



AIRSHOW

CONFEDERATE AIR FORCE - FRENCH SUPPORTER SQUADRON



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The FSS P.X.

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Editorial

The arrival of Jean-Claude Miniggio is an event that will mark the history of the FSS. Jean-Claude has already announced that he wishes to represent the CAF during the air shows that he and his planes will attend. The Morane Saulnier 315, in particular, is an ideal aircraft for that purpose. It started its career well before the war, but was still present when it broke out. It is, therefore, a real mini-warbird which will be suitable to represent the French Wings and the CAF at public events, and a nice addition to the two T6's that belong to colonels Guy Robert and Claude Requi.

Jean-Claude's commission compensates the departure of Jean-Jacques Sahut who is currently going through a difficult period of his life. Jean-Jacques wrote a very nice letter which explains that he regrets to be forced to take such a decision, but which also confirms that he remains a sincere friend of the CAF and the FSS. I hope that it is only an "Au Revoir"...

The big surprise of this ending winter is the Letter of Commendation presented to the FSS by the CAF. It makes me feel even more sorry to have missed the Wing Staff Conference in Midland ! But above all, I consider this letter as a step towards a possible second Distinguished Unit Award for the FSS after we complete the creation of the French Aviation Display in the AAHM in Midland. Please read carefully this part of page 5 in this issue, and do all you can to find the elements that we are still missing.

Finally, I wish that everyone of you pay his 2000/2001 FSS annual dues as soon as possible, so that we avoid the problems that we had last year. Thank you for reading the article on page 8, and for sending us your dues as soon as you can.

Last Minute: Another colonel, Gilles Baillot, has just joined the FSS. He has been a CAF member since last October. Unfortunately, the news arrived too late for this Newsletter. More in the May issue...

Bernard

WELCOME Jean-Claude MINIGGIO

NEW MEMBER OF THE CAF AND THE FSS

Fond of aviation and a confirmed private pilot, colonel Jean-Claude MINIGGIO is also the proud owner of two aircraft: A Piper PA19 and a splendid Morane Saulnier 315, fitted with a Salmson engine, whose restoration is almost complete. Enthused by his CAF and FSS membership, Jean-Claude wants to participate in air shows attended by our Squadron booth. However, as he wishes that this restoration is as perfect as possible, he does not want to rush it, which everyone will understand. We first met Jean-Claude at the 1998 La Ferté-Alais air show, and we are very pleased to see him join us. Jean-Claude works for an insurance company. He was born in May 1960, and his favourite Warbirds are the B25, the Spitfire, and the Morane 406. Quite a good cocktail ! To mark his arrival, Jean-Claude made a donation in addition to his annual dues, a gesture that was very appreciated by our future L Bird ! We plan the closest possible collaboration with Jean-Claude as soon as we can. The fact that he resides in Audincourt, in the Doubs district, does not create any particular problems, and it has the good effect of increasing our presence in the East of France where we now have two members, Jean-Claude and Eric Jeanssonne. We will meet our two friends in Colmar, during the June Piper Cub Fly-in. Welcome Jean-Claude !



A CAF LETTER OF COMMENDATION FOR THE FSS

During the CAF Wing Staff Conference that took place in Midland on February 19 and 20, the French Supporter Squadron was presented a Letter of Commendation for its exceptional enthusiasm ! The citation in this letter congratulates all our members, dedicated and hard-working, for their actions to support the CAF Annual Airshow in Midland, for their efforts to raise funds and recruit new members, for our excellent Newsletter, and for the outstanding representation of the CAF in our country.

Every member of the FSS can be very proud of this citation that recognises the efforts made in 1999 by our members for the progress of our Unit and for the good reputation of the Confederate Air Force in France. This citation will help us surpass ourselves during the coming months and years. Well done everyone !

THE FREE FRENCH DURING THE BATTLE OF BRITAIN

An article by colonel Yves Donjon - Photos: Archives

THEY WERE THERE !



