



AIRSHOW

CONFEDERATE AIR FORCE - FRENCH SUPPORTER SQUADRON



Volume 5 - N° 5

Bulletin Mensuel du CAF French Supporter Squadron

May 2000

Sommaire

Page 1
 Editorial
 Welcome to colonels Gilles Baillot & Claude Gascon
 Page 2
 The Boeing Stearman Kaydet
 Page 3
 Connie, a Love Story
 Page 4
 Connie, a Love Story (End)
 Page 5

Pictures of the movie "Pearl Harbor"

Page 6
 What's new ?
 Page 7
 What's new ?
 Page 8
 FSS 2000/2001 Annual Dues
 L Bird Sponsors
 Code Name Alpha and the FSS
 FSS P.X.

Association à but non lucratif régie par la loi de 1901, et enregistrée sous le numéro 2473 au Journal Officiel du 10 Juillet 1996.

Président
 Col. Bernard DELFINO
 Vice-Président
 Col. Stéphane DUCHEMIN
 Trésorier
 Col. Christian FREZARD
 Secrétaire
 Col. Yann LE SAOÛT

AIRSHOW est une publication du French Supporter Squadron de la Confederate Air Force, Inc - Toute reproduction entière ou partielle des textes et illustrations contenus dans ce bulletin mensuel est interdite sans accord préalable de l'éditeur.

Ecrire au siège de l'association
 19 rue de Cannes
 93600 Aulnay sous Bois
 Tél. & Fax : 01 48 690 457
 E-mail: bdelfino26@aol.com
 Web Site: <http://www.caf-france.com>

Editorial

Even if some late and freezing showers keep reminding us of the past Winter, Spring is here, and here to stay !... It has already brought us 3 new sympathetic new members, and it's up to us to increase that number. I am conscious that it is sometimes difficult to come out of a certain Winter torpidness, but the omens look good, and I thank you all in advance for the efforts you will make to reach that goal, for the benefit of the CAF and the French Supporter Squadron.

Important question: Have you paid your FSS annual dues ?... To make sure, I invite you to read the list of our members who haven't, on page 8 of this issue. I know that this administrative task is the least pleasant of all our activities, but I ask you to show proof of civism and solidarity by paying this modest amount of money as soon as you can.

Following the article published in the April issue of AVIASPORT magazine, I received numerous messages of surprised and pleased readers. This article describes my occupation through a portrait drawn by AVIASPORT reporter Frédéric Lert. Personally, I find it particularly funny that this issue should come out on April 1st !... (Our friend Frédéric Lert had warned me with a good sense of humour). I wish to thank him for his extreme kindness and the invaluable help he gave to our Squadron. Let's hope that this article will not make the sale of this magazine drop abruptly !...

Finally, I want to apologize for the April Fools' Day joke concerning the discovery of the F8F51, which was created by col. Terran Tidwell, an idea that I put into practice to celebrate, with a big smile, the arrival of Spring. I wish to thank those who believed this scoop was true for their kindness. Who knows ?... May be, one day, we will find a bird as rare as this one ?...

Bernard

TWO NEW FSS MEMBERS

COLONEL GILLES BAILLOT

Colonel Georges Van Hove is the one who introduced our new member, Gilles Baillot, to the CAF. Gilles, who got his CAF commission during Airshow99, works for an Import-Export company at Roissy Charles de Gaulle Airport. He was born in Fort Lamy in 1964, and had his first flight before he was born ! The 13 years he spent in Africa allowed him to fly in mythical airplanes like the DC3, DC4, DC6, Super Constellation, Dove, and many others... His father started working for Air France in 1948 and closely watched the fantastic evolution of commercial aviation during those glorious years. That was enough for Gilles to catch the virus that we all suffer from. His favourite subjects are WWII and the post-war commercial aviation. But Gilles has a marked preference for the French Air Mail service history - the famous Aéropostale - obviously because of the eight years he spent in Dakar, with, as a bonus, the memorable ferry flight of a Caravelle between Dakar and Casablanca, flown low enough to pick up flowers by two experienced pilots ! Like many of us, Gilles owns his personal museum which comprises 1/72 or 1/48 models that he tries to protect from the destructive curiosity of his young son who seems to be extremely receptive to the aviation virus. Gilles' favourite warbird is the F4U Corsair, but the gracious lines of a Super Constellation have a charm for which he can easily fall !... Welcome to the FSS Gilles !



