



AIRSHOW

CONFEDERATE AIR FORCE - FRENCH SUPPORTER SQUADRON



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Sommaire

Page 1
 Editorial
 Four new members in the FSS
 Page 2
 Rennes 2000
 Page 3
 A Corsair in Le Castellet
 Page 4
 A Corsair in Le Castellet
 Page 5

A Corsair in Le Castellet (Fin)
 Page 6
 What's new ?
 Page 7
 What's new ?
 Page 8
 FSS annual dues 2000/2001
 L Bird Sponsors
 Code Name Alpha and the FSS
 FSS P.X.

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Editorial

The two first airshows that the FSS has attended so far this year with its booth have shown how the good reputation of the CAF and the FSS has grown since the start of this captivating activity. We are now picking up the benefit of the articles and pictures published in various aviation magazines, as well as the impact of our Web Site on the public. This fact has materialized in various requests for advice and help that were made by Warbird buffs, often very serious, sometimes dreamers, but always sincere. It is now up to the members of the FSS Board of Administration to distinguish between what can be accomplished and what can't. It is far too early to talk about these possible projects that we will reveal if they have any chance of success.

The project of bringing some Normandie Niemen veterans to Midland for Airsho 2000 is taking shape, and will be, without any doubt, THE greatest satisfaction for the FSS in year 2000 ! I wish to thank those of our members who have already participated for their enthusiasm and their excellent work. By their actions and their sacrifices, our friends of the Normandie Niemen greatly deserve this modest recognition from the FSS. Their visit to Midland will definitely be a great event for the CAF.

Our friend Hervé Cherry has just sent the uniform that belonged to a French Armée de l'Air pilot in 1940 ! This finding includes the cap, the jacket, the pair of trousers, and the shoes, all in perfect conditions. This uniform is the second important element of what will be the permanent French Aviation display in the AAHM Museum in Midland. Hervé is also putting the final touch to a large size model of a Dewoitine 520 fighter. All we now have to find is a French made radio set to complete this display. Here is a good chance for our members to help the CAF and the FSS !...

Bernard

FOUR NEW MEMBERS IN THE FSS

COLONELS PAUL KOSKELA, TERRAN TIDWELL, CLAUDE GASCON, AND NICOLAS LIBIS

We haven't received enough information or photograph of our new American friend colonel Paul Koskela, but we can introduce the other three new FSS members.

(End of this article on page 6)

Claude GASCON • Claude served in the Marine Nationale as a Radio Operator on the base of Lartigue and on board various boats in Algeria. This job allowed him to have the privilege of seeing several planes that later, became legendary, like the Corsair, Avenger, Neptune, Catalina, and Vampire. His wish to become a Navy pilot was ruined by various events and a rather low eyesight. He became an insurance agent between 1962 and 1999, which never stopped his love for aviation since he became a private pilot and has totalled today more than 800 flying hours ! Amongst his favourite Warbirds the P47 has a very special place since, in 1944, he watched a dog-fight between an Me109 and a P47 near the town of Haudainville. Claude put all his energy in the search for this unfortunate pilot's family (John M. Church), and was quite successful: This family came to Haudainville to inaugurate a square and a monument in May 1998. We bet that Claude will tell us about this adventure in a future article. In the mean time, welcome Claude !



Nicolas LIBIS • Introduced by col. Eric Janssonne, Nicolas is quite an amazing new member: Born in August 1981, in Mulhouse, he got his first flight one month after his birth, when his family flew to Morocco where they resided for a few years. Back in France, he got his glider licence at the minimum age of 16, followed by many others: Ultra Light, Helicopter, Aerobatics with gliders and airplanes, so well that, today, he has totalled more than 700 flying hours, and he is the leader of the youngest glider aerobatics team in the world !...



Nicolas at the controls of a Bücker Jungmann (Photo: Eric Janssonne)

Very proud to become a member of the CAF and the FSS, Nicolas likes every Warbird, and, in particular, the Hellcat, the Marauder, the Spitfire, and the Mustang. Last February, he started the restoration of an L19. He also prepares a tour of France with an L4H for the end of August, a unique air show, and, we've been told, a surprise for the Confederate Air Force... Thanks in advance Nicolas, and welcome to the CAF and the FSS !

