



AIRSHOW

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

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Our members' faith in the CAF' and FSS' goals is unlimited!... Who could have suspected, four years ago, that the French Supporter Squadron would launch an operation whose importance would be of an international size?

The project of reuniting some of the crew members of the B17 that was shot down over Cornebarrieu on June 25, 1944, with pieces of their airplane and french witnesses of this dramatic event, is one of the most beautiful that our Squadron has adopted so far. We owe this to our members who reside in the South West of France. Of course, we still need to travel a long way before this project reaches complete success, but things are on the right tracks and the amount of work produced by our friends in the Toulouse area is simply unbelievable.

I invite all our members to join them, even if they live far away from Toulouse, since, in this kind of project, there are thousands of known tasks to accomplish, but also one million of them to discover and complete. The pace will accelerate as we get closer and closer to the date of this event. We only have three and one half month to find the money that will allow us to rent the B17 and the DC3, to organize the various events that will be included in that week at the end of June, and to make sure that as many FSS members as possible will be in Toulouse between June 21 and June 30, 2001.

Therefore I invite you to read carefully the articles printed on page 7 and 8 of this very Newsletter, but, above all, to write to us as soon as possible to confirm your participation, or your financial support to this project, and, why not, both?

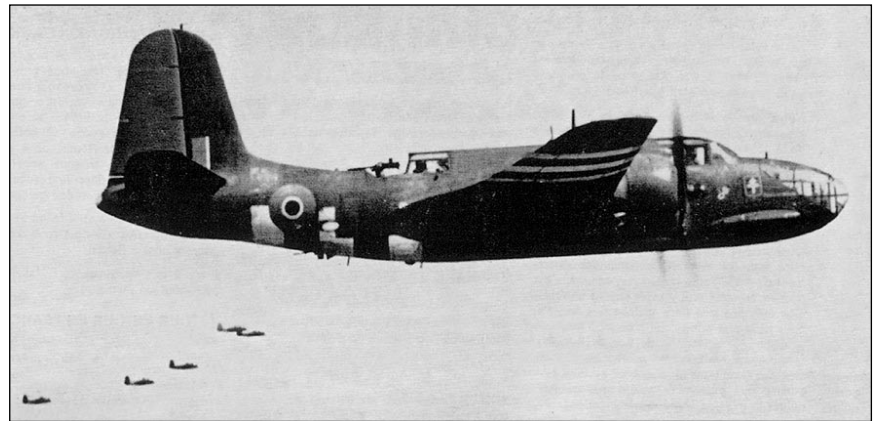
This project is a unique occasion to show your attachment to the CAF goals, and, probably, your one and only chance to meet the crew members of this B17 which participated so actively in the fight for our freedom.

Bernard

2001 FSS CONTEST

100 QUESTIONS TO MEASURE YOUR ERUDITION !

Colonel John Roeder prepared one hundred questions for this year's contest, all interesting, and, theoretically, easier than the ones asked in our last competition. But beware! They include some fine tricks that one should be prepared for... We hope that you will get a great pleasure to try and answer these questions and increase your knowledge in aeronautics.



THE GROUPE LORRAINE

F.A.F.L UNIT

A fascinating historical and chronological study by colonel Yves Donjon

TOP URGENT!... LET US KNOW YOUR INTENTIONS FOR YOUR PARTICIPATION TO THE TOULOUSE JUNE EVENT AND THE TOUR TO MIDLAND FOR AIRSHO2001 IN OCTOBER!

(SEE ARTICLE ON PAGE 8)



LE GROUPE LORRAINE

An article by col. Yves Donjon - Photos: Service Historique de l'Armée de l'Air

The Free French Air Forces (*Forces Aériennes Françaises Libres - FAFL*) were officially born on July 1st, 1940, when, for the very first time, appeared the abbreviation FAFL in a text by Général De Gaulle who designated the Vice-Admiral Muselier as the "Commander of the naval french forces that remained free, and provisionally, of the aerial forces" (1).

On July 11, 1940 was created the French Bomber Flight n°1 placed under the command of Capitaine Ritoux-Lachaud in Aden (Yemen).

The Reserved Bombardment Group n°1 (GRB1), was the first Unit within the FAFL. The latter was created on December 24, 1940 in French Equatorial Africa (AEF). Under the orders of Capitaine Astier de Villatte, this Unit was composed of:

1°- In Fort-Lamy (Tchad): The commanding headquarters of the Group and the First Squadron of six Blenheim commanded by Capitaine Lager. This Unit came from the Mixt Combat Group (GMC) n°1 "JAM". These six Blenheim moved to Fort-Lamy at the end of December 1940 where they joined the Squadron of four Lysander of Capitaine Noël also coming from GMC n°1.

