

Volume 7 N° 5 - May 2002

Editorial

One sometimes needs some luck. As you will read in the front page article, it required an extraordinary coincidence for John Godwin, son of the B17 pilot whose aircraft was shot down over Cornebarrieu, to decide to stop in Midland and visit the AAHM. Had he decided otherwise, he would have probably never heard about the whole story of Mission 441, nor about all the work accomplished by the members of the FSS and their friends. This extraordinary event is an unexpected follow up of a project which first seemed anodyne.

It is also a coincidence if colonel Christophe Bastide had written a detailed article about the Curtiss Hawk 75, such a short time after the one produced by colonels John Røder and Michel Perrin on the same subject, within a series of articles that describe american aircraft that flew under french colors. I think you won't regret it because you will learn a lot about this excellent airplane, ancestor of the P40.

It is, again, a coincidence, if the various articles we are currently publishing about the planes used in the Battle of France, thanks to colonel Michel Cahiez, coincide with those written by John, Michel, and Christophe. Michel Cahiez chose to produce a few articles about planes that were operated by the french forces at the beginning of WWII. Many of us do not know enough about this dark period of the history of our country. Thank you Michel. Thanks to you we will know a bit more about these aircraft that nearly allowed us to win this battle, thanks to the bravery of our pilots.

On the contrary, it is not a coincidence if we are now in this period of the year when everyone has to pay his squadron annual dues. I wish to thank all our members for carrying out this elementary formality as soon as possible, so that we can concentrate our attention and our energy on the current projects. The end of this financial year gives me a good occasion to congratulate all our members, because everyone, in his own way, greatly helped our Unit during the past twelve months. The result is an extraordinary progress of the FSS!

Bernard

Contents

| | | |
|-------------------------|-------------------------|------------------------------------|
| Page 1 | The Hawk 75 | Page 7 |
| Editorial | Page 4 | What's New? |
| John Godwin | The Hawk 75 | Page 8 |
| Page 2 | Page 5 | L Bird, P.X, and finances |
| The Morane-Saulnier 406 | The Hawk 75 [End] | Procedures Posters and Annual Dues |
| Page 3 | Page 6 | |
| | The Curtiss P40 Warhawk | |

MISSION 441: THE SON OF JOHN GODWIN, PILOT OF THE B17 SHOT DOWN ON JUNE 25, 1944 IN CORNEBARRIEU, LOCATED!



UNBELIEVABLE! IT'S BY PURE LUCK, BUT THANKS TO THE CAF AND FSS, THAT JOHN GODWIN, SON OF THE PILOT WHO FLEW THE B17 FLYING FORTRESS WHICH WAS SHOT DOWN ON JUNE 25, 1944, IN CORNEBARRIEU, HAS BEEN LOCATED!

During one of his trips, John Godwin visited the CAF Museum in Midland, shortly after the AAHM had received the wing panel sent from Toulouse by our friend Ron Wesp. John noticed this panel and, by simple curiosity, asked for some information about it. Earing where it was coming from, and after a long conversation with the AAHM curator, he realized that this panel was actually a piece of the aircraft flown by his father! You will know everything about this unexpected event next month...





Those forgotten planes...

MORANE-SAULNIER 406

An article by col. Michel Cahiez - Photos SHAA

The prototype of this single seat fighter flew for the first time on August 8, 1935, and was tested with the utmost discretion.

Brussels, June 1937. During an aeronautical event, and because of certain qualities, a jury designated this aircraft as the "world best fighter". From there on, the french government, proud of being the owner of such a beauty, decided to order the plane in great quantities from its maker Morane-Saulnier, recently nationalized. At the end of year 1939, it had produced 600 aircraft, unfortunately already overtaken by the all metal Messerschmitt 109, while the MS406 had a metallic structure covered with a mixture of plywood, aluminium, and fabric. Despite this fact, Morane-Saulnier exported it to China, Poland, Turkey, Finland, and Lithuania. Switzerland built the plane under licence, called it the D-3801, and improved it with various modifications.