July 1940. Hitler invaded France in five weeks. Russia digests its share of Poland. America is dozing. Against the victorious nazi invasion of two thirds of Europe, the United kingdom is alone. Its army left its tanks and its guns on the beaches of Dunkirk. In order to invade it, Hitler has already gathered its troops along the coast of the Channel, but this invasion requires the full control of the sky. A kid's game for Marshal Gøering, his Luftwaffe and its 2500 aircraft to which England can only oppose fifty poorly trained Squadrons [1].

It seems that the battle is already lost for the free world... However, above the flaming city of London, during aerial combats whose inequality is evident, something extraordinary happens. In a few weeks, one could even say in a single night, victory changes hands. Guided by the still mysterious eye of the first radars, controlled by unmoved commanders, supported by the courage of a population that refuses to be defeated, the young pilots of the Royal Air Force, flying their Spitfire, face, by day and by night, the enemy, and inflict on Goering's Messerschmitt and Heinkel a bleeding correction. Two years before Stalingrad and El Alamein, Hitler loses his first battle.



This part of WWII that covers the period between July 10 and September 15, 1940, will be remembered in history as the **Battle of Britain**.

To those of us who may have asked themselves the question: Have any French aviators participated in this famous battle ? I will say yes. According to the armies archives, it seems that a handful of men did take part in these operations at the end of 1940.

The fighters concerned, as this is the subject of this article, were a dozen French pilots during this Autumn 1940. A handful of men is the right description, and it's a quick study of these early Free Frenchmen that I invite you to read today.

Among those first pilots who flew again in combat, one can find prestigious names like René Mouchotte, Emile Fayolle, Maurice Choron, and François De Labouchère. Pilots who, later, will be posted to fighter groups, or better, Squadrons, in the RAF, and even commanded them, like René Mouchotte in the III/2 Alsace.



For most of them, the great adventure started at the end of June 1940, with one goal: To go back to combat, in England. Anything was good for that purpose: Airplanes, but especially boats for the majority of them. François De Labouchère, on June 21, 1940, boards the "Batory" in Saint-Jean de Luz. His destination: Plymouth. On July 13, he arrives, with other pilots, in Liverpool. The following day, July 14, 1940, these first French volunteers parade before the King of England, George VI, and a certain Général De Gaulle, this General that everyone talks about, but that no one knows.

Sergeants De Montbron, Perrin, Lafont, Mouchotte, Fayolle, Guérin, Bouquillard, Brière, De Labouchère, Blaize, Béguin, and Choron, were designated to be the first ones to be posted to RAF Squadrons. After waiting for several days, they were tested on Tiger Moth airplanes... After this course, they had to perfect themselves on Hawker Hector, another bi-plane of Squadron 16 based in Old Sarum. On August 10, 1940, they moved to Odiham until they were sent to an OTU (Operational Training Unit). On August 19, they were split into two groups and were directed to the Fighting Training School.

For Bouquillard, De Montbron, Mouchotte, Perrin, and Lafont, it's Sutton Bridge, about one hundred kilometres north of London. Mouchotte is saddened to be separated from his friend Guérin. They had been together since the beginning of the war.

In the OTU, they fly for a few hours on Harvard, after which, at the end of August 1940, they fly solo on the Hurricane. For a fortnight, the pilots familiarise themselves with this new fighter.

Around September 10, as they were hopping to get a posting in a combat unit, they receive the order, not to fight, but to move to Northern Ireland... Six days later, a new posting arrives. This time it's Squadron 615, based in Prestwick in Scotland. Bouquillard and Mouchotte are moved to Flight "A", while Perrin and Lafont are moved to Flight "B".

On October first, 1940, Bouquillard and Perrin are posted to Squadron 249 in North Weald, north of the capital. On October 9, Mouchotte and Lafont move to Northolt near London.

