



# AIRSHOW

CONFEDERATE AIR FORCE - FRENCH SUPPORTER SQUADRON



Volume 5 - N° 9

Bulletin Mensuel du CAF French Supporter Squadron

September 2000

## Sommaire

Page 1

Editorial

Mission 441

Page 2

Mission 441

Page 3

Mission 441

Page 4

Mission 441

Page 5

Mission 441

Page 6

Mission 441 (End)

Page 7

What's new ?

Page 8

A bomb for the FSS

CAF dues

L Bird Sponsors

Code Name Alpha and the 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 : 0148690457

E-mail: [bdelfino26@aol.com](mailto:bdelfino26@aol.com)

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

## Editorial

First of all, my apologies to everyone for the delay in publishing last month Newsletter. Many aircraft went sick at the airport and required my full attention and many many long extra hours. The summer holiday period is, for us, one of the busiest, and I had to keep the priorities right!...

This issue of our Newsletter is a very special one indeed. Thanks to our members of the Toulouse area, the FSS and the CAF were able to take part in an outstanding event which honored the crew of a B17, and especially, its bombardier who lost his life during a dramatic raid over this area of France. In a detailed report, Col. John P. Røeder tells us about this raid and the ceremony that took place in Cornébarrieu on June 25, 2000. Thanks for an exceptional report John! What our Toulouse group of colonels did is precisely what the CAF is all about: Honoring our veterans, and working as a team with total "Esprit de Corps" and "Camaraderie". Well done! My sincere thanks also go to colonel Louis-Jean Gioux who did not hesitate to travel a long distance to be present during this ceremony, and who gave the audience an excellent portrait of the "Groupe Bretagne" activities during WWII.

Col. Eric Ducreau and myself went to Puiseux en Greta on the last day of August to meet the Mayor of this village and see the place where Sandy Sansing's airplane crashed and where Sandy landed after bailing out. Therefore, you can expect some exciting report from Eric in a near future. You will all be happy to hear that Eric's health is getting better every day, but the best news is that his doctor gave him the OK for a trip to Midland and Airsho2000! Well done Eric!

Bernard

## A DAY OF REMEMBRANCE "MISSION 441"

On June 25, 2000, our friends of the Toulouse area attended a ceremony that honored the crew members of B17 S/N 2102463 which was shot down by enemy flak 56 years ago. Thanks to their outstanding efforts and total dedication, the Confederate Air Force, represented by its French Supporter Squadron members of the Toulouse area, was able to take an active part in what will always be remembered as a major step forward in the FSS activities.

Colonel **John P. Røeder** tells us all about this emotional ceremony, and this dramatic raid over the area of Toulouse - a raid that was not so easy as expected...



Photo: B. Delfino

## NORMANDIE-NIEMEN MUSEUM

### "FROM BLANCHARD TO THE NORMANDIE-NIEMEN"

The Normandie-Niemen Museum organized a historical week-end in Les Andelys on September 16 & 17, 2000. Concentrating on balloon pioneer Blanchard, WWI ace Charles Guynemer, and the Normandie-Niemen Squadron, this show was very successful with the local population. The FSS was there with its booth, manned by Colonels Didier Cardinal, Eric Ducreau with his wife Dominique, and Fumiko and Bernard Delfino. We sincerely thank our friends of the Normandie-Niemen Museum who welcomed us and looked after us so well!

# MISSION 441

A report by col. John P. ROEDER

A MISSION THAT  
WAS PERCEIVED  
AS AN EASY RIDE...



## 25 JUNE 1944



Sunday, June 25, 1944: At day-break in southern England some 530 bomber crews of the 8th Air Force are getting ready for the day's morning missions. At Station 131 near Nuthampstead 55 km (34 mls) NNE of London - home to the 398th Bombardment Group - all available B-17s were airborne by 0453. After forming up over the green English countryside the group sets course SSW, crossing the English coast in 15000 feet at Selsey Bill. Mission 441 instructed by Field Order 794 was on.