COLONEL CLAUDE GASCON

We heard of colonel Claude Gascon's CAF commission by reading the list of new members published in Contrails a few months ago. An offer to become an FSS member was soon made to him and immediately accepted by Claude with great enthusiasm. Unfortunately, and almost simultaneously, Claude went away on a trip, which stopped him from sending his picture and comments about his love for warbirds and aviation. Claude will be back early in May. In the mean time, we can tell you that he was born on May 13, 1936 (Happy Birthday Claude !), that he is retired, the father of three daughters, the grand-father of two grand-children, and that he is an experienced private pilot since he has flown more than 800 hours. Having served in the French Navy, the TBM Avenger and the F4U Corsair are his favourite planes (The next issue of our Newsletter should make him very happy, like many other readers who love the Corsair...). Please turn to page 6 of this issue to add Claude's address to your FSS Phone-Book, and we hope that next month issue will help you get better acquainted with Claude.

A CAF "VAL" REPLICA INVOLVED IN AN ACCIDENT DURING THE MAKING OF "PEARL HARBOR"

We regretfully announce the loss of the CAF Val Replica, tail number 231, during the making of the movie PEARL HARBOR. Fortunately, the pilot, Gene Armstrong, walked away with minor injuries (See the article on page 5 of this issue).



THE BOEING - STEARMAN 75 - KAYDET



An article by col. Stéphane Duchemin - Photos: B. Delfino

In 1934, Lloyd Stearman created a lovely two seat training bi-plane. He started its production in his own company which soon became part of Boeing.

The first type of Stearman model 75, the PT-13, started its career in 1935, following an order from the USAAF. Thirty two were built, fitted with a Lycoming R-6805 radial engine. This airplane was the first one of a large family: The PT-13A (92 aircraft) with a 220 HP R-680-7, the PT-13 B (220 aircraft) with a 280 HP R-680-11, the PT-13C (6 aircraft) built for zero visibility flying, the PT-13D (895 aircraft) with an R-680-1.



a typical paint scheme for the Primary and Basic Trainers of the Army.

• In August 1986, the owner of a PT-17 crashed his plane in the mountains West of the Salt Lake valley. The remains of the plane were donated to the Great Basin Squadron, now known as the Utah Wing. Its restoration lasted two years, and it was fitted with a 450 HP Pratt & Whitney 985 engine. It flew again on August 17, 1988. This Stearman (N1387V) is, today, painted in the colours of a US Navy N2S.

• The third Kaydet (N27933) is also a PT-17 which is based in Longview in Texas, and taken care of by the Lone Star Wing.



In 1940 followed the PT-17 (2942 aircraft) with an R-670-5 engine, and the PT-17A (136 aircraft) also for zero visibility. The PT-18 was fitted with a Jacobs R-755-7.

Apart from various engines and equipment of minor importance, all these versions were similar. The PT-17, although it had the same wings and the



same structure, was built to be used in Canada, with a heated and enclosed cockpit, and equipment for night flying.



The US Navy ordered the X-70 fitted with an R-790-8 (60 aircraft), as well as the N2S-1 (250 aircraft), the N2S-3 (1875 aircraft), the N2S-4 (577 aircraft), and the N2S-5 (1430 aircraft). All these planes were similar to the USAAF airplanes, which allowed an easy combination of the two production lines.

The production of the Kaydet stopped in February 1945, with a total of 10346 airplanes. After WWII, many civilians purchased the surplus aircraft and many of them were converted for crop-spraying.

