



# AIRSHOW

CONFEDERATE AIR FORCE - FRENCH SUPPORTER SQUADRON



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## Sommaire

Page 1  
 Editorial  
 FSS General Assembly  
 Page 2  
 FSS General Assembly  
 Page 3  
 FSS General Assembly  
 Page 4  
 FSS General Assembly  
 Page 5  
 FSS General Assembly (End)

Page 6  
 What's new ?  
 New members  
 Page 7  
 New members  
 Page 8  
 News  
 The Toon by col. Franck Enjalbert  
 Page 9  
 L Bird Sponsors  
 Code Name Alpha and the FSS  
 P.X.

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## YEAR 2000 FSS GENERAL ASSEMBLY A MEETING DEDICATED TO COLONEL LEWIS BATEMAN

*It's everyone's opinion that this year 2000 General Assembly was the best one since the birth of our Squadron. This is due to the great number of members present, some of whom came from very far away, but also to the very interesting and friendly discussions which allowed everyone to freely express their opinion about the numerous subjects which were on the agenda. The seriousness of these conversations showed that our Squadron has really become adult.*

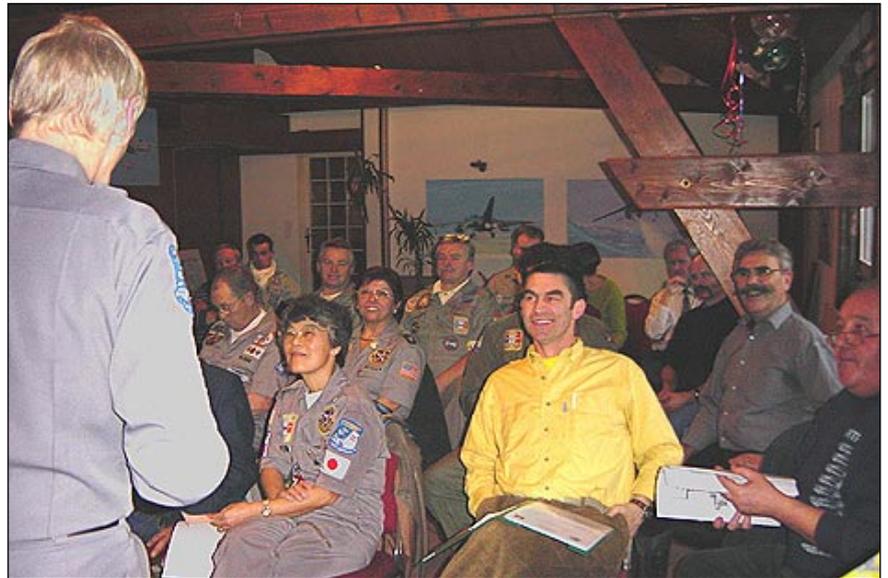
*One of the subjects that were discussed, and this is no surprise, was number one during the whole week-end: The purchase of our future L Bird. I shall let you read the report on this meeting since it underlines the importance that this ambitious project has acquired during the past year. The interest for this dream which seemed illusive a few months ago hasn't stopped growing, and our savings have become proportionally bigger. The thermometer is rising, rising, rising!...*

*A good surprise is waiting for you on pages 6, 7, and 8, in the shape of several new recruits. All these new members give the priority to honoring the men and women who gave their life for the freedom that we are all enjoying today. Of course they love the beauty of these flying machines, but honoring those aviators who disappeared during WWII has a very special place deep in their heart. It's precisely in this goal that resides the secret of the CAF success.*

*This last issue of our Newsletter for year 2000 is almost exclusively dedicated to the FSS and its achievements. Over all, they are very positive, but the greatest is undoubtedly that we were able to keep a perfect equality between all our members, whatever their social, financial, or cultural situation is. Congratulations everyone!*

***I wish you all a very merry Xmas and very happy holidays!***

Bernard



The French Supporter Squadron annual General Assembly took place in the hotel ACADIE in Tremblay en France on Saturday November 25, 2000.

Twenty seven members were present, and some of them came with relatives, friends, or guests, which made the total reach 31 persons.

Many members did not hesitate to travel hundreds of miles to attend this event. We thank them very much for their enthusiasm and their help to our Squadron!

The general opinion is that this General Assembly was the best since the creation of the FSS. Many subjects were discussed openly and in an extremely friendly way. But let's read the report from our leader...

## REPORT ON THE YEAR 2000 FSS G.A.

The meeting was dedicated to colonel **Lewis Bateman** who left us last February. A moment of silence was held in his memory to allow all members express their profound respect for this fascinating member who disappeared far too early.

