



Translation : Véronique Le Sergent (ABSA 39-45)

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24

INFO



## Editorial

Dear readers, summer is drawing to a close and the last few months have been synonymous with intense activity for ABSA 39-45. Of course there have been exhibitions but the families of airmen have also been welcomed. These have been highly emotional moments, as ever.

I would mostly like to acknowledge the contribution to writing this newsletter by many enthusiastic members. It gives us the opportunity to discover new stories and new forgotten heroes. Eventually I suggest we pay a tribute to the insight of our historians, who can reconstruct a fascinating story starting from a small piece of aircraft.

I wish you a good reading.

Benoît Paquet



# Table of contents

3

**May 8<sup>th</sup> 2023, ceremony in Brec'h (56)**  
**May 27<sup>th</sup> 2023, ceremony in Crac'h (56)**  
Two tributes paid to two B-17 crews  
By *Frank Bernard*



7

**June 24<sup>th</sup> and 25<sup>th</sup>, tribute to the P-61s of Vannes-Meucon**  
ABSA 39-45 exhibits with Bunker Archéo 56  
By *Frédéric Hénoff*



8

**A week with Patty !**  
Patty Ashley following in the footsteps of her father  
By *Benoît Paquet, Robert Le Chantoux, Jimmy Tual, Dominique Le Morzadec and Jean-Christophe Dumont*



17

**July 14<sup>th</sup> weekend in Lannilis (29)**  
A US military camp in the heart of Finistère  
By *Dominique Godde*



20

**Kate Fargher following in her father's footsteps**  
Visit from the daughter of an English pilot who fell in July 1944  
By *Jean-Michel Martin*



21

**A mysterious airplane piece !**  
Identification of an Italian plane from the piece of an aircraft  
By *Frédéric Hénoff*



24

**Guy Boëringer, a hero from EEP n°25 of St-Brieuc**  
The story of an aviator, resistance fighter, who died for France  
By *Jimmy Tual*



25

**René Manuel d'Oliveira, another hero from EEP n°25**  
The story of an FAFL aviator who became a test pilot  
By *Jacques Daniel*



27

**The drama of the exfiltration of General de Gaulle's family**  
June 18, 1940: a little-known story  
By *Dominique Godde*



30

**In short**  
• "All our best wishes! »  
• Daniel Béchenec: Breton... and talented illustrator!  
• Outing ideas for September 16 and 17, 2023  
• Support ABSA 39-45

# May 8<sup>th</sup>, 2023, ceremony in Brec'h (56)

Frank Bernard, president Air Memorial (photos and documents Air Memorial unless otherwise stated)

## 13 octobre 2001

The commemorative plaque located in Brec'h honors the crew of USAAF B-17 bomber #42-5219 belonging to the 305<sup>th</sup> Bomb Group/364<sup>th</sup> which crashed at Kerivallan on May 17<sup>th</sup> 1943. This monument was erected in 2001 on the initiative of François Cadic and Claude Hélias, members of the association of the 'Conservatoire Aéronautique de Cornouailles' along with the municipality of Brec'h in association with the 'Souvenir Français'.

Indeed, François and Claude have been in contact for several years with Joseph B. Boyle who survived the crash. They managed to convince the elected officials of the relevance of the project. The inauguration took place on October 13<sup>th</sup> 2001 in the presence of Joe Boyle, his wife Nancy and his daughter Leslie Ship. Mr Paul Bodic, Mayor of Brech at the time, presided over the ceremony which was attended by around 150 people .



October 13<sup>th</sup> 2001, Joe Boyle (left) has just unveiled the stele in memory of his B-17 which fell on May 17, 1943.

