

**Volume 7 - N° 7 - July 2002**

## Editorial

*This month's news were so intense that they caused an increase in the number of pages of our Newsletter. The quantity of news was such that I was forced to postpone some of them until next month. I apologize for that, and for the delay it brought to the publication of this issue.*

*As amazing as it may seem, a few members haven't paid their annual dues to the FSS yet, and we hope that this will be soon corrected. I ask everyone to check if their name is part of the list printed on the last page of this issue. If not, I ask them to send us their cheque as soon as possible if they don't want to run the risk of being taken off the list of members.*

*It was announced in papers and magazines, and many of you know that Hank Potter has gone West. We just lost more than a member. Hank was himself, a part of aviation history, and his modesty and his kindness easily made one forget the importance of his personality, his courage, and his dedication. Good bye Hank. We will see you again soon...*

*The airshows of La Ferté-Alais and Épinal are two major events of this month of June. As you will read in the report that I made, they were the source of a great satisfaction, but they also revealed a few problems that, I wish, everyone should seriously think about. They will, for sure, be one of the main topics of our next General Assembly on November 23, 2002*

*Finally, the visit of Roy and Irene Grinnell was - and still is at the time I'm writing these lines - the most important event of the whole summer. Their visit has given us so much joy and satisfaction that the words to describe them are difficult to find. Generosity, kindness, humour, dedication, are the ones that immediately come to my mind, but these words seem so weak when compared to the feelings that everyone experienced when meeting and living with Roy and Irene!*

Bernard

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## HANK POTTER HAS GONE

### OUR FRIEND HANK POTTER, MEMBER OF THE "DOOLITTLE RAIDERS", DOF THE CAF, AND THE FRENCH SUPPORTER SQUADRON, HAS GONE WEST



Hank Potter, above, on the left, photographed with the members of crew number 1, a short time before the raid on Japan on April 18, 1942.

Hank was buried on Friday, May 31, 2002 in Austin [Texas], at 2 P.M. The ceremony was a demonstration of the extraordinary love that his relatives and friends had for him. The number of cars was such that the procession to the cemetery was 1,5 miles long.

Two B25 Mitchell flew low over the cemetery after 21 gun shots were fired by the guard of honor, then, some Centex Wing planes did an emotional Missing Man flight.

Hank's family preferred that a donation be made to the organization of one's choice, rather than sending in flowers. Therefore, the FSS Board of Administration decided to make a gift of 100 Euros to the L Bird project in Hank's name. This did not stop the FSS showing its love for Hank Potter with some flowers which were placed on Hank's grave by colonel Jim Lux.

# Au Revoir Hank Potter!

Some deaths leave wounds that never heal. Hank Potter's is one of them. To thank him for honoring us of his friendship, we have chosen to publish a few pictures, some of which were taken during his trip to France 5 years ago. These moments of happiness spent in his company, allowed us to appreciate his sense of humour and his great human qualities. We are glad that we were able to please him as much as possible, with a pilgrimage to the place where he lived for some time in Paris after the war, with a visit of the Normandy landing sites, and with a Normandy omelette that he had requested with great humour. Thanks for honoring us of your friendship Hank. We will see you again soon!

Born in Pierre, South Dakota on September 22, 1918, Henry Potter graduated from Pierre High School in 1936, going on to pursue his higher education at Yangton College, Yangton, South Dakota and later the University of Oregon, at Eugene.

Henry Potter entered the Army Air Corps as an Aviation Cadet in July of 1940, and graduated as a Navigator from Barksdale Field in April 1941.

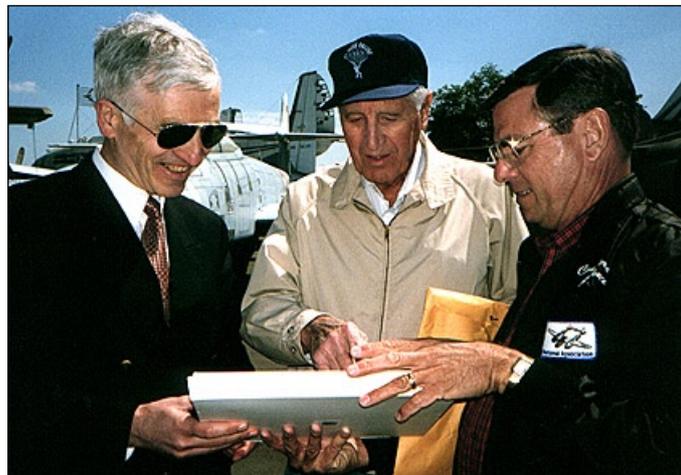
Flying Cadet Potter entered active duty with the 34<sup>th</sup> Bomb Squadron, 17<sup>th</sup> Bomb Group, McChord Field, Tacoma, Washington, and received his commission as 2<sup>nd</sup> Lt. On July 1, 1941.

At the time of the Pearl Harbor attack on December 7<sup>th</sup>, 1941, the 17<sup>th</sup> Bomb Group was stationed at Pendleton, Oregon. The Group immediately began anti-submarine patrols off the coast of Oregon and Washington, during which one of the crews received credit for sinking a Japanese submarine off the mouth of the Columbia River. In late January and early February 1942, the Group was transferred to Columbia, South Carolina. It was here that Lt. Henry Potter, along with others, volunteered for a top secret mission under the command of Lt. Col. Jimmy Doolittle. It wasn't for some time that these



men were to learn that the mission for which they had volunteered for and so diligently trained was to be the first American bombing of the islands of Japan.

Following an intensive training at Eglin Army Airfield in the Florida panhandle, the B25's and their crews flew to Alameda Naval Base in California, where 16 of their aircraft were loaded onto the aircraft carrier, the USS Hornet. On April 1<sup>st</sup>, seventy officers and sixty enlisted men that comprised both the aircrew and support team, set sail with their aircraft on board to make history. On April 18, 1942, the Doolittle Raiders made history with the first air raid on Japan. Lt. Henry Potter had the enormous responsibility of being the Navigator of B25 N° 1, the plane piloted by Jimmy Doolittle himself.



Subsequent to that mission, Henry Potter returned to the United States and rejoined the

Group and went to North Africa where he completed a combat tour in the B26 Marauder. Upon completion of that tour, he was re-assigned as an Air Inspector with the Headquarters, Army Air Forces, and spent the remainder of the war inspecting and training B17, B24, and B29 combat crews. Following the war and until his retirement, he was assigned to various commands such as the Air Proving Ground, Missile Test Center, Supreme Headquarters Allied Powers Europe, and Headquarters, United States Air Force.



