a message from our good friend colonel Jim Adams and his wife Terry, in Midland:

Jim and Terry invite any member of our Unit who might travel through Midland - outside the Airsho period - to stay with them. This generous offer was highly appreciated by everyone, and we thanks Jim and Terry for their friendship for our Wing and its members.

A letter from colonel Michel Cahiez, Honorary President of our group, apologising for not being there due to some serious health problem, impressed the assembly.

Finally, a letter, written in perfect French, from colonel Barbara Hair pleased all our members who applauded Barbara and her husband, colonel Aubrey Hair, for the good work they accomplished during the passed year. To this date, they allowed us to recruit 13 new colonels.

This round of applause accompanied a collective request to remain our ambassadors in the CAF for 2004. (Note: This request was quickly and warmly accepted by our two friends, two days later, via email).

MORAL SITUATION

The moral situation of our Association is excellent, and the leaders of the CAF expressed their satisfaction for our progress during the past year, like the CAF Executive Director, mister Bob Rice did during our visit to Airsho 2003.

The most significant and positive fact for the past year is the very good participation to all our Unit activities (Articles and illustrations for the Newsletter, recruitment of new members, airshows, PX, tasks to be accomplished, historical research, participation to Airsho in Midland, financial gifts, sale of the Grinnell prints, purchase of the Piper Cub F-GHLQ, maintenance of this plane, van, etc...). All these activities allowed a maximum number of members to actively participate in the life of our Unit.

A year ago, the members of the Board of Administration asked all our members to spend a bit more time for the CAF and for our Unit. Today, we are pleased to say that this call was heard loud and clear. Therefore, they congratulate all our members very warmly for the efforts that were made in that direction. The purchase of our Piper



Cub and the excellent level of recruitment reached over a few months, are the key points that make our Unit one of the best in the whole CAF. A big BRAVO to all!

FINANCIAL SITUATION

The presentation of the finances by the Finance Officer, colonel Didier Cardinal, demonstrated the sane financial situation of our Unit. Positive on all points except on the Jean Bellis posters, the accounts are in a very good state, thanks to the outstanding generosity of all our members during 2003. The Jean Bellis project only needs the sale of 18 posters to join the positive accounts, which should not take long.

Those of our Wing members who would like to receive a copy of this financial statement for 2003 can ask colonel Didier Cardinal for it. Didier will be too pleased to send you this document and any other information that you may require.

An unbelievable event took place during this General Assembly: Thanks to a P.X. Article purchased by one of our members, the amount of money collected for our L Bird reached the target of 38112 Euros (250.000,00 Francs), decided four and a half years ago, on the very day of our General Assembly!... No matter how hard we could have tried to organize this coincidence, we would have never been able to do this.

CURRENT & ACHIEVED PROJECTS

TOULOUSE AREA

The group of our members in the Toulouse area is as active as before. Our friends have monthly meetings which help them review the projects they adopt on a regular basis. Today, these projects include:

- The book that will tell the story of "Mission 441", written by our historian, colonel Jacques Leroux.
- The donation of Herb Wilson's uniform to a local Resistance Museum.
- The erection of a monument in the area of Pujaudran to honor the American pilot who died in the attack of his Mosquito by two Mustang, a dramatic story that was told in our April 2002 Newsletter. The cost of this monument will be shared equally by the Association "Le Souvenir Français", the French Wing, and the Mairie of Pujaudran.
- The making of a book that will be composed of the articles written by colonel John Roeder, translated by colonel Michel Perrin, a book that will be illustrated by the Jean Bellis paintings.

This group of members has just increased by two persons since our friends colonels **Jean-Pierre Vésine** and **Dominique Baudrillart** took the opportunity of this General Assembly to announce their recent moving to the Toulouse area. Their new address is:

15 Rue du Levant
32600 L'ISLE JOURDAIN
FRANCE
Tél: 05 62 07 79 98

This increase in numbers is a chance that our Toulouse friends must grab to increase their activities which have always fully respected the goals of the CAF and our Wing.

ROY GRINNELL

The Roy Grinnell project is a great success since, in a year time, the cost of this operation has been totally compensated by the sales.

Roy donated the painting of the Corsair F4U7 during Airsho 2003. It is ready to be printed with the same quality as those of the Groupe Bretagne and the Normandie Niemen. We are waiting for the effect of the subscription that was started last month, to start the printing process. **Editions d'Along** will soon publish a book about the French Aéronavale Corsair aircraft, which will include the announcement of this subscription and a picture of the painting.

P.X.

Two members of our Unit donated an excellent quality tent, light, easy to stow, and a lot easier to set than the previous one. This equipment was appreciated by everyone during the 2003 airshows since it gives us a proper booth and a useful private compartment.

Colonel Christophe Bastide has donated two four-meter high, telescopic aluminium flag poles which will replace the ones used until now.

Colonels Fumiko and Bernard Delfino have acquired a van that they make available to our Unit, and colonel Roger Gouzon has done the same with his garage which now shelters this van when it is not used.

Finally, colonel Hervé Cherry has donated various items including a leather jacket which he improved by a painting of the Spirit of Lewis. If this article offered for sale at 160 Euros did not find a buyer straight away, it seems that one of our members is very tempted to purchase it... To be continued...

AIRSHOW PARTICIPATION

Colonel Jean-Claude Miniggio took the opportunity of the Haguenu airshow to fly in with his splendid Morane 315, as well as colonel Gilles Avenel with his Jurka Scirroco, and colonel Nicolas Libis with his glider.

The participation to these events was excellent, and we thank all the members who managed to spend some of their personal time for them.