2°- In Maïduguri (Nigeria): The Second Squadron, previously known as "TOPIC", formed by eight Blenheim commanded by Lieutenant De Saint-Péreuse. This Unit whose aircraft were off-loaded in crates and built in Takoradi (Ghana), found itself in Maïdygari only a few days before it was incorporated in the Group.

From then on, there was no more "TOPIC" or "JAM", and the GRB1, with its insufficient, outdated, and weak equipment, and its crew members often lacking experience for the missions over the desert, got ready to provide the support of their Blenheim to the soldiers on the ground.

The Group was first allocated the task of supporting the troops led by Colonel Leclerc, in the operations planned against Koufra and Mourzouk in Libia, in order

(1) Created under the provisional direction of a Navy and Air Force Commissary, Vice-Admiral Muselier, the FAFL organized themselves under the impulse of Lieutenant-Colonel Pigeaud and Commandant De Marmier. On March 24, 1941, Colonel Valin, who joined the Free French Forces in Brazil in 1940, arrived in London and took command of the FAFL. Until then, the fighter and bomber groups were simply called by a number. Colonel Valin had the idea of giving them the name of a french province.

to protect the allied territories from an italo-german attack from Tripolitaine. The Group obtained its first success but, unfortunately, at a very high cost, during the campaign against Koufra, to such a point that it was taken out, almost totally exhausted. (2)



Westland Lysander of the Groupe de Reconnaissance et Bombardement GRB1 (1941)

A few crews went to reinforce the RAF Units which were coming to help the troops that were fighting the italians in Somalia, in Ethiopia, and in Erythrea.

The Group participated in the operations of Abyssinia from March 24, 1941.

On April 1st, 1941, six Blenheim arrived to supplement the Unit which was then put

under the orders of 202 Group of the RAF. Operating from the airfield of "Gordon's Tree" occupied on April 28, it flew a series of missions against the italian forces in Abyssinia.

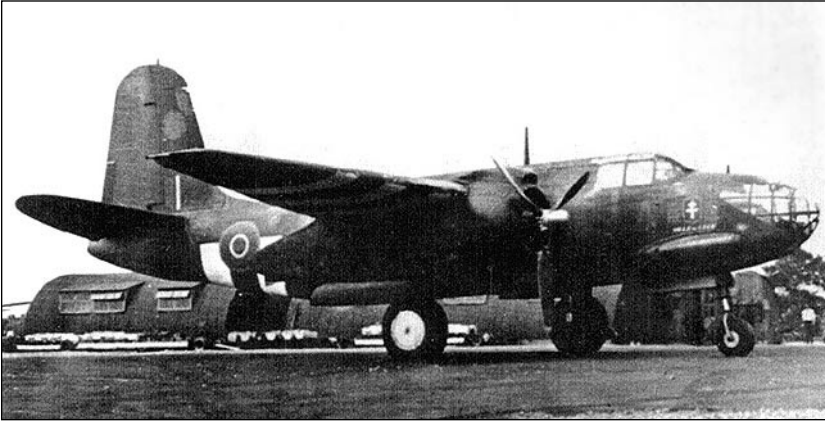
On August 15, 1941, the GRB1 went to Damas (Syria). On September 02, it was officially called "Groupe Lorraine". It was made of two Squadrons: "Metz" commanded by Capitaine Lager, and "Nancy", commanded by Capitaine Goussault. Until the arrival of Lieutenant-Colonel Pigeaud, the Group was commanded by Capitaine De Saint-Péreuse.

On November 20, the Group moved to the airfield LG75 located 50 kilometres south of Sidi-Barrani, and worked with the 210th British Wing against the enemy forces in Lybia.

On December 17, Lieutenant-Colonel Pigeaud, hit by enemy fighters crash landed in flames. Badly burned, he died in the hospital of Alexandria on January 06, 1942. Capitaine De Saint-Péreuse took over the Group command.

(2) The first mission of the group on the oasis of Koufra took place on December 28, 1940. The last one was executed on February 12, 1941. The operation included:

- 18 bombardment and 2 reconnaissance missions.
- 10 tons of bombs dropped.
- 2 Blenheim destroyed or missing, 4 damaged.
- 3 wounded.
- 3 prisoners on 31/12/40: Crew members Stadieu, Meurant, and Privé.
- 5 killed or missing (On February 05, 1941, Blenheim registered T1867, whose crew included Lieutenant Claron, Sergent-Chef Devin, and Sergent Le Calvez, went missing. The aircraft was found on March 29, 1959. The bodies of the crew were found next to it. They were brought back to France where they were honored during a ceremony in Villacoublay).



