



AIRSHOW

CONFEDERATE AIR FORCE - FRENCH SUPPORTER SQUADRON



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Sponsors of the FSS L Bird
Code Name Alpha and the FSS
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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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The article that colonel Claude Gascon has written for us is directly in line with the one that colonel Jean Roeder wrote for our September issue. The long research that Claude did to find this pilot's family was rewarded by a complete success, and, more than 50 years after the event, allowed him to fully express his gratitude for this pilot that he didn't know, a pilot who sacrificed himself so that, today, we can all be free. A big Thank You Claude! With this long painstaking work, you have fulfilled one of the goals of the CAF, even before you became one of its members. Our organization can be proud of you!

Colonel Eric Janssonne and all our members in the East of France, represent, today, a very important group. They are organizing a Xmas week-end on December 9 & 10 in the lovely town of Colmar and its area (Read all about it on page 7 of this issue). I invite all our members who are available on those days to participate and enjoy a visit of the famous Xmas Market of Colmar. A week-end that, I promise, you will all like!

I wish to congratulate colonel Nicolas Libis for the Tour de France that he performed last Summer, flying a Piper Cub. As opposed to a certain cycling Tour de France, Nicolas did not need any drugs for his performance. The only one he used was his Love for Aviation, and this one is definitely not dangerous! Bravo Nicolas!

Only a few days are left before our General Assembly and some of our members haven't reacted to our questionnaire. I ask them to tell us whether or not they will participate. This will be highly appreciated by those of us who are organizing this event. Many thanks in advance!

Bernard

JOHN M. CHURCH

P47D PILOT

1916 - 1944

HONORED BY A FRENCH VILLAGE

HAUDAINVILLE



This 21 May 1944 was a beautiful Spring Sunday. In Haudainville, a small village located in the area of Verdun, a young boy aged eight and named Claude, was coming out of the village church with his parents, when, suddenly, two fighters filled the sky with a dog-fight. This violent spectacle which ended with the death of a young American pilot, impressed little Claude so much that towards the end of the eighties he started a patient research in order to honor this pilot and his family. Today, Claude is a member of the Confederate Air Force, and he tells us this story...

Lest we forget

JOHN M. CHURCH

1916 - 1944

A report by Claude Gascon

Photos by Claude Gascon and USAAF



This May 21, 1944 in Haudainville appeared to be a beautiful Spring Sunday, similar to many others. Indeed, for the past four years, there had been the oppressing presence of the Wehrmacht, privations, rations, and, shall I dare talk about the "routine" of the occupation?

Suddenly, at the time when parishioners were leaving church after the Sunday mass, the quiet blue sky above Haudainville filled with rage and noise. Two dog-fighting fighters flew low over the roofs. Despite the deafening howling of the engines at full power, people could perfectly hear the sound of the guns. One of the planes started producing a long trail of black smoke. The sound of its engine, out of control, got even louder. Its trajectory became vertical, and after hitting the tip of some poplar trees near the canal, one of the two planes crashed at a place known as *Le Pré le Bec*. An enormous explosion advised the village that it was all over for one of the opponents.



It's only in the afternoon that the identity of the pilot was revealed. In the big smoking crater, filled with debris of metal and human remains, were found a wallet, a watch, a ring, and an I.D. plaque:

John M. CHURCH, number: 0799938 T 43-44

Three days later, Abbé Merlot, despite the strong opposition of the German army, organized John Church's funerals before a crowd so large that the church that was usually spacious, suddenly became too small.

For several months, John's grave was generously covered with flowers by the young boys and girls of the village, and by the school children. Then, during the Summer of 1945, an Officer arrived in a British car. He had come to exhume John's small coffin which left for an American cemetery in Andilly, and then for the cemetery of Saint Mary, in Lee (Massachusetts), where John rests in peace ever since.

A long time later, I profoundly felt the need to say thank you to the Church family. Thanks to the USAF historical department, I was able to locate the Church family in Plattsburgh (NY). I was also efficiently helped by an American student, Christina George, who I met in Verdun while she was there on a school trip. It is thanks to her work in the USA that I received a first reply from the Church family in March 1997. Susan wrote the following letter:

"Dear Monsieur Gascon,

Thank you for your kind letter regarding the information on my brother, John Church. It was certainly a very pleasant surprise after 53 years.

