



# AIRSHOW

CONFEDERATE AIR FORCE - FRENCH SUPPORTER SQUADRON



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May 2001

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This issue of our Newsletter, as the 2001 airshow season is about to start, includes many news about our Squadron activities.

Those of you who are not linked to the Internet, will find, attached to this Newsletter, important forms that I ask you to fill in and send back to me as soon as possible, together, if this is the case, with their Squadron annual dues.

Those who are connected to the Web will find, on page 8, the procedure to follow for an easy downloading of the CAF Newsletter, CONTRAILS, from the Members' only Web Site.

All our members can advise the CAF Headquarters about any person that they think should get an Award for their outstanding actions for the benefit of our Organization or our Squadron during the past year. The FSS Board of Administration will do the same if its members believe that someone, CAF member or not, deserves such a reward. Therefore, if you believe that one person really deserves an Award, I invite you to write to the CAF Headquarters by following the procedure described on page 6 of this issue.

Finally, the **B17 Lest We Forget** project gives a chance to everyone who rightly believe that we should honor the crew members of the B17 that was shot down over Cornebarrieu on June 25, 1944, to show their gratefulness towards the tens of thousands of young aviators who flew across the ocean and risked their life for our Freedom. This is, unfortunately, one of the last occasions that we will be able to do so.

I know that many of our members take a great pleasure in meeting the most famous aviators of WWII, but we must not forget all the others who, anonymously and modestly, carried out, mission after mission, the long and arduous job of liberating the occupied countries of Europe. This project must be a success since the honor of the members of the French Supporter Squadron members is now at stake.

Bernard

## B17 "LEST WE FORGET" THE PROJECT PROGRESSES BE PART OF ITS SUCCESS

Two months from the arrival of our guests and members of their families, donations are coming in and let us now consider the future optimistically. However, we are still far from reaching our target, and we call all members of the FSS and ask them to try and find more donations among their friends and relations. All donations, even the most modest ones, will allow us to reach a total success which will be a step stone in the history of the U.S. Air Force, of the Confederate Air Force and its French Supporter Squadron  
(Article on next page).

## FSS ANNUAL DUES IT'S THAT TIME OF THE YEAR!

The annual contribution asked by our Unit is its main source of revenue. By paying these dues, you actively participate in the life of the French Supporter Squadron, and in its smooth running throughout the year.

Of course, those who wish to do so, may make additional donations to help us reach a complete success in the various current or future projects that we run. The others may also help through a material help to all our activities, a participation that we always need. Occasions to help are legions, and this issue of our Newsletter is literally stuffed with examples of what everyone can do for our Squadron and for the CAF.

This system allows every member to act according to their financial possibilities and their enthusiasm, while keeping this annual contribution to a reasonable level since it has not been increased for the past three years.

Many members have already paid their annual dues, and we sincerely thank them for that.

Those who haven't yet paid this annual contribution to the French Supporter Squadron, will find, attached to this Newsletter, a bill of the amount they need to pay to our Association. If this is your case, you need to make this payment before April 30, 2001. We thank you all in advance. Please do not wait until the last minute. You will help us avoid the usual headache...

## **B17 "LEST WE FORGET" PROJECT TIME FLIES SO FAST!**

As printed on the first page of this issue, time flies very fast, and we haven't yet reached the amount of money that we need to ensure the complete success of this project which is directly related to the goals and objectives of the Confederate Air Force.

Many of our members are making all possible efforts so that we can reach our target, but many haven't said whether they intend or not, to participate in the ceremonies that will take place at the end of June. We beg them to advise us of their intentions as soon as possible because, without this information, we cannot guarantee hotel rooms and meals.

### **B17 "LEST WE FORGET" - FINANCING**

As you can read hereafter, the list of Sponsors and the gifts they made to this project are the proof that if anyone puts enough energy and determination into it, anything is possible. We sincerely thank all our members who work so hard to find the necessary funds for the accomplishment of this project.

