



# AIRSHOW



CONFEDERATE AIR FORCE - FRENCH SUPPORTER SQUADRON

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

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## Editorial

The change of name for what is still, today, the Confederate Air Force, will be a major step in its history.

If the meaning of the word "Confederate" does not appear, in the mind of our french readers, of a paramount importance, I can guarantee that it definitely is for our american fellows, whether they are members of the CAF or not. Removing the negative meaning of this word, is opening doors to new Sponsors whose support is indispensable for our Organization, and it's increasing the seriousness of our reputation within the aeronautical and historical world.

A translation of the four names chosen by the committee may give our friends who don't master the English language, a better idea of their true meaning. Here is the translation that I have made of them:

### Heritage Flying Museum

Musée Volant du Souvenir

### Ghost Squadron

Escadrille Fantôme

### Heritage Air Force

Armée de l'Air du Souvenir

### Commemorative Air Force

Armée de l'Air Commémorative

If keeping the initials CAF may tempt some of you, one must admit that it may well slow down the intended effect? Therefore, since I don't want to influence any of you, I shall leave it to everyone to find his or her own choice.

My personal choice has already been made. The four proposed names are sufficient for you to do the same, not forgetting that one must consider that the main object of this change is to describe exactly, in a few words, the goals and the achievements of our Association.

I simply hope that all our members, with no exception, will take this opportunity to actively participate in the life of our Organisation, in Midland during the General Assembly that will take place before Airsho2001, or by mail, for all the others.

Bernard

## DISCOVERING THE NORTH AMERICAN T6 "TEXAN"

Thanks to an extraordinary article, colonel Claude Requi makes us discover one of the most unexpected and unknown aspects of the T6, a trainer aircraft by excellence: Its use for war missions by the french Armée de l'Air...



Photo: Collection C. Requi

## VOTES OF THE YEAR

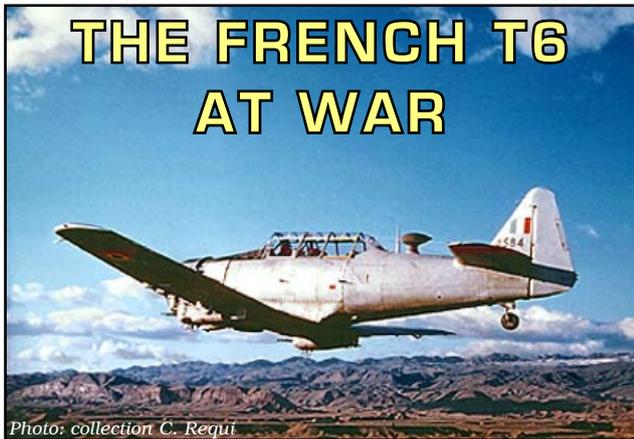
The colonels of the French Supporter Squadron will soon have the occasion to actively participate in the life of our organisation by choosing a new name for our Association, then, during the General Assembly of the French Supporter Squadron, by electing a Vice-President (Executive Officer) and a Treasurer (Finance Officer).



**HERITAGE FLYING MUSEUM  
GHOST SQUADRON  
HERITAGE AIR FORCE  
COMMEMORATIVE AIR FORCE**



If you don't intend to go to Midland this year, ask for a ballot by writing to Keith Lawrence, Director of Administration, P.O. Box 62000, Midland, Texas 79711-2000, U.S.A. (Fax: 00 1 915 563 80 46, Email: <diradmin@cafhq.org >.



An article by col. Claude Requi

### A BIT OF HISTORY...

The year is 1954. France has just lost Dien Bien Phu which put an end to the war in Indochina. At the time, Algeria was a French territory, and among the native Algerians, lived thousands of French citizens. Many of them had been there for several generations and they all had an active part in the development of the province, namely agriculture. Morocco, located West of Algeria had become a French Protectorate.

On November 1st, 1954, a bomb attack against French civilians marked the beginning of the conflict. It was the first action of some Algerians to free their country, it's the beginning of the "Guerre d'Algérie"...