Today, the CAF owns three Kaydet:

• In Odessa, the Desert Squadron operates a PT-13 (N65666). Its fuselage is painted blue and its wings yellow,

Boeing Stearman PT-17 data:

- Wing span: 9,80 m.
- Length: 7,54 m.
- Engine: Continental R-670-5 (220 HP)
- Armament: None
- Maximum take-off mass: 1200 kg.
- Maximum speed: 220 km/h.
- Range: 800 km
- USAAF designations: PT-13 PT-17 PT-18 PT-27
- US Navy designation: N2S



Connie, a Love Story...



An article by colonel B.Delfino based on a story by Sandy Howard - Photos Richard Stephens & Bernard Delfino

Connie has no direct relation with our friend col. Sandy Sansing's wife. Then again, thinking about it, one could find some common points like grace and freshness...

In reality, Connie is the name given to the Lockheed Super Constellation that the HARS (Historical Aircraft Restoration Society) maintains in flying condition since February 3, 1996. Its official name is, in fact, its registration VH-EAG which is no other than the one of the last L1049G operated by QANTAS. This airline had taken the decision to name its aircraft after the south hemisphere stellar constellations, which is why this one is also called *Southern Preservation*. But for all of those who maintain this four engine airliner, it is, and will always be, CONNIE.

When it was built, the aircraft was a C-121C. It served in the U.S. Air Force (Serial # 4176). The Lockheed designation for the C-121C was L1049F-55, similar to the L1049G and H which was used by numerous international airlines in the fifties and sixties. Model C-121C did not have any wing-tip tanks though. This is why dummy tanks were fitted during its restoration.

Delivered to the U.S. Air Force on October 6, 1955, the Constellation started its career with the 1608th Military Air Transport Wing based in Charleston, South Carolina. It had a large cargo door which improved its versatility by allowing the transport of either passengers or freight. On July 2, 1962, it was transferred to the Mississippi Air National Guard, and posted, for 5 years, to the West Virginia A.N.G, and for the 5 following years to the Pennsylvania A.N.G. It was then stowed on the Davis Monthan Air Force Base in Tucson, Arizona, in June 1977.

Parked without its emergency exit doors, the plane became a refuge for the local pigeons. Year after year, the fuselage became so full of guano that it was decided it wasn't worth scraping. The little birds had saved the big one !...

In November 1991, the HARS decided to restore Connie and ferry it to Australia. With such a great distance to fly over the Pacific Ocean, this restoration was conduct-

ed according to a drastic safety program. Accomplished by volunteers, this restoration lasted four and a half years, and the plane landed in Sydney on February 3, 1996.

Flying Connie is no easy task, and those who are responsible for it understand, better than anyone, the difficulties experienced by the pilots of this era. No relation, whatsoever, with today's Boeing 747-400 and other wide-bodied aircraft. The number and the length of the check-lists necessary for the operation of Connie is unbelievable for a modern jet pilot. The aircraft maintenance is proportional, and it requires an expertise that only a few technicians possess.

When the L1049 appeared, its weight called for engines much more powerful than the ones available, like the two stage super-charger Curtiss-Wright R-3350 which produced 2880 HP. Two techniques were available at that time: Increasing the number of cylinders, or increasing the number of stages of the super-charger. The latter was adopted by Wright which limited the number of cylinders to 18 in two rows of 9, but adopted a three stage super-charger driven by the exhaust gases. The power that was produced was hydraulically "re-injected" to the crankshaft, resulting in a take-off power of 3400 HP. This engine was used on the L1049 and the DC7, and if it did not produce the same power as the Pratt & Whitney R-4360 with its four rows of cylinders, it did not experience the difficult problems of the cooling of the rearmost cylinders. Despite these fantastic technical improvements, the Super Constellation was known as





The MATS Super Constellation during its visit to Midland in 1998 (Photo: B.Delfino)

the best three tails, three engines, airliner of its time !... Which says a lot about its reliability and the incredible number of engine problems it suffered in the fifties... Today, the adopted rules for this type L1049 limit the power of the engines to such a point that it is the same as its predecessor, the L749: Using 100/130 octane gas, the take-off power is limited to 2880 HP, and a pressure of 52 inches. Cruising power is limited to 1350 HP and a pressure of 33 inches, a setting at which the turbo supercharger have practically no effect.