Colonel Henry Potter completed his Air Force career at Bergstrom Air Force Base, Texas, in March 1970. He currently lives in Austin where he spends much of his time working with various veteran's organizations, and most particularly with the Confederate Air Force. Colonel Henry Potter is an active member of the CAF Central Texas Wing in San Marcos, Texas, and the CAF French Supporter Squadron, France.



# BLOCH 174 & 175

An article by col. Michel Cahiez - Photos SHAA

At the end of year 1936 the SNCASO presented a project for the building of this all purpose, twin-engine, and multi-seater bomber. Unfortunately, the study and the manufacture of the plane were so slow that the first flight only took place on January 5, 1939. It was followed by flight tests which also took a long time, and by many modifications of its armament. The operational squadrons did not receive the plane until March 1939.

Despite its late delivery, this airplane soon showed some outstanding qualities. Manoeuvrability and speed allowed it to get away from attacking Luftwaffe aircraft, and it was soon considered as the best multipurpose three-seater acquired by the french Armée de l'Air.

Thanks to these qualities, its losses during the Battle of France were kept to a minimum: Six aircraft destroyed, five crew members killed, and four wounded, of the 18 crew members. The others being saved or made prisoners of war.



The Bloch 175 was built to compensate for the small bomb load carried by its predecessor, but only 21 had been built by the Bordeaux SNCASO factory when the Armistice was signed. The Germans tested the plane, and authorised the manufacturing of a batch of 200, already in production, as long that they were not armed. Nevertheless, only 56 were completed between October 1940 and June 1941.



The plane had a wing span of 17,90 metres (54 ft.), a length of 12,25 metres (37 ft.), a total weight of 7180 kg (14360 lbs), and a wing area of 38 m<sup>2</sup> (360 ft<sup>2</sup>). The radial engines were Gnome & Rhône 14N 48/49, they delivered 1100 HP each, and gave a maximum speed of 550 km/h (344 mph). The service ceiling was 11000 metres (33000 ft), and the range was 1680 km (1000 miles). The armament included five 7,5 mm machine-guns, and 430 kg (860 lbs) of bombs.

A total of 10 aircraft were shot down or destroyed during the entire battle. After the armistice, the remaining aircraft were used by the Vichy aviation as multipurpose reconnaissance aircraft, until 1943, when most of them were destroyed.

The Germans then decided to use these engines and propellers for their Messerschmitt 323. The SNCASO replaced them with Hispano 12 Y31 engines, which changed the aircraft designation to Bloch 177.

The production ceased completely in November 1942, but it was started again in 1946, when, short of torpedo planes, the french Navy asked SNCASO to develop the airplane as the Bloch 175T, fitted with a radome and Gnome & Rhône 14N 48/49, 14N 54/55, or 14N 68/69 engines.

The first of these aircraft flew for the first time on May 15, 1946, and this type was used by Flotilla 6F, based in Agadir, until 1953. Armed with four machine-guns, it carried one torpedo or three depth



# LA FERTÉ-ALAIS 2002

Article and photos by Bernard Delfino

The La Ferté-Alais airshow took place during the traditional week-end of Pentecost, and, as opposed to the forecast, enjoyed a rather good meteo.

The members present on Friday were Christophe Bastide, Didier Cardinal, Giovanni Comis, Bernard Delfino, Eric Ducreau, and Claude Requi. This team set up our tent and equipment, and was soon joined by colonel Christian Tournemine.

Other members arrived the following morning: Cédric Malhaire and his friend Gaëlle, Jean-Claude Miniggio, Michel Cahiez, Elzéard Ligneul, Jean-Marc Elipot, Bernard Pieracci, and Gilles Baillot. Eric Jansonne had arrived on the previous Wednesday, which gave him plenty of time to photograph the airplanes, and avoid the restrictions of the week-end.

## SATURDAY 18 MAY 2002

The day started by the setting up of the P.X. which immediately drew a bunch of keen amateurs who tend to avoid the Sunday crowd.

Many visitors turned up, but rather less than we expected, probably because the meteo had announced high winds and rain showers. Nothing of the kind, and these bad news were replaced by a bright sunshine that nobody complained about.

The air display started early in the morning and carried on all day in a very pleasant show which, however, was missing the warbirds that everyone likes so much. The



Our friend Giovanni Comis, who participated actively in an airshow for the first time, salutes the American colors.

promised B25 did not come, and WWII was represented by two Corsair, one Mustang P51D, two Skyraider, one Bearcat, one B17, one Dragon Rapide, many T6, three Yak 11, and the Morane Saulnier 406 that came from Switzerland. The in-flight display of the latter pleased the entire crowd, and its close examination on the ground showed the excellent quality of its restoration. A big BRAVO to our Swiss friends!

The rest of the air display included the usual airplanes, and the WWI period was brilliantly illustrated by the members of the Jean-Baptiste Salis Association.

The Charles Lindbergh's Ryan replica had a great success, as well as Bernard Chabert's highly polished Lockheed 12. The day was ended with the new program of the Patrouille de France who recently lost one of its pilots during a training flight.

The P.X. sales started slowly but increased as the day went by. Aviation lovers found many interesting articles, in particular the pictures taken by Claude and Bernard, Jean Bellis poster, and the Armée de l'Air leather jackets. Many plastic models were bought, and the children had a wide choice among the small toys that we displayed.

Friendship, good humour, and jokes prevailed among our members, and showed their good relationship.

## OUR UNIT LEADER FLEW AT LA FERTÉ-ALAIS!

It was after the Saturday air display, at about 17:00 GMT, that our Unit Leader, unexpectedly and involuntarily, flew aboard a craft of a very special type - *Portapopo type ouioui* - somewhat rather common since about 100 of them were present for this airshow.



This replica of the Spirit of Saint Louis will stay in France until Charles Lindbergh's flight anniversary, on the Le Bourget airport.



One of its kind, the Morane Saulnier 406 restored by our Swiss friends. This aircraft was built under licence as the Morane D-3801.

This flight only lasted one minute, and the maximum altitude was about two feet. The vertical speed reached was 5 ft/mn, and the horizontal speed was near the absolute zero.