#### **Current situation**

Australian Sponsor: 10000,00 F (Anonymous)  
Mrs. Bunty Bateman: 250,00 F  
Col. Jacques Peragallo: 250,00 F  
Col. Thierry Descamps: 300,00 F  
Col. Fumiko Delfino: 250,00 F  
Col. Bernard Delfino: 250,00 F  
Col. Yves Houssin: 1500,00 F  
Col. Michel Cahiez: 150,00 F  
Associate Member Giovanni Comis: 150,00 F  
Col. Jean-Christophe Debuissou: 300,00 F  
Col. Christian Tournemine: 120,00 F  
Col. Christian Frézard: 140,00 F  
Col. Jean Røeder: 5000,00 F  
Col. Peter Langridge: 10000,00 F (Guest Support)  
Col. Ronald Wesp: 18000,00 F (Guest Support)  
Mr. Bonval (Col. Alain Quesney): 300,00 F  
EQUIP SARL (Col. Eric Ducreau): 1000,00 F  
ORBA INFORMATIQUE (Col. Eric Ducreau): 1000,00 F  
LIONS CLUB Tremblay (Col. Eric Ducreau): 2000,00 F  
S.A. MATERIALS RESEARCH (Group): 500,00 F  
SA SIDMI (Col. Alain Quesney): 5000,00 F  
PARKER AEROSPACE (Col. Peter Langridge): 5000,00 F  
UNITED TECHNOLOGIES/P&W (Group): 7000,00 F  
Total on 30/04/01: 68460,00 Francs.

To the above list of donations, one must, of course, add the promise of the donation by the TOTAL company of most of the gasoline required by the B17 *Pink Lady* (i.e. a rough estimate of 40000,00 Francs).

Everyone of our readers must understand that, despite the respectable size of these donations, we are still far from the amount required. Therefore, if you like this project and if you wish to take this opportunity to honor those young men and women who came to our rescue and helped us retrieve our Freedom, do not hesitate to carry on looking for more sponsors and benefactors. Thanks to you all.

### **CONTRAILS AND THE FSS**

Thanks to our friend Kay Crites, responsible for CONTRAILS and DISPATCH, the two CAF publications, an excellent article concerning our B17 Lest We Forget

project, has been published on page 4 of the April issue of CONTRAILS. We hope that this article will allow many readers to help this grand project.

We wish to take this opportunity to remind our members who are linked to the Internet, that they can download CONTRAILS as soon as it is published. The simple procedure to follow is described fully on the last page of this issue.

### **ANOTHER WITNESS OF THE B17 CRASH**

Unbelievable but true! Colonel Jacques Bonneau, member of the CAF and the FSS, declared that he witnessed the Cornebarrieu B17 accident which is the very subject of this project. Jacques was about ten years old at the time, and he was with his father on the heights of Toulouse. Armed with binoculars, they both clearly saw the aircraft hit by the German flak, catch fire, and leave the formation. The plane went down in a slow spiral, and they saw several parachutes open. They also had the impression that the enemy was shooting at the crew members. Being careful, Jacques realizes that his testimony of such a dramatic event will need to be cross-checked with the crew members and other witnesses. He promised, however, to give us a complete report that will be added to all the facts that have already been collected. Col. Jacques Leroux, historian of this accident, will certainly appreciate this new testimony which will complement the numerous data he already has in hands.

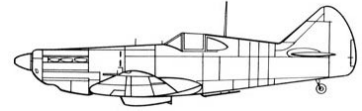
### **AIR DISPLAY PROGRAM**

- The presence of the B17 *Pink Lady* will be the element that will determine the complete success of this project, but many other planes are involved:
- The T6 co-owned by Col. Claude Requi will also be there and will be used to take in-flight pictures that will illustrate the book which will tell the complete story of this event, from the accident to this celebration.
- Because of the price quoted for the "France Dakota" C47, the latter will not take part in this event, unless we collect enough money, which, at this time, seems very unlikely.
- Col. Christian Frézard has made an official request to the Bureau de l'Attaché de l'Air of the U.S. Embassy for the loan of two US Air Force F15. Although this request has been warmly welcomed, it is not sure that we can get the planes because the USAF program is normally finalized on January 31st. The request has been made. We can now only hope for the best...
- The Armée de l'Air has already allocated one helicopter which will be used to fly over the exact location of the accident and to drop flowers over the crash site and honor Lieutenant H.M. Gnesin's memory.

