



AIRSHOW

CONFEDERATE AIR FORCE - FRENCH SUPPORTER SQUADRON



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April 2001

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*If you like enigmas, historical enquiries, and other research which require patience, tenacity, method, and courage, then our **B17 "Lest We Forget"** project is for you! The latest news printed on this page clearly demonstrate that these qualities pay and bring, sooner or later, the success that everyone hopes.*

I may be repeating myself, but I can only congratulate once more our friends who live in the South West area for the extraordinary amount of work they produce, day after day, to ensure the success of this project.

Still on the same subject, I have to say that our members' letters of participation are not legion. At the time I'm typing this editorial, and, of course, not counting our members of the Toulouse area, only eight members have advised me - either positively or negatively - of their participation. If you forgot to send your letter, please hurry, because you may well be forced to camp and eat sandwiches...

This issue of our Newsletter includes, other than these various news, two original articles, one of which is particularly interesting since its subject has never been mentioned before in these pages: The Berlin Airlift. Its author is colonel Eric Janssone who managed to write a detailed story while avoiding an excess of technical data which are often tiresome. In addition, the beautiful pictures taken by Jean-Luc Brunet, added to this text, make this article a typical example of what we are always looking for. Well done Eric!

*If you like this subject, I can only recommend that you watch the very good George Seaton's movie, produced in 1950: **The Big Lift** (French title: *La Ville Écartelée*), with Montgomery Clift and Kirk Douglas in the main roles. It includes a multitude of aircraft of this era, and the story is based on a romance that does not hamper the whole thing.*

Bernard

MYSTERY PLANE

"FROM P40 TO P38"

THE STORY AN AIRCRAFT TOO LITTLE KNOWN: THE P40 T

After long months of research, colonel Bernard Delfino is able to tell us the story of the Curtiss P40 T, a revolutionary aircraft that was developed secretly immediately before the war broke out. This amazing article was only possible with the technical collaboration of the Curtiss and Lockheed companies, and with the help of the Historical Department of the U.S. Air Force and the Smithsonian Institute. We warmly thank them for their help. [Article on pages 2, 3, and 4].

B17 "LEST WE FORGET"

TOTAL DONATES THE QUANTITY OF GASOLINE REQUIRED BY THE B17!

Thanks to colonel Alain Quesney, the **TOTAL** fuel company has agreed to donate the quantity of gasoline that will be required by the participation of the Association "Forteresse Toujours Volante" B17 to this grand projet. This donation is worth several tens of thousands of Francs that are to be deducted from the total bill for this operation. A very big THANK YOU to the **TOTAL** fuel company for its generosity!

FANTASTIC! LIEUTENANT HAROLD GNESIN'S SISTER HAS BEEN LOCATED AND CONTACTED!

When she heard that ceremonies were organized in France to honor her brother, Bombardier Harold Gnesin's sister was overwhelmed and immediately expressed her wish to participate in the Cornebarrieu events. Mrs. Isabelle Lesser and her husband will, therefore, be with us to share emotions which will be exceptional.

We sincerely than Mrs. **Bunty Bateman** and colonels **Thierry Descamps**, **Jacques Pérangolo**, as well as **Fumiko** and **Bernard Delfino**, for the generous donations they have made to this opération. We also thank the potential future Sponsors for their participation.

MYSTERY PLANE

FROM P40 TO P38

THE P40 T



Text and pictures by colonel Bernard Delfino

Everyone of you know my preference for the Curtiss P40, a passion which is not limited to the magnificent shape of this aircraft whose models B and C had a cooler much more streamlined than the following types. This passion is not, therefore, only related to aesthetics. It is, above all, the consequence of my admiration for the story of the american pilots of the A.V.G. who did not hesitate to drop everything and join General Claire Chennault, who had been asked by the chinese authorities to completely recast the military aviation of their country.

General Chennault was facing a gigantic problem: The chinese pilots were not the best in the world, and the aircraft they flew constituted an incoherent collection of airplanes of all types and all nationalities, mainly russians, american, italian, and french. This market had been, year after year, an excellent occasion for these countries to make big profits, but with the end result of an Air Force that was evidently unable to resist any attack by the enemy planes.