We can only admire the courage and the dedication of our Leader who did not hesitate to risk his life for the glorious CAF and FSS. But let us read the report from our leader who lived these dramatic and intense moments of glory:

*"This tiring first day of the airshow was coming to an end, and we were about to put our P.X. and equipment away when I felt an urgent call of nature. I aimed at the nearest cabin available in order to relieve my bladder.*

*As I was fully enjoying the pleasure of this operation, with my eyes looking at nothing and a big smile of satisfaction across my face, I suddenly felt the cabin shaking violently. Used to the frequent and childish jokes of some of our members - whose names will not be mentioned - I protested by shouting and using a carefully selected vocabulary, to no avail.*

*Suddenly, I felt the cabin move, a vertical movement which was accompanied by some engine sound that increased proportionally. Unaware of the existence of any motorised cabin, I quickly put away what I had in my hand, and opened the door, realising the frightening altitude I had reached. I also discovered some worker whose red face told me a lot about his high consumption of drinks at 12°... When he realised what was going on, he started laughing loudly and produced enough alcohol vapours to instantly throw down the most frequent customers of the bar in La Ferté!...*

*No parachute being available, I took on me to jump from this lost cabin which was still moving higher and higher, and discovered that the driver of the fork-lift had the same number of "flight hours" as his friend, and formed a terrifying and destructive couple.*

*These two "comics" had been given the order to move this cabin, and did not even check that nobody was using it before moving it!..."*



*The F4U7 Corsair in french Navy colors was highly appreciated by the public thanks to its pilot Ramon Jozas, an Aéronavale veteran.*

A report on this week-end at La Ferté-Alais would not have been complete without the description of this incident. Our Leader won't mind, since this was not the only funny anecdote during this airshow. One member asked

for some sticky tape that does not stick (?), and a mention of a former Kamikaze was made with no consideration to the fact that very few of them enjoyed a peaceful retirement!...

### **WHEN THE FSS WAS ROBBED...**

This airshow was partly spoiled by the only really negative point of the week-end which took place during the night of Saturday to Sunday.

Giovanni Comis and Bernard Delfino had chosen to sleep on the site, Giovanni in his personal car, and Bernard in the van that we had rented for the week-end.

After stowing all the P.X. articles in the van, we decided, like we always did since we started this activity at La Ferté-Alais, to leave the pictures and the dummy dressed as a WWII pilot, in the tent.

Bad decision: Some well informed and dishonest amateurs took advantage of our sleep, undressed "George", our mannequin, and robbed all his clothing, except the shoes which were not genuine WWII articles.

One can easily imagine the face of our leader when he woke up at 05:30 - the perfect time to get some pictures of the rising sun - and entered the tent to find our dummy lying on the floor, dismantled, and as naked as a worm! Once the shock of this surprise was over, they set up the P.X. in time for the arrival of our members who had chosen to sleep in a local hotel.

As soon as the Lariviere Organisation staff arrived, Bernard went to tell them about this night robbery which had occurred despite the presence of numerous guards who, unfortunately, were concentrated around the planes.



The help and the efficiency of the Police forces and the Gendarmes present on the airfield, was a great moral support, and allowed Bernard to put in an official complaint without too many complications. Doing so, we discovered that our booth had not been the only one visited by the burglars, and that equipment, wallets, and credit cards had also been stolen from various tents and hangar offices, which, of course, is not a consolation.

The items stolen from the FSS include:

- A brown "Real McCoy" A2 leather jacket.
- A pair of tan trousers.
- A tan shirt.
- A fabric helmet.
- A pair of flight binoculars.
- A larynx microphone.
- An oxygen mask.
- A life jacket.

The total having a value of about \$ 1200,00.

Therefore, if you are ever offered to buy this kind of equipment, be very careful. It could be ours...

Since Monday 20th was a public holiday, our friends Eric and Bernard went to our insurance company (MATMUT) main office in Clichy on Tuesday, and declared this damage. A few days later, the insurance offered to reimburse the sum of \$ 860,00, despite the fact that the necessary "signs of breaking in" were missing, as specified in our contract. This amount of money also included the inevitable franchise of \$ 270,00, but also the current cost of this equipment on the collectors' market. The Board of Administration accepted this offer and Bernard sent a copy of pictures of our dummy to the Gendarmerie in Étampes-Guigneville in order to help, as far as possible, with the enquiry that is currently made.

### SUNDAY 19 MAY 2002

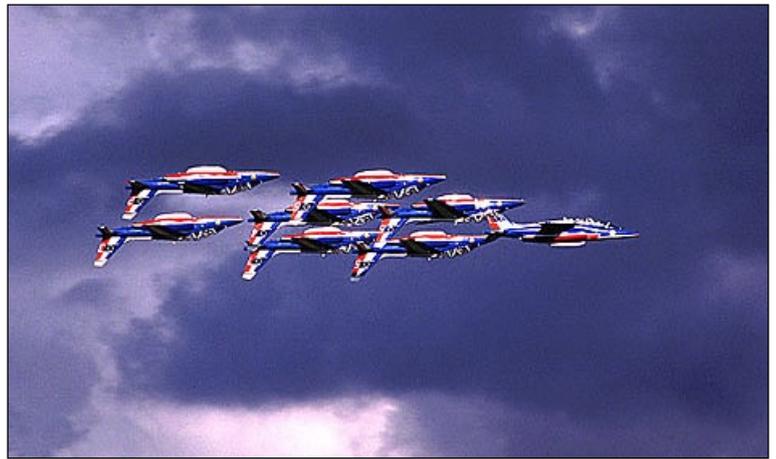
The emotion created by these bad news was noticeable among our members, and we talked about it all day long. The arrival of the public was, nevertheless, an excellent derivative which stopped us from getting too depressed. One must say that this public was larger, much larger than the day before.



*At La Ferté-Alais, the show is sometimes located at a very high altitude. This interesting coincidence was spotted by our photographer...*

The weather was not too good during the morning, but some friendly winds soon pushed the clouds away. The show was on again. The planes flew all day long, and the P.X. sales did not stop. The Patrouille de France had left the previous evening to attend an airshow in the Bordeaux area which deprived the public of the traditional conclusion of this airshow, and gave to the air display a taste of "incomplete" that was added to the relative lack of warbirds.

Over all, this week-end at La Ferté-Alais was, for our Association, very productive: Many contacts were made with amateurs, thanks to long discussions that we had with them about our activities and our goals. None of them got a commission on the spot, but the definite enthusiasm of some of them gave us good hopes for the future. This Sunday was marked by the return of Colonel Thierry Descamps who had been the victim of some bad professional problems since June 2001, which have apparently vanished today.



The public left, and we decided to pack everything up at 20:00. Unfortunately, only three members were there to carry out this tedious and inevitable task: Christophe Bastide, Didier Cardinal, and Bernard Delfino. This was definitely not enough! And these three members were not able to have a rest until they were back home and the equipment stowed, that is to say at 02:00 A.M...

We wish to remind our members that the airshow of La Ferté-Alais is traditionally organized during the week-end of Pentecost to allow the participants, whether they are travelling by air, by rail, or by road, to go back home quietly during the day after the airshow, which is a public holiday.

Therefore, in future, our members will need to plan their return trip on the Monday, and take this opportunity to participate to a "Survivors Party", as it is done in Midland.

