



# AIRSHOW



CONFEDERATE AIR FORCE - FRENCH SUPPORTER SQUADRON

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## Editorial

This issue of our Newsletter is unusually large due to the number of news.

As for the current activities, like our Great Contest, your possible participation to this season's airshows and to the B17 project in Toulouse, the dices have been thrown. Our members who got involved in the accomplishment of these projects are working very hard and the results they have already obtained are excellent, and, from some stand points, they are simply amazing, especially those related to the B17 Lest We Forget project.

About the latter, you will read the latest information that we received at the time of printing this Newsletter. As you can imagine, the pace of the preparation is getting faster and faster as we approach D Day, but overall, things are going fine.

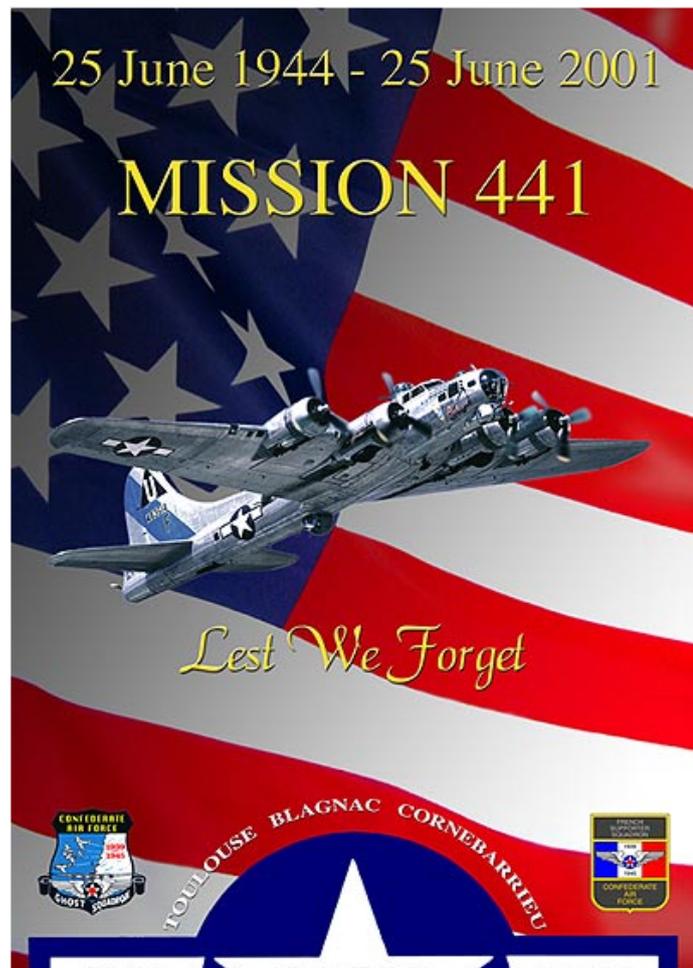
I would like to thank those who took part in the FSS 2001 Great Contest, and congratulate them for their knowledge in aviation history. The battle was tough, but very pleasant!

Finally, I would like to warmly thank colonels Ron Wesp, George Lodge, and Jim Goad for the mission they successfully accomplished despite enormous difficulties, during the transportation of the wing panel that belongs to the aircraft shot down over Cornebarrieu on June 25, 1944. I thank Ron Wesp, for his generosity since he paid for the complete cost of this transportation, and I thank George Lodge and Jim Goad for collecting this panel after it arrived in Dallas Fort Worth Airport, for getting it through the custom formalities, and for transporting it themselves by road to Midland where our friends of the AAHM had the pleasure to unpack it. We ran out of room to print all the pictures that we received from George about this event, but we will print them in a future issue. Tami O'Bannion, Director of the AAHM was very surprised by the good condition of this panel, and she thanks the FSS for sending this memorabilia which will soon be displayed in the AAHM.

Bernard

## B17 "LEST WE FORGET" BACK HOME AFTER 57 YEARS!

Thanks to the dedication of colonels Ron Wesp, George Lodge, and Jim Goad, the large wing panel of B17G (N° 7965), donated to the FSS on June 25, 2000, has returned to its original country. It will be displayed in the AAHM, in Midland, where it will symbolise the sacrifice of the thousands of young American aviators who came to help and liberate France and other european countries.