ORGANIZED TOURS

The visit of Verdun and its 1914-1918 sites, organized by colonel Claude De Marco, who was helped by colonel Claude Gascon, was a real success, and we congratulate them.

RECRUITMENT

Thanks to Operation Code Name Bravo, to the efficiency of colonels Barbara and Aubrey Hair, our Unit managed to recruit 13 new colonels, and has allowed the upgrade from Associate Member to colonel of two of our members. A new Cadet and a new Friend of the French Wing were also recruited in 2003.

(Note: We remind everyone that this Operation Code Name Bravo will stop on December 31, 2003. Therefore, if you know about some potential members, please invite them to apply before this date!).

VARIOUS TASKS

The reaction to the publication of the numerous tasks that need to be carried out for our Association was fast and positive. Many of these tasks were efficiently accomplished as per the published time scale.

Let us quote, as an example, colonel Claude Gascon who printed hundreds of labels for our Unit mailing, in only 2 days, colonel Stéphane Duchemin who purchased and donated a trunk which contains all the utensils necessary for our meals on the airfields when we attend airshows. Many other members helped with multiple other tasks: Jean-Paul Merlier, Jean-Christophe Debuissou, Eric Ducreau, Roger Gouzon, Hervé Cherry, Patrick Pierre-Pierre, etc...

A lot of work is still to be performed, and we call for the help of all willing members.

FRENCH VETERANS HERITAGE BOOK

Colonel Stéphane Duchemin told us about the latest progress of this big project. The translation of this book remains the biggest problem, an arduous and difficult task.

FRENCH WING WEB SITE

This project is being accomplished by our Cadet Julien Lepelletier who has, before all, to concentrate on his school exams (Baccalauréat). He is doing all he can to reach this target, but he needs plenty of time.

PIPER CUB

The importance of this subject asked that we would spend the greatest part of this meeting, which was done as the last item on the agenda.

PROJECTS FOR 2004

MEMBERSHIP CARDS

This project was delayed because, many more important others called for all our attention. We will try and solve this problem during the on-coming year.

ORGANIZED TOUR IN NORMANDY

Colonel Eric Ducreau generously offered to organize a tour of the Normandy Landing sites, no later than May 2004, since the celebrations of the 60th anniversary of this event will stop any initiative during the month of June. In addition, the airshow season will start with La Ferté-Alais and will carry on throughout the Summer.

Eric is offering to do a 3 days tour, arriving in the area of Honfleur on Thursday evening.

Three days being a relatively short duration, the visit of these historical sites will be simplified but will still include the places that one must see: The beaches, Pegasus Bridge, Sainte Mère l'Église, the American cemetery, etc...

Colonel Gilles Avenel spontaneously offered to give pleasure flights to those who would like to fly over the landing beaches. He will only ask for the price of the gasoline, money that he will donate to the Piper Cub budget. Considering all the complications of such an organisation, we estimate the number of possible flights between 6 and 8 during this Thursday. Those who are interested by this flight aboard Gilles' Jurka must arrive in Honfleur on the Thursday morning, on an airfield that Gilles will choose in due time.

USA FRENCH WING REPRESENTATIVES

As mentioned at the beginning of this report, colonel Barbara Hair has already accepted to stay our Ambassador for the on-coming year. We thank her for such a generous offer while hoping that she and her husband will soon be able to visit France.

Colonel Jim Adams is now our "Intelligence Agent" (# 001!...) in Midland and we thank him for his spontaneous help.

AIRSHO 2004 PARTICIPATION

The presence of our friend **Guy Fourdrain**, President of the *Piper Club France*, gave our General Assembly and our future visit to Midland for Airsho 2004, a very special aspect.

Mister Guy Fourdrain will suggest the members of the *Piper Club France* Board of Administration members a group visit to Midland for their Association. He asked for our help during the preparation of this journey, and various meetings are scheduled between the leaders of our two Associations in order to make their life easier.

We already accepted to guide their group while in Midland, and we have given Guy Fourdrain some practical information so that he can discuss this subject during their next Board of Administration meeting, early in December.

We will keep you informed about these meetings. In the mean time, we ask our members who intend to participate to Airsho 2004, and know the way this event runs, to become a guide for our friends, and to make themselves known to the Board of Administration.

This trip, and the way we will look after these visitors will allow us to make our organization better known, to work hand in hand with a very serious Association, of which we have been members for many years, and may bring us new members.

L BIRD PROJECT

This important subject called for the attention of the assembly because it included very important decisions.

A quick reminder of the events that led to the purchase of the F-GHLQ was given, including the three offers which we met since the last General Assembly. The two first offers were, in reality, restoration projects. It was decided to decline them and wait. A good decision since Jean Nicolle's aircraft was soon put on the market, and, as everyone knows, purchased by the French Wing.

The hangarage of this plane and its operation are, today, the two most important points, and were discussed in great length.

HANGAR

The need for a hangar is dictated by the necessity to create our own Maintenance Unit, which would give us total independence, and would considerably reduce our costs.

In addition, the space that we rent in the P & T hangar, in Persan-Beaumont, is only a temporary solution since the floor is made of compacted soil.

It is, therefore, envisaged to find, as soon as possible, some hangar space in a building that has a concrete floor, or to purchase our own hangar.

The latter would be ideal since it would fulfil the third condition necessary to create this Maintenance Unit. The first one is to have enough GSAC approved mechanics to look after our airplane (We have several in our Unit), and the second one is to have the right tools to perform the job (We already have these tools thanks to colonel Didier Cardinal's generosity).

A call was made to the assembly to hear about those of our members who would be interested to personally invest in this building. This investment would be progressively reimbursed along the years thanks to the renting of the spare spaces to other planes.