### SUMMARY

The La Ferté-Alais 2002 airshow was, once again, very pleasant, even if we did not see the warbirds that we all got used to in the past years, including those belonging to the

Fighter Collection of Duxford.

Finally, we can only thank our friends of Le Fana de l'Aviation magazine, and the Editions Lariviere, who allowed us to be present and helped make our Organization better known by the public.



# Épinal 2002

Article and photos by Bernard Delfino

The Épinal 2002 airshow did not have the glory of the 2001 version which was the occasion for the final leg of the Young Pilots Tour de France. It was, nevertheless, a local success reminiscent of the Sunday airshows that took place many years ago.

Strong winds and low ceiling, on Saturday June 25, stopped some aircraft from attending the show, like the airplane belonging to our friend and member Gilles Avenel based in Dieppe. Were also missing the Stinson L5 of our friends of the Swiss Supporter Squadron, and the members of this CAF Unit.

Once again, the meteo got it wrong, and the bad weather announced for Sunday was probably the reason for the relatively low number of spectators, around 5000 to 6000 people, despite the totally free access to the airfield, a fact rare enough to be mentioned. Our sincere congratulations to the organizer.

None of the FSS members who live in the area managed to be available for this airshow, and the CAF was represented by colonels Didier Cardinal and Bernard Delfino, the only members of our Organization present on the airfield.

They arrived the day before after a car journey of 240 miles, and stayed in a local hotel at their own expense. We thank Bernard who lent his personal car to transport the P.X. and saved the Squadron the cost of a van rental of about \$ 200,00.

The organizers of this airshow made sure that two tents of 80 ft<sup>2</sup> each were lent to us free of charge, and, since the Swiss Supporter Squadron was absent, our two friends had plenty of room available.



The sun was there, but a 20 kts cross-wind was a major problem for the lightest airplanes which had sometimes some difficulties when landing, like this Piper J4 whose pilot had 4 attempts before he could land safely. An Antonov 2 was nearly damaged at the end of its land-



ing run, when the aircraft suddenly veered to the left. Fortunately, its pilot managed to avoid any damage!

About twenty airplanes were present on the airfield, and the warbirds were limited to a P51D Mustang which impressed the public with a spectacular flight, and a Piper J4. A patrol of two Morane 733 did a smooth demonstration, and three strange looking Rutan Canard surprised the public by their engine power and their speed.

Let us hope that the 2003 version of the Epinal airshow will include a few more warbirds that we all like so much. But this lack of warbirds did not take any of the merit away from the organizer of this airshow, mister Jean-Jacques Lignier, who managed to do a lot with a very small budget.

Finally, we hope that the number of members will be more important for the next airshow which will take place in **Hagueneau on July 20 et 21**. We remind our members that our Leader will not be able to attend this event due to his professional activities. In addition, our friend Eric Ducreau will spend the month of July in a hospital for various examinations, and Didier Cardinal has just changed his working shifts. It is, therefore, important that other volunteers step forward and make themselves known as soon as possible. It would be a pity to cancel our participation due to a lack of FSS members...

## AÉRO-PAGES

During this week-end in Épinal, we met some sympathetic people who sell old aviation books, and we quickly became good friends. They are offering to locate any book, magazines, or memorabilia that our members could be looking for, a good news which goes with the reasonable prices they ask for the items they sell. If you are looking for something special, you can contact them at:

### **AÉRO-PAGES**

Eliane Deleye  
2 Chemin la Madeleine  
07220 Viviers  
Téléphone: 06 64 29 19 97  
Fax: 04 75 52 71 21

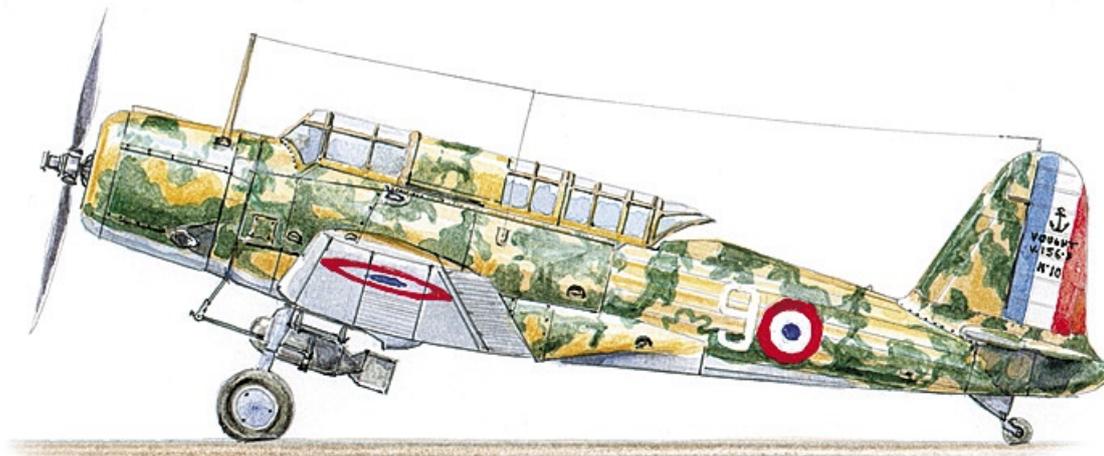


## American Aircraft in French Colors



# CHANCE-VOUGHT 156

Par les Colonels John P. Roeder et Michel Perrin



First flown in January 1936, the V-156, a two-seat carrier-borne dive-bomber, was cleared for export in 1938.

In May the French placed an order for 20 Vought 156Fs for the Aéronavale, which was followed by a second contract for 20 aircraft in February 1939. Of another batch that was ordered from April 1940, none was delivered due to the French surrender, but some 50 were taken over by the British as Chesapeake.



Thirty Four French Voughts had been supplied by the beginning of WWII in September 1939 and by May 1940 deliveries of the second batch had been completed.

When the German invasion began in May 1940, Aéronavale squadrons AB1 and AB3 with 12 aircraft each had converted to the American dive bomber. Neither the crews nor command echelons were however prepared for the ground-attack mission to oppose the rapid German advance in the North-West of France, that now had priority. The Vought 156Fs moreover suffered from malfunctioning of the wing mounted French guns and deficient radio-equipment. Also the French designed bomb displacement gear underneath the fuselage was not ready. In particular the latter seriously limited the offensive capability of the aircraft which was in itself well suited for the task that it had been designed for.

On the first day of the German offensive in the West on May 10<sup>th</sup> 1940, the AB3 lost all of its aircraft, when Luftwaffe bombers attacked its base near Boulogne. The AB1 then training on the Mediterranean coast was rushed to the front where from May 16<sup>th</sup> it flew a number of missions, which remained without great impact. On June 18<sup>th</sup> four aircraft escaped to South-East France. There the AB3 had meanwhile been re-equipped, but it lost half of its planes on the ground when its base was strafed by Italian fighters.

