

Volume 8 - N° 3 - March 2003

Editorial

The members of the French government dealing with the project of the new law intended to increase security, have just shown an understanding and an open mind which have saved the private and national collections of aircraft of all types. Warbirds were particularly threatened by this project, and we can only praise the honesty of these people who admitted that they had no idea about the consequences of a text that was far too general. Some of them even admitted their total ignorance of the existence of these historical airplanes. We simply cannot blame them because all of us ignore a lot of things in numerous matters, other than aviation.

The solidarity and the clairvoyance of the lovers of aviation who just expressed their discontent by means of numerous letters they sent to elected officials and to the government, have successfully avoided a problem which would have been catastrophic for museums, associations, private owners, and for thousands of jobs linked to this particular branch of the aviation industry.

I sincerely thank all our members who promptly wrote to their respective members of the Parliament and Senators as soon as they received our call. Their actions have had an enormous weight in this happy ending. Xavier Méal, Secretary of the LFAC and reporter for the "Fana de l'Aviation" magazine, has asked me to thank you all for this quick and efficient help. Since he always supported and encouraged our Squadron from its very early days, the help we just gave to the LFAC was the least we could do.

This month, many pages are dedicated to fresh news which have started to appear after a long winter. The airshow season is almost there, and we will need help from everyone. The new CAF recruitment plan "Code Name Bravo" should be a good one, and I ask every FSS member to talk to all potential new members they know. Many should be tempted.

Bernard

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FRENCH WARBLIDS ARE SAFE!

THE PROJECT OF THE GOVERNMENT FOR A NEW LAW TO FIGHT TERRORISM, HAS BEEN MODIFIED TO PERMIT THE ACQUISITION AND THE OWNERSHIP OF MILITARY MATERIALS FOR COLLECTIONS.

This success is the result of the actions of the "Ligue Française des Aéronefs de Collection", its role in the changes brought to this project, and the letters sent by the FSS members to their respective Members of the Parliament and Senators (Page 7).



CODE NAME BRAVO

NEW CAF RECRUITMENT PLAN

Pursuing its efforts for more new members, the CAF has launched, during the Staff Winter Conference, a new recruitment plan (Page 6).

AIRSHO: 27 & 28 September 2003



LOIRE 130

An article by col. Michel Cahiez - Photos SHAA.

Of all French flying-boats and float-planes, the Loire 130 was the most widely used during WWII.

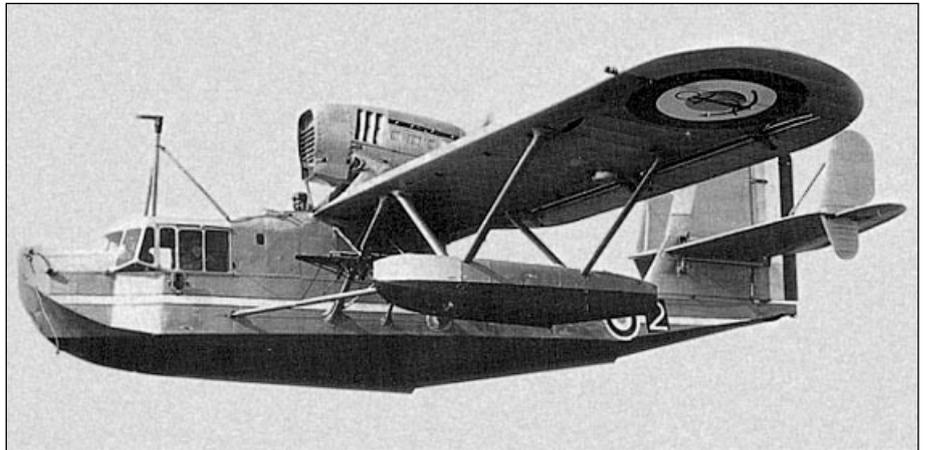
It was created following a 1933 program that called for the construction of a reconnaissance maritime patrol plane, able to be launched with a catapult.

