



June  
2022

121

INFO

## Edito

Dear friends,  
Here is our new newsletter, as usual rich in topicality and... emotion : a special tribute to a B-17 crew in presence of families, a great moment with a 1944 veteran, the Châteaubriant model kit exhibition but also a tribute to a resistant woman from St-Brieuc ; you will discover a few anecdotes, some new books and we also welcome new members in our association.  
Here we go for some good moments of reading.

Yours friendly,  
Benoît Paquet



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## Welcome to ...

Support the ABSA 39-45



Association Bretonne du Souvenir Aérien 1939-1945

Mairie de Châteaubriant (44146)

Association reconnue d'intérêt général

info.absa.3945@gmail.com



# July – August 2022 : 3 aircraft's engine in Monterblanc (56)

by Frank Bernard (Air Memorial) and Benoît Paquet (ABSA 39-45)

## 12<sup>th</sup> and 13<sup>th</sup> June, 1944.

Three German aircrafts, the famous Messerschmitt 109, take off from the Vannes-Meucon airfield. At this time of the war, only a few days after the D-Day in Normandy, German aircrafts took off mainly for interception missions against Allied bombers and fighters, operating an offensive on Europe. None of these three German fighters returned to their base ; they were shot down in Ille-et-Vilaine and in Morbihan and were not found. All of these three fighters belonged to the JG 53 fighter squadron, based only a few days, from June 7 to 15, 1944, in Vannes Meucon airfield.

In 1982, 2003 and 2004, the Air Memorial and ABSA 39-45 associations operated researches to find the remains of these planes, always buried in Breton soil. The main parts of these missing aircrafts, the engines, are exhibited for the very first time together at the Media library of Monterblanc (56) during the summer period 2022.

Through this unique exhibition, Air Mémorial and ABSA 39-45 retrace the history of these aircrafts and their pilots.



◀ The engine of Harti Schmiedel's Me Bf 109G found in 2004 at « Le Rheu » (35).  
Photo ABSA 39-45

The engine of Helmut Rosenbaum's Me Bf 109G found in 1982 in Romillé (35) by Pierre Mahé. ▶  
Photo Pierre Mahé



◀ The engine of a Me Bf 109G found in 2003 in Aujan (56) by Air Memorial.  
Photo Air Memorial

The exhibition stands at Monterblanc's Media Library from July 13 to August 27, 2022 (except from July 25 to 30, the media library being closed), the Tuesday, Wednesday, Friday and Saturday (morning). Two lectures on the fighting in June 1944, on the Vannes-Meucon airfield and also on air losses in Brittany will be given at the media library on July 22 and August 19 from 7 p.m. to 8 p.m. ■

**Exposition**  
Les trois moteurs d'avions allemands de Vannes-Meucon, juin 1944

DU 13 JUILLET  
AU 27 AOÛT 2022\*

ORGANISÉE PAR  
AIR MÉMORIAL ET L'ABSA 39-45

MÉDIA - THÉÂTRES DE SOULLES  
IMAGINE  
MÉDIATHÈQUE MONTERBLANC

MARDI: 15H-19H / MERCREDI: 10H-12H30 ET 14H-19H / VENDREDI: 15H-19H  
SAMEDI: 10H-13H  
LA MÉDIATHÈQUE EST FERMÉE DU 25 AU 31 JUILLET

ABSA  
Association Bretonne du Souvenir Aérien

# Edern (29), tribute to B-17 « SUSFU »

By **Benoît Paquet** (photos Benoît Paquet unless otherwise stated)

*Commemorations are always emotional moments for the members of ABSA 39-45. But when these tributes lead us to live for two days with the descendants of airmen, the emotion then becomes communion. These two days spent in Edern, on April 30 and May 1, allowed ABSA 39-45 to present its activities to many Finistère residents. We would like to thank warmly the « Association des Anciens Combattants du Pays Glazik » and the municipality of Edern for the quality of the organization and the warmth of their welcome.*

## Historical reminder.

On January 23 1943, the Boeing B-17F-25-BO « SUSFU » (s/n 41-24584 - 303<sup>th</sup> Bomb Group/427<sup>th</sup> Bomb Squadron) was shot down at Edern, in southern Finistère (Brittany). After dropping its bombs on the Lorient submarine base, the mission of the day, the aircraft started to fly back to its base in Molesworth, England. But Focke-Wulf Fw 190s appeared and attacked the B-17 from the front ; the nose of the « SUSFU » was seriously damaged and the bombardier, Roy R. Moser, was killed. The aircraft being too seriously affected, the pilot, Harry A. Robey Jr, gave the order to evacuate the aircraft. He was unfortunately murdered by a German fighter during his parachute descent. Out of the eight other crew members, six were captured and sent to Stalag Luft III, in Poland (Charles R. Grice, Val B. Hannon, Wilburg F. Hummel, Edward T. Levering, Francis Sulcofski and Thomas H. Morrison) and the other two escaped and reached England (Mark L. McDermott and Sebastian L. Vogel).



standing, left to right : 1<sup>st</sup> Lt **Harry A. Robey Jr**, 2<sup>nd</sup> Lt **Benjamin H. Burma\***, 2<sup>nd</sup> Lt **Charles R. Grice**, 2<sup>nd</sup> Lt **Roy R. Moser**.

Front, from left to right : T/Sgt **Francis Sulcofski**, S/Sgt **Sebastian L. Vogel**, Sgt **Donald H. Rutt\*\***, Merel D. **Bradley\*\***, Sgt **Edward T. Levering**

Photo Vogel family

\* replaced by 2<sup>nd</sup> Lt McDermott on mission day

\*\* killed on January 3, 1943 aboard the B-17F "Kali" during a mission over St-Nazaire.

## The project is launched

It is to pay tribute to this crew that from 2019, the « Association des Anciens Combattants du Pays Glazik » (led by Laurent Hémerly), the mayor of Edern (Jean-Paul Cozien) and the municipal staff, as well as the ABSA 39-45, got in touch to prepare an event and find the families of the airmen. Many work meetings took place, and the ABSA 39-45 (especially Frédéric Hénoff) actively contributed to searching and finding families in the USA. Then the Covid health crisis led us to postpone the event from 2020 to 2022.

The families of three crew members should have joined this weekend of commemoration : Rick and Gordon Grice, the sons of Charles R. Grice (navigator), Jessica Hughes, the granddaughter of Edward T. Levering (tail gunner) and Beth Stadvold Vogel, daughter of Sebastian L. Vogel (radio operator). Unfortunately, the health of Beth S. Vogel's husband, Kent, had deteriorated and the trip was canceled for Beth and Kent. We take this opportunity to wish a good recovery to Kent Stadvold.



## Two days of commemoration in Edern (29).

Arrived on April 29, the fine ABSA 39-45 team (Barthélemy, Frédéric, Pierre and myself) set up their booth in the heart of the reconstituted American military village : the famous engine of Harti Schmiedel's Messerschmitt Bf 109G, but also Pierre Mahé's mannequins (a Luftwaffe pilot, next to the engine, and an American airman, in tribute to the crew of the B-17 « SUSFU »).

Then we met the American families who had arrived in Edern (Rick Grice and his wife Debbie, Gordon Grice and a friend, Bob, Jessica Hughes and his son Owen) and spent a memorable "pizza" party in the heart of a pleasant cottage booked in the heart of the Finistère countryside by the « Association des Anciens Combattants du Pays Glazik ». The evening was emotionally charged : we were all inexhaustible on the historical anecdotes related to the crash of the B-17 « SUSFU ».



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# Edern (29), tribute to B-17 « SUSFU »

By **Benoît Paquet** (photos Benoît Paquet unless otherwise stated)



The ABSA 39-45 team is ready ; from left to right : Benoît, Pierre, Barthélemy, the German fighter pilot mannequin and Frédéric

On the morning of April 30, the American military camp opened its doors to the public near the Edern stadium, on the Kerarzant site. The audience arrived gradually from Eden and but also from the whole Finistère region. As usual, the major attraction of our booth were the engine of Harti Schmiedel but also Pierre Mahé's mannequins.



On the left, the American airman mannequin makes the delight of these two little boys. On the right, this little girl covered with the headdress of Rosie the Riveter, prefers the Luftwaffe pilot.

In the American camp, passionate people dressed in uniforms walk among vintage vehicles to delight the visitors.



Vintage vehicles in the heart of the American Village attract a lot of visitors.



A camping enthusiast !

Among the visitors, our American friends of course visited us on our booth and offered us on this occasion a « SUSFU » commemorative medal for our greatest pleasure.



From l. to r. : Pierre, Jessica and her son Owen, Frédéric, Benoît, Bob, Barthélemy (kneeling position), Rick, Gordon and Debbie in front of the ABSA 39-45 booth.



◀ the front of the medal offered by the Grice family with the silhouette of the B-17 and the names of the crew members - Photo ABSA 39-45



The back with the date of the crash and a maxim strong in emotion : « All gave some, some gave all ».

# Edern (29), tribute to B-17 « SUSFU »

By **Benoît Paquet** (photos Benoît Paquet unless otherwise stated)

At 4:30 p.m. in the afternoon, an impressive celebration in memory of the crew was organized at the crash site, at the stone memorial of Kerganaben which was officially inaugurated on this occasion. We welcome the work conducted by the sculptor **Pierre Trellu**, creator of the stone and active member of the organization of this weekend.



Pierre Trellu (beret), creator of the commemorative stone, with the descendants of the airmen of the « SUSFU ».

More than 200 people attended the ceremony in the presence of many personalities including **Elisabeth Webster**, Consul of the United States for the Western region, **Jean-Paul Cozien**, Mayor of Edern and Maël de Calan, President of the Finistère departmental council.



The flag bearers around the stone, covered with the American flag, just a few meters from the place where the B-17 "SUSFU" crashed on January 23, 1943.

The ceremony was solemn and full of emotion, especially for Jessica, Owen, Rick, Debbie, Gordon and Bob, who exchanged a few words with Elisabeth Webster. Mrs Elisabeth Webster was accompanied for



Jean-Paul Cozien, Mayor of Edern and Elisabeth Webster, Consul of the United States for the Western region near the newly unveiled commemorative stele.

the occasion by **Colonel Allen Pepper**, Defense Attaché at the Embassy of the United States of America.



