



# AIRSHOW

CONFEDERATE AIR FORCE - FRENCH SUPPORTER SQUADRON



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Take a good flu (Preferably 2 or 3 days before Xmas), raise the temperature to 40°C, (Or more if possible), add a pinch of Millennium, and mix well with a fair increase in work-load (Preferably outside in a pouring and freezing rain), and let it boil for about 3 weeks. This is the recipe to experience the most original Xmas and New Year celebrations of your life, with, in addition, and enormous and almost unbeatable delay in your personal mail and Squadron tasks !

These are, briefly described, the reasons which try to explain the delay in the publication of this issue of our Newsletter... I hope you will forgive me.

The Year 2000 bug is alive ! Not within the computer systems as it was feared, but in obsolete equipment like one of my video recorders, the other one having simply broken down. At the moment I cannot record anything and I shall have to face an unexpected purchase in a near future. The trick of making the machine believe that it is year 1976, a year that was similar to year 2000, was impossible with this machine, since its calendar starts in 1990 to end in 2005. This problem explains why I have been unable to duplicate the video that some of our members have ordered. Thank you for your patience.

All these problems will soon be forgotten, and the excellent health of our Web Site is the portrait of our Squadron's increase in popularity. Please read the article written by colonel Christian Frézard printed on page 8 of this issue. This article includes the latest figures concerning the number of visitors from the entire world, including Russia, Japan, New-Zeland, and Saudi Arabia ! Congratulations Christian !

Bernard

## ONE MORE MEMBER FOR THE CAF AND THE FRENCH SUPPORTER SQUADRON !



Colonel Christian Falentin's wife has become a member of the CAF and the FSS.

The arrival of this new colonel in our organization is an event that will please everyone since Marie-France has been an active helper of our Squadron, starting from last year at the La Ferté-Alais Airshow, when she worked so hard for our P.X. with col. Fumiko Delfino, our P.X. Officer.

Marie-France was born in 1952 in Paris, in the 9th district. Her mother comes from the south west of France, and her father from Corsica. This refined "mixture" gave her a very pleasant and lovable personality.

Thirty one years ago, she married Christian, an aviation "nut case", and a very experienced plastic aircraft modeler who soon passed on this virus to Marie-France, the very same virus that is very active within the CAF. Her favorite Warbirds are the Corsair, the Spitfire, and the T6 Texan.

Marie-France works in the Paris 13th district main post office, and, in addition to aviation, she loves antiques, psychology, classic music, and astrology, matters that will, directly or indirectly, be useful to our Unit.

Marie-France and Christian have helped our Squadron on several occasions by donating a great quantity of printing paper and office equipment which helped the publication of our Newsletter, and helped us save a lot of money.

Marie-France has promised to send us a better picture than the photograph printed above, the only one that was available at the time of publication.

WELCOME TO THE CAF AND THE FRENCH SUPPORTER SQUADRON MARIE-FRANCE !



An article created with the participation of the CAF Arizona Wing - Photos: B. Delfino

## THE ARIZONA WING OF THE CONFEDERATE AIR FORCE



The Arizona Wing of the Confederate Air Force is based on the airfield of Falcon Field, Mesa, (AZ), in a splendid hangar which shelters the numerous aircraft that have been assigned to this Unit.

This very active Wing was developed around the Boeing B17 "Sentimental Journey", considered as the best restoration in the world for an aircraft of this type. Of the 12731 B17 built during WWII, only 13 are in flying condition today, of which 8 are in the USA.



The B17 "Sentimental Journey" was rolled out of the factory at the end of 1944 and served in the Pacific. Once the war was over, it was transferred to Eglin Field, in Florida, where it was used in air-sea rescue operations, then, in 1959, it was stowed on the Davis-Monthan base, in Tucson (AZ). It was sold to a California corporation which used it as a borate bomber to fight forest fires throughout the country in thousands of missions. In 1978, the ARIZONA WING of the Confederate Air Force was created, and this B17 (#N9323Z) was donated to the CAF which assigned it to this Wing. The aircraft was taken apart and patiently restored to its original configuration. Since then, the plane is stationed in Mesa where it is displayed for the public during the winter period, and, every year, it is flown to an average of 60 cities during the summer season, for the benefit of the public, serving as a very efficient historical and educational tool.