Not less than 6 companies worked on prototypes, and it was in 1936 that a decision was taken by the authorities who ordered an initial batch of forty five planes. Other orders followed fairly rapidly to reach a total of 120 planes.

The plane's structure was metallic, and the empennage and the wings were fabric-covered. The latter could be folded for an easy stowage on board ships. The crew was three men, but four passengers could be taken on for liaison missions.

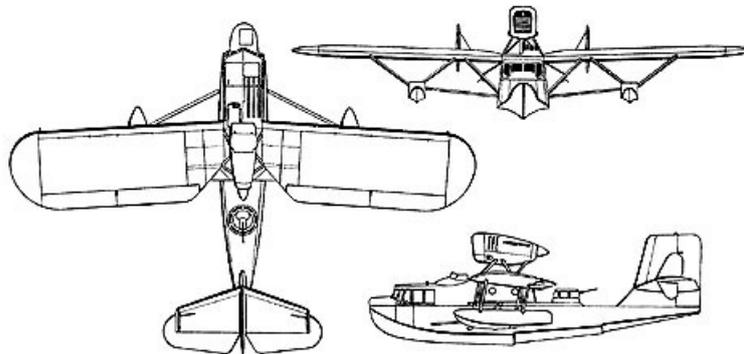
The engine was a twelve "V" cylinders Hispano-Suiza 12Xirs1, liquid cooled, able to deliver 720 Horse Power. The armament included two Darne 7,5 mm machine guns, and two 170 pounds bombs.

The Loire 130M maximum speed was 160 MPH, the cruise speed was 120 MPH, and the service ceiling was 21600 feet. The range being the main purpose of any patrol plane, the Loire 130 could stay airborne for 7 hours and 30 minutes, at a speed of 106 MPH and an altitude of 1800 feet.



A version "M" (*Métropole*), and a version "C" (*Colonie*) were available. Their main differences being a larger cooler on the "C", as well as a reinforced structure, and various equatorial equipment.

A total of 150 aircraft were ordered but it is not sure that they were all delivered due to the enemy advance in 1940. However, thirty planes were built by the plant in Saint Nazaire for the Vichy government, before it started producing Arado 196 aircraft.



At the beginning of WWII, planes were taken on board the *Commandant Teste*,

the *Dunkerque*, the *Strasbourg*, the *Richelieu*, and the *Jeanne d'Arc*. Those based ashore were located in France, in Indochina, at Fort de France, at Dakar, at Karouba, and at Tripoli.

At the end of 1942, the ships had their catapults removed to increase their firing power. All the planes were then based ashore and used for coastal patrols, liaison, and observation.

At the end of WWII, the Admiralty decided not to carry out any more overhauls on these planes, and their number diminished progressively due to lack of spares. Four Loire 130 remained in service at the French training base of Hourtin until 1947, and another Loire 130 carried on flying in Indochina, until the end of 1949.

The Loire 130 was not developed during its career, except for a test of wooden wings which were not adopted.



TWO COLLECTOR SHOWS "MODELEXPO" AND "COLLECTIONS-PASSIONS"

Text and photos: Col. C. Bastide

We all have, at various degrees, a tendency to collect various objects, with the secret goal of saving them for future generations. I got this habit very early, and I saved, sometimes wondering why, a lot of different items. My passion really got serious during the famous, but short term trend of tie pins. I carried on ever since, and I now have quite a respectable collection.

That is for the word "collection". The word "passion" is, no doubt, more difficult to explain. It calls for a lot of imagination, time, and, unfortunately too often, for a lot of money. This occupation has a taste of adventure, fantasy, curiosity, and it can reach extremes that make your blood boil and make you crazy when you cannot find an item you are desperately looking for.

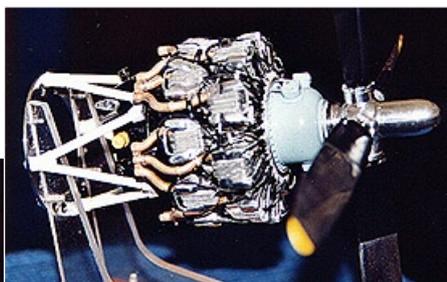


As for me, this passion is mainly linked to warbirds, famous actors of a dramatic and historic conflict. Many of them have become symbols of a hard-to-get freedom.

