

Volume 8 - N° 1 - January 2003

Editorial

Year 2003 has just started and, already, we must think about the program of our activities without any further delay.

My personal wishes for this new year make up a long list that is, as one say, not exhaustive, but I shan't print it here. I will simply say that I wish that every member takes on a part of the work to do. This will avoid an imbalance that is always bad for an organization like our Squadron.

To this effect, you will find, attached to this Newsletter, a questionnaire that is important that all our members fill in, including the members of the Board of Administration and the members of the L Bird Committee. Please write clearly, quickly, and honestly. It is the only means we have to precisely know your wishes and intentions for year 2003. I thank you sincerely for giving it all your attention, and sending it back to our head-office, either via snail mail or email. A few ticks in boxes will be enough to tell us what we're looking for, but if you wish to add a few comments, you can do so by writing on the back of this form or by adding a flyer. Thank you all in advance!

One of the questions of this form includes the possibility to organize, in 2003, a friendly competition of airplane photographs and anything related to aviation. Everyone of us owns a camera, even a modest one, and the degree of sophistication of this camera will not be considered. The content of your photographs will be the only criterium, which will help you to express yourself freely by concentrating on the meaning of your photographs which can be dramatic, technical, or funny.

The beginning of this year is very special, thanks to the arrival of a new member that many of us already know perfectly: Alexandre Trévisan. Alexandre is an FSS long time friend. His kindness and his enthusiasm make him a member of great value for our Unit. I hope that his commission will be followed by many others during 2003 Our Squadron needs them if we want it to grow and progress.

Bernard

Sommaire	Yves Donjon's Summer	Page 9
Page 1	Page 5	What's new?
Editorial	Yves Donjon's Summer	Page 10
Airsho2003: New dates	Page 6	L Bird
Page 2	Yves Donjon's Summer (End)	P.X.
Dewoitine D 500 to 510	Page 7	Recruitment
Page 3	Boeing B-17F	Finances
Yves Donjon's Summer	Page 8	Annexe
Page 4	What's new?	2003 Questionnaire

A Very Happy New Year To All Of You



Photo B. Delfino

***** 2003 QUESTIONNAIRE *****
YOUR INTENTIONS, YOUR OPINION, YOUR PROJECTS, TELL US ABOUT THEM ALL!

NEW DATES FOR AIRSHOW 2003:
27 & 28 September 2003

The dates of the 2003 CAF AIRSHO have just been advanced to **September 27 and 28, 2003** in order to ensure the participation of the excellent Canadian aerobatic team, the SNOWBIRDS. Thanks for amending your diaries and adapting your plans for your annual trip to Midland in 2003.



Those forgotten planes...

DEWOITINE D 500 to 510

An article by col. Michel Cahiez - Photos SHAA and MAE.

The Dewoitine 500 was designed to fulfil a government program issued in 1930, in order to replace the ageing fleet of the Armée de l'Air.

The D 500 prototype first flew on June 19, 1932, with Marcel Doret at the controls. It was an all-metal aircraft with a single-spar wing. An order for 57 airplanes was made on November 23, 1933. Of these 57 airplanes, ten D 501 were fitted with the "Moteur Canon" Hispano-Suiza 12-Xcrs developing 690 hp, with a 20 mm canon shooting through the propeller. A 48th aircraft, Also a type D 510 was built and based in Toulouse for demonstrating the plane to the foreign delegations.

The plane's wingspan was 36,5 feet, and its length was 23 feet. The service ceiling was 32,700 feet, the maximum weight was 3580 lb, and its speed could reach 230 mph.

The first production D 500 should have been delivered in August 1934, but an accident with the prototype required a reinforcement of the wings, which delayed this delivery. All the airplanes already in production received these modifications and, in July 1935, thirty five D 500 and nine D 501 had been produced.

A second order for 50 airplanes of the D 500 type was placed. The aircraft number 68 was converted into a D 510 by the adoption of an 860 hp Hispano Suiza 12 Ycrs engine, and number 112 was converted into a D 501. The other 48 aircraft received two 7.7 mm Darnes wing machine-guns, in addition to the engine cowling guns.

Turkey ordered thirty six D 510T towards the end of 1934, but the authorities only accepted nine of these



On the left Marcel Doret, pilot of the D 500 prototype, with Émile Dewoitine, photographed in 1931 (Photo MAE).

planes because the delivery dates had not been met.

During the Summer of 1936, Lithuania received its order for seven D 501, some of which were later used in Spain by the Republicans. The latter also received two more planes from another originator.

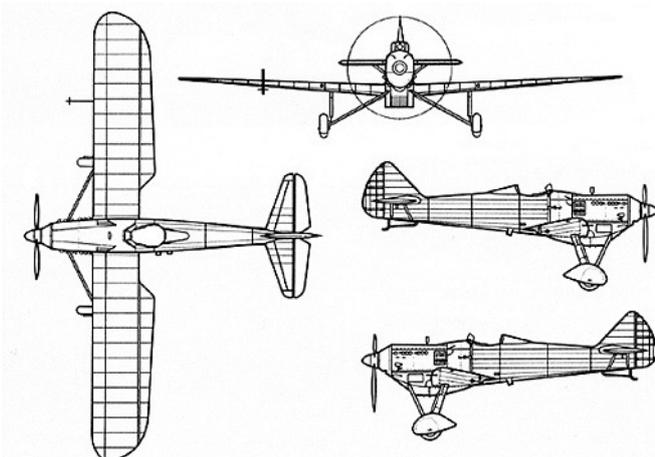
The French government ordered another 172 airplanes: One hundred and forty D 501, of which thirty were to be used by the Navy, and thirty two D 510, all armed with Mac guns. The last French order was put in at the beginning of 1937 for 50 airplanes.