Eight Voughts seem to have survived the armistice. There is no indication that any of these ever reached North Africa, but it cannot be excluded that a few had fallen into enemy hands.

### DATA TABLE - Chance-Vought 156

Description  
Two seat Naval Dive-Bomber

Propulsion  
1 PW SB4-G de 750 CV

Wing Span  
12,80 m (42 ft 0 in)

Maximum Weight  
1950 kg (6500 lb)

Maximum Speed  
410 km/h (260 mph)

Cruising Speed  
340 km/h (210 mph)

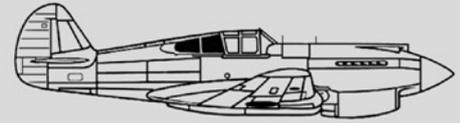
Range  
1130 km (700 mls)

Service Ceiling  
8600m (28200 ft)

Armament  
3 mitrailleuses de 7,5 mm (2 fixes + 1 orientable)

Bomb Load  
990 lbs ( 450 kg)

# What's New?...



## FSS ANNUAL DUES

We wish to remind our members that the limit date of payment for the FSS annual dues is May. Sending this participation in due time is the first way of helping our Squadron. In addition, this allows us to use this rare material - our available time - for the current projects.

Thank you for checking that your name is on the list published on the last page of this issue of our Newsletter. If you cannot find it, please send us your dues as soon as possible.

## HELP TO THE L BIRD PROJECT

The airshow of La Ferté-Alais has been an excellent occasion to sell the items donated to the FSS P.X. for the benefit of the L Bird project. The sale of some of these items has just given a boost to this project since the total sum collected is 538 Euros, and we haven't sold everything!

We wish to thank the following members and friend for their generosity: Christophe Bastide, Yves Donjon, Yuri Delfino, Fumiko Delfino, Bernard Delfino, Cédric Malhaire, Julien Lepelletier, Christian Tournemine, Roy Grinnell, Nicolas Libis, Buntty and Lewis Bateman, and Claude Requi. We also thank colonel Didier Cardinal for the direct donation he made to this project during the La Ferté-Alais airshow. To all of you, a big THANK YOU!

Managing such a stock of varied objects is definitely not easy, but the necessary effort is very rewarding since, today, we have saved approximately two thirds of the target sum that we decided before we can seriously start looking for the plane we dream of. Keep up the good work!

Also, as you have read on the first page of this issue, and following a wish expressed by Hank Potter's family, 100 Euros have been transferred to this L Bird project, on behalf of our friend who recently disappeared.

## ELECTRICAL POWER UNITS

Following an irresistible offer made to our Leader by one of his work colleague, the FSS has just purchased a second hand 1,8 KW electrical power unit for the modest sum of 75 Euros.

This industrial power unit will be fully overhauled by our mechanic Giovanni Comis and will be used as a back-up, or when a greater power than our Mitsubishi unit will be required. It will also be available for those of our members who would like to rent it at a much lower cost than what is usually offered on the market.

The Honda power unit which is now inoperative, will also be overhauled by Giovanni who will get it back to normal by changing the piston rings and other various things that will give it a new life. Once this task is complete, we will offer it for sale, thus reducing the cost of the unexpected spending made when purchasing the Mitsubishi power unit.

## HELP TO ROY & IRENE GRINNELL'S VISIT

Thanks to the excellent work performed by colonel Eric Ducreau, three sponsors to this project have donated enough money to cover the hotel costs for Roy and Irene Grinnell during their stay in the Paris area.

A big THANK YOU to these three companies for their help:

EQUIP SARL  
ORBA INFORMATIQUE  
BRASSERIE LE DIPLOMATE (GENEVILLIERS)

And, of course, we warmly thank Eric for his initiative and his persuasion which allowed this unexpected support. We hope that his example will be followed by many of our members because Eric has just proved that it costs nothing to ask. If you use the right words and adopt the right attitude, you will be surprised to see how many people are willing to help our goals and our ideas. Well done Eric!

## TENT FOR SALE

The FSS is selling its 3 by 5 meters tent, with the goal of acquiring two 3 by 3 meters tents made of aluminium and nylon fabric, easier to set up and transport than the one we have.

The selling price of our current tent is 1200,00 Euros, but this can be discussed (Price new: 2750 Euros). It is made of 40 mm diameter steel tubes, and of panels of strong nylon covered fabric. In a perfect state, it is very strong and can be used for various uses, including as a garden shed. If one of our members is interested, or if you know anyone who would be, please contact us as soon as possible.

The lighter tents that we wish to purchase will avoid the renting of utility van since they can be stowed in two bags of a golf club bag size. Using two personal vehicles will be sufficient to transport these tents and the complete P.X. In addition, they will be easily set up by a reduced team of one or two persons. The two tents will be used side by side for the bigger airshows like La Ferté-Alais, and only one of them for the smaller ones. The selling of our current tent at the quoted price should cover the majority of the cost of these two tents.



## WELCOME BARBARA & AUBREY HAIR

Colonels Barbara et Aubrey Hair have just become FSS members. Let's welcome them and hope that we can meet them very soon. In the mean time, here is a short article that will help you know our two new friends a bit better.

### BARBARA D. HAIR

Barbara is a nurse who mainly works in ophthalmology operating rooms. Wife of Aubrey, she fell in love with aviation a long time ago, and has her PPL for single-engine airplanes. Her favorite aircraft is the Supermarine Spitfire.



Although she will deny it, Barbara has the particularity to perfectly speak and write French. She has been studying our language for the past three years, and she now masters it perfectly? Barbara has offered to represent the FSS in the USA whenever she can, an offer that we accept with pleasure. Thank you Barbara and welcome to the FSS!

### CHARLES AUBREY HAIR

Born on August 6, 1936, in Winnsboro, LA, Aubrey lived in Natchez, MS, from 1943 till 1946. His father, who was an instructor pilot during WWII, started a flight school in Baton Rouge, LA, where the family moved in 1946.

Aubrey, who grew up at Harding Field - a WWII training base - discovered developed a passion for aviation that would last for ever. There, he worked as a gas-boy, mechanic's helper, and many other jobs that gave him a thorough basic knowledge in aviation.



Aubrey soloed on his 16th birthday, and received his private and commercial licenses on successive birthdays, becoming an instructor

in the summer of 1955. He enrolled at Louisiana State University in the fall of 1954, and became very active in the Air Force ROTC, attaining the grade of Cadet Colonel and Group Commander. In 1958, Aubrey went from a part-time flight instructor to a full-time charter pilot. Employed by his father at Hair Flying Service in Baton Rouge, he carried on until he became a pilot for the governor of Louisiana, Jimmie Davies, flying a Super G-18S Twin Beech.