(1) The Luftwaffe had 1000 heavy and long range bombers, 250 Stuka dive bombers, and 1250 escort fighters. On the other side, the RAF could only rely on about 600 fighters, Hurricane and Spitfire, among which at least one sixth had not been repaired after the battle of Dunkirk. The disproportion of these forces was evident.

Cover missions take place during the few following days. On October 19, Mouchotte experienced his first difficulty when he had to belly land his aircraft, after its gear refused to extend. Missions follow each other, with a rhythm of several a day. On the 29th day of this month, it's Lafont's turn to have problems with his engine, following a leak of glycol. Forced to land, he spots a glade, unfortunately too small, and he ends his flight in some trees, safely though.

On November 02, Winston Churchill, Godfather of the Squadron, comes to wish good luck to "his" pilots. This period is a succession of unending alerts, of take-offs in three minutes in an attempt to intercept an enemy which is often invisible, and which always had the advantage of the sun... To say the truth, the pilots were a bit jaleous of the Spitfire Squadrons, better armed against the Me109, and therefore, engaged in richer missions and possible victories.

At the end of 1940, the pilots engaged in combat could not count on the satisfaction of their victories, for the simple reason that they did not shoot down any enemy aircraft. But some of them would catch up later. Nevertheless, it is interesting to note that they did not suffer any loss during the battle.

On V Day, May 8, 1945, only two of these early volunteers were still alive. Today, Henri Lafont is the only survivor of the French pilots who participated in the Battle of Britain.

TOTAL LOSSES DURING THE BATTLE OF BRITAIN

Aircraft:	Destroyed		Damaged
British:	922		298
German:	1767		570
Pilots/Crews:	Dead	Lost	Wounded
British:	406	13	295
German:	1449	1914	530

PILOTS WHO PARTICIPATED IN THE BATTLE OF BRITAIN

BLAIZE Pierre: He evades from Meknès on July 3, 1940 to reach England. Posted to Squadron 615, he dies on April 15, 1941, during a patrol over the Channel. Attacked by two Me109, he manages to bail out, but despite an intensive search, his body was never found.

BOUQUILLARD Henri: Born on January 4, he is mobilised in 1939. He reaches England on July 17, 1940. Posted to Squadron 615, then to Squadron 249, he is shot down on October 25, 1940, by an Me110 and ends up in hospital. On March 10, 1941, he is hit by an Me109 and hits the ground. He was the first pilot of the Forces Aériennes de la France Libre (FAFL) killed in air combat. He also became the first French aviator member of the Ordre de la Libération, and

named Compagnon on January 29, 1941. Today, he rests in the cemetery of Nevers, in the Nièvre district.

BRIÈRE Yves: Posted to Squadron 615, he disappears over the sea on May 13, 1941, following an engine failure.

CHORON Maurice: An instructor at the Aéro-Club of Bastia in Corsica, he evades with an airplane from Toulouse-Francazal on June 22, 1940. He is the first one to get a double victory against two Me109 on December 21, 1940, as he was with Squadron 64. Posted to Squadron 615, then to 340 "Ile de France", he disappears in combat during a mission in the Dover area, on April 10, 1942.



DE LABOUCHÈRE François: Born on September 18, 1917, he was one of the first pilots to get his licence from the Popular Aviation in 1936. He evades from Saint-Jean de Luz on June 21, 1940. He is posted to Squadron 249, then to the 615. In July 1942, he is one of the first three French pilots to receive the Distinguished Flying Cross. He was Peter Townsend's wing man. He disappeared in air combat in the Cayeux sur Mer area, in the Somme district, on September 5, 1942.



Captain François De Labouchère during the summer of 1942

DE MONTBRON Xavier: He was the first FAFL pilot to obtain an aerial victory while he was flying with Squadron 64, when he shot down an Me109. He was shot down on July 3, 1941, during a mission over France, and made prisoner.