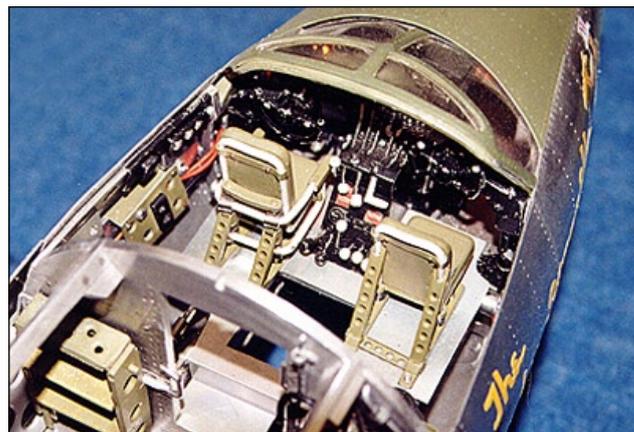
The two shows I attended in order to represent the CAF and our Squadron, allowed me to explain the profound reasons of the existence of our organisation. Be it at *Modelexpo* in Neuville de Poitou, or at *Collections-Passions* in Poitiers, the public showed a great interest for aviation and its relatively short history (A century is a very short time!), and it learned about the difficulties of saving this heritage.



We were able to have a close look at a splendid model of a B26 Marauder whose maker showed an exceptional level of patience and know-how. This model was entirely made of metal, and most of its mechanical systems are fully functional, like, for example, the shock absorber in the three landing gears.



The three pictures printed here will give the reader an idea of the incredible number of hours that were required to reach this result.



In Poitiers, I was joined by colonel Bernard Pieracci who, together with his famous moustache, was displaying some of his personal collection of aeronautical items (*Photo below left*).

We were part of a total of more than 200 booths whose owners used the week-end to explain the reasons for their passion to the public.

I wish to sincerely thank the organizers of these two events. They allowed me to talk about our Organization in great lengths, even though the public was not made of the usual, true aviation lovers, like the ones we find on airshows.

Yet, it may be that some kids discovered that they do have a real passion for aviation. But we will not know if this is the case until a few years have gone by...