### **A COLOSSAL AMOUNT OF WORK**

Organizing such a project so that it gets the success that we all hope for is a task that would seem impossible to more than one. This would be without counting on the energy and the determination of all the members who take part in it, in such an admirable and professional way. It is up to all the others to join them, one way or another. There is enough work for everyone. And as a premium, we promise you some outstanding moments of pure emotion!

# RETURN OF THE DEWOITINE 520



Article by col. Michel Cahiez

## THE DEWOITINE 520

My intention is not to say anything against the excellent article written by colonel Christophe Bastide about the Dewoitine D520-CI, but simply to add a small personal complement to the following paragraphs...

Yes, the D520 was an excellent fighter with definite qualities, but it was not perfect. The few pilots that I had the privilege to meet during my career, who flew and fought at the controls of this aircraft, have unanimously confirmed that the D520 was a blood-horse that needed to be watched all the time since it was hard to fly. This fighter which could not be given to any pilot had one major problem: A tendency to get into a spin. Many accidents proved this fact. But when it was in a dive, at full speed, it was practically invulnerable, and its enemy could not escape. Such was the case on June 5, 1940, when Lieutenant René Pomier-Layrarque of the GC/II/7 shot down two Messerschmitt 109 not far from Compiègne, in the Oise district. One of these planes was flown by the Luftwaffe Ace, Hautmann Werner Molders who managed to bail out. Unfortunately, Layrarque got short of ammunition and fell under the number of his opponents who shot him down in flames. He crashed at Marissel, (Oise). His body and his plane were found a long time after WWII was over.

## THE DEWOITINE 560

The Dewoitine 560 was the last and unknown masterpiece produced by Emile Dewoitine and his engineers. Based on a late government plan (N° 5bis of February 1940), this plane was intended to give the Armée de l'Air a better performing fighter. At this date, a



A D560 photographed at the Bagnère de Bigorre plant in 1940 (Photo: SNCAM).

batch of twenty aircraft was ordered from the SNCAM. Unfortunately, the first four planes were not rolled out of the factory before June 1940, after the armistice. The members of the Vichy government stopped the production and the Germans got hold of these four D560. These aircraft never received their certificate of airworthiness, and the project was abandoned. What happened to these planes? Nobody knows...

This improved version of the D520 differed from its predecessor by an improved streamlining and the 1100 horse-power of its Hispano-Suiza 12Y-51 engine, which was then available. The Dewoitine D560 was expected to fly at a speed of 700 km/h at an altitude of 6000 metres (430 mph at 20000 ft.).

## ÉMILE DEWOITINE

Born in 1892 in Crépy en Laonnois, (Aisne), Emile Dewoitine started school in Laon, and finished in Reims (Marne). With a strong taste for anything related to aviation, he went to the Louis Blériot school in Etampes (Essonne) in 1911.

After school, he enlisted in the Armée de l'Air and found himself posted to North Africa where he flew many raids like the one that took place in 1913 between Biskra,

Oujda, and Tunis, over a distance of 800 kilometres. He was released from the army and went back to France, but in August 1914, he was called back and sent on the Russian front, in Odessa, where he was put in charge of the building of Voisin airplanes.

There, this ambitious entrepreneur met a banker with whom he tried to start an airplane factory. Unfortunately, the Russian revolution stopped this initiative.

Back to France, the government appointed him to the Latécoère factory as Director of the building of one thousand planes of the Voisin 2-A2 type. After becoming an engineer, he stayed with Latécoère until 1920, when his taste for independence and research made him decide to create his own aeronautical research office.

With his technicians, he studied various formulas with the aim of producing an all-metal, low wing fighter. The first of his successes was the Dewoitine D500, which became the D510, an airplane based on a 1930 program, which equipped the Armée de l'Air.

The Dewoitine plant was born in 1920, and in 1921 it produced two prototypes that flew a year later. In December 1924, Marcel Doret, chief test pilot, broke three world speed records.





*This D520 was photographed by col. Guy Robert in March 1961 on the Air Base of Luxeuil. The plane was flown by Colonel Papin. It stayed there a long time at the main gate, before it was restored, only to find a very sad fate (cf Airshow March 2001).*

It's in 1925 that the great adventure of the Dewoitine aircraft really started. All types of planes were created: Gliders, light private planes, military and civilian transport planes, fighters, and, of course, racers. Hard working, Émile Dewoitine explored all types of techniques which will make his company progress. In addition to the Toulouse plant, new subsidiary plants were started in Paris, Bordeaux, Bagnère de Bigorre, and Marseille, which totalled 2400 employees.