FAYOLLE Émile: Born on September 8, 1916, in Issoire, Puy de Dôme district, he was the grand son of the Maréchal de France who became famous during WWI. On June 30, 1940, he evades Gibraltar by stealing a Caudron Simoun together with Lieutenant Stourme. He is posted to Squadron 249, then to 615. On July 14, 1942, he receives the Croix de Guerre. The following day, he shoots down an enemy fighter over Saint-Valéry en Caux. On July 26, he, Dupérier, and De Labouchère, receive the Distinguished Flying Cross. Promoted to the grade of Commandant and posted to Squadron 174, Emile Fayolle

is shot down on August 19, 1942, during his first mission with his new group while flying over Dieppe. He had 4 aerial victories.

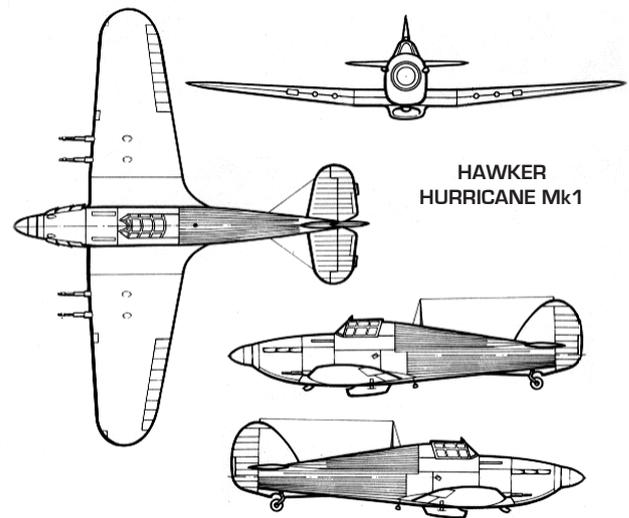


Emile Fayolle who disappeared in August 1942

GUÉRIN Charles: A flight instructor, he refused to accept the armistice and went to Gibraltar. On June 30, 1940, he evades on board a Goéland, with Mouchotte and Lafont.. Once in England, and after the OTU, he is posted to Squadron 615. On May 3, 1941, as he was overlooking a convoy, his aircraft suffered a glycol leak. Completely blinded by the thickness of the fluid and believing he was at sea level, he did his flare. Suddenly his airplane stalled to the right and hit the waves. It disappeared in less than a second, taking its pilot with it.

LAFONT Henri: Born on August 10, 1920, he is not 20 when he evades from Oran on June 30, 1940. He is posted to Squadron 247, then the 615, on Hurricane. On February 26, 1941, he gets his first victory when he shoots down an Me109. He does it again on March 15, the day of Bouquillard's burial. Named Instructor at the school of Crosby, he is in charge of the new French pilots. At the end of 1941 he joins the Groupe "Alsace" in Egypt and finishes the war flying Spitfire IX. He leaves the army in 1966 as a Colonel and becomes Director of the Salons Internationaux de l'Aéronautique et de l'Espace until 1985. With many decorations, and the title of Compagnon de la Libération. he is the last survivor of the BoB.

MOUCHOTTE René: Born on January 28, 1914 in Saint-Mandé, he is a reserve Sergeant pilot when he is mobilised in 1939 as an instructor. After the armistice, his group moves to Oran from which he evades on June 30, 1940, with Guérin and Lafont. He is posted to Squadron 247, then to 615. On August 26, 1941, he gets his first victory when he shoots down a Junkers 88. He then moves to the G.C. Number 2 "Ile de France" in Octobre 1941. Named Commander, he leads GC number 1 "Alsace" from January 1943. He should have been relieved after completing 100 war missions, but he went for his 101th, an escort mission with B17 Flying Fortresses over the Channel, and never came back. He was 29. His body was found in the cemetery of Middelkerke, in Belgium, and transferred to the Père-Lachaise in Paris. With 4 confirmed victories and 3



probable, René Mouchotte had several decorations: The Croix de Chevalier de la Légion d'Honneur, the Compagnon de la Libération, the Croix de Guerre, and the Distinguished Flying Cross. He is Godfather of the Cambrai Air Force base.