Rennes 2000

Article and photos by col. Bernard Delfino

The Rennes airshow took place on May 28, 2000 on the Rennes-Saint Jacques airport. As usual, the FSS good star was in splendid shape since a strong storm flooded the area the night before, soon replaced by alternating blue sky and cumulus the following morning to the spectators and organizers' relief.

Mastered by colonel Cédric Malhaire, our participation was a real success since our booth was the only one on the field except for the usual sandwich and drinks ones. Sales went strong all day long, to the satisfaction of our efficient P.X. Officer, colonel Fumiko Delfino.

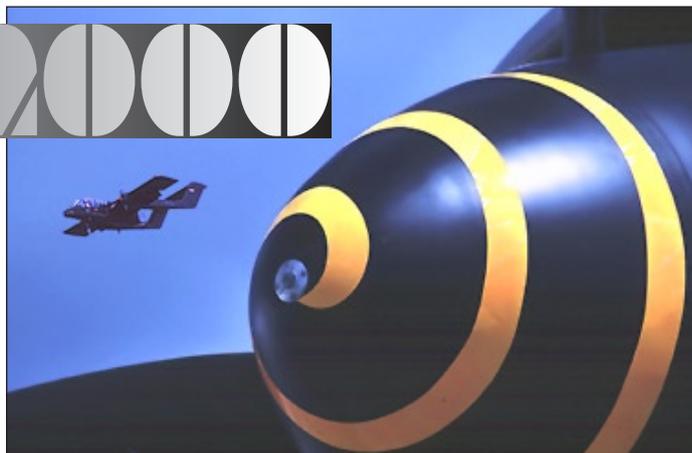
A BIG thank you must be given to Cédric, his charming friend Sophie, and to their young son Pierre. They hosted most of the participants during the whole week-end: Colonels Christian Frézard, Didier Cardinal, Christophe Bastide, as well as Fumiko and Bernard Delfino, joined by colonel Roger Vaucamp on Sunday morning.



Boeing B17 "Pink Lady"

We also thank Didier and Christophe for their gift of an articulated ladder so useful for building our tent, and we thank Roger and his friend mister Jacky Barbeau (President of the Châtellerault-Targé aeroclub) for making and donating a splendid banner which now decorates our booth. The picture printed below gives an idea of its size and its high quality.

The in-flight display was pleasant but relatively modest (The death of our regretted friend Yves Duval, two



years ago, is still deeply felt). The continuous and intelligent comments of the famous Bernard Chabert, during the four hours of the airshow, fascinated the thousands of spectators who had turned up for this event.

The F4U5 Corsair of the Amicale Jean-Baptiste Salis



The most interesting planes of this airshow were the B17 "Pink Lady", an F4U5, the only flying Noratlas in France, a T6, a Yak 11, a Bronco, a Tracker,



and the excellent aerobatics team from Morocco "La Marche Verte", whose pilots produce a perfect show despite the modest size of their CAP 231 planes.

Over all, this Sunday was very productive for the FSS P.X, but it was especially good for the friendship between our members who had a chance to appreciate the very good cooking produced by Sophie and her mother !



The only flying Noratlas in France

A CORSAIR IN LE CASTELLET

An article by Colonel Claude Requi
Photos: Col. Claude Requi and Xavier Méal



Photo: Xavier Méal

Mars 9, 2000. Corsair F4U5N, number 124541, rebuilt as an F4U7, gets ready for its first flight in several decades.

It's a big day for the team who restored this aircraft. The weather is fine, the temperature is pleasant and a soft 12 knots cross-wind cools down the atmosphere. The runway in use is number 13.

The plane is rolled out of the hangar at the beginning of the afternoon. Its pilot, Ramon Josa, is fully concentrated. This retired Navy high rank officer has already flown 680 flying hours on the F4U7, but that was 40 years ago... Since, he flew all sorts of jets: Etendard, Super-Etendard, Crusader, Fouga Zephir, Mystère 10, and even the Rafale !