It involved eight bombardment groups of the 1st Air Division's 1st, 41st and 94th Combat wings - in total

some 240 B-17 Flying Fortresses. As escort, nine fighter groups with some 290 P-47 Thunderbolts, P-38 Lightnings and P-51 Mustangs had been made available. The bombers were to attack the Luftwaffe air base at Toulouse/Francazal, the Toulouse/Blagnac airfield, and oil dumps at Montbartier - 38 km (23 mls) NNW of Toulouse.

Target allocation was as follows:

- Francazal: 351st BG J, 379th BG K, 303d BG C, 381st BG L, with 104 aircraft.
- Blagnac: 398th BG W, 91st BG A, with 72 aircraft.
- Montbartier: 401st BG S, 457th BG U, with 64 aircraft.

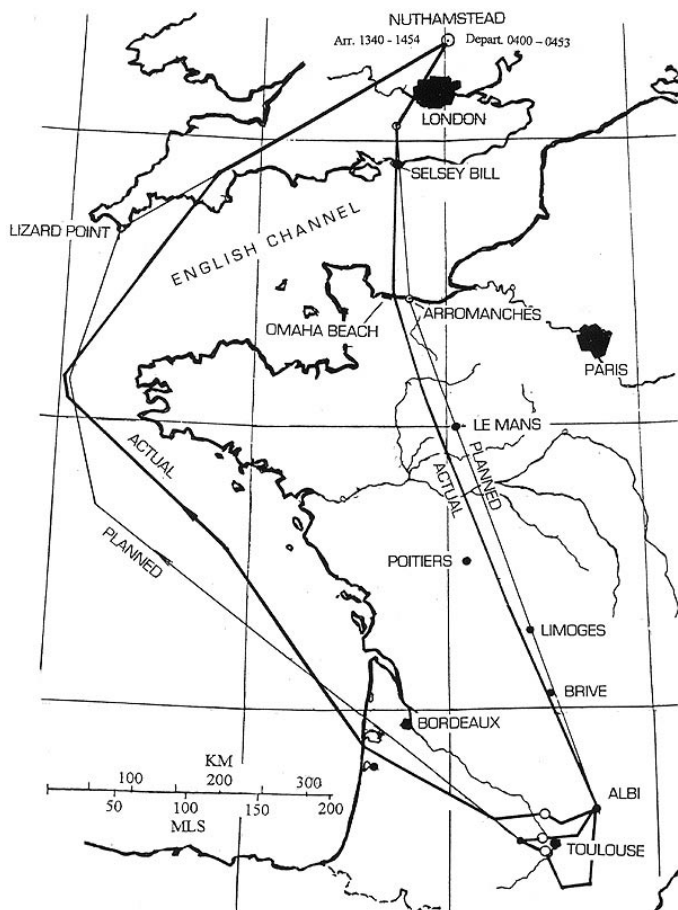
(Note: BGs 91, 381, and 398, made up the 1st Combat Wing. BGs 303 and 379 were part of the 41st Combat Wing. BGs 351, 401 and 457 constituted the 94th Combat Wing).

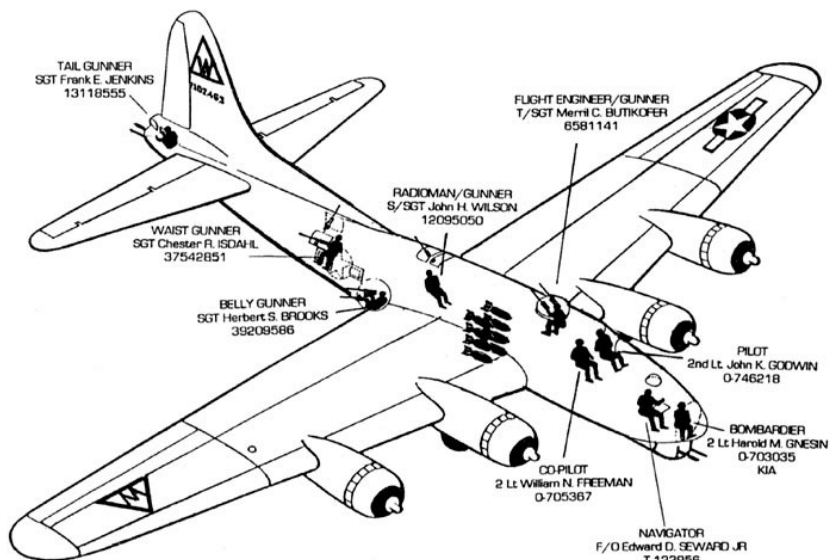
The Francazal groups appear to have preceded the Blagnac force, and the Montbartier formations were the last in the bomber stream.