Although many Algerians wished to carry on living with France, a liberation movement was created. Its name: "Front de Libération Nationale" (FLN). The actions of the FLN became more violent and bloody. Some rebel troops took to the bush, and with the support of some foreign countries, the "Armée de Libération Nationale" (ALN: National Liberation army) was also created by the separatists.

### THE ARMÉE DE L'AIR IN ALGERIA

It's against the ALN that the Armée de l'Air had to operate. It wasn't ready for this and one had to gather some planes together which resulted in a very strange fleet. The Fieseler Storch and the Piper Cub were used for reconnaissance and guidance, the SIPA 111, the SIPA 12 (Arado), the Morane Saulnier 472, the Morane Saulnier 475 Vanneau, and the Morane Saulnier 733, very lightly armed for air support. All these aircraft were totally unsuitable for these missions. The first few T6 D appeared, armed with one single machine gun fitted in the nose cowl, borrowed from the schools of the Armée de l'Air. Dating from WW II, the exhausted P47 had to serve their time too, and so did the MD-311 Flamand with its fragile engines!



### THE T6 GOES TO WAR IN ALGERIA

The French Air Force was in great need of a light aircraft for ground-attacks and none of its planes were suited for such missions. Urgently, programs were launched. The first prototypes soon flew under the names of Potez 75 and M.Dassault Hironnelle but none of them were ever mass-produced.

The conflict in Algeria was intensifying. An aircraft, which could fly at low speed and low altitude, take an observer in addition to the pilot, and carry various weapons, was badly needed. Indeed, the ALN had no ground installations or heavy equipment. It was a very mobile army, launching surprise attacks its on home ground. Thus resembling the Indochinese Viet Minh or the Vietnamese Viet Cong. As in any conflict of this type, the ALN was in its element among the rest of the population, often by threatening it.

For this particular mission, the only suitable plane was the T6. Recently pulled out of service in the US forces. It was stored in large numbers in the US storage fields, like in Tucson (Davis Monthan AFB). The US government agreed to sell some of them to the French.

The T6G type was the version the French favored but the planes needed a thorough overhaul. A first contract for 150 aircraft was signed in march 1956 for the unit price of \$ 2,000.00 for these obsolete aircraft. Remember that in 1940 a new T6 cost \$ 27,000.00, and that today this Warbird can reach between \$ 100,000.00 and 200,000.00, if not more, depending on its condition. A second contract was signed in April for another 150 aircraft.

The planes were shipped on US aircraft carriers and delivered in Bordeaux in October 1956, then sent to the SNCASO facilities, for checking and reconditioning for their new mission.

Much work was necessary for these modifications since the aircraft had to be heavily armed for its category: Mounting of a non-gyroscopic collimator, and two gondolas under the wings, both able to carry two MAC machine-guns of 7.5 mm (cal.30), thus 4 machine-guns with a total of 1200 cartridges. The wings were also reinforced to withstand the fitting of rails for six T10 rockets and attachment points for baskets of 68mm SNEB rockets, light bombs, or napalm drums.

To protect the pilot, some armor plates were installed at the front, near the firewall, and behind and under the pilot seat. And finally, to ensure the survival of the pilot if shot down or crashed on hostile terrain, a

weapon rack was installed on the left and aft of the pilots seat, containing either a US M1 assault gun, or a MAT 49 machine-gun, with their ammunition. Note that the pilot also carried a holster containing a Mac 50 gun and 2 nine cartridges magazines. Wise precautions, as all this equipment proved to be useful on many occasions. On the other hand, this safety equipment, plus the armor plates and the armament, increased the weight and drag of the aircraft making it very tricky to fly in mountainous zones and in high temperatures. Many crew members paid for it with their life.



Photo: C. Requi

### OPERATIONAL ORGANIZATION

The first T6 squadrons were created from 1956 onwards. At the end of that year, 24 were operational. They were named "Escadrille d'Aviation Légère d'Appui" (EALA, Light Air Support Squadrons) with a squadron ID number. I was successively appointed to the EALA 13/72, then to the 11/72.



Photo: C. Requi

In 1957 another four squadrons were created, and two more the following year. The total was 28 EALA, 2 EARLA (operated by Reservists), and a training squadron CIAL 1/320, which also carried out war missions. The total of 403 operational T6G. Altogether some 693 T6 airplanes were bought from the USA in several contracts.

