



AIRSHOW

CONFEDERATE AIR FORCE - FRENCH SUPPORTER SQUADRON



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Here we go for another new year!... Time, decidedly, flies fast, much too fast! And as we are in the season of wishes, I cannot resist the temptation to make my own, a single one, which will, no doubt, be adopted and understood by all CAF and FSS members...

I wish that, in 2001, all our members put all their energy in the perfect accomplishment of our current and future projects, and reject any form, even the slightest, of personal interest.

The French Supporter Squadron has known, so far, how to work in the purest benevolent spirit, thanks to the sincerity of their feelings.

One has just got to read the report on our year 2000 activities, given during our General Assembly, last November, to see that everyone's intelligence and good will are the best ways to reach our objectives.

Let us carry on and keep on the same tracks, with this attitude of faith in our goals and objectives. This will be the guarantee of the Confederate Air Force and its French Supporter Squadron's success in the world and in our country.

This year, many projects will provide enough work for everyone. This issue of our Newsletter describes all our current activities. I have no doubt that one will find in it a way to participate and help our Unit, depending on his or her available time. The Board of Administration is ready to hear from you. Do not hesitate to contact its members, they will be happy to advise you on how you can use your talents for the benefit of the CAF and the FSS.

I wish a very happy new year 2001 to all our readers!

May your most cherished wishes come true, and may our Squadron progress, even more than in the past.

Bernard

A HAPPY NEW YEAR TO ALL OF YOU !



COLONEL ÉRIC DUCREAU HAS BEEN ELECTED ADJUTANT OF THE FSS

It was during the FSS General Assembly, held on November 25, 2000, that took place the direct vote for the election of our new Adjutant. This formality was immediately followed by the mail vote of those who were not able to attend this General Assembly. The final result of this election is as follows :

Number of eligible members:	76
Number of votes collected:	49
Participation:	64,47%
Abstention:	35,53%
Eric Ducreau:	32 votes [65,30%]
Jean-Paul Merlier:	17 votes [34,70%]

Colonel Eric Ducreau is therefore elected as our new Adjutant for the next three years. Since Jean-Paul obtained such an excellent score, and thanks to his popularity and his wish to serve the CAF and the FSS as well as he can, the Board of Administration has decided to offer him the job of Eric's Deputy. Our sincere congratulations to this two members! We wish them the very best in their new job.

DUXFORD FLYING LEGEND 2000

Text and pictures by col. Eric Janssonne

The year 2000 version 2000 of the famous "Flying Legend" Duxford airshow, without any doubt the best Warbird air show in Europe, was exceptional despite the bad weather. The aircraft gathered by "The Fighter Collection" of the excellent Stephen Grey, was superb since one could see, amongst others, eight Spitfire, six Mustang, two B17, and two B25! But also machines as rare, if not unique, like the Gloster Gladiator of the Shuttleworth Collection, the Bristol Blenheim of the ARC, or the superb Fiat G-59 of the Italian collector Valenti, a post-war airplane based on the famous Italian fighter Fiat G-55 (Photo below).



The French were there too with eight warbirds that came from France. The French pilots' reputation is now well established in Europe, and if Christophe Jacquard's Yak 3 had some mechanical problems on Saturday, it was able to show its flying qualities, thanks to the superb and impressive demonstration given by the talented Albert Haage. Also to be noted was the presence of a Junkers 52, a Messerschmitt 108, and the unique Arado 79 belonging to Lufthansa. Together with Valenti's Fiat, they played the role of the axis forces, and followed a well prepared scenario for this air show.



The major event for this year was also, evidently, the 60 year anniversary of the Battle of Britain. The Imperial War Museum organised, for this event, a show that the public was able to visit since the day of its grand opening, on June 16, 2000, in hangar N°4. Relatively modest, it was able, nevertheless, to wake up people's feelings and memories. It included some dioramas, documents, movies, and sound recordings. The two master pieces of this show were the Hawker Hurricane whose identity is unknown since it came from Russia, and the Messerschmitt Bf 109 E-3 "4 White" (WNR 1190)



Wreck of a Mitsubishi Zero which should be restored for a static display...

of the JG 26, set up as a diorama representing the way it was displayed when it was photographed in 1940 after it belly-landed following an engine failure. The airplane was then sent to the United States where it was used to collect funds in order to support the war effort. The aircraft was shown like it was at that time, and a wing panel bearing numerous names of generous donors has been kept intact.