## WINNER OF THE FSS 2001 CONTEST: COLONEL ERIC BESANCON WITH 165 POINTS

The complete list of winners and answers is published on pages 6 to 8

## BACK HOME AFTER 57 YEARS !

It took 57 years for a part of B17, number 7965, built by Boeing in Seattle in 1944, to return home!... The wing panel of this aircraft, donated to our Squadron last year by Association **Croix du Sud** (c.f. *Airshow September 2000*), has been sent to Texas by col. Ron Wesp who generously paid all the costs related to this transportation from his own pocket. This panel arrived safely in Dallas Fort Worth Airport, on Monday May 7, 2001. Being loaded with extraordinary memories, this panel became even more special, thanks to another particularity: It travelled on the very first flight operated by Air France between Paris and Dallas, and it was the biggest part that the plane carried in its freight holds! Col. George Lodge collected it and proceeded with the administrative and custom formalities. To the questions "What country is the imported part originating from?" and "What is its date of manufacture?", George naturally replied: "The U.S.A. in 1943-1944"!...



Above: The big parcel, after it was off-loaded from the Air France plane and after proceeding with the administrative formalities, is loaded on the trailer for the long journey to Midland. Driving: Colonels George Lodge and Jim Goad.

Left, center: The wing panel after arriving in Midland is unpacked by our friends of the AAHM. Fifty Seven years after the airplane accident, the loop is looped.

## B17 "LEST WE FORGET" FINANCES

At the time of printing this Newsletter, the list of Sponsors of the B17 "Lest We Forget" project was as follows...

Madame Bunty Bateman: 250,00 F  
 Col. Jacques Peragallo: 750,00 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 Røder: 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  
 Mr. Eberhard Bader: 200,00 F  
 Mr. Henri Charentus: 200,00 F  
 Mme. Michèle Perret: 50,00 F  
 AUSTRAL TECHNOLOGIES (Peter Schonens): 10000,00 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: 500,00 F  
 S.A. SIDMI (Col. Alain Quesney): 5000,00 F  
 PARKER AEROSPACE (Col. Peter Langridge): 5000,00 F  
 UNITED TECHNOLOGIES/P&W: 7000,00 F  
 LES AILES BRISÉES (Col. Claude Demarco): 10000,00 F  
 GROUPE AÉROCONSEIL (Col. Jean Roeder): 10000,00 F  
 RATIER-FIGEAC (Col. Jean Roeder): 5000,00 F  
 ROLLS-ROYCE/INT. AERO ENGINES (Col. D.Price): 7000,00 F  
 Total on May 31, 2001: 101410,00 Francs.

To the sums listed above, one must, of course, add the promise of donation of gasoline by the TOTAL/FINA company of the greatest part of gasoline required by the B17 *Pink Lady*, estimated to a value of 50000,00 Francs.

Also, the transportation of the wing panel was made possible by the generous and efficient help of the SCAC company which packed up the panel and sent it from Toulouse to Dallas.



Two happy colonels who just accomplished a very important task for the CAF and our Squadron. Left, George Lodge of the DFW and the FSS, right, Jim Goad of the DFW. A big MERCI to our two friends !

## PROVISIONAL PROGRAMME

### TOULOUSE - BLAGNAC - CORNEBARRIEU

As we closed this Newsletter the programme prepared by our South-West friends was established as follows... It will be further refined as we receive various missing information, and every member who declared that he would participate in some or all of these events will be personally informed of the details of their stay (Meeting places, schedule, etc...).

#### Thursday 21

Welcoming of the veterans and move into Hôtel MAEVA.

#### Friday 22

AM: Rest in Hôtel MAEVA.  
Noon: Meal and detailing the programme (Hôtel MAEVA).  
PM: Reception in the BLAGNAC Town Hall.  
Evening: Cocktail and Diner.

#### Saturday 23

AM: Reunion with witnesses (CORNEBARRIEU).  
Noon: Meal in CORNEBARRIEU (Bier Akademy).  
PM: Visit of SIDMI in CORNEBARRIEU (Place where the crew landed after bailing out).  
Evening: Boat ride on the Garonne Canal.

#### Sunday 24

AM: Flight on the route of Mission 441, from LAVAU, by the B17 and the T6, then airplanes will park in the Ailes Anciennes Museum zone.  
Noon: Barbecue at the Ailes Anciennes (COLOMIERS).  
PM: Visite of the Ailes Anciennes (COLOMIERS).  
Evening: Garden Party at col. Jean ROEDER's.