Squadron 342 incorporated in the Royal Air Force flew the Douglas Boston

Between January 11 and 17, GRB1 flew many missions against the heavily defended position of "Halfaya Pass", which resulted in congratulations from the 210th Wing for the efficiency of its bombardments.

On January 31, 1942, the Groupe Lorraine, after the exhausting campaign of Libya, moved to Syria where its personnel enjoyed a well-deserved rest. The group had started with 17 crews, and it lost 5 of them.

On February 1st, Colonel Corniglion-Molinier, who was responsible for the FAFL in the Middle-East, left the command of the Groupe Lorraine to Capitaine Pouliquen.

At the end of October 1942, after a period of reorganization and rest, the Lorraine went to England. Some of the personnel travelled by boat, the *Ordunia*, leaving on October 22, and arriving at Greenock, in Scotland, on December 31.

The Groupe Lorraine had lost, since 1940, 29 pilots, observers, and gunners. A new page was turned.

On March 13, 1943, on board the *Empress of Canada* which was sailing on its own from Durban (South Africa) to England, were members of the Group personnel. The boat received a torpedo and several members were lost.

On April 7, 1943, the Lorraine moved to the station of West Raynham, in the Norfolk, and took the name of 342nd Squadron. The group was then commanded by Commandant De Rancourt, the "Metz" Squadron by Capitaine Ezanno, and Squadron "Nancy" by Capitaine Charbonneaux. The group was ready for its first war mission over Europe, flying its new plane, the Douglas Boston.

This first mission took place on June 12, 1943. The target was an oil refinery near Rouen. Then, on July 14, 1943, the Group flew its first autonomous mission over the airfield of Abbeville.

On August 19, the Unit moved to the airfield of Hartford Bridge. On September 20, Commandant Gorri-Fourquet was named second in command of the Group, and Capitaine Langer took the command of the "Metz" Squadron.

On October 3, the Group participated in the destruction of the electric plant in Chevilly-Larue, a typical mission of high precision bombardment at low altitude.

On December 23 took place the first low altitude attack on a V1 launch pad.

On February 6, 1944, Capitaine Barberon took the command of the "Nancy" Squadron, and on March 20, Lieutenant-Colonel Gorri-Fourquet succeeded to Colonel De Rancourt at the head of the Lorraine.

On June 6, 1944 the allied landed in Normandy. Twelve Boston of the Lorraine, taking off in pairs every 10 minutes, created a smoke curtain from the Pointe de Barfleury up to the mouth of river Vire, an area allocated to the american forces.

August 4, 1944, was a tragic day for the Lorraine which lost four airplanes during night harassment missions. Sixteen members were lost or went missing.

On September 29, the Group flew its first mission over Germany. The target was the train station of Gelden.

On October 17, the Unit left Hartford Bridge for the airfield of Vitry en Artois in the Pas de Calais.

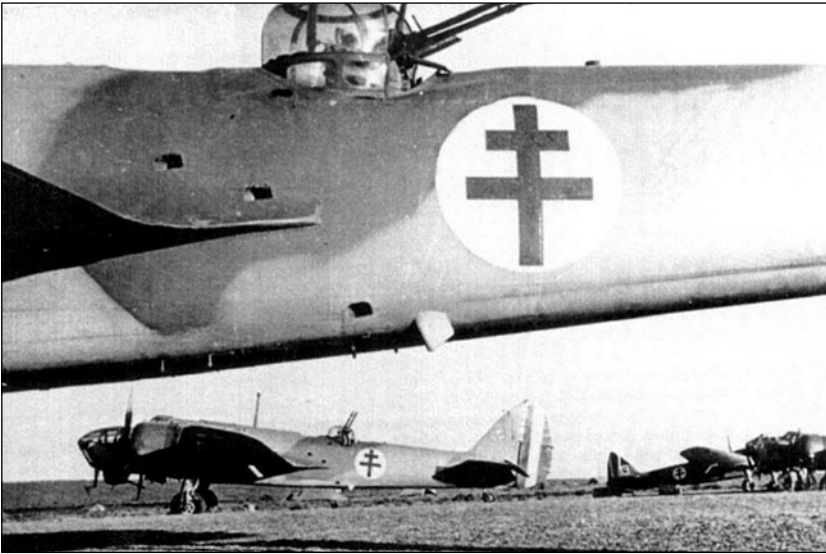
Between June 12 and October 17, 1944, the losses for the Group were as high as 68 dead, 32 wounded, and 10 POW's.

On November 7, 1944, Commandant Soufflet took the command of the Group. On February 14, Commandant Mentré took his place, for a short time though, since he was replaced by Capitaine Garot who was nominated at the head of the Lorraine.

The last day of March saw the arrival of the North American B25 Mitchell which replaced the Boston.