May I introduce myself to you. My name is Susan, and John was my favorite brother. Although I was only 7 years old at the time of his death, I still remember him well. He was a very popular young man and was well liked by everyone as he had a wonderful sense of humor and a genuine respect and love for life. His death was a terrible shock for my parents, as less than six months later, I lost another brother whose plane went down off the coast of Italy. Unlike John, whose body was exhumed and brought back for burial in the United States, my brother Thomas was never found. Last year we came upon information that his name and crew members are listed on a monument in a cemetery outside Florence. Of course my parents had died before this came to light. Somehow, I think this would have been a comfort to them.

Much to my parents' chagrin, I married an Air Force pilot who served 22 1/2 years. Strange as it may seem, my husband Jim has many of the same qualities as John, and even resembles him. Eventually, he became almost a son to my parents.

Also by coincidence, my husband Jim has been a member of Rotary for over 30 years. Our Plattsburgh Rotary Club has been in the exchange student program and we have enjoyed meeting all these young people.

John left behind a large family, so I'm sure you will be receiving more letters of appreciation.

My husband and I have made many recent trips to Europe, but have not, as yet, visited France. If and when we ever do I would like to contact you.

If you can remember any more details, no matter how small, I would love hearing from you. Thank you again for your kindness and may God Bless you.

Sincerely

Susan Church Judkins"

This is how, since I received this letter, I have been corresponding with the pilot's family: Rose, Walter, Joan, Charlie, and Susan, who all wanted to express their warm gratitude, a result that I had never expected.

That was enough to create, in co-operation with Jean Lequy, René Moreau, Jean Thaurel, Yves Panard, and a few others who will excuse me for not quoting their names, the Association *Jake's Memorial* whose main objective was this day of May 25, 1997.

Thanks to Susan, I believe that I now know the Church family well enough. Its story deserves to be told...

In 1944, the Church family residing in Plattsburgh (NY) comprised eight children. Out of them, four boys were old enough to go to war, and they didn't ask themselves any questions: The four of them got a commission!

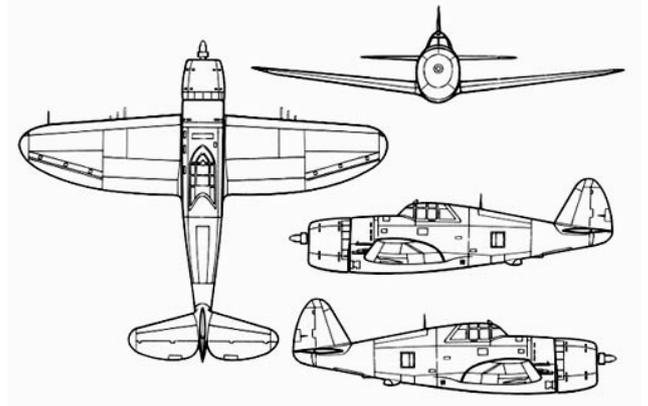
First, there was Joseph "Joe" Church (Picture on the right), born in 1913, he served in the Navy. He fought in the Atlantic and in the Mediterranean. Joseph disappeared in 1996 at the respectable age of 83. His wife, Rose, died in 1998.



Thomas "Tommy" Church, (Picture on the left), born in 1923, disappeared in the Adriatic sea on September 22, 1944 while flying aboard a B24 which was returning from a mission over Munich.

Walter H. Church Jr. (Picture on the right), was born in 1918. He fought, during WWII, with the *Pacific Tank Division*. He married Mary.

And finally, John Martin Church, the unfortunate hero of this story, affectionately nick-named "Jake" by his sisters and brothers (Hence the name of this Association). He was born on May 1st, 1916 in Royal Oak (MI), and got a commission to be trained as a fighter pilot in 1943. He lost his life in Haudainville on May 21, 1944.



After flying the PT 17, Vultee BT13, T6, and P40, he got qualified on the P47 at the end of 1943. On April 4, 1944 his Unit, the 22nd Fighter Squadron, after a 13 days trip across the Atlantic, arrived in Liverpool and established itself in Kingsnorth, in the Kent county (Between Dover and London). On April 30, 1944, the 22nd Fighter Squadron received ten new P47-D22. Harassment missions over Germany and the occupied territories could begin.