Two of our members have already given their agreement for such an investment, and we must know, as soon as possible, the name of other persons who could be interested in taking part in this hangar that would be built on an airfield that remains to be found.

FINANCING

The discussions then went on about the proposed financing on the basis of sponsoring by members who are willing to do so.

This offer has already been described in details in our Newsletter, but a reminder of its major points shown on the screen was useful for a better comprehension of this plan.

The principle adopted for this proposition is based on 50 flying hours per year. It considers that the payment of the fixed costs (Mainly hangar and insurance) is done by annual premiums paid by the sponsors, and on the payment of the variable costs (Gasoline, oil, savings for damages, paper-work, radio licence, etc...) by a variable hourly rate, depending on the level of sponsorship adopted by each one of our members, always much lower than the true cost per hour of 132 Euros.

ANNUAL COSTS	VALUE	COVERED BY
FIXED	3900 €	SPONSORSHIPS
VARIABLE	2700 €	FLYING HOURS

The first condition being to find enough sponsors to cover the 3900 Euros annual fixed costs, three levels are suggested:

- **Flying Sponsor** (250 Euros per year)
- **Restoration Sponsor** (150 Euros per year)
- **Supporting Sponsor** (50 Euros per year).

To compensate for the payment of these premiums, and to pay for the variable costs of 2700 Euros per year, (Still for 50 hours per year), an hourly rate is suggested as per the following plan: Flying Sponsor (25 Euros per hour), Restoration Sponsor (40 Euros per hour), et Supporting Sponsor (50 Euros per hour). The non-Sponsors will pay a constant rate of 80 Euros per hour.

SPONSORSHIP LEVEL	PER HOUR
FLYING SPONSOR	25 €
RESTORATION SPONSOR	40 €
SUPPORTING SPONSOR	55 €
NON-SPONSOR	80 €

This concept presents the following advantages...

- **Flexibility:** Three levels of sponsorship.
- **Equity:** Premiums and hourly rates per level.
- **Profitability:** The more one flies, the cheapest it gets.
- **Economical:** Cost way below the true cost.
- **Progressive:** No payment of a high premium.

A quick calculation of the average payment of these premiums and flying hours shows that, for each levels, the cost per hour, which depends on the number of hours flown, is, for each level of sponsorship, way below the true cost per hour of 132 Euros.

SPONSOR LEVEL	ANNUAL PREMIUM	5 HOURS AVERAGE	25 HOURS AVERAGE	50 HOURS AVERAGE
FLYING	250 €	75 €	35 €	30 €
RESTOR.	150 €	65 €	45 €	42,50 €
SUPPORT.	50 €	65 €	57 €	56 €
NON-SP.	NONE	80 €	80 €	80 €

This financial plan is eminently flexible, and may allow, providing that the sums paid by the sponsors are superior to the required 3900 Euros, for an eventual and proportional reduction. It was requested - and unanimously approved by the assembly - that such a reduction should not take place until three years have elapsed (i.e. until December 2006), so that we can find out if this plan runs as we expect.

However, members who do not wish to become sponsors of the *Spirit of Lewis*, will be able to continue making donations to this aircraft as before.

It is, nevertheless very important that we know the exact number of sponsors that we can expect.

Therefore, we ask all our members to tell us about their decision to become a sponsor of our Piper Cub or not. To that effect, they will find, as an annexe to this Newsletter, a form that will allow them to confirm their choice.

If, as we hope, a sufficient number of sponsors brings in the amount of 3900 Euros to cover the fixed annual costs calculated for 2004, this airplane will have no financial problem and will fulfil its role.

The insurance costs for our plane were discussed in great details, but we came to the conclusion that the contract designed by colonel Jean-Claude Miniggio has the best possible quality to cost ratio, considering the coverage which takes every possible eventuality into account.

The limit to 5 confirmed pilots which have a minimum of 500 hours and a good experience of "tail-draggers" is an obstacle to a use by all pilots of the French Wing. It is, therefore, suggested that we will keep this type of contract for a minimum of 2 years. This period will give us a chance to test the operation of the Spirit of Lewis. After these two years, we will be able to see if we can envisage an increase in the number of pilots (i.e: A higher insurance cost).

(Note: Let us remind our members that the position of PIC (Pilot in Command), will only be reached if these pilots become Flying Sponsors by the payment of 250 Euros per year, and if they are qualified on this type of airplane).

ANNUAL ELECTIONS

The position of Adjutant Officer was this year's subject of these elections.

Only one candidate made himself known for this position: Colonel **Eric Ducreau**. The members present voted at the end of the GA, and those who could not make it to this GA received a mail or an email 3 or 4 days later.

Only the forms or the emails returned before the limit date of December 3, 2003, will be validated and counted for the result of this election. This result will be published in our January Newsletter.

2003 FRENCH WING AWARDS

Six of our members received this Award given, every year, by the Board of Administration, to those who demonstrated an exceptional dedication to the goals of the CAF and our Unit during the past 12 months.

And the winners for 2003 are...

Colonels Barbara et Aubrey HAIR

Colonel Henri BOURRASSIER

Colonel Claude GASCON

Colonel Cédric MALHAIRE

Colonel Jean-Claude MINIGGIO

All these members spent a lot of time and energy for the success of various Unit projects. Reacting promptly and efficiently to the needs of our Association, they helped the latter reach the goals it had adopted during the past year. To all, a big BRAVO!

ANNUAL DINER

The French Wing General Assembly ended with a sale of P.X. articles and with the diner that we have every year in the hotel ACADIE. We were lucky to enjoy the presence of two veterans of French aviation: Colonel Guy Bortolus, a young man aged 84, an experienced technician who

flew aboard 52 different types of aircraft during 6500 hours!