Crew members of a Squadron 342 aircraft



Bristol Blenheim Mk IV in Afrique Equatoriale (1941)

On April 10, 1945, the Lorraine received the Croix de la Libération, with the following citation:

"The Croix de la Libération is given to the Groupe de Bombardement Lorraine, veteran of the Free Aerial Forces, a legendary Group which, at the cost of heavy casualties, has gloriously fought for mankind and for the freedom of France..."

On April 22, 1945, the Lorraine left Vitry en Artois and was stationed in Holland, on base number B17 of Gilze-Rigem.

The last war mission of the Unit took place on May 2, 1945. It had lost more than one hundred of its members, more than twice its normal contingent. During WWII, the Lorraine dropped more than 2500 tons of bombs during more than 300 missions.

On June 10, 1945, the Group flew over Frankfurt with 3000 other planes. Eight days later, it flew over the Champs Elysées in a formation that drew its emblem: The Cross of Lorraine.

THE LORRAINE AFTER THE WAR

In November 1945, the Lorraine moved to Dijon. Flying De Havilland Mosquito, it took the designation of Groupe de Reconnaissance 1/20 Lorraine. It then moved to Cambrai in June 1946 to form, with the fighter group "Corse", the 50th Squadron.

In November 1946, the group was based in Rabat-Salé (Morocco), then, in May 1947, in Agadir.

The Lorraine changed its name once more in July 1947 to become the Groupe de Reconnaissance 1/31.

In October 1949 it went back to Rabat-Salé to become the Groupe de Reconnaissance et de Chasse de Nuit 1/31, flying the Mosquito XXX, then, in April 1951, it became the Groupe de Chasse de Nuit (GCN 1/31).

In June 1952, it finally moved to France, in Tours, and received its first jet, the Meteor NF11 night fighter. It became, in June, the 30^{ème} Escadre de Chasse de Nuit.

The Lorraine got its first twin-seater interceptors Vautour 2N in July 1957 and moved to Reims in March 1961.

In February 1974, after 33 years of flying with crews, the Lorraine received its first single seater: The interceptor Mirage F1C.

The eighties included various missions in Africa. The EC 3/30 actively participated to operations Manta, Silure, and Epervier, with the same faith and enthusiasm as its veterans who, 40 years before, had fought in Africa and Europe.

Fifty years after the armistice, to perpetuate the memories, the President of the French Republic decided the creation of a new decoration: the fourragère de l'Ordre de la Libération. It was given to the Squadron during a ceremony on June 18, 1996, at the Mont Valérien.

Today, still based on the BA112 in Reims, the Lorraine flies the Mirage F1B. Having taken the name of Escadron de Chasse 3/33, the Lorraine flies, every year, more than 5000 hours. It has become the Mirage F1 Academy, and it perpetuates the tradition.

Col. Yves Donjon

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The Bristol Blenheim whose crew members were Le Calvez, Claron, and Devin, as it was found on March 29, 1959, 18 years after it was landed, almost intact. The meals carried at the time were supposed to last 15 days. One can easily imagine the ordeal that these three Lorraine aviators went through before they died, like many others, for our freedom.

100 QUESTIONS FOR THE FSS 2001 GREAT CONTEST

This friendly competition has been prepared by colonel Jean Røeder for 99% of the questions that this contest includes. A subsidiary question has been added to this list in order to avoid possible ex æquo. **The limit date for sending your answers is May 15, 2001**, which will allow us to announce the winners of this contest during the airshow of La Ferté-Alais on Saturday evening. To send your answers, photo-copy these two pages or use a blank sheet of paper to write the question numbers and your answers. The list of prizes hasn't been finalized yet, but we believe that the winners will be pleased. It will be announced next month, which should not stop you from searching your archives right now!...

