



AIRSHOW

CONFEDERATE AIR FORCE - FRENCH SUPPORTER SQUADRON



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Sommaire

Page 1
 Editorial
 Dijon-Longvic & Airsho2000
 Page 2
 Mondial des Patrouilles
 Page 3
 Mondial des Patrouilles
 Page 4
 Mondial des Patrouilles (End)
 Page 5

The FSS booth
 Page 6
 What's new ?
 Page 7
 What's new ?
 Page 8
 Open letter
 CAF dues
 L Bird Sponsors
 Code Name Alpha and the FSS
 P.X.

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Taking photographs of Warbirds is becoming a real problem in France. All the airshows that we attended this year were difficult for amateur photographers: The weather was so moody that many wished they took place in Texas !... (I won't even mention the one in Duxford, leaving this pleasure to those who went there... but only when they have dried out !). This would not be too bad if the current rules did not force the pilots to do their demonstrations at a ridiculously high altitude and the photographers to use tele-lenses or zooms of a 300 to 500 millimetres focal length, with many risks of getting blur pictures. The lack of low-wing photo passes got more and more obvious as the displays went on, although it is the best possible way to say thank you to the public without whom these airshows wouldn't simply exist...

All these inconveniences, combined with a growing number of fences supposed to "protect" the airplanes displayed, turn this type of photography into a real nightmare in our country.

Therefore, I can only advise amateur photographers to go to Midland where they will be fully satisfied by the lack of protecting fences, by an amazingly easy access to the planes, by the kindness of all CAF members who will allow them to climb on board these planes and will give them all the information they can, by the deep blue sky of Texas, by the amazing sun rises and sun sets, and by fascinating air displays with numerous and systematic photo-passes which make this airshow one of the best in the world, an airshow where friendship and warbirds combine for the greatest pleasure of everyone.

See you all in Midland for Airsho2000 !

Bernard

MONDIAL DES PATROUILLES DIJON 2000

NEW CONTACTS FOR THE CAF AND THE FSS & ONE NEW MEMBER !

A crowd of 35000 was able to watch aerobatics on Saturday 15th and Sunday 16th of July on the air base of Dijon-Longvic. It was, for the CAF and the FSS, a good occasion to create new links with the Aéro-Club de France, Apache Aviation, the Armée de l'Air, and many individuals, and, guess what... One of them became a CAF colonel and a member of the FSS !



Photo: B. Delfino

AIRSHO2000 MIDLAND LESS THAN TWO MONTHS TO WAIT





Text and photographs: B. Delfino

GETTING READY

This big reunion of aerobatics teams took place on the Air Force base of Dijon-Longvic in July, on Saturday 15 and Sunday 16.

Although the weather was not too good during the first day, this air show had a great success with the general public since a crowd of 35000 was there to watch 15 aerobatics teams and many single airplanes like the Skyhawk, Transal, Mirage 2000, Vampire, etc... The Breitling team was, for us, very special since it included a P40, a Spitfire, a Corsair, and a Mustang. They gave us a great show, but a bit too short in our opinion !

Our booth was located near the B25 Mitchell which is normally based in Dijon and was part of the static display during this show. A proximity that was highly appreciated as you can guess !... Many members and friends of the FSS were present, and some came from very far away. The record was broken by colonel **Patrick Pierre-Pierre** who came from French Guyana. Thank you Patrick ! And thank you for your enthusiasm and your generosity ! (Patrick took this opportunity to increase his participation in the L Bird project).

Those who attended this air show were: Cols. **Christophe Bastide**, **Didier Cardinal**, **Serge** and **Daniel Clodré**, **Fumiko** and **Bernard Delfino** and their daughter **Yuri** and her husband **Franck Enjalbert**, our brand new Colonel **Thierry Descamps**, **Stéphane Duchemin**, **Philippe De Launes**, our Cadet **Julien Lepelletier** and his parents, **Cédric Malhaire**, **Patrick Pierre-Pierre**, **Claude Requi** and his wife, **Liliane** and **Marcel Ruppert**, and the painter **Éric Besançon**.

A very friendly feeling prevailed during the whole weekend, and we thank mister **Didier Bougarel** of **Apache Aviation** who organised this event, for the very warm

welcome he gave us. Thanks to him, we were able to appreciate an air show on an Air Force base whose personnel did everything they could to make our life as easy as possible, especially after a rain shower caused a small flooding around our booth, a problem that was quickly solved with a few PSP's (*Pierced Steel Plate*) which have been used ever since WWII to rapidly create runways on unprepared pieces of land.