Another event of this year 2000 air show was the presence of several allied and German pilots like, for example, Johnnie Johnson (38 victories) or Gunter Rall (275 victories), an idea that should be used for French air shows!



Above, the Westland Lysander, on the left, the Gloster Gladiator, and below, the Fairey Swordfish.

I shall see you all for year 2001 edition, on July 7 & 8. The year 2000 one was superb, and I would be very surprised if it was different this year.

I wish to thank the Imperial War Museum staff, and, especially its Marketing Manager Assistant Caroline Fearn, for her help and her precious collaboration without which this article would not have been possible.



ALSACIAN XMAS MEAL FOR THE FSS

Following an initiative taken by colonels Eric Janssonne and Nicolas Libis, a friendly meeting of all the FSS members residing in the East of France and friends of the CAF, was organised.

This meeting took place on December 9, on the Colmar-Houssen airport, and at the Aéro-Rétro Club House where these guests had many occasions to exchange points of view and aeronautical ideas in a very friendly atmosphere. They visited Colonel Marion Zimmermann's Aéro-Boutique, the only shop of the area where one can find maps, headsets, navigation items, books, models, and other gadgets.

This visit was followed by a flight in a DR 220 flown by Col. Nicolas Libis, with passengers: Colonel Eric Besançon, his friend, Graziella, and his son Valerian.

To end this afternoon, color slides about the 2000 Duxford air show were then showed with comments by Colonel Eric Janssonne, the talented photographer of our team.

But the day was not over since Nicolas had organized a meal in the magnificent Inn "La Couronne" located in the center of a charming Alasian village, Scherwiller. The quality of this meal was only equalled by the excellent service that we received.



From left to right: Col. Jean-Claude Miniggio, Col. Eric Janssonne, Col. Nicolas Libis, Philippe Sage, Claire, and monsieur Platel in the restaurant "La Couronne" in Scherwiller. (Photo: Col. Jean-Claude Janssonne).

It is a pity that this meeting was announced too late because many FSS members could not make themselves available for that date. Despite this problem, the following guests were present: Colonel Nicolas Libis and his friend Philippe Sage from Strasbourg, Colonel Jean-Claude Miniggio who is restoring a Morane Saulnier 315 based in Montbéliard and which should be ready during next Spring, mister Alain Platel and his friend Claire from Nancy. Alain is the President of the association Til Rétro in Dijon-Longvic, and he fully restored a twin engine Marcel Dassault MD 312 "FLAMANT" built in 1951, fitted with Renault engines.

Colonel Eric Besançon, a painter whose art is quickly progressing, could not, unfortunately, stay with us for that evening meal.

For this first attempt, it's a sure fact that we would have loved to see more members joining us, but we promised ourselves that we will reiterate with a date more appropriate for a bigger reunion. It will also allow

us to get the hotel bookings better organized, about two months in advance.

A big thank you to Nicolas' mother for providing us with a room suitable for the color-slides projection.

We will see you all next time!

Col. Jean-Claude Janssonne.

INSPECTOR MARIE-FRANCE

Following our last November General Assembly, colonel Marie-France Falentin took the excellent initiative to run a little enquiry amongst FSS members chosen at random, in order to find out if we could further improve the running of our Unit. We took the opportunity of a meeting dedicated to the counting of the votes received for the election of our new Adjutant, to review the thoughts and suggestions Marie-France received during her enquiry. Here is the summary of these comments, with, typed in *italic*, the comments of the Board of Administration...



- Annual CAF dues: A suggestion was made to convince the CAF Headquarters to give us 50% of the FSS members annual dues, so that these \$ 80.00 could be used to help us purchase our future L Bird. (*Although this seems most improbable, this suggestion will be made to the CAF Headquarters*).

- Feeling within the FSS: It is really excellent, and the good comments received by Marie-France prove how good the goals adopted by the CAF and the FSS are.