The MS406 weight was 2800 kg (5600 lbs). It had a wing span of 10,60 m. (38 ft), and a length of 8,15 m (25 ft). It was fitted with a liquid cooled, V 12 cylinders Hispano Suiza type 12 Y, which produced 850 horse power. Its maximum speed was 486 km/h (300 MPH) at 5000 metres altitude (15000 ft), and the maximum altitude it could reach was 9400 metres (28200 ft). The armament included a 20 mm cannon shooting through the propeller axle, and two 7,5 mm machine-guns in the wings.

During the Battle of France, the MS 406 were intensively used and were in a permanent fight against the Me 109 of the enemy. Despite a general inferiority, the MS 406 showed itself as a hard to beat and dedicated adversary, thanks to the courage of the french pilots, as shown in the following anecdote.

18 May 1940. A patrol of three MS 406 belonging to the second squadron of Groupe de Chasse 1/6, led by Capitaine Bruneau, accompanied by Sous-Lieutenants Janis and Demoulin, spots, in the suburbs of Guise (Aisne district), a group of german tanks coming from



the Ardenne district. The three pilots do not hesitate a second and prepare to attack. They immediately find themselves in the midst of a flak shooting so violent that nobody could have imagined it. Capitaine Bruneau's aircraft is the first one hit. Realizing the fatal issue of this shooting, he decides to protect his wing-men by throwing his plane on one of the flak units which he destroys instantly while killing its servants. Thanks to his courage and his sacrifice, Bruneau allowed his wing-men to escape. Although their planes were damaged, they were able to escape this inferno and reached their base at Lognes-Émerainville, at the East of Paris.

It is not until October 8, 1942, that, by means of a publication in the Journal Officiel (N° 241), that Capitaine Henry Bruneau was cited to the order of his squadron, and posthumously made a *Chevalier de l'Ordre de la Légion d'Honneur*. That was the least that could be done...

In 1942, when France was totally invaded by the enemy, the latter got hold of 66 Morane-Saulnier 406. Thirty six were made available to Croatia for its air force. Twenty others were given to Finland which fitted them with Klimov M105P engines, and re-named them "Super Morane".



Only one important variation of the MS406 was made. It flew for the first time in May 1940: The Morane-Saulnier 410. Because the Armée de l'Air soon realized the inferiority of the MS406 in comparison to the Me109, that the company Morane-Saulnier started a modification program of the MS406. It was equipped with the Hispano Suiza 12 Y 31 engine, and had a reinforced central wing torsion box able to receive four machine-guns. This process of modifications was very slow, and it seems that only fifty airplanes were produced. They did not have time to see combat and were seized by the Germans in 1941. They used them as trainers for the Luftwaffe pilots.

CURTISS HAWK 75

Un Américain en France



An article by colonel Christophe Bastide

Designed and produced in the USA, the Curtiss Hawk 75 was the first of a long range of modern aircraft which helped to put an end to World War Two.

A sturdy and reliable airplane, it was mainly used by the french Armée de l'Air during the 1939-1940 period. The Hawk 75 was outclassed by the Messerschmitt Me109e, but it was, nevertheless, one of its best opponents during the Battle of France. The good quality of this aircraft and its pilots' bravery allowed the latter to shoot down 311 Luftwaffe airplanes.

It's toward the end of 1934 that Donald R. Berlin, started to study the P-36 project, in the Curtiss Airplane office, a division of the Curtiss-Wright Corporation. The prototype was built on the company's funds, and was ready in May 1935. This aircraft was the starting point of a long line of airplanes (Among which the famous P-40), a family which reached the considerable total of 15000 planes.

The experience that Curtiss had accumulated over the years, with a long line of biplane fighters built by the company, and which started with the Orenco/Curtiss Model D in 1919, played a major role in the design of the P-36, renamed Hawk 75 for its export version.

Biplanes had, effectively, reached the limit of their performances, and the adoption of a low-wing monoplane design was the only possibility to progress further.

The Curtiss P-36 was made of metal, except for the flying controls. The structure was of the monocoque type, with longitudinal reinforcements. The undercarriage folded rearwards and pivoted 90° so that the wheels came flat within the thickness of the wing.

The engine that was chosen was the Pratt & Whitney R1830 Twin Wasp. This 14 cylinders, with two radial rows of 7 had an outstanding reputation for reliability.