In addition to the foreign orders of D 500 and 501 already quoted, the D 510 was successful with other foreign armed forces: In 1936, Russia and Great Britain bought one plane

each for evaluation. Japan purchased two, and China thirty four.

In June 1938, of the 359 fighters in service, the Armée de l'Air had fifty nine D 500, one hundred and four D 501, sixty seven D 510.

On May 10, 1940, only two Groupes de Chasse were still operating the D 500 and the D 510. Safely posted to North Africa, they were relegated to various tasks like induction, training, or liaison, and they never saw the combats of the Battle of France.



A member of the CAF and the FSS, Colonel Yves Donjon has a host of great moral qualities which make him a member appreciated by everyone. Yves knows how to respect fully the goals of our Organization and he also knows to share his time and his energy between the CAF and the Normandie-Niemen Museum where he meritoriously fills the job of historian.

Modest, excellent friend, always in a good mood, Yves is full of friendship and generosity. He prepared an article that tells us about his summer activities linked to the 60th anniversary of the creation of the Neuneu, as well as the FAFL. This text would have been twice as long had he added his activities linked to the FSS and the Museum in Les Andelys!...

AN AERONAUTICAL SUMMER FULL OF EMOTIONS

By Colonel Yves Donjon

Tuesday, June 18, 2002, a symbolic anniversary date. I had the pleasure to witness the birth of my new "baby": My new book dedicated to the personnel of the Normandie-Niemen. I just received it from my printer, and it was a real joy to hold the result of several years of research, and a reward for all my efforts.

The following day, I got on the road to Reims where I was invited to the National Homage Day of the Free French Air Forces (F.A.F.L.), which was about to take place on the Air Force base 112 Marin la Meslée.

In the evening, the guests watched a theater play whose title is "Three Seasons in Hell", or "The Story of Squadron Normandie-Niemen".

The author is Marc-Olivier Cayre. This two parts play was interpreted by 15 comedians. It got some technical advice from Roland de La Poype, and Generals Risso and Guéguen, as well as Colonel Lafont. They provided this play with an indispensable historical precision.

Thursday June 20, the weather forecast was a rainy and sad day. Nevertheless, the ceremony started in the presence of Madame Michèle Alliot-Marie, French Defence Minister, and General Jean-Pierre Job, Chief of the Armée de l'Air Headquarters. The last survivor of the French pilots who took part in the Battle of Britain, colonel Henry Lafont, received the medal of *Grand-Croix de l'Ordre National du Mérite*, from the hands of Madame Alliot-Marie. General Yves-Marie Guéguen, President of the FAFL Veterans Association officially announced the end of this association, a decision which had been taken by its members during their General Assembly in 2001.

During the meal that followed this ceremony, General Risso happily surprised me when he decided to come and sit at my table, rather than the one reserved for the official personalities. Sitting at the latter, in addition to the names listed above, one could see two important F.A.F.L. members: General Jacques Andrieux, and colonel Pierre Clostermann.



Yves before a Mirage F1CT decorated for the 60 years of the Normandie-Niemen - BA 132 Colmar, left side in Russian, right side in French.

Photos Y. Donjon

The bad weather carried on, and the aerial display was cancelled, except for a flight of the *Rafale B01* and a *Cap 232*. On the tarmac were displayed three *Spitfire* and the only airworthy *Blenheim* in the world, all arrived from Great Britain for this exceptional ceremony. For the event, the Armée de l'Air had decorated eight of its planes, among which several *Mirage F1* and *2000*, and a *C135FR*.

The afternoon was the occasion to present my new book: "Those of the Normandie-Niemen". To find myself next to prestigious neighbours like Pierre Clostermann and Henry Lafont, who were signing their own books, made me feel honored and proud. I could not dream of a more perfect

premiere for my book. Among the numerous people I met during this day, one was very special indeed: An old man came to me and asked me this question: "I see that your name is Donjon, wasn't one member of your family an officer on the base of Cazaux at the end of the fifties?". I replied that it was my father who, at the time, was a Captain at the Flight test centre of base B.A.120. A large smile enlightened his face, and he said: "My name is Charles Chalvet, I'm a veteran pilot of the F.A.F.L., and I can remember your father very well. You look very much like him. I lived in a house next to your parents', and I can even tell you that you sat on my laps when you were a little boy. But I believe I would have quite a job to do this again today...". Imagine my surprise and my emotion when I heard these words. Needless to say, I was too happy to sign and offer mister Chalvet a copy of my book, and I had a long discussion with him. As I watched this eighty year old man walk away, I thought that the Armée de l'Air is really a large family...

Tuesday June 25, back in Brittany, I drove the short distance to Nantes where, for fifteen days, was held a display dedicated to the F.A.F.L, organized by the Loire-Atlantique Veterans Association. There, I met my friends of the Normandie-Niemen Museum, Commandant Guy



Photo Y. Donjon

Suze and Doctor Alain Fages, who were presenting, that evening, their new conference about the Normandie-Niemen, illustrated by pictures saved on a CD Rom. The number of spectators was not too large, but the discussion with the public was very interesting. My new book had some success, and I had the pleasure to meet the children of two Neuneu pilots: Commandant Jean Tulasne and Lieutenant-Colonel Maurice Guido.