The pilot sits in the cockpit as many mechanics carry out the last checks and connect the ground electric unit. The crowd around the airplane keeps silent, conscious that they witness something very special. In fact, there is quite a big crowd ! And one wonders why since this flight was not advertised... For several days though, one could feel that this moment was coming. Words of mouth did the rest. Suddenly the propeller starts rotating. Contact magneto, and the engine starts in a cloud of white smoke produced by the exhaust pipes. The engine runs smoothly and starts warming up. After a few minutes the temperature of the oil and the cylinders allows the pilot to taxi the aircraft. Ramon Josa guides the "beast" towards the parking exit and has to zig-zag along the taxiways since, like most tail wheel aircraft, the forward visibility is non existent with the tail down.



Photo: Xavier Méal

After reaching the end of the runway, the engine RPM increase as the pilot does his checks. The great moment is coming !... The controls are moved through their range of movement. Everything is OK and the plane lines up and stops. The engine revs up, about 2000 RPM, the brakes are released, the throttle is moved forward further, 2600 RPM and 42 inches pressure, the ground speed increases. The tail rises, the plane accelerates quickly and it finally lifts off. The gear is moved up. It's a magnificent spectacle !

I turn around and look at Didier Rohmer, the brilliant mechanic who mastered this aircraft reconstruction. He was nervous while the plane was taxiing, but now a large smile illuminates his face. Sure, the plane is not back yet, but the take-off was uneventful and some of the stress has gone. The Corsair climbs to 7 or 8000 feet above the airfield. Ramon carries out all the checks that were carefully planned. It flies

magnificently. No anomaly is noted. Then, as a good fighter pilot, Ramon performs a few aerobatics, starting with some lazy "8" to get the feeling at low and high speed, followed by some classic rolls and he dives on the field, flying low and fast,

helped by some tail-wind. Then a last turn on final, gear and flaps down, and a superb two spots landing. Back to the parking area, the engine stops. It's a deafening silence...

Everyone tries to recover. Didier Rohmer jumps on the wing to congratulate the pilot. The two men are very proud. As soon as they jump from the wing they are literally sprayed with Champagne by Claude Séménadisse, the man responsible for the project, just

as they do in Formula One car races. The flight lasted 42 minutes, and 8 long years were necessary to live this fabulous moment !...

1992. Le Castellet airport welcomes several aero-clubs. The airport Director, Claude Séménadisse, has already restored a Yak 11. Another team, with mechanic Yvan Travail, is rebuilding a T6. At the same time, not far from there, Ramon Josa, a French Navy Officer, receives, during a rest period, an Argentine Officer who is visiting France. A few years earlier Ramon Josa participated in the training of Argentine pilots on Etendard fighters that had been purchased, and the two men soon became friends. During the meal with several members of the Le Castellet team, the conversation was based on aviation, and warbirds were the main subject. One explained what was done at Le Castellet, and helped by the good meal, started dreaming: Yes the P51



Photo: Claude Requi



Photo: Claude Requi

wires and mud everywhere. No more electrical circuits, hydraulics, oil... On the contrary, there is very little corrosion. Ramon Josa steps down from the plane, disappointed. This officer who only saw well maintained airplanes during his career, does not really know the world of warbirds. He calls France to explain the state of the plane and ends up his conversation by a dramatic

"There's nothing we can do with it"... Claude Séménadisse replies: *"That's OK. We'll make an offer. We knew that it would not be very good"*. The offer is made in due time, but there were many candidates, and it's finally a local, speaking for an American, who gets the plane. The people in Le Castellet are really disappointed. The dream has gone... But a few months later the owner of the plane calls them back and says: *"My client has disappeared. If you wish to start the negotiations again..."*. The discussion was quickly resumed and an agreement was reached.



Photo: Claude Requi

would look good in our fleet, but there are many around, and the best would be a Corsair, but how could we find one ?... The Argentine Officer looked at his French friends and said: *"In Argentine, we just sold an F4U5, and I believe that there is another one for sale"*. The eyes around him got bigger and the interest grew !... It's the National Argentine Museum who wishes to sell this plane. An international offer will be made. In addition to some money, the museum is asking for the replacement of the Corsair by a full scale plastic replica.