Treating this problem with efficiency, General Chennault quickly realised that the only short term solution was to obtain modern aircraft and experienced pilots, armed with really modern fighters. The war which had already started in Europe, was threatening the USA and Asia. All the produced airplanes were already allocated to allied countries, and the difficulty to find suitable fighters was great. Fortunately, discussions with the american and british authorities were concluded by the allocation of one hundred Curtiss P40's that the british had found unsuitable for aerial combat in the European skies. History later proved that these planes were simply not used properly, and the pilots of the American Volunteer Group, better known as the Flying Tigers, who fought the japanese forces won many victories and saved China from what looked as an inevitable disaster.

The P40 enjoyed an exceptional career during the whole duration of the war, a fact that very few airplanes can be proud of! But many aspects of this career are still, today, little known, and it's after a long and painstaking study of the archives of the Curtiss and Lockheed companies, and with the help of the US Air Force Historical Department and the Smithsonian Institute, that I can, today, tell you this story...

Like every fighter whose design had started before the war broke out, the P40 prototype suffered two main problems: The lack of power of its engine, and a very short range. Increasing the size of the fuel tanks by fitting external ones had a detrimental effect and amplified this problem because the more powerful engines were

still under study. An engineer who worked for Curtiss, Thomas W. Inn, had the idea of joining two aircraft of the P40 type, with very good results. This "collage" allowed, amongst others:

- 1) The immediate increase of the size of the wings, and, therefore, the fuel tanks capacity, which avoided the use of disgraceful external tanks that also created a noticeable increase in drag.
- 2) The possibility to operate with two pilots who would fly the plane in turn during raids over considerable distances.
- 3) The increase of the weight that could be carried, and, therefore, an increase armament like bombs, guns, and rockets.
- 4) An engine power that was doubled, and an increase of safety, thanks to the use of these two engines.
- 5) The relative simplicity of assembling these two airframes which already existed, which would result in an easy and quick production.

The inconvenience, as compared to the advantages listed above, were minimal, and limited to an undeniable loss of manoeuvrability which was compensated, as we will see later in this text, by the adoption of original and efficient technical improvements of the airplane flying controls.

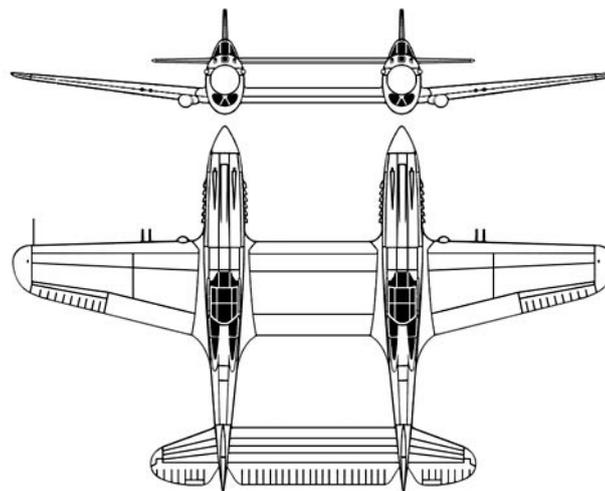
The cost of this study, although reasonable, could not be supported by the Curtiss company alone, since its funds were already engaged in the very promising P40 development programme. A combined cooperation was found with the Lockheed company which had the necessary team of engineers available.

The importance of this project, and the technical revolution that came with it, called a complete secrecy of this programme. The latter was kept so secret that even today, the documents

available are very hard to find.

The study of the central section of the wing and the horizontal stabilizer was relatively fast because the engineers decided to give the centre wing the same NACA profile that was found at the root of the external wings, and they simply gave the stabilizer a symmetrical profile.

The first real difficulty was to decide if the aircraft weight increase justified the presence of a centre landing gear or not. Resistance tests proved that a simple