Second Lieutenant John K. Godwin of the 398th BG flew his B-17G at the extreme rear left of the low squadron. His aircraft, a B-17G-50-BO, built by Boeing in Seattle (Mfg. Construction No. 7965) together with 6784 other B-17s, had been authorized for production in 1942 with deliveries beginning on 20 July 1942 and ending on 7 May 1944. As a Block 50 aircraft it had the circumferential waist gun armor deleted, and staggered enclosed waist guns.

Bearing the US Army aircraft serial number (SN) 2102463, the plane had been delivered to Cheyenne on 5 March 1944. It was assigned to 602 BSq/398 BG [K8-7] and went to Nuthampstead/England on 28 April 1944. At some point in time it was re-assigned to the 601st BSq (30-Z).

On 20 June 1944 the 9-man crew of the bomber had flown its first sortie which took it to Hamburg. One day later it had attacked targets in the city area of Berlin. After a day's rest, V-weapon sites on 23 and 24 June in the NW of France were the targets, and now, on 25 June - its fifth



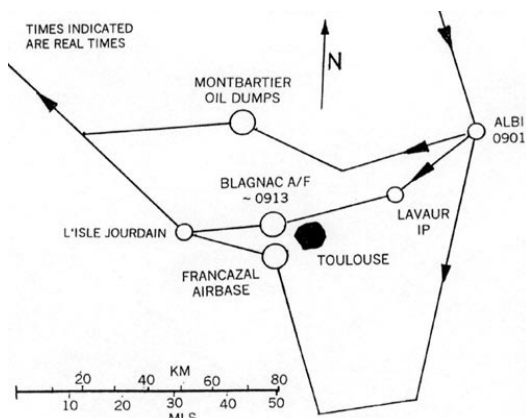


mission in six days - it was to bomb the airfield of Toulouse/Blagnac in the SW of France.

Mission 441 was surely perceived as an easy ride by the 9-man crew of SN 2102463, after the Hamburg and Berlin operations. Compared to these, the opposition to be expected on the flight to SW-France would be negligible, and the strong fighter screen that protected them appeared unpenetrable. Such may have been the thoughts of the nine men as their group set out for crossing the Channel at 0632.

Flying a nearly southern course they were to reach the French coast close to Arromanches 27 minutes later. From there they were to proceed directly to Albi, 70 km (45 mls) NE of Toulouse, which was to be reached at 0850. Over Albi the armada was scheduled to split up into three distinct forces. The Francazal force was to continue down south, contouring Toulouse and then attack its target from the SSE. The Blagnac force turned over Albi to the SW, to approach the airfield from the East. The Montbartier force went WSW to enable it to attack the oil dumps from the ESE. The time for the beginning of the bombing of Blagnac was set for 0900, while Francazal and Montbartier were to be hit simultaneously from 0910. Thirteen minutes were estimated for the bombing of the Blagnac targets, 30 minutes for the Francazal air base, and 21 minutes for the oil dumps at Montbartier.

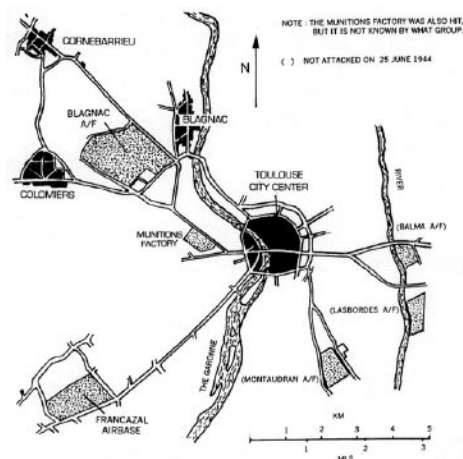
In the following, the attack on Blagnac airfield which is of particular interest in the context of this report is considered in some detail.