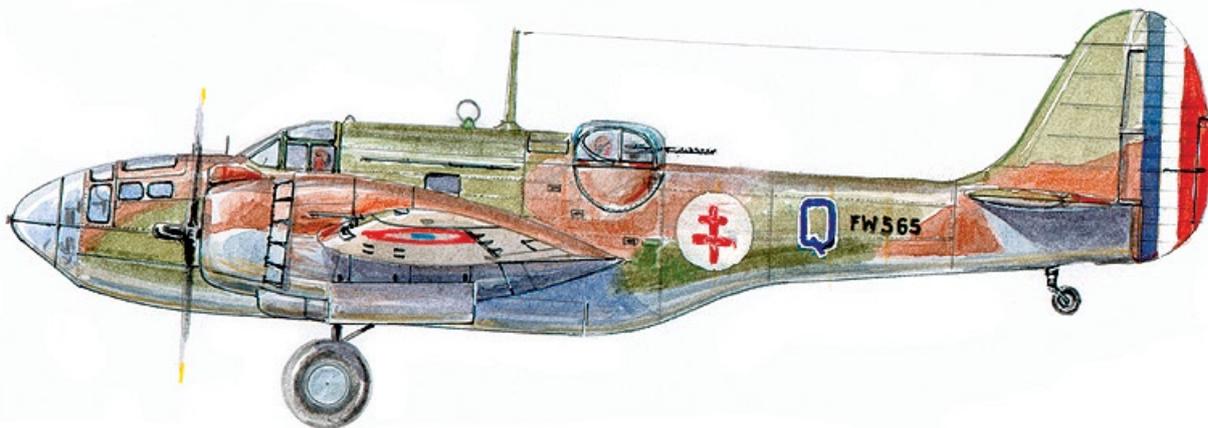


American Aircraft in French Colors



MARTIN 187 BALTIMORE

By Colonels John P. Roeder and Michel Perrin

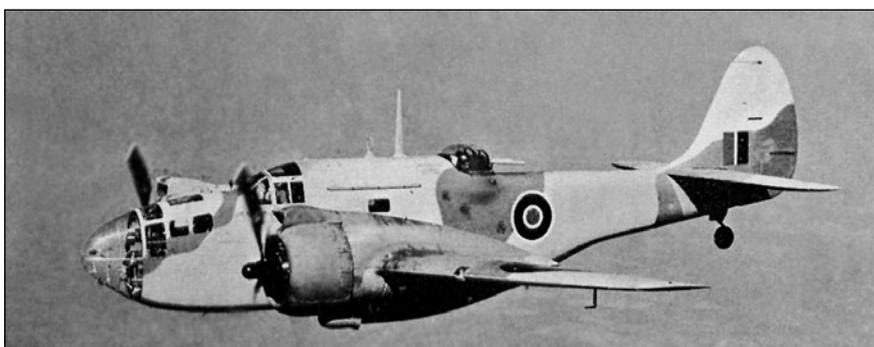


The Martin 187 Baltimore was a beefed-up version of the Model 167 (see April 2002 issue of Airshow) essentially designed to R.A.F. requirements. Because of its enlarged fuselage, its structurally reinforced wing and tail surfaces and its powerful Wright R-2600 engines however it was practically a new airplane.

It first flew in June 1941, 13 months after the British Purchasing Commission in the US had placed an initial order for 400 aircraft. No less than 1,575 Baltimores of various versions were supplied to the R.A.F., which used them exclusively in the Mediterranean theatre.

Also in May 1940 the French had signed a contract for 200 of the new Martins, too late for any to be delivered. At the end of 1944 however the R.A.F. supplied 15 of its Baltimore Vs to the new Armée de l'Air, which used them in the Middle East for reconnaissance and combat against Syrian rebels who threatened to de-stabilize the territory. Those aircraft that survived ended their days in Algeria and France in 1948.

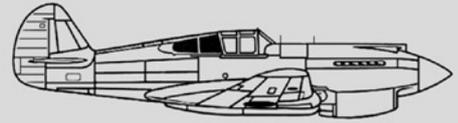
The Baltimore was a solid airplane which handled well. It had incredible power and self-sealing fuel tanks, and it got the reputation of doing about every job assigned to it, whilst requiring only little maintenance.



DATA TABLE - Martin 187 Baltimore V

Description: Four-seat light bomber
Propulsion: 2 x 1660 HP Wright R-2600
Span: 61 ft 4 in. (18,70 m)
Gross Weight: 22620 lb (10260 kg)
MAXimum Speed: 320 mph (520 km/h)
Cruise Speed: 220 mph (360 km/h)
Range: 980 mls (1550 km)
Service Ceiling: 25500 ft (7620 m)
Armament: 4 .30 cal guns in the wings,
2 in dorsal turret, and 2 in ventral positions
Normal bomb load: 2000 lb (910 kg)

What's New?...



HELP TO THE L BIRD PROJECT

This is becoming a very nice habit: At the beginning of every year, the FSS receives a donation which makes our L Bird project take a very big step. Our friend Colonel **Marcel Francisci** and **Aviation Club de France** have just done it again! They sent us a cheque for 1000 Euros (Or Dollars) which has made the temperature of the L Bird "thermometer" move closer to the top of the scale and the amount of money we had decided at the start of this project. A big THANK YOU to Aviation Club de France and Marcel!

This good surprise was soon followed by several others with donations from colonel **Jean-Paul Merlier**, **Jean-Christophe Debuissou**, and **Regis Urschler**. Finally, the interest produced by our savings account during 2002 have topped this avalanche of generosity. All these gifts and revenues have placed the total of our savings way above 31000 Dollars! In other words, we've just gone past 4/5 of the target that we decided at the start of this project. A big THANK YOU to all of you!