Guy enrolled in the Armée de l'Air in February 1940, at the technical school of Rochefort sur Mer. In September 1940, he was posted to the Armée de l'Air repair workshop in Clermont-Ferrand where he worked his entire career until 1983, obtaining the grade of Division Engineer for study and development in aviation, thus becoming responsible for the Radio-Navigation department.

His CAF "god-father" is Colonel Henri Bourrassier who, as everyone knows, is a B-26 Marauder veteran pilot with the Groupe Bretagne, and, especially, pilot of aircraft number 32 that was brilliantly painted by Roy Grinnell for our Unit.



Colonel Bourrassier, whose kindness is legendary, took the opportunity of this event to give a toast to the members of the French Wing Board of Administration, and to praise its leader who was honored to receive so many compliments from a man who risked his life thousands of times while flying his B-26 Marauder, and serving our country.

Colonel Bourrassier was kind enough to tell us about his early days and his adventures that made him become a B-26 Marauder pilot.

His gift as a speaker, or rather, as an orator, made everyone keep silent and listen to his fascinating story. A few technical or historical questions punctuated this monologue which should really be put on paper.

Henri described the main aspects of this fabulous aircraft which was erroneously nicknamed "The Widow Maker", a name that was not deserved by this plane, as long as its crew had enough respect for it.

Finally, he told us about the flight that ended in a tragic way when he had to belly-land his plane with one engine on fire and a full load of bombs. Two of his crew-men lost their life in this tragic event, and a monument was erected to honor



With colonels Jean-Pierre Vésine and Dominique Baudrillart on his right, and his godson colonel Guy Bortolus on his left, colonel Henri Bourrassier got the assistance's attention when he told us about his adventures which made of him a private pilot, then a military one, and, a bit later, a pilot of the B-26 Marauder.

their memory where the crash took place, very close to the airport of Lyon-Satolas.

Many of our members were amazed to hear about these exploits and congratulated colonel Bourrassier for his brilliant career, but especially for his courage and for the risks that he voluntarily took for the freedom of our country.

Henri promised to put his story onto paper, which, he admitted, was his intention, for his grand-children. This project took shape that evening, and there are chances that it will soon be accomplished, thanks to the united efforts of colonels Dominique Baudrillart, Eric Ducreau, and Stéphane Duchemin, who will work together on this fascinating task.

VISIT TO MEMORIAL FLIGHT

On Sunday 23 November, we had the privilege to visit the Association Memorial Flight workshop, in Dugny, where are built and restored aircraft of World War One, with the same precision and the same materials that were used during that long-gone era.



Fascinating discussions and technical explanations about the means of restoring aircraft as old as the Spad XIII, Fokker DR-1, and Fokker D-VII, took place between mister Cazaux of the Memorial Flight, and colonels Alexandre Trévisan, Didier Cardinal, Stéphane Duchemin, and Henri Bourrassier.

Those who were at the La Ferté-Alais airshow in 2003 had a chance to see the quality of the work performed by the members of Memorial Flight since several of the planes that were rolled-out of this workshop were displayed on the ground and in flight.

What one notices when entering this workshop is, before all, the cleanliness and the order. One who would like to "could eat on the floor" as one commonly says!

The restoration project of a Fokker D-VII (*Photo on the right*), allowed us to see how serious and professional the members of Memorial Flight are.



The financial help they get is minimal, except for the assistance of the Air Museum who provide their workshop free of charge. This group of aviation lovers show a courage and a patience of an outstanding level.



Explanations to colonel Jean-Claude Miniggio (On the left) about the way to manufacture a map display with rollers, by a young member of Memorial Flight (Centre) while being watched by colonel Frédéric Pollicella (On the right).

Right, mister Cazaux let us watch a movie of various flights performed by the planes that came out of the Memorial Flight workshop, including an amazing Blériot XI.

To these qualities, one can add their kindness since they opened their doors especially for our group visit on this Sunday morning.

Giving us many technical details, mister Cazaux explained how they manage to find ways of getting to this kind of results like, for example, the color used during this dramatic period of WWI.

These colors were made by analysing some aircraft panels that were found in the Museum stores, which allowed a labora-



tory to analyse the pigments of these varnishes and to reproduce them as required.

Very happy of our visit, we said good-bye to our friends of the Memorial Flight. Seeing these primitive and magnificent warbirds changed the way we look at these airplanes when they are displayed during airshows. Rarely can the amount of work required by such restorations be detected and fully realized by the public.

We sincerely thank our friends of the Memorial Flight Association for their kind and warm welcome.



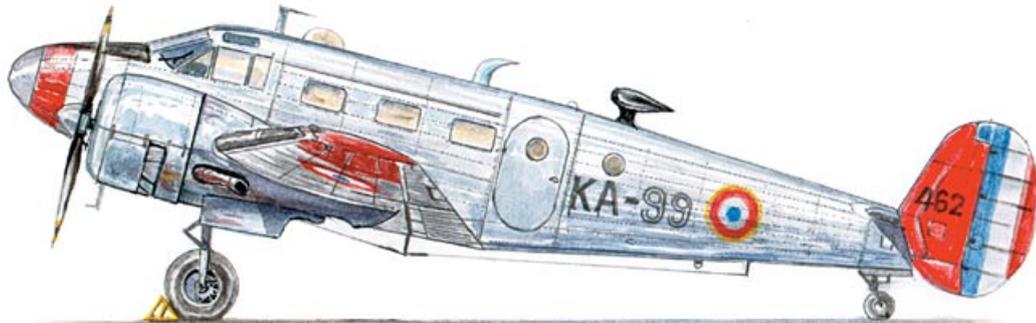


American Aircraft in French Colors



BEECH C-45 EXPEDITOR

By Colonels John P. Roeder and Michel Perrin



If there were airplanes that did more than their job as light transports or two engine advanced trainers, it were the military versions of the widely known Beech Model 18 six passenger light commercial transport.