In one of his emotional letters, Jake wrote to his parents, in April 1944, and said how much he suffered from being separated from his family, but also how joyful it had been for him to celebrate Easter, how proud he was of his three brothers, and especially of Thomas (Tommy), the youngest one, who had just been qualified as a Navigator-Bombardier Officer.

And then, on May 21, 1944, John did not achieve his mission. On that day, he was flying with 1st Lt. Ranaldo V. Thomas. They were coming back from a strafing mission over Germany. Despite their close formation flying, they met some very bad weather and became separated in a violent storm.

This is how John found himself alone over Haudainville, with a Messerschmitt on his tail, and disappeared thousands of miles away from his family and his roots. He was just over 28 years of age.

I would like to remind everyone about the courage of these fighter pilots and all these bomber crews who knew the risks they were taking, and that for each mission an enormous percentage of planes did not return to their base.

Beyond the admirable ideal of freedom that John had and for which he risked his life and lost it, John also died for the inhabitants of Haudainville and the Meuse district. They wanted to remember. Among them, Pierre, a friend who was approximately the same age as Claude, recalls these dramatic events:

"That day, May 21, 1944, was Mother's Day. We were taking family pictures when we heard the howling sound of an engine. As we looked up, we saw the plane that was diving. An explosion was followed by smoke rising above the roofs.

My father, my two brothers, and myself, ran in the direction of the smoke which was emanating from behind some poplar trees. A german officer who was in charge of a prisoners camp, tried to stop us, but when we got near the crash site, the explosions of ammunition convinced us to go back home. It was not until 3 P.M. that we managed to go back there.

There was a lot of people. A truck carrying ten German soldiers and two Luftwaffe officers arrived. The oldest of these officers ordered the soldiers to present arms. On his order, they then pointed their guns to the sky and shot twice to honor the dead pilot, while the youngest officer (Probably the one who had shot down the American plane) picked up a piece of the wing. Then the group went away.

The inhabitants of Haudainville were allowed near the crash and my father and two friends started searching the crater to collect the remains of the unfortunate pilot.

This is my report on that sad day Claude, a day that remains very fresh in my memory.

Your friend

Pierrot"



As seen on the above picture, taken on May 24, 1944, the body of the pilot was buried in the village cemetery and was covered with flowers by the inhabitants until its departure during the summer of 1945.

One can easily imagine the pain of the Church family when they heard about Jake's death. But that may not have been enough since fate struck them again in December 1944, when Tommy, the youngest of the enrolled Church brothers, also disappeared somewhere in the Adriatic sea with the B24 he was operating as Navigator-Bombardier, and was never found. He was just over 21 years old.

The research I carried out allowed me to locate the John's family and invite them to the ceremony that took place on May 25, 1998 in Haudainville where a granite monument has been erected to John's memory, and, through him, to all American soldiers who gave their life for the freedom of our country.



I wish to warmly thank the whole Church family for attending this ceremony in Haudainville. Thank you Walter & Mary, thank you Susan & Jim, and thank you to all your fellow country-men who took so many risks on the beaches of Normandy, in the Ardennes, in the Pacific, and else where in the world for the defence of our freedom. Let me finish by saying, from the bottom of my heart:

God bless you members of the Church family
 God bless America,
 and, above all,
 God bless you Jake!

You can be sure that we will never forget you.
 You belong for ever to the land of the free
 and the home of the brave.



Top: The cross that has been placed on the crash site where the crater formed by the aircraft accident is still visible.

Above: Susan, her daughter, and her husband, a former USAF pilot.

Below: The guests praying on the crash site.



SOUVENIR

John Church à l'honneur

Une stèle, un square et une croix seront inaugurés le 25 mai en mémoire de l'aviateur américain abattu à Haudainville.



L'avion de John Church s'est écrasé à Haudainville le 21 mai 1944.

L'avion de John Church, abattu par la chasse allemande, s'est écrasé à Haudainville le 21 mai 1944. Pour honorer la mémoire du pilote de P47, l'association « Joke's memorial » inaugure le lundi 25 mai une stèle, un square et une croix.