PERRIN George: Arrived in England in July 1940, he is affected to Squadron 249 then to 615.



Commander René Mouchotte, shot down in August 1943

Note: We sincerely thank colonel Yves Donjon who has just sent us two excellent articles about French pilots in WWII. You too can help our Newsletter. Every one of you has a preference for such or such period of WWII, or such or such aircraft. Let's share your tastes by sending us one or several articles that you can illustrate with original drawings, paintings, or photographs, or, if not, with a written authorisation of their owner or publisher to reproduce them. Many thanks in advance !

INVITATION TO ALL NORMANDIE-NIEMEN VETERANS

When you read these lines, all Normandie-Niemen veterans will have received a letter from our Squadron that invites them to attend the CAF Annual Airsho 2000 on October 7 & 8.

Today, there are 34 veterans left. Thirteen pilots and 21 mechanics, of whom we hope some will be happy to go to Midland. One of them, Marcel Albert, is almost there since he lives in Florida. We hope that many of them will decide to come and watch this fantastic air show. Unfortunately, our meagre budget does not allow us to support any part of the cost of this trip, but we rely on our members who will be present in Midland to make sure that they amicably get everything they need.



Yak 3 of the du Normandie-Niemen - Painting: Musée Normandie-Niemen

Several members of the CAF have already got involved in this project, like colonel **Yves Donjon** who sent us the necessary contacts, and colonel **Christian Frézard** who keeps in touch with some members of the CAF in the USA. The latter are currently organising the invitation of two, possibly three, Yak 3, which will ensure that our guests get the greatest possible emotions.

In addition, Bob Rice and Keith Lawrence, respectively Executive Director and Administrative Director of the CAF, have assured us that veterans of the Normandie Niemen will be honored during an appropriate ceremony.

We will keep you informed about the progress of this project as the answers from these veterans reach us. We fear that some of them will not be able to come for health reasons, but we hope that many will make the effort to come. If they do, they will be the perfect representative of WWII French Aviation in the USA during the time of their stay.

FSS PROJECTS

Three months of year 2000 have already gone by, and it is time to review the main current FSS projects...

RECRUITING

The CAF has just extended the Code Name Alpha Campaign for 2000 because our organisation requires many new members. The situation is the same for our Unit which needs to find relatively young, and enthusiastic, members, ready to get fully involved in our activities. Recruiting takes a major importance today. By recruiting new members, you will be twice as efficient because you will participate in the Code Name Alpha campaign for the benefit of the CAF, and you will ensure the future of our own Unit.

L BIRD

Some of our projects will last longer than this calendar year, like the acquisition of an L Bird plane of the Piper Cub or Stinson L5 type. The collection to this date is simply extraordinary, but it is one quarter of the amount we require to make this dream come true. We must continue our effort

and find new Sponsors, either individuals or companies. For this purpose, your imagination is the only limit, as long as you use honest and legal means, of course.

FRENCH AVIATION DISPLAY IN THE AAHM

The project of a donation of memorabilia and WWII souvenirs to the CAF museum in order to create a French Aviation permanent display is calling for a few more efforts. We need war-time newspapers (Or their copies) whose first page mentions facts linked to French Aviation. We also need a war-time wireless radio receiver, made in France, and we need any other item that is significant and representative enough of this period of our history. Start looking for them now ! You will get some real satisfaction while making yourself very useful. The limit date for this project is set as September 15, 2000.

FRENCH VETERAN AVIATORS HERITAGE BOOK

We still require the story of fighter pilots, and translators to help us transcript this book into English. Unfortunately, volunteers are not legion... A small effort from every one of our bilingual members will be greatly appreciated !

REMAINS OF SANDY SANSING'S P51

This project is in our friend Eric Ducreau's good hands who will complete it better than anyone else. He told us that we should get some results soon, when Spring is here, that is to say in a few weeks time...