AMERICAN AIRCRAFT IN FRENCH COLORS - B-17 - ERRATA

Our friend **Jacques Pérangolo**, a great lover of the Boeing B17 Flying Fortress, noticed an error in the article published in January 2003. This article said that Général Leclerc received a B-17 from General Eisenhower. The truth is quite different. Here is what Jacques said:

"The Armée de l'Air owned only one Flying Fortress, the B17F - 90 BO 4230177 "Charlene" from the 388th Bomb Group, which was donated by General Eisenhower as a symbol of the famous resistance that General Koenig opposed to the German Afrika Korps in Bir Hakeim. It is under this famous name "Bir Hakeim" that this B-17 was renamed. Général Leclerc also received an American airplane, a B25 Mitchell aboard which he was killed, in North Africa, after he gave the order to take-off despite an on-coming sand storm. This B-25 was based at Villacoublay."

Another information requested by colonel **Jean-Christophe Debuissou**, talking about the plane described by John and Michel's article: "Was the plane a B-17F or a B-17G? (Chin turret on the B-17G only?)"



Jean-Christophe is perfectly right. The B-17 represented by Jean Bellis' drawing is definitely a "G" with a chin turret which was not fitted to the "F" model!... Our illustrator who mixed the two paintings and used a "G" instead of an "F" has been kindly, but firmly, asked to go and mix up other people's pictures...

We hope that our readers will forgive this big mistake and accept our humble excuses. The January Newsletter has been duly modified after we were told about this problem. The future prints and the file present on our "Published Newsletters" CD Rom have been corrected. For the others, we are adding an extra page to this very issue so that they can use it to replace the faulty page.

FOR SALE

The FSS tent is still up for sale. Please do ask your family and friends if they are interested by this equipment. Its dimensions are 3 m x 5 m x 3,10 m, its structure is made of 40 mm diameter galvanized steel tubes, and its fabric is made of very strong PVC. This equipment can also be used as an excellent garden shed or it can be used for barbecues in the Summer! The price is between 1200 and 1500 Euros, and it's open to discussions.



Photos: B. Deffino

DONATION OF TWO MOBILE PHONES TO THE CAF AND THE FSS

Here are the two portable telephones that have been donated to the FSS by colonel **Christian Tournemine**. We admit that today's mobile phones are a bit smaller and lighter than these two units, but the latter have the invaluable particularity to date from WWII. They are equipped with a hand crank generator, and their box is made of a matter half-way between compressed cardboard and ebonite. They are fully operational, and in perfect condition, which is confirmed by the certificate that was found in each box.

A very big THANK YOU Christian for this exceptional gift. The FSS will keep one for its own museum, and the other will be donated to the AAHM so that it can be added to the items already displayed in the French Aviation permanent display in the AAHM, in Midland.

ROLL ON JEAN-CHRISTOPHE!

Colonel **Jean-Christophe Debuissou** who has several hobbies, among which model making and old cars restoration, just sent us these two pictures that can be qualified as "outside time".

The first photo, on the right, is this splendid Super 6 that Jean-Christophe has recently completed. It is seen here facing a 1942 VW Schimswagen, during a 4 days trip in and under the snow, with an outside temperature of - 10°C. Bravo Jean-Christophe!

The second one was taken during a commemoration ceremony of May 8th, in 1998! Its authenticity is simply amazing and it honors these collectors who restore such WWII venerable vehicles, witnesses of this era.



Photos: J-C Debuissou



GLASS CASE FOR SALE

The FSS is selling a brand new glass case whose dimensions are: Height 1,75 m x width 0,76 m x depth 0,35 m. The back panel and the top and bottom parts are made of wood. The sides, the shelves, and the two front doors are made of glass. It is for sale at the reasonable price of 150,00 Euros. It will need to be collected at the FSS head office but a delivery is possible, depending on the distance. The money will go to the L Bird project.