Elisabeth Webster comforts Jessica Debbie, Rick's wife with Hughes under the benevolent gaze of Colonel Pepper.

Our American friends also had the opportunity to meet a witness of the crash, who had seen the body of Roy R. Moser, only a few meters from the wreckage of the aircraft after the crash.



Owen, Jessica, Gordon and Rick around one of the last witnesses of the aircraft crash.

# Edern (29), tribute to B-17 « SUSFU »

By **Benoît Paquet** (photos Benoît Paquet unless otherwise stated)



Jessica and Owen, Bob, Gordon, Rick, Debbie, Elisabeth Webster, Jean-Paul Cozien and Colonel Pepper in front of the stele.



Rick indicates the name of his father and Jessica that of her grandfather. In the background (white dot), the precise location where the aircraft fell.

The evening was again very friendly, in a small group with our American friends ; the program was a tasting of wines, charcuterie and cheese in an inn in the heart of the Edern countryside.

The next day, May 1<sup>st</sup>, we spent the day at our booth in the heart of the US military camp : the crowd was extremely large and we met a lot of passionate people.

We would like to mention the presence of **Aurélien Lothelier**, a young enthusiast of the French army, our booth neighbor, dressed for the occasion as a French infantryman of 1940. Aurélien was kind enough to give each of our Americans friends a few pieces of the B-17 "SUSFU", a gift that was appreciated by all of them with a lot of emotion.



Aurélien Lothelier, passionate about history, alongside the German pilot on the ABSA 39-45 booth.

Find the videos of the tribute ceremony and the American military camp on Youtube :

- the ceremony : [link](#)
- the military camp : [link](#)

These video clips were produced by the company "Déclic par l'image" (to be found on [Facebook](#)).

On behalf of all the members of ABSA 39-45, we would like to warmly thank the organizers of this magnificently organized commemorative weekend, in particular **Laurent Hémery**, president of the "Association des Anciens Combattants du Pays Glazik", **Jean- Luc Renault**, **Pierre Trellu** and of course **Jean-Paul Cozien**, Mayor of Edern and his entire municipal team.

And we also thank and greet **Rick**, **Debbie**, **Gordon**, **Bob**, **Jessica** and **Owen** for the good times of communion and exchange spent together, without forgetting **Beth Stadvold Vogel**, of whom we of course thought a lot during these two emotionally charged days.

# The B-26 Marauder Miss Take will never come back (2<sup>nd</sup> part)

by Daniel Jolys, « Cercle d'Histoire du Pays Martignolais » (photos of the author unless otherwise stated)

## Saint-Ganton - Pipriac - Vitré.

At nightfall, the Americans emerged from their hiding place with great discretion and jumped into a car waiting for them in the dark. The driver was Pierre Aubron who stole the vehicle to the Germans of the Todt organization. George Stalnaker remembers : « *the driver had the accelerator on the floor, often driving without headlights and he never stopped at road intersections, he honked his horn and crossed at full speed* ». Arriving at a café in Saint-Ganton, the airmen were received by Pierre Pineau, alias André Benard in the Resistance. They were housed in the village of La Roche, in a small house run by an elderly lady. Three days later, on the evening of July 28, the fugitives had to leave quickly the place. The partisans, informed of a coming German operation in the area, arrived with several bicycles and led the Americans to the « Tertre Danet » wheat mill in Pipriac. New clothes were provided to them as well as berets and false identity cards. There too, George Stalnaker had an anecdote : « *The partisans taught us to keep our cigarettes in our mouths and not to take them out all the time, because that might make us stand out as Americans* ». In fact, the guides were preparing the group for a longer cycle journey towards Vitré. Pierre Pinot and Jean Marion were expected to escort them.

On July 31, when they arrived in Vitré, they were welcomed by the police commissioner who lodged them in a beautiful residence, located in the city center, owned by Mr. Mirault, Director of the « Banque de France ». Behind the windows, the airmen observed the German convoys crossing the city in good order. On August 3, early in the morning, as agreed, gendarmes from the brigade of Vitré led the Americans to the Chemin Champlet, at the city limits, where they were expected by the local Resistance. Among them,



August 1944 - **Front row** : E. William, S. Miller, R. Smith.  
**Back row** : F. Murphy, Jean Marion, J. Clark, Pierre Pinot, G. Stalnaker and M. Mirault de Vitré (not confirmed).

Francis Langouët, a farmer, took the group through the countryside toward his farm located at « Le Teilleul » in Pocé-les-Bois. There, airmen could feed and rest. George Stalnaker, in his recollections, did not forget this place : "We drank cider all afternoon." At nightfall, Francis Langouët and the airmen left again across the fields towards Livré-sur-Changeon, where they joined elements of the 2<sup>nd</sup> American Cavalry Reconnaissance Squadron which was preparing the liberation of the town of Vitré on August 4 in the morning. It was the end of the nightmare. The survivors of the B-26 Miss Take were taken to the headquarters of General Wood's 4<sup>th</sup> US Armored Division, located near Saint-Aubin-d'Aubigné, north of Rennes..

## Back in England.

On August 6, 1944, George Stalnaker and his comrades landed on their departure base in England. Three days later, in London, he found with a certain emotion, Eugene Squier safe and sound.

The co-pilot told his less eventful adventure. After having covered about ten kilometers in the countryside, helped by his compass, in the direction of the south, Eugene Squier presented himself in an isolated farm, probably at Mr. Chevrollier's farm, at « La Petite Goupillère » in Martigné-Ferchaud, who provided him civilian clothes. Then he was taken to neighbors in the village of Perrières where he stayed for six days. Around July 16, Joseph Bodard, well informed, took him in and invited him to stay with him until the Liberation of Rennes on August 4, 1944.



Airmen back to England kept their berets.

As for Lloyd V. Alexander, he did not have the luck of his compatriots. Shortly after his arrival on the ground, he was captured by a German patrol, probably near the place called « La Coëfferie » in Coësmes. Prisoner of war, he was transferred to Germany at the temporary camp of the Luftwaffe (Dulag Luft) in Wetzlar then



# The B-26 Marauder Miss Take will never come back (2<sup>nd</sup> part)

by Daniel Jolys, « Cercle d'Histoire du Pays Martignolais » (photos of the author unless otherwise stated)



Homecoming on Matching Green base.

Stalag Luft No. 4 in Gross Tychow, in Pomerania, and at the sinister camp of Wöbbelin until its liberation on May 3, 1945 by the 8<sup>th</sup> American infantry division. After a short stay in London, George Stalnaker and his team, exempt from bombing missions, returned to the United States. Their unusual adventure sparked unwavering friendships with their French hosts that would last a long time after the war.



Return of four American airmen to the scene of the crash in Coësmes in 1989. From left to right : George Stalnaker, Jim Clark, Mrs Miller, Eugene Squier and Stanley Miller . Photo J.D.

## Epilogue.

On Sunday July 9, 1944 and the following days, the neighbors and many curious people went to the scene of the fall of the B-26 'Miss Take'. The twin engine bomber was literally pulverized by the explosion. Instinctively, some walkers left with a piece of the wreckage, as a kind of relic.

Léon Dézalleux, a farmer at « La Jarretièrre-en-Martigné-Ferchaud », a village located a good kilometer from « Les Places », had kept a part of a fin from the bomber. Many years later, one of his friends

from Martigné-Ferchaud, Henri Delcourt, got rid of this piece of light metal with a little idea in mind. The metal structure of the B-26 aircraft was made of Duralumin, a light and resistant alloy, type ALCLAD 24S-T 1, a material relatively easy to work. These aircrafts were manufactured by the Glenn L. Martin factory in Omaha, Nebraska (USA). Henri Delcourt therefore bent, drilled, riveted and arranged this part of the twin engine bomber to transform it into a « fishing box », an essential accessory for this passionate fisherman. Today, Henri Delcourt carefully preserves this original box, one of the last traces of the B-26 'Miss Take'. ■



Fishing box made by Henri Delcourt



Interior of the box with ALCLAD 24S-T inscriptions

**Sources** : ABSA 39-45, magazine « Memories n° 10 (1998) » translated by Marcel Derouallière, Rapports August 1944 IS9 WEA reports from British MI 9, MACR n° 6649, Ouest-France 1984, Flash Infos n° 36 October 2010 Pocé-les-Bois, Guipry-Messac 'au rythme des bottes allemandes' (to the rhythm of German boots) by Pierre Lebreton 2007, Arch. dép. L-A.

**Acknowledgments** to Pierre Lauglé, Marcel Communal, Raymond Desmots, Marcel Chevrollier, Mrs Veillaux née Colin, Claude Perrois and Raymond Tellier. Courtesy of Henri Delcourt for the presentation of his « fishing » box.

**Photographies** : <http://www.384thbombgroup.com>

<sup>1</sup> Audrey Cochard : Microstructures and mechanical properties of Duralumin type alloys : [archives-ouvertes.fr](http://archives-ouvertes.fr)

# George Merz, a veteran in Plouha (22)

By **Benoît Paquet** (photos Benoît Paquet)

We have spoken many times of the famous Shelburn network, an escape network of Allied airmen via Plouha. This Monday, May 23, 2022, a commemorative ceremony organized at the Bonaparte stele was honored by the presence of an American veteran of World War II, George Merz. George was in the Military Police in 1944, and, traveling in Brittany before joining Normandy for the commemorations of the D-Day, he joined this ceremony organized by the town hall of Plouha. Jean-Michel Martin, his wife and I were present, invited by Monique Bondoux, president of the association « Les mémoires de l'histoire ». Gilles and Ronan Martin, Jean-Michel's brother and nephew, were kind enough to also be present with American military vehicles, thus bringing back memories of almost 80 years for George.