- Motivation: The ratio of motivation is estimated to be around 95%, which is extremely rare in any association! Nevertheless, some members think that they sometimes lack occasions to participate in our activities. (*The five annual events, airshows, visits, or other activities of the FSS, should be enough to satisfy even the most difficult members, but in order to improve this situation, it has been decided to take the opportunity of the La Ferté-Alais airshow to turn the Saturday evening of this Pentecost week-end into an Extraordinary General Assembly, and we hope that the weather will be nice. This meeting will allow everyone present to freely discuss the subjects they wish to mention, and suggest practical solutions. A BBQ will end that meeting. We need volunteers to organize the latter, and we thank them for contacting the FSS H.Q. to find out the practical details*).

- FSS annual dues: The sum of 300,00 Francs is fair to everyone and gives the opportunity to those who can to make other donations to other projects like, for example, the L Bird one.

- Information: Some members think that they lack information, but, at the same time, forget to specify

what kind. (The full reading of our Newsletter should satisfy every body since it contains articles and news about everything related to the FSS and the CAF, and the editors take the trouble to translate the most important news received from Midland for those who don't speak English. If some of our members think that this is not sufficient, they can, at any time, contact the members of the Board of Administration who will be just too pleased to answer their questions and give them the information they need).

- P.X. items sometimes found too expensive. (The profits made by our P.X. since its creation are far from negligible. The amount of work necessary for the running of the P.X. is phenomenal and requires many hours of work, often daily, at the peak of this activity. In addition, one must remember that our P.X. is not a shop. It is just an activity that allows our association to improve an otherwise meagre budget. If the price of some articles seem too high, it's simply to stop anyone accusing us of endangering the official shops who rely on their sales for their living. This, by the way, never stopped any potential customers to buy from our P.X. because they know that their purchases are a good deed and a donation to our cause).

- Squadron meetings: It appears that we should organize more frequent meetings which could be held, for the beginning, every two months. (Marie-France and Christian Falentin have kindly offered to host the next one during March. Although this could be a problem for some members who work shifts and can only get a single week-end off duty like, for example, our Unit Leader who has only one every six weeks, we will do our best to run these meetings on a regular basis).

- Organization of the FSS booth during aeronautical events: (As it was mentioned during our General Assembly, a roster will be established to make sure that everyone present participates for an amount of time during each day. Of course, we wish that as many members as possible be present during these events. They will be surprised to find how much satisfaction they can get from this participation in the life of our Unit).

These were a few of the comments which came out of this enquiry. We wish that, like Marie-France, other members take similar positive initiatives, be it as a group or as an individual, since they can only improve the good running of our Squadron.

FSS ACTIVITIES IN 2001

Year 2001 is already promising with an intense activity for the French Supporter Squadron. Although they are not yet confirmed, the following events can be considered as almost certain: Visit of the places where our friend Sandy Sansing lived after he bailed out of his P51 over the Soissons area, visit of some of the crew members of the B17 shot down over Cornebarrieu on June 25, 1944 for the anniversary date, airshow of La Ferté-Alais, General Assembly of the Piper Club de France in April and La Ferté-Alais, Rassemblement R.S.A in Epinal-Mirecourt on July 20, 21, and 22, Airsho'2001 in Midland in October, and, of course, the FSS Annual General Assembly in November. This list will grow as soon as we get more information from the organizers

of other air shows. All these activities will require a complete and active participation of as many members as possible to make each one of these events a complete success.

MESSAGE FROM COL. MICHEL CAHIEZ HONORARY PRESIDENT OF THE FSS

Col. Michel Cahiez has kindly asked us to give our readers the following message: "The Honorary President of the FSS presents his very best wishes to all members

of the French Supporter Squadron, and drinks with them for the third millennium while remaining available to support anything that flies well or not so well!..."

Note from the editor: The photo on the left was taken during the Reims air show in 1998.



FORTERESSE TOUJOURS VOLANTE IS LOOKING FOR MECHANICS

The Association Forteresse Toujours Volante is in need of mechanics. Its personnel is getting old and looking forward to a well-deserved rest. If you are a qualified aircraft mechanic and if you like the nice piece of machinery which is called B17, join this association and work for its airworthiness. For details please contact col. Christian Frézard on 06 03 34 18 79, or his email <cfrezard@yahoo.fr >.