At Blagnac the Germans had installed a fighter school and a depot for stand-off bombs. Also, two industrial facilities at the airfield served the Luftwaffe as overhaul and repair centers for He 111, He 177 and Ju 88 bombers, as well as Fw 190 fighters.

The Blagnac force crossed the Normandy coast just east of Omaha Beach, where the US Vth corps had gone ashore 19 days before. Due to winds over the Channel which were greater than briefed, it was somewhat off course which required correction. Thus its route was slightly offset to the west, which made it lose 11 minutes on the flight plan. Otherwise the trip to Toulouse was uneventful except for two aircraft which had to abort because of technical problems. At 0901 the groups

reached Albi. From there they turned to the right, flying SW to Lavaur, 34 km (21 mls) distant, which had been selected as Initial Point (IP) for the bomb run. This required another change of course to a nearly western direction with a further 36 km (23 mls) to go.



The attack on Blagnac airfield by BGs 91 and 398 began at about 0913. Within 13 minutes 143.5 tons of bombs rained down on the target. 2nd Lt. J.K. Godwin was still flying with his ship in the exposed left-hand rear position of the low squadron of the 398th. 2nd Lt. Harold M. Gnesin, the 24 years old bombardier, had



This photo and the one used in the title are courtesy of the Boeing Co.



just released his bombs, when the aircraft was hit by German flak installed at Colomiers, just West of Blagnac airfield. Witnesses reported seeing an explosion in the nacelle directly behind No. 3 engine with a fire starting in the right-hand wing. It was 0927, about one minute after the last bombs had fallen.

The aircraft was seen to drop out of the formation to the right, gradually nosing over into a dive. The pilot succeeded in recovering from this, but after flying two circles, the plane (now obviously out of control) entered into a flat spin and began to disintegrate. Parts of the right-hand wing and the fin came down into a private estate at the south-end of Cornebarrieu, a small village just NW of the airfield. Eight parachutes are reported to have been descending, whilst the main body of the plane crashed in a nearby field without exploding. German soldiers were quickly on the scene. They inspected the wreckage and found a dead body, in what was left of the forward fuselage. After a short period they disappeared, leaving it to the villagers of Cornebarrieu to retrieve the body. The crew members who had succeeded in bailing out were rapidly made prisoners. When interrogated they possibly indicated to the Germans that the airman who had perished in the crash was 2nd Lt. Harold M. Gnesin, the bombardier. He obviously had not succeeded in leaving his station in the extreme nose of the doomed bomber.

The villagers, who also had secured his identity tag (0-703035), buried the body in their cemetery. It was a modest but dignified ceremony. Scarcely a citizen of Cornebarrieu missed it, and all the school children were present. Jeannine, a little 12 years old girl, was given the duty of embellishing the grave with flowers. The German guards, who were watching the scene, stayed discretely in the background.

In July 1946 2nd Lt. Gnesin's body was transferred to the American Military Cemetery in Lorraine (French Ardennes). From there it was conveyed in May 1949 to



Left to right: Capt D. Frick, the US consul in Toulouse Mrs. L. Farris, CAF/FSS col. John P. Roeder addressing the participants, CAF/FSS col. David Price, and CAF/FSS col. Fred Kurz.

the Long Island National Cemetery at Farmingdale. The airman had finally found his last resting place not far from where he had been born in New York-State.

The Blagnac force lost another aircraft that was destroyed when landing at its home base after the ten hour round trip. The Franczal groups lost three B-17s, and the Montbartier formation one. Also one fighter of the escort groups failed to return.

The results of the bombings of Blagnac and Franczal were qualified as good, that of Montbartier as excellent.

The bomber hit over Blagnac airfield however went into history. Admittedly it is the history of only a small community in the SW of France, but it is still very much alive today.