Were present, cols. **Christophe Bastide, Didier Cardinal, Daniel** and **Serge Clodoré, Claude De Marco, Fumiko** and **Bernard Delfino, Yves Donjon, Stéphane Duchemin, Eric Ducreau** and his wife **Dominique, Franck Enjalbert** and his wife **Yuri-Alice, Marie-France** et **Christian Falentin, Christian Frézar, Claude Gascon, Eric Jansonne, Peter J. Langridge, Philippe Lassiaz de Launès, Jean-Paul Merlier, Bernard Pieracci, Claude Requi, Jean Røeder, Liliane** and **Marcel Ruppert, Lucie** and **Daniel Sauvage, Christian Tournemine** and his wife **Maryse**.

In addition, several guests were able to appreciate the seriousness of our conversations: Mister **Giovanni Comis**, an aircraft mechanic employed by British Airways, mister **Sylvain Thomas**, a student who's specialising in avionics at the Air France technical school, and mister **Jean-Claude Petit**, a painter who was our honored guest, and brought a dozen of magnificent pictures along, among which the P38 Lightning printed below, which found a new owner before the end of the afternoon, as well as a picture of an Albatros on take-off.

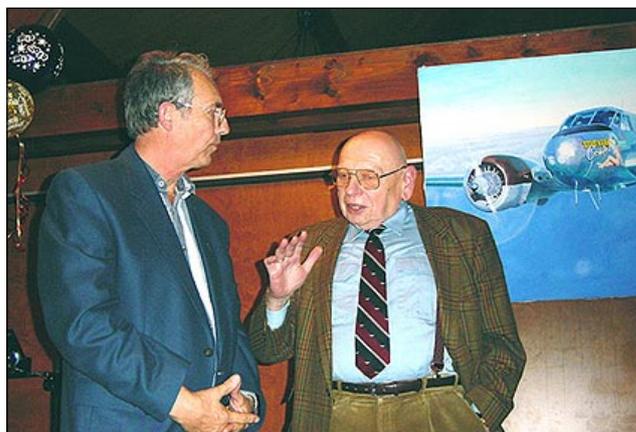
### MESSAGES FROM THE ABSENT

The President declared the meeting open and reminded everyone of the fundamental goals of the Confederate Air Force. He then read a few significant messages sent by various colonels, members or non members of the FSS, who could not attend this meeting: **Jake Tryon**, Leader of the Dixie Wing, **Jim Lux** member of the Centex and the FSS, **Keith Lawrence**, Administrative Director of the CAF, **Michel Cahiez, Bernard Violette**, and **Patrick Pierre-Pierre**.



On the right, the painter Jean-Claude Petit, the FSS guest of honor for the week-end. Jean-Claude displayed a dozen beautiful paintings, among which the splendid P38 printed above. You can visit Jean-Claude's Web Site at the following address:

<http://site.voila.fr/jcpetit>



Colonels Claude Requi (Left) and Jean Røeder (right) express their feelings about the acquisition of an L Bird by the FSS.

### ANNUAL REPORTS

The running of the French Supporter Squadron since our 1999 General Assembly was satisfactory, thanks to an excellent participation of numerous members to various projects like air shows, writing articles for our Newsletter, the donations to the L Bird project, the quest for items to be displayed in the AAHM in Midland, the quest for Sponsors, recruiting new members, promoting the CAF in France and in Europe, the FSS P.X, and the participation to ceremonies which honored aviators killed during WWII while flying over France.

Colonel **Christian Frézar** made a presentation of our financial situation which is excellent. He emphasised the fact that the largest expenditures were, unfortunately, unavoidable, like print cartridges, stamps, and the cost of participating to some air shows. The Squadron's accounts will soon be published so that every member has the correct information about all financial aspects of our Unit. The savings account for the L Bird project being clearly published in our monthly Newsletter, everyone can follow its progress month after month.



The Beechcraft D18 printed above is a painting of a fair size: 1,20 m x 0,90 m! Jean-Claude is a great artist and he will be pleased to paint any aircraft you want at a very reasonable price. Do not hesitate to write to him at:

14 rue Léhéna  
64500 CIBOURE  
Tel: 0681039745



Part of the participants visited the Ailes Anciennes workshops in Dugny-Le Bourget on Sunday morning. From left to right, cols. Serge Clodoré, Christian Falentin, Daniel Clodoré, Marcel Ruppert, Eric Ducreau, Claude Gascon, Franck Enjalbert and his wife Yuri-Alice, Claude De Marco, Jean Røeder, and Claude Requi.