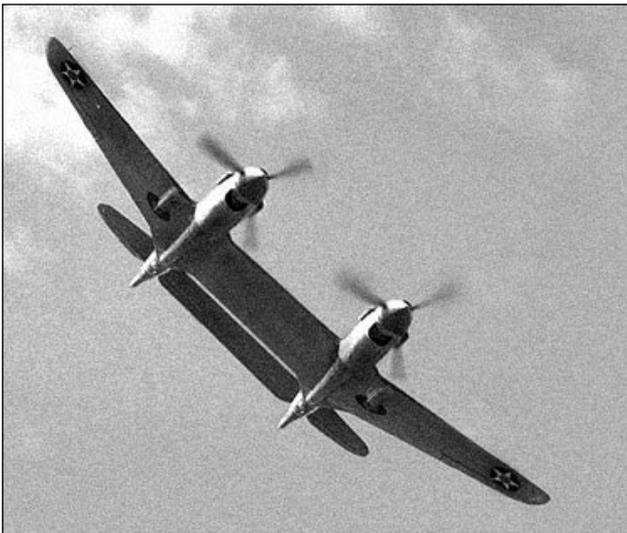


Front and plan views of the P40 T prototype that clearly show the simplicity of this revolutionary plane design.



Very rare color document of the P40 T prototype during a test flight. The figure "7" painted on the fuselage was a "lucky 7" requested by engineer Thomas W. Inn, as superstitious as his famous colleague William E. Boeing who included this figure in most of his productions, a custom which is still valid today in the Boeing Co.

reinforcement of the external legs would be sufficient, which allowed the use of the entire centre wing section for carrying various weapons and other accessories. This centre wing was designed with three longerons instead of the two used for the external wings.



Although of poor quality, this photograph evidently displays the streamlined shapes of the P40 T, identical to the single-engine P40.

The aircraft construction was fast and only required six months after the decision to go ahead with the project, and that the airplane was rolled out of the factory for its first tests. These tests carefully began with high speed taxi trials which immediately revealed a pronounced tendency to a shimmy phenomenon, that was annihilated by a precise adjustment of the main gear, and the adoption of a locking system of the tail-wheels at speeds above 60 mph (100 km/h). Once this problem was over, it was decided that the plane was ready for its first flight...

Flown by the company's chief pilot, the aircraft took off and climbed to a security altitude. Like any test programme, the flight started with conventional aerobatics that proved the exactness of the calculations and the tests carried out in the wind tunnel. Once the basic flying qualities were established, the programme carried on with more sophisticated tasks: Barrel rolls, loops, Immelmans, roll-overs, spins, and stall tests were all passed without a problem.

Compared to the original P40, the plane even showed

a better general handling, counter-balanced by some inertia and heaviness which called for a larger envelope. When the pilot landed the plane and made a detailed report, the engineers had the proof that they had made the right choice.

The negative points were not legion, but they called for a series of modifications which were quickly implemented:

1) The relative sluggishness of the airplane in fast manoeuvres, namely during fast and sharp turns, was corrected by the engineers who adapted an entirely automatic increase in power of the engine which was on the outside of the turn, combined with the automatic and proportional use of an air-brake on the wing on the inside of the turn. This system almost completely eliminated the problem in question.

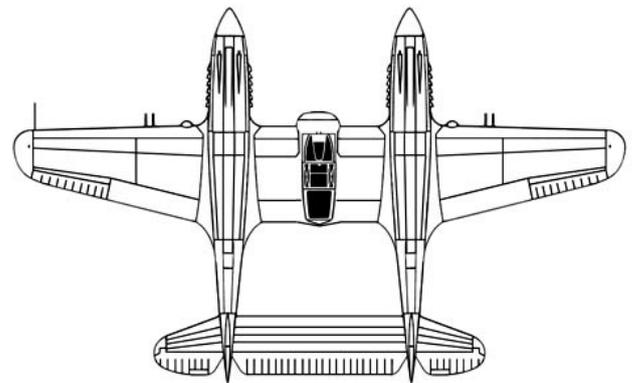
2) A certain inertia of the aircraft during aerial combat which required an increased volume of space than normal, was counteracted by the adoption of a flap position at 7°, also known as "combat flaps". This system was later wrongly recorded as an invention by the Lockheed engineers, which proves, once more, that a good idea is always copied.

3) The poor visibility on the rear of the plane was partially corrected by the adoption of convex canopies.