Two days later, early in the morning, I was on the road again to Alsace, and, more precisely, to the Air Force base 132 in Colmar. At noon, I stopped at Dammarie-Lès-Lys, a small town located not far from Melun (Seine-et-Marne district). This town, which is affiliated to Squadron 2/30 Normandie-Niemen, organized an important event to celebrate the 60th birthday of the Neu-Neu. The ceremony started at midday in the presence of many personalities, civilian and military, several veteran pilots and mechanics, a Russian delegation, and some representatives of the Russian Embassy in Paris. Most of them were going to meet again the following day, on the base of Colmar.

The lunch took place in the gardens of the Castle of Soubiran, under a bright sun shine, which was a change from the rain we had in Reims a week before. Personally, I had the pleasure to share the table of the young pilots of today's Normandie Niemen Squadron. The feelings were typical of an Air Force Unit, very friendly, and I was happy to see that the good old traditions that prevailed in the Armée de l'Air are still strong and alive.

Friday June 28, on base 132 *Commandant René Pépin* in Colmar-Meyenheim, the ceremonies that celebrated the 60th anniversary of the formation of the Fighter Regiment Normandie-Niemen began.



Photo Y. Donjon

The Normandie Niemen Museum, from Les Andelys, was there with ten of its members, and they presented a display that included the cartoons drawn by Pierre Déchanet. The latter, a Neuneu pilot during the war, was quite talented, and he drew cartoons of his comrades during their day-to-day life. Another display was organized by the Historical Department of the Armée de l'Air, and the two together made quite an impression on the assistance.

The first in-flight display was reserved for official guests. It started at the end of the afternoon. Some *Mirage 2000* and *FICT*, as well as a *Yak 11* and a *Yak 3* put up quite a show. The *Yak 3* which had come from Fribourg, was particularly appreciated and had quite a success.



Photo Y. Donjon

Presentation by colonel Yves Donjon of his new book to the President of the Museyym in Les Andelys, Claude Lemée (Left), and General Joseph Risso (Right), WWII ace of the Neuneu.

The evening carried on inside the main hangar of Squadron 2/30, where a diner for more than 500 guests was served. Among them, and important Russian group included Major General Alexandre Khartchevski of the Russian Air Force, Colonel Alexandre Duplinski, commander of the 18th Air Regiment of the Normandie-Niemen guard, based in Galionki, four veteran mechanics, the two Directors of Moscow school 712, and mister Avdeev, the new Russian Ambassador in France. On the French side, with General Job, Chief of the Armée de l'Air Headquarters, were the following veteran pilots and mechanics : General Joseph Risso, Roland de La Poype, Pierre Lorillon, Laurent Giovancarli, Guy Leloup, Georges Marcelin, Georges Masurel, Georges Mounier, André Peyronie and Edmond Gille. The meal included a 20 minutes movie which told the story of the Neu-Neu from 1942 till 2002.

Saturday June 29, the military ceremony started at 11:00. In addition to the people present the day before, the Squadron was honored by the visit of mister Hamlaoui Mekachera, new State Secretary for Veterans. It was his very first official ceremony, and, during his speech, he described his pride to be there, in Colmar, for the sixtieth anniversary of the Normandie-Niemen. After the military presentation, various

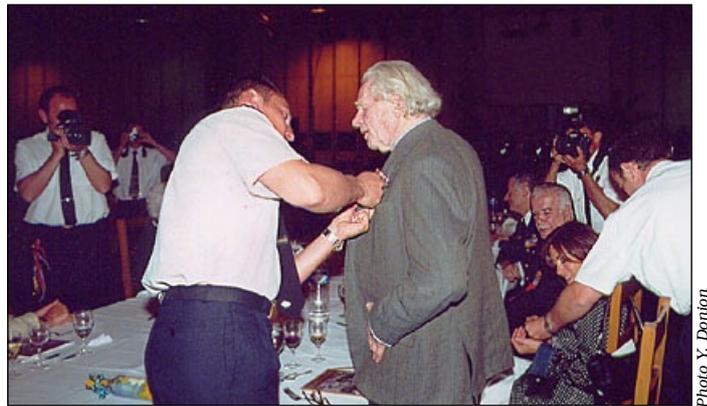
speeches were given, as well as medals. One of the veterans, Georges Masurel received the Russian Medal of the Order of Friendship. Five *Mirage FICT*, one of which had been specially painted for the occasion, flew by to close the ceremony.

Sunday June 30 was entirely dedicated to the air show given to the public. About 50.000 people gathered for this outstanding event. It would take up too much room to list all the aircraft displayed because there were so many of them. Nevertheless, among several warbirds, including the *Yak 11* and *3*, one had the pleasure to watch a *P-47 Thunderbolt*, a *Spitfire*, a *Hellcat*, and a *T-28 Trojan*. For the more recent aircraft: One *Fouga Zéphyr*, an *OV-10 Bronco*, a *Saab Draken*, an *A-4 Skyhawk*, two *F-4 Phantom II*, one *Tornado*, an *F-16*, two *Jaguar*, an *Awacs*, a *Super Etandard*, and some *Mirage 2000* and *F1*. Many aerobatics teams had responded to a call for their participation like the Swiss, the Jordanians, the Moroccans, the Spanish, and the Turkish. One could also note the presence of the Khalifa team (Former Adecco and Apache), with their new planes, the *L-39 Albatros* and, of course, the inevitable French team, the "Patrouille de France" which, once more, pleased every spectator, young and less young alike, with their exceptional show.