These squadrons belonged to three different GALA or Groupement Aérien d'Appui Léger ("Light Air Support Group"). The GALA 1, based in Constantine, covered East Algeria, the GALA 2, based in Oran, covered West Algeria, and the GALA 3, based in Algiers, covered central Algeria.

The EALA were well spread over the whole territory and based on airfields of various sizes. In addition to their main base they often maintained one or two detachments on secondary airfields. By day, they were able to react to any event very quickly, in any location and at any time.

In metropolitan France, the Air Force, deeply involved in NATO, had to carry out a lot of missions. In 1956

the Air Force was in a renewal and modernization phase, and this additional conflict was hard to cope with.

The great majority of french fighter pilots were flying jets (F84, Ouragan, Mystère II and IV). A number of pilots had to be removed from their ranks to supply the EALA in Algeria. A duty tour lasted ten and a half months, plus one

and a half months away on leave. Thus, they were absent one whole year from their original squadron. Each metropolitan squadron was required to sponsor one EALA in Algeria.

These pilots made up 75% of the strength, the remaining 25% coming directly from the Air Force elementary pilot training centre.

The needs were so urgent that these young pilots were sent on missions even before they could choose and complete their specialization as transport or fighter pilots. The elementary training on T6 in the Marrakech (Morocco) training centre was very short, and they found themselves in Algeria with only 150 hours in their log book. Their first missions were not easy!

The duty tour for these pilots lasted eighteen to twenty months. At least these T6 pilots had the advantage of flying the same aircraft they had been trained on, but they still had to get used to the extra weight of the armament and modifications, and this during missions which required them to fly in a mountainous area.

Of course the more experienced pilots from the metropolitan squadrons were already hardened, but many of them had never flown conventional landing gear and propeller aircraft.

As a matter of fact France was, at the time, the first country to train some of its officers on jets right from the beginning, namely the Fouga Magister, the T33, and the Ouragan, and they were then flying the Mytère IV, Super Mystère B2, or F100!... This is why was created a centre of operational training known as Centre d'Instruction de l'Aviation Légère CIAL 1/320, based in Blida, south of Algiers. The pilots, although from different origins, followed the same training course which included flying at low speeds, flying in mountain-



Photo: Collection C. Requi

ous areas, strafing, rocketing, and dive-bombing under a 60° angle. The training period lasted 25 missions. The younger pilots learned strafing, and the jet pilots discovered that a T6 doesn't always want to take off in a straight line!

## THE T6G MISSIONS

### Reconnaissance

As we have seen, the squadrons were spread over the whole Algerian territory, each squadron being responsible for a specific area. Many missions were flown every day to locate the enemy. These flights were carried out in patrols of two airplanes. If enemy troops were spotted, they attacked them immediately, while informing the French troops on the ground which were never too far.

During these missions, there was at least one observer in the leading aircraft and some times one in each. Contact with the enemy being uncertain, crew members considered the risks as low and preferred to fly without their bullet-proof jacket.



Generally one aircraft was equipped with 2 machine-guns and two T-10 rockets, and the other with two containers twelve 68mm rockets (Normally, each container held 1 rocket in the centre and 6 others around it. Unfortunately, it had happened that the centre rocket exploded before setting off, resulting in the loss of the aircraft. Consequently the centre rocket was not used any longer, and the total number of rockets went from 14 to 12).

Many areas, away from roads and villages, had been classified as "forbidden zones" where anything that moved was immediately attacked.

### Border line surveillance

The bordering countries, Morocco and Tunisia, actively supported the rebels, allowing them to train on their territory where camps and training centres had been set up. Since these countries had signed treaties with the French government, allowing the French also to have bases on their territory, the situation was very strange. The belligerent fought each other on Algerian territory and ignored one another in these two countries.

In order to supply the rebellion and to compensate its losses the ALN regularly sent "Katibas" (Companies) across the border, by day or by night. Therefore, the French installed an electrical barbed wire fence. Even



though these could be trespassed, an alert was triggered. These fences ran over hundreds of kilometres from the sea to the south and the desert.