NEW CORSAIR PAINT SCHEME

Colonel Ray Kinney has just sent us this nice picture of the Corsair freshly painted. We just can't wait for Airsho 2003 to get a chance to have a close look at it, for real!...



Photos: Ray Kinney

OPERATION CODE NAME BRAVO

Despite its total membership of about 9900 members, and following a relative slow down of new colonel commissions, the Commemorative Air Force is launching, for the period running from February 22, 2003 till December 31, 2003, a new operation that will help Code Name Alpha. It will allow each foreign Unit to recruit 10 colonels for the amount of \$ 100.00 each. These new recruits must be approved by the Unit Staff. The Unit Leader will then send the details to the CAF headquarters.

Also, and with no limit in numbers, all Associate Members will be allowed, during the same period, to become a Colonel for the amount of \$ 100.00.

These two initiatives should be very successful, and we ask all FSS members to do the maximum so that we can reach these goals before the end of this year.

It is evident that these new recruits will have to pay the normal annual dues of \$ 160.00 the following years, but this offer remains extremely attractive.

The FSS Associate Members should be interested by this offer which is a real bargain. We ask them to contact us as soon as possible so that we can tell them what to do.

These new colonels recruiting efforts will be rewarded by the possibility to acquire a Life Membership as per the following list:

- ✪ 10 new colonels: Life membership at \$ 1500.00
- ✪ 20 new colonels: Life membership at \$ 1000.00
- ✪ 30 new colonels: Life membership at \$ 500.00
- ✪ 39 new colonels: Free Life membership
- ✪ 40 new colonels: Same plus Plaque

We ask anyone who knows some potential new recruits at the grade of colonel to advise us as soon as the persons concerned declare they want to become a member. We will send them a complete file and we will advise the CAF in Midland.

FRENCH WARBIRDS ARE SAFE!

Reason has finally convinced the elected officials and the members of the government, that the anti-terrorist law, as it was written, put at great risks the work done by those who spend their life, their time, and their money, to preserve the world and the national aviation heritage.

The airplanes were not the only ones in question. Organizations like museums and associations, the industry that lives thanks to the existence of these classic planes, and thousands of jobs related to them, were threatened by a total and ineluctable extinction. The same also applied to the numerous collections of military vehicles.

The *Ligue Française des Aéronefs de Collection*, and its actions during the past weeks, deserves our sincere congratulations. The numerous members of the French Supporter Squadron who wrote to their respective representatives in the Parliament and the Senate, took a very important part in this success. Thanks to them, several dozens of Representatives were alerted of the danger which threatened these classic airplanes, as well as those who maintain them airworthy, or simply look after them in museums. The Board of Administration thank these members for their solidarity and their clairvoyance.

The main changes brought to this law are as follows (*In red*):

"The acquisition and ownership of second and third categories war materials are forbidden, except for the national defence. A decree from the state council establishes the conditions within which the State, for the needs other than national defence, the communities, the general interest organisations, may be authorised to acquire or own materials of these categories. It also establishes the conditions within which materials of the second category may be acquired or owned for a collection, by physical persons, providing they comply with the current international involvements..."

Similar changes follow concerning military vehicles and collectable weapons, which will also satisfy the numerous collectors of vehicles in our country. The LFAC remains vigilant, and it will take part in the discussions that will ensure a final text that should be perfectly compatible with everyone's needs.

AIRSHO 2003

Airsho 2003 will not include a night show nor any live country music concert, in order to keep the price of the tickets at a reasonable level.

This change will be largely compensated by the participation of the famous and very popular Canadian aerobatics team, the SNOWBIRDS.

WARNING! NEW TELEPHONE CODE FOR MIDLAND - TEXAS

On April 5, 2003, the phone code to call Midland will become the **432** instead of the 915. These two codes will be useable until October 04, 2003. Thanks for making a note of this change.