A full scale plastic copy was built before the plane could leave Argentine. The wreck - that some called "Corsair" - arrived in Le Castellet. I remember seeing this "thing" before the hangar, on a pallet, and thinking *"My God ! Do they want to make this fly ???!"*.

Didier Rohmer is recruited by the maintenance company based at Le Castellet. He's a very good specialist

Some time later, Ramon Josa, special representative of this team of collectors flies to Argentine to see this Corsair. There, he discovers that the plane sits outside, in an appalling state: No undercarriage, the controls are broken or missing, the canopy is opaque and locked almost closed. It's impossible to open it, and a jack is necessary. Inside it's a mess: No seat, no instruments, cut



Photo: Claude Requi



Photo: Claude Requi

who magnificently restored, among others, the Yak 11 F-AZPA. His strength is to be able to do everything on an airplane: Airframe, engine, hydraulics, electrics... The work starts immediately, and after a few months the "thing" takes shape... The plane is entirely stripped of any paint, what's left of the systems is taken off. The airframe takes a new look, and the circuits are entirely rebuilt as new. A new undercarriage and a Pratt & Whitney R2800 CB16 are installed. A new four metres diameter propeller arrives from the USA, and once fitted, gives a very different look to this machine.

The rudder pedals assembly was missing from the plane. Miracle ! A private pilot who flies on this airfield offers this assembly that he owned since 1964, when an F4U7 was destroyed on the Naval base of Cuers.

The arresting hook is also offered by mister Langevin, a pilot who used to fly the Corsair and collected 1600 flying hours on the type. A record !... Mister Langevin received it when he left the Aéronavale, as a souvenir for his second deck landing, when he forgot to get the hook down, with all the damages that resulted. He was pleased to offer this hook and help complete this F4U7.



Photo: Xavier Méal

Many other parts had to be purchased in the USA during all these years. One day, the team was surprised to receive some of them with the original packing and box marked "BAN DE CUERS AERONAUTIQUE NAVALE"...

More than four and a half years of intense and hard work were necessary to get this aircraft out, now known as the biggest reconstruction in Europe.

The wreck that was bought was an F4U5N, but it was important to end up with an F4U7 used by the French Aéronavale. The aircraft was largely modified: The oil system, the exhaust pipes, the fire-wall, are of the exact type. The manuals that were used came from Chance Vought and the Aéronavale. The authentic

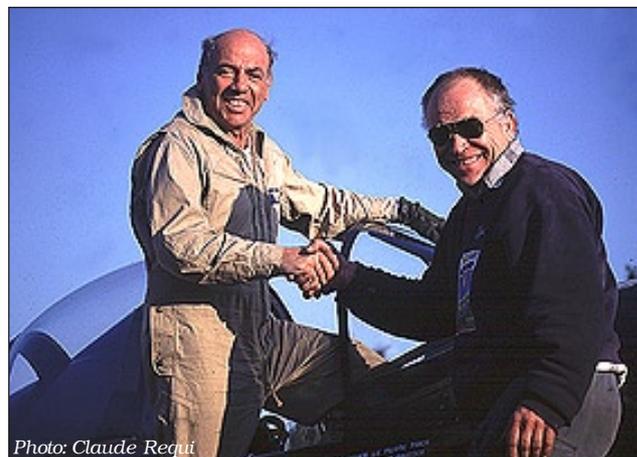


Photo: Claude Requi

engine cowling was found in the USA, quite a performance since only 94 Corsair F4U7 were built !

This entire reconstruction is the product of two men:

Mister Claude Séménadisse (Director of the aircraft maintenance company, based in Le Castellet, and already responsible for the restoration of a Yak 11, a Nord 1101, and a Skyraider), and mister Didier Rhomer, the artist and leader of the restoration of this Corsair.

During all these years, morale never went down.

This is why, on the airport of Le Castellet, on March 9, 2000, this flight was a real feast !!



WELCOME TERRAN J. TIDWELL

Colonel Terran Tidwell was born on June 18, 1950. He's been married to Janis, his charming wife, for 22 years, and he works for the city of Oklahoma City as a Systems Analyst, in other words, a computer expert. With an extremely developed sense of humour, Terran is a confirmed photographer and an experienced model maker who generally works on 1/48 scale models, but he does not mind working on scale 1 airplanes as one can see on the picture printed above, taken as he was touching up *Gunfighter* with Humbrol paint and a three hair brush !...