## Monday 23 May, 2022, Plouha.

It was 11 a.m. this morning on Monday May 23, 2022, at the stone erected in memory of the Shelburn network in Plouha, when a moving commemorative ceremony began. On this occasion, the mayor of Plouha, **Xavier Compain**, paid a vibrant tribute to the members of the Shelburn network but also to George Merz, an American veteran who had landed in Normandy on June 13, 1944. Hosted at that time with Ida and Joseph Lallemand, George wanted to get in touch with the grandson of the couple, who lives in



From left to right : Jean-Michel Martin (ABSA 39-45), Ronan Martin, **George Merz**, Xavier Compain (Mayor of Plouha), Gilles Martin and Benoît Paquet (ABSA 39-45) in front of the commemorative stele of the Shelburn network, a few meters from the « Anse Cochat » where many Allied airmen escaped.



Paimpol. It was during this visit to Brittany that he took the opportunity to honor the Plouha ceremony with his presence.



George Merz, with the Mayor of Plouha, college students, high school students and many other guests

As part of their history program dedicated to the Resistance during WWII, high school and college students from the « Harteloire » in Brest and the « Chombart de Lauwe college » in Paimpol, performed for the occasion the song « Night and Fog » by Jean Ferrat, as a tribute to the deportees, including many civilians or partisans from Brittany. It is important to mention the importance of this joint presence of a veteran and young people, rich in emotion and so important for the duty of memory.



College and high school students from Brest sing "Night and Fog" by Jean Ferrat, a song written in memory of the deportees.

At the end of the ceremony, George Merz was driven to the « Hermine » room in Plouha aboard one of Gilles and Ronan Martin's vehicles.



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# George Merz, a veteran in Plouha (22)

By Claude Benech with the help of Christian Gabriel



George Merz was born on February 23, 1925. On May 12, 1943, he enlisted in the US Army in his hometown of Louisville (Kentucky). He left the port of Boston for England on February 25, 1944. He then attended an intensive training and, after a few months, landed in Normandy on June 13 ; he was 19 years old. George was part of the 818<sup>th</sup> Military Police Co., VIII US Army Corps. The progression of his unit was at first through Brittany towards Brest. Then, heading east, towards Bastogne. He



George Merz in MP uniform at Gouvy, 1944. Photo Charles Mollitor, Gouvy, 1944

was then lodged in Gouvy, Belgium, with Joseph and Ida Lallemand and their 18-year-old daughter Gabrielle<sup>1</sup>, from September to December 1944. George did not ask himself any questions about the

name of his hosts who quickly became his benefactors. He found a peaceful refuge, considered as a member of the family. He became the « big brother » of the little Gabriella.



George Merz and his comrades in Gouvy in 1944. Photo Charles Mollitor, Gouvy, 1944

## Operation « Wacht am Rhein ».

Then events intensified ; on December 16, 1944, it was the German « Von Rundstedt » counter-offensive. Operation "Wacht am Rhein" (the Battle of the Bulge) had just begun. It was the ultimate battle of the Nazis, the swan song. George left Gouvy on December 18, 1944. He said : « At first, I was responsible for flushing out the German agents parachuted behind our lines who, disguised as GIs and speaking perfect American, were responsible for paralyzing our organization. Later, I was assigned to investigate the accident of General George Patton who died of his injuries in December 1945. » George Merz was therefore involved in this gigantic battle, the last that led the Third Reich.

All witnesses agree that it was the biggest and bloodiest battle<sup>2</sup> fought by the US Expeditionary Force during the World War II. Experts estimate the losses at more than 19,000 killed, 21,000 missing and 38,000 wounded on the American side ! On the opposite side, 280,000 Germans fought their last battle with their 1,300 tanks and probably in desperation !

Very bad weather conditions accompany the German counter-offensive in the Ardennes. The thick fog impeded the air supremacy of the allies and kept the aircrafts on the ground. Thick mud slowed armored vehicles. From January 1945, intense cold and snow appeared. The wind blew from the north and tired the bodies. Men were on the breaking point. It snowed intensely for 15 days ; at night the temperature dropped to - 20°C ! The weather finally improved and the allies regained control ; it was the Nazi debacle. George MERZ entered Germany and participated in the liberation of the Ohrdruf concentration camp (Annex to Buchenwald). George was demobilized on January 25, 1946.

Back in the USA, he returned to Louisville and worked 40 years in the aluminum industry at « Reynolds ». His stay in Gouvy remains forever in his memory. Sacred ties are forged with the grandson of Joseph and Ida Lallemand ; « I will never forget all the kindness and generosity of Ida and Joseph, as well as the special attention that little Gabrielle had for me. She often prepared me a hot brick wrapped in a newspaper to spend the night ». As a chance of life, the « little » Gabrielle got married with a Mr. Gabriel. Joseph and Ida's grandson, Christian, is from Paimpol : he lives in the village of Lanvignec. Christian Gabriel welcomed George Merz to Paimpol ; no doubt they evoked this emotional period of life... 78 years later ! George Merz is the father of 7 children, and 12 grandchildren. A great granddaughter is named... Gabriella ! ■



George Merz and his aviation dreams. He would have liked to join the USAAF. Photo famille Merz

<sup>1</sup> George called her « Gabriella », American pronunciation of Gabrielle.

<sup>2</sup> On D-DAY, US forces lost 6,600 soldiers.

# Châteaubriant (44) celebrates model making

By **Benoît Paquet** (photos Benoît Paquet unless otherwise stated)

On May 7 and 8, 2022, the Model Club of Châteaubriant (44) organized at the « Halle de Béré » the 7th issue of its show dedicated to the model kits and scale models. This show, initially scheduled for 2020, was postponed for obvious reasons of health crisis.



More than 40 exhibitors were present in the « Halle de Béré ». In the foreground, the diorama presenting models kits (scale 1:48) of the aircrafts fallen in our region.  
Photo Théodore Zaghian

The ABSA 39-45, historical partner of the model club, was obviously present and exhibited two engines for the occasion (the engine of Harti Schmiedel's Messerschmitt Bf 109 G and the engine of a P-47C Thunderbolt fallen on January 5, 1944 in Launay Villiers) as well as a mannequin from the Pierre Mahé collection dressed as an English aviator.



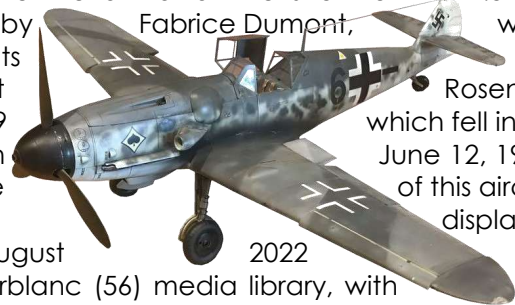
Harti Schmiedel's Me 109 engine on the ABSA 39-45 booth.

Daniel, Frédéric and Pierre welcomed with pleasure the visitors passionate about aviation or just curious about local history. Barthélemy (President of the Model Club) and myself (member of this club) were very busy with the organization of the show and we therefore left our three friends at their booth.



The English airman of the Pierre Mahé collection (ABSA 39-45) in front of a P-47's engine ▶

We note the arrival at the show of the 1:32 model made by Fabrice Dumont, which represents Helmut Me 109 (35) on engine Rosenbaum's which fell in Romillé June 12, 1944. The of this aircraft will display in July and August 2022 at the Monterblanc (56) media library, with two other Messerschmitt Bf 109 G6 engines including the one of Harti Schmiedel.



Benoît, Pierre, Frédéric and Daniel on the ABSA 39-45 booth

## More than 2000 visitors !

The show was a real success with more than 2,000 visitors. It must be said that the local and regional press had announced the event as well as some local radio stations. The support of the town hall of Châteaubriant (announcements on the public display, the website and the Facebook page) has also largely contributed to this success. Mr. Alain Hunault, Mayor of Châteaubriant as well as Mrs.

# Châteaubriant (44) celebrates model making

By **Benoît Paquet** (photos Benoît Paquet unless otherwise stated)

Catherine Ciron, First Deputy Mayor inaugurated the exhibition on Saturday morning ; we also thank the technical team of the « Halle de Béré » for their precious help. But such a success would not have been possible without the quality of the model kits and scale models exhibited by more than 40 exhibitors coming from all over France but also Belgium.



An exhibitor presented a magnificent and imposing lighthouse

We also specify that the event was sponsored by the Heller brand, a historic brand of model kits made in France in Trun (Orne department) and taken over by a German company based in Radevormwald, a town twinned with Châteaubriant !



The model kits brand Heller, official sponsor of the show, delights young kids but not only !

Discover below some beautiful realizations of model kits and scale models. ■



A few days before the D-Day ceremonies, a very realistic diorama of the landing of the 2nd DB (French Armored Division).



A young model kit maker at work on his booth.



Aerial view of the famous aerial memory diorama. ▶

# A beautiful white dress

By Jean-Michel Martin (photos Jean-Michel Martin unless otherwise stated)



Lockheed P-38J of 393<sup>rd</sup> FS - 367<sup>th</sup> FG - Photo USAF (public domain)

In 2009, I started research concerning the fall of an American twin-engine Lightning P-38 fighter of the 9<sup>th</sup> US Air Force which fell on Pordic on Tuesday, May 24, 1944. This project required several months of research work, before I could write about this story. I had the opportunity to meet several witnesses ; most of them have unfortunately passed away today. They told me their vision of this event that had marked them. So that same day, a squadron of 16 aircrafts of the same Lightning P-38 type had taken off from an airfield in the southern suburbs of London, England, and had come to bomb Plaineville's airfield in Ploufragan (in the Côtes-du-Nord at that time), an area occupied by the German air force, the Luftwaffe. It was around 5 p.m. when this attack happened. The response of the Germans was terrible. One of the fighter bombers was hit. It was flown by Major William Anderson Jones who was the leader of this group. An anti-aircraft shell had set fire to one of the engines. Very quickly the fire spread and the pilot had to open quickly his canopy and jump into the void and trigger his parachute. The wind blew the major to the west. He landed in the town of Trémuson on the edge of Tréméloir.

On the ground, very quickly, aware of his situation, he quickly decided to hide the white canvas, too visible, as well as various equipment he had on him. He knew that numerous Germans would be looking for him as soon as possible. Night was falling. He decided to hide. After walking a long way, he discovered a chicken coop where he spent the night. The following morning, the farmer's wife was very scared when she saw him but knew immediately that it was the airman whose plane had crashed the day before on Pordic. Major Jones, two months later, thanks to the Resistance, was able to reach England on the night of July 23 to 24, 1944, during the 7<sup>th</sup> Shelburn operation from the « Anse Cochat » in Plouha.