The members of the Arizona Wing are also very proud of the Heinkel He111 that they have recently restored, the only one in flying condition today. Although its engines are of the Rolls Royce Merlin



type, this aircraft perfectly and dramatically represents what enemy attacks were about on all fronts of WWII, from the Battle of Britain, to the eastern front, and the battle of North Africa.

The Wing is currently restoring a B25 Mitchell which operated from bases in Corsica to fight the Axis. It will further enlarge a huge fleet of airplanes listed at the end of this article.

Restoring such planes requires long years of hard work and great sums of money that Wing members collect through several means: Displaying their aircraft during several air shows, selling P.X. items, and collecting donations. But it is also, and especially, thanks to the Wing team spirit, and an outstanding participation to the operation of this Unit by its Wing members that the Arizona Wing manages to reach such a success.





The Arizona Wing intends to get its second building in a near future: A museum which will be used to display the numerous artifacts it already possesses, and for Wing meetings or events opened to the public. A *Wall of Honor* will allow anyone to display a plaque to honor the memory of the veteran of their choice. The present collection includes many items related to the life on the

front line, but also life in the country during the war years. Pictures, paintings, photographs, equipment used by the troops, American, but also Japanese flight gears, all these items represent as many treasures that will be useful for the education of future generations.

The airplanes assigned to the Arizona Wing are as follows:



- Grumman AF-2S GUARDIAN (Static)
- N.A. B25J MITCHELL (Will fly)
- N.A. SNJ T6 TEXAN (Flying)
- Beechcraft C45 (Flying)
- N.A. A26 INVADER (Flying)
- Cessna L19 BIRD DOG (Flying)
- Stearman PT-17 (Flying)
- B-57 CAMBERRA (Static)
- Heinkel He111 (Flying)
- Boeing B17G FLYING FORTRESS (Flying)
- Cessna O2-A PUSH PULL (Flying)
- Aeronca 7EC CHAMPION (Flying)
- Sikorsky H-19 CHICKASAW (Static)
- Douglas DC-6 (Static)
- Mikoyan & Gourevitch MIG-15 (Flying)

You too can become a member of this great Wing by using one of the following contacts:

Telephone: (602) 924 1940 ou (602) 981 1945

Email: [B17GAZ@AOL.COM](mailto:B17GAZ@AOL.COM)

Address

ARIZONA WING

P.O. Box 2969

Mesa, AZ 85214

USA

And you can visit the Wing's Web Site at

<http://www.airbase1.com/azcaf>

## DE TEDESCO JEAN

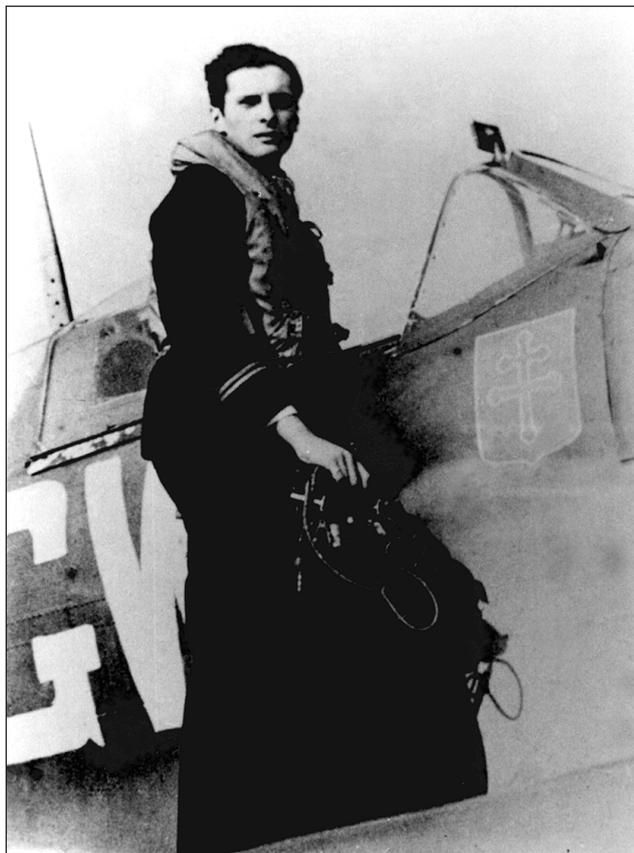
*A biography by Colonel Yves Donjon - Photos: Archives*