FSS 2003/2004 ANNUAL DUES

The limit date for paying your FSS annual dues is May 01, 2003, but nothing will stop you from paying today. This will allow you to stop worrying about it and will please our Finance Officer and our President. We remind you that these dues are 50 Euros or Dollars for the Colonels and Associate Members, 20 Euros for the Cadets, and 40 Euros for the Friends of the FSS. Thanks to you all!

FSS 2003 QUESTIONNAIRE NOT ENOUGH REPLIES!

The call made to all our members has been heard by a bit more than one third of our members. This is good, very good, but not good enough for the results to be really significant, and to be a good base for the decisions concerning the future of our Unit.

Therefore, we ask every member who has not yet accomplished this little administrative task to react and to send us this questionnaire as soon as possible. To them, a big thank you!

WELCOME FRÉDÉRIC BAUDIN

We have the pleasure to announce the arrival of a new CAF and FSS member : Colonel Frédéric Baudin. It's colonel David Price, helped by our South West friends, who convinced Frédéric to come and join us. In fact, Frédéric is not really a new member. He was one of ours when he resided in the USA a few years ago (# 21202), but he did not renew his membership for personal reasons.



Fred works for Airbus in Toulouse as an Instructor Engineer for the flying personnel. Both of his parents were in the French Aéronavale, his mother as one of the first five flying nurses, and his father as a test pilot for airplanes and helicopters, after being trained as a pilot by the U.S. Navy in the fifties.

Single, Fred was born on July 19, 1963. He is a private pilot, fond of WWII aviation, photography, painting, and WWII historical research. During the week-end, for the past 23 years, he restores old aircraft. In the evening, he builds plastic models of largest possible scale (At least 1/48), and the rest of the time, he restores his 1943 Jeep Willys MB. He has a great interest for the Pacific war, and his favourite Warbird is the F4U1A Corsair.

Here is his address. Thanks for adding it to the phone-book manually, until it is included in the next edition.

FRÉDÉRIC BAUDIN

11 Chemin de Triguebéoure
31180 LAPEYROUSE-FOSSAT
Téléphone : 05 61 35 11 09
email : < frederic.baudin@free.fr >

Welcome to the FSS Frédéric!

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.**

2003 FSS QUESTIONNAIRE

We urgently need your answers to the questionnaire which was attached to the January 2003 Newsletter. All our members must carry out this simple administrative task which will only require a few minutes of your time. Thank you everyone!

CODE NAME ALPHA/BRAVO

♣♣ Frédéric Baudin (Dave Price) ♣♣

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.

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Finance Officer: Col. Didier CARDINAL
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Adjutant: Col. Eric DUCREAU
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L BIRD SPONSORS - FEBRUARY 2003

EXTERNAL SPONSORS

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

INTERNAL SPONSORS

(Par ordre chronologique)