During these two months he was hidden and protected in the maquis of the « bois de la salle » in

Pléguien. Mrs. Fleury, whom I had met in 2009, told me about this intense moment when, after the fall of this aircraft, during a walk with her father, they discovered Major Jones' parachute, well hidden in an undergrowth. He was surrounded by its cords. There was also an incomplete first aid kit, and only scissors were found. They decided to hide everything at home in a safe place. Right after the war, I was invited to a wedding, she said. The fabric becoming rare, my mother decided to make me a dress in the fabric of the parachute (photo). It was a challenge because this fabric was difficult to sew. I was very proud to be dressed like this. The dress was very beautiful. I still keep it. I will never part with it. I have also still preserved the scissors, marked "America cut USA". It was very useful. In December 2009, always meeting as many witnesses as possible, a lady told me about the discovery of his father, in a path, of the pair of airman glasses. They were marked US on the strap. My father, a carpenter, had hung them on a nail in his workshop.



La robe de Mme Fleury, faite du tissu du parachute du Major Jones

They remained there for 65 years. When I asked to take a picture of these glasses, the lady told me « you are too late ». A month ago we cleared the workshop and the glasses went in the trash. They had suffered the ravages of time. ■



The scissors marked « America cut USA »

# The escape of Yves Mahé from Algeria to England

By Yves Donjon, author of « *Ceux de Normandie-Niemen* » (Those of Normandie-Niemen)

Yves Donjon, member of ABSA 39-45, is above all a great specialist in "Normandie-Niemen" and Member of the Board of Directors of the Normandie-Niemen Memorial, based at the Air and Space Museum at « Le Bourget » (Paris). In our newsletter No. 15 (October 2020), we discovered an article by Daniel Chateau (member of ABSA 39-45 and *Aéroscope Atlantique*) relating the life of the Mahé family, a mother and four brothers, resistance and aviation heroes. Today, Yves Donjon tells us about the journey of Yves Mahé, Nantes pilot of the Normandie-Niemen.

When the armistice between France and Germany was signed in Rethondes, on June 22, 1940, Sergeant **Yves Mahé** was in Oran, Algeria, where his flight training school had been sent some time before. Yves Mahé refused defeat and wanted to continue the fight. On June 27, with two comrades, Jacques Hazard and George Fifre, he decided to reach England in order to join the General de Gaulle and the Free French Forces. Their decision was well made, it remained to study how to succeed in such an adventure.

In the afternoon, all of them made a reconnaissance on the airfield of Tafaraoui (near Oran) which showed them the difficulty of taking a plane by surprise. These were not in working order to take the air without prior preparation. The starters were deflated, the propellers placed at the "high pitch" and the batteries removed. On some aircraft, fuel and oil changes and wheel removal had begun. This state of affairs further determined them to act quickly, before that « borrowing » a plane becomes completely impossible. As night fell, Hazard and Mahé started another airfield reconnaissance to determine the importance and location of guards around the aircrafts. Guard around aircraft was important. They seemed to see battery packs at the foot of some aircrafts. The two friends decided to try their luck immediately. Between the sentinels they crawled forward ; Hazard's white shirt was too visible, he took it off and continued his crawling shirtless in dry thistles. The night was clear with stars, without a moon yet. After a long detour, they were 50 meters from the planes ; they counted the frequency of passage of



Yves Mahé - Photo [Musée de l'Ordre de la Libération](#) (domaine public)

the sentries. They talked together : if they can put a battery back on a plane, they will go and get Fifre, three of them will push the Caudron Simoun towards the center of the airfield and there, out of sight, they will work on the restoration of the device. They will start it manually. No need for the moment to be seen at two. Leaving Hazard behind, Yves Mahé cautiously crawled towards a Simoun, often stopping to listen... to his heartbeat echoing in his head, and the warnings of the sentries no doubt addressed to other sentries. Finally, he arrived close to a Simoun whose



A Caudron Simoun - Photo site [passionair1940.fr](#)

battery was just under the wing, on the ground. The sentries moved about and Yves had at each pass to lie down behind a landing gear leg of the plane, holding his breath.

Probably no one suspected his presence, and his tension was such that he could distinguish everything that was certainly invisible to anyone else. He carefully opened the Simoun's door and quickly charged the battery. Then, he detached the plane and, very happy with the success of this first round, joined Hazard who was very worried and who has not moved an inch. Together they crawled back to the center of the airfield which was guarded only on the side of the road.

After 200 meters, they stood on their feet again, and ran towards the camp to look for Fifre. The two friends were excited ! ... But, when they called their friend who was waiting for them, a resplendent moon rose and its large disk gave off a light which now made it impossible to approach any planes. The three friends decided to postpone their evasion plan and to start again the next evening at nightfall. With the moon rising an hour later, they might be able to complete their operation before it appears.

On June 28, around 10:00 p.m., the candidates for escape left for the airfield, reaching it from inside, making the same approach as the day before by crawling. They stopped their choice on a Simoun

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whose wooden propeller would save them the worry of a battery and thus would simplify their task. But things didn't go as planned : although detached, the plane refused to move. Yves climbed aboard the aircraft several times to try to release the garage brakes. During this time, his companions were lying under the wings and by a few blows in the fuselage warned him of any approach of the sentry. Several times this signal obliged him to lie down in the plane, with the heart beating... Were they going to be discovered ? The sentries' shadows sometimes circled around them for a long time before moving away. Yves' work on the brakes giving no results, the pipes were cut with a knife but, despite all efforts, a wheel remained blocked... Around 12:30 a.m., before the moon rose, they were forced to retreat after having moored again the plane so that no one discovers their attempt to take the aircraft.

On June 29, the three friends were contacted by Maurice Segueineau who asked them to wait to escape. Segueineau was part of an eight-man team that was finishing preparations for an evasion on a **Caudron Goéland**. If Yves and his companions escape this night, they would make the escape of Segueineau's team fail. An association was therefore decided. The Segueineau team had more resources. The chief of post designated for the next day being from their team, he could allow the approach of the Goélands during the day and would dispatch his sentries so that Yves and his comrades would not be



A Caudron C445 Goéland. This aircraft was the most built twin-engine light transport aircraft between the two wars.  
Photo website [passionair1940.fr](http://passionair1940.fr)

worried. It remained to specify to each of them his functions :

Segueineau, Fifre, Hazard and Mahé would have to start manually, the others would have to switch to « small pitch » the propellers of the two Goélands. Segueineau and Mahé, covered by the chief of post, would have to bring the batteries on board the next evening and to prepare the planes.

On June 30, Segueineau and Mahé completed their evening mission without problem. On their way back to the camp, they learned that the team was no longer okay : some wanted to wait a week, others were waiting for news or approval from their family in France. The participants failed to agree : another great opportunity and twenty-four more hours were lost ...

On July 1<sup>st</sup>, the dismantling of the planes ordered by the base commander continued. Segueineau and Mahé conferred excitedly : if they wait a few days, they would not stand a chance. Segueineau agreed that his team was undecided : for most of them, they considered the adventure beautiful, but perhaps it should not involve any discomfort or risk. Séguineau therefore asked to be admitted to the Mahé team and to take over the first project with a Simoun. His request was naturally granted. As night fell, the four friends would have to leave for the airfield. Same periods of crawling, then in the center of the airfield, they would split in two groups of two. The battery packs were stored in a shed by the roadside ; Segueineau and Mahé would have to go and get one while Hazard and **Fifre** would have to detach the plane. Then the four friends would have to push the Simoun to the other side of the airfield, and there to prepare it for take-off. The belly ride was long ; they had to cross the road at a point where the sentries were less crowded,



in July 1940, he was assigned to then to crawl in the GB Lorraine in Syria. He died in an accident during takeoff on December 5 1941.  
Photo site [Hovrais en Résistance](http://Hovrais.en.Résistance)

cross it again between two fixed sentries spaced about 50 meters apart ; then they repeated the same route in the opposite direction, encumbered this time with a battery that weighed a lot and which was difficult to tow on their belly. At every moment, rounds of officers or chief of posts and loud warnings, made each pair fearing that the other had just been discovered. The shed door was fitted with a bell, which required pushing it millimeter by millimeter to avoid making a noise. When Segueineau and Mahé reached the plane where Hazard and Fifre, very worried, were waiting, about two hours had already passed. They had already



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detached the Simoun and « borrowed » from a nearby aircraft a starter inflation lever. In fact, all that remained to do was to push the plane, and that was what they did, at high speed and with the minimum of noise, as soon as a sentry passed, lifting the tail of the Simoun, to avoid to make any kind of noise. Of course they rolled the aircraft backwards, so that it offered less visible surface. After the first 200 meters, the fugitives were almost off the hook, and no one could see them any longer, but they were also very breathless. After



having resumed their breathing, they went back to the other edge of the airfield. At the end, they were exhausted and pushed only by 25 meters. They had to travel more

**Jacques Hazard.** After a period in the Navy from December 1940, he joined the FAFL in July 1941 with No. 10 Squadron RAAF as an Avro Sunderland pilot. He disappeared with his crew during a rescue mission for airmen in the North Atlantic on June 21, 1942.

Photo website [Ciel de Gloire](#)

than a kilometer in sandy terrain, where the wheels of the plane sunk a little, but now they could work in peace ; if something happened they would see it coming. Two of them inflated the starter by hand, one kept watching, and the fourth tried to connect the battery and brought the propeller back to « low pitch ». But, despite many efforts, it remained blocked at the « high pitch » ; the electrical circuits must have been touched. A quick inspection of the plane by the light of a lighter revealed nothing abnormal.

The moon was about to rise... They had to leave now or give up forever, because the discovery in the morning of an aircraft at the other end of the airfield would certainly lead to even more severe measures to prohibit the flight of any plane. So, too bad for the propeller at « high pitch », the decision was made to attempt take-off anyway. Segueineau had a little experience of night flying, thus he was chosen to take the controls. Anything that could be removed from the aircraft was unloaded. The choice was made to try and start manually in order to keep the starter air in reserve.