1. The USAAF was subdivided into numbered Air Forces, of which there were 16. Four subsequent numbers had not been allocated. Which were they?
2. Which numbered Air Forces served in the Mediterranean theatre in 1944?
3. The bombing of Japan was the mission of which US Air Force?
4. What British battleships were sunk by Japanese bombers on Dec. 10, 1941 off the Malaya east coast?
5. The 84 Japanese aircraft that attacked and sunk two British battleships on Dec. 10, 1941 were mainly armed with (A) bombs, (B) mines, (C) torpedoes, (D) heavy canons?
6. Which US-Air Force operated throughout the war to V-E day from England?
7. How many Essex-class fleet carriers had been commissioned by the end of WWII? (A) 10, (B) 17, (C) 24 (D) more than 24?
8. How many Essex class Carriers were lost during WWII? (A) none, (B) one, (C) three, (D) more than three?
9. What was the crew complement of an Essex-class carrier? (A) 2000 to 2500, (B) 2500 to 3000, (C) more than 3000?
10. The Essex-class carriers had been designed to board 91 to 110 fighters, bombers and torpedo planes. In actual operations they would fly off about (A) 80, (B) 85, (C) 90, (D) 95 planes?
11. The most successful US Navy fighter in the Pacific was the F6F Hellcat. The ratio of kills to losses it achieved was 9 to 1. How many were produced: (A) 6000 to 8000, (B) 8000 to 10000 (C) 10000 to 12000 (D) more than 12000?
12. In what battle did the Grumman TBF Avenger had its operational debut?
13. The battle of Wichita had to do with what airplane?
14. The design of the B18 Bolo was based on what commercial transport? (A) the Douglas DC-2, (B) the DC-3 (C) the DC-4 or (D) the DC-5.
15. Which was the first US-production bomber with a nose-wheel landing gear?
16. What US-bomber was developed as a back-up in case of failure of the B-29 program?
17. What was the designation of the last biplane dive bomber of the US-Navy?
18. What US-made dive bomber purchased by France in 1938 saw action in the battle of France in 1940?
19. Which was the last version of the Thunderbolt used in the European theatre?
20. What device produced by General Electric gave US aircraft which used it a considerable edge over German fighters over the Reich?
21. What was the British and Canadian popular name for the North American AT-6 Texan?
22. Through what arrangement the US supplied large numbers of airplanes to its Allies after its entry into the war? (A) Cash and Carry acquisition, (B) The Military Assistance Program MAP, (C) Lend and Lease, (D) Donation.
23. Which was the Army's bomber base on OAHU when the Pearl Harbor attack occurred on Dec. 7, 1941? (A) Wheeler, (B) Hickam, (C) Ewa, (D) Ford Island, (E) Bellows, (F) Kaneohe, (G) Maleiwa.
24. An appreciated meal on carriers was "Beef Stew". How much of it was needed for one serving on a typical Essex class fleet carrier like the USS Yorktown (CV10)? (A) 200 to 300 kg, (B) 300 to 400 kg, (C) 400 to 500 kg (D) more than 500 kg.
25. The German Henschel HS 129 close-support and anti-tank aircraft was fitted with a French 700-hp engine. Who was its manufacturer?
26. The same French engine that powered the Henschel HS 129 was also fitted to what large German transport?
27. What US company built the Rolls-Royce Merlin engine under license?
28. The US and British used different materials for the decks of their carriers. Which material did the US use: wood or steel?
29. What German city was the target of the first 1000-bomber raid in WWII?
30. What was the target of "Operation Gomorrah" launched on July 24, 1943 by RAF Bomber Command?
31. In what area of England were most of the bomber stations of the 8th Air Force located?
32. A station was normally the home base for a bombardment (A) Wing, (B) Group, (C) Squadron?
33. In what year was the designation of the Douglas Invader changed from A26 to B26?
34. What was the first supersonic fighter that went into service with the USAF?
35. Spell out the meaning of MDAP.
36. In the film "La Grande Vadrouille" released in 1966, two Castel C25S sailplanes appeared. In what year was the C25S first flown?
37. What was the nominal strength of a US Heavy Bombardment Group in 1944?
38. The airframe of the de Havilland Mosquito was made of what material?
39. What US-built fighter was used by the Armée de l'Air in 1939/40 over France?
40. During the Spanish Civil War, the Republicans used an aircraft often referred to as the Martin bomber. What was its correct and complete designation?
41. What was the designation of the German dive bomber commonly known as the Stuka?
42. Who was the designer of the Spitfire?
43. When in the summer of 1944 German fighter opposition began to fade over parts of Europe, low risk flights with B-17s were made with one less gunner. Was this (A) the tail gunner, (B) the ball turret gunner, (C) a waist gunner, (D) the upper turret gunner?
44. Cats or Black Cats, was that a nickname for Grumman fighters or Catalina patrol Bombers used in the Pacific?
45. LORAN which was introduced during WWII as a navaid stands for what?
46. What US "Very Long Range" bomber fought and won the final aerial combat against Japan?
47. The very high aspect ratio low drag wing of the B-24 was one of the bombers particularities. It was called after its designer. Name it.
48. Before the introduction of the F designation, US-fighter aircraft were designated by the type letter P. What did the P stand for?
49. What is the usually white vapour trail left by aircraft flying especially above condensation level called in English?
50. How many US aircraft were destroyed on Dec. 7, 1941 at Oahu: (A) less than 150, (B) 150-200, (C) 200 to 250, (D) 250 to 300?
51. What US carrier was sunk in Pearl Harbor on Dec. 7, 1941: (A) the Lexington, (B) the Saratoga, (C) the Ranger, (D) none?
52. Who was in command of the 8th Air Force in 1943? (A) Brigardier Gen. Carl (Tooney) Spaatz, (B) Major General Ira C. Eaker, (C) Lieutenant General James H. Doolittle, (D) Major General Lewis Brereton.
53. Who was the commanding General of the U.S. Army Air Forces during WW II?
54. 8th Air Force B-17s flew their first bombing mission in Europe on August 17, 1942. The targets were marshalling yards in the vicinity of

(A) Lille, (B) Rouen, (C) Le Havre, (D) Cherbourg?