Jean De Tédesco was born on March 20, 1920 in Paris (16th district). A brilliant student, he is admitted in the Ecole de l'Air in Salon de Provence On December 1st, 1939, under number 86. His class is known as «Pinczon du Sel». Promoted to the grade of Sous-Lieutenant on March 20, 1940, he moves to Bordeaux on May 1st, 1940 where the Ecole de l'Air has been transferred. He becomes a military pilot on May 19, 1940.

Posted to the base of Mont de Marsan, he is detached to Port-Vendres on June 20, 1940. France is about to surrender. Maréchal Pétain gets into power and is about to sign the armistice...

But the British continue fighting. A hasty retreat makes these young and ashamed young men gather together, depressed after capitulating without fighting. The harbours are their only hope: Bordeaux, Saint Jean de Luz, Port-Vendres.

The same spirit, the same feeling of shame is within these 20 to 23 years old boys, frustrated by the laurels collected by their comrades already in combat units and who will, no doubt, be able to continue fighting in North Africa... A letter written by Jean De Tédesco to a friend is the testimony of all these young pilots' disarray, pilots who did not find in their leaders, during these dramatic times, the moral support they were expecting in a situation that was, day after day, hour after hour, getting worse and worse: "We walked along the beach, watching the sea. After only a few days we noticed some small boats with two men aboard. As they watched us while rowing, they kept on staring at us and went away. Then they came



*Jean De Tédesco and Général De Gaulle on the airfield of Glasgow in 1942.*

*closer and shouted "Are you coming with us ?"... Tied by the strict orders of the Ecole de l'Air to which we still belonged, we welcomed them with quibbles and insults. But nothing seemed to stop them and they came back, until, one day, one of our friends climbed aboard their boat. Then, regularly, others followed... They were the first ones to hear the voice of England".*

Jean De Tédesco had become nervous, irritable, by what he estimated to be a provocation. Progressively, he started to doubt: "And what if those who left were right ?... The war cannot finish like that. It would be incomprehensible !". Those who stayed were anxious, without any news from the rest of the world, without any radio...

On June 20, 1940, with Sous-Lieutenant Poznanski, De Tédesco climbed aboard one of the boats and was lucky to find, in the first line, an Egyptian boat, disguised as a Polish one, which went directly to Gibraltar, then to England.

He arrived in Liverpool on July 6, 1940, and became, on the same day, a member of the Free French Air Force (FAFL). As soon as he reached England, he had to follow some training which was quite different from his dear Ecole de l'Air whose insignia he proudly displayed on his uniform. He even drew this insignia on a wall of Weshampnett. He successively moves to Odiham, Turnhill, and finally, to OTU N° 59 (Operational Training Unit) on August 17, 1941. Promoted to the grade of Lieutenant on September 1941, he is posted to Squadron 257 on October 7, then to the fighting group N° 2 on November 7 of the same year.

A first class leader, he takes an active part in all offensive

SFTS Turnhill (Schropshire), April 1941. French pilots are recognisable by the wings they wear on their right chest pocket. First row: Adjudant Hauchemaille, Sous-Lieutenants Jean De Tédesco and Coignard, Sergeant Bernard. Second row: Sergeants Maridor, Mahé, Maifair, Michelin, Massart, and Héliès. Third row: Sergeant Risso, Guignard, and Darbino.



missions over France. On May 3, 1942, he gets his first victory: He manages to shoot down the FW190 that attacked him and hit his airplane. On October 15, 1942, he is posted to Squadron 611 based at Biggin-Hill in the Kent. On November 2, 1942, he gets his second victory when he shoots down a FW190 over the Channel. He ends up in Squadron 340, Groupe *Ile de France*.