The Beech 18, which was first flown in January 1937, was a modern all-metal and sound design throughout with hardly any problems. It was a reliable machine with good performance and overall characteristics, which was easy to fly and to service.

The type rapidly became popular with civil operators and gained early attention by the military as a light transport and communications aircraft initially designated the C-45.



to the Royal Air Force and eighty to the Royal Navy.

Other foreign operators were the French Armée de l'Air and the Aéronavale. Initially 25 UC-45s were supplied from 1943 under Lend-Lease.

An early user of the C-45 was the transport group GT 2/15 Anjou in North Africa.

A late user of the C-45 was the GLAM (Groupe de liaisons aériennes ministérielles), the French Government's liaison group.

The last French UC-45F's were phased out in 1973. In total, 74 aircraft had been supplied to the Armée de l'Air and 45 to the Aéronavale, which is more than four times the number initially supplied through Lend-Lease.



From 1940 successive orders were placed for a total of 1,401 machines of various versions. In January 1943 the designation was amended to the "UC" category and the name of Expeditor was applied.

The most important version was the UC-45F, of which from 1944 1,137 were delivered to the USAAF and 385 to the USN as F-2Bs, JRB-3s and JRB-4s.

In parallel 1,142 were built as AT-7 navigational trainers and 1,582 as AT-11, "Kansan" bombing and gunnery trainers.

About 430 Expeditors were supplied to Britain under Lend-Lease of which some three hundred and fifty went

DATA TABLE - Beechcraft C-45 Expeditor

Description: Eight seats (including 2 pilots)
light, personnel or utility, transport
Propulsion: 2 x 450 HP Pratt & Whitney R-8985-AN
Wing span: 14,50 m (47 ft 8 in)
Maximum weight: 3405 kg (7500 lb)
Maximum speed: 360 km/h (225 mph)
Cruising speed: 256 km/h (160 mph)
Range: 1930 km (1200 mls)
Service ceiling: 7930 m (26000 ft)
Armament: None



Spirit of Lewis

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



HELP TO THE L BIRD PROJECT

Donations to the L Bird project carried on at a very good pace this month. We sincerely thank colonels **Michel Cahiez**, **Hervé Cherry**, **Roy Grinnell**, **Haruo Tanaka**, and **Bernard Delfino** for their generosity and their help to this great project.

The target of 38112 Euros (250000,00 Francs) was reached during our General Assembly. This does not mean that this project is now self-sustaining. This sum represents the price of the airplane and the first costs of its operation.

As it is explained in the full report of our General Assembly, we must now need to ensure that we get enough fixed revenues to enable a safe and trouble-free operation so that we can carry on the rest of our activities. This is why we need Sponsors whose premiums will cover the fixed casts (Mainly hangar and insurance), the flying hours being paid as required, depending on the level of sponsorship and the number of hours flown.

SPONSOR LEVEL	ANNUAL PREMIUM	PRICE PER FLYING HOUR	AVER. FOR 5 HR	AVER. FOR 10 HR	AVER. FOR 15 HR	AVER. FOR 20 HR	AVER. FOR 25 HR	AVER. FOR 30 HR	AVER. FOR 35 HR	AVER. FOR 40 HR	AVER. FOR 45 HR	AVER. FOR 50 HR
FLYING	250 €	25 €	75 €	50 €	42 €	38 €	35 €	33 €	32 €	31 €	31 €	30 €
RESTOR.	150 €	40 €	65 €	53 €	48 €	46 €	45 €	44 €	44 €	43 €	43 €	42 €
SUPPORT.	50 €	55 €	65 €	60 €	58 €	58 €	57 €	57 €	56 €	56 €	56 €	56 €
NON-SP.	0 €	80 €	80 €	80 €	80 €	80 €	80 €	80 €	80 €	80 €	80 €	80 €

The average flying hours cost have been rounded on purpose to make this table as clear as possible. They need to be compared with the true cost per hour which, today, is 132 Euros. Even the non-Sponsors who pay a relatively high rate, can enjoy a much lower price than this true cost.

In practice, it is unlikely that any of the sponsors will fly as many as 50 hours, but this table per "slices" of 5 hours clearly shows the reduction that one can enjoy when accumulating the number of flying hours: The more you fly, the cheapest it gets!

WHAT WILL HAPPEN, PRACTICALLY?

The members who will choose to become Sponsors of the Spirit of Lewis will need to pay this annual premium before December 31 so that it is not confused with the French Wing annual dues which remain unchanged.

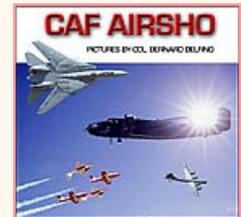
During the entire year that will follow this payment, these members will fly the Piper Cub as long as these flights are authorised by the Operation Officer and the Board of Administration. They will need to be qualified or, if not, to find a qualified pilot who will be in command for the flight. Each one of the occupants will then pay a price per hour applicable to their own level of sponsorship, that is to say 25, 40, 55, or 80 Euros per hour (Column "Price per flying hour" in the table above).

P.X. ARTICLES - SPECIAL OFFERS

Our members can enjoy special offers from the P.X. for Xmas and New Year presents!

Any purchase of a Roy Grinnell print will be sold with no extra for postage (i.e. 10 Euros reduction) until the end of 2003. Therefore you'll only need to pay 40 Euros for the unsigned prints and 60 Euros for the signed ones.