A P2V7 Neptune of the french navy "Aeronavale", patrolling the area would then launch "lucioles" flares to light up the area and the ground troops would make contact with the enemy. At dawn the T6 took off to assist the troops, this time with a full load of rockets and bullet-proof jackets were worn by the crew.

### Lucioles missions

Whenever the Navy was unable to carry out these missions, the T6G took over. The aircraft were quickly equipped with flares hooked on the outer fixation points, and took off at night. The pilot flew by dead reckoning towards a known spot (For example an army outpost) where the beam of a flood light was directed to the sky and allowed him to know his exact location. From there he would fly on a heading for a few minutes to the combat zone to launch the flares and light up the combat zone. There were incidents or accidents during these missions because, sometimes, the flare would light up before it left the plane. This type of mission was only palliative because the aircraft was not quite fit for it (Lack of accuracy and limited load).

### Protection of convoys

When moving in hostile zone, the army convoys were protected by a patrol of T6 aircraft. On these missions the patrol was often ahead of the convoy to detect any enemy presence, but we also often flew low over the convoy, simply to show the troops that we were there! This reassured the men because the convoys were rarely attacked while being protected by a patrol of T6 which were flying over them.



## Air support during large operations

If everything was done to keep ALN troops from penetrating the Algerian land, it was also necessary to fight and reduce the ALN threat within the territory. To achieve this, greater combined-arms operations were set up (For example Operation "Jumelles"). These very heavy operations were meant to surround a zone and clean up everything that was inside. The ground troops involved were the Army elite units such as the Paratroopers or the Foreign Legion, as well as the more classic troops that consisted of private or recalled private soldiers. At the time the duration of the national service had been raised up to 30 or 36 months.



Photo: Collection C. Requi



Photo: Collection C. Requi

As far as air forces were concerned, the three arms were represented: The Armée de l'Air (Air Force), the Aviation Légère de l'Armée de Terre (Army's Light Aviation), and the Aeronavale (Navy). The aircraft used were of many and various types: Helicopters Alouette II as flying headquarters and medical evacuation, helicopters Sikorski H19 and H34 as assault helicopters, without forgetting the Sikorski H34 named "Pirate", the first helicopter in the world to be equipped with a 20mm gun and Cal 50 (12.7mm) machine-guns, and, last but not least, the assault helicopter Vertol H21 Flying Banana whose nick-name evoked the curve of its fuselage. The observation aircraft were the Cessna L19, the Nord 3400 and the MH 1521 Broussard. The latter was also used as flying headquarters and for medical evacuation.

For attack means, one found, of course, the North American T6 and the T28 Fennec for the lighter types, and for heavier type the P47 Thunderbolt (These were used during the first half of the war, since they were later replaced by the more efficient Douglas AD4 Skyraider), the F4U-7 Corsair, and sometimes the french version of the De Havilland Vampire, the SNCASE Mistral. The B26 Invader was also used, as well as the twin-engined Marcel Dassault MD311/315 Flamand armed with wire-guided SS 11 missiles.

The assault helicopters would land paratroopers often close to the enemy if its position was determined, while the T6 and the T28 would strafe all around the DZ (Dropping zone) to protect the helicopters during the one or two minutes when they were extremely vulnerable. The heavy fighters also took part in these attacks.

The T6 was very much liked by the troops for its ability to fly very

low during its attack and the high precision of its machine-guns fire. Indeed, it happened that the T6 pilots had to shoot at the enemy while the french troops were only of a few meters away!

The decision to set up these operations were based on intelligence information which indicated the presence of ALN Katibas or as a precaution. The results could be excellent, or quite disappointing if the information was wrong.

## PAINTING AND DECORATION OF THE T6G

During the first two years of the operations, the T6 kept their original yellow color from the US Air Force and french schools. One could see some nose art such as shark's jaws, tolerated by the high command. Around 1958 or 1959, the high command reminded everyone about the rules and the shark jaws disappeared. It is at that time that the T6 were phased into overhaul checks and were repainted aluminium, the top of the engine cowling being painted in non-reflecting black. Half-way along the top of the wing a yellow stripe was supposed to make the aircraft easier to locate in case of a crash. The propeller spinner and the wing tips were painted a different color for each squadron.