#### Monday 25

AM: Ceremonies at the crash site, Cemetary, Fly-by and Missing Man by the B17 and the T6, and departure of the B17. Inauguration of a street or square "Harold Morris GNESIN", Drink.  
Noon: Reception at Mr. and Mrs. De FALETANS (CORNEBARRIEU).  
PM: Visit of the "Hôtel du Grand Balcon" (Facing the CAPITOLE in Toulouse).  
Evening: (18h00) Great Reception in the Toulouse Town Hall, in the Hall of Fame Salon.

#### Tuesday 26

AM: Visit of the Air Force base of FRANCAZAL.  
Noon: Meal on the FRANCAZAL Air Force base (Limited to 12 persons).  
PM: Visit of the C.E.A.T. (Centre d'Essais Aéronautique de TOULOUSE).  
Evening: To be determined.

#### Wednesday 27

AM: MAEVA - VILLAUDRIC in classic cars.  
Noon: Country Buffet (Vineyards in VILLAUDRIC).  
PM: Visit of the TOULOUSE aircraft factories.  
Evening: To be determined.

#### Thursday 28

AM: Visit of the "CITE de l'ESPACE" (Space Center).  
Noon: CITE de l'ESPACE.  
PM: Visit of the city of CARCASSONNE, and Crêpes.

Evening: To be determined.

#### Friday 29

AM: Visit of the FERRADOU castle (Where the crew stayed prisoners for a while).  
Noon: Reception in the FERRADOU castle.  
PM: Visite of TOULOUSE.  
Evening: Farewell party "Good Bye, and Thank You for helping us getting our freedom back" (FRANCAZAL: Manoir du Petit Prince)

#### Saturday 30

Back to the USA.

## PARTICIPATION OF FSS MEMBERS

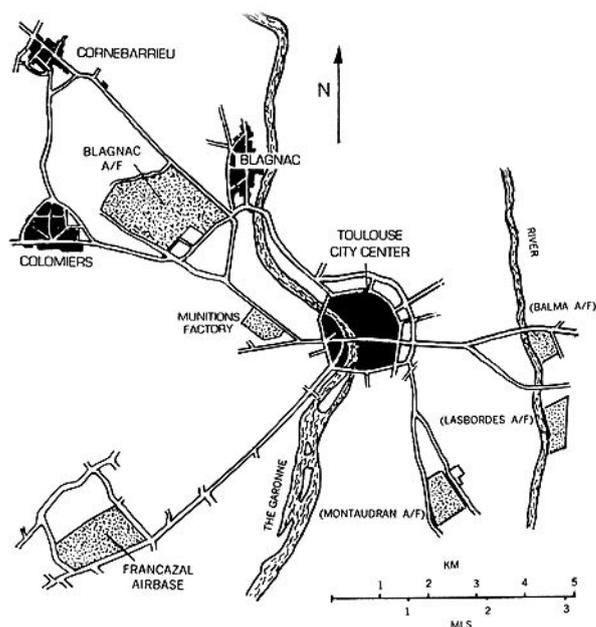
The FSS members who will participate to these events linked to the B17 Let's We Forget project are, in alphabetical order, colonels:

- Christophe Bastide
- Jacques Bonneau
- Didier Cardinal
- Claude De Marco
- Thierry Descamps
- Bernard Delfino
- Eric Ducreau
- Christian Frézard
- Fred Kurz
- Peter Langridge
- Jacques Leroux
- Michel Perrin
- Jean-Claude Petit
- Bernard Pieracci
- David Price
- Alain Quesney
- Claude Requi
- John Roeder
- Christian Tournemine
- Ronald Wesp

Should other members happened to make up their mind and decide to participate - or simply attend the various ceremonies - between now and June 22, we strongly advise them to organize their own hotel accomodations.

In addition, the number of people being limited for some of these events, we cannot guarantee that they can participate in all of them (See list on the left).

In all cases, we ask them to call the FSS Headquarters on 01 48 69 04 57 (Email bdelfino26@aol.com).