The people of Cornebarrieu in fact never forgot 2nd Lt. Gnesin. On the spot where he had rested for two years in the midst of

their dead, they have placed a modest symbolic tombstone with a commemoration plaque which reads:

#### *In Memoriam*

*Under this plate rested Lieutenant airman Harold Gnesin, bombardier of a Flying Fortress (B17G) shot down by German flak in the sky of Cornebarrieu on 25 June 1944 while on a mission for the liberation of France. (Translated from French)*

Jeannine has continued to embellish the modest memorial with flowers, and each year on All Soul's Day (Nov. 2), French WW II veterans come to spend a minute of silence on the site.

With time, the debris of the bomber had gradually disappeared, except for airframe parts that had fallen onto the estate at the south-end of the village. There, they were discovered in a thicket 53 years after the crash. Joël Pebay, member of the «Escadrille Croix du Sud» (An association which restores historical aircraft to



Left to right: The Mayor of Cornebarrieu G. De Faletans, the US Consul in Toulouse Mrs. L. Farris, USAF Capt. D. Frick presenting the Citation order to Pierre Gourdin, and A. Quesnay who organized the ceremony.

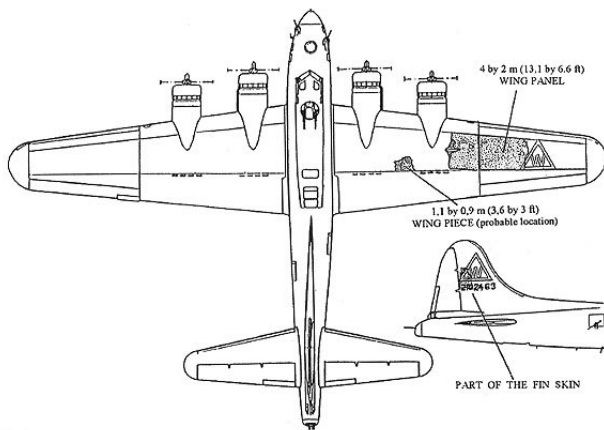


keep aviation heritage alive in the region) took over the debris, and stored them in his garage.

There was a 4 by 2 m (13.1 by 6.6 ft) upper panel of the right-hand wing including the joint between the inboard and outboard section, a smaller 1.1 by 0.9 m (3.6 by 3 ft) wing piece, and part of the fin-skin with still visible markings.

Thanks to these Jacques Leroux, a local aviation historian with the support of US, UK and German authorities, could identify the bomber, its crew and reconstruct the mission.

Joël Pebay and Claude Andrieu, the President of the «Escadrille Croix du Sud» felt however that something ought to be done in remembrance of the B-17 crash at Cornebarrieu, and that the airplane parts secured should be returned to the USA. A commemoration ceremony was to be arranged for the 56th anniversary of the crash. They entrusted Alain Quesney, President of the APREMIP-Aeronautical Commission to organize the event for Sunday, 25 June 2000, precisely 56 years after the B-17 SN 2102463's tragic and last flight. A. Quesney had just three and a half weeks left to make the arrangements, but he succeeded brilliantly.



The ceremony that took place in the festival hall of Cornebarrieu exceeded all expectations.

At 10 o'clock the Mayor, Mr. Gilles de Faletans, welcomed the participants in particular the invited guests among whom were:

- The American Consul in Toulouse, Mrs. Laurie Farris
- Captain Dan Frick, representing the USAF
- The British consul in Toulouse, Mr. Virnuls
- Col. Laplane, representing Airbase 101 at Toulouse/Francazal
- The representatives of the Confederate Air Force/French Supporter Squadron: Cols. John P. Roeder, Dave Price, Louis-Jean Gioux, Ronald Wesp, and Fred Kurz
- The representatives of the French WW II veterans organization.

A special guest was Pierre Goudin, a former ground crew sergeant with a French B-26 unit, known as «Groupe Bretagne» that operated under U.S. command with the 34th B.G. in the Mediterranean theater. For outstanding performance the Group had been awarded a «Distinguished Unit



Left: CAF/FSS col. Louis-Jean Gioux reporting on the achievements of the Groupe Bretagne during WWII - Right: A. Quesney the organizer of the ceremony.