Terran has been in love with airplanes since he was very young, and he became a CAF colonel in 1990, which allowed him to get closer to those venerable planes, much closer than he ever dreamed before, in order to get better pictures. When he does not take pictures, Terran does all he can to look after *Gunfighter's* health, together with General/Colonel Regis Hurschler. A member of the Great Plains Wing, he also became a member of the Southern California Wing, only to get their Newsletter and be able to refute the fairy tales that they publish about the Beercat (Original spelling...), and counter with his sense of humour all the lies they print about the Mustang. Occasionally writing for the Newsletter of the GPW, he is also the Web-Master of those two Units.

A private pilot since 1999, he hopes to get the necessary qualifications to fly some of the warbirds like the T6, the Mustang, or the Corsair, and even become the owner of an L5 when his finances will allow for that... This ambitious plan is the true portrait of Terran who has adopted the American motto "*Go Large or Go Home !*". Becoming a CAF member only brought him satisfaction: Honoring the veterans, maintaining the CAF planes, taking pictures, and even, sometimes, enjoy a flight on board one of them.

Terran has asked us to pass on his compliments to the entire French Supporter Squadron for its members enthusiasm and dedication, the excellent Newsletter that it produces, and its fantastic Web Site. He is proud to become one of its members, and we are pleased to return his compliment since the FSS is just as proud to have a first choice new member. Welcome on board Terran !

Please manually add Terran's personal details to your phone-book:

Address: Terran J. TIDWELL
P.O. Box 271715
Oklahoma City
OK 73137
USA

Telephone: 00 1 405 848 7247 (Domicile)
00 1 405 297 2439 (Bureau)

email: terran@theshop.net

FSS GENERAL ASSEMBLY IN TOULOUSE LAST WEEK-END OF NOVEMBER 2000

The FSS annual General Assembly will take place in **Toulouse** on November 25 and 26, 2000. It's main goal will be to honor our friend Lewis Bateman and will also be a way to thank our friends residing in the south west of France who attended our General Assembly in Tremblay en France, every year, since 1996. We hope that this change will not be an obstacle to your enthusiasm and will facilitate the participation of all the members who live in the southern part of France and usually cannot travel to the Paris area.

Announcing this event 5 months before its date should allow everyone to organize one's plan by reserving this week-end straight away.

As usual, we will take this opportunity to enlighten this week-end by a visit, on sunday, of an aeronautical curiosity among all the ones available in the area of Toulouse.

We will also have a chance to include a visit to our friends of the **Patrouille de France** on Friday 24 November, in **Salon de Provence**, and have lunch with all its pilots after their traditional in-flight display just before midday. Therefore, we advise you to travel to the Salon de Provence area as soon as Thursday 23 in the evening, and be ready for this visit on Friday morning. If you fancy this project, please make yourself known as soon as possible.

CHANGING THE NAME OF THE CAF

This change in name may appear useless and meaningless to some, but one must remember the historical, political, and often dramatic events and facts related to the word "CONFEDERATE" in the USA. Taking the risk of shocking our readers, and to strongly illustrate a French equivalent, we ask you to think if you would accept that the French Supporter Squadron be associated with an extreme right hand political party ?... We don't think so...

Although the name *Confederate Air Force* started with a simple joke which, at the time, did not have the impact that it has today, one must admit that the situation, in the USA, is now so dramatic that Sponsors are very reluctant to help our organisation, simply because of the meaning of the word "Confederate" and everything related to it.

During the past years, the CAF has lost dozens of thousands of Dollars donations because of that. Our members' annual dues are now insufficient to support the maintenance and the operation of our airplanes, therefore we now need to find sponsors who will be happy and proud to have their name associated to an organisation whose goals and objectives are known as the most noble in the world. This is why we must go through this change for a name that will better reflect our objectives.

Consequently, the French Supporter Squadron Board of Administration has decided to give this change in the CAF Constitution project its full support.