**Contact !** Yves Mahé launched the propeller and immediately the engine started. Immediately, among the guards a certain panic seemed to reign. Lights

came on and went here and there. By chance, there was no Anti-Aircraft post near the airfield, and the Simoun being more than a kilometer from the sentries, armed only with rifles, there was nothing to fear from them, especially since it was still dark. The takeoff turned out to be very acrobatic, with the only Milky Way as a beacon, a very loaded plane and above all, a « high pitch » propeller... It was decided that even if the takeoff seemed impossible, they would not reduce the throttle... Under which physical law the Simoun managed to take off, Yves Mahé and his companions did not know, but he flew !... Segueineau and Hazard at the front were changing over the commands, while Fifre and Mahé tried to restore the electrical circuit ; they managed to do it, without really knowing how... The navigation was operated very summarily with a geographical map of North Africa torn from a PTT (French post) calendar... From time to time, they lighted the compass with matches.



The Rock of Gibraltar flown over by a Catalina in 1942

Photo [Imperial War Museum](#) # CM 6238—Photographer Bertrand J.H. Daventry

For the four comrades, the sunrise on the Mediterranean sea was the most beautiful sunrise they had ever contemplated ! At dawn, a rock in front of them emerged from the mist ; this was the Rock, this was Gibraltar ! But on the English side, in Gibraltar, there was only the racecourse to land... and the « airfield » was short, and above all, the Simoun had no brakes... On the third attempt to make contact with the ground, Hazard with his usual phlegm tucked his long legs on the dashboard, and, gazing at the villas along the racetrack, declared : « Too bad for the houses !... » But a nice ground loop at a good speed, however, saved the dwellings, as well as the four occupants of the plane, and also the plane itself which escaped without apparent damage. The four escapees spent five wonderful days in Gibraltar before

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boarding, on July 7, 1940, aboard the French freighter Anadyr, destination England. As soon as he learned of the armistice, Commander Paranthoen, commander of the Anadyr, after consultation with his crew, decided to join Free France and headed England with his ship. On board the Anadyr, our four escapees found many fellow airmen: François de Labouchère, Pierre Magrot, René Huin, Claude Héliès, Emile Massart, Raynaud, d'Hémilton and others..

Arrived in London, Sergeant Yves Mahé had the great surprise (he hesitated to recognize him) to find his older brother Jean, who at the same time had been able to reach England on board a Polish freighter from Port-Vendres. The two brothers enlisted in the FAFL. While Jean left for Africa (he belonged to the « Bretagne » group), Yves was sent to Scotland where, for a year, he completed his pilot training on British planes. But this is another story... ■

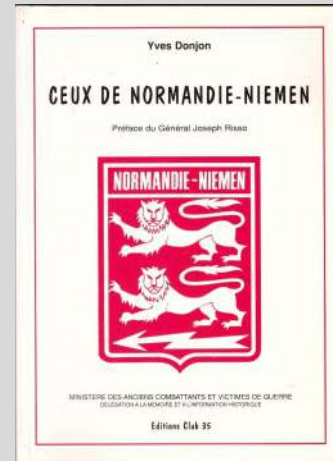
*This text was written from the "Memoirs" of Lieutenant-Colonel Yves Mahé, submitted to the Chancellery of the Order of the Liberation at the Hôtel des Invalides in Paris. For this article I used the mode of narration, nevertheless I tried to respect as faithfully as possible the writings of the author in order not to distort the meaning. I warmly thank Mister Loïc Mahé, son of Yves Mahé, for giving me his agreement for the publication of his father's "Memoirs".*



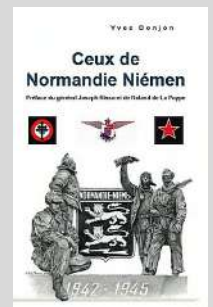
Yves Mahé was licensed as a pilot at Château-Bougon. He joined the Air Force in 1939. He was one of the pilots of the famous Normandie-Niemen. He was killed in 1962 aboard a Gloster Meteor NF-11.  
Photo website [francaislibres.net](http://francaislibres.net)

« *Ceux de Normandie-Niemen* » (Those of Normandie-Niemen) tells the incredible story of the French Fighter Aviation Regiment fighting with Russian forces during World War II. The result of extensive research work produced by Yves Donjon, member of ABSA 39-45, This book has been the subject of several issues since 1997.

Interested by the book ? You can contact the author directly : [y.donjon@yahoo.fr](mailto:y.donjon@yahoo.fr) ■



The first issue in 1997



Yves Donjon presents « *Ceux de Normandie-Niemen* » (Those of Normandie-Niemen)  
Photo Yves Donjon



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# Marguerite BAUCHAT, forgotten resistant woman in St-Brieuc

By Jimmy Tual

In 2016, I wrote some words in the municipal bulletin of Ploufragan, seeking information on the execution of Resistance fighter Jean JOUNEAU by militiamen on January 7, 1943 at the « Grands Tronchets ». Although I did not have the answers to my initial questions, I was however contacted by other people who allowed me to discover new elements on the Second World War in the sector of Robien and Villes Moisans.

I must particularly thank Yvette GUÉGAN for her information and precious contacts. Right after our meeting, I decided to take an interest in this forgotten personality of the Resistance in Saint-Brieuc. « Have you ever heard of Madame BAUCHAT who ran a café on Boulevard Carnot ? She was a great member of the Resistance ». I had to admit that I didn't know this lady. « How do you spell the name ? ». « Well, I'm not sure... BOSCHAT I think ». Mrs GUÉGAN therefore told me what she knew about Marguerite BAUCHAT. It took me several months to reconstruct the story of this great Resistant and to find a photograph with the daughter of her friend Jeannette DEMOY<sup>1</sup>, also in the Resistance. It is only when reviewing the file of her medal of the French Resistance that I was able to unlock my research, particularly when I found the correct spelling of her name.



Marguerite BAUCHAT - Photo Marie-Françoise ÉBOUÉ

Marguerite Esther LEGUÉ was born on May 22, 1901 in Sainte-Barbe in Dampierre-sous-Brou (28). She met André Pierre Marie BAUCHAT (1903 -1976) from La Ville Berno in Saint-Brieuc. He was a commercial employee. When they married on October 9<sup>th</sup>, 1926 in Brou (28), André and Marguerite had each an address in Paris, in the 17<sup>th</sup> arrondissement. They were both declared as « employees ».

The young couple moved to the 17<sup>th</sup> Arrondissement of Paris, then to Mézières (08). In April 1939, their new address was « 33 boulevard Carnot » in Saint-Brieuc, at the corner of « boulevard Carnot » and « rue Jules Ferry<sup>2</sup> ». There, they ran the « café-tabac » La Passerelle<sup>3</sup>.



Corner of rue Jules Ferry (on the left) and boulevard Carnot with the bar « La Passerelle » on the right - Photo Jimmy TUAL, 2017



Letterhead of the « café-tabac La passerelle » in 1953. (Service Historique de la Défense)

André was mobilized on September 1, 1939. Assigned to the 241<sup>st</sup> R.I., he reached the Army on September 15. He became P.O.W. on May 29, 1940 in Dixmunde (Belgium) and interned in Stalag III-D<sup>4</sup>. Marguerite therefore ran the « café-tabac » alone during the occupation<sup>5</sup>. André was repatriated on June 2, 1945 to Saint-Brieuc and demobilized on 30 June<sup>6</sup>.

Marguerite is « an active militant of the Resistance at the very beginning ». In 1943, she joined the Resistance movement of the National Front for the Liberation and Independence of France (F.N.)<sup>7</sup>. The head of the F.N. for the region was then Jean

<sup>2</sup> ADCA, André BAUCHAT's registration card, Saint-Brieuc recruitment office, year 1923, registration number 2.259.

<sup>3</sup> Colonel Rémy, « La maison d'Alphonse », Academic Library Perrin, Paris, 1969, page 113, testimony of François LE CORNEC.

<sup>4</sup> ADCA, André BAUCHAT's registration card, Saint-Brieuc recruitment office, year 1923, registration number 2.259.

<sup>5</sup> Interview with Marie Françoise ÉBOUÉ (telephone interview dated March 19, 2017).

<sup>6</sup> ADCA, André BAUCHAT's registration card, Saint-Brieuc recruitment office, year 1923, registration number 2.259.

<sup>7</sup> Medal of the Resistance : record of Marguerite BAUCHAT.

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By Jimmy Tual

DEVIIENNE (François)<sup>8</sup>. His assistant was Adolphe LE TROCQUER from December 1943<sup>9</sup>. Marguerite hosted members of the F.N. including François and other officials, liaison officers...<sup>10</sup>. Her nickname is « Margot the magpie »<sup>11</sup>. The F.N. stores all the equipment that is sent from Paris and which was transported by the station's railway workers. It is also at her home that the material necessary for the production of the clandestine newspaper is stored, with 5 to 6,000 copies printed, then 10,000 copies in May 1944 and 20,000 in June-July. The newspaper is delivered by a printer from Morlaix. His first title was **La France Combattante des Côtes-du-Nord**, released from July 1943 for seven to eight issues then it became **Le Patriote des Côtes-du-Nord** in December 1943<sup>12</sup>.

Leaflets were also stored at her house as well as tobacco recovered for the « maquis ». She participated in the manufacturing chain of false identity cards for refractories then placed in farms. She was also responsible for solidarity with the families of patriots who were arrested. After several arrests of Resistance fighters, weapons were stored at her home in May 1944<sup>13</sup>.

Marguerite BAUCHAT participated in the Shelburn Network through Adolphe LE TROCQUER who entered contact with this Network<sup>14</sup>. When the Network was set up, it was agreed that airmen arrived from Paris with false papers and accompanied by conveyors. The latter were responsible for making them change of train in Saint-Brieuc to go to the Plouha station where the local agents picked them up. Arriving in Saint-Brieuc, you entered the prohibited coastal zone. Identities were therefore checked when arriving at the station, most of the time by French gendarmes, sometimes by Feldgendarmen. There was no control at Plouha station since we were already in the prohibited coastal zone. Some airmen arrived at Saint-Brieuc by the morning train. It was agreed that they had to stay in Saint-Brieuc until the evening train in order to arrive in Plouha at night. François LE CORNEC went with Lucien DUMAIS nicknamed Léon to the café near the walkway. Marguerite BAUCHAT agreed to accommodate until the evening the airmen who arrived in the morning<sup>15</sup>. Aware of the risks involved, she replied : « I would receive anyone, as long as it is against the Jerries ! »<sup>16</sup>.