Cette cérémonie aura lieu en présence de plusieurs membres de la famille du défunt. Son frère, Walter Church et son épouse, qui viendront de Sarasota (Floride), sa sœur Susan Judkins et son mari et une nièce Nancy Church et sa fille venant tous les quatre de Plattsburgh (New-York). Seront également présents le lieutenant-général Benton, comman-

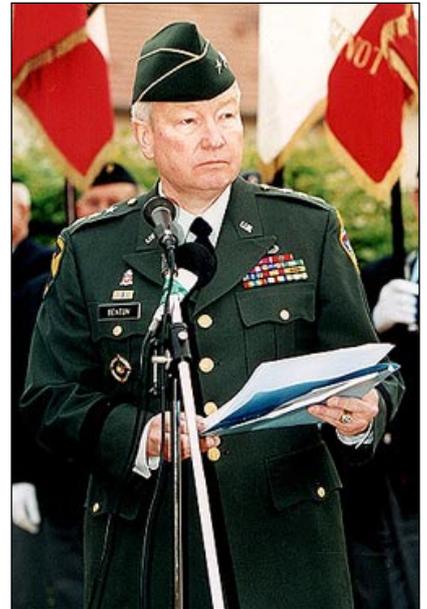
dant en chef des forces américaines en Allemagne, qui se déplacera de Spangdahlen avec un détachement de quarante soldats américains, le colonel Jardin, délégué militaire départemental et les représentants des associations patriotiques locales et leurs porte-drapeaux.

La journée débutera par une messe célébrée en l'église d'Haudainville. Suivra l'inauguration officielle du monument et du square avec discours, bénédiction et dépôt de gerbe, le tout au son de l'hymne américain « Stars et stripes » interprété par quelques membres de la chorale « Arpège ».

Le monument a été réalisé par des fondations par des élèves du lycée professionnel Freyssinet et pour la stèle en granite des Vosges par ceux du LP de Reimsremont.

Enfin, vers 11 h 30, une patrouille de quatre Mirages de Reims survolera la commune avant que tous les présents se dirigent à la salle des fêtes pour un vin d'honneur.

L'après-midi, la famille et les officiels se rendront sur le lieu du crash, en bordure du canal de l'Est où l'association a également installé une croix commémorative.



Above and right: French and American newspapers abundantly told the story of John Church and the May 25, 1998 ceremony in Haudainville.

Top right: US Air Force General Benton came from Stuttgart to honor John Church.

Below: The monument that was erected in the village of Haudainville.

Below right: Example of a V-Mail sent by John to Chuck. These V-Mails had a very small size to facilitate their transportation.



Local

Pilot still honored as hero in France

By SHAWN RYAN
Contributing Writer

PLATTSBURGH — On May 21, 1944, in a small village near Verdun, France, 8-year-old Claude Gasto and his family were having church on a sunny spring day.

"Suddenly the peaceful morning was shattered by fighter planes in a daylight low overhead."

Claude watched in horror as a P47 Thunderbolt piloted by 2nd Lt. John M. Church of Plattsburgh was shot from the sky.

The plane plummeted to earth and exploded, leaving a massive crater in the rolling French countryside. The crash, just outside the village of Haudainville, is still visible today.

Getting closer
When she returned to New York, Christina brought with her a number of items to her mother, John's family she could find.

Unfortunately, Christina misplaced the piece of paper on which she had written Claude's information. This February however, Christina found the paper while going through some old documents.

A quick trip to the Internet gave Christina the name of Walter Church III in Plattsburgh. She wrote to him and told him about Claude Gasto.

At last the connection was made. Walter is John Church's nephew.

Getting in touch
Benton and her husband Jim, also an aviator and historian, made contact with Christina.

"They learned that Claude and his friend, Jean Leque, who also viewed the crash, were on board by the American woman's account, so that they have formed a club to commission a monument to John Church at the site of his plane's wreck."

"You can imagine the effect this event had on an 8-year-old boy," said Jim Judkins.

"Claude tells us that the entire village turned out for John's funeral, even though the village was under German occupation."

"Claude's grandfather was mayor of the village, and his mother donated Claude's own bed linen to wrap John in for the burial in the village cemetery."

Claude is now teaching about his growing up in Plattsburgh.

Since then, Jim told him about John's years at St. John's High School and St. Bonaventure College.