# SUN & FUN LAKELAND FLORIDA U.S.A

Article and photos by col. Claude Requi



Traditionally, the EAA holds its Florida reunion at the beginning of April every year. The rendez-vous is in Lakeland, Central Florida, between the towns of Tampa and Orlando. All of a sudden, this tiny town lost in the middle of forests starts to vibrate for it's several thousands of planes that get together for a whole week. This year, the date was April 8 till April 15, with a short airshow every day between 14H00 and 17H00..



This is the place where all amateurs get together and can purchase any part they like since it is no less than three hangars that shelter many shops. Friends, if you wish to buy a GPS, a radio headset, or the screw that you've been looking for for months, this is the place. Many meetings take place and allow everyone to express his opinion. Amateur aircraft builders are never alone. There is always someone to give the result of his experience.

This great mass welcomes an incredible number of makers of aircraft, systems, or kits, and one realizes how strong is aviation in the USA. Everything is possible, and if administration is there to control - which is normal - it is never in the way. People of the french GSAC (Previously Véritas) should come and watch instead of adopting a philosophy of constraints, procedures, and rules, some of which could easily be qualified as abusive since their result is to considerably increase the costs and disgust the french amateurs!

Among these thousands of planes on the airfield of Lakeland, there is a parking area which draws the crowds and means a lot to us, members of the CAF: It's the parking of antiques, classics, and other warbirds (Props and Jets). In comparison to the thousands of light planes, the number of aircraft of this type is a lot smaller, only a few hundreds!... It's a big american

show. One can see biplanes, L Birds, civilian planes of the 30's, Beech 18, C47 or DC3, and even an extremely rare DC4, a PBY Catalina, dozens of Stearman, T6/SNJ, T28, and about forty T34. Impressing ! A superb YAK11 fitted with a big american engine for racing is standing next to the AD4N Skyraider of my friend Michael Schloss, President of «Warbirds of America». Its size is impressive, just like this beautiful F4U5 Corsair painted in the colors of Ace Bordelon (Korean war), and no less than a dozen of lined up P51 Mustang.

This year one can also see an important new plane (I do have to say "important" following an urgent request from our Squadron Leader, Bernard Delfino), that is to say a Curtiss P40. All jokes aside, this plane, following an accident, and during several years, has been the subject of a thorough re-construction. It's simply magnificent!

As for the P51's, most of them are P51D. Most of them are well known ("Su Su", "Paul 1", "Donald"...). One of the latest to be refurbished less than a year ago, is shining in the bright sun light. It is the famous "Kentucky Babe". But there is one that really draws the amateurs. It's a brand new P51C which appears for the first time in public. Arrived from California where it has been restored, it stayed for a single short day on Tuesday April 11. This plane belongs to millionaire Kermitt Weeks, who used to fly aerobatics, and owns the Weeks Museum not far from Miami, and another one in Polk City, near Orlando. This plane is very close to the "stock condition", that is to say, it's military finish. It is fitted with external drop tanks beneath its wings and it's painted in the colors of an Ace pilot who belonged to a Squadron that operated from Italy: The Tuskegee, a Unit that was composed of only colored personnel, and famous for their efficiency, since, during the time they operated during WWII, they never lost a single bomber among the ones they escorted.



On Sunday afternoon, I managed to watch the airshow between 14H00 and 17H00. Very interested by the landing of a Corsair, I hardly noticed a Waco biplane that was lining up on the runway. However, I had noticed that it carried a strange container under its belly. As soon as the runway was cleared by the Corsair, the Waco took off in a deafening noise in only a few meters distance, and started climbing vertically while accelerating. I thought I was watching an F16 climbing out of sight. Amazing! Impossible! I thought I had dreamed because a biplane cannot fly that fast and accelerate while climbing! But everyone around me confirmed it. Yes, this 5 to 6 meters long container under its belly is a jet engine!... I immediately thought about the face of this DGAC officer receiving a french pilot's request to fit such a jet engine on a classic airplane!... When I tell you that America is inventive!... This Waco, fitted with two engines, has had its structure reinforced to sustain these constraints. The result, for the show, is simply amazing!



On Tuesday, back to Lakeland, because I'm meeting Bob Wall, an American friend, happy owner of a T6G. Briefing at 08H30 between representatives of the FAA and the ATC and about 50 warbird pilots. Take-Off at 09H30. Target: Leeward Ranch (A private air-park made of houses with a hangar on their side, roads used as roads but also as taxiways, and a 1,5 Miles long runway). Mission: Barbecue offered by mister Leeward, owner of the air-park. Route: North for about 50 minutes. Enemy: No flak expected on the way but one should be selective in his crash zone since millions of alligators live in the area. Squadrons: Ten T34, twelve T6, ten T28, four P51D, one Wildcat, two Spitfire, two B25, one C47, and a few other airplanes.