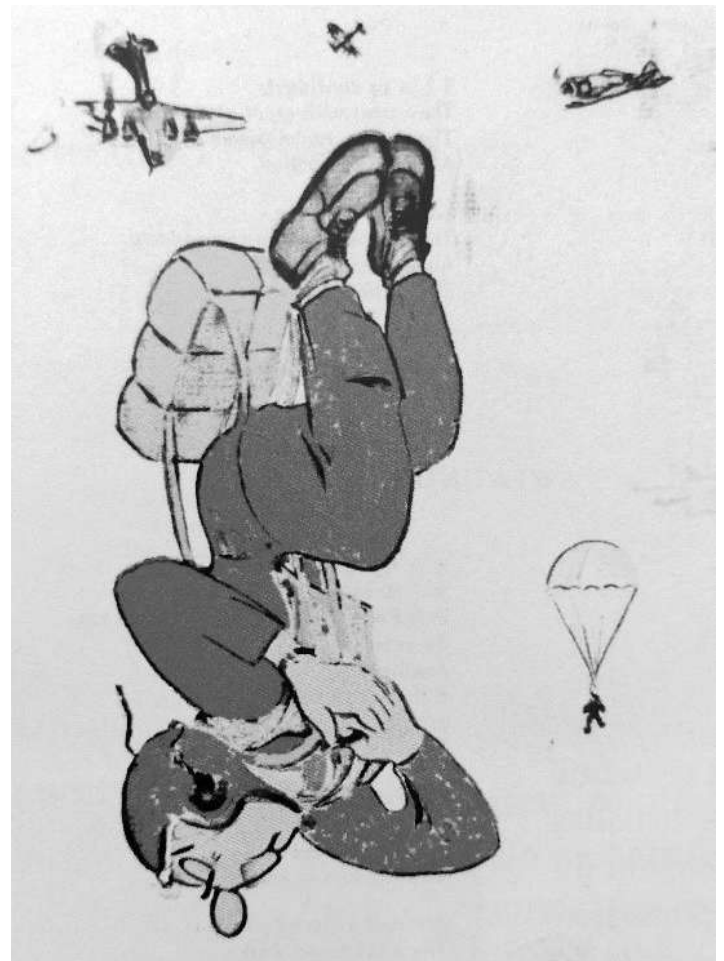
## May 17, 1943

The plane is piloted by 2<sup>nd</sup> Lt Harry W. Indiere who is embarking on his first mission as a pilot. He is assisted by 2<sup>nd</sup> Lt Joseph B. Boyle, co-pilot. This is not the regular crew of the aircraft ; in fact Boyle knows only Harry Indiere and the tail gunner, Henry Mitchell. This is the fifteenth mission for Boyle since he arrived in Europe in October 1942.

Today's objectives are Lorient submarine base, as well as the electrical plant located nearby. 159 USAAF aircrafts are in charge of this mission. 118 B-17s hit the target and 290 tons of bombs are dropped on the city and the surrounding areas. 6 American aircrafts are

shot down including 4 from the 305<sup>th</sup> Bomb Group. In Lorient, 4 people died and 5 were injured. From the start, Indiere's B-17 encountered engine problems over the English Channel ; the pilot had no choice but to feather a propeller. Nevertheless the aircraft managed to reach its target and drop its load of bombs, but it was immediately attacked by the German fighters ; the remaining engines were in turn hit and went out of order...

The intercom no longer worked and the plane was filled with smoke. In the cockpit the two men were not aware of what was going on at the rear. Was the crew unharmed or were men injured or even killed ? The B-17 lost speed ; then Harry Indiere decided to give the evacuation order. The B-17 broke into two and crashed over Brech, with the front part falling in Kerivallan and the rear one in Kerbellec. In the end, six airmen died and 2 were taken prisoners : Joseph B. Boyle and Harry W. Indiere. The last two ones, bomb aimer James S. Wilschke and radioman Robert G. Neil, managed to escape and return to England.



The evacuation of the B-17: Drawing by Joe Boyle made during his detention at Stalag Luft III.

# May 8<sup>th</sup>, 2023, ceremony in Brec'h (56)

Frank Bernard, president Air Memorial (photos and documents Air Memorial unless otherwise stated )

May 8<sup>th</sup>, 2023

The 'Souvenir Français' initiated the commemorative ceremony that celebrates the 80<sup>th</sup> anniversary of the crash which took place on May 8<sup>th</sup> at the Kérivallan stele. Leslie Ship, Joseph B. Boyle's daughter and her husband Larry were present. Jean-Yves Reynaud, Jean-François and Claudine Juille, from the 'Air Memorial' Association, dressed in period dress, are standing in honor.