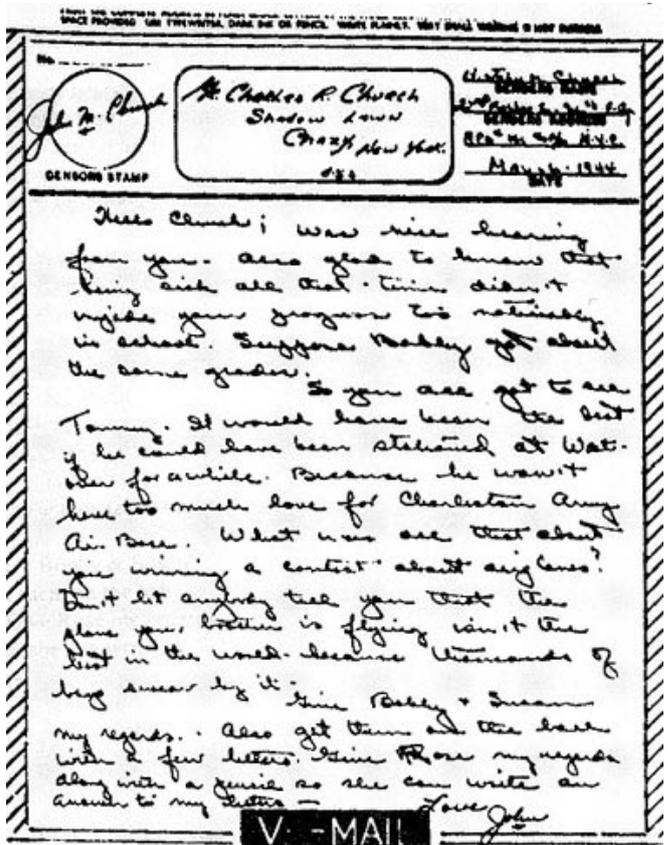
"He wants to write a book about John for the young children, as they can relate to the men and women who fought the war as actual people and not forget the sacrifice. American kids made for French families," Benton said.

Claude's wants to spend in his French family, Benton said.

"We are now alive, speaking such a positive person."



Susan Judkins holds a framed picture of her brother, 2nd Lt. John Church, who died when his plane was shot down over France in 1944. Witnesses to the crash still remember the pilot's sacrifice.





Article and photos by Raphaël Brun & Nicolas Libis
 Historical research: Eric Janssonne with the precious help
 of British citizen Colin M. Smith



As it was announced in these pages during last summer, this Tour de France took place between August 22 and September 2, 2000.

Like for any project of this size, finding the necessary money was the hardest task. Three sponsors helped me support these costs. They are the Piper Club de France, mister Alphonse Peter, and the City of Colmar.

Many other people helped me in various ways for the completion of this project: Alphonse Peter, Philippe Chiron, Jean-Marie Beauchamps, Eric Janssonne, Claude Requi, the Association Varoise des Avions de Collection, the club de Vol à Voile de Salon, the Aéro-club d'Arcachon, the Aéro-club de Dinan, the Club de Vol à Voile de Soissons, the Aéro-club de Saint-Dié, the Piper Club de France, the French Supporter Squadron of the Confederate Air Force, Aéro Rétro Colmar, the City of Colmar, and the newspaper l'Alsace.

Without all these friends this trip would have been impossible, and I would like to take this opportunity to thank them very much.

THE AIRPLANE WE USED

Built with the designation 0-59A, Piper Cub 42-15216, received the Piper serial 8335. It was received by the USAAF at the Piper factory on February 16, 1942, and delivered to the 125th Observation Squadron in Post Field on March 2, 1942. On April 2 of the same year, it was redesignated L4A, then, on April 19, it was transferred to Brownwood, Texas. It changed airfield six times before leaving the USA on September 23, 1944. It was officially delivered to Morocco on September 23, 1944. On October 17, 1944, the 12th Air Force in Italy received it on behalf of the Army, then, it was transferred, at an unknown date (Probably in October 1944), to the French forces.



On December 5, 1951, it was registered as F-BFYU by the authorities for its new owner, the Aéro-club de Vichy. In 1962 or 1963, the Cub was rebuilt using important assemblies from Piper Cub s/n 12161, among which the fuselage n°11989, but it kept its number 8335.