Hawk 75 of the GC I/4 - 2nd squadron - Dakar 1941 - Photo: SHAA

It could start in any condition, and was easy to maintain. It was also fitted to numerous types of aircraft, from fighters, to multi-engine bombers, as well as transport planes and flying boats.

The P-36C armament included one 0,30 in. (7,62 mm) and one 0,50 in. (12,7 mm) machine-guns in the engine cowlings, and two

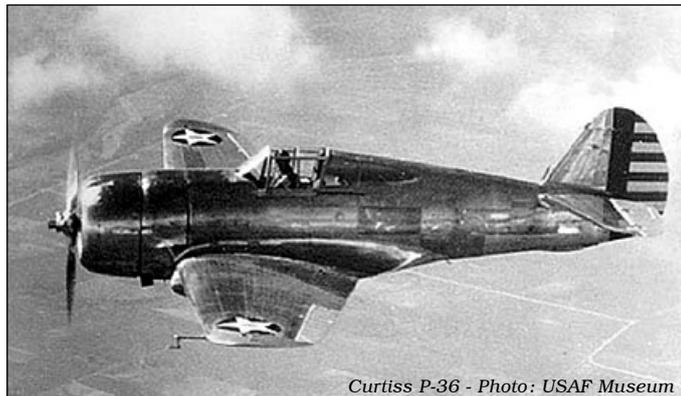
0,30 in. (7,62 mm) machine-guns in the wings. These machine-guns were mainly made by Browning, but many variations, like models made by Colt, Beresin, Ladsen, Vickers, or BSA, were also used, depending on the aircraft models and their destinations.



It's in 1937 that Curtiss started making an export version of the P-36. The Hawk 75 was based on simplicity, and a cost that had to be as low as possible. The first aircraft was built with a fixed, streamlined, undercarriage, and was fitted with a low power engine (875 HP) Wright GR-1820-G3, and only two machine-guns, one 0,30 in. (7,62 mm) and one 0,50 in. (12,7 mm). It could carry 300 pounds of bombs on under-wing racks.

One hundred and twelve aircraft of this type (Hawk 75 M) were ordered by China, and twenty five by Siam. Argentina bought thirty Hawk 750, as well as the licence to produce two hundreds of them.

France ordered 100 Hawk 75A-1 which were equipped with the Pratt & Whitney R-1830-SC3-G engine, and had the particularity of four 7,5 mm machine-guns, a retractable gear, and various french equipment.



Curtiss P-36 - Photo: USAF Museum

The delivery of these planes started in 1938, most of them being unassembled, and built by the SNCAC in Bourges. The airplane was found very manoeuvrable by the french authorities, but also insufficiently armed. Therefore, this first order was followed by three others: 100 Hawk 75A-2, 135 Hawk 75A-3 (All with six machine-guns),

and 375 Hawk 75A-4 fitted with a Wright Cyclone GR-1820-G205A engine. The A-1 and A-2 orders were the only ones to be fully honored because the fall of the country limited the delivery of the A-3 and A-4 orders to a mixture of 91 aircraft of these two types.

Of all the planes not delivered to France, 227 were transferred to the Royal Air Force which renamed them Mohawk III (A-3) and Mohawk IV (A-4). A few aircraft of the A-1 and A-2 types, collected during the battle, were renamed Mohawk I and II respectively.

After the fitting of six machine-guns and various british equipment, many were sent to India where they stayed operational, on the Burma front line, until 1943. Some of these planes were also sent to South Africa and Portugal.

A dozen of Hawk 75A-6 were delivered to Norway. They were captured by the german troops and sold to Finland, together with an assortment of aircraft captured in France.

The Units of the Armée de l'Air which received the Hawk 75 were the Groupes de Chasse GC I/5, I/4, II/4, and II/5. These 4 Units were based in Reims, but they were deployed on other airfields as soon as the end of august 1939: The I/4 commanded by Capitaine Hertaut went to Wez-Thuisy, the II/4 commanded by Capitaine Borne to Xaffevilliers, the I/5 commanded by Capitaine Murtin to Suippes, and the II/5 commanded by Commandant Hugues (A World War One Ace) to Toul Croix de Metz.