No official suggestion has been made for a new name so far, but many wish to return to the original name "GHOST SQUADRON". This suggestion is not final, and many others

will undoubtedly be made between now and our organisation General Assembly on October 6 in Midland. During this meeting, a vote will take place, and will require 75% of the suffrage for this project to be adopted.

We will be happy to receive your comments and views about this project, and all the suggestions that you may wish to make for a new name.

!!! WANTED !!!

If one of our members recorded the broadcasting about World War Two filmed in colour on the TV channel France 2, on June 6, 2000, at 20H30, we would be glad to borrow it and make a copy that will be part of our Squadron archives. Many thanks in advance...

HAVE YOU PAID YOUR FSS 2000/2001 ANNUAL DUES ?

If not, please do send us your annual contribution as soon as possible.

If you don't, you will stop receiving our Newsletter, starting from July 2000 !

Thank you for reading the list of names printed on page 8 of this issue, and for taking the appropriate action to regularise this situation.

CAF AWARDS

We wish to remind you that any CAF member may suggest, to the Awards committee, one or several names of members, or non-members, for the grant of an Award, for their excellent work and their benevolent help to the CAF during the past year.

All you have to do, is send a letter, in English of course, explaining the details of the persons concerned, and detailing the actions taken by these persons, and the reasons why you think they deserve this Award.

This request must clearly demonstrate that the suggested Awards are for exceptional and significant facts, well above the usual duties of any CAF member and their normal functions if they happen to be part of the leading team of a Unit.

You may also suggest the name of a person who is not a CAF member if his or her contribution to our organisation and its goals was significant and successful, or if he or she made a financial or material donation to the CAF or our Unit.

The FSS Board of Administration will propose a list, like it did in the past, and will help you write your own suggestion if you think that your knowledge of the English language is too weak for this task.

CHANGE OF ADDRESS

Our friend colonel Yves Donjon has moved to a new address. Please amend your phone-book:

Col. Yves DONJON
21 Rue Saint Nicolas
22960 PLÉDRAN

Telephone: Unchanged (02 96 64 30 23)

A SLIGHT ERROR

Colonel Bob West (A.K.A. under the sweet name of *No Neck*) apparently exaggerated the amount of explosive during a recent Tora Tora Tora display !... Here is the result...



PIPER CUB FLY-IN IN COLMAR

It is still time to register for the Colmar Piper Cub Fly-In, a private event that the FSS will attend with its booth on June 24 & 25. Please contact colonel Eric Janssonne as soon as possible since the hotel rooms are now difficult to get (Telephone: 06 13 07 81 54).

We remind you that this airshow will include more than 50 planes, and will be a unique occasion to discuss with the owners of this type of aircraft, and to determine the pros and cons of owning our own. In addition, although we cannot make any promises, we believe that one or two flights may be arranged for our members...

WORLD AEROBATICS AIRSHOW

The Festival Mondial des Patrouilles de Voltige in Dijon-Longvic, will include 15 aerobatics teams, but also many warbirds. The FSS will participate with its booth to this event that will take place on July 15 & 16. With about 200.000 spectators expected, this airshow will be the biggest of year 2000, and a unique occasion to present the CAF to the general public, as well as the aviation lovers of this area.



Photo: Bernard Delfino

We hope that many of our members will participate since there will be many questions asked about our organisation, and our P.X. should get a good occasion to sell most of its stock.

If you wish to book a hotel room, we advise you to call colonel Christophe Bastide on 05 49 55 14 31 or 06 09 62 34 93, but hurry up ! There aren't many left in the area !

**FSS ANNUAL DUES
YEAR 2000/2001**

May has gone and some of our members haven't paid there annual dues yet. If your name is on the list below, and if you do not wish to stop receiving our Newsletter from next month, please send us your payment of 300,00 Francs (Or the equivalent) before the end of June !

BON Michel
BOURDIN Jean-Jacques
CHANDLER Cat
FALENTIN Christian
FRANCISCI Marcel
GARLAND Michael
KURZ Fred
LASSIAZ DE LAUNES Philippe
LE SAOÛT Yann
PIERACCI Bernard
ROBERT Guy
VIOLETTE Bernard

NOTE: We remind you that you must have paid your CAF annual dues to be a member of any of the CAF Units (See the list below).