May 8, 2023: Leslie Ship, daughter of co-pilot Joseph B. Boyle, expresses her thanks and emotion during the commemoration.

The ceremony is presided over by Didier Roze, President of the French Remembrance Committee in Auray-Pluvigner together with Mr Fabrice Robelet, Mayor of Brec'h ; Each of them are addressing the audience.

Leslie Ship recalls October 13<sup>th</sup> 2001, the memory of her father and the deep emotion she feels on this commemoration day. She underlines the particular connection she has with France.



Jean-Yves Reynaud, Jean-François and Claudine Juille, from the Air Mémorial Association, are standing in honor.



Mr Fabrice Robelet, Mayor of Brec'h, pays tribute to the aviators.

As a conclusion to this solemn moment, all the participants are invited to share a moment of exchange.

Conviviality is patent while sharing the glass of friendship ! Franco-American friendship is undoubtedly a reality in 2023.

The morning ends up at La Barcarella pizzeria in Pluvigner where Leslie and Larry Ship are invited for lunch by the members of 'Air Memorial'.



At the Breton bar: Leslie Ship and Larry in front of Joe Boyle's uniform given to Jean-Yves Reynaud (Air Memorial) in memory of his father and his crew .

# May 27<sup>th</sup> 2023, ceremony in Crac'h (56)

Frank Bernard, president Air Memorial (photos and documents Air Memorial unless otherwise stated )

## May 29<sup>th</sup>, 1943

On May 29<sup>th</sup> 1943, 8 USAAF Bomb Groups out of a total number of 169 B-17 bombers took off from England targeting Saint-Nazaire submarine base. Among them, the 379<sup>th</sup> Bomb Group, whose first mission it is in Europe, unfolds 24 aircrafts .

Over the island of Guernsey one of these aircrafts, B-17 #42-29773 "Up and at them", piloted by Lt. Willard S. Thomas, came under flak fire. The left interior engine was hit and destroyed ; nevertheless, the pilot decided to continue the mission with three engines only. Willard S. Thomas recalls : « *You had to fly straight for one minute so the bomber could aim and drop its bombs. We dropped our bombs on the submarine base and I shifted my heading by 45° for one minute and then returned to the objective to take photos. That's when the aircraft was hit by the flak, the fuselage was almost cut into two. The control cables were cut, I could no longer control the B-17* ».



The pilot of B-17 #42-29773, Lt. Willard S. Thomas, in 1942.  
Photo Conservatoire Aéronautique de Cornouailles

Several members of the crew are killed and the pilot orders the evacuation of the aircraft. The bomber crashed in a field in Kerdavid, in Crac'h, and ended up crashing into a tree ; two engines were thrown several meters away and one fell onto a shed which caught fire. Fortunately, the crash did not cause any casualties on the spot. The Germans found the remains of 5 members of the crew in the debris and the body of a sixth man nearby. The victims were buried in Guidel cemetery by the occupants.

## May 3<sup>rd</sup>, 1997

In the mid-1990s, François Cadic and Claude Hélias, from the « Conservatoire Aéronautique de Cornouailles », investigated this crash and found out what happened to pilot Willard S. Thomas. The aim of the association, created in 1994, is to carry out research on the air war in Brittany during the Second World War. Among other things it organizes exhibitions and commemorative ceremonies in honor of the aviator allies who fought over the Breton skies.

Quite naturally, a commemorative stele project took shape in the minds of Claude and François. The latter contacted the Town Hall of Crac'h which was up for it. As for Willard S. Thomas , he was seriously considering coming to France. A magnificent straight stone, almost 3 meters high, was erected by municipal services. A marble plaque financed by the municipality, on which the names of the 10 airmen appear, was then set up. The date of the ceremony was due on Saturday May 3<sup>rd</sup> 1997.