The squadron insignia could appear on the engine cowling, on the fuselage next to the pilot, at the rear of the fuselage where the national insignia is usually located, or even in smaller size on the tail fin.

All aircraft had an international registration with an "F" for France as well as four letters. The first four letters, for the aircraft based in Algeria, were "UJ", the third



Photo: Collection C. Requi



Photo: Collection C. Requi

letter belonged to the squadron, and the fourth one to the airplane. For example "F-UJUK" was the registration of a french T6 based in Algeria (F-UJ) belonging to the EALA 11/72 (U) and was the tenth plane in the squadron (K).

The last two letters or the very last one were generally painted on the rear part of the aircraft, aft of the cockpit, but they were sometimes located in line with the pilot. While the T6 were yellow, the rudder was painted blue, white, and red, with the serial number painted on the fin. Later, when the T6 were painted aluminium, the rudder lost its tricolor decoration, but a small flag (Fin flash) appeared above the serial number. Generally, the fuselage national insignia was not painted on the airplanes painted aluminium. The standardization was not very rigorous, and often, the aircraft that came back from overhaul were sent on missions without the standard markings.



Photo: Collection C. Requi

#### **PARTICULARITIES OF THE T6G USED IN ALGERIA**

In addition to the modifications related to armament, armour, and communication with the ground troops, some extra modifications were also carried out on the planes:

- 1) The fitting of an intake immediately above the carburetor one. This air soop can be seen on all pictures.
- 2) Due to the high number of accidents in mountainous areas, a stall detector alarm was installed. It can be seen on the left wing leading edge, near the tip. Unfortunately, it buzzed so often during these flights that the pilots, usually switched it off!
- 3) In 1960, the engines were boosted to somehow improve their performance. Thus, some 50 HP were gained, to the detriment of reliability. We were allowed to display 40 inches at the manifold pressure instead of 36, but only to get out of a perilous situation.

4) Reminder about the armament: Four 7.5mm (cal 30) machine-guns with 1200 bullets in two pods under the wings, six attachment points for T10 type rockets, two attachment points for various equipment (Two pods of six SNEB 68mm rockets or two pods of thirty six 37mm arrow-rockets. These were fired in bursts of eight to ten rockets, like a machine-gun, but with a lesser precision. These same points could also be used for light bombs or 100 liters (27 gallons) napalm drums. These last two were scarcely used because the heavier fighters were more efficient.

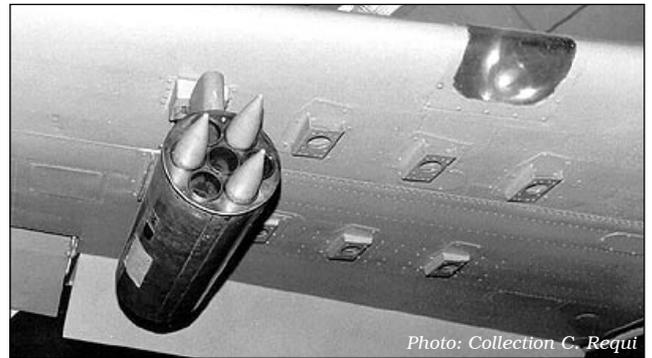


Photo: Collection C. Requi

The T-6 was massively used during this war. One could say that its main problem was its lack of power, considering the mission it was assigned. Too many crew members paid it with their life. Nevertheless, its exceptional reliability provided a very good availability ratio despite extremely difficult conditions of use. It was quite versatile, and the crews liked this old fashioned aircraft. It was extremely popular with the ground troops and it terrorized the enemy troops. Its ability for low-altitude flights permitted its crew to discover a well hidden enemy, and to annihilate it. During the war, the T6 flew some 750,000 hours during which two hundred and fifty five pilots and observers lost their life. The number of aircraft lost is around two hundred (A very rough figure).

Today, far from the fury of the war and the buzzing activity of the training centres, it keeps flying, to the great pleasure of civilian and ex-military pilots. Let's hope it will last a long time.