		F	€
Marcel FRANCISCI	4952,71		
Bernard DELFINO	2362,97		
Jacques PERAGALLO	1000,00		
Sandy & Connie SANSING	2268,40		
Cédric MALHAIRE	213,75	250000	38112
Claude REQUI	1590,91	245000	37350
Michel CAHIEZ	433,58	240000	36588
Julien LEPELLETIER	318,71	235000	35826
Fumiko DELFINO	490,70	230000	35063
Jean-Jacques SAHUT	152,45	225000	34301
Lewis & Buntly BATEMAN	880,08	220000	33539
Stéphane DUCHEMIN	136,44	215000	32777
Serge CLODORE	53,36	210000	32014
Daniel CLODORE	53,36	205000	31252
Jean-Paul MERLIER	105,08	200000	30490
Jean REIDER	741,19	195000	29728
Roger VAUCAMP	300,00	190000	28965
Daniel & Lucie SAUVAGE	203,52	185000	28203
Patrick PIERRE-PIERRE	667,74	180000	27441
Marcel et Liliane RUPPERT	341,16	175000	26679
Christian FREZARD	76,22	170000	25916
Jean-Christophe DEBUISSON	350,00	165000	25154
Michel BON	103,36	160000	24392
Dons anonymes du PUBLIC	388,49	155000	23630
Paul BARLAND	152,45	150000	22867
Ron WESP	699,80	145000	22105
Christian FALENTIN	152,45	140000	21343
Christian TOURNEMINE	86,72	135000	20581
Didier CARDINAL	173,12	130000	19818
Louis-Jean GIOUX	150,80	125000	19056
Eric DUCREAU	60,98	120000	18294
Eric JANSSONNE	218,00	115000	17532
Henri BOURRASSIER	229,85	110000	16769
Jim LUX	411,61	105000	16007
Jean-Claude MINIGGIO	60,98	100000	15245
Christophe BASTIDE	589,93	95000	14483
Yves DONJON	305,16	90000	13720
Guy ROBERT	198,18	85000	12958
Centex Wing	26,68	80000	12196
Christiane HÉBERT	304,90	75000	11434
Yuri DELFINO	148,45	70000	10671
Kim TOLFREY	176,84	65000	9909
Georges VAN HOVE	76,22	60000	9147
Terran TIDWELL	118,91	55000	8385
Yves HOUSSIN	152,45	50000	7622
Jean-Jacques VAUCHER	243,94	45000	6860
Bernard PIERACCI	76,22	40000	6098
Eric BESANÇON	83,85	35000	5336
Hervé CHERRY	76,22	30000	4573
Bob & Lil AYARS	59,46	25000	3811
Giovanni COMIS	187,85	20000	3049
Peter LANGRIDGE	22,87	15000	2287
Jean-Claude PETIT	31,25	10000	1524
Claude GASCON	152,45	5000	762
Nicolas LIBIS	167,52	0	0
Gilles AVENEL	428,18		
Gilles BAILLOT	45,73		
Patrick GREMEZ	59,03		
Isabelle LESSER	99,09		
Roy GRINNELL	991,20		
Alphonse THIRY	68,11		
Semaan SOUEID	50,00		
Hank POTTER	100,00		
Claude DE MARCO	14,60		
Dominique ROYER	21,80		
Regis URCHLER	475,77		
Michel PERRIN	4		
Guy PERRIN	30,00		
Elzéard LIGNEUL	100,00		
PX & Événements FSS	1006,29		
Avances sur cotisations au FSS	1900,00		
Intérêts Bancaires Annuels	1841,77		
TOTAL	31415,87	(206074,62 F)	

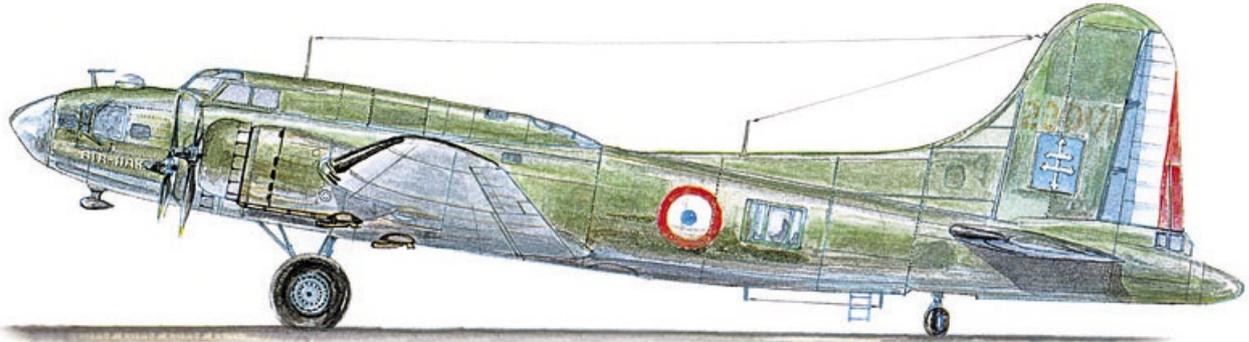


American Aircraft in French Colors



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.

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 world for aerial mapping by the Institute, including contract work



Photo B. Delfino

for foreign customers. Subsequent to their retirement 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.



Photo B. Delfino

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