When the day came, the inauguration of the American monument took place in the presence of Willard S. Thomas and his 3 sons, Randy, Stan and Tommy. Many witnesses from that time were also present. Willard, in tears, declared : « *I am short for words to express the joy that overwhelms my heart and my feelings toward you all. I am not a hero but just a countryman from Texas* ».



Crac'h, on May 3<sup>rd</sup>, 1997 : Willard S. Thomas and Lt. Eve Douglas from USAF, seconded by the United States Embassy in Paris unveil the commemorative plaque.  
Photo Conservatoire Aéronautique de Cornouailles

# May 27<sup>th</sup> 2023, ceremony in Crac'h (56)

Frank Bernard, president Air Memorial (photos and documents Air Memorial unless otherwise stated)

## May 27<sup>th</sup>, 2023

At the beginning of the year, Crac'h town hall received an email from Mrs Amy Thomas Graves, Willard S. Thomas' granddaughter, who announced she would be visiting Crac'h along with 17 family members in May. Meanwhile, François Cadic and Claude Hélias are also requested by the Thomas family. The Municipality decides to organize a remembrance ceremony and invites the « Conservatoire Aéronautique de Cornouailles » to join in.

**An American week** is organized from May 22<sup>nd</sup> to 27<sup>th</sup> with a whole series of events around the theme of the United States, the idea being to get the population and shopkeepers of Crac'h involved. The school restaurant offers an American menu during the week. At the leisure centre and after-school, statues of liberty and a large totem are made as well as muffins for tea-time ! The 2 primary schools organize arts and crafts activities, an introduction to Flag Ball and country dancing together with an American snack.

Claude Hélias and François Cadic intervene on May 5<sup>th</sup> in the two schools to discuss the day and the crash that took place on May 29<sup>th</sup> 1943. The media library highlights American authors, American activities are planned during extracurricular time. The shopkeepers participate in their own way by decorating the windows or selling American products.



Saturday May 27<sup>th</sup> 2023, the ceremony in Crac'h

On Saturday May 27<sup>th</sup>, Stan Thomas, Willard's son, with his daughters, sons-in-law and grandchildren, gather in Crac'h at 11 a.m. for a commemorative ceremony in memory of the crew with approximately 200 people. Mrs Elisabeth Webster, The Consul of the United States in Rennes, an Officer representing the 3<sup>th</sup> RIMA of Vannes and the veterans' associations UNC and UNACITA are also attending the ceremony.

At lunch-time the American family gets on four Citroën Tractions-Avant and 2 Jeeps from « Les Alliés à l'assaut du Bégo » association. They drive to the crash-site and a wreath is laid.

(photo ►)

At 1 p.m. a reception is offered by the Municipality at Espace Les Chênes, followed by a cold buffet in the presence of guests and the Thomas family.

After exchanging gifts (bottles of Jack Daniel offered by the Americans and city medals from the town of Crac'h), Stan Thomas offers Claude and François a jacket and a cap belonging to a veteran from the 5<sup>th</sup> Air Force.



A l'Espace Les Chênes, Stan Thomas offre à Claude et François le blouson et la casquette d'un vétéran américain

Finally we have to remember the exceptional presence of France 3 which produced a report that was broadcast on the same evening on France 3 Bretagne.

As a conclusion, this was a beautiful day filled with emotions, spent in the company of the Thomas family. At the end of the afternoon, an impromptu visit to Morbihan Aero Museum is carried out at the Vannes airfield, Stan and his father Willard had already visited in May 1997.

The Air Memorial association had the honor of being invited to this day by the Town Hall of Crac'h and the « Conservatoire Aéronautique de Cornouailles », whom it warmly thanks . ■

# June 24<sup>th</sup> and 25<sup>th</sup>, tribute to the P-61s of Vannes-Meucon

Frédéric Hénoff - ABSA 39-45 (photos by the author unless otherwise stated)

On June 24<sup>th</sup> and 25<sup>th</sup> at the Vannes-Meucon airfield, an exhibition was on display by the "Bunker Archéo 56" association in its renovated Bunker. It was devoted to the researches carried out about the loss of a Northrop P-61 "Black Widow" from 425<sup>th</sup> Night Fighter Squadron, which occurred in summer 1944 around saint Avé. The ABSA 39-45 had been requested to have its own exhibition stand set up during these two days. Near us, Isabelle and Philippe Guillermic had their own for the first outing of their new historical association.