In July 1961, Aubrey became a pilot for Delta Air Lines. His career included flying as a flight engineer, co-pilot,

and Captain, on various aircraft. He ended his career in 1996, flying to Europe and Asia as Captain on the McDonnell-Douglas MD-11, based in Atlanta, GA.

Aubrey started flying for the Cavanaugh Flight Museum during the summer of 1993, and has been privileged to fly the Spitfire Mk.VIII, the Corsair, the P-40, the B-25, the P-51 Mustang, and several other Museum airplanes. He was named Chief Pilot of the Cavanaugh Flight Museum in the summer of 2000.

Aubrey has been a CAF member for over 20 years, and he is a Sponsor of several CAF aircraft. He is presently flying the F4U Corsair and the Douglas R4D. He is also serving as a member of the CAF Safety Board.

Quite an impressive career résumé for which we congratulate our new friend. The FSS is honored to have him as a member, and we welcome him aboard our Unit.

Please note the contact address of our two friends:

Aubrey & Barbara HAIR  
10110 General Bond Court  
McKinney  
Texas 75071  
USA  
Tel: (00 1) 972 346 3331  
Fax: (00 1) 972 346 3356  
Email: Falcon9575@aol.com

You can, of course, write to them in French or in English.

## SIXTIETH ANNIVERSARY OF THE GROUPE BRETAGNE

Istres, May 24, 2002. On this windy and sunny day of spring 2002, I accepted, together with our friend Hervé Cherry, the invitation made by Colonel Henri Bourrasier to spend the day on the air Base of Istres, with the Flight Refuelling Squadron 93 Bretagne, now flying the Boeing KC 135. We agreed to meet at the Base entrance at 09:00 A.M.

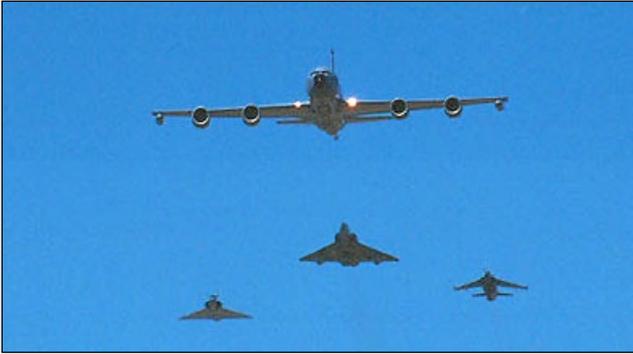
Military buses were waiting for the numerous guests,



Henri Bourrasier with Hervé Cherry who painted, with great talent, the B26 on the back of Henri's jacket.

and drove them, after a small breakfast, to the base chapel where a mass was given in the memory of those who served with this famous Unit and disappeared.

Then, at precisely 11:00, as usual in the forces, the ceremony started on the tarmac. Behind the troops were stationed two KC 135, a Mirage IVB, a Mirage



2000, and two Mirage F1. The event was important, and the Armée de l'Air got it right since two Generals attended this ceremony: Presentation of the national flag, decorations, and an air display with a KC135 escorted by two Mirage F1 and a Mirage 2000.

Then, in the hangar, took place the traditional cocktail, preceded by the also traditional speeches.

Colonel Flamand told us about the story of the B26 Marauder of the Bretagne since its birth, insisting on the particularly dramatic moments and difficulties of the time, which were overcome by the expertise, the ingenuity, and the will-power to repulse the enemy outside the country.

The Officers' Mess had prepared an excellent meal for us, and the rest of the day was spent taking pictures and visiting the airplanes.

As for me, humble representative of the FSS, it was a fabulous moment spent listening to numerous and incredible anecdotes told by these brave men, true heroes, so happy to get so much recognition and honor. Happy but showing a modesty that only this type of men are capable.

Too soon came the time to say good bye.

I left our veterans to their discussions, their memories, their friendship, and the General Assembly that was followed by a banquet in one of the best hotels in Marseille.

*Claude Requi*



During this event, Colonel Henri Bourrasier proudly displayed the splendid jacket, painted by our friend Hervé Cherry.

## PRINTS BASED ON ROY GRINNELL'S PAINTINGS

Has announced several weeks ago, the subscription to the Roy Grinnell's paintings was closed on June 30. Twenty of these subscriptions were received in due time to be considered. You can, of course, still order them at the following prices :

Unsigned prints: 40 Euros (Or \$) + P & P  
Signed prints: 60 Euros (Or \$) + P & P

These prices are still very interesting since the normal cost for prints of this quality are usually and respectively 50 and 125 Euros (Or \$).

The final version of the Normandie-Niemen painting is printed here below, and the one of the Groupe Bretagne is on the next page. These prints are 61 x 80 cm, including the margins, and the picture itself measures 45 x 70 cm. The paper is mat, non acid, and weighs 300 grammes per spare meter. Finally, our friend Roy Grinnell was very happy about these prints, which have kept all the emotion that can be found in the original paintings. A compliment that tells a lot about their good quality!



## ROGER GOUZON - NEW FRIEND OF THE FSS

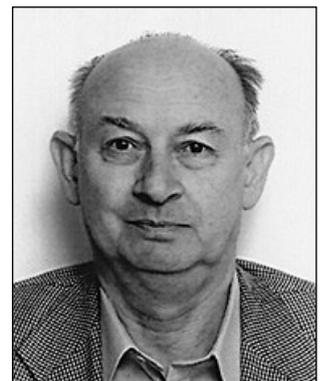
Roger Gouzon is a member of the Tremblay Lions Club, and it is because of the various events organized by these two Associations that he discovered our activities. Not long ago, he attended the reunion of our Groupe Bretagne and Franche-Comté veterans in Tremblay, which made him decided to join the FSS.

Born on July 22, 1934, Roger is retired and single. He loves photography, and the pictures that he showed us let us believe that the future is promising. Finally, Roger admitted that he loves the Spitfire.

Welcome to the FSS  
Roger!

His contact address is :

Roger GOUZON  
9 Avenue du Chemin de Fer  
93420 Villepinte  
Tél & Fax: 01 48 61 40 90



## REUNION WITH THE VETERANS OF THE FSS

The week-end of the 28, 29, and 30 June, 2002 is a step stone in the history of our Squadron: It's the very first time that we managed to organize a reunion of our four veterans, Henri Bourrassier, Louis-Jean Gioux, and Alphonse Thiry of the Groupe Bretagne, and Lucien Goubard of the Groupe Franche-Comté, all four crew members of the B26 Marauder.