The courage of their pilots balanced the weaknesses of the Curtiss Hawk 75. Among the most famous ones were Capitaine Accart of the I/5,

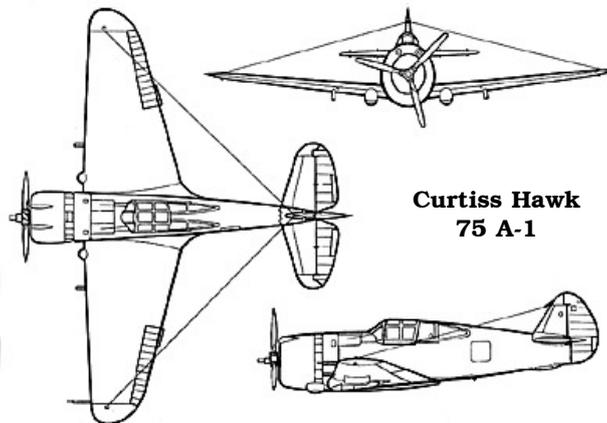


Rare color photo of a Curtiss Hawk 75 taken by the german forces after the invasion of France - Photo: Unknown

Of course, the planes were of the Me109d type, less powerful than the Me109e whose engine gave it a maximum speed 50 miles per hour higher than the top speed of the Hawk 75!

But the Hawk 75 had some real good performances that partly compensated its slow speed and its lack of a 20 mm cannon which would have given our pilots a chance to shoot down a greater number of aircraft during the dogfights.

This armament of four or six machine-guns, forced the pilots to get as close as possible to the enemy planes if they wanted to have some success to shoot them down. One hundred, or even fifty meters, were the standard value which was dangerous since the planes then became the target of all the gunmen of the Dornier 17, Heinkel III, or Messerschmitt 110. In addition, the ammunitions used by the Armée de l'Air left a lot to be desired, a handicap that added to the tendency of these weapons to freeze at high altitude.



Curtiss Hawk 75 A-1

An extreme manoeuvrability was, without any doubt, the major quality of the Hawk 75. It only required 12 seconds to do a 360° turn, a time which was noticeably shorter than other modern french fighters like the Morane 406 (18 seconds) and the Dewoitine 520 (15 seconds).

Its engine was well built and reliable, starting in all kinds of weather. In winter, when the temperature was minus 15° or minus 20°

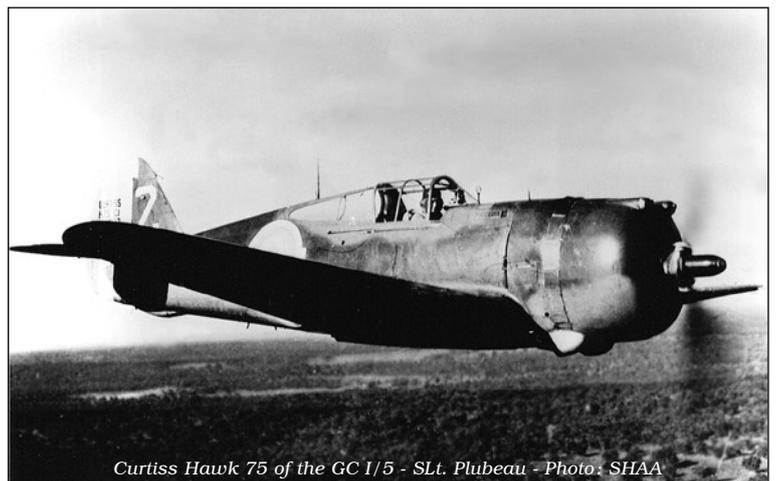
Celsius, after the wind and snow had mistreated the planes that were parked outside, the mechanics peri-

The courage of their pilots balanced the weaknesses of the Curtiss Hawk 75. Among the most famous ones were Capitaine Accart of the I/5,

with 12 victories, and Commandant Marin La Meslée of the II/5, with 20 victories. One should remember that two Hawk 75 that belonged to the GC II/4 shot down the first two Me109 of the war.



GC I/2 logo



Curtiss Hawk 75 of the GC I/5 - SLt. Plubeau - Photo: SHAA



Curtiss Hawk 75 of the GC I/4 - 1st squadron - Dakar 1941 - Photo: SHAA

odically removed the protecting blanket and started the engine after only two or three turns of the crank. Not a snag, not a failure, not a split rubber pipe. "Aircraft that one could drive dressed in white with no fear of any stain" used to say the mechanics.