Don't forget that you can purchase the CD rom of 200 photos **CAF AIRSHO** © by B. Delfino for the price of 10 Euros, postage inclusive (15 Euros for outsiders).



200 PHOTOS OF AIRSHO ON A CD ROM

Colonel Bernard Delfino thanks all the members who acquired a copy of his CD Rom of 200 photographs taken during Airsho in Midland. The success that this modest collection of pictures had during the General Assembly surprised him since 14 CD's were sold in just a week!... As promised, the money produced by these sales went directly into the Piper Cub's budget.

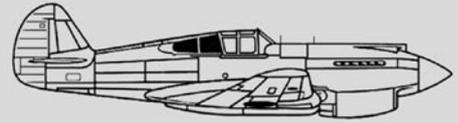
Those who had ordered this CD before our 2003 GA enjoyed a CD which also includes all our Newsletters since January 2000, in French and in English, a total of two times 47 issues! If you order this CD, please do not hesitate to ask for the addition of these Newsletters to the 200 photos when the disc is made.

We remind our readers that this CD is available for a price of 10.00 Euros (P & P inclusive) for the members of our Unit, and 15.00 Euros (Also P & P inclusive) for any outsiders.

All these pictures are protected by the usual copyrights, and they will find an ideal use as "wall-paper" for those who own a computer.

Finally, those who do not have a computer and prefer a more classic way of displaying these photos, they are available on photo paper for a reasonable price.

What's New?...



WELCOME WILLIAM ALEXANDRE DAVIES

This month we are happy to announce the arrival of colonel William A. Davies, thanks to our Unit Leader, Bernard Delfino. We met William for the first time during the airshow in Grenoble, in 1999. Early in November, William contacted us to tell us about his decision to become a CAF and FSS member. A few quick phone calls and emails to Donna Blalack were enough to materialize this decision, and William became the twelfth new member since the start of the year.

William is single, and he was born in February 1973. During his national service, he served in the First Regiment of Paratroopers and got his military certificate of parachutist. He then worked a few different jobs, namely in restaurant and hotels, which helped him pay for his Health and Safety diploma and part of his PPL. He then became a Steward for a French airline, Euralair, and completed his PPL successfully.



Unfortunately, William is jobless today. Therefore, we hope that Air France will offer him a job soon.

This should not stop any of our members who could offer him a job or know about a vacancy, from contacting him as soon as possible.

William has no favourite warbird. He likes them all for their look, but, above all, for their role in history.

He is ready to help the CAF and our Unit as much as he can during the various events that we will take part in, and he wishes to increase his knowledge in all sorts of subjects and become as efficient as possible.

William lives in the South West of France, but there are serious chances that he may need to move to Paris if his hopes of finding a job materialize, which we do hope sincerely!

Welcome to the CAF and the French Wing William!

Colonel William Alexandre Davies
Rue du Bois
47430 LE MAS D'AGENAIS
FRANCE
Tél: 05 53 94 36 33 - Mobile: 06 89 65 06 32

NEW EMAIL ADDRESS FOR DAMIEN

Colonel Damien Bourgaux changed his email address. Please amend your copy of the phone-book:

< damien.bourgaux@wanadoo.fr >

RECRUITMENT OF NEW CAF COLONELS

This month of December 2003 is your very last chance to get your relatives and friends enjoy the 50% rebate price for a CAF commission, ending on December 31, 2003 (i.e. \$ 100.00 instead of the usual \$ 200.00).

Beware! This offer will not be extended to 2004. Therefore, if you know one or several persons who are tempted to become CAF Colonels, but haven't been able to decide, we ask you to remind them about this limit and advise them to grab that unique opportunity.

On January the first, it will be too late!...

This saving of \$ 100.00 should not be neglected since it's equivalent to two years annual dues for our Unit, or two years Supporting Sponsorship of our Piper Cub. Be persuasive. You will help the CAF as well as our Unit which is the 2003 champion of recruitment among all CAF foreign Units.

Xmas is coming. A CAF commission would make an excellent present for one or more of those you cherish.

CALL FOR HELP

We have received a letter from a certain mister J-M Bouthier, from Laval, who asks us to help him in the writing of a book about American equipment used by the French Forces during WWII, the Indochina war, and the war in Algeria.

A phone conversation with mister Bouthier allowed us to hear a bit more about his request: He is looking for memories of veterans, but especially unpublished photos because he wants his book to include as many illustrations as possible.

Having noted our address in an old issue of **AÉRO-RÉTRO** magazine, mister Bouthier thought that some of our members could give him some help.

Please feel free to phone mister Bouthier or write to him if you wish to help. If you get to an agreement, we ask you to get him to mention your name for each of the pictures or text that he will publish, as well as the words "*French Wing of the Commemorative Air Force*" (A bit of publicity never hurts...).

Contact mister Bouthier at the following address, and keep us informed about any assistance you may decide to give him.

Monsieur J-M BOUTHIER
22 Rue du Pré-Boudier
53000 LAVAL
Mobile: 06 83 72 53 62 (Evening)

WELCOME COLONEL CLAUDE CARDINAL

Colonel Claude Cardinal is no one else than the father of colonel Didier Cardinal who convinced him to become a member of the CAF and our Unit. Didier thus becomes the Tutor of his Dad, a rather rare situation!...



Born on October 28, 1936, at La Guerche, in the district of the Cher, Claude did his entire scholarship there. He then started his career in the Post Office where he stayed 5 years, except for his 28 months of national service spent in Algeria during the war, in the Armée de l'Air, where he received the "Médaille du Combattant".