A MOODY MET

The cold and wet weather of the Saturday was replaced by a generous sun shine on Sunday, and many people visited our booth (As the main theme of this event was not the usual warbirds, we were happily surprised). Because of this "General Public" aspect, the P.X. sales were simply "good", and they covered the cost of the trip to Dijon. We thank colonel **Philippe Lassiaz de Launes** who initiated our participation in this air show, thanks to his position as President of the Event Committee within the AéroClub de France. The personnel of this organisation, but, especially, mister **Didier Bougarel**, took over the practical organisation and gave us the warm welcome already mentioned. A small financial paradox: The free access to this participation was obtained at the cost of a membership in the AéroClub de France for an amount of 1250,00 Francs. A free access which was not totally free, but this sum of money, which may seem high to some, was not spent in vain since our Squadron will increase its popularity by being mentioned in this great association's *Who's Who*, and will have its full support. Our Web Site is already linked to the site of the AéroClub de France, and we invite you to visit it as soon as possible by clicking on the "Other Web Sites" button.

As this event took place on a military air base, there was no question about camping like some like to do during civilian air shows. Thanks to the hotel reservations made by colonel **Christophe Bastide**, we all enjoyed a restful night in a good bed after what is always a tiring day.





IN-FLIGHT DISPLAY

The in-flight display was as good as we hoped. The ballet of the aerobatics teams was varied, and the Breitling team brought the necessary warbird touch that we needed. We simply regret that these WWII airplanes were parked far away from the public and stopped us from taking pictures on the ground. This small inconvenience was largely compensated by the fabulous show they gave us in the sky.

One could have feared that a show entirely made of aerobatics would be too monotonous, but the ingenuity and the originality of those who organised it avoided such a problem. The variety of the in-flight displays included all sorts of formations, horizontal and vertical "bursts", and many other exciting fly-byes which avoided the boredom that we all expected. We sincerely thank all



the pilots for their creativity and know-how. The public was very impressed by the team from Morocco which started its show by some close formation flying with all the planes linked together by cables ! The quality of this show made us soon forget the small size of their planes.

STATIC DISPLAY

Many aircraft were displayed in the static area, and the children were happy to sit in various Mirage fighters and get their picture taken for a few Francs. It's often this way that a career in aviation starts...

The hangars allowed experienced plastic modellers to show their works of art, and a patch collector used most of the surface in one of these hangars to display his unique collection of thousands of patches.

THE GOOD SURPRISE OF THIS WEEK-END

An excellent surprise on Sunday was the commission of a new colonel: **Thierry Descamps** whose portrait is printed in this issue. Thierry is a warbird lover with a special taste for the B17 since he is also a member of the Association **Forteresse Toujours Volante**. Thierry's "god-father" is colonel **Cédric Malhaire** whose good work in promoting the CAF during this airshow was continuous and terribly efficient. Thank you Cédric !

The airshow ended on Sunday evening. Stowing the tent and loading the vehicles was easy, thanks to all the members who participated, and we left Dijon for Paris at about 20H30.



CHERRY ON THE CAKE

Hunger and luck gave us a good surprise when we stopped for dinner in a highway restaurant. As we were still wearing our CAF uniforms, we were questioned by two men who asked us if we liked the Dijon air show. As we started an exciting discussion we realised that these two persons were two famous Air France pilots: Mister **Gérard Feldzer**, President of the AéroClub de France, and **Patrick Fourtick**, who became famous after his flight around the world in 1986 with a Lockheed Lodestar and three other crew members: Hubert Auriol, Henri Pescarolo, and Arthur Powell. Flying the same type of aircraft, they broke the record held by Howard Hughes since 1938 by 2 hours and 38 minutes.

This improvised dinner was, as one can guess, very "aeronautical", and was a very pleasant conclusion to such an outstanding week-end.



CHOLET AIR SHOW - MAY 7, 2000

Text and photographs: C. Bastide

Some will tell you that if you want to fully appreciate an air show, the best is to get there very early. This is why I got to Cholet at sunrise, after driving 130 kilometres. The morning fog gave a mysterious and fairy-like aspect to the aircraft silhouettes which were waiting for the right time to start all engines. An enormous beast, still asleep, was bearing a lovely and pink pin-up girl painting: The B17 "Pink Lady", as beautiful as ever, was the first one to be moved with a tractor, which was quite a task. But soon its four Pratt & Whitney were started, smoking, coughing, but perfectly timed.