### RUNNING OF THE FSS P.X.

Colonel **Fumiko Delfino** presented various items that the FSS sells during events or by mail order. She insisted on the T shirts that we now produce in house. Their quality is excellent and much better than the ones we ordered in the past!... Our last trip to Midland allowed us to purchase articles at a reduced price from one of the CAF suppliers. Fumiko showed a few samples of these items, like toy planes, mouse mats, "Remove before flight" key-rings, and magnets that will soon decorate the front face of many refrigerators!

### CURRENT PROJECTS

Our President then described the situation of the Squadron and its various projects:

- The participation of our members to five aeronautical events was excellent, except for the Piper Cub Fly-in in Colmar, and the National Heritage Day in Les Andély, for various reasons like the driving distance and the private arrangements of each individual. We will do our best to avoid this kind of problem next year, but one must bear in mind that the announcements made by the people organizing air shows come usually very late, except the La Ferté-Alais one, whose preparation is always perfect.
- Our Web Site has permanent and positive effects, among which a world-wide notoriousness and very fast communications.
- The writing of articles for our Newsletter resulted in a great satisfaction of it's readers. Let's thank colonels **Yves Donjon, Jean Røeder, Claude Gascon, Claude Requi**, and the many other writers whose list would be too long to print, for the high quality of their articles. Thanks to all these authors and illustrators, our Newsletter has often been said to be the best of the entire CAF.
- The principle of a General Assembly in the provinces has been agreed by everyone, but the majority of our members has expressed the wish to keep the annual General Assembly in the Paris area. An extraordinary G.A. could therefore be organized, half-way through the year, by our friends living in the provinces.
- The donation of an Armée de l'Air 1939/1940 flight gear and uniform was highly appreciated by our friends

of the AAHM. The French Aviation permanent display will be officially inaugurated during Airsho'2001. Thanks to our friend Hervé Cherry, decidedly very active, we just acquired an electrically heated flight suit and a cover-all winter flight suit, both dated 1939. These items which were presented to the members during the G.A. will be sent to the AAHM to complete the French Air Force display. Several members suggested that we should also start a collection for our Unit's museum which will be opened when we have the necessary building. This suggestion was immediately accepted by the great majority of our members.

- The quest for new members is an activity that is becoming more and more popular. The spectacular results obtained by col. **Eric Janssonne** during the year are an example that everyone should follow in the future.

- The organisation of a tour to Midland will need to be taken on by a single member who will be totally responsible for it. Colonel **Philippe Lassiaz de Launes** has offered to be this member. He will soon receive instructions for this project. All our members who wish to be part of this tour are kindly requested to make themselves known as soon as possible in order to facilitate Philippe's task.

- The collection of french veterans' stories is practically completed. These stories now make up a book about 300 pages thick, and we need to translate it before we donate it to the AAHM for its archives. Any bilingual volunteer will be welcome and can contact either colonel **Stéphane Duchemin** or colonel **Christian Frézard**.

- The quest for Sponsors which was bravely started by colonel **Christian Tournemine** hasn't, unfortunately, been very positive so far. It seems, paradoxically, that it will be easier once we have acquired our own aircraft. Colonel **Christophe Bastide's** efforts recently resulted in the donation of 5 parkas by **SCHOTT**. These high quality jackets were offered for sale during the G.A. and three of them were purchased for 650,00 Francs each, which is exactly half the recommended retail price (The two remaining parkas are still for sale, one *Small* and one *Extra Large*. Members who would like to purchase them can contact the FSS Headquarters).

Those of our members who already tried to find Sponsors understand what a vast and ungrateful task it is. It requires a lot of patience, plenty of tenacity, tact, a well-established structure, and a presentation file that makes those who receive it, eager to know more about it. It's for all these reasons that we decided to make some rearrangements which, we hope, will be productive: The



master of this project will be colonel **Franck Enjalbert** because Christian doesn't have the time to take care of it. Franck will prospect national and international firms. He will also co-ordinate the work carried out by our regional representatives or any member who wishes to be part of this project in his own area. The quest for Sponsors can be done at all levels, and if it is sometimes difficult to beg for a financial participation, companies can often help us by the donation of some of their products.

- The popularity of the FSS L Bird project is growing progressively. The list published every month in our Newsletter had, originally, only one purpose: The total transparency of this future purchase financing, but it also clearly demonstrates the evolution of this project. In addition, this publication allows the **CAF Headquarters** to measure our efficiency and will-power to reach this goal in total harmony with the CAF objectives.

Today it is evident that we need to accelerate if we don't want to see this project drag on for years. A limit date, May 2002, has been adopted, and new ways of finding the amount of money that we need will be found, so that we can start looking for our future airplane.

Our President reminded everyone that this airplane will be reserved mainly for promotional purposes in order to represent the CAF. All flights will be aimed at this representation and will need to be authorised by the Board of Administration and the Operation Officer. The Squadron's Internal Rules will soon be amended by the addition of one chapter dedicated to this very subject. It will include all the necessary technical, financial, and legal instructions.