55. Before being transferred to England in Sept./Oct. 1943 the 9th Air Force served in what theatre?

56. Which one of the following designations is officially correct: (A) Bomb Group, (B) Bomber Group, (C) Bombardment Group, (D) Bombing Group.

57. What US twin engine WWII bomber was much used by the French Armée de l'Air in Indochina and Algeria?

58. For a B-17 the USAAF paid \$276,000, for a B-24 \$336,000. What was the cost of a B-29? (A) \$500,000 to 550,000, (B) \$550,000 to 600,000, (C) \$600,000 to 650,000, (D) more than \$650,000?

59. Which Soviet built fighter was flown by the Groupe "Normandie Niemen": (A) the Mig-3, (B) the Lagg-3, (C) the Yak-3?

60. Name the six French bombardment units which were equipped with B-26 Marauders in 1943/44 that served under US tactical command.

61. The Free French Groupe GB I/20 Lorraine that operated under RAF control in North-West Europe was re-equipped by the British with Mitchell IIs in March 1945. These replaced what aircraft?

62. How many aircraft did the Japanese lose in the Hawaii operation? (A) less than 10, (B) 10 to 20, (C) 20 to 30, (D) more than 30?

63. What was the most famous dive bomber of the US-Navy in the Pacific war? (A) the Curtiss SB2C Helldiver, (B) the Vought SB2U Vindicator, (C) the Brewster SB2A Buccaneer, (D) the Douglas SBD Dauntless?

64. In 1938 the Swiss government acquired a manufacturing license for a French fighter which they called D-3800. 82 were built plus 207 of an improved version developed in Switzerland as D-3801. What was the designation of the basic French model?

65. When during the course of the war it became clear that US air stations would no longer be threatened by enemy attack, and seen the fact that large formations of camouflaged bombers were very visible already from a distance, the Army decided to delete camouflaging on all its major aircraft types used in daylight operations. This reduced weight, drag and generally costs. When did the US Army decide to drop camouflaging? (A) in late 1943, (B) in early 1944, (C) in mid 1944?

66. The decision to drop camouflaging did not apply to certain special categories of aircraft, in particular those that operated essentially in the dark. Such was the case for instance for the only night-fighter developed during WW II in the US. What aircraft is referred to?

67. The C-47 Skytrain and the C-53 Skytrooper were military transport variants of what commercial airliner?

68. What was the name given to the C-47/C-53 by the British?

69. What aircraft was nominated by Gen. Eisenhower that besides the Jeep, the Bazoooka and the Atom Bomb did most to win WWII?

70. More suggestive names than those allocated by the Army or Navy were sometimes given to airplanes by those who had directly to do with them in the field. Thus for instance the C-47 Skytrain was called "Gooney Bird" or "Old Bucket Seats". Other examples are (A) "T.bolt", (B) "Pregnant Turtle", (C) the "Widow Maker", (D) the "Jug". What was the "Jug"?

71. What was the caliber and who was the manufacturer of the most used machine gun in US warplanes in WWII?

72. Japan's highest ranking ace in 200 combat missions scored 67 kills. He received severe injuries at Guadalcanal including the loss of one eye, but continued flying. After the war he opened a printshop in Tokyo. What was his name?

73. What was the name of the commander in chief of the combined Fleet, who directed Japan's naval operations during the first 18 months of the war? He got killed when his plane was shot down by P-38s over Bougainville on April 18, 1943?

74. During WW II Col. Charles Lindbergh had a consulting relationship with (A) the War Department, (B) Pres. F.D. Roosevelt, (C) Pan American Airways, (D) United Aircraft Corp., (E) the US Navy. - Quote with whom.

75. Two atom bombs were detonated over two Japanese cities in August 1945. One called the "Fat Man" was of the plutonium type, the other of the "Little Boy" or uranium type. Which one was dropped on Hiroshima?

76. What was the home of the Engineering and Procurement Command of the USAAF?

77. What was the name of the test centre for the German secret (or V) weapons development in the Baltic Sea?

78. When did the US Army Air Corps (USAAC) become the US Army Air Force (USAAF)?

79. Which was the British equivalent of the 9th Air Force, the task of which was to support the ground forces during and after the allied landings on June 6, 1944 in Normandy?