Citation» by the USAF. French regulations however did not allow Pierre Goudin to wear the insignia, because it had not been handed over to him by a commissioned US officer. This was now made good after more than 50 years and when young USAF Captain Dan Frick handed over to him the insignia with the citation order and standing in front of the now 78 years old veteran saluting, people had difficulty suppressing the tears in their eyes.

Subsequently, CAF/FSS Col. Louis-Jean Gioux who was a B-26 pilot with the «Bretagne» Unit, gave an impressive account of the achievements of the unit during WW II.

Eye-witnesses then reported how they lived the events of 25 June 1944: Pierre Vert from Cornebarrieu, Georges Lacotte from Colomiers, and Jeannine Cambolives, who was the little 12 year old girl who 56 years ago, had embellished the tomb of 2nd Lt. Harold M. Gnesin with flowers.

Then C. Andrieu handed over to the American Consul and the USAF representative the piece of the fin of the unlucky bomber.

Mrs. Laurie Farris thanked the organizers for this gesture and found warm words for those who contributed in making this ceremony possible as well as for the people of Cornebarrieu who were attending.

Finally C. Andrieu donated the wing panels to the CAF/FSS representatives. Together with the fin piece they are the last testimony of the existence of B-17 SN 2102463.



Some of the people of Cornebarrieu and their guests.





This picture gives an idea of the size of the wing panel. It also shows the joint between the outer and the inner wing (Right hand).

This first part of the ceremony ended with a well received speech by CAF/FSS Col. John P. Roeder, which is reproduced herein.

"Good morning, Ladies and Gentlemen,

On behalf of the Confederate Air Force and its French Supporter Squadron, I want to pay respect to the people, in particular Alain Quesney, who have made this ceremony possible.

We are profoundly touched by the efforts they made to honor the crew of that unlucky B-17 Bomber that participated in the air raid on 25 June 1944 on targets in the Toulouse area, and that did not make its way back to its home base in Britain.

Although it was only one of the many bombers the USAAF and the RAF lost in their efforts to prepare the liberation of the continent, we feel it is representative of the dramatic events of which some of you, and some of us are still witnesses.

One crew member, 2nd Lt Harold M. Gnesin - the bombardier - perished in the B-17 crash 56 years ago here at Cornebarrieu. The other crew members had to share the hard fate of prisoners of war until the conflict was over in 1945.

We today pay tribute to these young men and the many others: British, Canadian, French, Polish, Norwegian, Belgian, Dutch, South Africans, Australians, New Zealanders, and Czechoslovakians, into whose hands a formidable war machinery had been placed to achieve the liberation of Europe.

Now, ladies and gentlemen, permit me to say a few words about our organization. The origin of the CAF, which has its headquarters in Midland/Texas dates back to 1951 - with the purchase of a single Curtiss P-40 fighter by a few enthusiastic veterans of WW II. 10 years later 9 aircraft made up the CAF-fleet, and the organization was chartered as a non-profit Texas corporation with the objective to restore and preserve WW II combat aircraft. By 1968 Heavy Bombers such as the B-17 Flying Fortress - which is the subject of this ceremony - were included in the Fleet.

Now please don't be confused by the organization's name. Our 8000 members are not only found in the old south of the US, but are from all over the country, where more than 70 squadrons are active, with some 135 WW II airplanes on their inventory. Hundreds of our members who serve as flight or maintenance crews are committed to preserving the WW II American aviation heritage, and in this they are supported by thousands of men and women from all over the country.

But, the CAF is not limited to the US. It also has supporter squadrons in Australia, France, New-Zealand and Switzerland.

The French Supporter Squadron (FSS) with its headquarters near Paris counts 72 members of whom five are present here today.

Now, Ladies and Gentlemen, let me thank you once more for your efforts and this ceremony about which we shall report in detail to our headquarters in Texas.

We shall make every possible effort to insure that the airplane component you presented to us today will find an honored place in the AAHM (American Airpower Heritage Museum) in Midland.

To finish, let me ask Col. Ron Wesp and Col. Fred Kurz to hand over a small envelope to Alain Quesney in recognition of his efforts.

Thank you very much."