Having flown more than 120 hours in combat, and taken part in more than 45 offensive missions, he is given a rest and posted to the London Head Quarters on April 28, 1943. He then volunteers to be part of the first reinforcement group for the fighter group N° 3 *Normandie* where he is posted on Mai 11, 1943, and he reaches the group on June 9, 1943. Always ready for all

missions and still very enthusiastic Jean De Tédesco takes an active part in the dangerous combats of the terrible Orel campaign. On July 14, 1943, at 14h00, seven Yak, commanded by commandant Pouyade, leave for a mission to protect some Stormovik aircraft that will attack enemy troops in the area of Balkov. Four Me110 which were overlooking the objective are immediately attacked by commandant Pouyade, capitaine Préziosi, lieutenant Béguin, lieutenant De Tédesco, and sous-lieutenant Albert. Two Me110 are shot down. One under the common attack of commandant Pouyade and lieutenant Béguin, the other by sous-lieutenant Albert. These two victories are confirmed by the ground troops. Lieutenant De Tédesco does not come back from this mission... A Yak 9 has been seen by Albert, smoking and plunging towards the ground.

The search done on the ground gave no result, and the body of Jean De Tédesco was never found. That day, he paid with his blood the price to ensure that the Ecole de l'Air was present in all skies where the fate of France was at stake. For Jean De Tédesco the price of this honor was not too high.

Lieutenant De Tédesco had received the *Croix de la Libération* and the *Croix de Guerre avec Palme*. After his death, a decree dated March 9, 1949, stated that he would become a *Chevalier de la Légion d'Honneur*. He had two combat victories.

On December 1st, 1951, Colonel De Maricourt, commanding the Ecole de l'Air in Salon de Provence, received from madame De Tédesco a gasket containing her son's *Croix de la Libération* so that it could be displayed among other items, in the school Hall of Honor.

With this donation, the circle was completed.



## FIRST FLIGHT IN A GLIDER

*Article and photos by col. Christophe Bastide*

This article which describes my impressions during a flight aboard a glider is a little late since it took place in July 1999, but I hope it will help you forget the cold temperatures of a winter which is still very present...

As my birthday was approaching fast, I wondered what kind of present would best suit this special event... As I had never flown in a glider, I suggested to my girl-friend that it would be a good idea. She agreed and her answer gave me wings !

I contacted the Aéro-club du Poitou based on the airport of Poitiers-Biard. Monsieur Perrin, the club instructor welcomed me and showed me the aircraft we would fly. It was not a competition glider of the Janus or ASW 20 type, but an old wood and fabric named ASK 13, an aircraft primarily used for training and some rare competitions.



I followed the rules of the traditional pre-flight check: Inspection of the airframe, of the flight controls, of the ski, of the towing hook, then the instruments and the radio. It was time to get ready, and the instructor helped me put on the parachute, so useful in case of an incident. His explanations frightened me a little since I never jumped with a parachute before.

I sat in the cockpit and buckled up. I was ready for this twenty minutes flight. A Morane Rallye positioned itself some distance in front of the glider and the towing cable was connected.

The pilot sat behind me and switched on the VHF radio. All checks completed, the Rallye started its engine and began to taxi. A small shock: The cable was under tension, and it was time to close the canopy, which immediately made the temperature rise to unbelievable values (The outside temperature was 30° C, and the sun was shining brightly).

After a radio call and the OK from the control tower, the Rallye opened its throttle. The take-off run was very



noisy because of the ski, but fortunately this did not last long because a glider is so light that only a very low speed will make it take off. The fresh air created by this natural ventilation made me feel good and allowed me to enjoy our climb. I took a few pictures to record this moment of dream.