Everything went fine until 1937, when it was decided to nationalize the armament industry. The Dewoitine factories could not escape, and they became Société Nationale de Constructions Aéronautiques du Midi (SNCAM). This nationalization has been, since that date, abundantly criticized, therefore, I will not add any comments today...

End of June 1940. The bitter years start for Émile Dewoitine. Refusing the armistice, Dewoitine went to the USA and offered his experience to the allies. For political and economical reasons, he was considered as a traitor to his own country. As soon he came back to France, he was arrested, revoked, and all his personal belongings were confiscated. He was judged several times, but cleared every time. In 1944, he left France again, and came back in 1952. Again, he was taken to court, and again, he was cleared.

Just like his elder Louis Blériot, who was judged and ruined by the government in 1920, this is how Émile Dewoitine was thanked by his country which he served so faithfully! Emile Dewoitine died on July 5, 1979, in Toulouse, almost anonymously. His body was incinerated, and his ashes were given to his family. As for Marcel Doret, he was born in May 1896 and died in

August 1955. He was an aerobatics pilot who broke many records. He now rests in the cemetery of Boulogne-Billancourt, near Paris.

### NOTES AND PERSONAL COMMENTS

One should note that between 1938 and 1940, an important effort was made by the personnel of the Dewoitine SNCAM plant to produce the D520, despite the famous law that fixed to 40 hours the working week in the french industry and arsenals. The slow production rate of the various nationalized sectors was such that

a part was always missing to complete a plane: Various accessories, propellers, weapons, etc... A penury to which was added a serious crisis of special steels production.

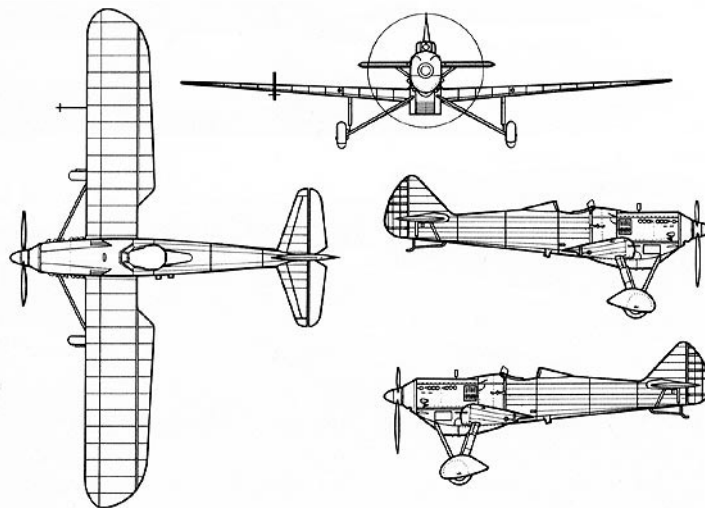
In 1939, a specialized worker in aviation was earning 1500,00 Francs per month. The production cost to the country of one of the early D520 was 700,000,00 Francs, and the later ones were 510,000,00 Francs.

Had the D520 been produced earlier, in greater numbers, and delivered to our pre-war fighting units, I don't think that it would have changed history or the aerial combats of May and

June 1940. May be the Luftwaffe would have lost more planes?...

If, in the skies, men were sacrificed, on the ground the germans, who faced badly organized and poorly equipped french regiments, moved forward irresistibly. After the "phony war" came the big race and the complete shambles of 1940. I was young at the time, but I can clearly remember what I witnessed...

*Col. Michel Cahiez*



*The Dewoitine 510, a development of the D500 and the D501, flew with the Armée de l'Air. The latter had 359 aircraft of this type in June 1938. Thirty Four D510 were also bought by China, nine by Turkey, two by Japan, one by Russia, and one by England (See also the picture of this plane here below).*

## THE P40 T: A FLYING APRIL FOOLS' DAY!



As the editor of Airshow, I took the habit to allow myself a little annual and innocent recreation in every April issue of our Newsletter. This year, many of our readers have successfully spotted this traditional 'April fools' day trap". Congratulations to all of you!