FSS WEB SITE

Despite the difficulties that our site has suffered since the beginning of March, it remains one of the most popular ones. It must, therefore, be developed and improved to become the best of the CAF sites !... This is possible if everyone participate in this evolution. Make suggestions, send us your ideas, we will put them into practice.

FSS NEWSLETTER

Our Newsletter is still appreciated by its readers, and it even increased its popularity among the CAF, thanks to the .pdf files that can easily be sent to many members of the Headquarters and the General Staff by email, and at a minimum cost since this technique has already helped us save a lot of money. We hope that every one of our members who is connected to the Internet accepts to receive this "E-newsletter".

TRIP TO MIDLAND FOR AIRSHO'2000

During our General Assembly, we offered to those of our members who would like to take on the task of Tour Leader, the responsibility to organise a group trip to Midland for Airsho'2000. This suggestion did not have any success since not one single member has volunteered during the past 4 months. Too bad !... Therefore, those who will go to Midland will have to organise their own tour and find the best prices for airline tickets, hotels, and car rental. This will not stop the reunion of our group once in Midland, and we will be helped by the two tables that col. Ron Wesp will reserve for the FSS in the CAF O'Club.

OTHER PROJECTS

You will find, with this Newsletter, a small survey that will allow you to send us your ideas and suggestions. Many thanks for sending it back as soon as possible.



50 PATCHES FOR THE SQUADRON

Colonel **Yves Donjon** has donated 50 patches to the Squadron, all different, but most of them related to French Air Force squadrons. These patches will be sold by the P.X. and the money produced will be put on the FSS L Bird account, under the name of our friend Yves Donjon.

You too can follow the same process if your financial possibilities do not let you make a straight donation. Do you have any object which could interest the public or our members ?... Let us have them. We will find a buyer and the product of this sale will be added to the already long list of donations made to this great project.



The future... (Photo Eric Janssonne)

THE CAF ACQUIRES THE ONLY EXISTING PROTOTYPE OF THE F8F51 !

Thanks to the intensive research started 15 months ago by a CAF member, our organisation was able to locate and purchase this unique aircraft.



The F8F51 was the result of the cooperation between Grumman and North American which tried to build, during the Korean war, the ideal and most versatile fighter they could. This work was very successful, but jet fighters appeared, and the airplane was regrettably stopped. The Douglas Skyraider was the only one to survive and stay in service as late as the end of the Vietnam war, as everyone knows. Discovering this aircraft is an extraordinary event for our organisation which will soon start the restoration of this plane. An artist view of its future livery is printed above. A really unique airplane that will be added to a collection already rich with several very rare planes !

THE F4U7 OF LE CASTELLET HAS FLOWN !

The Corsair F4U7 that the association "Les Ailes de l'Aéro" has been restoring for so many years has flown for the first time on Thursday 9 March 2000, in the afternoon. A second flight took place the day after, without the slightest technical problem. Our congratulations to our friends in Le Castellet !



The F4U7 takes off (Photo Claude Requi)

THE FSS WEB SITE HAS PROBLEMS

Following the bankruptcy of the firm that hosted our Web Site, the latter has been shut down for about three weeks from the beginning of March. Another host has been chosen by colonel Christian Frézard and after a few administrative problems, our site should soon be back on line by the end of this month. Let us thank Christian for his excellent work, especially when one considers that being employed by this firm, he followed the same fate as our site, and all other employees... Never giving up, Christian has the strength to overcome this ordeal and he is actively looking for another job. Let's hope that he can find one soon. Best of luck Christian !

FROM COLONEL ERIC JANSSONNE...

Colonel Eric Janssonne has asked us to point out that the Piper Cub Fly-in that will take place on June 23, 24, and 25, is a private event, which does not mean that there won't be a crowd ! There will be more than 40 Piper Cub and other planes, and this event will be very pleasant ! Although we can't promise anything just yet, there may well be occasions for a few flights ! We invite all our members to participate. Thank you for contacting us as soon as possible because hotels will be full very soon !