We reached the scheduled altitude and the Rallye flew away, leaving us surrounded by the sound of the whistling air, a sound that I never enjoyed before. The sun, the scenery, the straw fires of this beautiful summer harvest, my eyes were full of this magnificent view. I concentrated on the flight, trying to understand the intentions of the pilot. He was looking for ascending airflows, also called "pumps" in aviation language. He found one, then another one, and a third one. Our airspeed rose to 100 or 110 km/h. Poitiers was approaching and I took more pictures. The city was beautiful from this point of view, and the fields seemed to like the caress of our shadow. I was happy and I did not talk much to the pilot since I was so busy memorizing these new sensations... A short turn, loss of some airspeed, 180° view of a city and a country that one never knows enough...

Time flies when you enjoy yourself ! We were reaching the end of our flight. Usual conversation with the control tower, air brakes out, and a smooth glide which ends among the tiny flowers inundated by the sun which is still very hot. Quick ! Let's open this canopy or we will suffocate !

I thanked the pilot very warmly and gave him the parachute that I had not needed, while thinking about my next flight, some aerobatics may be ?...

*Christophe Bastide*





**... REMEMBER ? ...  
TO RECEIVE YOUR NEWSLETTER  
VIA INTERNET**

All you need to do is to get the free Adobe software: ACROBAT READER 4.0 (You can download it at the following address: <http://www.adobe.com>). This programme which is common to both systems, Macintosh and IBM PC, will allow you to read the PDF files, the new format adopted for all CAF and FSS publications. You will be able to print these documents or save them on your computer hard disk. Apart from these practical aspects, this system will allow us to save a lot of money by reducing the postage costs, but it will also significantly reduce the time of delivery.

The equipment required by this new system is simple: A fairly recent computer, even a simple one, and a Modem connected to Internet.

**If you would like to receive our Newsletter in this modern and handy format, and have not told us yet, please do so as soon as possible.**

**COLONEL DUCREAU HAS BEEN  
SUCCESSFULLY OPERATED**

This "routine" operation was a simple "reconnection of two pipes". It was the last step on the path of our friend's full recovery, and he supported it very well.

So Eric is now relieved of this enormous weight, and everyone will be pleased by this great news. But Eric did not wait for this last operation to return to "active duty" within our Unit. He used his convalescence to start the project he presented at the General Assembly: To find the remains of Sandy Sansing's Mustang. The results he has obtained so far are still too fresh and uncertain to be published just yet. Patience...

**CAN I SEE YOUR PAPERS ?**

Colonels Christian and Marie-France Falentin have just donated a huge quantity of A4 and A3 sizes printing paper, very useful to the administrative tasks of our Squadron. They even added numerous office accessories that will make our life easier than before. With this generous gesture, they allowed the FSS to save a lot of money. A big THANK YOU to both of them !

**WANTED: THIS STRANGE ANIMAL...**



Some CAF members are looking for this furry primate that bears the sweet name of **Minky**. We were told that colonel Regis Urschler could have some links with this creature ?!?!...

If you have some information that could help us locate him (Or her ?...), please contact us immediately.

**WOULD YOU LIKE TO BE THE NEXT  
CAF DIRECTOR OF OPERATION ?...**

THE CONFEDERATE AIR FORCE IS LOOKING FOR A CREATIVE, WELL ORGANIZED, AND ENERGETIC INDIVIDUAL FOR THE FOLLOWING FULL-TIME POSITION:

**DIRECTOR OF OPERATIONS**

*Job Description*

Responsible for the operation and control of all CAF aircraft. Tracks qualifications and currency of CAF pilots, processes air requests, reviews and provides updated guidelines and regulations for flight operations procedures, tracks aircraft movement and pilot statistics, oversees/coordinates pilot training program, and works in conjunction with the AIRSHO Operations Chairman concerning aircraft invitations, paid acts, and calculating fuel costs. Insures CAF is in compliance with FAA regulations as pertains to the operation of CAF aircraft. Oversees all insurance matters pertaining to CAF aircraft and air shows. Maintains the Rides for Compensation Program, monitors and maintains the drug and alcohol training and testing program. Liaison to FAA, ICAS, FAST, Warbird museums and various governmental and military agencies.