Financing this project by important personal donations of, say, 10000,00 Francs or more, was the subject discussed in the greatest depth during the General Assembly. Raised by colonel **Jean Roeder**, this problem was passionately debated by all members. Printing the whole discussion would take up too much room, so here is a summary of the major points:

- The tendency of the purchase cost for a warbird is currently rising. It is, therefore, important to acquire this plane within a reasonable time scale. May 2002 having been chosen as our target date, it is, today, necessary to develop the collection of money using all legal ways available to us.

- Creating a private company to purchase this plane would be totally against the goals and the Statutes of our Association which is eminently based on benevolent work, and subjected to the laws relative to benevolent Associations of the "Loi 1901" type.

- The possibility to have the aircraft purchased by a group of co-owners was also rejected since it is invariably the source of problems, sooner or later.

- The investment of personal large sums of money by those of our members who would like to do so would be better accepted by their relatives if we could give them some guarantee that this money could eventually be recovered by them in case of an emergency. We are currently studying this possibility, and we will keep you informed as soon as we come to a conclusion.

- This project will have to make sure that those who do not have the financial possibilities for an important participation are not left aside. On the contrary! This project will have to unite all our members around that single goal, without any discrimination, and it's everyone's duty to make sure that it is so.

## VARIOUS QUESTIONS

The meeting agenda also included various points raised by some of our members:

- Col. **Philippe Lassiaz de Launes** asked if we could change the name of our Unit since the word *Supporter* is, in his opinion, a little pejorative and a bit too sportive. Philippe suggested a new name like *Squadron La Fayette*. This idea did not please the majority of our members, even though some of them would approve a name change. Our President closed this subject by suggesting to the assembly that this name change should be kept in mind until the Squadron acquires its L Bird. We could then adopt a new name like *French Squadron* or *French Wing*, with, of course, the agreement of the CAF authorities.

- Col. **Eric Janssonne** asked that the next G.A. be held in Colmar. As this subject had already been discussed during the afternoon, with the conclusion that only extraordinary G.A. should be organised in the provinces, with the winter one in the Paris area, the conversation went on to the next point.

- Col. **Didier Cardinal** asked for the publication of a detailed financial year report. This request was approved by the majority, and col. **Christian Frézard** will prepare this publication for a near future.

- Col. **Bernard Delfino** asked for the organization of a representation shift roster during the air shows we will attend next year so that the workload is equally shared between all members. Sessions of one hour each were suggested and approved by the assembly.

- Col. **Eric Janssonne** announced that col. **Nicolas Libis** discovered a new law that would allow members of Associations to subtract 50% of their annual dues from their tax declaration, providing that these dues are superior to 500,00 Francs, in a similar way that members of Public Utility Associations do. Col. **Christian Frézard** will check the authenticity of this text and the exact conditions that might benefit members of the FSS.

- Mister **Hervé Cherry** is currently preparing two more 1/16 scale models for the French Aviation permanent display in the AAHM: A Yak 3 of the Normandie-Niemen, and a P38 as flown by Antoine de Saint Exupéry. Hervé asked our President to get the assembly's opinion on whether this P38 should be made with the gear up or down. The general opinion was that the first offer

was the best since the undercarriage tends to destroy the elegant lines of this beautiful airplane. In addition, Hervé's task will be greatly facilitated by this "clean" configuration.

### THE 2000 AWARDS

Our President read the list of members who received an Award during Airsho'2000: Colonels **Didier Cardinal, Eric Ducreau, Fumiko Delfino, Ronald Wesp, Yves Donjon**, and mister **Hervé Cherry**.

He then distributed the FSS Awards for year 2000:

#### Colonel Eric BESANÇON

For his active help to the FSS, even before he became a CAF member, by the donation of 20 paintings which are currently sold for the FSS L Bird project.

#### Colonels Marie-France & Christian FALENTIN

For their valuable donations of many stationery articles and printing paper equivalent to several thousands Francs, a sum that was saved and used by the Squadron for other projects.

#### Colonel Jean RCEDER

For his very active participation to the ceremony that honored the crew members of the B17 shot down over Cornebarrieu on June 25, 1944, and for the detailed report he wrote for our Newsletter.

#### Colonel Eric JANSSONNE

For the organization of the August 2000 Piper Cub Fly-in in Colmar, and for his efficient recruiting efforts during the past year (*See the scores on page 9*).

#### Colonel Nicolas LIBIS

For his generous participation to the August 2000 Colmar Piper Cub Fly-in, and for the brilliant Tour de France he flew during the past Summer.