AIR SHOWS SEASON

Since our call in last month Newsletter, we only received a few indications of possible participants to the air shows our booth will attend: Only five so far !... This is definitely not enough, and this activity of our Squadron is at stake if you do not react very quickly !... Let us remind you that we need to know your precise intentions, in writing, and specifying if you need any hotel reservation, the number of persons concerned, and if you will put your personal vehicle at the Squadron service.

THE FSS NEEDS YOUR ACTIVE PARTICIPATION !

AMAZING PICTURES !



These photographs which have been sent to us by our friend Bob West are simply amazing. Above, a Tomcat performs a rather low pass along the deck of US Navy aircraft carrier U.S.S. Stennis, and below, this F18 materialises in a spectacular way the shock wave it is being subjected to. Our congratulations to the photographers !!!



COMPUTER OWNERS, YOU CAN RECEIVE OUR NEWSLETTER VIA EMAIL

Those of our Squadron members who chose to receive the FSS Newsletter using this fast and economical means are very satisfied.

The **Adobe Acrobat Reader** software which lets its users open it, read it, and print it, is simply marvellous, and it has become the communication standard for this type of documents on the Internet.

The savings we have made are quite important. Therefore, we strongly recommend that those who have not yet experimented it, choose this modern way of communication. If you wish to become one of AIRSHOW email addressees, please let us know as soon as possible. We will add your email address to the already long list of volunteers.

To get ADOBE ACROBAT READER, visit the Adobe Web Site, and download this free software, version 4.0 or above. Install it in your computer, and... Voilà ! All you need to do then is download the Newsletter, open it with a double click, and read it on your screen or print it on paper. Nothing is more simple !

Here is the Adobe address

<http://www.adobe.com>

TORA ! TORA ! TORA ! THIRTY YEARS LATER

The filming of a new **Tora ! Tora ! Tora !** will start soon. This movie enjoys an amazing budget of \$ 130.000.000,00 and will use quite a few CAF airplanes, including the Kate of our Centex friends. These financial revenues will reward the efforts made by our organisation to maintain its prestigious fleet airworthy, and will add to the pleasure of the eye. This film whose title will be **Pearl Harbor**, will make an intensive use of synthesised pictures, a technique that was not available in 1970 when the first movie was made, and it's so efficient that it will be very difficult, if not impossible, to differentiate the real thing from the artificial. The story will be built around the sentimental rivalry between two friends serving in the US Army Air Corps. The movie will be out in 2001... In the mean time you can visit its Web Site at: < <http://cinemenium.com/pearlharbor/> >.



OPERATION CODE NAME ALPHA 2000

The **Code Name Alpha** recruitment campaign carries on in 2000 ! Like before, various grades will be given to new colonel recruiters. The first one, **CODE TALKER**, will allow you, for recruiting one new colonel, to get a patch and the right to enter the \$ 1000,00 Grand Prize drawing that will take place during the Wing Staff Conference in 2001. For the second one, **NAVIGATOR** (3 new colonels), and each one of the following, **ACE** (5), **BOMBARDIER** (10), and **LITTLE FRIEND** (15), you will receive an ALPHA pin.



Each member who will recruit 5 new colonels, will receive a free one year CAF membership, or will be able to purchase a LIFE membership for \$ 1500,00, thus saving \$ 460,00 in the process.

Other prizes will be drawn at random throughout the year. The first five colonels to recruit 5 new members will receive a pair of compact binoculars.

In addition, the member, and the Unit, who will recruit the greatest number of new colonels will receive the TOM CLOYD MEMORIAL TROPHY.

This campaign started on January 1, 2000, and will end on December 30, 2000. You've only got 9 months to participate. Don't leave it too late !