CAF WEB SITE MEMBERS ONLY

We wish to remind that any CAF member who has access to Internet via his own computer or one of his friends', can visit this web site by clicking on the "Log me in" box. The visitor will then need to enter, in lower case, his CAF ID number at the top, and his family

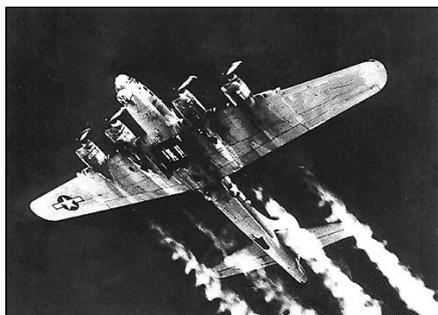
name at the bottom. This part of the CAF web site will give you a lot of information on the running of our organization. You will be able, for example, to download **Contrails** as a .pdf file readable with Acrobat Reader, to visit the CAF Gift Shop and order items that you wish to acquire, see the list of new recruits and recruiting members within the Code Name Alpha Campaign, order CAF administrative leaflets and manuals, read the airshows programme of the CAF for the current year, etc... etc...

If you download **Contrails**, please do not forget to advise Kay Crites who is responsible for the CAF publications, so that she can remove your name from the mail list (Email: < publications@mail.cafhq.org >). This will allow the CAF to save the always too high cost of mailing.

NEWS FROM THE SOUTH WEST B17 FLYING FORTRESS PROJECT

Our group of members in the South West of France has gone bigger, as you will read on page 6 of this issue. The arrival of colonel Michel Perrin - twice a Colonel since he became a CAF member - has given a new boost to this already very active group. They get together on a monthly basis to discuss current projects, talk about the CAF and the FSS, and take initiatives which are able to make our organization progress in this area.

Our friends are currently working on the venue of some of the veterans, crew members of the B17 that was shot down over Cornebarrieu on June 25, 1944 (Cf. Airshow Septembre 2000). This visit should take place on Sunday 24, 2001, so that a maximum number of people can attend.



In order to make this event unforgettable, we are trying to get a fly-by of the Forteresse Toujours Volante B17 during the ceremony, and its landing on one of the airfields in the area of Toulouse so that our guests can get a detailed tour of the airplane. The only slight problem is that we need about 75.000,00 Francs... Four big engines drink a lot of gasoline, and the flight from and to Orly will not come free! But if one compares this sum of money to the benefits that will result from this media campaign (TV and newspapers will do a full report of the event) and the impact that this will have on the public, one can immediately realize that our Squadron will not only have the satisfaction of organizing something exceptional, but will also improve its reputation that nobody can hope, or even imagine today.

Our Unit is of course unable to support such a cost, therefore, our group of colonels in the area will soon call for the generosity of the important American community

in Toulouse, as well as companies which are potentially able to help this project. If any of our members, lovers of the B17, wish to participate, they can do so by sending us a cheque addressed to "French Supporter Squadron B17". When the amount of money is reached, the FSS will make this payment to Association Forteresse Toujours Volante.



WANTED

Col. Christophe Bastide has just sent us an article describing the Dewoitine 520, but, unfortunately, he did not send us any of the necessary illustrations.

If you have, in your personal collection, some good pictures of this airplane, never published before, and free from any copy rights, we thank you for letting us have a copy, on paper or scanned as jpeg picture at 150 dpi, size about 10 x 15 cm.

If you do reproduce pictures that belong to someone else, please send them together with their owner's written authorisation.

NEW NAME FOR THE CAF

Sending suggestions for a new CAF name is now possible. You will find the adequate form in the last issue of Contrails.

We remind you that the latter can be downloaded from the CAF Members' Only Web Site. Please hurry because this operation is limited in time.

The FSS will send a grouped list of personalized suggestions that we received since the announcement of the vote results.

We remind you that the names suggested will have to describe the goals and objectives of the CAF. It's not easy, but it's not impossible.

FSS AND THE CODE NAME ALPHA 2000 CAMPAIGN

The total number of CAF new recruits by the FSS for year 2000 is 12 colonels. We sincerely thank all the recruiters for their good work and hope that year 2001 will see the arrival of even more new colonels. Do not hesitate to ask for commission files, we will send them to you by snail mail or email.



NEW MEMBERS

This beginning of year 2001 is celebrated by the arrival of two new members, Giovanni, and Michel.