Our four friends kindly signed 175 prints of the splendid painting done by Roy Grinnell, and they told us some of their dramatic memories. Those three days were the occasion to enjoy some good meals, and we were kindly welcomed by the Air Museum in Le Bourget where was taking place the show *Paris Air Passion*, an event dedicated to careers in aviation. The Museum allowed us to get close to the B26 Marauder, which allowed our friends to describe the airplane in great details.

We wish to sincerely thank our four guests and their spouses for their extreme kindness. Their trip was sometimes long, and their determination to help our Unit by signing these prints was a proof of their great generosity, already well known by our members. Thank you to all of them for showing such an enthusiasm towards the FSS Their help is invaluable, and the product of the sale of these signed prints will, no doubt, have a great success.

*Our four friends and artist Roy Grinnell pose with the magnificent painting of the B26 Marauder, donated by Roy to the French Supporter Squadron.*



It was during this reunion, on Saturday 29 June, that we were able to show Roy and Irene Grinnell our gratitude.

Roy had expressed the wish to become an FSS member during Airsho 2001, but we had to wait until his visit to France because he first needed to become a member of the Commemorative Air Force.

As our readers will remember, Roy was rewarded for his help to the CAF during the 2002 Staff Winter Conference in Midland, when he received an Award and a CAF life-



*Some of the participants, from left to right: Hervé Curbeliet, veteran of the Groupe Lorraine, and, kneeling, his daughter, then, Janine Bourrassier, madame Goubard, madame and monsieur Louis-Jean Gioux, Lucien Goubard, Henri Bourrassier, Bernard and Fumiko Delfino, and Irene and Roy Grinnell.*

*The Paris Air Passion show was the occasion for special encounters, like this model of a B26 that impressed Alphonse, Henri, and Lucien.*



time membership. That being done, the FSS Board of Administration decided to make Roy a life-time honorary member of our Unit. Irene was also given a "Friend of the FSS" life-time membership, until she, too, becomes a full CAF member.

Our two new members were very pleased with this decision and warmly thanked the whole assembly.

But the festivities were not over since our "spies" had warned us about the approaching date of Roy's 69th birthday.

A superb cake was therefore prepared and decorated with two candles with the surprising figure of 96 (In reality, 69 of course...). Roy blew these candles and received two presents: A beautiful art book, and, as a premium, a set of "Paint by numbers" which asks the amateur to fill in numbered boxes with the corresponding colors.

This little joke was highly appreciated by Roy who is still asking himself if the boat that was on the cover is a simple coincidence or a hint?...

# Roy & Irene Grinnell in France

Text and photos: B. Delfino

Our two friends arrived on Sunday May 26, at the Gare du Nord, from England. They were welcomed by Eric and Dominique Ducreau since our Leader was at the Epinal airshow with Didier Cardinal. Roy and Irene were taken to the hotel Acadie where they stayed until June 1st.

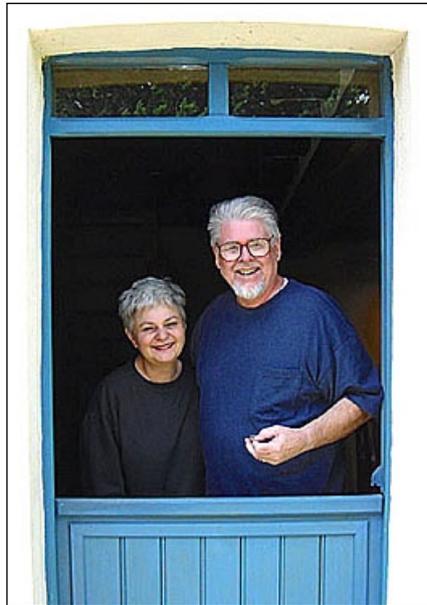
The first week of their stay was spent to welcome our friends and visit Paris. Roy took this opportunity to purchase some day light neon tubes which he uses to get the correct lighting when he paints. The rest of the week was divided into various visits like the air Museum in Le Bourget and the train car where the Armistice was signed in 1918, in the forest of Compiègne. We were invited by the Tremblay Lions Club whose members were enthused by Roy's productions. Several other meals marked the beginning of this memorable visit.

We spent one morning visiting the Air Museum workshops where we were the first to discover the freshly restored Bréguet Super Bidon "Question Mark" which was flown by Costes and Bellonte. This bright red aircraft immediately triggered an idea for a painting showing the plane over New-York or Dallas, two cities which were step stones in this plane's trip. (Note: If one of our members has a model of this aircraft and some good pictures, we would like to borrow them and help Roy in this project).

This visit was continued by a look at the Memorial Flight Association hangar where its members restore, or manufacture, airworthy WWI airplanes. They warmly welcomed us and showed us around. This very interesting visit demonstrated perfectly that their seriousness and professional-



ism are an example that we must follow. We then moved on to our friends of the Ailes Anciennes who showed us the progress they have made in the static restoration of the french Navy Lancaster, as well as several various engines recently restored, like this Hispano Suiza which was fitted to the Dewoitine 520.



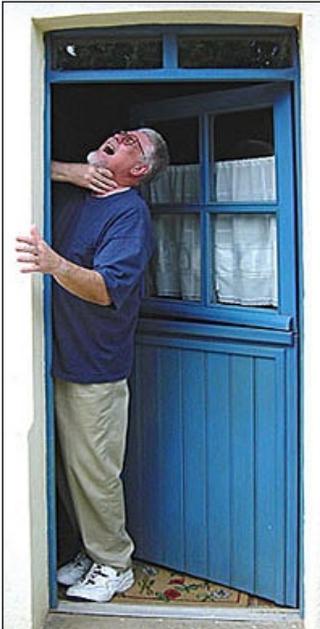
Irene and Roy evidently happy to move into their new home for a month.

Since Roy took the trouble to finish the painting of the Groupe Bretagne B26 painting before leaving the United States, it is with a great satisfaction that our Leader took it and took a photograph of it, in order to start the printing as soon as possible. Made on 35 mm film, this picture was soon judged too small to get the best possible quality. Therefore, we changed our mind, and decided to get the help of a professional photographer able to do this picture on a 4 x 5 inches film, well suited for this kind of work. As soon as this was done, this color slide and the painting were taken to the printer who did the job.

On June 1st, Roy and Irene moved to the gîte that had been rented by the Normandie Niemen Museum and the FSS for a month, in Bacqueville, not far from Les Andelys. Roy started painting immediately to finish the Normandie Niemen painting which he had started before leaving the USA. As you can see on the picture, Roy decided to change the position of the planes, and one must admit that his choice was an excellent decision.