If the L1049 does not have the same hydraulic systems as modern planes, it is not far from them. Engines 1 and 2 provide hydraulic power to the main systems like the flying controls whose operation is purely mechanical at the beginning of a movement, but progressively gets hydraulic assistance as the controls are deflected from neutral. Engines 3 and 4 provide hydraulic power to the other systems like the under-carriage, the flaps, the nose gear steering, the brakes, and other accessories. This is why number 4 engine is always started first and stopped last, in order to provide hydraulic power to the gear and allow the mechanics to fit or remove the under-carriage ground lock pins as required.

The L1049 was the very last airliner to have a DC electrical system. The generators were able to produce up to 375 Amperes ! The AC current was provided by not less than 6 DC/AC converters, and two engine driven generators. The complexity of the electrical system maintenance manual is enough to give today's electricians many headaches !...

The maximum take-off weight, originally 62425 kilos, has been reduced to 54480 kg. In-flight displays during air-shows are done at the maximum landing weight plus the weight of the fuel necessary for the demonstration, around 48600 kilos. In this configuration, with 60% flaps, the take-off run is between 600 and 900 metres. Flaps are raised at 140 kts. and 300 feet altitude. Other restrictions which include non pressurised flights, and flying in icing conditions, result in normal operation between 500 and 9000 feet (Standard atmosphere).

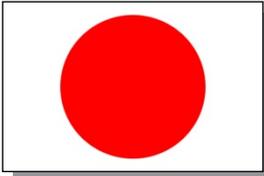
Particular care is given to the emergency procedures in case of an engine failure on take-off. The L1049 does not have the power of modern airplanes, and it barely complies with the current rules. Flying is generally very different from the swept-wings modern airliners, one could almost say "opposed". Turns call for an imperative use of the rudder, engine parameters demand a continuous monitoring of the instruments, approaches are flat and below 2° slope, and the role of the flight engineer is of the utmost importance, especially during landings in cross wind, since it's him who controls the engine power according to the pilot's orders. Reduce the power too late and Connie will continue to float in the air for ages. Reduce it too early and the airflow produced by the propellers over the wings will be reduced at once resulting in a rate of descent that will not be appreciated by the gear, even if it's been reinforced...

As always, in the case of such a restoration, this magnificent plane would not be able to fly without the good care of the ground engineers who ensure that the aircraft operates in total safety. Connie's pilots are very conscious of this fact and thankful to them.



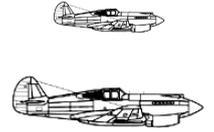
Two other planes of the Historical Aircraft Restoration Society photographed in Sydney: Top, a replica of the Vickers Vimy, and left, a Lockheed P2V7 Neptune.

You too can become a member of the HARS and help the preservation of CONNIE for the modest amount of \$ 5 or \$ 10: Write to Historical Aircraft Restoration Society, Treasurer, 7 Sturt Street, Frenchs Forest, NSW 2086, Australia.



"PEARL HARBOR"

FIRST PICTURES OF THE MAKING OF THE FILM



Thanks to our friends who are present in Hawaii where PEAR HARBOR is currently filmed, and thanks to the movie Web Site, we have the pleasure to print these few recent pictures. Unfortunately, an accident caused the complete destruction of a CAF Val replica (Tail # 231), flown by Gene Armstrong, when the left wing was torn off after hitting a palm tree during a low level attack in formation. Gene miraculously came out of the accident with a broken wrist and a few cuts.

(Editor's note: These pictures are probably the last ones that we will publish for a long time since the personnel is, from now on, not supposed to reveal anything until the movie comes out during Spring 2001).