Applicants should submit a resume to:

**Executive Director  
Confederate Air Force  
Midland International Airport  
P.O. Box 62000  
Midland, TX 79711-2000  
USA**

Or E-mail a resume as an attachment in either Word or text format to:

**Execdir@cafhq.org**

**Please no telephone inquiries.**

## FROM THE FSS WEBMASTER

### The FSS breaks through MAC 2 !

You will have guessed that the FSS is not going to change for a different computer system. No, more seriously, the Accumulated Access Total is way over 2000 !

The progress of these visits is as follows :

• September 1999	20
• October 1999	401
• November 1999	496
• December 1999	893
• January 2000	1191
• TOTAL	2600 (On January 31, 2000)

Many contacts with American Wings and Squadrons which are currently on Internet have allowed us to create links which have, no doubt, influenced the number of visits of our site. We are now present on the site of the following Units: Air Group One Wing, Florida Wing, Dixie Wing, Ohio Valley Wing, Great Plains Wing, Keystone Wing, Central Texas Wing, Dallas/Fort Worth Wing and Third Coast Squadron. In addition, the continuous updates which are frequently made to our site, is an efficient way of ensuring that visitors will come back to our site regularly.

It is also interesting to note that the number of pages visited is rising progressively and constantly, which means that our visitors do study the site.

We now have a very wide range of visitors, but we need to increase this tendency, which clearly means that this site is ours and we need it to make it a collective activity.

So far, I have received just a few articles and pictures, and I wish to receive many more in a very near future. This will make sure that the site is alive, because, in communications, inertia means death.

Today, there are more than 25 contacts with other CAF Units and positive comments are flowing in.

It appears, without any intention to get some glory out of it, that this site is one of the most successful CAF Unit sites, which is something ! To fully realize this, please feel free to go and see what other people do.

We now need some of you to write articles on FRENCH, JAPANESE, BRITISH, or RUSSIAN airplanes, with profiles and original photographs, because we lack this type of document and this fact may well make one believe that we only concentrate on planes used by our American friends.

This request is TOP URGENT !...

Christian

Note: Please contact Christian via Email at: < cfrezard@yahoo.fr > or by telephone at: 06 81 36 25 01.

**CODE NAME ALPHA 1999/2000 • TOTAL ON 31/01/2000**

Didier CARDINAL ✪  
Georges VAN HOVE ✪  
Christian FALENTIN ✪  
Bernard DELFINO ✪✪✪✪

## I. BIRD SPONSORS - JANUARY 2000

### EXTERNAL SPONSORS

AVIATION CLUB DE FRANCE  
LE PUBLIC SYSTEME CINEMA  
LE FANA DE L'AVIATION

### INTERNAL SPONSORS

Marcel FRANCISCI	12000,00
Bernard DELFINO	6975,00
Jacques PERAGALLO	3000,00
Sandy SANSING	3000,00
Cédric MALHAIRE	700,00
Claude REQUI	2849,00
Michel CAHIEZ	1200,00
Julien LEPELLETIER	1461,00
Fumiko DELFINO	385,00
Jean-Jacques SAHUT	1000,00
Lewis BATEMAN	3000,00
Stéphane DUCHEMIN	610,00
Serge CLODORE	100,00
Daniel CLODORE	100,00
Jean-Paul MERLIER	140,00
Jean RCDER	1150,00
Roger VAUCAMP	1200,00
Daniel & Lucie SAUVAGE	1000,00
Patrick PIERRE-PIERRE	2000,00
Marcel et Liliane RUPPERT	1210,00
Christian FREZARD	400,00
Jean-Christophe DEBUISSON	1000,00
Michel BON	350,00
Dons anonymes du PUBLIC	440,00
Paul BARLAND	1000,00
Ron WESP	500,00
Christian FALENTIN	500,00
Christian TOURNEMINE	75,00
Didier CARDINAL	500,00
Louis-Jean GIOUX	230,00
Eric DUCREAU	150,00
Eric JANSSONNE	500,00
Centex Wing	140,00
Christiane HÉBERT	1000,00
TOTAL	49865,00

### The FSS P.X.

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

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