Jean-Paul Merlier, Eric Ducreau, and Bernard Delfino visited Roy and Irene on several occasions, one of them for posing so that Roy could get the right attitude of the people shown on the painting. Nathalie, employed by the Museum and perfectly bilingual, was a great help for our two friends. She made sure that Roy could get all the technical information he required to get the painting as exact as possible. Roy finished this painting in time to be reproduced before went to the south of France for a week in colonel Claude Requi's home.



**COME BACK IN AND PAINT!!!**  
 Roy Grinnell displays his excellent sense of humour, as developed as his art...

and other important sites of the Normandy Landing during a three day trip, including the glorious Mont St. Michel Their guide and chauffeur was Eric Ducreau. They were welcomed by various museums, and had the great surprise to discover that the museum in Arromanches had created a special section dedicated to the visit of our friends Sandy and Connie Sansing, Hank Potter and his friend Ruth, Bob and Lil Ayars, and Jim and Nancy Lux, a visit that we organized in 1997. This unexpected good surprise honors our Squadron. It shows that positive actions of this kind are always recognized and rewarded, and that we must reiterate every time we have a chance to do so in the future This trip in Normandy was concluded by the visit of the fantastic Memorial in Caen, dedicated to peace, that everyone must visit at least once in his life.



A member of the Memorial Flight Association shows pictures of a previous restoration to Roy, Irene, and Eric.

On Friday June 14, together with Fumiko and Bernard Delfino, Roy and Irene presented the finished painting to the Normandie Niemen Museum Board of administration. This master piece was welcomed by an enthusiastic round of applause, since our friends did not imagined that such a good quality painting could be produced. This great satisfaction was materialized by an invitation for lunch in one of the Petit Andely restaurants, a gesture that honored us and that we highly appreciated.

Following this important step of their stay, Roy and Irene had the pleasure to visit the beaches



Irene et Roy on the site of the Armistice train car, in the forest of Compiègne, with, in the back-ground, a statue of Maréchal Foch.



Irene and Roy photographed before one of the Memorial Flight restorations: Un magnificent SPAD XIII which should fly very soon.

### ROY GRINNELL'S BIOGRAPHY

Roy Grinnell was born in Santa Barbara, California. As a child, he loved to draw airplanes, and at the age of 11, he drew a swedish P51 shooting down an Me109, for his swedish grand-mother.

When Roy finished school and was old enough to serve in the forces, he chose the Navy. After his time, he followed courses at the Art and Design School in Los Angeles, and brilliantly passed his exams.

To transpose Aviation history onto canvas is one of Roy Grinnell's gifts. It allowed him to become the official artist of the *American Fighter Aces Association*, and the *American Combat Airman Hall of Fame of the Commemorative Air Force*, and to do paintings ordered by the *Association of Naval Aviation*, the *National Aviation Hall of Fame*, in Dayton, Ohio, and the *Flying Tigers Association*.

His art work has been published in *Naval Aviation News*, *Foundation Journal*, *Aviation History*, and *The Flight Journal*, on front pages of numerous magazines and books, and, very recently, one of his paintings appeared on the cover of a book: *Bomber Missions of WW2* published by Barnes & Noble.

Roy Grinnell is a member of the *American Fighter Aces Association*, of the *Commemorative Air Force*, and the *Sino-American Aviation Heritage Foundation*. He is also the co-founder of the *Institute of Pacific Aircraft Research*. Roy received the prestigious award *R.G. Smith Award for Excellence in Naval Aviation Art* from the U.S. Navy in Pensacola, Florida, in 1999. In February 2002, Roy Grinnell received the *Spirit of Flight Award* and a life-time membership in the CAF. He is also a member of the *CAF French Supporter Squadron*.

To be continued...

## 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).
- **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.**

## 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, P. Barland, C. Bastide, W. Blankenship, M. Bon, J. Bonneau, H. Bourrassier, D. Cardinal, C. De Marco, M. Cahiez, E. Cartigny, G. Comis, J.C. Debuissou, B. & F. Delfino, T. Descamps, Y. Donjon, S. Duchemin, E. Ducreau, J.-M. Elipot, M. Francisci, C. Gascon, L.J. Gioux, L. Goubard, A. & B. Hair, Y. Houssin, H. Hosy, R. et L. Hudlow, E. Janssonne, J.C. Janssonne, D. Kelly, F. Kurz, P. Langridge, M. Ledoux, J. Leroux, J. Lepelletier, N. Libis, E. Ligneul, G. Lodge, J. Lux, C. Malhaire, J.-P. Merlier, J.C. Miniggio, J. Pérageallo, G. Perrin, M. Perrin, B. Pieracci, P. Pierre-Pierre, B. Piland, D. Price, H. Quefféléant, A. Quesney, C. Requi, J. Røeder, G. Robert, M. Ruppert, S. & C. Sansing, M. Segard, S. Soueid, F. Stokes, A. Thiry, C. Tournemine, R. Vaucamp, J.J. Vaucher, B. Violette, R. Wesp.

## CODE NAME ALPHA 2002 • JULY 2002

☼☼ No recruitment of Colonels to this date ☼☼

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

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(Par ordre chronologique)

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|----------------------------|-----------------|--------|----------------------|
| Marcel FRANCISCI           | 3952.71         |        |                      |
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| Jacques PERAGALLO          | 1000.00         |        |                      |
| Sandy & Connie SANSING     | 1768.40         | 250000 | 38112                |
| Cédric MALHAIRE            | 213.75          |        |                      |
| Claude REQUI               | 1590.91         | 245000 | 37350                |
| Michel CAHIEZ              | 433.58          | 240000 | 36588                |
| Julien LEPELLETIER         | 318.71          | 235000 | 35826                |
| Fumiko DELFINO             | 447.70          | 230000 | 35063                |
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| Didier CARDINAL            | 173.12          | 150000 | 22867                |
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| Giovanni COMIS             | 177.85          | 60000  | 9147                 |
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| Jean-Claude PETIT          | 31.25           | 50000  | 7622                 |
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| Gilles BAILLOT             | 45.73           | 35000  | 5336                 |
| Patrick GREMEZ             | 45.73           | 30000  | 4573                 |
| Isabelle LESSER            | 99.09           | 25000  | 3811                 |
| Roy GRINNELL               | 149.20          | 20000  | 3049                 |
| Alphonse THIRY             | 38.11           | 15000  | 2287                 |
| Semaan SOUEID              | 50.00           | 10000  | 1524                 |
| Hank POTTER                | 100.00          | 10000  | 1524                 |
| Claude DE MARCO            | 14.60           | 5000   | 762                  |
| Posters Bellis US Aircraft | 141.29          | 0      | 0                    |
| Intérêts Bancaires Annuels | 1035.48         | 0      | 0                    |
| <b>TOTAL</b>               | <b>24054.71</b> |        | <b>(157788,54 F)</b> |