PEARL HARBOR Web Site address:

<http://www.cinememium.com/pearlharbor/>





A SAD BUT CONVINCING SURVEY

Major **Brisson «Moose» Phillips**, the east coast F16 demonstration pilot, and friend of the CAF, lost his life when his plane crashed during an air-display on the naval station of Kingsville.

A TV program named «Extra» tried to use this drama to make sensation and took this opportunity to run a poll using Internet on the theme: "Should air shows be stopped in the USA ?" (Address: <<http://www.extratv.com>> then click on "Danger at air show" then on "Poll" at the bottom of the article).

A quick visit of this Site revealed the same erroneous statements that the media love to publish in Europe, and in France in particular, very often by simple ignorance. This visit allowed us to take part of this poll whose results were displayed immediately after voting. We were reassured at once since the results were: **86% for the air shows** and **13% against** !... We sincerely thank the American public for its confidence and enthusiasm for aviation and its air shows.

Unfortunately, this result, much more positive than one could have expected, is no consolation for Major Phillips' death. The French Supporter Squadron sends his sincere condolences to his family and friends.

A LETTER FROM COLONEL CLAUDE REQUI

"Ventabren, April 1st, 2000.

Dear friends of AIRSHOW,

I read with great interest the information published in last month Newsletter about the discovery of the only existing F8F51, the ultimate piston engine fighter. This helped me do some research which, although not exhaustive, will give a few more facts to your readers.

This is how I discovered that the Act of Cooperation between Grumman and North American was signed on April 1, 1950. It then only took 365 days to produce the plane which first flew on April 1, 1951. The pilot was the famous John P. Nut, who obtained his pilot licence on April 1, 1941. This promising plane had to be abandoned and was finally stowed on Nellis base where it was discovered by a CAF member on April 1, 1999. The restoration of this F8F51 has already started, and its first flight is scheduled for April 1, 2001.

Best regards.

Claude Requi"

Editor: Here is a letter that admirably concludes a small joke. We hope that our readers will forgive us, and if some have believed it, it simply proves that the idea from our friend colonel Terran Tidwell was excellent. For the practical organisation of this article, you can blame our Unit Leader who was quite amused by this little recreation...

NORMANDIE NIEMEN IN MIDLAND

The letter of invitation that we sent to the veterans of the Normandie Niemen did not take long to produce some positive effect. Mister Pierre Lorillon, a pilot, was the first one to contact us and declared that he would come to Midland. He will travel with another pilot, mister Edmond Gille, as well as their wives. More may follow, and we will keep you informed as this project progresses.

BUNTY BATEMAN WRITES

Colonel **Lewis Bateman's** wife, family, and friend were deeply touched by the articles published in our Newsletter published in March. Bunty told us how much Lewis loved the CAF and our Squadron. His biggest wish was to see the FSS become stronger and stronger, and we are sure that all our members will unite their efforts to make this wish come true.

Bunty has asked us to pass on her sincere thanks for the innumerable messages of sympathy that she and her family received since the death of Lewis, be it by mail or through their donations. Bunty had so many letters from France and the entire world that it would be impossible for her to answer each one of them personally. Therefore, we are happy to send you her thankful message.

THE FSS WEB SITE IN ON LINE AGAIN !

After three long weeks of total silence of our Web Site for technical and administrative reasons, caused by its transfer to a new host, the French Supporter Squadron's Web Site has been back on line since the end of March.

This temporary sleep and the numerous contacts we received during that period, asking for the reasons of this silence, have proved how valuable this site is for the public and CAF members. You can breathe again ! You can now visit our site and send in your comments and suggestions. We can only encourage those of you who haven't had the pleasure to visit it to find a friend, or a computer club, who will let you have a look at it. Here is the correct address:

<http://www.caf-france.com>

FSS PHONE-BOOK

The Phone-Book published last month had one or two small mistakes which were corrected at the last minute, but the arrival of our new member **Claude Gascon** was too late to be included in this list. Please add it manually until the next edition, when it is updated:

Col. Claude GASCON
44 Rue Saint Pierre
55100 Verdun
France
Tel: 03 29 86 71 00

A PENNANT FOR OUR BOOTH

Thanks to the help of col. **Roger "Jethro" Vaucamp** and one of his personal friends, a splendid pennant will soon decorate our booth. We sincerely thank our two friends who took the trouble to carry out this delicate task which would have cost a fortune, had it been done by a professional painter.