FSS ANNUAL DUES
YEAR 2000/2001

May is approaching fast, and, as our Finance Officer colonel Christian Frézard announced it last month, it is time to think about sending us your Annual Dues. The amount is 300,00 Francs (Or £ 30.00 or \$ 50.00 depending on the country where you reside) for the colonels, and 100,00 Francs (Or £ 10.00 or \$ 20.00) for the Associate Members and Cadets.

Please send us a cheque of the correct amount, according to your type of membership, to the FRENCH SUPPORTER SQUADRON (Or the amount in cash in Pounds or Dollars, in a letter. Note: No foreign cheque can be accepted !).

If your name is not on the list printed below, it means that you already paid and do not need to send us anything.

BARLAND Paul	HOUSSIN Yves
BASTIDE Christophe	JANSSONNE Eric
BERTRAND-PORCHET J-Pierre	JIMENEZ Alain
BON Michel	KURZ Fred
BONNEU Jacques	LASSIAZ DE LAUNES Philippe
BOURDIN Jean-Jacques	LE SAOÛT Yann
CAHIEZ Michel	LEDOUX Marcel
CARDINAL Didier	LEPELLETIER Julien
CARTIGNY Ernest	MALHAIRE Cédric
CHANDLER Cat	MERLIER Jean-Paul
CLODORÉ Daniel	PIERACCI Bernard
CLODORÉ Serge	PIERRE-PIERRE Patrick
DEBUISSON Jean-Christophe	POTTER Henry
DECLERCQ Isabelle	PRICE David
DELPECH Jean-Pierre	QUEFFÉLÉANT Hervé
DONJON Yves	REQUI Claude
DUCHEMIN Stéphane	ROBERT Guy
DUCREAU Eric	ROEDER Jean
FALENTIN Christian	SAUVAGE Daniel
FRANCISCI Marcel	SAUVAGE Lucienne
FRÉZARD Christian	SEGARD Michelle
GARLAND Michael	TOURNEMINE Christian
GIOUX Louis-Jean	VAN HOVE Georges
GOUBARD Lucien-Marcel	VAUCAMP Roger
HENRY Gérard	VIOLETTE Bernard
HILL George	WESP Ronald
HOSY Hubert	

NOTE: In order to avoid the cost of an extra mail, we will not send you an individual letter, and we beg you to be kind enough to send your payment as soon as possible. Many thanks in advance.

We also remind you that you must be up to date with your CAF membership in order to be able to belong to the French Supporter Squadron (Or any other CAF Unit). If some of you were not in compliance with this basic rule, we urge you to regularise your situation with the CAF Headquarters as soon as possible. Finally, if any of our members were in a financial situation that would stop them from paying their FSS dues in a very near future, we would show some understanding, as long as you advise us as soon as you can.

CODE NAME ALPHA 2000 • TOTAL ON 31/03/2000

Christian FALENTIN ☺
Bernard DELFINO ☺

I. BIRD SPONSORS - MARCH 2000

EXTERNAL SPONSORS

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

INTERNAL SPONSORS

Marcel FRANCISCI	12000,67
Bernard DELFINO	8575,00
Jacques PERAGALLO	3170,00
Sandy SANSING	4200,00
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	350,00
Daniel CLODORE	350,00
Jean-Paul MERLIER	140,00
Jean RCEDER	1150,00
Roger VAUCAMP	1200,00
Daniel & Lucie SAUVAGE	1335,00
Patrick PIERRE-PIERRE	2000,00
Marcel et Liliane RUPPERT	1210,00
Christian FRÉZARD	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	315,00
Didier CARDINAL	620,00
Louis-Jean GIOUX	130,00
Eric DUCREAU	150,00
Eric JANSSONNE	500,00
Bernard PIERACCI	120,00
Bernard VIOLETTE	105,00
Henri BOURRASSIER	50,00
Jim LUX	1200,00
Jean-Claude MINIGGIO	200,00
Centex Wing	140,00
Christiane HÉBERT	1000,00
Intérêts Bancaires Annuels	1133,83
TOTAL	56739,50

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.*