The Network began the evacuations on Friday January 14, 1944. The Occupation authorities then suppressed the little train linking Saint-Brieuc to Tréguier. Evacuations had then to transit from Guingamp thanks to the mechanic Raoul KERAMBRUN who was the last who accepted to transport airmen aboard his van to Plouha with the help of his employee Jean TRIFOL<sup>17</sup>.



La France Combattante des Côtes du Nord  
Document Bibliothèque Nationale de France

<sup>8</sup> ADCA 1369W14, Application record for title of Resistance interneer for Jeannette FOUCAULT.

<sup>9</sup> and <sup>12</sup> Colonel Rémy, « *Autour de la plage Bonaparte* » (« *Around the Bonaparte beach* »), Academic Library Perrin, Paris, 1968, pages 39-40, testimony of Adolphe LE TROCQUER.

<sup>10</sup> Medal of the Resistance : record of Marguerite BAUCHAT.

<sup>11</sup> Blog « Histoire de Robien », post of 19th April 2021 titled « La Guerre 39-45 et le quartier de Robien à Saint-Brieuc. L'Occupation, la Résistance » (The War 39-45 and the quarter of Robien in St-Brieuc. The Occupation, the Resistance) (<https://histoirederobien.blogspot.com>).

<sup>13</sup> Medal of the Resistance : record of Marguerite BAUCHAT

<sup>14</sup> Colonel Rémy, « *Autour de la plage Bonaparte* » (« *Around the Bonaparte beach* »), Academic Library Perrin, Paris, 1968, pages 29-55, testimony of Adolphe LE TROCQUER.

<sup>15</sup> Colonel Rémy, « *La maison d'Alphonse* », Academic Library Perrin, Paris, 1969, page 113, testimony of François LE CORNEC.

<sup>16</sup> Colonel Rémy, « *Autour de la plage Bonaparte* » (« *Around the Bonaparte beach* »), Academic Library Perrin, Paris, 1968, pages 39-40, testimony of Adolphe LE TROCQUER.

<sup>17</sup> Colonel Rémy, « *Autour de la plage Bonaparte* » (« *Around the Bonaparte beach* »), Academic Library Perrin, Paris, 1968, pages 45-46, testimony of Adolphe LE TROCQUER.

# Marguerite BAUCHAT, forgotten resistant woman in St-Brieuc

By Jimmy Tual

In January 1944, before the Shelburn Network's first operation, Marguerite also hid agent Val WILLIAMS<sup>18</sup> at home, who escaped from Jacques Cartier's prison in Rennes but broke his right foot when jumping from the top of the prison wall. He could only walk with the help of crutches and suffered a lot. He arrived from Paris by the morning train around 6:30 am. He was with a Russian agent. Henri LE BLAIS and Adolphe LE TROCQUER took them the next day to Plouha and they were evacuated by the network<sup>19</sup>.

On March 17, 1952, Marguerite wrote a letter summarizing her activity within the Resistance as part of the process to obtain the Resistance volunteer card : « My house was used as a place of accommodation for militants and liaison officers ; as a depot of clandestine newspapers including « **Le Patriote des Côtes-du-Nord** » (document ►) ; as a weapons depot and for distribution of false identity papers. Clandestine meetings were held at my house. My house was also used to accommodate the various departmental officials, refractory members of the S.T.O. (Compulsory Labor Service), around fifty Allied airmen including a seriously injured Canadian man, Mr. Wall<sup>20</sup>, escaped from Rennes prison, former head of an organization « **Le Rapatriement** » (« the Repatriation »).

I never wanted to be compensated for the accommodation costs of these French patriots and allies. All these airmen were sent to Plouha to be repatriated to England by speedboats »<sup>21</sup>.

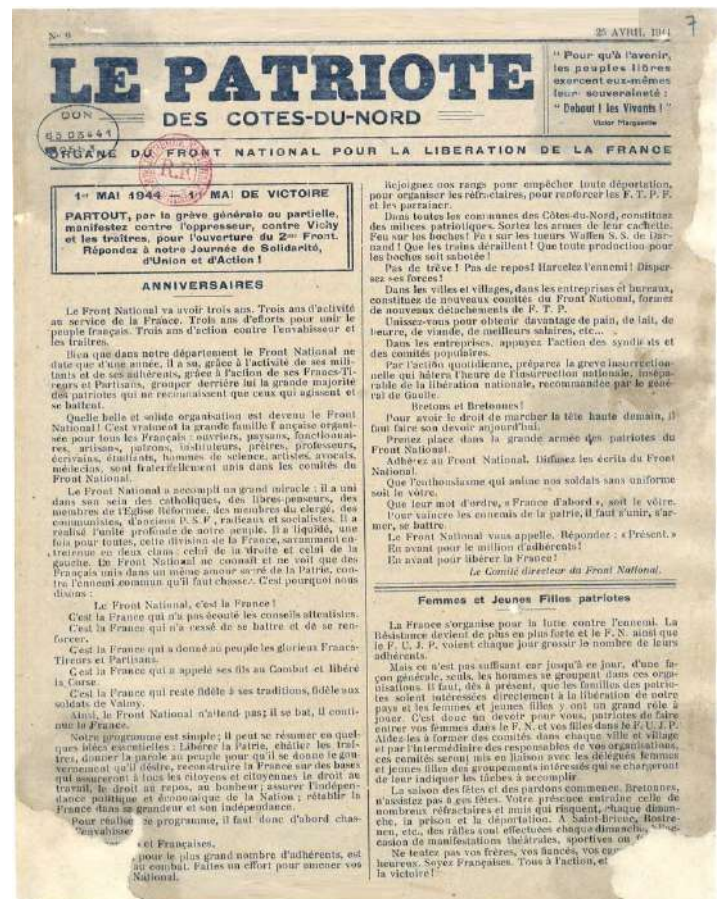
During the Liberation battles, the BAUCHAT café served as a liaison center for the various fighting groups. Marguerite was also a member of the Local Liberation Committee of Saint-Brieuc<sup>21</sup>.

At the Liberation, Marguerite BAUCHAT joined the Union of French Women<sup>22</sup>. She obtained several decorations : the « Croix de Guerre » with Citation in the Order of the Division of May 26, 1945, the Medal of the French Resistance (decree of November 20, 1946 published on December 5 in the Official Journal) and the diploma of the French Resistance and thanks from the United States of America<sup>23</sup>.

The BAUCHAT couple then left for Chartres. André worked as a craftsman in automatic devices. Then they lived in a building located 7 allée des amandiers (alley of the almond trees). André died in Chartres hospital on December 6, 1976. Marguerite died at the same place on September 2, 1982<sup>24</sup>. They are not buried in Chartres

Unfortunately, I have not yet succeeded in finding the grave of the BAUCHAT spouses or a family contact. The research continues on the life of an exceptional woman. I tried at my humble level to bring her to light. This passage from the song « La complainte du partisan (1943) » sometimes seems to me to have been written for her :

« The wind blows over the graves. Freedom will return. We will be forgotten. We will return to the shadows ». ■



« Le Patriote des Côtes du Nord »  
Document : Bibliothèque Nationale de France

<sup>18</sup> Vladimir BOURYSCHKINE alias Val Williams or Guillaume was the chief of the Oaktree network.

<sup>19</sup> Colonel Rémy, « *Autour de la plage Bonaparte* » (« *Around the Bonaparte beach* »), Academic Library Perrin, Paris, 1968, pages 59-87, testimony of Henri LE BLAIS.

<sup>20</sup> This was Val Williams.

<sup>21</sup> Blog « *Histoire de Robien* », post of 19<sup>th</sup> April 2021 titled « *La Guerre 39-45 et le quartier de Robien à Saint-Brieuc. L'Occupation, la Résistance* » (The War 39-45 and the quarter of Robien in St-Brieuc. The Occupation, the Resistance). (<https://histoirederobien.blogspot.com>).

<sup>23</sup> « *Service Historique de la Défense* », « *Pôle des Archives des Victimes des Conflits Contemporains* » (PAVCC), record of Jeanette FOUCAULT.

<sup>24</sup> With warm thanks to Zohra BOUARROUDJ from the Civil Registry Service of Chartres for the research carried out on October 28, 2019.

# « Tombés du ciel », (Fallen from the sky) by Claire Andrieu

By Benoît Paquet

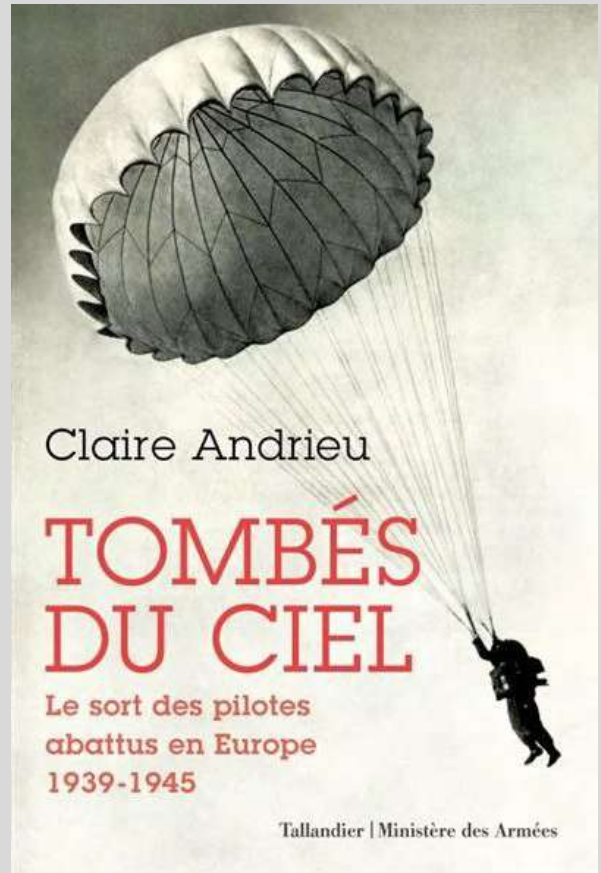
*It sometimes happens that ABSA 39-45 is asked to provide photos to historians to illustrate books or magazines, a sign of recognition of our historical or iconographic research work.*

A few months ago, ABSA 39-45 was contacted by the Tallandier Publishing which wanted our authorization to use a photo of a Bristol Blenheim in Claire Andrieu's book entitled « Tombés du ciel ». This book of more than 500 pages is an excellent study of the reaction of French, English or German civilians regarding fallen airmen in Europe. Some time later, it was Claire Andrieu herself who contacted us to ask for permission to use this same photo but this time in the English version of her book, published by Cambridge University Press.