The P-61 Black Widow, twin-tailed aircraft, saw extensive service in the Pacific. Few people know it, but a few rare units equipped with P-61s served in Europe, including the 425<sup>th</sup> Night Fighter Squadron which was stationed at Vannes-Meucon from August 18 to September 10, 1944. Here the P-61 s/n 42-5569, dressed in invasion stripes for D-Day. Photo USAAF - public domain

As for us, we displayed some aircraft parts, presentation panels (kakemonos), models and information on various crashes as well as a slideshow on the history of Meucon airfield during its occupation by the American forces. It attracted many interested visitors who inquired about our researches .



The ABSA 39-45 stand close to the bunker of Bunker Archéo 56.

This exhibition enabled us to sell numerous booklets from the ABSA 39-45 collection, particularly those dedicated to Lt Harti Schmiedel, who disappeared in the skies of Rennes on June 12<sup>th</sup> 1944 (but we must keep in mind that he had taken off from Meucon). As usual, there were great encounters and we were delighted to have the unexpected visit of **Lionel Le Scorenc** ( member of ABSA 39-45 ). He lives nearby. His own father had lived on the airfield for a time when his unit – the 'Groupement Patrie' – used the land for the missions they carried out in the pockets of Lorient and Saint-Nazaire.



Frédéric Hénoff and Lionel Le Scorenc on ABSA 39-45 stand

We must congratulate the flawless organization of Bunker Archeo 56 which, in addition to logistics, ensured supplies and meals throughout the weekend .

**Thank you Mathieu !**

And we send our congratulations to Isabelle for her exquisite Breton cake which was served with coffee at the end of the meal !



# A week with Patty !

**Benoît Paquet** - ABSA 39-45

Welcoming families of fallen aviators in Brittany is always a great pleasure for ABSA 39-45. Patty Ashley, the daughter of Major Jones, an American pilot who fell on May 24<sup>th</sup> 1944 at Pordic (22), visited us for a whole week from June 21<sup>st</sup> to 27<sup>th</sup>. She meant to follow in the footsteps of her father who escaped through the Shelburn network. Thanks to the visit, many enthusiastic members from ABSA 39-45 rallied along with other visitors. This was a moment of great sharing and solidarity fraught with emotion .

## Wednesday May 24<sup>th</sup>, 1944

On Wednesday May 24<sup>th</sup>, 1944, around 4:45 p.m., Major William Anderson Jones (367<sup>th</sup> FG, 393<sup>rd</sup> FS, 9<sup>th</sup> Air Force) takes off with 15 teammates from RAF Stoney Cross base in Hampshire, in the south of England. He pilots the P-38 Lightning J "Laura Lee" (s/n 42-104277, code 8L-?). The P-38 is a very special aircraft, equipped with two engines and a double rear fuselage. It is armed with two 250 kilo bombs, placed under each wing, four 50 caliber Browning M2 machine guns and a 20 mm cannon.



Major William Anderson Jones. Photo : family Ashley - Jones



A Lockheed P-38 J Lightning of the 367<sup>th</sup> FG, 393<sup>rd</sup> FS in 1944.  
[Photo American Air Museum - UPL 24711](#)

The aircraft is heading for northern Brittany, more precisely Ploufragan airfield, in the department of 'Côtes du Nord' at the time. The target is the airfield occupied by the Luftwaffe. The weather is good, suitable for a bomb attack ; the Channel crossing is going well. German fighters are not present. The landmark for the target is Ploufragan bell tower. The pilots had to approach it from the south in order to start flying back once the bombs have been dropped. A cloudy sky spread over the area in the middle of the afternoon and the pilots had to be even more watchful because the FlaK (anti-aircraft defense) has settled down around the airfield.