### ELECTIONS OF THE FSS SECRETARY

The direct vote for the election of the French Supporter Squadron Adjutant was the last item on the agenda. For the very first time since the start of the FSS, we had to choose between two candidates: Colonels **Eric Ducreau** and **Jean-Paul Merlier**. They were both given the opportunity to say why they wished to be elected as Secretary.

Ballots were sent by mail or email the following day. The limit date for returning those ballots being December 07, 2000, the result of this election will be known during the second fortnight of December 2000. The name of the new Adjutant Officer will be announced in the January 2001 Newsletter, and the official declaration to the french authorities will follow.

It was decided that these two members' wish to help our Unit and the CAF would be fulfilled, whatever the result of this election is, by nominating the member not elected, deputy of the winner. The Secretary's task is important enough to allow for such an arrangement which will also be adopted for each member of the FSS Board of Administration positions.

### AFTER THE EFFORT...

The meeting was concluded by an excellent surprise: The announcement by our three guests that they had decided to become CAF and FSS Members. This announcement received a big round of applause from the members present who warmly welcomed these three new friends.



The annual meal followed the G.A. and allowed everyone to enjoy more relaxed discussions but still related to aviation though.

The following morning should have been spent with mister **Meyer** who has been restoring a Messerschmitt 109 G-14 for several years. Unfortunately, he was unavailable on that day. Colonel **Eric Ducreau** found another way to enjoy this Sunday morning by organizing a visit to the Dugny-Le Bourget Association **Ailes Anciennes**.

We were warmly welcomed by members who showed us around their workshop. We were able to see the progress on the restoration of the French Navy Lancaster which, once completed, will be displayed as static in the Musée de l'Air et de l'Espace located at Le Bourget. Other planes are also restored like the *Baroudeur*, a curious jet fighter that took off from a dolly and landed on skis (*Photos top and bottom, by B.Delfino*).

This Association tends to be the poor man's Association of the Musée de l'Air. Its 100 members work in very difficult conditions, especially in winter because its hangars are not heated. They restore airplanes and engines which belong to the Musée de l'Air where they are displayed. Let's hope that their efforts are fully recognised in a near future and rewarded by means of improving this situation. These volunteers deserve it, and they have our full sympathy.



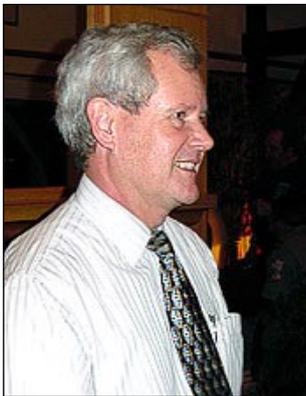


**XMAS PRESENTS TO THE FSS:  
SEVERAL NEW CAF AND FSS MEMBERS!**

This end of the year seems to announce an excellent year 2001 if one considers the number of new recruits for the CAF and the FSS during the past few weeks...

**PETER LANGRIDGE**

You may have noticed his name in the last edition of *Contrails*?... After contacting our friend **Donna Blalack**, we realised that Peter actually lives in France, and, thanks to Donna, contacting Peter was fast and so positive that only a few days were needed to see Peter become an FSS member!...



Peter was born in England but he spent most of his life abroad. Modestly, Peter states that he understands French better than he speaks it, but everyone noticed, during our General Assembly, that his French is excellent!

Peter obtained his private pilot licence at the age of 16. Some time later, he joined the Royal Air Force and spent the following 8 years flying the Lockheed

C130 Hercules in Changi, Singapore, and Lyneham in England. In 1975 he emigrated to South Africa where he flew the Boeing 747 and 737 for South African Airways. He then moved to Hong Kong in 1978, and started a career with Cathay Pacific, flying the Boeing 707, 747-200, 300, and 400, as well as the L1011 Tristar. He retired in December 1999 at the age of 53 and decided to live in France with his wife Wendy. They own a 7.5 Ha. piece of land, 20km North West of Agen, where they grow trees for the wood and the truffles. They both love France, its wine, and its food. Peter wishes to help the FSS, its P.X, or its Newsletter. Welcome aboard Peter!

**JEAN-JACQUES VAUCHER**



Jean-Jacques was born in 1963. Of a Swiss nationality and a friend of colonels **Liliane** and **Marcel Ruppert**, he works for a bank which keeps him very busy. Fond of aviation, he got his private pilot licence on Cessna 152 and Tiger Moth. His favourite warbird is the Supermarine Spitfire. A member of the CAF and the FSS for some time, Jean-Jacques was sorry to

be unable to join the FSS General Assembly. He showed his interest for the L Bird project by donating two years of cinema tickets in addition to his annual dues. A very big Thank You Jean-Jacques!