GIOVANNI COMIS

Many of us met him during our Annual General Assembly and were able to appreciate his kindness and his nice accent. Invited by our President, Giovanni was born in Sicily, in Catane, on May 21, 1960. He is an outstanding aircraft mechanic whose career made him travel throughout Europe, but he chose to establish himself in France and obtained his french nationality some weeks ago. After primary and secondary studies, Giovanni fol-



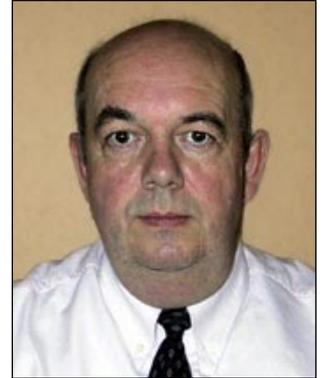
lowed some courses in a technical and aeronautical school. He ended up with a certificate of ATC Controller. He performed his National Service in the Italian Air Force (*Aviation Militaire*), and decided to get some holidays in France. He took this opportunity to study French language. It is then that he met a charming Polish girl, Yolanta, who he married a year later,

and they now have two lovely children.

After working in the computer business during a few months, Giovanni went to an aeronautical school in Toussus le Noble, and obtained a mechanic T2 (Turbine) diploma. A temporary job for three months with Aigle-Azur was followed by a period of two years in Air France where he worked with Colonel Didier Cardinal (Aviation is decidedly a small world!), and was responsible for the training of temporary personnel. Air France policy changed and Giovanni went back to Italy, in Venice, and worked for *Aéronavali*. There he worked on DC10 overhauls. Back to France, he worked for Euralair Industries for two years, and Dassault for six months in Le Bourget. Today, Giovanni is employed by British Airways in Paris Charles de Gaulle, where he works in the team led by our President. Giovanni's outstanding human and technical qualities have made him, within a few weeks, one of the key members of this team, and they design him as the most perfect *Maintenance Officer* that the FSS could dream of! Not only does he love his job, but he also loves beautiful machines like the Spitfire and the Macchi C202. The maintenance of a warbird does not frighten him, and we can be sure that he will do it with the same seriousness and the same quality that he has adopted for the maintenance of a DC10 or a Boeing 747. In addition, his gift as a cook (His pizzas and his pastas are a real treat!) makes us look forward to some meals that no one will ever complain about!... Welcome to the CAF and the FSS Giovanni!

MICHEL PERRIN

Michel Perrin's CAF and FSS God Father is Colonel Jean Roeder. His promotion to the "grade" of Colonel will not make, for him, much difference, except in his heart, since Michel is a genuine military Colonel, an engineer with the grade of Ingénieur en Chef de Première Classe. Michel stated his studies at the Ecole Technique Aéronautique in Ville d'Avray in 1959, at the age of 16. He was promoted Ingénieur Militaire des Travaux de l'Air in 1965 after an examination and obtained a diploma of ENSICA Engineer



in 1967, then his ALAT pilot licence in 1968. Michel's career, with the exception of 6 years spent in the Paris Délégation Générale pour l'Armement, was entirely spent in the Centre d'Essai Aéronautique de Toulouse. In charge of the testing of air conditioning materials, optics, aerodynamics, and, finally, structure materials, he was responsible for the static testing of the Airbus A330-340 airframe structure, and the entire testing of the fighter Rafale. Michel has several hobbies like computers, photography, video, and aviation as a whole. His favourite warbirds are the P38 and the P47, and his great qualities make him a new key member of the Toulouse area. You will find his address and other personal details here below that you will need to add manually to your phone-book until you receive the next issue of this publication. Welcome to the CAF and the FSS Michel!

Col. Michel PERRIN
18 rue de Vallauris
31240 L'UNION
FRANCE
Tél: 05 61 09 45 52
email: mmperrin@free.fr