Organising such an air show is not an easy task and the persons responsible for it may encounter problems with the weather, sick pilots or airplanes. The one in Cholet required more than one year preparation, hours spent on the phone, and an abundant mail.

It so happened that I was employed to help marshalling and parking aircraft. With my camera around the neck, I was able to catch the most interesting moments of this air show which included two Sukhoï (SU26 and SU31), one Dolphin 29, four T6 Texan, the Breitling fighters team (P40, P51, and Spitfire), the B17 Pink Lady of the Association *Forteresse Toujours Volante*, and the *Patrouille de France*.

The show delivered by the latter is better than the previous ones. With such a level of perfection, aviation becomes an art, and the public



who loves this kind of perfectly orchestrated demonstrations showed its satisfaction with many rounds of applause. As I was well positioned, I could fully



appreciate the various parts of their show: Tight formation flying, Flip-Flap, Diamond, etc... All enhanced by the spectacular three coloured smoke.

Another strong part of this day was the aerobatics flown by Xavier de Lapparent and his Sukhoï 26 made of composite materials and fitted with a 370 HP Venedier engine. His flying skills are such that he was nick-named "the flying martian", and his creativity turned this show into one of the best part of the air display.

An amusing intermezzo happened when a Canadair CL145 flown by two retired French Navy pilots, François Lallement and Laurent Michelet, was supposed to extinguish a fire and demonstrate the qualities of the "Pelican". After a dummy fly-by, the plane dropped more than 6000 litres of water and foam. As I was down wind and close to the dropping zone, I found myself covered in foam, which caused some good laughs.



Ray Hanna (*left*) and his Breitling fighters team (A P40, a P51, and a Spitfire), gave a nostalgic touch to an already full air show. This flight was also a way to honor Mark Hanna, Ray's son, who was recently killed in an accident as he was flying the Me109 Buchon. Ray flew the Spitfire while Cliff Spink flew the P51, and Lee Proudfoot was at the controls of the P40. They all had some difficulties in observing the local rules, but

the show was really worth it.

An exceptional and rare participation to an air show was the 55 tons tank "Leclercq", able to move at a speed of 45 MPH. Its driver demonstrated its abilities, and was used by some spectators as a way to see the show better than the rest of the crowd.

In total, 30000 people spent the day on the airfield of Roland Garros, despite an early morning storm that turned the place in a muddy field where boots were a plus !...



ARRANGEMENT OF THE FSS BOOTH

Thanks to our permanent monitoring, the look and the ease of use of our booth progressively improve, airshow after airshow. The week-end spent in Dijon-Longvic gave us a chance to see the effect on the public of the modifications made during the past season. The discussions we then had, based on these observations, helped us to isolate various points which will need our attention during next winter, and will make our booth and furniture better than ever.

If most of these problems are minor and can easily be mended, there is one of very special and prime importance. So far, our booth was divided in two parts of approximately the same area: The P.X. and the Public Information. The P.X. area is 2,5 meters long and 2 meters wide. The public who naturally likes to have a close look at the items we sell, stands in the Public Information area, which often stops us from informing people about the CAF and the FSS as easily as we would like. Therefore, we will use the "quiet" season to make a radical change to this arrangement by simply moving the inside P.X. table to the right side, separating these two areas by a curtain, and opening up the right side of the tent. This curtain will have the invaluable advantage of being light and easily folded for stowage and transport, and we will also use it to hang some P.X. articles and pictures from it. This new arrangement will allow us to reserve two thirds of the available surface for the public information.

The necessary modifications will include the addition of a removable tubular structure which will not alter the present one, and we will use the side of the tent as a roof for this extension in order to protect the goods sold by the P.X.