Departure from Lakeland: The planes come out of the parking area where the crowd has gathered, smoothly and without a problem, supervised by agents riding Harley Davidson motorbikes. First class!

Line up and take-off without radio (There are lots of planes). The aircraft move on the taxiways by following the orders of officials who use small flags. It's the same for lining up on the runway where the ATC agent stands, on the centre line. He signals each patrol of two planes to take-off in formation. He stands exactly between the two wing tips! And this extra traffic has to slide in the airshow one, pragmatically...

I'm number 2 of a formation of four T6, that is to say, deputy leader. With my camera I shoot anything located near my plane. Once I have finished, Bob offers me to take control. I accept with great pleasure and do my best to hold formation for a few minutes. As we arrive at Leeward, we perform a low altitude fly-by with our four T6. Some manage to fly at a height that does not exceed the size of an average american (The word height is not inappropriate in such a case...). On a private airfield, one is a bit more free than usual! For the flight back, we flew solo.



Once more I was able to participate to exceptional events. Plenty of good memories, and the wish that it will last for a long time!

I wish to thank Xavier Méal of the Fana de l'Aviation magazine, who also attended this airshow and was always kind enough to help me when necessary. I also wish to thank Bob Wall, my T6 pilot, who constantly showed me what the word "professionally" means.

*Col. Claude Requi*

## FSS 2001 GREAT CONTEST

### 1st Prize

• Colonel **Eric BESANÇON** (165 points) wins a pair of Minolta 10x25 WP binoculars, and a set of 5 video cassettes "The History of Aviation".

### 2nd Prize

• Colonel **Claude REGUI** (161 points) wins a Casio analog watch, with polished steel case and indigo face, and a video cassette "Fighter Pilots".

### 3rd Prize

• Colonel **Daniel SAUVAGE** (158 points) wins a solar CITIZEN watch for men, and a video cassette "Fighter aircraft".

### 4th Prize

• Colonel **Patrick PIERRE-PIERRE** (133 points) wins a black anodized ALBA Neatnik watch with four faces, and a video cassette "Aircraft Carriers".

### 5th Prize

• Colonel **Jean-Christophe DEBUISSON** (130 points) wins a natural aluminium ALBA Neatnik watch, and a video cassette of the movie "Sur le Plancher des Vaches".

### 6th Prize

• Colonel **Marcel LEDOUX** (127 points) wins a solid steel desk clock with its travelling case.

### 7th Prize

• Colonel **Fumiko DELFINO** (104 points) wins a solid steel desk clock with its travelling case.

### 8th Prize

• Colonel **Louis-Jean GIOUX** (101 points) wins an ARIANE 5 watch and a Victorinox nailcare set.

### 9th Prize

• Colonel **Christophe BASTIDE** (54 points) wins a desk clock coloured aluminium.

*The 100 questions that were offered to your sagacity as part of this FSS Great Contest, issue 2001, allowed those who like this kind of competition to improve their knowledge of aviation history. Some were easy, others were less easy. A big library was not necessary to find most of the answers. Books like the Chronique de l'Aviation by Édouard Chemel (Editions Chronique), a History of Aviation (Many are available), and, of course, the previous issues of our FSS Newsletter and DISPATCH, were enough.*

*If some rare answers may vary a little, depending on the source of information, be sure that we took this fact into account, and that the correction was made with the best objectivity. The author of questions 1 to 99, colonel John Roeder, will surely be pleased to clarify the points which you still may find a bit dark.*

*We do hope that you liked this game, and we will prepare another competition for year 2002. In the mean time, here are the questions and their answers as we were expecting them...*

1. The USAAF was subdivided into numbered Air Forces, of which there were 16. Four subsequent numbers had not been allocated. Which were they?

• 16 to 19.

2. Which numbered air forces served in the Mediterranean theater in 1944?

• The 12 th and the 15 th.

3. The bombing of Japan was the mission of which US Air Force?

• The 20 th.

4. What British battleships were sunk by Japanese bombers on Dec. 10, 1942 off the Malaya east coast?

• The Prince of Wales and the Repulse.