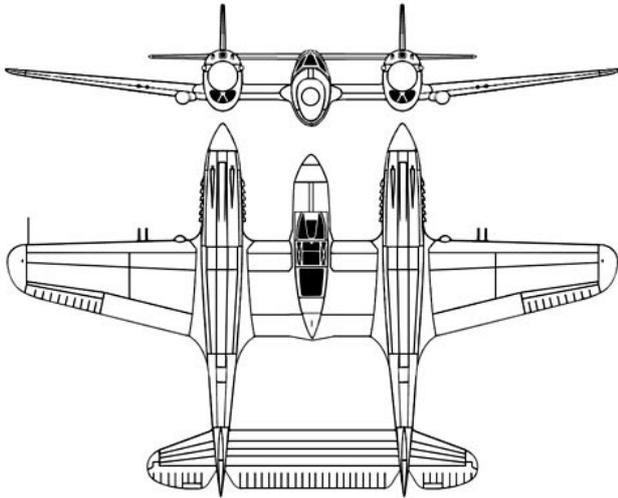
These tests then entered in a very important phase: The high speed flights, in cruise and in a dive.

The aircraft was generally very stable and showed a minimal tendency of its elevator to vibrate at speeds above 370 mph (600 km/h). Counter-balance weights were installed to eliminate this problem, and the maximum speed was determined as 450 mph (730 km/h) horizontally, at 24000 ft altitude. Diving tests showed that the aircraft could reach transonic speeds which, one must admit, was extremely dangerous at the time for the plane and the pilot's health! This speed was therefore limited well before these values by an ingenious automatic system of progressive erection of the air-brakes. The speed records reached during these tests were jealously kept secret because the war was threatening.

Parallel to these tests, the engines were improved in a regular way, and were immediately fitted to the plane as they became available, so well that the future of the aircraft looked very bright.



First version of the P40 T after the addition of the centre cradle. One will notice that the fuselage canopies have disappeared, and the strange aspect of this cradle whose extension will greatly improve the appearance and the military possibilities of the aircraft.



Once the tests were over, the airplane was presented to the authorities which were very enthusiastic and ordered 5 pre-production planes.

The USAAC pilots started the military tests as soon as they received the first aircraft. The decision to fly the plane with only one pilot was quickly taken, and a major modification was asked to the producing company: The adoption of a centre cradle where this pilot would sit. The main reasons for this radical choice were the fact that the army needed as many pilots as possible in these troubled times, and the request to save as much weight as possible.

The engineers went back to their drawing boards and designed the necessary modifications which resulted in an all new airplane whose fuselages had been re-drawn. The addition of the centre cradle - also known as "gondola" - gave the plane a rather strange look. The increase in drag created by this cradle was partly compensated by the saving of the second pilot's weight. Another plus point of this major modification was that the lateral visibility was greatly improved to the pilots' satisfaction.

The tests which followed these modifications did not reveal any noticeable changes to the plane's flying abilities, except for some minor reduction in lateral stability soon corrected by a small increase in the fin and rudder size. But the presence of the centre cradle had noticeably reduced the capacity to carry external armament, and it was decided to extend this cradle forward in order to give enough room for the indispensable canons and machine-guns. This extension also gave enough room for a nose gear, and the adoption of a tricycle undercarriage, very rare at the time, greatly increased the visibility forward of the plane during taxi and take-off.

It's at this point that occurred an unfair technical and commercial blow: Curtiss had become the victim of its P40 fighter's success. The orders for the tremendously successful fighter had reached a peak never reached before. Curtiss was, therefore, forced to concentrate on the P40 production, and had to let Lockheed alone carry on with the P40 T project. Lockheed carried on with the modifications to improve the aircraft, which resulted in a totally different airplane re-baptised Lockheed P38 *Lightning*.

Among the changes brought by Lockheed were an entirely new wing, the adoption of hydraulic servos in the flying controls system, and more powerful engines fitted with turbo super-chargers.

Although the P38 was very promising, the authorities were still sceptical and reluctant to place a massive

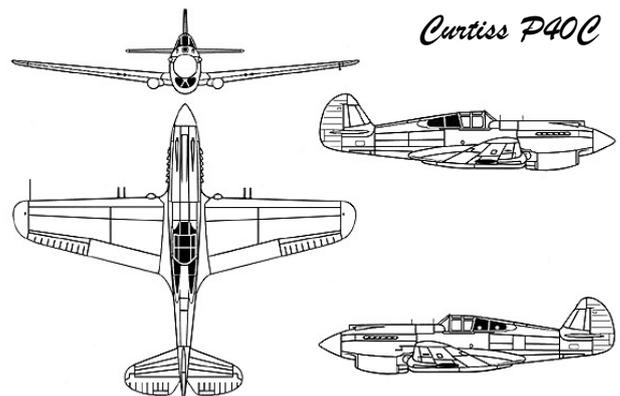


Left: Front and top views of the second version of the P40 T whose centre cradle has been extended forward. One will note the high position of the fuselages on the wings, directly inherited from the P40. Above: First photograph of this plane during tests performed by the USAAC. The aircraft has been painted with a camouflage which will be discontinued.