In 1961, Claude left the Post Office to start a new career in commercial aviation. He joined TAI (Transports Aériens Intercontinentaux) until 1963, and then joined UTA (Union des Transports Aériens) where he stayed until 1991. During that period, Claude was an expatriate in Black Africa for 21 years. Technical Assistant with the newly created airline Air Afrique, he resided in Congo, Burkina Faso, Central Africa, and Togo. He was an agency Leader and the Manager of the Commercial Department.

In 1984, Claude went back to the Paris UTA home office where he lived through the end of the airline which was bought by Air France in 1992, and he took the opportunity of an early retirement after an admirable career in aviation.

Claude visited Midland in year 2000, where he met several of the members of our group. Fond of airshows, he went to the La Ferté-Alais airshow many times, and enjoys the numerous aircraft magazines that his son buys, in order to improve his knowledge of the warbirds.

Claude spends his spare time playing tennis, making boats and aircraft models, and he is also a member of his town's Administration Council.

Welcome aboard Claude!

Colonel Claude Cardinal
16 Rue des Bruyères
87300 PEYRAT DE BELLAC
FRANCE
Tél: 05 55 68 09 11
email: < CARDICLO@wanadoo.fr >

NEW EMAIL ADDRESS FOR ERIC

Colonel Eric Janssonne Just changed his email address. Thanks for amending your copy of the phone-book:

< flight.alsace@wanadoo.fr >

LETTER HEADS AND BUSINESS CARDS

The change of name of our Unit will need to include the letter heads you may be using, as well as business cards. We thank all our members to change these by simply replacing "French Supporter Squadron" by "French Wing".

DANIEL SAUVAGE HAS GONE WEST

Daniel Sauvage passed away, taken away by illness, on Sunday November 16, 2003. He had been a CAF member for many years, and a member of our Unit from its very early days. Last May, he had announced with a short email that he was resigning from the CAF and the FSS, without any other explanations. Our requests for some clarification of this surprising decision received a simple and unbelievable reply about "a total loss of interest for warbirds"...

His recent death leads us to believe that Daniel probably chose not to cause any problems to his friends, and had decided to cut himself free of any Association life. Everyone who met him knew how fond of aviation, flying, and models he was. His knowledge of his favourite plane, the Me109 was immense.

We send his wife Lucie, his relatives, and all his friends, our very sincere condolences for the loss of Daniel. He will be remembered as an amicable, hard-working, and passionate man. Au revoir Daniel...



THE WINGS OF HEROES BY DANIEL COSTELLE

Colonel Daniel Costelle has produced a movie telling aviation history in just 90 minutes. Such a bet would have seemed impossible to many historians and movie producers. Colonel Costelle has just won it in the most perfect way!

The choice of the pictures, most of them never seen before, was perfectly made, and the subtle coloring of the pioneers sequences was done with such a sweetness that it reflects the obsolescence of our grand-parents' postcards. Demonstrating his great interest for our organization (Daniel Costelle has been a member for 30 years), Daniel did not hesitate to mention the Commemorative Air Force in the text of his movie. We thank him very much for such a nice touch.

Those who participated in our General Assembly had the privilege to see this movie before it was broadcasted on TV, thanks to the kindness of Daniel Costelle who had sent us a VHS copy of his film. We had problems getting people off the screen to start the meeting, a proof of the great quality of this master-piece!

This movie will be available on VHS tape and DVD from January 7, 2004. Daniel Costelle also mentioned the publication of a book which is a perfect complement of the movie: "Images Inédites de l'Aviation" (Editions du Cherche-Midi), and we heartily advise everyone to get their own copy.

Today, we are even more proud than before to have such a fine member in our group, a member who managed to get himself heard to promote aviation during his entire audio-visual career. Thank you Daniel!

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.**

2003 RECRUITMENT

NEW COLONELS (CODE NAME BRAVO)

- ☼☼ Frédéric Pollicella (Didier Cardinal) ☼☼
- ☼☼ Bertrand Boussert (Claude De Marco) ☼☼
- ☼☼ Damien Bourgaux (Claude De Marco) ☼☼
- ☼☼ Léon Collin (Claude De Marco) ☼☼
- ☼☼ Hervé Cherry (Claude Requi) ☼☼
- ☼☼ Roger Gouzou (Eric Ducreau) ☼☼
- ☼☼ Jean-Pierre Vésine (Bernard Delfino) ☼☼
- ☼☼ Dominique Baudrillard (Bernard Delfino) ☼☼
- ☼☼ Frédéric Marty (Frédéric Baudin) ☼☼
- ☼☼ Jean-Claude Gavroy Cyr (Claude De Marco) ☼☼
- ☼☼ Vincent Charrier (Claude Requi) ☼☼
- ☼☼ William A. Davies (Bernard Delfino) ☼☼
- ☼☼ Claude Cardinal (Didier Cardinal) ☼☼

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.