During this day, I had the pleasure to meet CAF and FSS colonels Didier Cardinal and Eric Janssonne. The latter contributed to the presence of the Fribourg *Yak 3*, and he actively helped with the aircraft maintenance. Didier and Eric were kind enough to purchase a copy of my new book. I thank them very much for that.

Monday July 1st, on my way to Paris, I stopped at Colombelles-Deux-Eglises, to visit General De Gaulle's grave. I also visited his house called "*La Boissserie*", and the Memorial located at the foot of the 130 foot tall cross of Lorraine.

Saturday August 17, together with my friend Roger Beaumont who everyone knows since he is always present on the airshows that the Normandie Niemen Museum attends, we got on the road to Dieppe where several ceremonies linked to the anniversary of Operation *Jubilee* (More of this later). We got to the airfield "Commandant Emile-François Fayolle" in Dieppe/Saint-Aubin-sur-Scie late in the morning. Only two airplanes had been invited, but what airplanes!... A *Spitfire MkV* of the *Fighter Collection*, and the only airworthy *Bristol Blenheim* in the world, which belongs to the *Aircraft Restoration Company*. The *Spitfire* was flown by Stephen



Lieutenant-Colonel Gilles Perrone, Commander of the current *Neuneu*, pins the insignia of the 60th anniversary on the chest of Roland De La Poype, (Sitting, with white hair, General Touniev).

Photo Y. Donjon

Grey himself. This plane (Registered AE-A – EP120), was a genuine actor of Operation *Jubilee*. It flew three missions on this terrible day of August 19, 1942. It was flown by Wing-Commander Gibbs of the R.C.A.F, and he shot down one *Dornier 17*. During the whole day, many visitors came to see these two legendary planes.

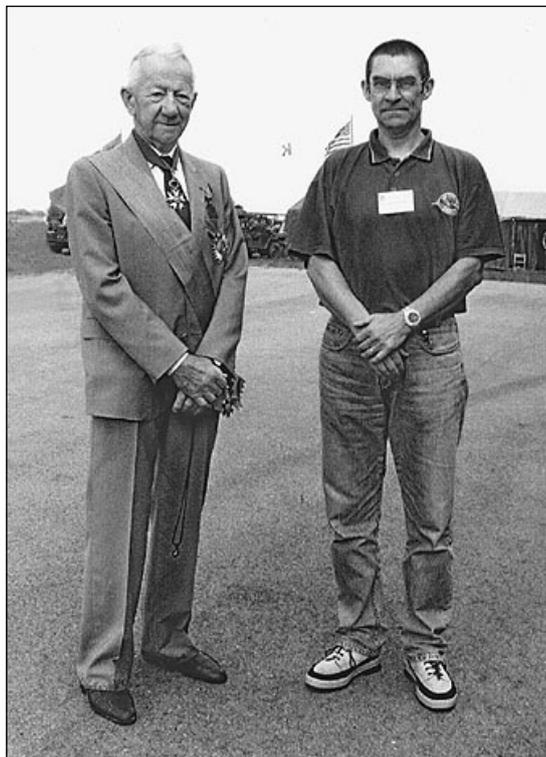
Our neighbour in the display area was RAF Squadron Leader Derek Leyland Stevenson who was presenting the fifth edition of his book: "*Et cinq de chute!*" which tells how he got shot down five times, including once on that particular day of August 19, 1942.

The following day, the crowd was even bigger. The *Spitfire* and the *Blenheim* flew and pleased the public. Unfortunately, the latter got disappointed, later on, when the *Patrouille de France* limited its show to 6 aircraft and a few fly-by's with smoke on, and finally flew away towards Rouen... Everyone was sad but we later heard that one of the pilot's relative had suddenly got badly ill. Since there was no spare pilot, the team could not carry out its normal display.

Among the many visitors to our booth was Colonel Henry Lafont, a French pilot, Veteran of the Battle of Britain, who attended the ceremonies organized for Operation *Jubilee*.

Monday August 19, various events took place in the city of Dieppe and its area, with many Canadian and British veterans who took part in Operation *Jubilee*.

Still with Roger Beaumont, we got back to Brittany. We stopped at the Memorial in Caen where I dropped a few copies of my book at the Memorial's book shop. A new display related to the Cold War opened last March. One can see two pieces of the Berlin wall, a *Mig 21*, a copy of



Yves Donjon, on the right, with Colonel Henri Lafont, Veteran of the Battle of Britain, and *Compagnon de la Libération*, who has two air victories.

Photo Y. Donjon



Photo Y. Donjon

True veteran of Operation Jubilee, the Spitfire MkV flown by Stephen Gray of The Fighter Collection in Duxford.

the internal rules of a Russian prisoners camp, and the nuclear war-head of a French missile.

Last stop before returning to Saint-Brieuc, we visited Val Saint-Père, near Avranches, to visit the Museum of the Avrancher Battle. This interesting museum has been set up by one man who is fond of WWII: Mister Maurice Bazin who is displaying forty years of personal collection!

There, one can see 130 dummies dressed up in original uniforms, with their complete equipment, displayed in 26 realistic dioramas. A video show-room allows the visitors to watch a movie telling the advance of General Patton's troops in Avranches.



Photo Y. Donjon

Yves Donjon, on the left, with Charles Chavet, veteran pilot of the FAFL

This visit put an end to an exciting three months, full of emotions and memories...

OPERATION "JUBILEE"

Jubilee is the code-name given by the Allies to the Canadian and British operation on Dieppe and the towns near-by, on August 19, 1942.