80. In 1944/45 the Rolls-Royce Merlin engines life when installed in fighters was how many hours? (A) less than 240, (B) 240 to 300, (C) 300 to 360, (D) more than 360?

81. The geographical point from which US bombers initiated their bombing run was referred to as the IP. Spell out the expression.

82. Alclad was the trade name of high-strength light alloy (usually sheet) coated with corrosion-resistant high-purity aluminium, that in WWII became a primary material in aircraft construction. What US company was the producer?

83. In 1944 a HB Group was normally divided into 3 Bombardment Squadrons. How many aircraft were there to a Squadron?

84. The successor to the famous North American AT-6 (later T-6) was the T-28 "Trojan". Who was its manufacturer, and what name was it given by the French Armée de l'Air?

85. In addition to 28 US heavy bombers that crashed in Switzerland (4 shot down by Swiss AA and 4 by fighters), a significant number of more or less damaged B-17s and B-24s landed on Swiss airfields. How many? (A) 50 to 100, (B) 100 to 150, (C) 150 to 200, (D) more than 200?

86. One of the finest wartime motion pictures was turned aboard the USS Yorktown by Capt. Edward Steichen. The film which was jointly produced by the US Navy and Twentieth Century-Fox premiered in Jan. 1945. What was the title of the film?

87. The electrically-powered chin turret of the B-17G was produced by whom? (A) Sperry, (B) General Electric, (C) Bendix, (D) Ford?

88. The 8th Air Force was subdivided into 3 Air Divisions. A triangle, a square, or a circle was allocated to each. The inscribed letter for instance W, P, S indicated the combat unit a specific aircraft would be part of. Was it (A) a Wing, (B) a Group, (C) a Squadron, (D) a Flight?

89. Lightplanes produced by Piper, Aeronca and Taylorcraft in the L (Liaison) category were known under what common popular name?

90. The importance of the bombardment group was underlined by a statement of an American General, who said "Group Commander is certainly the most important job in the Air Force" - and he surely knew what he was talking about. Who was the General?

91. A fundamental difference between the DB 601 to 605 and RR-Merlin families of engines was that RR made use of the carburettor suction system while Daimler Benz introduced fuel injection. Which was operationally the most efficient?

92. In the framework of operation Overlord the first paratroopers to touch French soil were (A) American, (B) Polish, (C) British, (D) French?

93. Where did the first paratroops land after the invasion of the continent was launched? (A) in the Pas de Calais, (B) in Brittany, (C) in Normandy, (D) in Picardy?

94. Which US aircraft was specifically assigned to the nocturnal protection of Paris after its liberation in August 1944?

95. What was considered the best all-round bomber in service at the beginning of WWII? (A) the Vickers Wellington, (B) the Douglas B-18 Bolo, (C) the Junkers Ju 88, (D) the Lioré et Olivier LeO 451. Indicate also nationality.

96. What was the fastest state of the art bomber in 1939 with a top speed of 494 km/h? (A) the Junkers Ju 88, (B) the Lioré et Olivier LeO 451, (C) the Tupolev Tu SB-2, (D) the Boeing B-17A.- Indicate also nationality.

97. What was the fastest twin-engine bomber in 1944/45? (A) the de Havilland Mosquito, (B) the Douglas A-26 Invader, (C) the Arado Ar 234, (D) the Nakajima Ki-49 (Helen). Also indicate nationality.

98. What was the "Corkscrew" manoeuvre? (A) an aerobatics figure, (B) an approach pattern for landing in bad visibility, (C) an evasive manoeuvre of a bomber to escape when attacked by enemy fighters, (D) a flight path with changing altitudes to mislead enemy flak?

99. How much time would be required for a group of 36 heavily-laden B17 or B24 bombers for forming up above an overcast say 3000 to 6000 ft thick before setting course for the target? (A) less than an hour, (B) over one hour, (C) two hours, (D) over two hours?

100. On December 31, 2000, how many people, of any profession, were working on the airport of Paris Roissy Charles de Gaulle?



CORNEBARRIEU B17: THE PROJECT IS MOVING FORWARD!

Our friends of the Toulouse area are putting all their energy into this great project so perfectly in harmony with the CAF goals. Some of our members may not have realized it, but this project will be the big, very big event of year 2001 for the FSS. It is already certain that two veterans, crew members of this airplane, will be present in Toulouse during that week of celebration. They will come over with members of their families, and the receptions organized in their honor, will be able to make them understand the admiration and the gratefulness that we have for their bravery and their sacrifices.