*Claude Requi*

*These two pictures of colonel Claude Requi, faithful to the T6, were taken more than forty years apart. On the right: In Algeria, below: During an air show in Le Luc, and still the same pleasure!*



Photo; C. Requi



Photo: C. Requi



### VISITE OF THE NANCY AIR FORCE BASE

Colonel Eric Janssonne has offered to organize a visit of the Nancy Air Force Base next Winter, a few days before Christmas, so that we make good use of our presence in this part of France to spend a day in the Strasbourg Xmas market. Therefore, we urgently need to know how many members would be interested by this visit. Write before September 20 indicating how many people would travel with you. Beware! This visit will only be possible if we can form a group of about 20 visitors.

### FRENCH SUPPORTER SQUADRON ANNUAL GENERAL ASSEMBLY

The FSS General Assembly will take place in Tremblay en France on Saturday November 24, 2001, in the hotel ACADIE from 14:00 sharp. It will end with our annual meal, in this same hotel, at 19:00.

The price for the meal is 160,00 Francs (To be paid in advance by sending a cheque to the French Supporter Squadron, attached to the form that you will receive from our Secretary). The price for a room for two persons is 250,00 Francs (To be paid individually during your stay). This price is a discount. Therefore, your booking must be done by the FSS Board of Administration.

We will prepare a visit for those of you who wish to leave on Sunday afternoon. Still unsure, it cannot be revealed just yet, but be sure that we will find something special and interesting...

We do hope that many of you will attend this General Assembly which is the main annual event for our Squadron, and which decides of its life for the on-coming year. If you wish to invite friends who could be potential CAF and FSS members, they will be very welcome. They will be able to appreciate the sincerity and seriousness of our Association.

### PHONE-BOOK - CORRECTION

Colonel Paul Barland has pointed out a small mistake in his personal address. Please amend your phone-book manually until the next edition.

Col. Paul BARLAND  
33 Croix de Saint Roch  
63960 VEYRE MONTON  
FRANCE

### FSS 2001 ELECTIONS

The renewal of two members of the FSS Board of Administration will include the positions of **Vice-President** (Executive Officer), and **Treasurer** (Finance Officer). If you wish to apply for one of these important jobs, please write to the FSS before October 31, 2001, by filling in the form that you will receive from our Secretary Eric Ducreau.

### RECRUITING NEW MEMBERS IS STILL A MUST

If the good health of an Association can be judged by the number of its members, one must admit that the CAF is in good shape. Increasing from 8000 to 9000 members in about 3 years, the CAF is one of the most appreciated historical Organizations in the USA and in the world. The efficient **Code Name Alpha** campaign is, for a great part, responsible for this progression, and must continue to be used to help this recruitment.

In France, the French Supporter Squadron went from 23 members in 1996 to more than 80 today. Unfortunately, the high exchange rate of the american currency is a terrible obstacle to our progression. The members of the FSS Board of Administration ask all our members to concentrate their efforts on this recruitment. To help you, a complete file will be sent to you via email or by mail if you ask for it. Our Web Site may also play a major role in this promotion. Please use its address generously by inviting people to visit it: < <http://www.groupe-bohtak.com/caf> >.

### NICOLAS' ADVENTURES

Colonel Nicolas Libis is currently learning English in San Marcos. Hosted by our dear friends colonels Connie and Sandy Sansing, Nicolas perfects his English in a very nice way: He spends all his time in the Centex hangar, in San Marcos, maintaining all the airplanes he can: P40, B25, Kate, P39, etc... He is also making good use of his stay by getting various flying qualifications flying a Cessna 172, including night flying.

On August 27, Nicolas insisted on celebrating his twentieth birthday cooking for about twenty members of the Centex... Our friends of the Central Texas Wing have no resentment about it since they made him fly most of the planes based in San Marcos: B25, T34, T33, Kate, L5, Yak 18... This lingual stay in Texas is becoming a stay in heaven. We do hope that Nicolas will give us a complete and illustrated report when he comes back.

We sincerely thank Connie et Sandy who welcomed Nicolas in such a nice way. The opportunity they gave him of perfecting himself is a rare one that many young french aviators would love to experience. A big THANK YOU to Connie and Sandy, and to all the members of the Central Texas Wing who made this stay so useful for Nicolas' future carrer.