5. The 84 Japanese aircraft that attacked and sunk two British battleships on Dec. 10, 1942 were mainly armed with (A) bombs, (B) mines, (C) torpedos, (D) heavy canons?

• (C) Torpedoes.

6. Which US-Air Force operated throughout the war to V-E day from England?

• The 8 th.

7. How many Essex-class fleet carriers had been commissioned by the end of WW II? (A) 10, (B) 17, (C) 24 (D) more than 24?

• (B) 17.

8. How many Essex class Carriers were lost during XXII ? (A) none, (B) one, (C) three, (D) more than three?

• (A) None.

9. What was the crew complement of an Essex-class carrier? (A) 2000 to 2500, (B) 2500 to 3000, (C) more than 3000?

• (B) 2682.

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?

• (A) 81.

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 12.000 ?

• (D) 12 279.

12. In what battle did the Grumman TBF Avenger had its operational debut?

• Midway.

13. The battle of Wichita had to do with what airplane?

• The Boeing B-29 Superfortress.

14. The design of the B-18 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.

• (A) The DC-2

15. Which was the first US-production bomber with a nose-wheel landing gear?

• The Convair B-24 Liberator.

16. What US-bomber was developed as a back-up in case of failure of the B-29 program?

• The Convair B-32 Dominator.

17. What was the designation of the last biplane dive bomber of the US-Navy?

• The Curtiss SBC Helldiver.

18. What US-made dive bomber purchased by France in 1938 saw action in the battle of France in 1940?

• The Vought 156.

19. Which was the last version of the Thunderbolt used in the European theater?

• The P-47M.

20. What device produced by General Electric gave US aircraft which used it a considerable edge over German fighters over the Reich?

• The turbo-supercharger.

21. What was the British and Canadian popular name for the North American AT-6 Texan?

• Harvard.

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.

• (C) Lend and Lease.

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.

• (B) Hickam Field.

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.

• (D) 568 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?

• Gnome et Rhone.

26. The same French engine that powered the Henschel HS 129 was also fitted to what large German transport?

• The Messerschmitt Me 323 Gigant.

27. What US company built the Rolls-Royce Merlin engine under license?

• Packard.

28. The US and British used different materials for the decks of their carriers. Which material did the US use: wood or steel?

• Wood.