Finally, its strength and its ability to be hit by bullets and carry on as if nothing had happened, saved the life of more than one pilot, like its ability to dive at more than 450 miles per hour, which allowed them to escape their opponents and disappear when it was necessary.

Despite this obvious inferiority, and the consequences of the famous "Too little, too late", the Hawk 75 pilots, like all other pilots of the Armée de l'Air, inflicted severe losses to the Luftwaffe. Often fighting with a ratio of one against three, or four, or sometimes more, they showed a courage and a dedication which managed to save the honor of our country.



Curtiss Hawk 75 of the GC I/4 - 1st squadron - Dakar 1941 - Photo: SHAA

Let us quote, as an example, and in the name of all french Armée de l'Air Units, this order, number 23, dated 12 May 1940, concerning the Groupe de Chasse I/5, signed by General Vuillemin, Chief Commander of the french air forces:

"An elite group, which, during the first great battle fought by the enemy to conquer the skies of France, has given, under the leadership of its chief, commandant Murtin, and his squadron leaders, capitaine Accart and lieutenant Dorance, brilliant proofs of its manoeuvring qualities and its air combat superiority.

On May 10, 11, and 12, 1940, despite an adversary that was superior in number, it won, without any loss to itself, thirty nine outstanding victories, so adding, through an indomitable energy, skilfulness, and the courage of its pilots, a legendary page to the glorious history of the french wings.

Had, previously, shot down eight aircraft.

Signed: Vuillemin"

One could multiply the examples of unequal, but glorious, fights against an enemy generally superior. One only has to remember that the Heinkel III had a top speed equal to the Hawk 75's to realize the difficulty that our pilots had to intercept them, and that the Messerschmitt 110 represented, in these early days of the war, a really dangerous fighter, almost equal to our aircraft, in speed and fire power.

The results obtained by the french aviators were simply amazing, but one could easily forget that our air force inflicted heavy losses to the enemy. The total number of victories vary from one book to another, but the most realistic one is 733 enemy aircraft shot down.



Photo: SHAA

These had a cost: 852 french airplanes were destroyed, half of which were lost in aerial combat. But it is obvious that the Battle of France could easily have taken another aspect. *Too little, too late...*

Nobody, of course, can re-write history, but we must thank our pilots and the ground crews who managed to obtain results that honor our country.

DATA TABLE - CURTISS H-75 A -3

| | |
|-----------------|---------------------------------|
| Description | Single seat Interceptor |
| Propulsion | 1 PW R-1830 (Twin Wasp) 1200 HP |
| Wing span | 37 ft 4 in (11.40 m) |
| Gross weight | 6,010 lb (2.730 kg) |
| Maximum speed | 310 mph (500 km/h) |
| Cruise speed | 270 mph (430 km/h) |
| Range | 820 mls (1.320 km) |
| Service ceiling | 33,700 ft (10.270 m) |
| Armament | Six 7,5 mm Browning machine gun |