This raid was often considered as a failed landing. It cost the lives of 944 Canadians and 89 British soldiers. The latter also had 397 soldiers missing in combat. In addition, 1943 soldiers were made prisoner and transferred to camps in Germany.

Of the 6100 soldiers of nine different nationalities that landed, 18 Free French, members of the 1st Battalion of *Fusiliers Marins* participated to this operation with commandos of the 3rd and 4th *Fusiliers de Mont-Royal*. These 18 soldiers were the very first ones to fight on French soil since the Armistice.

Four anti-submarine vessels of the Free French Naval Forces, under the command of Lieutenant de Vaisseau Le Bourgeois also took part in the raid.

But *Jubilee* was not only a landing. In the air, the battle was fierce. On August 19, 1942, the most important air battle between the RAF and the Luftwaffe since the Battle of Britain which occurred two years before, took place over the city of Dieppe.

The Allies used just under 1000 planes, commanded by Vice-Air Marshall Leigh-Mallory. The Luftwaffe had 400 aircraft commanded by General Hugo Sperrle.

Forty nine FAFL French pilots participated in the operation. Seven were shot down, five were missing (Including Emile-François Fayolle and Maurice Halna du Fretay), and two bailed out. One was rescued and went back to England, the other one, injured, was made prisoner.

If other, more important, operations called for many more airplanes, the fighter Battle of Dieppe was one of the fiercest one ever saw.

Two objectives had been decided by the RAF Allies Headquarters. First, it had to support the naval and ground forces during the entire operation. Second, it had to hit the German aviation hard in order to draw as many units as possible from the eastern front.

The price for this day was very heavy since 108 aircraft did not return to their base.

The initial objective of weakening the aerial German forces was not

met since the Germans only lost 48 planes.

The combined forces Headquarters were satisfied by operation *Jubilee* which, despite its failure, represented indispensable preliminaries to even greater raids.

Some historians have declared that without this operation, the Normandy landing on June 6, 1944, could not have taken place, due to a lack of information. The Dieppe failure was therefore, very useful, and was a true rehearsal of Operation *Overlord*.



Photo Y. Donjon

The only airworthy Bristol Blenheim in the world.

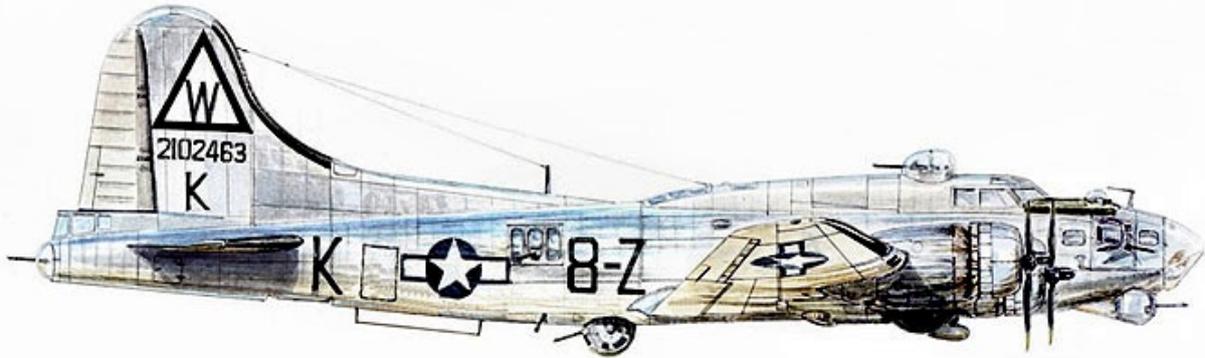


American Aircraft in French Colors



BOEING B-17F FLYING FORTRESS

By Colonels John P. Roeder and Michel Perrin



The well known B-17 Flying Fortress was perhaps the most popular bomber used by the Allies in WW II. Of the more than 12.700 built a single B-17F was donated by the US to the French government for General Koenig. It was handed over by General Eisenhower in January 1945.

Equipped with a comfortable passenger cabin with 6 seats, it was used extensively as a VIP transport and for special missions. Named "Bir Hakeim", it gave good service to its users until it was scrapped in 1956.



Photo B. Delfino

From 1948 the French government also purchased 7 surplus B-17Gs for the French National Geographic Institute (IGN).

After being stripped of their military equipment and modified, they were used for some 30 years all over the



Photo B. Delfino

world for aerial mapping by the Institute, including contract work for foreign customers. Subsequent to their reti-

rement these aircraft which had civil markings, were sold to various collectors or found their way into museums, also in the US.

Of the two that remained in France, one was donated to the Musée de l'Air in Paris (Le Bourget) and the other one is kept in flying condition by the "FORTERESSE TOUJOURS VOLANTE" Association (FTV). Named "Pink Lady", it is the last B-17 still flying in Europe.

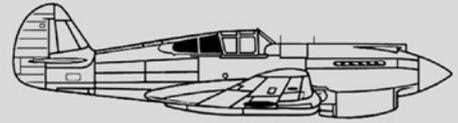
This aircraft participated in the

"Lest We Forget" Mission 441 Commemoration organized by the CAF/FSS in June 2001 at Blagnac/Cornebarrieu to honor the crew of B-17G SN 2102463, that was shot down over Blagnac airfield by flak on 25 June 1944 (for details see August 2001 issue of Airshow).