29. What German city was the target of the first 1000-bomber raid in WW II?  
 • Cologne.
30. What was the target of «Operation Gomorrah» launched on July 24, 1943 by RAF Bomber Command?  
 • Hamburg.
31. In what area of England were most of the bomber stations of the 8 th Air Force located?  
 • East Anglia.
32. A station was normally the home base for a bombardment (A) Wing, (B) Group, (C) Squadron, (B) Group?  
 • (B) A Group.
33. In what year was the designation of the Douglas Invader changed from A26 to B26?  
 • 1946.
34. What was the first supersonic fighter that went into service with the USAF?  
 • The North American Super Sabre.
35. Spell out the meaning of MDAP.  
 • Mutual Defence Assistance Program.
36. In the film «La Grande Vadrouille» released in 1966, two Castel C 25S sailplanes appeared. In what year was the C25S first flown?  
 • In 1942.
37. What was the nominal strength of a US Heavy Bombardment Group in 1944?  
 • 36 aircraft.
38. The airframe of the de Havilland Mosquito was made of what material?  
 • Wood.
39. What US-built fighter was used by the Armée de l'Air in 1939/40 over France?  
 • Curtiss H-75.
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?  
 • Tupolev SB-2.
41. What was the designation of the German dive bomber commonly known as the Stuka?  
 • Junkers JU87.
42. Who was the designer of the Spitfire?  
 • Reginald J. Mitchell.
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?  
 • (C) A waist gunner.
44. Cats or Black Cats, was that a nickname for Grumman fighters or Catalina patrol Bombers used in the Pacific?  
 • Catalina patrol bombers.
45. LORAN which was introduced during WW II as a navaid stands for what?  
 • Long Range Navigation.
46. What US «Very Long Range» bomber fought and won the final aerial combat against Japan?  
 • The Consolidated B-32 Dominator.
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.  
 • The Davies Wing
48. Before the introduction of the F-designation, US-fighter aircraft were designated by the type letter P. What did the P stand for?  
 • Pursuit
49. What is the usually white vapor trail left by aircraft flying especially above condensation level called in english?  
 • Contrail.
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?  
 • (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?  
 • none.
52. Who was in command of the 8 th Air Force in 1943? (A) Brigadier Gen. Carl (Tooe) Spaatz, (B) Major General Ira C. Eaker, (C) Lieutenant General James H. Doolittle, (D) Maj or General Lewis Brereton.  
 • (B) Major General Ira C. Eaker
53. Who was the commanding General of the U.S. Army Air Forces during WW II?  
 • Lieutenant General Henry H (Hap) Arnold.
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?  
 • (B) Rouen.
55. Before being transferred to England in Sept./Oct. 1943 the 9 th Air Force served in what theater?  
 • The Mediterranean.
56. Which one of the following designations is officially correct: (A) Bomb Group, (B) Bomber Group, (C ) Bombardment Group, (D) Bombing Group.  
 • (C) Bombardment Group (BG).
57. What US twin engined WW II bomber was much used by the French Armée de l'Air in Indochina and Algeria?  
 • The Douglas B-26 Invader.
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?  
 • (C) \$ 634.000.
59. Which Soviet built fighter was flown by the Groupe «Normandie Niemen»: (A) the Mig-3, (B) the Lagg-3, (C ) the Yak-3?  
 • (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.  
 • GB I/22 Maroc, GB II/20 Bretagne, GB I/19 Gascogne, GB II/52 Franche-Compté, GB I/32 Bourgogne, GB II/63 Sénégal.
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?  
 • The Douglas Boston III.
62. How many aircraft did the Japanese loose in the Hawaii operation? (A) less than 10, (B) 10 to 20, (C ) 20 to 30, (D) more than 30?  
 • (C) 20 to 30.
63. What was the most famous dive bomber of the US-Navy in the Pacific war? (A) the Curtis SB2C Helldiver, (B) the Vought SB2U Vindicator, (C ) the Brewster SB2A Buccaneer, (D) the Douglas SBD Dauntless?  
 • (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?  
 • Morane-Saulnier MS 405/406.
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?  
 • (B) Early 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?  
 • The Northrop P-61 Black Widow.
67. The C-47 Skytrain and the C-53 Skytrooper were military transport variants of what commercial airliner?  
 • The Douglas DC-3.

68. What was the name given to the C-47/C-53 by the British?  
 • Dakota.
69. What aircraft was nominated by Gen. Eisenhower that besides the Jeep, the Bazooka and the Atom Bomb did most to win WW II?  
 • The Douglas C47 Skytrain.
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»?  
 • The P-47 Thunderbolt.
71. What was the caliber and who was the manufacturer of the most used machine gun in US warplanes in WW II?  
 • The 5-in. (12,7mm) Browning.
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?  
 • Saburo Sakai.
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?  
 • Isoroku Yamamoto.
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.  
 • (D) United Aircraft Corp.
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 <sup>235</sup>U. Which one was dropped on Hiroshima?  
 • Little Boy.
76. What was the home of the Engineering and Procurement Command of the USAAF?  
 • Wright Field, Dayton Ohio.
77. What was the name of the test center for the German secret (or V) - weapons development in the Baltic Sea?  
 • Peenemuende.
78. When did the US Army Air Corps (USAAC) become the US Army Air Force (USAAF)?  
 • In June 1941.
79. Which was the British equivalent of the 9 th Air Force, the task of which was to support the ground forces during and after the allied landings on June 6, 1944 in Normandy?  
 • The 2nd Tactical Air Force (TAF).
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?  
 • (C) 300 to 360 hours.
81. The geographical point from which US bombers initiated their bombing run was referred to as the IP. Spell out the expression.  
 • Initial Point
82. Alclad was the trade name of high-strength light alloy (usually sheet) coated with corrosion-resistant high-purity aluminum, that in WW II became a primary material in aircraft construction. What US company was the producer?  
 • Alcoa.
83. In 1944 a HB Group was normally divided into 4 Bombardment Squadrons. How many aircraft were there to a Squadron?  
 • 12.
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?  
 • North American Fennec.
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?  
 • (B) 100 to 150 ( Exactly 131).
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?  
 • Fighting Lady.
87. The electrically-powered chin turret of the B-17G was produced by whom? (A) Sperry, (B) General Electric, (C ) Bendix, (D) Ford?  
 • (C) Bendix.
88. The 8 th 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?  
 • (B) a Group.
89. Lightplanes produced by Piper, Aeronca and Taylorcraft in the L (Liaison)-category were known under what common popular name?  
 • Grasshopper.
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?  
 • James H. (Jimmy) Doolittle.
91. A fundamental difference between the DB 601 to 605 and R1R-Merlin families of engines was that RR made use of the carburetor suction system while DB introduced fuel injection. Which was operationally the most efficient?  
 • Fuel injection.
92. In the framework of operation Overlord the first paratroopers to touch French soil were (A) American, (B) Polish, (C ) British, (D) French?  
 • (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?  
 • (B) In Brittany.
94. Which US aircraft was specifically assigned to the nocturnal protection of Paris after its liberation in August 1944?  
 • The Northrop P-61 Black Widow.
95. What was considered the best all-round bomber in service at the beginning of WW II? (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.  
 • (C) The German JU88.
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.  
 • (B) The French LeO 451.
97. What was the fastest twin-engine bomber in 1944/45? (A) the Havilland Mosquito, (B) the Douglas A-26 Invader, (C ) the Arado Ar 234, (D) the Nakajima Ki-49 (Helen). Also indicate nationality.  
 • (C) The German Ar 234.
98. What was the «Corkscrew» maneuver? (A) an aerobatic figure, (B) an approach pattern for landing in bad visibility, (C) an evasive maneuver of a bomber to escape when attacked by enemy fighters, (D) a flight path with changing altitudes to mislead enemy flak?  
 • (C)
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?  
 • (B) Over one hour.
100. Au 31 Décembre 2000, combien de personnes, toutes professions confondues, travaillaient-elles sur l'aéroport de Paris Roissy Charles de Gaulle?  
 • 65000.