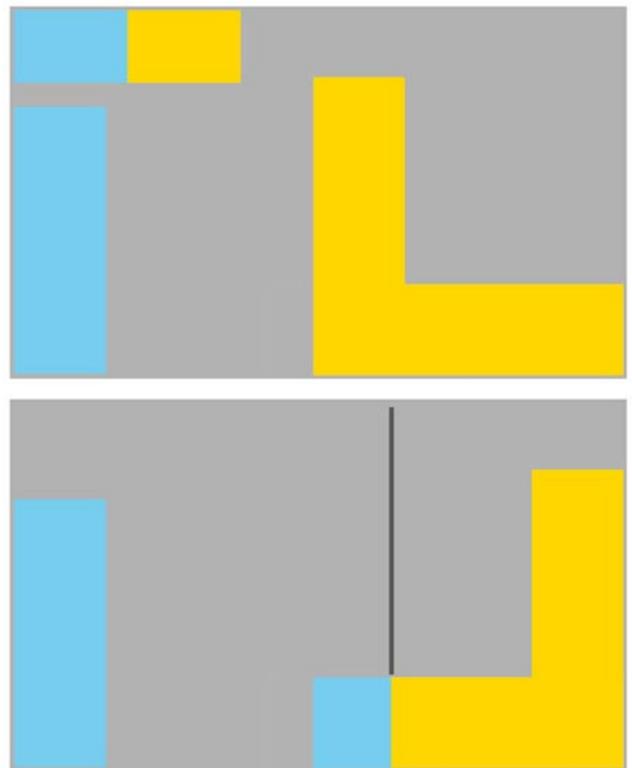
The plans printed hereafter show, at the top, the current arrangement, and at the bottom, the future one. The P.X. tables are coloured yellow, and the Public Information in blue. This access to the P.X. on the right side clearly shows the big advantage of this new arrangement, since the customers who were using a great part of the information area will find themselves outside the tent.

The other modifications will be limited to the furniture which will imperatively need to be made lighter to facilitate its transportation, and some accessories which will make the booth a lot more attractive than before.

The arrangement of this furniture and the display equipment will also be changed. The TV/Video unit will be placed at a height of about 2 meters, on a stand bolted onto the left vertical tube. This will not only free an important surface on the ground, but will also let everyone see the videos better and will avoid the usual disturbing reflections on the screen.

Below the TV will be displayed some aircraft models which have their own clear plastic box, and the bigger models will be displayed in a large glass-case placed on the table on the left. The rest of the available space on this table will be used for the documentation that is used for the promotion of the CAF and the FSS.

The dummy pilot which was poorly displayed in the P.X. background will find a new and better place in this information area. The latter will also include a small table and a few folding seats which will help us welcome our visitors - and possible future members - a lot better than before.



All these ideas were collected from members who were present in Dijon. Should this not be your case, we will be very happy to receive your own suggestions. We will review all of them and adopt the best ones. The only conditions to fulfil are the lowest possible cost and safety !

As you can see, we have a lot of work to do, and any help to implement these modifications during next winter will be accepted.



VICTOR AGATHER HAS GONE WEST

One of the first members of the CAF (# 239), **Victor Agather**, has left us. He is the one at the origin of the B29 "Fifi" and the B24 "Diamond Lil" acquisition. Without him, those two planes would not be part of the CAF fleet today. A qualified pilot of the B29, he was one of the first B29 Squadron leaders. Vic Agather was a good and generous man with an outstanding will power. The entire FSS sends its sincere condolences to his family, his friends, and all the members of the B29/B24 Squadron.



NEW ADDRESS

Colonel **Stéphane Duchemin** and his friend **Isabelle Declercq** have moved. Thanks for correcting your phone-book and including their new address:

9 rue de la Chapelle
77710 Saint Ange Le Vieil
France

A NEW WEB SITE FOR THE CAF MEMBERS

All members of the CAF can now connect themselves to a new web site. The address is:

<http://www.Ghostsquadron.org>

Once connected to the Net, you will need to register by clicking the button LOG IN. This will allow you to enter your CAF ID number (CAF ID #) and your family name (Second Name). You will then be able to access an incredible amount of various information, very useful to all CAF members, including the downloading of the CAF Newsletter CONTRAILS.

Please do visit this site, you won't regret it!

THE FSS RECEIVES TWO PIECES OF A B17

During a ceremony that took place in Cornebarrieu on June 25, 2000, the FSS was presented two wing panels of a B17 that was shot down in 1944 by the German flak in the area of Toulouse. This amazing story will be told by col. John P. Roeder in our next issue.

A NEW MEMBER FOR THE CAF AND THE FRENCH SUPPORTER SQUADRON

Colonel **Thierry Descamps** was one of the great events during the week-end we spent in Dijon-Longvic for the Mondial des Patrouilles, when he decided to become a member of the CAF and the FSS, thanks to colonel **Cédric Malhaire**. Thierry was born in December 1962. He has a diploma in general engineering, and he is also an active member of the Association Forteresse Toujours Volante. His love for the B17 will please many of us since he is not the only one to like this aircraft. He is a truck driver, and lives in the area of Toulouse, which will reinforce the already very active group of members that the FSS has in this region. Welcome aboard Thierry !