order of the type. Lockheed decided to use decisive measures and organized a cross-country non-stop flight from coast to coast. The flight was basically a success but ended in a belly landing which destroyed the plane. Fortunately, the pilot walked away from it (As the Curtiss engineers stated quite rightly, the modifications of the basic design had caused a reduction in the fuel quantity leading to the accident, which would not have occurred had the original design been kept). This did not stop a firm and immediate order by the military authorities which were enthused by this performance. This order was the true beginning of the P38 career.



You all know the rest of the story: The P38 enjoyed a beautiful career and a great success during WWII, but the merit of this success is really down to the Curtiss engineers and their P40 rather than the Lockheed ones. This modest study is a tribute to these people, which gives them justice, more than 60 years after the birth of this extraordinary plane, the P40 T. It's probably not too late to do this...



THE DOUGLAS C-54E

"SPIRIT OF FREEDOM"

A FABULOUS FLYING MEMORIAL

Saturday June 20, 1998, on the airfield of Nancy-Ochey, late in the afternoon: A dozen people await the arrival of an exceptional airplane. Not a combat aircraft like those usually stationed all year long on this Air Force base, but the fabulous Douglas C-54E *Spirit of Freedom* of the *Berlin Airlift Historical Foundation*. This Foundation, as its name implies, has decided to be Historical and Educational, and dedicated to the Berlin Airlift. This C-54E is the last airworthy aircraft of this type in the world.

THE BERLIN AIRLIFT

At the end of WWII, Germany found itself divided into two zones: One occupied by the allied forces (French, british, and american), and the other, which included Berlin, occupied by the soviet. The city of Berlin represented two and a half millions civilians, and thirty thousands allied soldiers. It was divided in several sectors.



Following orders given by the leader Joseph Stalin, the soviet soldiers started by seriously disrupting the railway and road systems which fed the city, and Stalin finally dictated, on June 18, 1948, a complete block out of all ground transportations, despite a massive international protest.

In less than a week, the french, british, and american sectors were starving, but they refused to capitulate.



Only one solution was possible to feed the city with food, fuel, medicines, and other vital products, a city which was devastated and had just started its reconstruction. On June 26, 1948, the Operation was launched. It was the biggest humanitarian operation of all times, carried out by C47's of the USAF and York's of the Royal Air Force. These planes delivered 80 tons of food to Berlin. The operation was first directed by General Curtis Le May, followed by General William H. Tunner.

One month after the beginning of this operation, the air lift was bringing one thousand tons of goods every day. This was not sufficient though, since the city required a daily 4500 tons! To solve this problem, the USAF sent some extra 300 Douglas C-54, the US NAVY sent 24 Douglas R5D, and the U.S. Marine Corps also participated with a few R5D (The Navy version of the C-54).

These planes could carry ten tons in their freight holds, three times more than the C47's. In all, 441 american, and 101 british planes were flying by day and by night. These 700 daily flights were capable of delivering 5620 tons of goods in appalling conditions: Bad weather, blinding flood lights, garbled radio communications, and other drastic conditions that were also applicable to air traffic controllers who had to guide the airplanes 24 hours a day.

On October 15, 1948, the american and british organizations were controlled by a single Combined Airlift Task Force. On May 12, 1949, the soviet released their pressure, but the air lift carried on until the end of 1949.

More than 146000 american, british, and french soldiers took part in this operation which was the first victory of the "cold war" which lasted for many years.