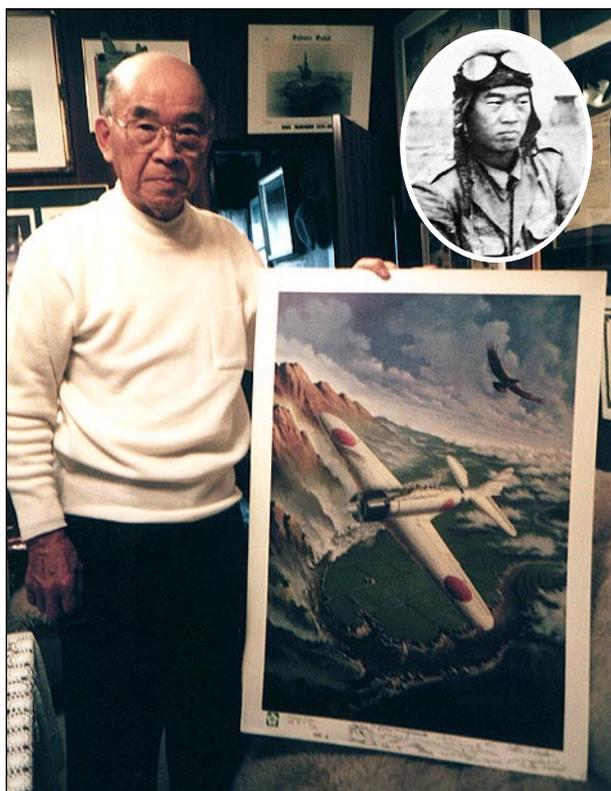


DEATH OF SABURO SAKAI

The famous Japanese Ace Saburo Sakai has gone west, hit by a heart attack as he was participating to an aeronautical conference. Without any doubt the most famous of all Japanese pilots, Saburo Sakai was an exceptional pilot that everyone loved. Flying with him was an honor, and, throughout the war, he never lost a single wing man. He became especially famous for a flight he did over Guadalcanal in August 1942, a flight that saw him hit by the rear gunner of a TBM Avenger. Despite a damaged aircraft and terrible wounds - a

bullet had gone through his skull making his right eye blind and paralysing his body left side - he managed to return to his base after long hours of flight. Months of intensive care were necessary to make him recover from these wounds, except his right eye, and allow him to return to combat and shoot down four more airplanes, increasing his total score to 64 confirmed victories!

Colonel Fumiko Delfino met him three times during her trips to Japan and discussed with him for several hours. A modest man, Saburo Sakai never talked about his adventures as a pilot, preferring to let his fans read his book "SAMURAI". He fancied talking about life in Japan and in the rest of the world, with an intelligence and a lucidness that revealed an amazing youth of mind. We wish to send our sincere condolences to his wife, his family, and his close friends.



The photo above, taken by Fumiko Delfino in Saburo Sakai's home, shows him surrounded by some trophies and souvenirs. In the medallion, a portrait that dates from the early part of WWII. Saburo Sakai was also a member of the CAF and the Zero of our organization was, for a long time, signed by this hero.

We strongly invite you to buy his book "SAMURAI" of which we only know one 1978 edition, in english, by BANTAM, authors Saburo Sakai, Martin Caidin, and Fred Saïto, reference 11035.

A NAME FOR OUR FUTURE L BIRD

Among our numerous reflections and discussions, many have thought at least once, what name we could give to our future L Bird. Several members have thought that it would be a good occasion to honor our dear Lewis Bateman. Of course, naming our plane after Lewis required his spouse's agreement. Charmed and touched by this suggestion, Bunty has given us her agreement

without any restriction. We thank her sincerely and suggest to all our members that this plane be given the following name:

"Spirit of Lewis"

Bunty took the opportunity of this exchange of letters to show her support to our project by making a donation of over 500,00 Francs. A very big Thank You Bunty for this initiative that Lewis would be very proud of.



FALSE ALERT!

Also about this project, and after long discussions and reflections, the FSS Board of Administration has come to the conclusion that we'd better not buy the italian Stinson L5 Sentinel which was advertised for sale in the Fana de l'Aviation magazine, December issue, at a price of 176.500,00 Francs. We realise that some members would have loved to purchase this plane, but due to the amount of money saved so far, the one we would have needed to borrow, and the relatively small potential of the engine and the airframe of this airplane, it was decided that this purchase was too premature.

Several solutions were envisaged to collect the money required, including a bank loan which required some guarantee by a physical person, and would have cost us more than 25.000,00 Francs interest, which is more than the estimated price rise for this type of plane over the same time scale as its reimbursement. All other possible solutions were found to be far too risky or inadequate, and it was, therefore, decided to carry on with the current saving plan. One must not regret this impossibility. Other planes will arrive on the market in due time, and one of them will be the one we are dreaming of...