The program already includes several possible events among which four or five will be chosen :

- Fly-byes by the Association *Forteresse Toujours Volante* B17, for which we are looking for Sponsors. A generous Australian gentleman has already sent us a donation of 10000,00 Francs, but more modest donations will be welcome. **If, for example, every FSS member made a minimum small donation of 120,00 Francs, we would reach another total donation of more than 10000,00 Francs!... (Thanks for writing your cheques to the: French Supporter Squadron B17 LWF).**
- The participation of the Association France Dakota DC3 aboard which some of our guests will be able to take place, but also some FSS members for a very reasonable price.
- Reunion of our guests with members of the FSS. We hope that as many of the latter will be able to be present.
- Great reception in the Toulouse Mairie Hall of Fame.
- Visit of the B17 and the DC3.
- Visit to the crash site.
- Visit to the mansions where the crew members were interrogated and kept prisoners of war.
- Inauguration of a street or a square with the name of H.M. Gnesin, the bombardier who died in the accident.
- Visit to the Toulouse aircraft factories.
- Visit to the Ailes Anciennes.
- Visit to the Cité de l'Espace.
- And, of course, a trip into the wine country!...

Our guests will arrive at Roissy CDG airport on June 21, they will transfer to the Paris-Toulouse flight, and will fly back to the USA on June 30. All the help that our members will be able to give them will be welcome, be it at their arrival in Paris, or in Toulouse during the whole of their stay. Please let us know your availability and your suggestions as soon as possible so that we can make their stay as pleasant and unforgettable as possible.

The program for this event will be finely tuned and announced in our Newsletter. Members connected to Internet will receive occasional emails in case of urgency, and the others will receive a letter by mail, but if you wish to know more about it now and believe that you can help us, call us!

DO NOT GO TO THE MOVIES!

No! Don't go to the movies and instead participate in the collective effort of money saving for the purchase of our future FSS L Bird. You probably remember the simple, but efficient, idea suggested by colonel Claude Requi?... This idea was discussed in great lengths during our Annual General Assembly, and it was warmly greeted by all the members present. This idea is to make a monthly donation of the price of a cinema ticket, that is to say 50,00 Francs, a gift that everyone can make to this project. But for this idea to be efficient, it must be followed by the greatest majority of our members. If several of these donations have already been added to our savings, we are still far from the majority. Therefore, we advise you not to go to the movies and to give this money to the FSS L Bird project. Many thanks to all of you!

Still on the same subject, our L Bird account has just made a giant leap, thanks to a donation by Aviation Club de France. This gift of no less than 5000,00 Francs, is the third one of that value made by the Board of Administration of this Club, but, above all, it is the result of col. Marcel Francisci who manages this organisation. A very big thank you Marcel!

In addition, this gift has recently been supplemented by others, more modest but with an identical sentimental value, by various members of our Squadron. We invite you to see this project "thermometer" and see the difference with last month "temperature". It is probably our only occasion to be happy about a fever rise!... Many thanks to all our generous friends and Sponsors!

FSS WEB SITE

The re-start of our Web Site is taking longer than we expected. This delay is caused by administrative complications of which our country seems to be a great specialist, if not the greatest!... Being unable to announce a precise date, we invite you to try and connect to our Web Site from time to time, and we apologize for this unfortunate delay.

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 (55mm) VHS PAL: 100,00 F.

VERY IMPORTANT!

So that we can prepare the following events in the best possible conditions, we must know, as soon as possible, how many people intend to take part in them. **WARNING! The limit date for announcing your participation is March 31, 2001.** Any late request will not be honored. Thanks for your understanding.

B17 CEREMONIES IN CORNEBARRIEU

Week-end of the 23 & 24 June 2001: Number of participants, number of hotel rooms required, and for what dates? (Our guests' stay will last a big week, with an arrival expected on June 21 and a departure on June 30. Any member wishing to participate during all or part of this period will be welcome. Thank you for letting us know as soon as possible).

TOUR TO MIDLAND - AIRSHO2001

The basic duration of this trip will be 6 days and 5 nights, with a departure from Paris on Wednesday October 3, a departure from Midland on Monday October 8, and an arrival date in Paris on Tuesday October 9 in the morning. We need to know exactly, and quickly, the exact number of participants so that we can negotiate the cost of this trip with the chosen tour operator in the best possible way.

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

Jean ROEDER ☺ (Michel Perrin)

L BIRD SPONSORS - JANUARY 2000

EXTERNAL SPONSORS

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

INTERNAL SPONSORS

(In chronological order)

Marcel FRANCISCI	17000.67	250000
Bernard DELFINO	10150.00	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 RCDER	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	965.00	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	3180.00	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 TOLFREE	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	314.77	
Intérêts Bancaires Annuels	3028.06	
TOTAL	93862.50	