HERVÉ CHERRY IS WORKING HARD !

Hervé Cherry, a great friend of the FSS, who already took part in our **French Aviation Display** project with great efficiency when he allowed us to purchase a complete and rare 1939/1940 French pilot flight gear, has done it again: He has located a complete uniform which belonged to an Armée de l'Air Captain in 1940, including the jacket, trousers, and cap, all at a very reasonable price. In addition, the large size model of a Dewoitine 520 he is preparing for us is progressing nicely. It will be a major element in the display we are preparing in the AAHM in Midland ! A big THANK YOU Hervé !

DONATIONS TO THE L BIRD PROJECT

Colonels **Patrick Pierre-Pierre**, **Bernard Delfino**, **Ron Wesp**, and **Christophe Bastide**, took the opportunity of the FSS annual dues payment to make a donation to the FSS L Bird project ! These donations have given a significant kick to our savings account as you will read on page 8 of this issue.

A big THANK YOU to all these members for their generosity and solidarity to this ambitious project !

FROM COLONEL GUY ROBERT

Colonel **Guy Robert** and his T6 F-AZDU will participate in the following air shows during the summer season:

- 19, 20, & 21 May: Dax
- 21 May: Thouars
- 17 & 18 June: Lorient
- 24 & 25 June: Avord
- 1 & 2 July: Le Touquet
- 26 & 27 August: Dunkerque

Unfortunately, none of these air shows correspond with the ones planned for our booth, but we invite our members who will attend any of these to assist Guy and his plane as much as they can. You can contact Guy at: 02 43 69 04 50.

2000/2001 FSS SURVEY

To this date, May 3, 2000, we have received 29 replies to this survey which was created to learn about your tastes and opinions about the current projects, and the ones you would like us to adopt. It is also a great tool to update our members file.

If you haven't sent it back yet, please do so ! Replying is showing your interest for the CAF and the French Supporter Squadron, and for their common goals. Hurry up !!!...

2000/2001 FSS ANNUAL DUES

Our members' annual dues are coming in at a steady rate. If you are not sure whether you have paid or not, please refer to the list printed on page 8 of this issue, of members who still need to do this modest payment, and send us your cheque or cash as soon as possible (300,00 Francs for colonels, and 100,00 Francs for Cadets and Associate Members). Many thanks !

YEAR 2000 AIR SHOWS - BOOKINGS

Time flies, and it's time for those who wish to participate in the planned air shows to tell us about their intentions as soon as possible ! Many hotels are already full, and if you don't react quickly, we will be unable to make a booking for you. Please contact the following members as soon as possible...

Rennes, 27 & 28 May: Cédric Malhaire (0299044529)

La Ferté-Alais, 10 & 11 June et **Dijon-Longvic**, 14, 15 & 16 July: Christophe Bastide (0549551431 or 0609623493)

Colmar, 23, 24 & 25 June: Eric Janssonne (0389491316 or 0613078154).

14th PIPER CUB FLY-IN IN COLMAR

Col. **Eric Janssonne** has asked that you contact him as soon as possible to give him your name and intentions if you plan to go to Colmar for this Piper CUB fly-in. Not only are the hotel rooms limited, but the team organising this event needs to know how many people will participate in order to get the number of meals and various other things right. Finally, if you intend to fly to Colmar, you must prepare your flight today by contacting:

Piper Cub de France
C/O Monsieur Pierre DELIGNE
11 Rue du Château
77760 Achères la Forêt
Tel. & Fax: 01 64 24 48 91

RENNES & LA FERTÉ-ALAIS CONFIRMED

Editions La Rivière, in the name of mister Ferrigno, responsible for the organisation of this annual event, has just confirmed that our booth will be accepted like last year and the year before. We will keep you informed on the progress of these negotiations which have started very well. Yves Duval's widow has also confirmed that she will welcome our booth during the air show in Rennes. Many members have already told us about their wish to participate in these events, and if you haven't done so yet, please contact us ASAP !