DATA TABLE - Boeing B-17F Flying Fortress

Description: Heavy bomber with crew of 9 to 10
 Propulsion: 4 x 1200 hp Wright R-1820
 Wing span: 103 ft 9 in (31.60 m)
 Maximum weight: 56500 lb (25630 kg)
 Maximum speed: 300 mph (480 km/h)
 Cruising speed: 190 mph (300 km/h)
 Range: 3800 mls (6110 km)
 Service ceiling: 37500 ft (11430 m)
 Armament: 11 x .50 cal. machine guns in 8 positions
 Armament IGN and Bir Hakeim aircraft : None

What's New?...



NEW DATES FOR AIRSHO 2003

The date of the CAF Annual Airshow has been changed to **September 27 and 28, 2003** to allow the participation of the beloved and excellent Canadian aerobatics team, the SNOWBIRDS, during this event.

If it was your intention to go to Midland for Airsho, please change your plans right now!

CAF NAME PLATE

Those of you who recently paid their CAF Annual Dues and did not receive their new name tag with "Commemorative Air Force" must make themselves known as soon as possible so that we can tell the membership department. Thanks for writing to the FSS at:

19 rue de Cannes
93600 AULNAY SOUS BOIS
email: < bdelfino26@aol.com >

NO LIFE MEMBERSHIP IN THE FSS

As announced in the letter published in addition to our December Newsletter, Keith Lawrence, CAF Director of Administration, kindly reminded us that this option is not possible on a CAF Unit level. Although it is established abroad and ruled by the French laws, the FSS has to respect the CAF Constitution. In this case, no exception is permitted because of the legal implications that may appear should one of our members quit, but above all, in case of the Squadron being disbanded, a case most improbable, but which, nevertheless, calls for all possible precautions.

After discussing this matter among the members of the Board of Administration, the 4 colonels who had decided to adopt this type of membership, have seen the latter changed into an "Advance on Annual Dues" for the 14 years to come. This solution which satisfies the CAF and its Constitution, as well as the FSS and its Statutes, was not considered adequate by one of these colonels, and he has asked to be reimbursed. Total freedom of our members being a golden rule, this reimbursement has been done, and this option is still open for two of our members who would like to adopt this "Advance on Annual Dues" to help accelerate the purchase of our future L Bird. If this is your case, all you have to do is send us a cheque for the amount of 700 Euro in the name of the French Supporter Squadron.

WELCOME ALEXANDRE TRÉVISAN

Colonel Jim Adams of the High Sky Wing, and a great friend of the FSS, managed to convince our new member, Colonel Alexandre Trévisan, to get a CAF commission. We had the pleasure to meet him for the first time many years ago, when he participated in the group tour to Midland we organized for Airsho'98.

Born on January 19, 1921 in Péronne (Somme district - France), Alexandre stayed there until 1949. During the war, he saw, like many others, the German invade the country, and he went down, more than once, in the bomb shelters. The town of Péronne was not bombed, but

the railroad bridge over the river Somme, was attacked regularly. Having evacuated the area, as a precaution, to a place about 6 miles away, Alex saw, one day, light bombers (B-26?...) drop their projectiles, then he visited the crash site of a twin engine bomber where he picked up some .50 cal. live ammunition and he, and a friend, played with them!... After the Normandy Landing, he saw the continuous display of Jeep, GMC, and tanks. This impressed him very much. It was, for him, the true revelation of the power of the U.S.A.

Being a member of a model club, Alex participated in competitions and won one of them, thanks to his model glider. The first prize was a flight in an airplane, but the feelings within his family did not allow for that, and Alex never took this flight. Other steps that really impressed Alexandre: A flight in a Stampe that belonged to the Navy, and the excellent film *The Fighting Lady*. His profession, technical engineer in the cement factory Lafarge, had nothing aeronautical about it, and Alexandre satisfied his love for aviation by getting his PPL (100 hours so far). Later, Alexandre became a member of a British Club which allowed him to do several tours, attend several airshows in France and abroad, and to fly aboard several warbirds. His passion grew and after his third trip to Midland, in 2002, he decided to go back to Midland and help maintaining CAF airplanes. As one can see on the picture below, he was immediately employed on Fifi which, as everyone knows, currently suffers from fuel leaks. Accomplishing some very interesting jobs, he loved it to such a point that he became a CAF Colonel and a member of the FSS, and that he returned to Midland for the whole month of January! Such an enthusiasm make Alex an excellent member of the FSS. Welcome aboard Alexandre, and... Happy Birthday!

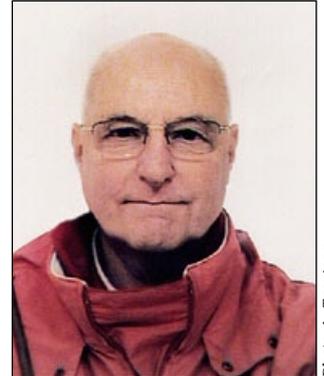


Photo A. Trévisan

Col. Alexandre Trévisan
8 Rue des Bouillots
94370 SUCY EN BRIE
Tél: 01 45 90 84 85
Email: < alecvisa@wanadoo.fr >



Photo A. Trévisan

NEW PHONE NUMBER FOR THIERRY

Thierry Descamps just changed his mobile phone number. You can now contact him on: 06 74 33 52 74. Don't forget to amend your copy of the FSS Phone-Book.

VISIT TO THE 1914-1918 VERDUN SITES

Colonel Claude De Marco, helped by colonel Claude Gascon, will organize a group visit of the 1914-1918 battle sites in Verdun, at the end of this Winter.