Photo: SHAA



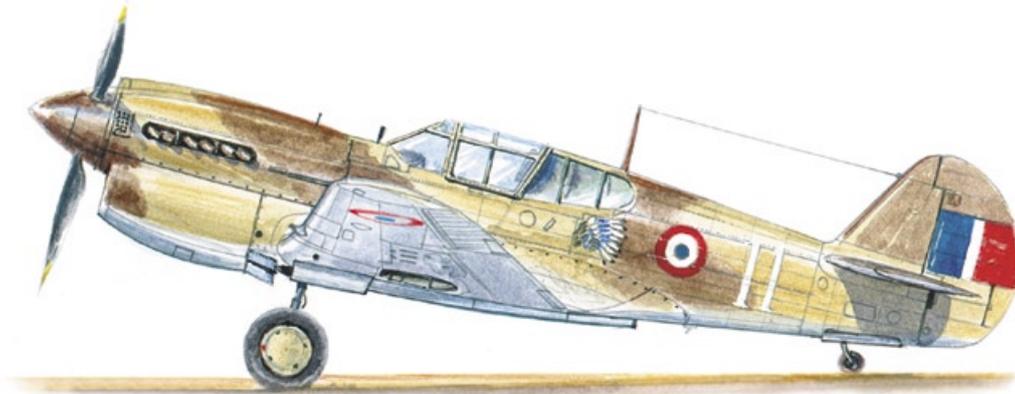
American Aircraft in French Colors



CURTISS P40 WARHAWK



By Colonels John P. Roeder and Michel Perrin

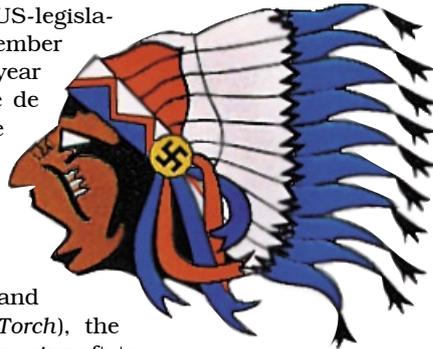


The Curtiss Model H-81 – USAAC P-40 Warhawk - was basically a reworked version of the H-75 (P-36) with a liquid cooled Allison (later also Merlin) engine.

It flew for the first time in October 1938, and after the “Cash and Carry” resolution passed US-legislation it was cleared for export in December 1939. In February of the following year 230 H-81s were ordered for the Armée de l’Air with first deliveries fixed for June 1940. Due to the collapse of France the contract was however transferred to the British, who gave it the name of Tomahawk.

Subsequent to the events in Morocco and Algeria in November 1942 (*Operation Torch*), the P-40 became however the first American aircraft to be supplied to the French Forces in North Africa, then on the side of the Allies. Twenty five P-40Fs and another forty P-40Ls were handed over to re-equip the newly formed French fighter squadron GC II/5 *La Fayette* which remained the only one to use the type. The unit, which became part of the 33rd USAAF Fighter Group arrived at the Tunisian front on January 9 with eleven P-40Fs.

To integrate the French personnel, who had their own ideas about how fighters should be used, into a US group, in such short a time, was however a delicate task. Fighting against Messerschmitt and Focke-Wulf with their superior performance required special skills and tactics in combat, demanding a great deal of discipline from its pilots, and this was not every French aviator’s affair at that time.



With the ending of the Tunisian campaign in May 1943 the surviving P-40s were relegated as advanced trainers to flying schools in Morocco, where they finished their career in 1947.

As a fighter the P-40 was outclassed by its German and some of its Italian adversaries in speed, manoeuvrability and rate of climb. It earned however a reputation in battle for its ruggedness, and it turned out to be a very effective close-support aircraft.

Photo: NASM



DATA TABLE - P-40 WARHAWK

Description
Single-seat fighter-bomber

Propulsion
1 V-1650 (R.R. Merlin) de 1300 HP

Wing span
11,40 m (37 ft 4 in)

Gross weight
4 240 kg (9 350 lb)

Maximum speed
590 km/h (360 mph)

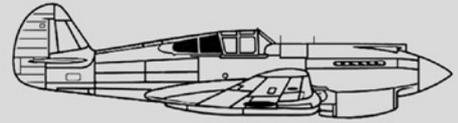
Cruise speed
470 km/h (290 mph)

Range
600 km (380 mls)

Service ceiling
10 490m (34.400 ft)

Armament
Six 12,7 mm machine guyns

What's New?...



LA FERTÉ-ALAIS AIRSHOW 18 AND 19 MAY 2002

Thanks to the generosity and kindness of Editions La Rivière, the FSS has, again this year, obtained free access for its booth during this great air event.

We invite all our members to come and help with the task of presenting the CAF and the FSS to the public. The colonels will, preferably wear their uniform, either old or new style. As usual, our members will be the ambassadors of the Commemorative Air Force, and will therefore need to adopt a very friendly attitude with the public.

The access tickets are 25 Euros per day, car park included. They are available in the FNAC and Carrefour shops, or you can order them directly from Editions Larivière (See the Fana de l'Aviation magazine).

HELP TO THE L BIRD PROJECT

This month, we thank our friends Gilles Avenel, Claude Requi, and Giovanni Comis, for the significant help they gave to the L Bird project. Another step towards a happy conclusion of this project.