COLONEL CLAUDE REQUI MOVES FROM THE T6 TO THE DOUGLAS SKYRAIDER !

Col. **Claude Requi** has had the great pleasure to fly a Douglas Skyraider, for the first time, during April. This flight, on a similar plane as the one printed below, lasted half an hour, and made a long time dream come true. Thrilled by this experience, Claude has told us that it was quite different from the T6. The 3000 HP of the engine are rather delicate to handle, but the flight went like a dream, and we sincerely congratulate Claude for this event. (*Ed: When do we drink Claude ?...*).



**FSS ANNUAL DUES
YEAR 2000/2001**

Like we announced in the two last issues of this Newsletter, it is time to pay your FSS Annual Dues: 300,00 Francs (Or £ 30.00 or \$ 50.00 depending on the country of your residence) for the colonels, and 100,00 Francs (Or £ 10.00 or \$ 20.00) for the Associate Members and Cadets.

Please send a cheque of the amount corresponding to your type of CAF commission, to the FRENCH SUPPORTER SQUADRON (Dues paid in \$ or £ should be paid cash and sent by mail).

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

BARLAND Paul	KURZ Fred
BERTRAND-PORCHET J-Pierre	LASSIAZ DE LAUNES Philippe
BON Michel	LE SAOÛT Yann
BOURDIN Jean-Jacques	LEDOUX Marcel
CHANDLER Cat	PIERACCI Bernard
CLODORÉ Daniel	POTTER Henry
CLODORÉ Serge	PRICE David
DELPECH Jean-Pierre	ROBERT Guy
DONJON Yves	SEGARD Michelle
DUCREAU Eric	VAUCAMP Roger
FALENTIN Christian	VIOLETTE Bernard
FRANCISCI Marcel	
FRÉZARD Christian	
GARLAND Michael	

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.

We also remind you that you must be up to date with your CAF Annual Dues to be a member of one of its Units.

PAYMENT OF CAF ANNUAL DUES

*Members who have to pay their CAF Annual Dues
(Thank you for letting us know if this payment has been done)*

LATE MEMBERS

Michel Bon
Christian Falentin

APRIL 2000

Isabelle Declerq (Associate Member)
Georges Van Hove (Regular)
Ron Wesp (Regular)

MAY 2000

Jacques Bonneau (Regular)
Didier Cardinal (Regular)
Gérard Henry (Regular)
Yann Le Saoût (Regular)

CODE NAME ALPHA 2000 • TOTAL AU 30/04/2000

Christian FALENTIN ☼

Bernard DELFINO ☼

I. BIRD SPONSORS - AVRIL 2000

EXTERNAL SPONSORS

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

INTERNAL SPONSORS

Marcel FRANCISCI	12000,67
Bernard DELFINO	9000,00
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	440,00
Jean RCEDER	1150,00
Roger VAUCAMP	1200,00
Daniel & Lucie SAUVAGE	1335,00
Patrick PIERRE-PIERRE	2500,00
Marcel et Liliane RUPPERT	1210,00
Christian FREZARD	400,00
Jean-Christophe DEBUISSON	1000,00
Michel BON	350,00
Dons anonymes du PUBLIC	665,00
Paul BARLAND	1000,00
Ron WESP	1000,00
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
Henri BOURRASSIER	50,00
Jim LUX	1200,00
Jean-Claude MINIGGIO	200,00
Christophe BASTIDE	200,00
Centex Wing	140,00
Christiane HÉBERT	1000,00
Intérêts Bancaires Annuels	1133,83
TOTAL	58664,50

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.*