Col. Thierry Descamps
Pres du Bourg
32390 SAINTE CHRISTIE

Tél: 05 62 65 57 18

ORDER YOUR CHRISTMAS CARDS NOW !

The greeting cards drawn and designed by the painter Jean Bellis are very successful with the public or our members. Of the 250 cards which were donated to the FSS by the group of colonels of the Toulouse area, only one hundred are left, and we had to re-order cards of the most successful airplanes.

We remind you that these cards are available at a cost of 25,00 Francs a piece (Plus P & P). We print herebelow a sample of these cards. Dozens of different planes exist and the list would be too long to print in this Newsletter. Please contact us because we would be very surprised if we did not have the aircraft that you are looking for. Don't wait for Christmas! Order now!



COLONEL CLAUDE REQUI RECEIVES THE "MÉDAILLE DE L'AÉRONAUTIQUE"

This valuable medal was awarded to Claude for his life totally dedicated to aviation. Claude has flown everything, well... almost. T6 during the war in Algeria, Ouragan, Mystère IV, SMB2, Mirage III, etc... After his career in the French Air Force, Claude became an airline pilot and retired while he was working for TAT. Claude does not stand still since he is an instructor, a hobby that he practices on various airfields like Aix en Provence, but especially Le Castellet. Co-owner of a splendid T6 Texan painted in French Navy colours, Claude is also an active supporter of our project of an L Bird acquisition. This Médaille de l'Aéronautique rewards a brilliant career that, fortunately, is far from being completed. Congratulations Claude!

To celebrate this award, Claude did his first flight in the F4U7 Corsair of Le Castellet ! This memorable flight took place on August 11, in the afternoon. Claude's impressions are so enthused that they would need a complete article in this Newsletter. Congratulations again Claude!



TOTAL SUCCESS FOR COLONEL ÉRIC DUCREAU'S OPEN LETTER

Many readers of our Newsletter positively reacted to col. Eric Ducreau's open letter published last month. This "clear opinion" only expressed what the great majority of our members feel about this whole thing, that is to let Saint Ex rest in peace wherever he is, and to let us appreciate his books and the story of his life. Let us hope that one will stop stuffing our ears with the so-called mystery of his end. Antoine de Saint Exupéry is, and will always be for the kids that we all are, the father of the Little Prince.

This open letter was so successful that we decided to turn it into a regular topic which, nevertheless, will need to fulfil some conditions: The content of your letters will need to be linked to aviation, and will need to be correct, justified, free of any maliciousness, and should not talk about politics and religion. If we offer our readers to express their feelings about the subject they wish, we reserve ourselves the right to publish their letters or not. The latter will be entirely the responsibility of their author who will need to sign them and send them by mail. These letters may not only have a negative aspect, they can be used to praise as well as to tease.

FRENCH SUPPORTER SQUADRON ANNUAL GENERAL ASSEMBLY

The date that was announced for our Annual General Assembly, the week-end of November 24, 25, and 26, is still not certain since it depends on the availability of the **Patrouille de France** whose members will welcome our Squadron and have lunch with us. The PAF traditionally ends its season at the end of November, and it may not be available before December. If this is the case, our A.G.A. would take place on December 1, 2, and 3, the first in Salon de Provence, and the two following days in Toulouse. A definite date will be announced in these pages as soon as we have this information. In the mean time, thank you for booking these two week-ends so that you can dedicate one of them to our Squadron.

THREE POLIKARPOV IN MIDLAND FOR AIRSHO2000 !

One Polikarpov I-15 and two Polikarpov I-16 from New Zealand will attend Airsho2000. They will be displayed on the ground and in flight and will be definite stars of this airshow. The latter will also include at least one Yak 3 painted in the Normandie-Niemen colours, which demonstrate the interest of the Confederate Air Force for the history of aviation on the eastern front during WWII. Our friends, veterans of the Normandie-Niemen, who will travel to Midland will be delighted by these excellent news.

The other stars of this show will include the B29 Fifi and the B24 Diamond Lil recently restored, the usual amount of warbirds of the CAF and other Associations, a B1B Lancer, and the famous formation heritage flights of jets and warbirds of the USAF and US Navy.



The Central Texas Wing hopes to finish the restoration of its P39 Airacobra in time for Airsho2000, but the word is "Safety First", and we shall not be sure about that until shortly before this event.