And for the others who believed this was true, even for just one second, I sincerely thank them because it proved that my "study" had the authentic look that I was looking for... And, after all, I must confess that after spending this time creating this article and its pictures, I, myself, was almost believing in this airplane! In fact, the P40 T is a bit like Santa: It's beautiful, it's unique, everyone likes him, and, just like him, it flies very well!

Some of our readers pushed the joke a bit further and sent me numerous "technical" information about this marvellous airplane the P40 T was (T for Twin of course):

- Contrary to what is usually believed, the word "Twin" has nothing technical about it, and simply comes from the designer's name of this plane, Thomas W. Inn.
- Col. Patrick Pierre-Pierre says that the P40 T propellers were only used to cool the pilot down. The proof is that when they stopped, he started to sweat abundantly...
- Col. Daniel Sauvage pointed out that, as a prototype, this american airplane should have been called XP40 T. This would have been true if Thomas W. Inn did not take the precaution to eliminate this "X" that he preferred to leave to magazines and movies of a doubtful taste...
- Finally, col. Bernard Pieracci wrote: *"...I'm a bit surprised that this article did not include a very particular type which adopted the differential undercarriage. This ingenious system allowed the plane to land on the side of a hill. The reference of this type was: P40 D1A. I will also add a technical consideration: The word "Gondola" given to the centre nacelle comes from an anecdote, when the prototype was once forced to land on the waters of a lagoon, near CURTISS FIELD, following a problem with the gear, which occurred during tests on the differential undercarriage. The rescue team said that "it was fortunate that the pilot was sitting in a gondola". In fact, this centre nacelle had been designed to be ejected totally in case of a problem (This system was later copied by a french engineer, René Leduc). A couple of local inhabitants, John and Denise April, were the first ones to rescue the pilot. In recognition, and to thank this helpful couple, the pilot donated this part of the plane and declared: "I donate this gondola to Denise".*

Many thanks to you all for this technical information which will soon be sent to the Smithsonian Institute!

Col. Bernard Delfino

## CAROLYN GRACE - SPITFIRE PILOT

It is quite common nowadays, to see women flying airliners, helicopters, or combat aircraft, but it's a lot more rare to meet girls who fly warbirds, especially a Spitfire. The case of Carolyn Grace and her twin seater ML 407 is somewhat unique...

ML 407 was, originally, a low altitude Mk.IX Spitfire, LF.IXc, built in Castle Bromwich during the Spring of 1944. The aircraft saw aerial combat during WWII. It started its career with 485 Squadron (New-Zealand) and flew 137 combat missions and shot down two Ju88, two Me109, and a probable third one.



At the end of 1944, it was briefly used by 341 Squadron "Alsace" (FAFL Unit), then 308 Squadron (Poland), 349 Squadron (Belgium), 345 Squadron "Berry" (France, of the newly reorganized Armée de l'Air). In April 1945, ML 407 changed Unit again and flew with 332 Squadron (Norway) when the war ended.

The aircraft was stowed for a short time. It was then sold and modified into a T9 (Two seater trainer) for the Irish Air Corps where it was registered # 162 and flew until 1960. The airplane went back to England where it was purchased by Nick Grace who painstakingly restored it, with the help of his spouse Carolyn and other people. The aircraft flew on April 16, 1985, under its new civilian registration number G-LFIX, with the paint scheme and code letters OU-V, like it did when it was with 485 Squadron. Some time later, Nick Grace was tragically killed in a car accident. His wife, Carolyn, in memory of her husband and the time they spent together restoring it, decided to carry on flying the plane and display it during airshows like the Duxford one, where the aircraft is based.

If you're lucky enough to meet Carolyn during one of these airshows, do not hesitate to introduce yourself. She's an exceptional and very modest person, and she will be too happy to show you her Spitfire. I do thank her for her very warm welcome.

Col. Eric Janssonne





## 2001 FSS GRAND CONTEST JUST A FEW DAYS LEFT!

Our 2001 Grand Contest will be closed on **May 15, 2001**. Here is the list of prizes that the winners will get. This list took longer than we expected but we believe that it was worth waiting, since these prizes are all very good quality, and their total value is about 5000,00 Francs.

### 1<sup>st</sup> Prize

One pair of compact and weather-proof binoculars MINOLTA (10x25 WP), and a complete history of aviation on video (Five VHS tapes of 50 minutes each).