This Piper Cub which allowed the reconstruction of F-BFYU was the L-4H 44-79875 registered on June 24, 1944 in Lock Haven and delivered on June 27, 1944 to Philadelphia. On July 12, 1944, it was allocated to the 12th Air Force in Italy for the Army. The following day, it left the USA to be delivered on August 4, 1944 to the 12th Air Force to, finally, be transferred to the French forces on October 2, 1944.

In February 1977, F-BFYU changed hands and became the propriety of the Aéro-Club Langrois, in Rolanpont, which kept it for two years before selling it to the Aéro-Club of the Moyenne Alsace, in Colmar. It was finally bought by its current owner, the Association Aéro Rétro Colmar.



THE TRIP

The route of this Tour de France started from Colmar-Houssen. Twelve days were necessary to visit the following towns: Montbéliard, Pontarlier, Oyonnax, Chambéry, Romans, Pierrelatte, Carpentras, Salon, Le Castellet, Cuers, Montpellier, Cassagne, Villeneuve-sur-Lot, Agen, Villeneuve-sur-Lot, Arcachon, Saint-Pierre d'Oléron, La Roche-sur-Yon, La Baule, Dinan, Lessay, Caen, Saint Valery, Berck, Amiens, Soissons, Chalon-Ecurey, Vitry-le-Francois, Joinville, Epinal-Mirecourt, Saint-Dié, and back to Colmar-Houssen.

For the figure lovers, 37 hours and 35 minutes were required to fly the 2850 kilometres and visit these 31 airfields. The quantity of consumed gasoline was exactly 620.6 litres, to which must be added 3 litres of oil. The money spent was 410,00 Francs for landing charges and other various expenses, and 7869.40 F. of flying hours, and a total of 13710,00 Francs.

What is left of this adventure is a fabulous experience, some wonderful memories, but above all, numerous friends who have the same passion for aviation as us, and that is priceless!



WANTED

We just received a request from a CAF Associate Member, Barry SALMON, who would like to correspond with WWII veterans, preferably speaking a bit of English. If this is your case, you can contact him at the following address:

Barry SALMON
729 Melinda Drive - MESQUITE Texas 75149 USA

WELCOME JEAN-CLAUDE

New colonel Jean-Claude JANSSONNE was born on June 4, 1942. He is the father, and the friend, of col. Eric JANSSONNE, his God-Father for the CAF and the FSS. His motivation is his great interest and the passion he has for aviation (Especially the one related to legendary airplanes like the Spitfire, P40, P47, Mustang, Morane 406, Me262 and 109, etc... which are his favorite planes), but also those aircraft which were the symbol of courageous pilots to whom we owe our freedom today.

It is sure that with the arrival of Jean-Claude and his maximum support to the FSS events, especially in the East of France, our Squadron has gained a first choice recruit. Welcome Jean-Claude!



Col. Jean-Claude JANSSONNE before the Robin DR220 of Aéro Rétro Colmar. (Photo: Eric Janssonne)

ALLO ÉRIC JANSSONNE

Colonel Eric Janssonne has a new mobile phone number. You can now contact him on **06 07 06 84 05**. Thanks for amending your phone-book.

XMAS MEAL IN COLMAR

Our members in the East of France are organizing a Xmas Meal on **Saturday 9 December** in the area of Sélestat. This meal will, in fact, represent a small part of a week-end which should satisfy everyone. Here is the full programme:

Saturday 9 December

14H00: Rendez-vous at AÉRO RÉTRO COLMAR located on the airfield of Colmar where flying a Piper Cub at

a preferential price will be possible (100,00 Francs for each 10 minutes, or 300,00 Francs for half an hour).

17H00: Color slides show about the air shows of La Ferté-Alais and Duxford 2000, followed by a discussion about the summary of the actions of the FSS in the East of France.

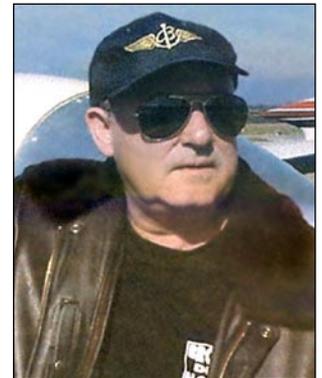
19H00: Aperitif and meal in a restaurant in Sélestat. The cost of this meal is about 125,00 Francs to be paid to col. Eric Janssonne who you should also contact to book your hotel room before December 1st.