The trip to Verdun will require personal cars, and grouping 4 members in each car will reduce the cost. Claude will book the hotel rooms in due time. You will need to arrive in Verdun on the Friday night, and the trip back will take place on Sunday evening or Monday morning, as you like. Thanks to contact Claude as soon as possible at :

Claude De Marco
01 Chemin du Décauville - 55430 - BELLEVILLE
Tél: 03 29 84 29 87
Email: < claudik@wanadoo.fr >

WARBIRDS IN GREAT DANGER

Following the information received from the LFAC (Ligue Française des Aéronefs de Collection), Web site: < <http://www.LFAC.info> >, concerning the project of a new law emanating from the Minister of the Interior, and stipulating that the acquisition and the ownership of war materials of the 2nd and 3rd degree are strictly forbidden, the FSS Board of Administration has asked his members residing in France, to send the copy of a letter asking for a modification of this law, to their respective member of the Parliament.

Military planes, even "demilitarized", are part of these categories, and the adoption of such a law, as it is written today, would have catastrophic consequences on air museums, private collections, and individual owners of this type of planes. A simple Spad XIII, a T6, a Mustang, and any aircraft which was armed during its career would be concerned. The collectors of military vehicles like the Jeep or GMC, would also be badly hit.

The adoption of this project as it is written today would not only assassinate the **SPIRIT OF MEMORY** of all French citizens, but it would also kill the industry that supports these collector pieces, and would be a real threat for tens of thousands of jobs.

Our Unit Leader immediately wrote to the Prime Minister who gave this letter to the Minister of Defence, Madame Michèle Alliot-Marie. We are waiting for a reaction from her.

Many of our members reacted promptly to this call, and wrote to their local member of the Parliament. We thank them sincerely because, in this case, it is not the number of letters that is important, but the number of members of the Parliament whom we can alert of this situation.

We hope that this request, as legitimate as the fundamental reason for this project intended to fight terrorism in our country, will be heard, and we ask our members who haven't written to their local member of the Parliament to do so as soon as possible.

Thanks to all of you

THE MESSERSCHMITT 262 HAS FLOWN !

On December 20, 2002, at 14:00, local time, the Me262 *White 1* flew for the first time, with Wolf Czaia at the controls. This very successful flight lasted 30 minutes, and was done with an L-29 chase plane. Here is the very first picture of this historical flight. We wish to warmly congratulate the group of people responsible for this outstanding project!



USE OF THE 2003 QUESTIONNAIRE

The questionnaire attached to this Newsletter represents the only source of data for the FSS Board of Administration, and the only way to know your opinion. This is why we wish that all our members, **without any exception**, and including those who live outside France, take the time to fill it in and send it back as soon as possible, and **not later than January 30, 2003**.

- If you have received a paper copy, you only need to cross off the unwanted answers and fill in your written answers in the empty boxes for each question.
- If you have received an email copy, open this file with Excel. Beware! It includes 3 separate pages that you can open by clicking on the labels found at the bottom left hand corner of the window (*Personal Details*, 2003 *Projects*, and *L Bird*). Change them by erasing the YES or NO, or by filing the boxes according to your answers. Save this modified file and send it back to the original address. If you have problems, print the three pages, proceed as if you had received them by mail, and post them to the FSS head-office.

This questionnaire calls for some comments which will help you answer some of the questions:

- Page 1 Personal Details: Thanks for filling in clearly all the boxes because we do need to update our members' file.
- Page 2 Projects, N° 13: the job of **FSS Regional Representative** only concerns the relations of the FSS with outside organizations or individuals. These relations are to be carried out with the agreement and under the control of the FSS Board of Administration. This Regional Representative may also act as a local coordinator for a group of members, but this is not a rule by any means.
- Page 3 L Bird, N° 15: The **responsibility**, for the FSS aircraft includes the hangarage, the aircraft safety and security, be it in flight or on the ground, and the legality of its use by qualified pilots and mechanics.

The FSS P.X.

The following articles are available against a payment by cheque to the **French Supporter Squadron**.
(N.B.: **Postage is extra**).

- Official Squadron patch: € 9,20.
- "Gioux" type Squadron patch: € 6,10.
- Pins epoxy, various: € 5,50.
- Pins cloisonné, various: € 7,60.
- Painting "Lloyd's Dream" 50x76cm: € 40,00.
- Painting "Lloyd's Dream" 50x76cm. framed: € 55,00.
- 100 sheets of paper with your letter head: € 8,00.
- Color Photos (B17, B25, etc...) 30x45cm: € 7,70.
- Color Photos (B17, B25, etc...) 30x45cm framed: € 20,00.
- T shirt Piper CUB, 170 grams, Hanes, XL € 16,00.
- T shirt cartoon P40, 170 grams, Hanes, XL: € 16,00.
- T shirts: Other sizes available on order.
- T shirts illustrated with the picture of your choice (Maximum size A5): Send in your picture and we will make the Tshirt of your dreams (Warning! Only send pictures that are totally free from copyrights): € 12,00.
- Color aircraft profiles 15 x 20 cm. pre-framed: *Various*: € 4,00 each.
- Warbird cards: € 4,00 each.
- Video cassette of sequences filmed in Midland (55mm) VHS PAL: € 16,00.
- Large format paintings by Col. Eric Besançon: F4U Corsair and Messerschmitt 262 night fighter: € 31,00.
- Poster of 36 WWII airplanes painted by Jean Bellis, 61x81cm: € 9,20 (FSS Members) € 12,50 (Non Membres).
- **Prints of the Roy Grinnell paintings - Normandie Niemen, Corsair F4U7, and B26 Marauder - Unsigned: € 40,00 + P&P. Signed by veterans: € 60,00 + P&P.**
- **Post Cards based on the same paintings (B26 Marauder, Corsair, and Neuneu): € 0,50 each.**
- **CD Rom of 36 FSS Newsletters (Years 2000, 2001, and 2002), French and English, compatible PC and Macintosh, .pdf format readable with Adobe Acrobat Reader: € 15,00 P & P inclusive.**

LA FERTÉ-ALAIS 2003

Please do tell us urgently about your intention to participate to the La Ferté-Alais Airshow on June 7 & 8, 2003, especially if you want us to order "Participant" tickets which include the two days of the airshow and the parking of your vehicle.