### 2<sup>nd</sup> Prize

One CASIO analog watch, for men, polished steel case, indigo lighting, and one VHS video tape (Fighter Pilots).

### 3<sup>rd</sup> Prize

One CITIZEN analog watch, for men, composite material case, solar powered, and one VHS video tape (Fighter aircraft).

### 4<sup>th</sup> Prize

One ALBA *Neatnik* analog watch, unisex, four-in-one display, black anodized case, and one VHS video tape (Aircraft Carriers).

### 5<sup>th</sup> Prize

One ALBA *Neatnik* analog watch, unisex, natural aluminium case, and one VHS video tape (Sur le Plancher des Vaches, with artist Noël-Noël).

### 6<sup>th</sup> Prize

One analog desk clock, steel case, and travel pouch.

### 7<sup>th</sup> Prize

One analog desk clock, steel case, and travel pouch.

### 8<sup>th</sup> Prize

One ARIANE 5 watch.

### 9<sup>th</sup> Prize

One analog desk clock, aluminium design

...and many other small prizes for each participant.

## 2001 CAF AWARDS

We would like to remind you that any CAF member (Colonel, Associate Member, or Cadet), may suggest to the CAF Headquarters the name of another member or an outsider, if it is believed that he, or she, has helped the CAF in such a way that this action deserves an award. The latter may be a Letter of Commendation or a Plaque and a Letter, and it will be given during the CAF General Assembly during Airsho2001 in Midland.

All you have to do, is write to Keith Lawrence, Administrative Director of the CAF, and give him all the necessary information (Name, first name, address, etc) of the person concerned, together with the precise reasons why you believe this action deserves an award. You may also suggest the type of award, but the Award Committee will review your suggestion and will make the final decision of which type of award will be given or not. If your knowledge of the English language is not

sufficient, we can help you translate the letter that you intend to send. Be brief and precise, and make sure that the reasons for your request are important enough and "beyond the call of duty".

Last but not least: Your request must reach the CAF Headquarters before **June 2001** to be valid. Therefore, do not leave it to the last minute!

### Keith Lawrence - CAF Administrative Director

PO BOX 62000  
MIDLAND TEXAS 79711-2000 USA  
Tel: 00 1 915 563 10 00  
FAX: 00 1 915 563 80 46  
Email: diradmin@cafhq.org

## FSS ACTIVITIES - 2001 SEASON

To our satisfaction, the organizers of the airshows that we wished to take part in this year, have confirmed that they will welcome our Squadron booth during their shows. The Armée de l'Air have even contacted us for a few "open-gate" days or airshows that it will organize this summer, but that will depend on our availability and the distance that we would have to drive. You will find, hereafter, the list of these confirmed events. In order to help us plan our activities, we beg you to fill in the form that you either received via email or attached to this copy of our Newsletter, and send it back to the FSS H.Q. **before May 10, 2001**.

- **Piper Cub FLY-IN** in Blois, May 25, 26, and 27, 2001 (Call: Col. Eric Janssonne, 06 13 07 81 54, email: aeronefs@aol.com).

- **Fête Aérienne de La Ferté-Alais**, June 2 and 3, 2001 (Call: Col. Bernard Delfino, 01 48 69 04 57, email: bdelfino26@aol.com).

- **B17 "Lest We Forget"** in Cornebarrieu and Toulouse, June 23, 24, and 25, 2001 (Call: Col. Bernard Delfino, 01 48 69 04 57, email: bdelfino26@aol.com).

- **RSA Meeting** in Épinal, June 20, 21, and 22, 2001 (Call: Col. Bernard Delfino, 01 48 69 04 57, email: bdelfino26@aol.com, or Col. Eric Janssonne, 06 13 07 81 54, email: aeronefs@aol.com).

- **CAF Annual Airsho in Midland**, October 6 and 7, 2001 (Call: Col. Bernard Delfino, 01 48 69 04 57, email: bdelfino26@aol.com).

Other events may take place during the summer. If so, you will be advised in due time. In the mean time, please do fill in the above mentioned form, and post it as soon as possible.





### A COMMUNIQUE FROM HERVÉ CHERRY

The article published in the March 2001 issue of our Newsletter, about the painting of a plane on an Armée de l'Air leather jacket by our friend Hervé was not complete.