At 1100 the party moved to the Cornebarrieu cemetery to spend some moments in silence at the spot where 2nd Lt. Harold M. Gnesin had rested for two years. French WWII veterans stood guard behind the memorial and Jeannine, now 68 years of age, came with a bouquet of flowers as she did 56 years ago.

Subsequently, the participants passed by the estate where the wing and tail panels of the airplane had come down and were shown the site of the crash in a nearby field.

Thereafter, the Mayor hosted a reception which gave those present ample opportunities for discussions and the exchanging of thoughts and ideas.

Lunch in a local restaurant terminated the ceremony.

A day of remembrance in dignity had come to an end, which the people of Cornebarrieu and their guests will not easily forget.

Cols. **F. Kurz** CAF # 24456; **J.D. Price** # 14826; **J.P. Roeder** # 14825; **R. Wesp** # 23955.

Note: A professional video was made of the ceremony. Copies of the English version will be handed over to the US Consul Mrs. Laurie

Farris, USAF Captain Dan Frick, the 398th BG Memorial Association, the still living three crew members of the B-17, the CAF-AAHM and the FSS.

CORNEBARRIEU JULY 2000



From left to right: CAF/FSS col. David Price, Mrs. A. Roeder, CAF/FSS col. John P. Roeder, Mrs Bateman - wife of col. Lewis Bateman who passed away on 13 Feb. 2000, CAF/FSS col. Ronald Wesp.



From left to right: J. Leroux, Aviation Historian, CAF/FSS col. John P. Roeder, and USAF Capt. D. Frick, in front of the wing panel that was donated to the CAF/FSS.



## NEW FSS MEMBERS

### Marion ZIMMERMANN

**Marion Zimmermann's** "CAF Godfather" is colonel Eric Janssonne who currently shows an outstanding energy in his own recruiting campaign of new CAF members!... Marion was born on December 15, 1945. He is married and always dreamed of flying since he was a little boy. Unfortunately, for various reasons, including the cost of this hobby in the fifties and sixties, he was not able to fulfil his dream until February 1967, when he climbed aboard a Dragon Rapide, only to get out of it a few moments later... It was his first parachute jump, a sport that he practised for about 15 years during which he totalled about 400 free-fall jumps. He has been a pilot for the past ten years and flies various types, including the Piper Cub J3. He now runs a lovely shop "Aéro Boutique Colmar" seven days a week!... If you go there, do bring your credit card along!... Welcome to the CAF and the FSS Marion!

### Oscar VERBANCK

Colonel Oscar Verbanck (# 25960) lives in Belgium. He started his career in aviation in 1962, at Koksijde Air Base - a Search & Rescue centre - where he flew many rescue missions over the Channel and the North Sea on Sikorsky helicopters and Seaking. With an average of 120 missions every year, he had quite a busy life! In 1968, Oscar got his PPL, followed, two years later by his CPL. He then flew everywhere in Europe, but especially in Great Britain, transporting passengers and freight. He was also an IFR radio instructor for four years. In fact, radio is his main hobby and he is an active amateur radio operator (Call sign ON5ME), and the President of the European Telegraphists. During his career Oscar flew some interesting planes like the T6 and the Piaggio P159D, but his favourite Warbirds are the P51D Mustang and the Douglas DC3. Welcome to the FSS Oscar!

### Claude DE MARCO

Claude's Godfather is col. Claude Gascon who we thank for this new recruit. Claude is a retired fighter pilot, but as he rightly told me: Fighter pilot one day, fighter pilot always!... Claude has flown every fighter, or almost, during his 1150 flying hours: Piper J3, T6, T28, T33, Vampire, Mistral, and F84F Thunderstreak. It was during a flight on board the latter that he was the victim of a terrible



accident in 1963, which cost him several long months in hospital. His strength and an exceptional willpower allowed him to overcome this ordeal, and, today, to become a member of our organization. Claude was born in December 1937. He is married, and enjoys a well-deserved retirement. His favourite Warbird? The Spitfire! Welcome to the CAF and the FSS Claude!