Unit Leader: Col. Bernard DELFINO
Tel: 0148690457 - email: bdelfino26@aol.com
Executive Officer: Col. Claude REQUI
Tel: 0442287755 - email: claude.requi@free.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 2003

EXTERNAL SPONSORS

AVIATION CLUB DE FRANCE - LE PUBLIC SYSTÈME CINÉMA
LE FANA DE L'AVIATION - SCHOTT NYC - BRITISH AIRWAYS PLC

INTERNAL SPONSORS

(Par ordre chronologique)

		F	€
Marcel FRANCISCI	4952.71		
Bernard DELFINO	3085.97		
Jacques PERAGALLO	1000.00		
Sandy & Connie SANSING	2970.40		
Cédric MALHAIRE	221.75	250000	38112
Claude REQUI	1834.91	245000	37350
Michel CAHIEZ	533.58	240000	36588
Julien LEPELLETIER	318.71	240000	36588
Fumiko DELFINO	660.20	235000	35826
Jean-Jacques SAHUT	152.45	230000	35063
Lewis & Bunty BATEMAN	998.08	230000	35063
Stéphane DUCHEMIN	140.44	225000	34301
Serge & Daniel CLODORE	106.72	220000	33539
Jean-Paul MERLIER	125.08	215000	32777
Jean CEDER	1041.19	215000	32777
Roger VAUCAMP	350.00	210000	32014
Daniel & Lucie SAUVAGE	203.52	205000	31252
Patrick PIERRE-PIERRE	696.74	200000	30490
Marcel et Liliane RUPPERT	341.16	195000	29728
Christian FREZARD	76.22	195000	29728
Jean-Christophe DEBUISSON	350.00	190000	28965
Michel BON	153.36	185000	28203
Dons anonymes du PUBLIC	434.07	185000	28203
Paul BARLAND	302.45	180000	27441
Ron WESP	699.80	175000	26679
Christian FALENTIN	152.45	175000	26679
Christian TOURNEMINE	156.44	170000	25916
Didier CARDINAL	460.12	165000	25154
Louis-Jean GIOUX	200.80	160000	24392
Eric DUCREAU	64.98	160000	24392
Eric JANSSONNE	236.00	155000	23630
Henri BOURRASSIER	229.85	150000	22867
Jim LUX	456.61	150000	22867
Jean-Claude MINIGGIO	60.98	145000	22105
Christophe BASTIDE	646.93	140000	21343
Yves DONJON	356.16	135000	20581
Guy ROBERT	243.18	130000	19818
Centex Wing	26.68	130000	19818
Christiane HEBERT	304.90	125000	19056
Yuri DELFINO	148.45	120000	18294
Kim TOLFREE	176.84	120000	18294
Georges VAN HOVE	76.22	115000	17532
Terran TIDWELL	118.91	110000	16769
Yves HOUSSIN	202.45	110000	16769
Jean-Jacques VAUCHER	393.94	105000	16007
Bernard PIERACCI	76.22	100000	15245
Eric BESANÇON	83.85	95000	14483
Hervé CHERRY	381.22	90000	13720
Bob & Lil AYARS	59.46	90000	13720
Giovanni COMIS	187.85	85000	12958
Peter LANGRIDGE	22.87	80000	12196
Jean-Claude PETIT	31.25	80000	12196
Claude GASCON	402.45	75000	11434
Nicolas LIBIS	184.02	70000	10671
Gilles AVENEL	978.18	65000	9909
Gilles BAILLOT	45.73	65000	9909
Patrick GREMEZ	69.03	60000	9147
Isabelle LESSER	99.09	55000	8385
Roy & Irène GRINNELL	2543.20	50000	7622
Alphonse THIRY	78.11	50000	7622
Semaan SOUEID	270.00	45000	6860
Hank POTTER	100.00	40000	6098
Claude DE MARCO	49.60	40000	6098
Dominique ROYER	21.80	35000	5336
Regis URCHLER	475.77	30000	4573
Michel PERRIN	20.00	30000	4573
Guy PERRIN	30.00	25000	3811
Elzéard LIGNEUL	100.00	20000	3049
Jean-Mark ELIPOT	20.00	15000	2287
Hubert HOSY	10.00	10000	1524
Roger GOUZON	410.00	10000	1524
Barbara & Aubrey HAIR	280.00	5000	762
Bill KATSONES	16.00		
Bernard VIOLETTE	50.00		
Herb WILSON	100.00		
Frédéric POLLICELLA	7.00		
Haruo TANAKA	25.00		
PX & Événements FSS	1498.89		
Avances sur cotisations au FSS	2100.00		
Intérêts Bancaires Annuels	1841.77		
TOTAL	39130.77	(256681.03 F)	

BE A SPONSOR OF THE "SPIRIT OF LEWIS"

Dear friends,

As you know, after reading this December issue of our Newsletter, the finance plan for our Piper Cub has been adopted during our General Assembly on November 22, 2003. The "Spirit of Lewis" is now waiting for a certain number of Sponsors to start its operation, enough sponsors to cover the fixed costs which essentially include the hangar and the insurance for the airplane and its occupants.

The flying hours will be covered by an hourly rate which is fair, cheap, and affordable by all members.



Helping this airplane, is helping the French Wing to complete its duty of respecting those who fought for our freedom, far too often at the cost of their own life.

Therefore, we ask you today to decide if you wish to become a **Sponsor of the "Spirit of Lewis"**, and, if you do, which level of sponsorship you want to adopt.

We thank you for filling-in the form below, and for returning it, whatever your choice is, before December 31, 2003, so that we can prepare the on-coming year with all the necessary information.

Colonel Bernard Delfino
Unit Leader

✂
.....

NAME:

CAF ID #:

I wish to become a Sponsor of the Piper Cub "Spirit of Lewis", at the following level:

- FLYING SPONSOR** (250 Euros/year + 25 Euros per flying hour)
- RESTORATION SPONSOR** (150 Euros/year + 40 Euros per flying hour)
- SUPPORTING SPONSOR** (50 Euros/year + 55 Euros per flying hour)
- I do not wish to become a Sponsor of this aircraft, and will pay 80 Euros per flying hour.

Please find herewith a cheque for Euros for the level of sponsorship mentioned above.

Date and signature:

Note: For ease of all transactions 1 Euro = 1 US Dollar • Please do not send any cheque from the USA, only cash, or enquire.