FIRST EVALUATION OF THE DAMAGE TO THE CAF P47 THUNDERBOLT

As you all read in Contrails, the CAF P47 Thunderbolt has recently been damaged in an accident which happened on landing after a test flight that followed an engine overhaul. The accident took place in Albuquerque, and the pilot, CAF member Doug Jeanes from Dallas (Tx), escaped with minor burns.

Although the plane is badly damaged, it seems possible to repair it to flying condition. The bill will be heavy, but it is such a rare and significant aircraft that it deserves a big effort.

The exact reason for the accident are still unknown, and they will be announced after the publication of the NTSB surveyors. A first estimate shows that the right wing is destroyed, the left one is damaged. The tyres blew up on impact when landing, and fire occasioned more or less serious damages forward and rear of the firewall. Finally, the engine and the propeller will either need to be repaired or replaced.



COMMEMORATION - MISSION 441

On June 25, a ceremony will take place in the Ferradou castle, where the members of the B17 that was shot down in Cornebarrieu, stayed as prisoners of war. The local association of WWII veterans will donate a plate to commemorate this fact. The French Supporter Squadron has been invited and will be represented by our local members. If you too wish to participate, please contact colonels Jean Røeder or Michel Perrin.

OLD MILITARY VEHICLES SHOW IN MONTBARTIER

The association of historic car owners, whose members we met last June during the commemoration of Mission 441, organizes a big show of military and civilian vehicles, with the help of the mayor of Montbartier. This show will include exchanges and auctions. The French Supporter Squadron has been invited to participate, and a tent will be at our disposal to display pictures and other items, and sell P.X. items.

Colonel Michel Perrin has already volunteered to look after the booth, but he cannot do it on his own and will need some help. All FSS members who wish to participate must, as soon as possible, contact Michel Perrin (Tel: 0561094552, email: mmperrin@free.fr), and the FSS H.Q. (Tel: 0148690457, email: bdelfino26@aol.com).

CAR RALLY M441

The association of historic car owners, in collaboration with Association Croix du Sud, organizes a car rally during the week between June 24 and 30, 2002. The check points will be mainly related to Mission 441. Participation is open to anyone interested.

FSS PARTICIPATION TO THE PIPER CLUB DE FRANCE GENERAL ASSEMBLY

Although we do not own any Piper aircraft just yet, Colonel Eric Ducreau represented the FSS during this general assembly which took place at La Ferté-Alais on April 13, 2002. Eric was the only FSS member but he did a very good job.

Eric met 35 members of this club, and made a note of the main problems that the owners of Cub's or other Piper aircraft have to face today: First of all, legislation, for which the DGAC (French FAA equivalent) seems to take decisions which are far from practical reality (This is not new!), the poor quality of the translation of the Piper maintenance manual which has caused several nonsense and conflicts with the DGAC, and the rise in maintenance costs of CNRA certified aircraft, caused by the new legislation. Although the association currently suffers a very small financial loss (75 Euros), the Piper Club de France is a very active group with an excellent knowledge of this type of aircraft, and it is very useful to any Piper owner. The Piper Club de France already helped us determine the state of health of three planes that were put up for sale during the past few months, unfortunately too early for our meagre budget. Patience... We will get there soon.

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*: € 3,80 each.
- Warbird cards: € 3,80 chaque.
- 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).
- **Subscription for prints based on Roy Grinnell paintings (Subscription is closing on June 30, 2002, prices are guaranteed until that date, integral reimbursement in case of failure of the project): Normandie Niemen, Corsair F4U7, et B26 Marauder - Not signed € 30,00, signed by veterans € 45,00.**

FSS 2002-2003 ANNUAL DUES

If your name is not on the list below, we thank you for sending a cheque of 50,00 € (Colonels & Associate Members), a cheque of 20,00 € (Cadets), and a cheque of 40,00 € (Friends of the FSS) .

Annual dues already received: G. Avenel, B. & L. Ayars, W. Blankenship, E. Cartigny, M. Bon, J. Bonneau, D. Cardinal, G. Comis, B. & F. Delfino, S. Duchemin, E. Ducreau, J-M. Elipot, C. Gascon, L-J. Gioux, Y. Houssin, H. Hosity, R. & L. Hudlow, D. Kelly, J. Leroux, E. Ligneul, J. Lux, C. Malhaire, J-P. Merlier, J. Pérangolo, G. Perrin, P. Pierre-Pierre, B. Piland, H. Quefféléant, M. Ruppert, S. & C. Sansing, S. Soueid, F. Stokes, A. Thiry, C. Tournemine, B.Violette, J-J. Vaucher.

CODE NAME ALPHA 2002 • MAY 2002

No recruitment of Colonels to this date



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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| Bernard DELFINO | 2271.67 | | |
| Jacques PERAGALLO | 1000,00 | | |
| Sandy & Connie SANSING | 1768.40 | 250000 | 38112 |
| Cédric MALHAIRE | 202.75 | 245000 | 37350 |
| Claude REQUI | 1411.91 | 240000 | 36588 |
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| Fumiko DELFINO | 346.90 | 225000 | 34301 |
| Jean-Jacques SAHUT | 152.45 | 220000 | 33539 |
| Lewis & Bunty BATEMAN | 864.08 | 215000 | 32777 |
| Stéphane DUCHEMIN | 136.44 | 210000 | 32014 |
| Serge CLODORE | 53.36 | 205000 | 31252 |
| Daniel CLODORE | 53.36 | 200000 | 30490 |
| Jean-Paul MERLIER | 67.08 | 195000 | 29728 |
| Jean CEDER | 541.19 | 190000 | 28965 |
| Roger VAUCAMP | 266.79 | 185000 | 28203 |
| Daniel & Lucie SAUVAGE | 203.52 | 180000 | 27441 |
| Patrick PIERRE-PIERRE | 667.74 | 175000 | 26679 |
| Marcel et Liliane RUPPERT | 291.16 | 170000 | 25916 |
| Christian FREZARD | 76.22 | 165000 | 25154 |
| Jean-Christophe DEBUISSON | 230.00 | 160000 | 24392 |
| Michel BON | 103.36 | 155000 | 23630 |
| Dons anonymes du PUBLIC | 351.49 | 150000 | 22867 |
| Paul BARLAND | 152.45 | 145000 | 22105 |
| Ron WESP | 609.80 | 140000 | 21343 |
| Christian & M-France FALENTIN | 152.45 | 135000 | 20581 |
| Christian TOURNEMINE | 76.22 | 130000 | 19818 |
| Didier CARDINAL | 163.12 | 125000 | 19056 |
| Louis-Jean GIOUX | 80.80 | 120000 | 18294 |
| Eric DUCREAU | 60.98 | 115000 | 17532 |
| Eric JANSSONNE | 218.00 | 110000 | 16769 |
| Henri BOURRASSIER | 83.85 | 105000 | 16007 |
| Jim LUX | 411.61 | 100000 | 15245 |
| Jean-Claude MINIGGIO | 60.98 | 95000 | 14483 |
| Christophe BASTIDE | 586.93 | 90000 | 13720 |
| Yves DONJON | 265.26 | 85000 | 12958 |
| Guy ROBERT | 198.18 | 80000 | 12196 |
| Centex Wing | 26.68 | 75000 | 11434 |
| Christiane HÉBERT | 304.90 | 70000 | 10671 |
| Yuri DELFINO | 118.45 | 65000 | 9909 |
| Kim TOLFREE | 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 | 177.85 | 15000 | 2287 |
| Peter LANGRIDGE | 22.87 | 10000 | 1524 |
| Jean-Claude PETIT | 31.25 | 5000 | 762 |
| Claude GASCON | 152.45 | 0 | 0 |
| Nicolas LIBIS | 141.02 | | |
| Gilles AVENEL | 398.18 | | |
| Gilles BAILLOT | 45.73 | | |
| Patrick GREMEZ | 45.73 | | |
| Isabelle LESSER | 99.09 | | |
| Roy GRINNELL | 137.20 | | |
| Alphonse THIRY | 38.11 | | |
| Semaan SOUEID | 50.00 | | |
| Posters Bellis US Aircraft | 141.29 | | |
| Intérêts Bancaires Annuels | 1035.48 | | |
| TOTAL | 23130.90 | (151728,75 F) | |