CAF ANNUAL DUES

*Members who need to pay their CAF annual dues
(Thank you for letting us know when this payment has been made)*

LATE

Michel Bon (October)
Christian Falentin (January)

APRIL 2000

Georges Van Hove (Regular)
Ron Wesp (Regular)

MAY 2000

Jacques Bonneu (Regular)
Didier Cardinal (Regular)
Yann Le Saoût (Regular)

JUNE 2000

Paul Barland
Serge Clodoré
Daniel Clodoré
Yves Donjon
Christian Frézard
Marcel Ledoux

JULY 2000

Eric Ducreau
Hubert Hosy
Alain Jimenez
Cédric Malhaire

CODE NAME ALPHA 2000 • TOTAL ON 31/06/2000

Christian FALENTIN ☼
Bernard DELFINO ☼
Eric JANSSONNE ☼

I. BIRD SPONSORS - MAY 2000

EXTERNAL SPONSORS

AVIATION CLUB DE FRANCE
LE PUBLIC SYSTEME CINÉMA
LE FANA DE L'AVIATION

INTERNAL SPONSORS

Marcel FRANCISCI	12000,67
Bernard DELFINO	9000,00
Jacques PERAGALLO	3170,00
Sandy SANSING	4200,00
Cédric MALHAIRE	700,00
Claude REQUI	2909,00
Michel CAHIEZ	1200,00
Julien LEPELLETIER	1461,00
Fumiko DELFINO	1170,00
Jean-Jacques SAHUT	1000,00
Lewis BATEMAN	3075,00
Stéphane DUCHEMIN	610,00
Serge CLODORE	350,00
Daniel CLODORE	350,00
Jean-Paul MERLIER	440,00
Jean RCEDER	1350,00
Roger VAUCAMP	1500,00
Daniel & Lucie SAUVAGE	1335,00
Patrick PIERRE-PIERRE	2500,00
Marcel et Liliane RUPPERT	1210,00
Christian FREZARD	500,00
Jean-Christophe DEBUISSON	1000,00
Michel BON	350,00
Dons anonymes du PUBLIC	665,00
Paul BARLAND	1000,00
Ron WESP	1000,00
Christian FALENTIN	500,00
Christian TOURNEMINE	315,00
Didier CARDINAL	620,00
Louis-Jean GIOUX	130,00
Eric DUCREAU	350,00
Eric JANSSONNE	500,00
Henri BOURRASSIER	50,00
Jim LUX	1200,00
Jean-Claude MINIGGIO	200,00
Christophe BASTIDE	200,00
Yves DONJON	750,00
Centex Wing	140,00
Christiane HÉBERT	1000,00
Intérêts Bancaires Annuels	1133,83
TOTAL	61134,50

The FSS P.X.

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

- Official Squadron patch: 60,00 F.
- "Gioux" type Squadron patch: 40,00 F.
- Central Texas Wing patch: 40,00 F.
- FSS pin, *cloisonné*, 5 colors: 60,00 F.
- Pins P38 Lightning enamelled: 20,00 F.
- Painting "Lloyd's Dream" 50x76cm: 250,00 F.
- Painting "Lloyd's Dream" 50x76cm. framed: 350,00 F.
- 100 sheets of FSS paper with your own letter head: 30,00 F.
- Color Pictures (B17, B25, etc...) 30x45cm: 80,00 F.
- Color Pictures (B17, B25, etc...) 30x45cm framed: 130,00 F.
- T shirt Piper CUB, 170 grams, Hanes, XL: 100,00 F.
- T shirt cartoon P40, 170 grams, Hanes, XL: 100,00 F.
- T shirts: Other sizes available on order.
- Color aircraft profiles 15 x 20 cm. pre-framed: *North American P51D Mustang, Republic P47 Thunderbolt, Boeing B17 Flying Fortress, B24 Liberator, DC3 Dakota, Avro Lancaster, Fairey Swordfish, T6 Harvard, Handley-Page Halifax, PBY Catalina, Hawker Hurricane, BF 109 G2, and two modern jets, the Corsair 2 and the Starfighter: 25,00 F. each.*