Nicolas is pictured here with colonel Claude Requi during Nicolas' Tour de France with a Piper Cub last year.



## 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.
- Large format paintings by Col. Eric Besançon: F4U Corsair and Messerschmitt 262 night fighter: 200,00 Francs (Limited edition of the Me262 signed by the pilot available on request).

## THOUGHTS ABOUT AN L BIRD

The numerous discussions which took place during this year's activities have revealed that the true meaning of acquiring a WWII airplane is still a bit vague in the mind of some members.

Having analysed these comments and pertinent questions, it seems useful, today, to remind everyone that this aircraft, like all the planes owned by the CAF, will be nothing else than a tool that we will use to honor the aviators, men and women, flying or ground crews, who fought during WWII so that, today, we can enjoy freedom. One has simply to look around to realize that, 60 years after the start of this terrifying conflict, the latter still has an incredible impact on our day to day life. As a consequence, honoring these aviators is very urgent and very important!

This aircraft will therefore be mainly used to promote the goals of our Organization during airshows, in flight, or on the ground parked next to our booth. Intermediate training flights, and ferry flights to and from these events will complete the hundred flying hours that will be allocated to this plane every year. This arrangement will allow all Sponsors to enjoy this airplane, wherever they reside, as pilots - if they have the necessary qualifications - or as passengers. This will call for a certain availability which, we are certain, everyone will make sure they have.

**CODE NAME ALPHA 2001 • TOTAL ON 31/08/2001**

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

## L BIRD SPONSORS - AUGUST 2001

### EXTERNAL SPONSORS

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

### INTERNAL SPONSORS

(Par ordre chronologique)

Marcel FRANCISCI	17000.67	250000
Bernard DELFINO	11221.00	245000
Jacques PERAGALLO	3966.98	240000
Sandy & Connie SANSING	8100.00	235000
Cédric MALHAIRE	1090.00	230000
Claude REQUI	4985.00	225000
Michel CAHIEZ	2800.00	220000
Julien LEPELLETIER	1861.00	215000
Fumiko DELFINO	2045.00	210000
Jean-Jacques SAHUT	1000.00	205000
Lewis BATEMAN	4170.00	200000
Stéphane DUCHEMIN	796.00	195000
Serge CLODORE	350.00	190000
Daniel CLODORE	350.00	185000
Jean-Paul MERLIER	440.00	180000
Jean RCEDER	3450.00	175000
Roger VAUCAMP	1750.00	170000
Daniel & Lucie SAUVAGE	1335.00	165000
Patrick PIERRE-PIERRE	3875.00	160000
Marcel et Liliane RUPPERT	1210.00	155000
Christian FREZARD	500.00	150000
Jean-Christophe DEBUISSON	1300.00	145000
Michel BON	350.00	140000
Dons anonymes du PUBLIC	1275.00	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	1070.00	110000
Louis-Jean GIOUX	230.00	105000
Eric DUCREAU	350.00	100000
Eric JANSSONNE	1430.00	95000
Henri BOURRASSIER	250.00	90000
Jim LUX	1200.00	85000
Jean-Claude MINIGGIO	400.00	80000
Christophe BASTIDE	3850.00	75000
Yves DONJON	1750.00	70000
Guy ROBERT	1300.00	65000
Centex Wing	175.00	60000
Christiane HÉBERT	1000.00	55000
Yuri DELFINO	777.00	50000
Kim TOLFEE	1160.00	45000
Georges VAN HOVE	500.00	40000
Terran TIDWELL	780.00	35000
Yves HOUSSIN	1000.00	30000
Jean-Jacques VAUCHER	1200.00	25000
Bernard PIERACCI	500.00	20000
Eric BESANÇON	500.00	15000
Hervé CHERRY	300.00	10000
Bunty BATEMAN	1023.00	5000
Giovanni COMIS	605.77	0
Peter LANGRIDGE	150.00	
Jean-Claude PETIT	205.00	
Claude GASCON	1000.00	
Nicolas LIBIS	925.00	
Gilles AVENEL	1300.00	
Gilles BAILOT	300.00	
Intérêts Bancaires Annuels	3028.06	

TOTAL 107507,98