### Paul KOSKELA

Paul has been a CAF Colonel for some time (ID # 18484), and he became a member of the FSS thanks to the contact he made via our Web site with col. Christian Frézard. Paul is 64 years young and he works for the NASA as an engineer, specialised in celestial mechanics, but his spare time is entirely devoted to warbirds. He is a great photographer and you need to see some of the pictures he has produced over the years to believe it! His favourite warbird is the Ryan PT-22. If you plan to go to Midland, you will have the pleasure to meet him. Welcome to the FSS Paul!



## THE FSS GENERAL ASSEMBLY IS SET FOR NOVEMBER 24 & 25 IN TOULOUSE

The date of our General Assembly has been decided: It will take place on **November 24 & 25 in Toulouse**. The meeting will take place during the Saturday afternoon and extend in the evening with a good meal. Unfortunately, due to the time-scale of the Patrouille de France winter training programme, we won't be able to organise a visit to Salon de Provence this year. We may have another chance to do so next April or May, in which case we will organise an Extraordinary General Assembly in this area.

**WE NOW NEED TO KNOW WHO WILL ATTEND OUR G.A. IN TOULOUSE IN ORDER TO ORGANISE HOTEL ACCOMMODATION AND MEALS. PLEASE DO WRITE TO US AS SOON AS POSSIBLE, INDICATING THE EXACT NUMBER OF PARTICIPANTS, THEIR NAMES, AND THE NUMBER AND THE TYPE OF ROOMS YOU WILL REQUIRE (SINGLE OR DOUBLE BED). THE LIMIT DATE FOR SENDING US THIS INFORMATION WILL BE 31 OCTOBER 2000. DON'T LEAVE IT TOO LATE!!!**

### COL. YVES DONJON HAS MOVED

Please note colonel Yves Donjon's new address:  
21 rue Saint Nicolas  
22960 PLÉDRAN - FRANCE  
Telephone number unchanged.



## A BOMB FOR THE FSS

Our Leader, col. Bernard Delfino, has designed, manufactured, and donated to the Squadron a 250 lbs. bomb replica which will be used on airshows and any other suitable events to collect a few Francs from the public which have shown a modest but surprising generosity in the past. It is hoped that this very special money-box will draw more coins than the classic receptacles that were used in the past.

This design is based on a bomb that was used during WWII by the U.S. Navy, with the obvious difference that, unlike the real thing, this one will be used more than once!... The body is made of a sewage PVC plastic pipe, the top and the bottom are the two halves of an old "Thermos" bottle, and the tail is made of plastic cheese-trays donated by a famous airline which we will not name... (No it's not B.A.!...).



What a strength!... Fumiko is seen practising with this bomb that, in reality, does not weigh more than three kilograms! But wait until it's full of money!...

## CAF ANNUAL DUES

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

### MAY 2000

Yann Le Saoût

### JUNE 2000

Paul Barland - Serge Clodré - Daniel Clodré  
Yves Donjon - Christian Frézard - Marcel Ledoux

### JULY 2000

Hubert Hosy

### AUGUST 2000

Henri Bourrassier - Bernard Pierracci

### SEPTEMBER 2000

Jean-Pierre Bertrand-Porchet

### OCTOBER 2000

Gilles Baillot - Louis-Jean Gioux  
Lucien Goubard - Fred Kurz - David Price  
John Røder - Liliane Ruppert - Lucie Sauvage  
Oscar Verbanck

## CODE NAME ALPHA 2000 • TOTAL ON 30/08/2000

Christian FALENTIN ✪  
Bernard DELFINO ✪  
Eric JANSSONNE ✪✪  
Cédric MALHAIRE ✪  
Marcel RUPPERT ✪  
Claude GASCON ✪

## L BIRD SPONSORS - AUGUST 2000

### EXTERNAL SPONSORS

AVIATION CLUB DE FRANCE  
LE PUBLIC SYSTEME CINEMA  
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
Georges VAN HOVE	300,00
Intérêts Bancaires Annuels	1133,83
TOTAL	68615,50

## 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, PBV Catalina, Hawker Hurricane, BF 109 G2, and two modern jets, the Corsair 2 and the Starfighter*: 25,00 F. each.