THE C-54E SPIRIT OF FREEDOM

Built in 1945 by Douglas in Santa Monica, California, this C-54E (Military version of the DC-4), serial number 27370, was delivered to the US Army Air Corps in March 1945. It was registered 44-9144. It was then transferred to the US Navy in El Segundo, California, on May 30, 1945, with 25 other C-54E. There, it received the Bu.No 90414, and was renamed R-5D4 (Navy version of the C-54). It served in various US Navy Units, and was part of the 337 C-54/R-5D which participated in

the Berlin airlift from July 1948 until September 1949. It was transferred again to the Marines where it was used for VIP and personnel transport. It was, for a period, based in Los Alamitos, before moving to Washington DC, and was finally stowed in June 1973 on Davis Monthan AFB.

In 1975, it went to the USMC HQ Flight Section on Tuscon Ryan Field where it was withdrawn from service and sold to an american company, the AAAP, and registered N48163. In 1977, it was, for an unknown reason, registered N904DS. In February 1978, it was sold to canadian Carl Millard of the Millardair company. It arrived in April 1978 and received the canadian registration C-GQIB. For twelve years, it was used for car spare parts transportation between Toronto and Detroit. It was then sold to Omni Aviation Inc. on July 10, 1990, and re-registered N500EJ. On December 22, 1994, it was purchased by the *Berlin Airlift Historical Foundation* which restored it and turned it into a true flying memorial. Pictures, maps, and other memorabilia are part of the plane equipment and tell the story of the Berlin Airlift.



In February 1997, the BAHF acquired an airworthy Boeing C-97G. It will be restored and painted as the only C97A that took part in the Berlin Airlift in 1948.

In 1998, the BAHF decided to fly a European tour, to celebrate the 60th anniversary of the Berlin Airlift. Its come back to the places where it bravely flew was a very emotional event for the actors and the witnesses of this dramatic period.

The *Spirit of Freedom* attended only one airshow in France, in Nancy-Ochey, where the french public had a good occasion to discover this flying memorial.

FUTURE PROJECTS

In a very near future, the *Berlin Airlift Historical Foundation* will be able to present, in addition to its C-54E, the C-97G *Deliverance* which recently flew for the first time since its purchase. Together, they will represent a unique formation dedicated to a dark period of our history.

Text by Col. Eric Janssonne, photos by Jean-Luc Brunet



The quality of this restoration is simply superb. It was rewarded in 1996 with the Best Transport Plane Restoration Award, given by the Experimental Airplane Association, during the Oshkosh fly-in, Wisconsin.

BERLIN AIRLIFT HISTORICAL FOUNDATION

The BAHF started in November 1988, but it was really organized in 1991 as a benevolent association, based on the Robert Miller Airport, near Farmington, New Jersey. The goals of the foundation is to acquire and restore airplanes of the Berlin Airlift era, and present them to the public as flying museums in order to develop history and education.

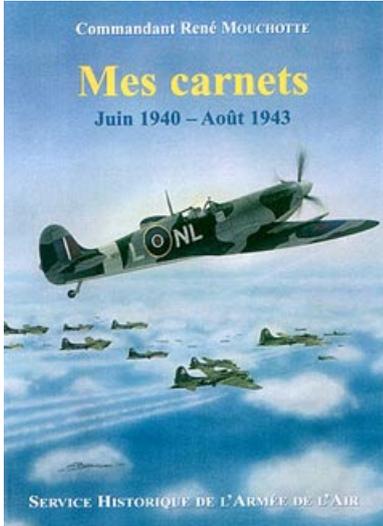
In addition to the prize given by the EAA to this C-54, the foundation received a Special Recognition of American Freedom Award in 1996, given by Joe Werner during the Berlin Airlift Veterans Association reunion. Several members of the foundation are also members of this Association.





COL. ERIC BESANÇON ILLUSTRATOR

Col. Eric Besançon has collaborated to the new integral edition of the "Carnets de René Mouchotte" book,



published by the Service Historique de l'Armée de l'Air. Eric painted the picture on the cover page (*On the left*).

To get this book, please contact the SHAA at the following address:

Service Historique de l'Armée de l'Air
Vieux Fort
94300 Vincennes
FRANCE
Tél: 0141933848
Fax: 0141933939

WELCOME JACQUES LEROUX

Thanks to colonel Jean Roeder, Jacques Leroux has become a member of the CAF and the FSS (The second new member that Jean has brought this year!).