We forgot to mention that the price normally asked for this painting will be entirely donated by Hervé to our L Bird project, while the jacket will be sold with no profit. Once again, Hervé shows us his enthusiasm for the French Supporter Squadron and its accomplishment. Thank you Hervé!

This is an excellent occasion to make a good deed while acquiring a unique jacket!

### PREMIERE OF "PEARL HARBOR"

The movie "Pearl Harbor" is expected to come out on May 25 in the USA, and on June 6, in France. Watch the movie program of your area and do not miss this outstanding movie which could not have been filmed without the aircraft and the help from the members of the CAF. The first sequences that have been shown on TV are very promising and we believe this movie will be a great success.



The picture above was downloaded from the Pearl Harbor Web Site. The keenest amateurs will recognize one of the stars of this movie: The Curtiss P40...

### L BIRD PROJECT: THREE MORE STEPS

This month, thanks to colonels **Georges Van Hove**, **Patrick Pierre-Pierre**, and **Jean-Christophe Debuissou**, our savings account has increased by 1000,00 Francs. This is another leap forward for this project which progresses irresistibly. A very big Thank You Georges, Patrick, and Jean-Christophe!

### HELP FROM COLONEL GEORGES VAN HOVE

Having not found a way to quickly and safely send to Midland the two flight suits that will be displayed in the permanent French Aviation display of the AAHM

museum (An electrically heated, and a winter flight suit), we asked colonel **Georges Van Hove** for help since he works for an import/export company in Paris, Roissy CDG airport. Georges spontaneously offered to take on this task, free of charge, and as a Special Parcel! A very big Thank You Georges for this generous decision that our members will surely appreciate.

### WELCOME ALPHONSE THIRY

Thanks to colonel Henri Bourrassier, we just welcomed

new colonel Alphonse Thiry. His arrival has raised the number of our WWII veterans by 25% since Alphonse was a flight engineer in the Groupe Bretagne. His story is edifying, to such a point that it will be added to the French Aviation Veterans Heritage Book that we are preparing for the CAF. Born in February 1922 and second of nine children, Alphonse decided, as soon as 1941, to evade and get to the free



part of France and fight the enemy. He was sent to the USA for training and obtained his qualification on the B24, B17, and the B26. He then flew 21 war missions as flight engineer/gunner on the B26 Marauder.



We haven't got enough space to tell you our new friend's adventures, but we certainly will in a future issue of our Newsletter. Alphonse lives in Grosblierstroff where he

enjoys a well-deserved rest after a long career as an Insurance Agent. Like the other WWII veterans of our Squadron, Alphonse has surprised us with his enthusiasm which makes him look like a young man. His favourite warbird, as you will probably guess, is the B26 Marauder. Welcome aboard Alphonse!

### AU REVOIR FERNAND TELMON

We regret to announce the death of mister Fernand Telmon, a veteran of the B26 Marauder. Those who participated in our 1999 Squadron General Assembly will certainly remember that Fernand Telmon was invited as our honored guest. All the participants were very impressed by his extreme kindness and his admiration for the camaraderie within our group. We present, to his family and friends our sincere condolences.

## 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.

## MEMBERS' ONLY WEB SITE ACCESS PROCEDURE

CAF members who can use Internet should visit the Members' only Web, if only to download CONTRAILS as soon as it's published. Here's what you need to do:

- Connect yourself to the Internet.
- Type the following address:  
< <http://www.ghostsquadrone.org> > and enter.
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- In the new window, click on CONTRAILS (Left hand column).
- Finally, click on the CONTRAILS issue that you want to download. Several issues are available, with, at the top, the latest one.
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If you adopt this simple and quick method, please make sure to tell Kay Crites (Email address: [publications@mail.cafhq.org](mailto:publications@mail.cafhq.org)). She will remove your name from the CONTRAILS mailing list. This will allow the CAF to make significant savings (Fifty members of the FSS have access to the Internet, which would make the CAF save \$ 50.00 every month, or \$ 600.00 per year!).

**CODE NAME ALPHA 2001 • TOTAL ON 30/04/2001**

Jean ROEDER ☸☸ (M. Perrin & J. Leroux)  
Henri BOURRASSIER ☸ (Alphonse Thiry)

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