CODE NAME ALPHA 2002 • January 2003

☺☺ No recruitment so far ☺☺

Recruitments other than Code Name Alpha:

No recruitment so far

The French Supporter Squadron is a non-profit Association ruled by the 1901 law, and registered under number 2473 of the Journal Officiel dated 10 July 1996.

Unit Leader: Col. Bernard DELFINO
Tel: 0148690457 - email: bdelfino26@aol.com
Executive Officer: Col. Claude REQUI
Tel: 0442287755 - email: claude.requi@wanadoo.fr
Finance Officer: Col. Didier CARDINAL
Tel: 0160260798 - email: delta.charlie@wanadoo.fr
Adjutant: Col. Eric DUCREAU
Tel: 0148616735 - email: edducreau@aol.com

AIRSHOW is a publication of the French Supporter Squadron of the Commemorative Air Force, Inc. - Any partial or complete reproduction of the articles and the illustrations published in this monthly Newsletter is forbidden without the agreement of the FSS. Please write to the Association at the following address: 19 rue de Cannes 93600 - Aulnay sous Bois - FRANCE.

L BIRD SPONSORS - DECEMBER 2002

EXTERNAL SPONSORS

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

INTERNAL SPONSORS

(Par ordre chronologique)

		F	€
Marcel FRANCISCI	3952.71		
Bernard DELFINO	2362.97		
Jacques PERAGALLO	1000.00		
Sandy & Connie SANSING	2268.40	250000	38112
Cédric MALHAIRE	213.75	245000	37350
Claude REQUI	1590.91	240000	36588
Michel CAHIEZ	433.58	235000	35826
Julien LEPELLETIER	318.71	230000	35063
Fumiko DELFINO	490.70	225000	34301
Jean-Jacques SAHUT	152.45	220000	33539
Lewis & Bunty BATEMAN	880.08	215000	32777
Stéphane DUCHEMIN	136.44	210000	32014
Serge CLODORE	53.36	205000	31252
Daniel CLODORE	53.36	200000	30490
Jean-Paul MERLIER	85.08	195000	29728
Jean ROEDER	741.19	190000	28965
Roger VAUCAMP	300.00	185000	28203
Daniel & Lucie SAUVAGE	203.52	180000	27441
Patrick PIERRE-PIERRE	667.74	175000	26679
Marcel et Liliane RUPPERT	341.16	170000	25916
Christian FREZARD	76.22	165000	25154
Jean-Christophe DEBUISSON	280.00	160000	24392
Michel BON	103.36	155000	23630
Dons anonymes du PUBLIC	388.49	150000	22867
Paul BARLAND	152.45	145000	22105
Ron WESP	699.80	140000	21343
Christian FALENTIN	152.45	135000	20581
Christian TOURNEMINE	86.72	130000	19818
Didier CARDINAL	173.12	125000	19056
Louis-Jean GIOUX	150.80	120000	18294
Eric DUCREAU	60.98	115000	17532
Eric JANSSONNE	218.00	110000	16769
Henri BOURRASSIER	229.85	105000	16007
Jim LUX	411.61	100000	15245
Jean-Claude MINIGGIO	60.98	95000	14483
Christophe BASTIDE	589.93	90000	13720
Yves DONJON	305.16	85000	12958
Guy ROBERT	198.18	80000	12196
Centex Wing	26.68	75000	11434
Christiane HÉBERT	304.90	70000	10671
Yuri DELFINO	148.45	65000	9909
Kim TOLFREY	176.84	60000	9147
Georges VAN HOVE	76.22	55000	8385
Terran TIDWELL	118.91	50000	7622
Yves HOUSSIN	152.45	45000	6860
Jean-Jacques VAUCHER	243.94	40000	6098
Bernard PIERACCI	76.22	35000	5336
Eric BESANÇON	83.85	30000	4573
Hervé CHERRY	76.22	25000	3811
Bob & Lil AYARS	59.46	20000	3049
Giovanni COMIS	187.85	15000	2287
Peter LANGRIDGE	22.87	10000	1524
Jean-Claude PETIT	31.25	5000	762
Claude GASCON	152.45	0	0
Nicolas LIBIS	167.52		
Gilles AVENEL	428.18		
Gilles BAILLOT	45.73		
Patrick GREMEZ	59.03		
Isabelle LESSER	99.09		
Roy GRINNELL	916.20		
Alphonse THIRY	68.11		
Semaan SOUEID	50.00		
Hank POTTER	100.00		
Claude DE MARCO	14.60		
Dominique ROYER	21.80		
Regis URCHLER	175.77		
Michel PERRIN	4		
Guy PERRIN	30.00		
PX & Événements FSS	1006.29		
Avances sur cotisations au FSS	1600.00		
Intérêts Bancaires Annuels	1035.48		
TOTAL	28794.58	(188880,08 F)	