Jacques was born in Marseille, but he lives, today, in Saint Martin (32) where he enjoys a well-deserved rest. Jacques started his career in 1946 with a Flying Radio Operator licence. Then he spent some time in Africa, in Cameroon and Nigeria where he was employed in radio communications. From 1946 till 1970, he became successively *Auxiliaire des Transmissions Coloniales, Contrôleur des Télécommunications, Inspecteur, Inspecteur Principal*, and, finally, *Directeur Départemental*.



In 1948 he was responsible for the Navigation Station in Yaoundé (Cameroon) where he also acted as Airport Commander. In 1960 he became Director of Radio Communications in Cameroon, then, from 1960 till 1976, Chief of the Radio-electrical department of Nigeria. From 1976 to 1978, he was Technical Director of the Transniger company in Niamey, a company that dealt with transport charters of the oil and uranium prospecting camps.

Jacques got his pilot licence in October 1950 (N°24.130), and he has, since, flown 529 hours. He loves aviation,

of course, but also computers, and historical research. His favourite plane is the Boeing B17 Flying Fortress. Jacques, by the way, did not wait to be a CAF and FSS member to get deeply involved in our B17 Lest We Forget project! Welcome to the CAF and the FSS Jacques!

Col. Jacques Leroux
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FSS WEB SITE : FRESH NEWS

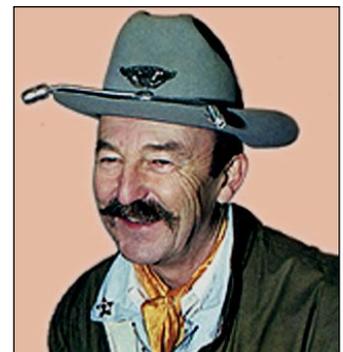
As you know, our Web Site has been unavailable since the end of December 2000 because of the bankruptcy of the company that hosted our Site. We found another company, but the link to the Internet is a source of administrative complications. The solution to this problem will take some time. Col. Christian Frézard, Web Master of the FSS, has, therefore, found a way to turn this difficulty so that you can now access our Web Site using the following address:

<http://www.groupe-bohtak.com/caf>

As soon as everything will be back to normal, we will announce it in our Newsletter. Please accept our apologies for this inconvenience.

COLONEL GUY ROBERT SELLS HIS T6

We regretfully announce that col. Guy Robert is about to sell his T6. Guy is very sad about it, especially after a few health problems that he experienced last year and forced him to adopt drastic flying restrictions. Guy, we realise what your feelings are and you can count on us!



We first met Guy when colonel Michel Cahiez - when our Squadron was just starting - asked about one hundred of warbird owners to cooperate with us. Guy was the only one to respond, and he did it with such a kindness and such a warmth, that he immediately became our friend.

Thank you Guy for this help that will always remain in our hearts as one of the best memories of the French Supporter Squadron and the CAF.

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.

JEAN-PIERRE DE BRUYNE

Many of you have seen ARTV video cassettes whose producer was **Jean-Pierre De Bruyne**. The readers of the Fana de l'Aviation (March 2001) read the dramatic article which announced that, a year ago, Jean-Pierre fell and became paralysed. He is now hoping for a very slow recovery...



We wrote to Jean-Pierre and sent him a copy of our Newsletter and various CAF documents with the hope that it will give him some distraction and show him our compassion. His wife replied to us, explaining that, for the moment, Jean-Pierre was in hospital, but that he was very touched by our mail. He will soon be home and, thanks to his computer, he will be able to communicate with us. We

will let you know what his computer address is as soon as we will know, but, for the time being, you can send him an encouragement letter at the following postal address: Hika & Jean-Pierre De Bruyne - Mas Thadiq - 66400 - TAILLET - FRANCE (Tél: 0468394412, Fax: 0468830763).

CODE NAME ALPHA 2001 • TOTAL ON 31/03/2001

Jean ROEDER ☼☼ (M. Perrin & J. Leroux)

L BIRD SPONSORS - MARCH 2000

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INTERNAL SPONSORS

(In chronological order)

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Bernard DELFINO	10150.00	245000
Jacques PERAGALLO	3466.98	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	400.00	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
Franck ENJALBERT	715.00	50000
Jacques BONNEU	110.00	45000
Kim TOLFEE	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	514.77	
Intérêts Bancaires Annuels	3028.06	
TOTAL	94558.98	