The bombing begins and everything happens very quickly ; the Germans launch off a terrible fire. Major Jones is positioned in the penultimate row. He drops his two bombs onto the objective and immediately begins his ascent to escape shooting. Suddenly, his left engine catches fire after being hit. His cockpit is invaded by thick smoke and he bails out as quickly as possible. The parachute unfolds and Jones's slow descent begins, facing north. The P-38 filled with smoke lets out a black, opaque trail. It maintains its jolty trajectory and ends up crashing in Malbrousse village in Pordic, on a private estate ; fortunately it hasn't caused any damage.

It is 6:15 p.m. The mission ends for the major who undoubtedly sees all his pilots disappearing out to sea. Major William Anderson Jones walked to the valley near Trémuson mines .



# A week with Patty !

**Benoît Paquet** - ABSA 39-45

Rosalie Boulet (née Jérôme) meets the aviator at the end of a path. She takes him to La Boulaie to stay with her parents. For a while, he is hidden in the henhouse shed. Major Jones is said to have been hidden by the Eouzan family. Then he walks across the fields and arrives at the Bourel house in Monvoisin in the evening of May 25<sup>th</sup> ; he is hidden in an attic. Afterwards, a resistance fighter would have taken William Jones to Pordic presbytery where he would have hidden for a few days.

## A journey through the Breton maquis

He is entrusted to Alfred Millet's Gallia-Kasanga Resistance network. The latter, with Julie Méheust crossed Saint-Brieuc to hide Major Jones in a flat. He was then taken to Peudu maquis in Plédran by Jean Métairie junior from the group *Défense de la France*.



Marie-Antoinette Piriou in 1943, a cane in her hand  
Photo Jean-Pierre Bogard

From there, William Jones is taken to Samwest base in Duault . It was formed by SAS who were parachuted in the morning of June 6<sup>th</sup> 1944. Then, Jones is taken care of by **Marie-Antoinette Piriou**, a teacher and resistance fighter. She took him to **Captain Henri Deplante**, a SAS lieutenant from Stick 2 belonging to the Dingson group. Deplante keeps her as a liaison agent and him as a radio assistant. From Plouray they travelled towards Guern via Langoëlan and Séglien. On July 11<sup>th</sup>, Cary Elwes arrives at Camp Deplante, in Guern and sets off on the 12<sup>th</sup> to Gouarec. On this day Major Jones leaves Deplante with Elwes and meets Ogden Smith in Plouha. On July 20<sup>th</sup> 1944 Lucien Dumais and François Le Cornec, from the Shelburn



Captain Henri Deplante.  
Photo Dominique Le Morzadec



Marie Krebs (who became Chamming's upon liberation), Henri Deplante and Marie Antoinette Piriou. Photo probably taken in August 1944 in Pontivy after the departure of the Germans.

Photo Jean-Pierre Bogard

Network, walk to the Coat-Mallouen maquis to recover Major Jones, among others. On July 22<sup>nd</sup> the small group thus formed went to Plouha to carry out a maritime evacuation. Jones finds himself at Alphonse's house, at Mr and Mrs Gicquel's together with the British aviator Thomas Philipp Fargher and three SAS members. The evacuation is planned for the night of July 23<sup>rd</sup> to 24<sup>th</sup>. Around 11 p.m. on July 22<sup>nd</sup>, the operation gets complicated as German soldiers show up at Alphonse's. One of them accidentally shoots one of the German soldiers. Jean Gicquel has to find a cart from a neighbour to evacuate the injured man. The German soldiers leave. They all leave the house. However, the evacuation is maintained. Jones leaves France via Anse Cochat aboard the MGB (Motor Gun Boat) commanded by Lt Cdr Peter William.



The MGB (Motor Gun Boat) 502.  
Watercolor by Claude Benech

# A week with Patty !

*Benoît Paquet - ABSA 39-45 (photos by the author)*

**Wednesday June 21<sup>st</sup>, 2023**

We were contacted by Patty Ashley, the daughter of the American pilot Major William Anderson who fell on May 24<sup>th</sup> 1944 at Pordic. Robert Le Chantoux, a volunteer at the 'Musée de la Résistance en Argoat' in Saint-Connan, asked us to help him organize the visit of Patty who wanted follow in her father's footsteps. It meant mobilizing our own troops within our respective organizations but also outside, by soliciting various enthusiasts and experts of the 1944 period.