Sunday 10 December

Visit of the Xmas Market in Colmar, famous for its beauty and its picturesque Alsatian look.

MARION ZIMMERMANN

We announced his arrival last month, but this new member's portrait did not arrive in time for a publication. Well... Here he is!



We remind you that Marion runs the lovely shop AÉRO BOUTIQUE COLMAR located on the airfield of Colmar, and he does this 7 days a week. If you go this way, do not hesitate to go and say hello to him!

FSS GENERAL ASSEMBLY

We remind those of you who haven't yet reacted to our announcement, that they must send us, as soon as possible, a cheque of 150,00 Francs per head for the evening meal, and that they must tell us what their requirements in terms of hotel room reservations are.

This G.A. will include the election of a new Adjutant Officer (Secretary), a job for which we already have two candidates (But nothing should stop you from applying if you too feel like it).

The other points of discussions will be those treated every year: Moral and financial situation of the Squadron, projects which were completed during the past year, the current and the future ones, the FSS Awards for 2000, and an open discussion of points that members can freely add to the agenda. At the time of writing this Newsletter four particular points had been requested by members of the FSS:

- 1) Possibility of a name change of the FSS.
- 2) Detailed publication of the FSS finances.
- 3) Organization of the G.A. in Colmar in 2001.
- 4) Organized presence of our members on the FSS booth during air shows.

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.

Spare a dime ?



CODE NAME ALPHA 2000 • TOTAL ON 31/10/2000

Christian FALENTIN ✪
Bernard DELFINO ✪✪
Eric JANSSONNE ✪✪✪✪
Cédric MALHAIRE ✪
Marcel RUPPERT ✪
Claude GASCON ✪

L BIRD SPONSORS - NOVEMBER 2000

EXTERNAL SPONSORS

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

INTERNAL SPONSORS

(In chronological order)

Marcel FRANCISCI	12000.67	250000
Bernard DELFINO	9265.00	245000
Jacques PERAGALLO	3170.00	240000
Sandy & Connie SANSING	8100.00	235000
Cédric MALHAIRE	750.00	230000
Claude REQUI	3989.00	225000
Michel CAHIEZ	1200.00	220000
Julien LEPELLETIER	1611.00	215000
Fumiko DELFINO	1660.00	210000
Jean-Jacques SAHUT	1000.00	205000
Lewis BATEMAN	4055.00	200000
Stéphane DUCHEMIN	786.00	195000
Serge CLODORE	350.00	190000
Daniel CLODORE	350.00	185000
Jean-Paul MERLIER	440.00	180000
Jean RCEDER	2350.00	175000
Roger VAUCAMP	1650.00	170000
Daniel & Lucie SAUVAGE	1335.00	165000
Patrick PIERRE-PIERRE	3135.00	160000
Marcel et Liliane RUPPERT	1210.00	155000
Christian FREZARD	500.00	150000
Jean-Christophe DEBUISSON	1000.00	145000
Michel BON	350.00	140000
Dons anonymes du PUBLIC	665.00	135000
Paul BARLAND	1000.00	130000
Ron WESP	1000.00	125000
Christian & M-France FALENTIN	500.00	120000
Christian TOURNEMINE	500.00	115000
Didier CARDINAL	820.00	110000
Louis-Jean GIOUX	230.00	105000
Eric DUCREAU	350.00	100000
Eric JANSSONNE	590.00	95000
Henri BOURRASSIER	50.00	90000
Jim LUX	1200.00	85000
Jean-Claude MINIGGIO	200.00	80000
Christophe BASTIDE	580.00	75000
Yves DONJON	1450.00	70000
Guy ROBERT	300.00	65000
Centex Wing	140.00	60000
Christiane HÉBERT	1000.00	55000
Yuri & Franck ENJALBERT	170.00	50000
Jacques BONNEU	110.00	45000
Kim TOLFREY	1080.00	40000
Georges VAN HOVE	300.00	35000
Terran TIDWELL	780.00	30000
Yves HOUSSIN	1000.00	25000
Intérêts Bancaires Annuels	1133.83	20000
TOTAL	75845.50	15000
		10000
		5000
		0