**THE P51C "RED TAIL" HAS FLOWN !**

On May 10, 2001, the very rare North American P51C Mustang of the CAF **Southern Minnesota Wing** flew for the first time after many years of restoration. The plane paint scheme is a tribute to the famous **Tuskegee Airmen**, a Unit only composed of colored personnel. It represents the plane flown by Captain Jug Turner, Commander of the 100<sup>th</sup> Fighter Squadron, 332<sup>nd</sup> Fighter Group, 15<sup>th</sup> Air Force.

The quality of the work done on the plane is simply remarkable. The picture of the cockpit here below gives a good idea of this quality. Let's congratulate our friends of the Southern Minnesota Wing who prove, once more, that nothing is impossible for those who really want to reach a target.



**A NEW ASSOCIATION IN ALSACE**

A new Association, "Liberty Squadron" has been created in Alsace. Its purpose is to restore and maintain in flying condition classic airplanes. Based in Colmar, it is currently restoring a Cessna L-19 "Bird Dog" which was flown in the ALAT (Aviation Légère de l'Armée de Terre). The plane was built in 1957. After serving in the Forces, it towed gliders for years for the local club. It should soon be painted back in its ALAT colors to honor the personnel that maintained this legendary airplane. The Association is looking for people who served in the ALAT, mechanics in particular, who would like to join the Association and help restore and maintain this

*Bird Dog.* Like all Associations, this one too requires some financial support to complete this project, and its members will appreciate all the help they can get.

For more information, please contact Association *Liberty Squadron* (C/O Eric Janssonne), Aéroport de Colmar-Houssen - 68000 COLMAR - FRANCE  
Tél. & Fax.:03 89 86 10 84  
Email: LQUADRON@aol.com

*Below, the Cessna L19 when it was acquired (Photo E. Janssonne)*



**BLOIS PIPER CUB FLY-IN**



Many members of the Piper Club de France took part in the Annual Fly-In that took place in Blois on May 26 and 27. We were warmly welcomed, sunshine was there, planes were beautiful, and the food was good. The FSS, also a member of this Club, was well represented by colonels Eric Janssonne, Christian Tournemine, Christophe Bastide, and Bernard and Fumiko Delfino. The latter looked after the P.X. which brought a few hundred Francs (A good performance if one takes into account the fact that this event was not opened to the public).



## 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.

## FSS ANNUAL DUES - YEAR 2001-2002

**The following members have already paid their FSS Annual Dues. Please check that your name is on the list, and, if not, send your payment as soon as possible. Thanks !**

Avenel Gilles	Lodge George
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