We wish to thank colonels Bernard Pieracci, Eric Jeanssonne, and all the ones who participated in the study of this eventuality, for their efforts, and for the time they spent for it. One must sometimes step back to jump farther.

FSS WEB SITE... HICCUP?... OK!

Many noticed it last month: It was impossible to access our web site. Alerted, Christian, our Web Master, enquired immediately, and discovered that the SYSOP company, host of our web site, had, for an unknown reason, stopped its activity without any warning. Christian then took the necessary measures and found a new host, the CMC Technologies company which took on this deal for a price 50,00 Francs lower than the one asked by SYSOP. The FSS web site address remains unchanged, and its access should be possible at the end of January, that is to say, when you receive this Newsletter. We certainly could have done without these problems, but all is well that ends well!

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.*
- Warbird cards: 25,00 F. chaque.
- Video cassette of sequences filmed in Midland (55mn) VHS PAL: 100,00 F.

2001 BIG CONTEST

Next month, in our Newsletter, you will find version 2001 of our Big Contest. The questions, prepared with love by colonel Jean Roeder, should be less difficult than the ones chosen for our last competition. We admit that some of them were quite tricky...

The prizes to win will be varied, but, unfortunately, we doubt if we can get free rides in warbirds.

In addition, in order to avoid the same problems as last time, only one answer sheet will be accepted per family. We thank you for your understanding and hope that you will find these questions interesting and amusing.

CODE NAME ALPHA 2000 • TOTAL ON 30/12/2000

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

CODE NAME ALPHA 2001 • TOTAL ON 31/01/2001

Jean ROEDER ✪

LE BIRD SPONSORS - DECEMBER 2000

EXTERNAL SPONSORS

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

INTERNAL SPONSORS

(Par ordre chronologique)

Marcel FRANCISCI	12000.67	250000
Bernard DELFINO	9550.00	245000
Jacques PERAGALLO	3170.00	240000
Sandy & Connie SANSING	8100.00	235000
Cédric MALHAIRE	750.00	230000
Claude REQUI	4029.00	225000
Michel CAHIEZ	2400.00	220000
Julien LEPELLETIER	1611.00	215000
Fumiko DELFINO	1660.00	210000
Jean-Jacques SAHUT	1000.00	205000
Lewis BATEMAN	4170.00	200000
Stéphane DUCHEMIN	786.00	195000
Serge CLODORE	350.00	190000
Daniel CLODORE	350.00	185000
Jean-Paul MERLIER	440.00	180000
Jean R CEDER	3450.00	175000
Roger VAUCAMP	1650.00	170000
Daniel & Lucie SAUVAGE	1335.00	165000
Patrick PIERRE-PIERRE	3135.00	160000
Marcel et Liliane RUPPERT	1210.00	155000
Christian FREZARD	500.00	150000
Jean-Christophe DEBUISSON	1000.00	145000
Michel BON	350.00	140000
Dons anonymes du PUBLIC	665.00	135000
Paul BARLAND	1000.00	130000
Ron WESP	1000.00	125000
Christian & M-France FALENTIN	1000.00	120000
Christian TOURNEMINE	500.00	115000
Didier CARDINAL	820.00	110000
Louis-Jean GIOUX	230.00	105000
Eric DUCREAU	350.00	100000
Eric JANSSONNE	1190.00	95000
Henri BOURRASSIER	250.00	90000
Jim LUX	1200.00	85000
Jean-Claude MINIGGIO	200.00	80000
Christophe BASTIDE	2530.00	75000
Yves DONJON	1450.00	70000
Guy ROBERT	300.00	65000
Centex Wing	140.00	60000
Christiane HÉBERT	1000.00	55000
Yuri & Franck ENJALBERT	715.00	50000
Jacques BONNEU	110.00	45000
Kim TOLFREY	1080.00	40000
Georges VAN HOVE	300.00	35000
Terran TIDWELL	780.00	30000
Yves HOUSSIN	1000.00	25000
Jean-Jacques VAUCHER	1200.00	20000
Bernard PIERACCI	500.00	15000
Eric BESANÇON	200.00	10000
Hervé CHERRY	300.00	5000
Bunty BATEMAN	523.00	0
Giovanni COMIS	214.77	
Intérêts Bancaires Annuels	3028.06	
TOTAL	87212.50	