**GILLES AVENEL**

At the same time as we discovered that a British citizen was living in France, we were advised that a French citizen was living in England!... That was enough to get in touch with Gilles Avenel who did not hesitate one second to become a member of the FSS.



Gilles was born in 1950. His hopes to get a career in aviation were ruined by the difficult conditions that followed the oil crisis during the 1973-1975 years. After studying Laws and Politic Science, Gilles started working for the bank Société Générale in the General Inspection department, then he worked for the bank Indosuez for which he became the Deputy General Director in London. In 1990, he started with the UAP as the General Director for Northern Europe, and became, in 1995, Group Finance Director for the insurance company Sun Life and Provincial Holdings PLC. In 1999 he left this company to become an independent administrator for companies that are, or aren't, on the stock market. Gilles got his aviation virus from his father who owned a Norécrin (F-BBKU) from 1962 to 1975. He obtained his private pilot licence in 1973, and an aerobatics qualification on the CAP10. After the purchase of a Rallye 100 hp (F-BTVX) sold again in 1976, Gilles bought a more sporty Jurca MJ5 Sirocco (F-PCPR) 180 hp. Gilles was lucky to spend his National Military Service in the Aéronavale, and was able to fly the DC4, Atlantic, and Neptune. Today he is a reserve Capitaine de Corvette Officer. Aeronautically a self-made-man, like many of us, through the reading of books like *The Great Show* and *Stuka Pilot*, Gilles completely adhered to the goals of the CAF which doesn't only concentrate on airplanes but also honors the memory of those who made them fly and preserved our freedom. Gilles is ready to help the FSS as much as he can. Therefore, thanks to his qualifications, we have asked him to study all aspects of the purchase of our future L Bird. Many thanks in advance Gilles, and welcome aboard!

**JEAN-CLAUDE PETIT**

Jean-Claude Petit got in touch with our Unit Leader following the reading of an article published in *Aviasport* magazine. After exchanging many emails, our Leader offered Jean-Claude to be our Guest of Honor for the year 2000 FSS General Assembly, an invitation which was immediately accepted, and concluded, today, by



the CAF and FSS membership of a genuine artist. Jean-Claude who can definitely use a pen as well as a paint brush, has chosen to introduce himself...

"Born on November 2, 1940 near Dieppe, some distance from a V2 rocket site. Impressed, very young, by the raids of Spitfires and Lancasters. Publicist as a profession.

Lived in Switzerland on the banks of the Lemman lake, sharing his time between advertisement, the writing of novels, and painting (His most recent mistress for the past 15 years). He had the Alps and the lake for an environment. The sea was missing. He found it in Ciboure, the town of Ravel. He fell for it. By deciding to reside there, he had the Pyreneans on one side, and the ocean on the other.

Being a young painter is stimulating...

It's been 15 years now. The truth is that I always drew or painted with confidence. It all started in 1962 with the comics magazine Hara Kiri "Journal bête et méchant" where I met the top men: Cavanna, professor Choron, Cabu, Fred, Topor, Reiser... Great impression to see my drawings studied or even stolen. One is never too careful or naughty. I only had the required level of stupidity. But in any case, I could not have continued my career as a humorist drawer since I was possessed by a single goal: Flying...

To fly with wings...

With an engine and ascending drafts, coming out above the clouds in a feast of light, to get upside down in a three dimension space, with my bottom stuck to the seat, the earth above and the sky below. Taking off during a nice summer evening in a Stampe or a Bücker, with the ears in the wind. To land "three points" at dusk with only the soft humming sound of the wheels contact with the grass... Flying and sniffing those smells made of oil, gasoline, or kerosene, mixed with leather. Filling one's ears with the soft sound of a propeller or the screeching sound of a jet engine. Looking at incandescent reflections on metal, at the vibrations caused by jet engines, at the foamy aspect of some cumulus. Dreaming while awake - and in color! - by watching the light play with the shapes and the streamlining of some fuselage or the mirage of wings... You all know that!

...To fly with sales...

From wings to sails, there was only one step. A small portion of a nautical mile. When one has lived on the banks of the Léman, so rich with lights, reflections, and shadows, one dives. The brush moves. It creates emptiness with matter, transparency with nothing, in an attempt to transpose the painter's deep feeling of peace. But should a duck or a gull disturb this harmony, and the obsession of flying comes back. Logical: The float plane is everything: Duck, boat, airplane. And the aircraft carries happiness, just like the sail boat which is used to fetch other lights in Saint-Jean de Luz and beyond, in Portugal, in Greece, in Morocco, everywhere where the sun plays with the clouds.

...And fly in time.

A new heading in 2001, the year of the century. A dive in History: the great faces of the Aéropostale, Saint-Ex, Daurat and Air Bleu, Mermoz, Guillaumet and those, more modern, of popular aviation... With one priority though, for these mythical warbirds that bring tears to one's eye, especially since I have become a colonel. I will remember this General Assembly, on November 25, 2000. New friends, sensitiveness, affinities are born. See you in La Ferté-Alais and Epinal, the great masses with the Mondial des Patrouilles. Until then, I have to work, a lot...

I invite you to travel with wings.

<< <http://site.voila.fr/jcpetit> >>

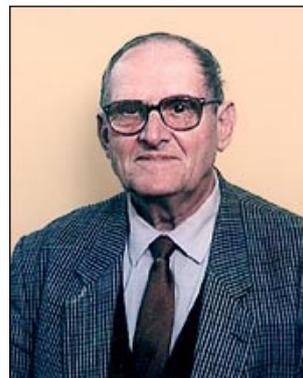
will tell you more.

Jean-Claude Petit"

Thank you Jean-Claude for this kind letter which is a promise of articles as beautiful as exciting. Your offer of texts for our Newsletter did not fall in deaf ears! You can start right now, providing you do not stop painting! Welcome to the CAF and the FSS!

## ALAIN QUESNEY

Alain's godfather is colonel Jean Røeder who we thank for



this new recruit. Alain's basic training is Radio. In 1953 he gets a commission with the Armée de l'Air and studies electrical circuits on aircraft like the A26, P38, P47, Spitfire, Vampire, F84... He was then posted to a Helicopter Flying School where he was responsible for the maintenance and overall of airplanes and helicopters. He also participated in the restoration of classic air-

planes in an aero-club and a workshop of aircraft restorations. He also learned to fly during that period. In 1963, he was selected, with five other people, for the creation of the Instruction Group for the C160 Transall (A French-German venture). In 1969 he joins the technical bureau of Nord-Aviation, and is then posted to the Airbus Programme where he coordinates the study and production of the technical documentation given to the customers. From 1985 to 1995 - the year when he retires - he deals with directives and technical procedures (Standardization Management). Alain resides in Blagnac-Cornebarrieu where he leads and participates to many activities linked with the aeronautical heritage by organising various shows, recording stories of veterans, visiting schools, and coordinating actions between different Associations. Alain particularly likes the P38, may be because of the influence of Saint Exupéry?... Alain is an excellent recruit who, no doubt, will help animating the group of colonels who reside in the South West of France. He did not wait to be a member of our organization to act for the CAF since he organized the ceremony related to the B17 which was shot down over Cornebarrieu in June 1944 (See Airshow, September 2000 issue). Welcome aboard Alain!

**THE CAF NAME WILL CHANGE IN 2002!**

Following the result of the vote which approved the name change of our organization (82% For this change), the Board of Administration will receive your suggestions for a new name with great pleasure. Its members will collect these names and, when the time comes, will send this list to the CAF Headquarters. We remind everyone that a Committee created for that purpose will select four names among those suggested and a vote will be organized during the CAF General Assembly which will be held in Midland during Airsho'2001. The name that will receive the greatest number of votes will be the one adopted from January 01, 2002.

During your search for a new name you must bear in mind that the names that you will suggest will need to **precisely reflect the goals and objectives of our organisation**. You do not need to keep the same initials, but there is nothing to stop you from finding the three words that fulfil this condition and keep the "CAF" initials. If your knowledge of the English language is too restricted, please do send your suggestions in French. We will translate them the best possible way. Shake your neurons and send us your suggestions as soon as you can!

**COLONEL FRANCK ENJALBERT TAKES ON THE QUEST FOR SPONSORS**

As mentioned on page 3 & 4 of this issue, col. **Franck Enjalbert** has taken on the task of finding Sponsors. This project which was started by col. Christian Tournemine is an arduous task which will allow Franck to use his abilities based on his character and his professional

education: Easy contact with the public, diplomacy, a cheerful nature, volubility, knowledge of the world of advertisement... All these qualities should help him reach a success that we all hope.

Franck wishes to draw a list of all the FSS members who wish to prospect for Sponsors in their area so that he can design a plan of action for the year to come. You can write to him now at the FSS address or at his own: **3 rue Charles Baudelaire 75012 PARIS (Téléphone: 01 44 74 93 70)**, or contact him via email at: **< Sponsors4theFSS@aol.com >**. Send him your suggestions and the list of companies, shops, and firms that you believe will be able to collaborate with our Association in your area. He will contact you very soon and send you the number of files that you will need, as well as directives and advice that he thinks are the best suited.

**CAF, FSS, & NEUNEU**

The Fana de l'Aviation magazine has published, in its December issue, an article about the trip to Midland of our two friends veterans of the Normandie-Niemen. A great help from our friend Xavier Méal, highly appreciated and which has already occasioned several calls that may become productive in a near future. It is far too early to print anything about them but be sure that we will keep you informed when the time comes.



*Xmas wishes... by col. Franck Enjalbert*



## 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, PBV Catalina, Hawker Hurricane, BF 109 G2, and two modern jets, the Corsair 2 and the Starfighter: 25,00 F. each.*
- Warbird cards: 25,00 F. chaque.
- Video cassette of sequences filmed in Midland (55mm) VHS PAL: 100,00 F.

*A very Merry Xmas  
and a Happy New  
Year to every reader  
of the French  
Supporter Squadron  
Newsletter: Airshow!*

**CODE NAME ALPHA 2000 • TOTAL ON 30/11/2000**

Christian FALENTIN ✪  
Bernard DELFINO ✪✪✪  
Eric JANSSONNE ✪✪✪✪  
Cédric MALHAIRE ✪  
Marcel RUPPERT ✪  
Claude GASCON ✪  
Jean ROEDER ✪

## L BIRD SPONSORS - NOVEMBRE 2000

### EXTERNAL SPONSORS

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

### INTERNAL SPONSORS

(In chronological order)

|                               |          |        |
|-------------------------------|----------|--------|
| Marcel FRANCISCI              | 12000.67 | 250000 |
| Bernard DELFINO               | 9550.00  | 245000 |
| Jacques PERAGALLO             | 3170.00  | 240000 |
| Sandy & Connie SANSING        | 8100.00  | 235000 |
| Cédric MALHAIRE               | 750.00   | 230000 |
| Claude REQUI                  | 4029.00  | 225000 |
| Michel CAHIEZ                 | 2400.00  | 220000 |
| Julien LEPELLETIER            | 1611.00  | 215000 |
| Fumiko DELFINO                | 1660.00  | 210000 |
| Jean-Jacques SAHUT            | 1000.00  | 205000 |
| Lewis BATEMAN                 | 4170.00  | 200000 |
| Stéphane DUCHEMIN             | 786.00   | 195000 |
| Serge CLODORE                 | 350.00   | 190000 |
| Daniel CLODORE                | 350.00   | 185000 |
| Jean-Paul MERLIER             | 440.00   | 180000 |
| Jean RCDER                    | 3450.00  | 175000 |
| Roger VAUCAMP                 | 1650.00  | 170000 |
| Daniel & Lucie SAUVAGE        | 1335.00  | 165000 |
| Patrick PIERRE-PIERRE         | 3135.00  | 160000 |
| Marcel et Liliane RUPPERT     | 1210.00  | 155000 |
| Christian FREZARD             | 500.00   | 150000 |
| Jean-Christophe DEBUISSON     | 1000.00  | 145000 |
| Michel BON                    | 350.00   | 140000 |
| Dons anonymes du PUBLIC       | 665.00   | 135000 |
| Paul BARLAND                  | 1000.00  | 130000 |
| Ron WESP                      | 1000.00  | 125000 |
| Christian & M-France FALENTIN | 1000.00  | 120000 |
| Christian TOURNEMINE          | 500.00   | 115000 |
| Didier CARDINAL               | 820.00   | 110000 |
| Louis-Jean GIOUX              | 230.00   | 105000 |
| Eric DUCREAU                  | 350.00   | 100000 |
| Eric JANSSONNE                | 1190.00  | 95000  |
| Henri BOURRASSIER             | 50.00    | 90000  |
| Jim LUX                       | 1200.00  | 85000  |
| Jean-Claude MINIGGIO          | 200.00   | 80000  |
| Christophe BASTIDE            | 2530.00  | 75000  |
| Yves DONJON                   | 1450.00  | 70000  |
| Guy ROBERT                    | 300.00   | 65000  |
| Centex Wing                   | 140.00   | 60000  |
| Christiane HÉBERT             | 1000.00  | 55000  |
| Yuri & Franck ENJALBERT       | 715.00   | 50000  |
| Jacques BONNEU                | 110.00   | 45000  |
| Kim TOLFREY                   | 1080.00  | 40000  |
| Georges VAN HOVE              | 300.00   | 35000  |
| Terran TIDWELL                | 780.00   | 30000  |
| Yves HOUSSIN                  | 1000.00  | 25000  |
| Jean-Jacques VAUCHER          | 1200.00  | 20000  |
| Bernard PIERACCI              | 500.00   | 15000  |
| Eric BESANÇON                 | 200.00   | 10000  |
| Hervé CHERRY                  | 300.00   | 5000   |
| Intérêts Bancaires Annuels    | 1133.83  | 0      |
| TOTAL                         | 84380.50 |        |