Claire Andrieu is a French historian, specialist in the history of the Second World War and the resistance. She teaches at the Institute of Political Studies in Paris ; She is also a member of the « Sciences-Po » History Center. We would like to thank Madame Andrieu for sending us a copy of her book, which the members of ABSA 39-45 can read.

**« Tombés du Ciel » is available at FNAC, Amazon or Cultura and of course in bookstores for 23,90 €.**



« More than a hundred thousand airmen were thrown to the ground by the fall of their plane between 1939 and 1945. More than half lost their lives, a third were taken prisoner, and nearly 10% managed to escape their pursuers. Facing these men "fallen from the sky", the civilians did not all react in the same way : the French of May-June 1940 resisted the invader ; the British captured the Luftwaffe airmen with restraint ; the occupied French hid the Allies and helped them to reach England ; Germans lynched them from 1943. Why did the Duponts, Smiths and Schmidts adopt such different behaviors ? By falling unexpectedly among civilians, the airman has broken into the heart of societies. He revealed its deep components. The reactions it provoked outline a geo-politics : France's defeat in 1940 may have masked an insurrection nipped in the bud ; the British people held on with civility ; the Resistance constituted a national movement of the first magnitude ; and in Germany, popular violence had a Nazi motive. Taking us, thanks to archives and unpublished testimonies, in the French, English and German countryside and cities, Claire Andrieu shows the extent of the commitment of civilians in the war. In this book intended to become a reference, she renews in depth the history of the Resistance and refreshes the global vision of the European war. Specialist in political and social history of the 20<sup>th</sup> century, Claire Andrieu has published numerous books and articles on the history of Resistance, Collaboration and Liberation. » ■



The photo used by Claire Andrieu in her book : the Bristol Blenheim Mk IV of No. 500 Squadron of the RAF. The crew thought they were above England and made an emergency landing on the beach of St-Michel en Grève/Saint Efflam (22) on September 28, 1941. The three crew members were captured by the Germans, after having been hidden for some time by Madame Leduc de St-Efflam - Photo ABSA 39-45 collection



**Association Bretonne du Souvenir Aérien 1939-1945**  
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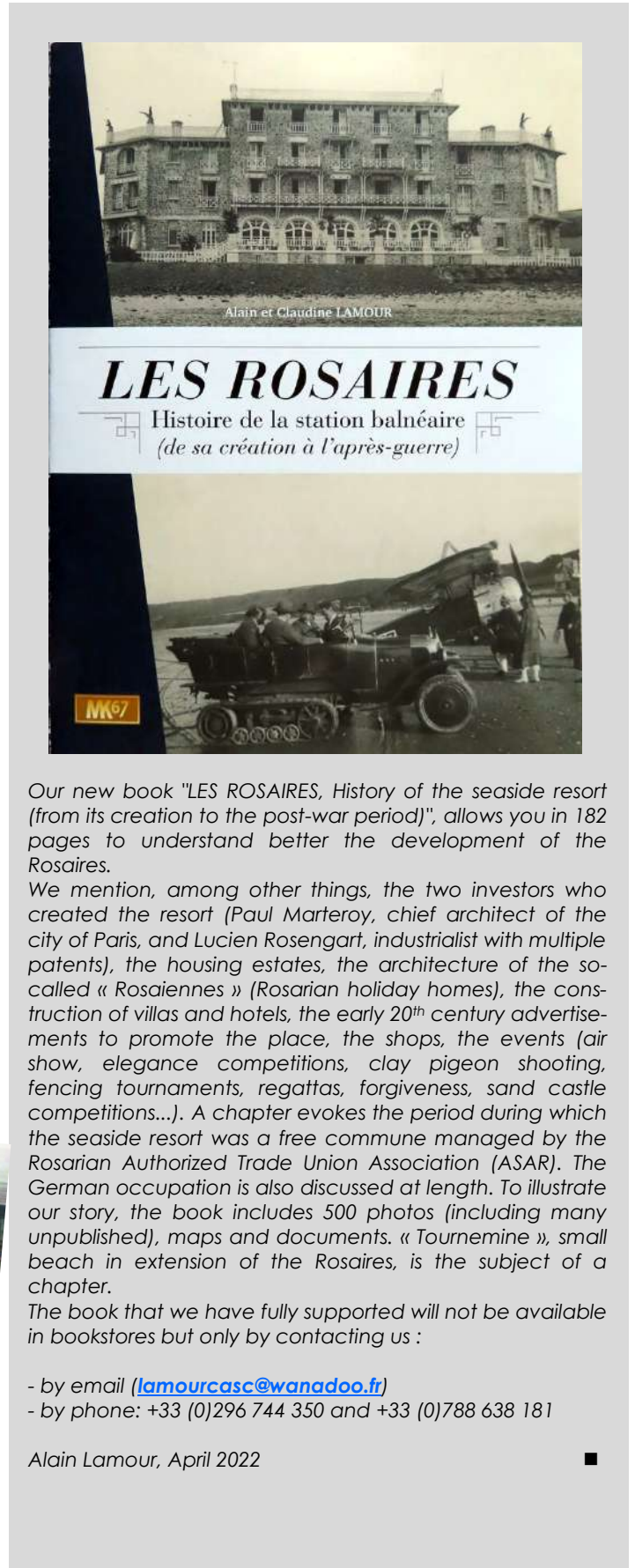


# « Les Rosaïres, History of the seaside resort »

By **Benoît Paquet and Alain Lamour** (photos supplied by Alain Lamour)

In our newsletter # 19 (August 2021), we introduced you to Alain Lamour, organizer of an exhibition relating the history of the seaside resort « Les Rosaïres » (22). Over time, our contacts developed, in particular through the exchange of photos of aircrafts.

It started one day in June 2021, when Alain Lamour, working on the organization of an exhibition on the seaside resort « Les Rosaïres » (22), contacted the ABSA 39-45 to ask us for permission to use a photo of the De Havilland Mosquito FB IV (DZ466) landed on the « Rosaïres » beach on February 20, 1943. This was the start of a long series of exchanges of information and photos. Then, Alain shared with us some photos of the Handley Page Hampden Mk I which fell on September 4, 1940 at a place called "Les Terres Noires", near Pordic. Then, thanks to the vigilance of our friend Claude Archambault, always on standby on the internet, some time later we acquired various photos of this Mosquito of the « Rosaïres » ; the opportunity to illustrate a little more the history of this aircraft and its crew, on our website but also in the brand new book written by Alain and Claudine LAMOUR.



Our new book "LES ROSAIRES, History of the seaside resort (from its creation to the post-war period)", allows you in 182 pages to understand better the development of the Rosaïres.

We mention, among other things, the two investors who created the resort (Paul Marteroy, chief architect of the city of Paris, and Lucien Rosengart, industrialist with multiple patents), the housing estates, the architecture of the so-called « Rosaiennes » (Rosarian holiday homes), the construction of villas and hotels, the early 20<sup>th</sup> century advertisements to promote the place, the shops, the events (air show, elegance competitions, clay pigeon shooting, fencing tournaments, regattas, forgiveness, sand castle competitions...). A chapter evokes the period during which the seaside resort was a free commune managed by the Rosarian Authorized Trade Union Association (ASAR). The German occupation is also discussed at length. To illustrate our story, the book includes 500 photos (including many unpublished), maps and documents. « Tournemine », small beach in extension of the Rosaïres, is the subject of a chapter.

The book that we have fully supported will not be available in bookstores but only by contacting us :

- by email ([lamourcasc@wanadoo.fr](mailto:lamourcasc@wanadoo.fr))  
 - by phone: +33 (0)296 744 350 and +33 (0)788 638 181

Alain Lamour, April 2022



◀ The two pages of the book (# 149 & 150) mentioning the ABSA 39-45 ▶

u Souvenir Aérien 1939-1945  
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# A new brochure in the ABSA 39-45 collection

by **Benoît Paquet**

A new brochure, written (in French) by our Honorary President Daniel Dahiot, has now been added to the ABSA 39-45 collection. Writing this document was once again an opportunity for us to meet some great people.