*Robert Le Chantoux, Patty Ashley, Jean-Michel Martin and Benoit Paquet in the 'Musée de la Résistance en Argoat'.*

On Wednesday, June 21<sup>st</sup> 2023 we found smiling Patty Ashley at the doors of the 'Musée de la Résistance en Argoat', in Saint-Connan (22). As her father had met the resistant fighters and SAS in 1944, Patty wished to visit this museum. We were all warmly welcomed by the members of this fascinating exhibition space. A press briefing, initiated by Robert was also organized with Ouest-France, the Télégramme and L'Echo de Armor et l'Argoat. We went to the monument in memory of the resistance fighters who fell in the Connan maquis (photo▶). Then we headed for the crash site of the Spitfire flown by Flight Sergeant Thomas Philip Fargher in Saint-Gildas (he was hidden then evacuated with Major Jones).

After a short walk through the Fields, Jean-Michel Martin,



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a member of ABSA 39-45 who had worked a lot on this crash, told us more about the circumstances.



*Jimmy Tual, Robert Le Chantoux, Patty Ashley and Jean-Michel Martin near Thomas Philip Fargher's crash-site. The plane had fallen at the time near the grove at the bottom left (arrow). There were no electricity pole at the time.*

Then we drove to the crash-site of Major Jones' Lightning P-38 in Pordic. As this was a private estate, we could only stay a few dozen meters away from the site. On the way back, at Patty's request, we stopped at St. Pever's Church, where Major Jones may have been hiding. This was indeed a beautiful and busy day loaded with emotions. ■



*Patty Ashley and Jimmy Tual in front of the site where Major Jones' P-38 fell, in Pordic. The plane fell precisely behind the trees in the background.*

# A week with Patty !

Robert Le Chantoux, member of [Musée de la Résistance en Argoat](#) (L'Etang Neuf, St-Connan) (photos Jean-François Bothorel)

Thursday June 22nd 2023

We picked up Madame Ashley from her hotel in Guingamp and then reached Duault. Jean-François Bothorel, myself (both volunteers from the St Connan museum) and Michel Piéto, a real expert on the liberation struggle in the Côtes du Nord were present.

Michel Piéto took us to the place where the Kerhamon farm was located, on the edge of the Duault forest. As he knows the place and the operations that occurred around Samwest Base quite well, he gave Patty Ashley a detailed account operations. It started with the first jumps (on the night of June 5/6), the arrival of the rest of the paratroopers and the contacts with the 'maquisards' (Georges Ollitraul among others). It ended with the fighting and the dispersion of the base.



Patty Ashley, Michel Piéto and Robert Le Chantoux in front of the monument at the edge of Duault forest, near the site of Kerhamon farm, burnt by the Germans in June 1944.

According to Ms. Ashley, it appears that her father, Major William Anderson Jones, was integrated into Captain Leblond's command group. Jones mastered the use of the radio and although he was a pilot, he possessed some tactical training. Therefore, his skills could be useful at command group level. Major Jones would have been surprised and a bit confused to see so many maquis leaders !

The above paragraph is inspired by Patty Ashley's reflexions from the information she was given by her father.

After lunch, we reached Guingamp, visited the basilica and the prison. Then we drove to the monument erected at the edge of **Malaunay forest**. Michel Piéto



Plaque at the entrance to Guingamp basilica, paying a tribute to the resistance fighters who contributed to the liberation of Guingamp on August 7th 1944 .

explained who Father Fleury, Métairie senior and junior were, as well as their execution by German paratroopers and not the SD<sup>1</sup>. He also explained how their bodies had been discovered by forest workers, placed again in the grave before being exhumed and identified after the Liberation.

On the whole Patty Ashley had prepared her visit with the utmost care, having read a lot on the liberation of Les Côtes d'Armor. This emotional experience allowed her to picture up the landscapes and places she had read about. She could conjure up a precise idea of the land, of the distances and through museums about life in occupied France



Michel Piéto, