



Airshow



Bulletin mensuel du French Supporter Squadron de la Commemorative Air Force

Volume 7 - N° 6 - June 2002

Editorial

As I write these lines, we are less than a week away from the La Ferté-Alais air show, and we are busy preparing this event.

This air show will be the starting point of a season which promises to be busy and exciting: Three air shows, the visit of Roy Grinnell and his wife Irene for 7 weeks, including a working stay in Duxford, and an extraordinary meeting. I hope that many of you will participate to all these events because they are very promising.

If you are part of those who will have participated, one way or another, to this organization, I wish to thank you very sincerely. Your help is invaluable and makes me admire you for your faith in our objectives and ideas. The CAF can be proud of you.

The most efficient participants are often the most silent ones. For example, one, for weeks, has been quietly preparing accessories for our booth. Another one, modestly, but relentlessly, has been looking for the money that will allow us to accomplish one of our projects, only reappearing once this task was completed, and producing a cheque from two unexpected sponsors.

These "unsung heroes" are the most efficient ones. They never make any promises that they will not be able to fulfil. They take on a goal, sometimes even a very simple one, and they don't come back until they have reached it. This is exactly what happened with our group in the South West whom we will never be able to repay for their extraordinary work on Mission 441 last year.

These members are legion in our Squadron. It's reassuring. But it also allows me to rely on them, and, above all, it gives me enough time to concentrate on the tasks required by my position.

This is simply called a team, with its tasks well distributed, and the men who are needed to complete them. Many companies dream of this. We have done it, and with no other salary than the satisfaction of a job well done. Not bad isn't it?...

Bernard

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PILOTS, MECHANICS, AND ASSISTANTS, NOW IS THE TIME TO MAKE UP YOUR MIND!

THE BOARD OF ADMINISTRATION IS SETTING UP THE TEAM THAT WILL LOOK AFTER OUR FUTURE L BIRD, AND YOUR HELP IS REQUIRED.

The members of the French Supporter Squadron will find, with this monthly Newsletter, a form and a project that will be added to our Internal Rules, entirely dedicated to the structure and the organization of our team of pilots, mechanics, and assistants. Please read them carefully, fill in the form, and send it back to the FSS head office. Thanks in advance! [See the article on page 6].



Painting by Stéphane Duchemin

MEETING WITH ROY AND IRENE GRINNELL

As you will read on page 7, our members and friends will have a chance to meet Roy Grinnell and his wife Irene on June 29, in Tremblay en France. This friendly reunion, which is currently organized, will be a unique chance to meet Roy, Irene, and a few B26 veterans. If you intend to participate, please make yourself known as soon as possible. [See the article on page 7]

FSS 2002 - 2003 ANNUAL DUES

Almost half of our members haven't paid their Squadron annual dues yet. We remind them that they must send us their participation before the end of May. You will find, on page 7 and page 8 all the details to help you with this simple procedure. Many thanks to you all.



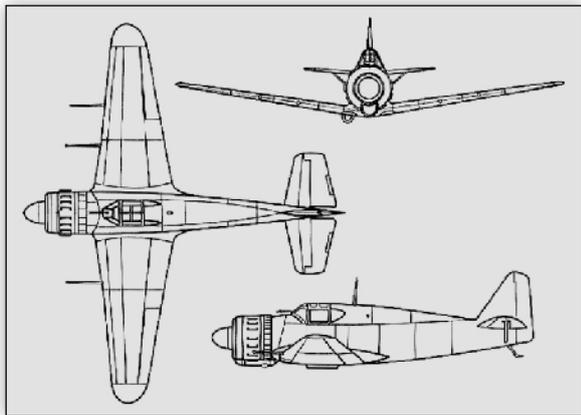
Those forgotten planes...

MARCEL BLOCH 151 & 152

An article by col. Michel Cahiez - Photos SHAA

This single seat fighter was an improved version of its predecessor, the Bloch 151/01, which flew for the first time in October 1937. This flight followed more than a year of consecutive failures. The pilot had not been able to take the aircraft off the ground because of an excessive weight, a wing too small, and a weak engine. The adoption of a program to lighten the structure, and the addition of a larger wing, and a more powerful Gnome & Rhône engine, allowed, at long last, the aircraft to take to the air.

Following a first order by the Armée de l'Air, limited to 25 aircraft of the Bloch 150 type, the engineers of the Bloch company, then integrated in the SNCASO (Société Nationale des Constructions Aéronautiques du Sud Ouest), soon realized that the aircraft had not been designed for mass production. They re-designed the plane, and produced the MB 151 whose first flight took place in August 1938. The orders of MB150 were changed for MB151, but difficulties in the production were such that only 85 planes were available when the war broke out!



Produced simultaneously with the 151, the Bloch 152, with a more powerful engine and a different fin and rudder, flew, for the first time, in December 1938. Its general size and shape were identical, but its performances were much better, namely a top speed 25 MPH higher than the Bloch 151's.

From 1939 to the beginning of May 1940, nine fighter groups were equipped with this plane, including a Navy squadron (AC3).

Most of the Bloch 151 were relegated to a training role when the Bloch 152 entered into service. Until the armistice, a total of 588 Bloch 151 and 152 were built. A great part of them was used by the Vichy Government aviation. The

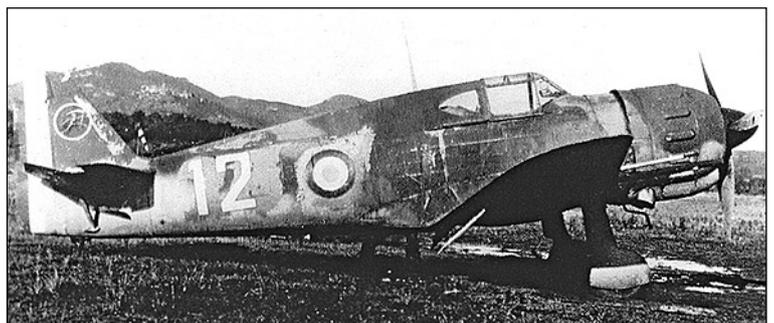


Germans got hold of 173 aircraft, and transferred 20 of them to Romania.

Many years ago, I had the opportunity to meet a pilot who had flown the Bloch 152, and fought during the Battle of France. He told me that it was a very sturdy airplane whose manoeuvrability allowed him, on two occasions, to face some Me109, and forced them to escape. Its armament was adequate, but it had a tendency to freeze at high altitude, which forced the aircraft maker to adopt a heating system for the gun boxes.

The Bloch 152 had a wing span of 10,55 m (35 ft), and a length of 9,10 m (30 ft). It was fitted with a Gnome & Rhône 14N-25 engine which produced 1080 HP, or a 14N-49 of 1100 HP. Its maximum speed was 515 km/h (322 MPH) at 4000 metres altitude (1350 ft), and could fly over a distance of 600 kilometres (375 Miles). Its maximum take-off weight was 2700 kg (5800 lbs), and its armament included two 20 mm HP guns, and two 7,5 mm MAC 34 machine-guns.

A last version of this aircraft was the Bloch 155 whose Gnome & Rhône engine produced 1180 HP, which gave it a maximum speed of 560 km/h (350 MPH). It did not fly until December 1939, and its production started in April 1940. Only 15 aircraft of this type were rolled out of the Châteauroux factory, but they arrived too late and were first used by the Vichy aviation, then by the Germans.





JOHN GODWIN, MY FATHER

I visited the CAF Museum before the wing panel was set up for display. Unfortunately, I could not go back for Airsho and meet Butch Butikofer and Isabelle Lesser.

During my visit, I asked the Curator if I could have a small piece of the wing, with the intention to frame a several pic-

tures of my father's B17, together with a portion of this piece of wing, and present them to my four children, my sister, and one for myself.

My Father was an extraordinary man with an undaunted passion for his family. We were a very close knit bunch that shared most of our free time together. My Father and I were baptized together in a small Presbyterian church in Grand Prairie (Texas). My parents managed to have my sister Joan and I in church every time the doors were open. Both Mom and Dad served as Elders in the church that my wife Delaine and I still attend. This is where I got married, and, 32 years later, it is also there that my youngest son Dan married a pretty young lady, Monaca.



Dad's life work was children. He was a baseball coach, youth sponsor, and Sunday school teacher. He believed that the most meaningful contribution a person could make to society was the mentoring of young people.

Dad loved baseball. He coached little league for 8 years, Pony league for 2 years, and Colt league for 2 years. Dad was not a prideful man, but I think his finest hour was a Spring afternoon in 1964 when my high school played the high school in the community next to ours. Dad coached kids from both areas, and, on that particular day, 10 of the 18 starters had played for him.

In 1962, at the tender age of 16, I soloed a Piper J5 at the Blue Mound Airport (Texas), with a total of 4 hours and 35 minutes of dual instruction. The J5 suffered an engine failure shortly after my solo, and I transitioned to a Cessna 150. My instructor gave me an hour of dual in the Cessna and got out of the airplane. With somewhere in the neighbourhood of 12 hours total flying time, I got my instructor's permission to let Dad accompany me on a cross-country flight in the North Texas area. Dad had a multi-engine instrument rating, but hadn't flown since 1946. Apparently, my flying skills didn't match with Dad's expectations, and he suggested that my instructor seek a different career before he got someone hurt.

We laughed a lot in our family. Dad had a quick wit that worked with all age groups. I think that was the prominent people skill that made him a success in his insurance business. Dad was an independent agent in the Fort Worth area from 1956 until he and his partner sold



their agency in 1989.

In the Summer of 1992, Dad was diagnosed with prostate and lung cancer. He underwent surgery and a series of radiation treatments. He finally lost his battle to cancer in early February 1994.

We were always close, but our relationship grew even stronger during his illness. It seemed to transition from father-son to an even closer bond. I guess that the last thing Dad had left to teach me was how to die. We shared many an hour together at home and in the hospital. We talked about everything, from flying to dying.

One afternoon, when the two of us were alone, I asked Dad if he was frightened of death. I can still hear his reply: *"Son, I'm not frightened by the prospects of death because I have a Savior that prepared the way for me. I am apprehensive about the transition from life to the next"*. I asked him

to clarify the difference between scared and apprehensive. To that Dad replied: *"When we were shot down, I*

had my parachute pack stored under my seat because it was too big to wear it and fly the plane. When I had squared everything away to leave the aircraft and reached the chute, it was smouldering. I patted the fire out, clipped it to the harness, and jumped, having no idea if it would work or not. That's the definition of scared". He didn't admit it, but I think the other time he was scared was when he was flying the right seat with his "smiling Jack" son in 1962.



Above all, Dad treasured our freedom. He loved his country with all his heart and soul.

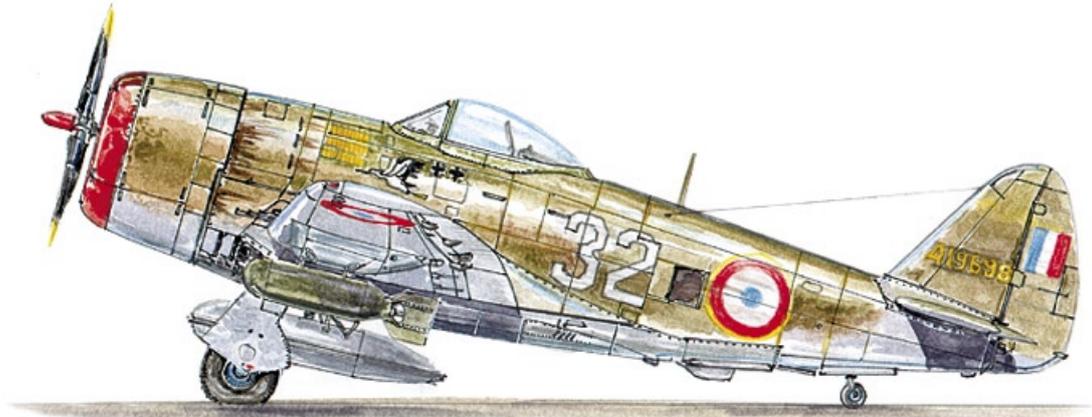
He taught me that a man's priorities should be God, his country, and his family.

I thank the crew of the B17 serial number 2102463 for its sacrifice, and I thank our friends in France for the commemoration of June 2001, in the Toulouse area.



REPUBLIC P47 THUNDERBOLT

By Colonels John P. Roeder and Michel Perrin



The P-47 was one of America's best and most versatile WWII fighters. It was first flown in May 1941 and went into service in March 1942.

About a year later, the Thunderbolt flew its first combat mission over western Europe. It saw service with more than 40 percent of US fighter groups serving overseas. At its peak use, in May 1945, the AAF had 5,595 on strength.

The P-47 was the heaviest of the wartime single-engine fighters. It was a tough, heavily armed and efficient machine, which also gained recognition for its ability to absorb battle damage and keep flying. It could out-dive any German fighter it met in combat and, with an auxiliary fuel tank, it could escort bombers far into Germany.

Because of its offensive power, it finally established an impressive record as a low-level fighter-bomber.

More than 15,600 had been built, when production was abruptly ended with VJ-cancellations.

The Thunderbolt was flown in action also by the R.A.F, the Soviet Air Arm, the Brazilians, and it became one of the main warplanes of the Free French Air Force (F.A.F.L.).

In April of 1944 the Groupe de Chasse GC II/3 "Dauphiné" in North Africa began to convert from Hurricanes to P-47Ds with classical sliding hood framed canopy (see line drawing on the right) transferred from US units. These

were followed from September 1944 by aircraft of later sub-versions P-47D-25 etc. with round vision bubble-type cockpit canopy.

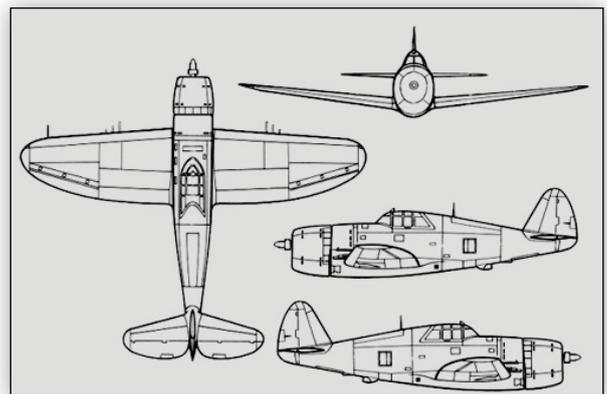
Also from April 1944 GC II/5 "La Fayette" re-equipped on the Thunderbolt, exchanging their P-40s.



Photo: USAAF

In May 1944 GC II/5 moved to liberated Corsica from where it operated as the 4th squadron of the USAAF's 57th Fighter Group, attacking ground targets, mainly to the north of Rome. By June, it was joined by GC II/3.

From then, the two "Groupes" operated as independent units under US higher echelon command with activities being gradually transferred to targets in preparation



of the invasion in the south of France (Operation Anvil). In early September they were joined by GC I/4 "Navarre" and GC I/5 "Champagne" from North Africa that had exchanged their P-39s.

Together the squadrons supported the 7th US Army and the newly formed French 1st Army in their advance up the Rhône Valley moving to bases on French soil when this became possible.

In October a new First Tactical Air Force (Provisional) was formed under French command, incorporating what had become the

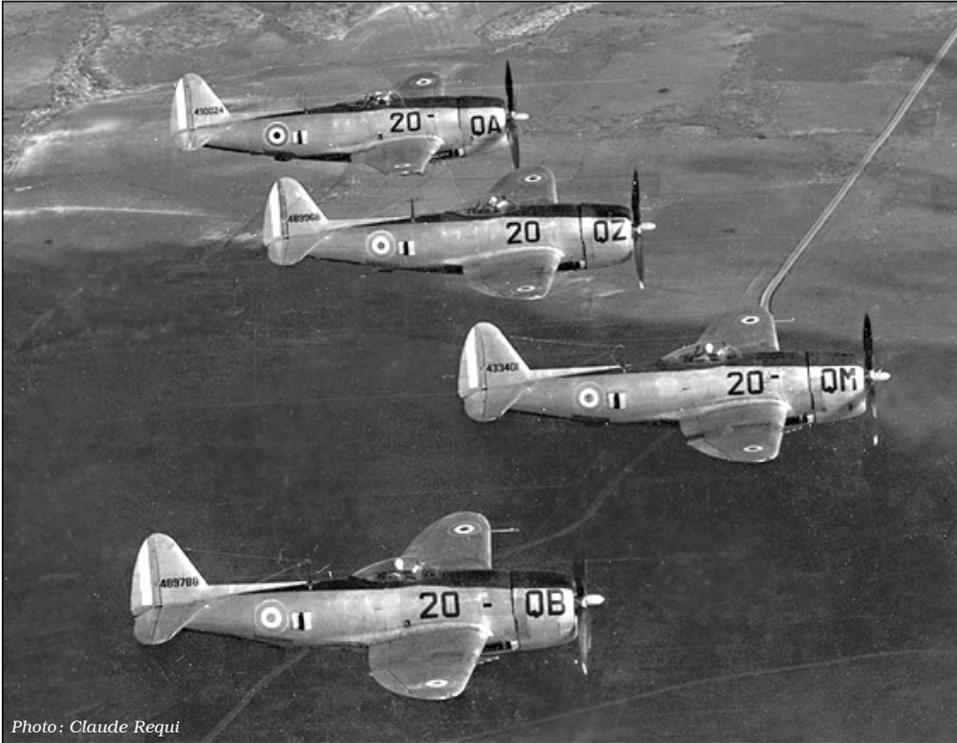


By 1951, the fighter units had converted to jets and most of their P47 Thunderbolts had been allocated to reserve units. In North Africa the type continued to serve as advanced trainer until 1952 for Armée de l'Air pilots destined for Indo-China and active service with F6F Hellcat and F8F Bearcat fighters.

The P-47 was given a new lease of life during the Algerian war, where it proved more suitable than the jet fighters for counter-insurgency operations.

In this role twenty four P47's were still in service in 1958.

Totally worn out, the Thunderbolts were finally replaced by Douglas Skyraiders from the spring of 1960.



1st French Air Force (XII TAC) and a number of fighter-bomber units transferred from the 9th Air Force. About the same time GC III/3 "Ardennes" in North Africa also converted from P-39s to P-47s, subsequently moving to France. Finally the GC III/6 "Roussillon" already with the 1st TAF (Prov.) exchanged its Spitfires for Thunderbolts.

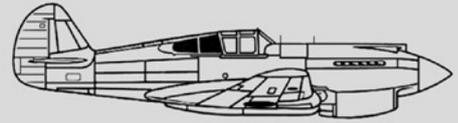
Through the final six months of the war, French Thunderbolts were very active in the fighter-bomber role from the Colmar pocket way into Germany until the end of the conflict. Losses due to Flak were however frequent.

Together with the B-26 Marauder, the P-47 Thunderbolt was the most important US warplane in the reconstitution of the new French Armée de l'Air from 1943. At least 130 appear to have been loaned or donated by the US and 446 were supplied through "Lend-Lease".

Following VE-day the P-47 remained first-line equipment of the Armée de l'Air for some years, serving with the 2^{eme} and 4^{eme} Escadre de Chasse in Germany. In 1949, both units still had 86 P-47s on strength, and 13 were in use at the fighter school of Meknès, Morocco.

<i>DATA TABLE - P-47 THUNDERBOLT</i>	
<i>Description</i>	<i>Chasseur-bombardier monoplace</i>
<i>Propulsion</i>	<i>1 PW R-2800 de 2300 CV</i>
<i>Wing Span</i>	<i>12,50 m (40 ft 9 in)</i>
<i>Maximum Weight</i>	<i>8800 kg (19400 lb)</i>
<i>Maximum Speed</i>	<i>700 km/h (430 mph)</i>
<i>Cruise Speed</i>	<i>420 km/h (260 mph)</i>
<i>Range</i>	<i>Internal tanks: 760 km (470 mls) With auxiliary fuel tanks: Up to 1770 km (1100 mls)</i>
<i>Service Ceiling</i>	<i>12200m (40000 ft)</i>
<i>Armament</i>	<i>Eight 12,7 mm machine-guns</i>
<i>Maximum Bomb Load</i>	<i>Two 1000 lbs bombs (2 x 454 kg)</i>

What's New?...



FSS ANNUAL DUES

We wish to remind you that the limit date for the payment of your FSS annual dues is May. Sending your participation in due time is the first help you can give to the Squadron. In addition, this allows us to spend our rare spare time on the current projects.

Thanks for checking that your name is on the list printed on page 8 of this Newsletter. If you can't find it, please send us a cheque as soon as possible.



L BIRD PROJECT

As you know, the Board of Administration and several members of the FSS are working hard on this project so that it becomes a big success.

As part of this preparation, we asked, early this year, who, among our members, would be ready to give some of his time and energy, so that, once the plane has been purchased, they are available for any aeronautical event and for the day to day life of the aircraft.

To this date, we have received the official agreement of two pilots and four mechanics. This is good but definitely not enough. Today, we reiterate our question by adding to this Newsletter a form that the volunteers will need to fill in and return to the FSS head office as soon as possible. This will be their official involvement that every volunteer will need to fulfil, even if it requires the sacrifice of some of your time and energy, from time to time or on a regular basis.

You will also find, added to this form, a project of an annexe to our Internal Rules, whose roughness must not frighten you. This apparent inflexibility is, unfortunately, necessary for the protection of the individuals, the aircraft, and our organization.

We thank you in advance for carefully reading these three pages, and, for applying eventually to one of these jobs. Please fill in the form in upper-case letters and send it back as soon as possible. Should the number of candidates be too low to ensure the feasibility of this project, we would have to reconsider the whole project.

Once you have applied for a position, you will need to fully adhere to the tasks involved. Your availability will be paramount and will allow us to find the contracts that will guarantee the public display of the plane, and to design a yearly plan for the plane and the volunteers, pilots, mechanics, or assistants.

Money and planes are nothing without the men. Please send back this form, whether you have already volunteered or not. This project depends on you.

HELP TO THE L BIRD PROJECT

This month we thank colonels John Roeder, Henri Bourrassier, Roger Vaucamp, and Didier Cardinal, for their efficient help to the L Bird project. Thanks to them, this project has moved forward again.

Colonel Didier Cardinal's help, although it is not directly financial, has a considerable value, which calls for some explanations: Since the very beginning of the L Bird project, day after day, month after month, Didier has made up a complete professional tool box for the maintenance of the future FSS airplane. A rough estimate of this tool box has shown that the total value is now over 3000,00 Euros! A very big THANK YOU to Didier for his enthusiasm, his efficiency, and his perseverance!

NOEL FREEMAN CO-PILOT OF THE MISSION 441 B17 HAS GONE WEST

We did not hear about it until earlier this month. Noel Freeman (pictured here among some of the crew members), co-pilot of the B17 that was shot down over Cornabarrieu on June 25, 1944, has left us.

This sad event took place on December 23, 2001. We wish to express our deepest sympathy and sincere condolences to his wife, his family, his friends, and all the crew members of this aircraft.



SUBSCRIPTIONS TO ROY GRINNELL PRINTS

Time flies! And you only have about 5 weeks to subscribe to the Roy Grinnell prints project.

We wish to remind you that Roy is currently painting three pictures that he will donate to the FSS in order to help our Unit finance its projects. The chosen subjects are: The Yak 3 of the Normandie-Niemen, the Groupe Bretagne B26 Marauder, and the French Navy F4U7 Corsair.

From these three paintings, we will get high quality prints made on 300 grammes, non-acid paper. For the members of the FSS these prints will all be at the same price: 30,00 € for unsigned prints, and 45,00 € for those signed by veterans. Beware! These prices will only be guaranteed for those members who will have subscribed to this project by sending their orders today.

This offer will definitely be closed on June 30, 2002, and, without this payment, your order will not be taken into account. Hurry up! Order now!!!



A MYSTERY SOLVED

As you all know, on July 20, 1969, Neil Armstrong, Commander of the Lunar Module LEM, became the first man to set foot on the surface of the Moon.

His first words became immediately famous throughout the world: *"It's a small step for a man, a giant leap for mankind"*.

These pictures and these words were broadcasted live on TV and hundreds of millions of men and women witnessed them. Nevertheless, many did not understand the other - mysterious - words that he pronounced when he got back in the LEM and before he closed the hatch for the trip back to Earth: *"Good luck mister Gorsky"*.

Many at NASA believed that he was talking about some unknown rival russian astronaut, but checking the list of russian names, and even american ones, did not give a plausible explanation. Years went by, and many asked Neil Armstrong to explain this *"Good luck mister Gorsky"*. But, every time, Neil replied with a simple amused smile.

It was not until July 5, 1995, in Tampa Bay (Florida), as Neil was answering questions after a speech, that a reporter asked him the same question, and Neil Armstrong finally decided to give the answer. Mister Gorsky had just died, which relieved Neil from any reserve: One day, in 1938, as Neil was a kid, he was playing baseball with a friend in the back yard. His friend hit the ball in such a way that it landed in the neighbours' back yard, by their bedroom window. These neighbours were Mr. and Mrs. Gorsky. Young Neil jumped over the fence to go and get the ball, but as he leaned to pick it up, he heard Mrs. Gorsky shout at her husband: *"Sex! You want sex!?! You'll get sex when the kid next door walks on the Moon!!!"*...

A DANGEROUS GAME

Recently, a technical problem noted in the technical log book of a Qantas Boeing 747-400 was reported to our Unit Leader.

The captain wrote: *"An hour and a half after the take-off from LAX, as we were established at our cruising altitude, with one of the three auto-pilots engaged, the plane started oscillating vertically and continuously, plus and minus 300 feet, at a rate of 10 seconds per cycle. The auto-pilot was disengaged, and another one was engaged, with the same result. Selecting the third one did not bring any improvement and the plane carried on climbing and descending with the same rhythm. After a long discussion trying to determine the reason for this strange phenomenon, it was noticed that four young passengers were playing with "Game-Boy" electronic games. As soon as they were asked to stop playing, the plane resumed a normal and stable attitude"*.

This incident shows how justified is the request made to passengers not to use electronic machines during take-off and landing. Reports of anomalies during the cruise part of a flight are extremely rare. This example shows that it is possible.

This subject is really serious and is being monitored continuously by aircraft makers since it was proved that a mobile phone was the cause of the accident of an asian airline aircraft, several months ago. Think about it next time you board a plane and are tempted to use your mobile phone...

MEETING ROY AND IRENE GRINNELL

We are organizing a friendly meeting of our members and friends with Roy Grinnell and his wife Irene, on Saturday June 29, 2002, from 15:00 in one of the rooms made available by the Mairie of Tremblay en France.

Several veterans who flew with the Groupe Bretagne during WWII will also be invited. This meeting is, therefore, a unique chance to meet all these friends who will tell us their eventful stories. You will also have a chance to ask them as many questions as you wish. This exciting afternoon will be followed, at 19:30, by drinks and by a meal that, we hope, everyone will attend.

Please fill in the form that is attached to this Newsletter, and send it back as soon as possible, and not later than May 31, to confirm your participation.

We will send every guest all the necessary practical details early in June, either by email or by normal mail. Thanks everyone!



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. et L. Ayars, W. Blankenship, E. Cartigny, M. Bon, J. Bonneau, H. Bourrassier, D. Cardinal, G. Comis, B. et F. Delfino, J.C. Debuissou, S. Duchemin, E. Ducreau, J-M. Elipot, C. Gascon, L.J. Gioux, Y. Houssin, H. Hosity, R. et L. Hudlow, D. Kelly, F. Kurz, J. Leroux, N. Libis, E. Ligneul, J. Lux, C. Malhaire, J-P. Merlier, J.C. Miniggio, J. Pérangolo, G. Perrin, P. Pierre-Pierre, B. Piland, J. Røeder, M. Ruppert, S. et C. Sansing, S. Soueid, F. Stokes, A. Thiry, C. Tournemine, R. Vaucamp, 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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L BIRD SPONSORS - MAY 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	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
Michel CAHIEZ	433,58	235000	35826
Julien LEPELLETIER	283,71	230000	35063
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	641,19	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	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	94,85	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	23275,11	(152674,70 F)	

L BIRD PROJECT

CREATION OF A TEAM OF RESPONSIBLE MEMBERS FOR THE AIRCRAFT OPERATION

The French Supporter Squadron of the Commemorative Air Force is preparing its team of pilots, mechanics, and assistants, so that this group is ready as soon as the first aircraft arrives. For that purpose, the Board of Administration needs to know the intentions of each one of its members.

Based on volunteers, the following jobs will require the personal involvement of these volunteers, in order to organize this team on a solid and safe base, which will guarantee safety, legality, regularity, and professionalism.

Therefore, we thank all our members for filling in this form which is the first step in the practical organization that will give this project a complete success.

The Board of Administration

NAME		FIRST NAME	
CAF ID #		DATE OF BIRTH	
HOME PHONE		MOBILE PHONE	
FAX		EMAIL	

Each volunteer promises to fulfil the functions of one or more of the following positions, and to take on full responsibility, for a duration of at least 3 (three) years, from the date of the aircraft arrival. The number of these positions shown in parentheses is true for each aircraft that the FSS owns, or is responsible for. The Operation Officer and the Maintenance Officer are helped by a deputy who will be able to take the full responsibility of these jobs, should the Officer in charge become unavailable for a major reason. *(Circle your choice)*

OPERATION OFFICER (1)	MAINTENANCE OFFICER (1)	FLYING INSTRUCTOR - SURVEYOR (1)
YES - NO	YES - NO	YES - NO
OPERATION OFFICER DEPUTY (1)	MAINTENANCE OFFICER DEPUTY (1)	AIRSHOW PILOT (3 à 5)
YES - NO	YES - NO	YES - NO

Mechanics and Assistants will help this group of responsible members, whether they are qualified or not. They will work under the direction and the supervision of the Officers in charge of the operation of these aircraft. *(Circle your choice)*

MECHANIC	ASSISTANT
YES - NO	YES - NO

The members of this team will need, when the time comes, to produce a file that will include their diplomas, certificates, and flying log book. In the mean time, we thank them for describing, briefly, their qualifications here below:

Date & Signature:

ADDENDUM TO THE INTERNAL RULES

AIR OPERATIONS - RULES - RESPONSIBILITIES

THE CAF FRENCH SUPPORTER SQUADRON AIRCRAFT AND THEIR MISSION

The FSS aircraft are used for the promotion of the CAF, through their missions and objectives, in the full respect of the Commemorative Air Force goals and objectives.

They are also used, when the current legislation allows it (Certificate of Airworthiness CDN or CNRAC), rewarding flights for these members, or friends of the association, whose exceptional and positive actions for the CAF and the FSS have justified such a reward.

Will also be possible a few pleasure flights for members of the FSS, at their own expense, according to a rate decided by the Board of Administration. These flights will always be done with one Airshow Pilot as PIC (Pilot In Charge). These flights, necessarily limited in numbers, will be decided by the Unit Leader, within the general operation policy of the Squadron's aircraft.

RESPONSIBLE POSITIONS

UNIT LEADER

He is responsible for the air operation and the use of all the aircraft owned or operated by the FSS. He delegates his authority to the:

- Operation Officer or his Deputy.
- Maintenance Officer or his Deputy.
- Flying Instructor-Surveyor or his Deputy.

OPERATION OFFICER (Type of Aircraft)

The position of Operation Officer is open for a renewable minimum duration of 3 (three) years. He is given the authority for the operation of one type of aircraft. He is responsible for the aircraft maintenance, its airworthiness, and the availability of this aircraft for any mission requested by the Unit Leader (Airshows, commemorations, rewarding flights, training flights, or technical flights).

In order to accomplish his job, he is given a yearly budget. He will need to report on his performance on a monthly basis, or at any request from the Unit Leader or the Finance Officer, as well as during the Annual General Assembly of the Association. He will ensure, and participate in the raising of funds required by the aircraft operation.

Should this Officer become unavailable for a major reason, he will be replaced by his Deputy who will take on the full responsibility of this position.

MAINTENANCE OFFICER

This position is open, for a renewable minimum duration of 3 (three) years, and primarily, to professional aircraft mechanics. However, a member who does not own an aircraft mechanic qualification, may apply for this position, providing he gets the agreement of the GESAC authority.

Under the direction of the various Operation Officers, he is responsible for the maintenance of the FSS aircraft. He will ensure that these aircraft are maintained in full accordance with the current regulations and the legislation linked to the aircraft Airworthiness Certificate. He can be helped by various members of the FSS or non-members.

In order to ensure that the maintenance of the aircraft is done in full compliance with the law, he will get any necessary agreement or authorization from the GESAC.

Should this Officer become unavailable for a major reason, he will be replaced by his Deputy who will take on the full responsibility of this position.

INSTRUCTOR/SURVEYOR (Type of aircraft)

Number of available positions: 1 (one) per airplane type. However, if the pilot concerned owned the necessary qualifications, he will be allowed to cumulate this function for several aircraft types. The Instructors/Surveyors will be able to cumulate this function with the position of Operation Officer.

The candidates take up this position for a duration of 3 (three) years minimum.

Since they can act as Airshow Pilots, the Instructors/Surveyors selected for an aeronautical event will get to the place of this event at their own expense. Their expenses on the site will be, whenever possible, taken over by the organizer of the event for the duration of the airshow (If the event is organized by a third party), and they will travel back to their home at their own expense.

Their main task will be to make sure that the validity of the other pilots' qualifications are valid and up to date, and their level of training is adequate for their mission, in full safety and legality.

Should this Officer become unavailable for a major reason, he will be replaced by his Deputy who will take on the full responsibility of this position.

AIR SHOW PILOT - INSTRUCTOR/SURVEYOR (Type of aircraft)

Number of available positions: 3 to 5 (three to five) per airplane type. The position will be for a minimum duration of 3 (three) years. During this period, the pilot will need to spare two to three week-ends every year to ensure that the Unit has a sufficient number of members for airshows, fly-in's, ceremonies, or reward flights.

The selected pilots will get to the place of this event at their own expense. Their expenses on the site will be, whenever possible, taken over by the organizer of the event for the duration of the airshow (If the event is organized by a third party), and they will travel back to their home at their own expense.

It will be their duty to make sure that their license is valid for the 36 months of their position.

Their training will be done in accordance with the current rules and legislation for each type of aircraft. These rules are defined by the Board of Administration following a proposal from the Instructor/Surveyor.

Before flying during an airshow, they will need to familiarize with the rules defined by the current rule of air displays. They will have to follow the FSS rules, as well as the recommendations made by the Director of flights of each airshow. During the period when they are in charge of the airplane, they will ensure its safety and its proper use. Being the ambassadors of the CAF and the FSS, they will need to keep a high moral attitude, and keep in accordance with the rules and goals of the CAF and the FSS.

DISCIPLINE COMMITTEE

A discipline Committee is formed. Its function is to enquire and decide on any serious incident, lack of discipline, or serious mistake concerning the operation of the airplanes.

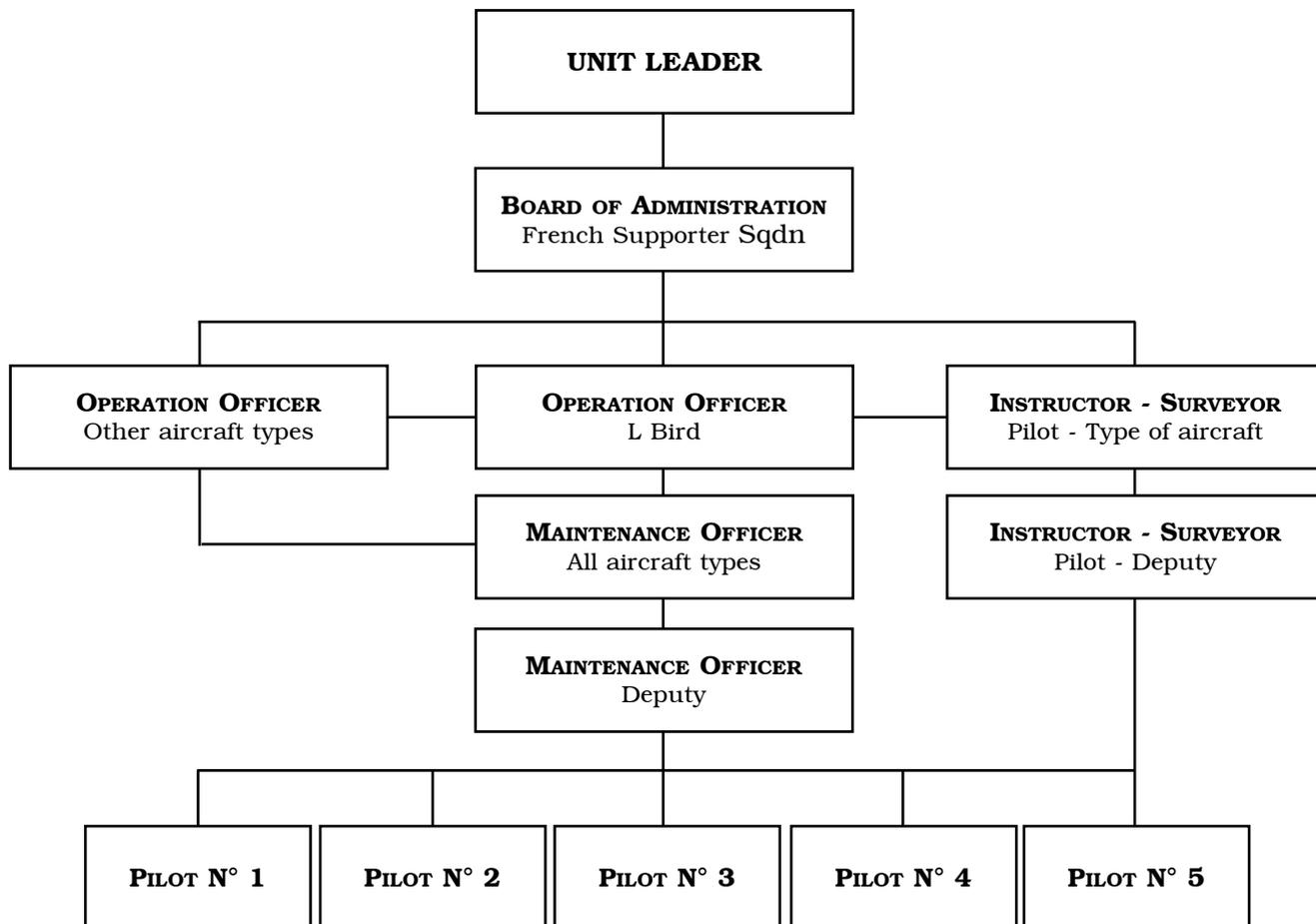
The members of this Committee are : The members of the FSS Board of Administration, the Instructor/Surveyor for the type concerned and his Deputy, as well as two other Airshow Pilots.

The possible sanctions are :

- Letter of reprimand.
- Temporary grounding.
- Permanent grounding.

These sanctions, decided by the Committee, will be notified in writing, and will allow no appeal.

TABLE



MEETING WITH ROY AND IRENE GRINNELL AND VETERANS OF THE B26 MARAUDER AND GROUPE BRETAGNE

During Roy and Irene Grinnell's stay in France, the French Supporter Squadron is organizing a meeting of its members and friends with them and several veterans of the B26 Marauder and the Groupe Bretagne.

This friendly meeting will take place in one of the rooms made available by the Mairie of Tremblay en France on Saturday June 29, 2002, from 15:00 till 19:00.

This meeting will be followed by drinks, and a meal which will be served in one of Tremblay en France restaurants at 19:30.

We thank you for telling us, as soon as possible and not later than May 31, 2002, if you intend to participate by filling in this form and sending it back to us, together with the cost of this meal.

The Board of Administration

Name and First Name:

CAF ID #:

Will Participate - Will Not Participate *

to the meeting on Saturday June 29 in Tremblay en France.

Will Participate - Will Not Participate *

to the drinks, and to the meal that will be served from 19:30 in a restaurant in Tremblay en France

I will be accompanied by persons (Total of guests:).

Please find herewith my participation of **30,00 €** per guest (Cheque to the French Supporter Squadron).

Using Public transport, I will require some help when I arrive in the Paris area.

Arrival at: **Roissy CDG Airport - Train Station of**

Flight or Train # and time of arrival:

I wish to book bedrooms: **simple - double - smoking - non smoking ***

For the nights of (Dates):

Date:/...../2002

Signature :

Note: The exact address of the place of the meeting, and the restaurant in Tremblay, will be sent to you in due time by email or normal mail.

* : Cross off the unused option