The terrible story, with much detailed information, of the collision between two B-26 Marauder over the English Channel. These aircrafts were returning from a bombing mission on the coastal defenses over the Crozon peninsula. Daniel Dahiot tells us about the extensive research he has conducted on crew members.  
32 pages - 21 x 29,7 cm format

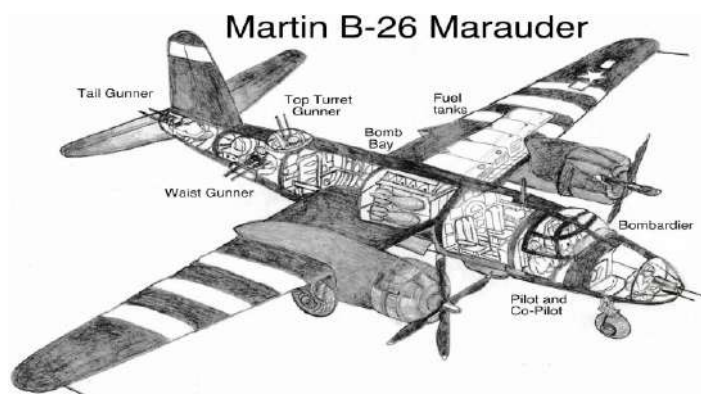
#### Price :

- ABSA 39-45 member rate : 7 €
- non-member rate : 9 €
- shipping fees (France) : 4 €

To place an order, please contact : ([frederic.henoff@free.fr](mailto:frederic.henoff@free.fr))

or send a check directly to ABSA 39-45 to :

**Frédéric Hénoff**  
1 allée de la lande  
35131 PONT PEAN  
FRANCE



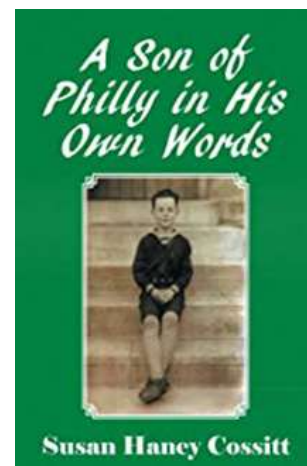
It was while trying to contact the artist Renée Bayes, author of a drawing (above) illustrating Daniel's brochure, that we met Susan Haney Cossitt.

Susan is the daughter of Tom Haney, who was a B-26 Marauder gunner. Tom carried out numerous missions over France, Corsica, Tunisia, Sardinia, Sicily and Italy with the 320<sup>th</sup> Bombardment Group.

Susan Haney Cossitt spent an entire afternoon with her father who told her his story, with the aim of writing, in his own words, a biography, with a major part obviously devoted to his period in the USAAF.

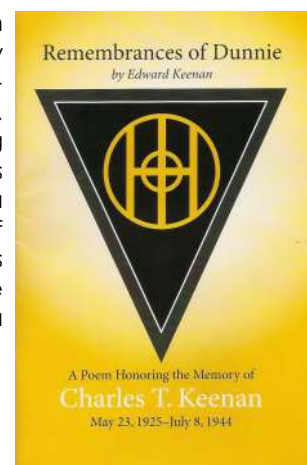
This book is called « **A Son of Philly in His Own Words** ».

Susan was kind enough to send us two copies of her book. ▶



But the human adventure doesn't stop here. Susan understood the interest we had in the duty of memory, and she then put us in touch with Edward Keenan, an American whose brother, Charles T. Keenan, was killed during the fighting in Normandy on July 8, 1944.

We contacted Edward Keenan who was moved by our activity of paying tribute to the combatants of the Second World War. Edward honoured us by sending us documents concerning his brother, but also and especially a poem, « Remembrances of Dinnie », which he wrote in his homage. This poem will be the subject of a specific article in a future newsletter. ■





# Welcome to ...

by **Benoît Paquet**

*It is always with so much pleasure that the ABSA 39-45 welcomes new members, this time with a contingent from Morbihan and Finistère!*

## • Bunker Archéo 56 (56)

Bunker Archéo 56, represented by its president **Mathieu Fromage** (►), is an association whose aim is to promote the heritage of the Second World War in Morbihan. It proceeds to the inventory of bunkers and various infrastructures, and gradually renovates them in order to open them to the public. Bunker Archéo 56 also carries out extensive research on the history of Morbihan under the occupation. A guided tour of the infrastructure around Vannes-Meucon airport will soon be organized for members and supporters of ABSA 39-45.



Mathieu Fromage  
Photo B. Paquet



A part of the team clears access to a bunker at Vannes Meucon airport - Photo Bunker Archéo 56



Mathieu Fromage shows a bunker during French Heritage Days.  
Photo Bunker Archéo 56

## • Maritime Archaeological and Historical Research Group in Southern Brittany - GRAHMBS (56)



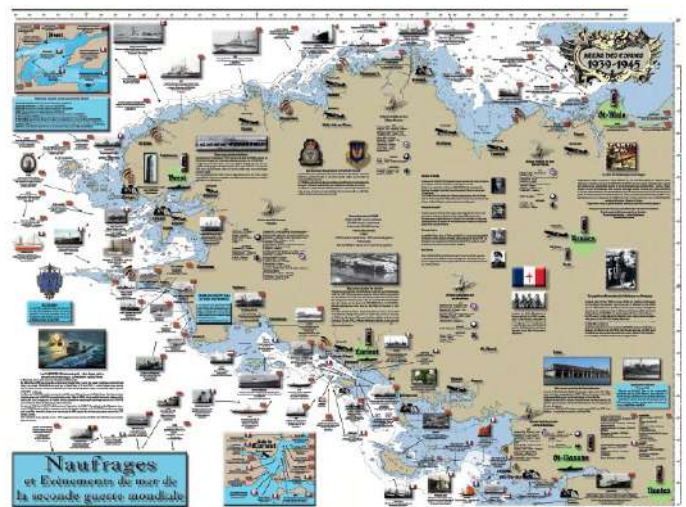
Bruno Jonin, president, and Eric Le Gall, treasurer, present us with one of their many cards - Photo GRAHMBS

The GRAHMBS is an association gathering divers and enthusiasts who have together the ambition of identifying and mapping the wrecks sunk off the coast of Brittany. After having worked on the ships for a long time, the GRAHMBS contacted us to list now the planes that fell at sea during the 2<sup>nd</sup> World War. During our conversations, the GRAHMBS decided to join our association. Our collaboration has given rise to a new card (below), on sale at a rate of 12 € (excluding shipping fees). For more information or to buy the card, please contact Eric Le Gall :

[ericlegallbroker@wanadoo.fr](mailto:ericlegallbroker@wanadoo.fr)

or

[www.atlasdesepaves.fr](http://www.atlasdesepaves.fr)



# Welcome to ...

by **Benoît Paquet**

## • **Dominique Godde (29)**

I was very early attracted by planes since the house of my parents was not very far from the axis of the runway of the Saint-Dizier Air Base (Haute-Marne, France). I saw and above all I heard Jaguar and Mirage IV taking off and landing. So I obtained my glider pilot license at 16 in the flying club. I met several pilots there and I join the Air Force at 18 years old.

I stayed there for 28 years as a navigator in air transport, totaling more than 10,000 flight hours on 4 types of machine (Transall, Caravelle, C130, DHC6). Then I started a civilian career, first in security for Total in Yemen. Very quickly I missed the smell of kerosene and I return as « Flight Manager » at DAHER, a group that charters civilian planes working for the benefit of the armies. In 2015, I was stationed in Gao, managing, among other things, an Antonov An-32A registered in Armenia and working for the benefit of « Barkhane ».

I met Benoit during the commemoration in Edern. Being now retired and living in Quimper, I will do my best to help you. I will try to direct my research towards the clandestine air operations that took place in Brittany. But I will also be available for the rest.



*Dominique Godde in Mali, at the time of Operation « Barkhane », in front of « his » Antonov An-32 - Photo Dominique Godde*

## • **Association « Charles H. Kern 2 août 1944 » (56)**

**Marcel Guilloux** is a long-time friend of ABSA 39-45 members. He worked for a long time to pay tribute to the American pilot, Lt Charles H. Kern, killed aboard his P-47D Thunderbolt on August 2, 1944 in Pontivy. It was on the initiative of Marcel G. that a commemorative stone was erected at the crash site.



*Marcel Guilloux in front of the stele he had erected in memory of Lt. Charles H. Kern, killed on August 2, 1944 aboard his P-47 Thunderbolt in Pontivy(56) - Photo « Le Télégramme »*

## • **Daniel Oudin (29)**

Looking for information about a Mosquito that fell near Le Mans, Daniel Oudin contacted the ABSA 39-45, which he quickly wanted to join to support our action around the duty of memory. His passion for aviation started when he was 13, when he visited Ford's RAF base in Sussex, as well as aviation museums in London. He spent his career in civil aviation, first in air traffic control, then in the service of the International Civil Aviation Organization (OACI). He also holds 240 flight hours on Stampe SV4, Rallye, Cap 10, Zlin 726 and other Cessna 172...



*Daniel Oudin in front of a showcase of model kits !  
Photo Daniel Oudin*

## **BROCHURE " Le SUSFU - Edern, le 23/01/1943 "**

32 pages, in French - 21 x 29,7 cm format

The last minutes of the Boeing B-17 « SUSFU » which fell in Edern (near Brest, Brittany) on January 23, 1943 during a raid led by the 303<sup>rd</sup> BG on Lorient. You will also discover the story of Radio Operator Sergeant Sebastian Vogel, who crossed the Channel to reach England

### **Price :**

- ABSA 39-45 member rate : 7 €
- non-member rate : 9 €
- shipping fees (France) : 4 €



## **BOOK " Porté disparu - 12 juin 1944 "**

124 pages, in French - 21 x 29,7 cm format

The story of Lieutenant Harti SCHMIEDEL, German pilot who fell on June 12, 1944 at « Le Rheu » (near Rennes, Brittany). The book traces his life, but also tells the story of the search carried out by our association as well as the arrival in France of the pilot's ex-fiancée, Margot.

### **Price :**

- ABSA 39-45 member rate : 15 €
- non-member rate : 19 €
- shipping fees (France) : 6 €



To place an order, please contact Frédéric Hénoff : [frederic.henoff@free.fr](mailto:frederic.henoff@free.fr)

or send a check directly to ABSA 39-45 to :

**Frédéric Hénoff**  
1 allée de la lande  
35131 PONT PEAN  
FRANCE

You are interested in the history of the Second World War in our region (Western France), you want to participate in our ceremonies and events, you want to contribute to our research or simply support our action, then join ABSA 39-45.

The annual subscription is 32 €.

For more information, contact Benoit Paquet  
[b.paquet@orange.fr](mailto:b.paquet@orange.fr) - +33 (0)682 860 391

## **DVD " Shelburn "**

Nicolas Guillou, director of the film "The Shelburn Network", gave us some **DVDs** of his film available at the special rate of **10 €** (+ 4 € shipping costs to France)

To order the DVD\*  
« Shelburn »,  
contact Benoit Paquet  
[b.paquet@orange.fr](mailto:b.paquet@orange.fr)  
**+33 (0)682 860 391**

\* zone 2 (Europe)