To amuse the kids and their parents, Robosaurus, a pre-historic, electro-hydro-mechanical monster which is 12 meters high and weighs 30 tons, will demonstrate its strength by cutting and eating cars. This car-nivorous monster will surely get a great success.

To make this week-end even better than before, fireworks, known as the biggest and most spectacular in West Texas, and a concert of country music with the famous Bellamy Brothers, will end the Saturday night !

Get your cameras ready!...

OPEN LETTER

Our friends of the media and the general press have done it again!... The tragic accident of the supersonic Concorde is still very fresh in everyone's memory, and you probably all remember all the morbid comments widely broadcasted on the radio even before the official enquiry had started...

The craziest rumours were going around, and the questions asked to the witnesses - many of which had not seen much any way - were all gruesome and were competing for the most absurd question. It was a pitiful Great Contest of the reporter who would collect the most horrible details to broadcast them live. Dear reporters of the radio and the television, you can be reassured, since you were all winners!... I would, nevertheless, give a Grand Prize to the one who was the first to get the information about the mechanics who had worked on one of the engines and changed, shortly before departure, a component supposedly linked with the fuel system. Were you happy! You had found a first class target. You immediately and generously commented on the possible guiltiness of people who are real professionals (How could it be any different in a profession so strictly ruled as air transport?). You harassed them, with the risk of destroying them because you never asked yourself what could be the consequences of your thoughtless speech on people who were, no doubt, in a state of mind that I never wish anyone to be in one day, a state of moral weakness which could have led one or several of them to the very bottom.

I wish to express my gratitude to mister André Turcat and mister Brian Trubshaw, test pilots of Concorde, for the request they made to the reporters to immediately stop broadcasting facts so prematurely, a request that later proved fully justified as everyone knows. Dear reporters, you have broadcasted so many erroneous news about this dramatic accident that I lost the faith I had in you, and if you demonstrated such a high level of ignorance in aviation matters, what should one think about the other subjects that you deal with in your profession?...

Bernard Delfino

CAF ANNUAL DUES

Members who need to pay their CAF annual dues
(Thank you for letting us know when this payment has been made)

LATE

Michel Bon (October)

APRIL 2000

Georges Van Hove (Regular)

MAY 2000

Jacques Bonneau (Regular)

Yann Le Saout (Regular)

JUNE 2000

Paul Barland

Serge Clodré

Daniel Clodré

Yves Donjon

Christian Frézard

Marcel Ledoux

JULY 2000

Hubert Hosy

Alain Jimenez

AUGUST 2000

Henri Bourrassier

Bernard Pierracci

SEPTEMBER 2000

Jean-Pierre Bertrand-Porchet

Michel Cahiez

CODE NAME ALPHA 2000 • TOTAL ON 30/07/2000

Christian FALENTIN ✪
Bernard DELFINO ✪
Eric JANSSONNE ✪
Cédric MALHAIRE ✪

L BIRD SPONSORS - JULY 2000

EXTERNAL SPONSORS

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

INTERNAL SPONSORS

Marcel FRANCISCI	12000,67
Bernard DELFINO	9265,00
Jacques PERAGALLO	3170,00
Sandy SANSING	4200,00
Cédric MALHAIRE	750,00
Claude REQUI	3989,00
Michel CAHIEZ	1200,00
Julien LEPELLETIER	1611,00
Fumiko DELFINO	1660,00
Jean-Jacques SAHUT	1000,00
Lewis BATEMAN	4055,00
Stéphane DUCHEMIN	786,00
Serge CLODORE	350,00
Daniel CLODORE	350,00
Jean-Paul MERLIER	440,00
Jean RCEDER	1350,00
Roger VAUCAMP	1650,00
Daniel & Lucie SAUVAGE	1335,00
Patrick PIERRE-PIERRE	3135,00
Marcel et Liliane RUPPERT	1210,00
Christian FREZARD	500,00
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	340,00
Didier CARDINAL	820,00
Louis-Jean GIOUX	230,00
Eric DUCREAU	350,00
Eric JANSSONNE	590,00
Henri BOURRASSIER	50,00
Jim LUX	1200,00
Jean-Claude MINIGGIO	200,00
Christophe BASTIDE	580,00
Yves DONJON	1450,00
Guy ROBERT	300,00
Centex Wing	140,00
Christiane HÉBERT	1000,00
Yuri & Franck ENJALBERT	170,00
Jacques BONNEU	110,00
Kim TOLFREE	1080,00
Intérêts Bancaires Annuels	1133,83
TOTAL	68315,50

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.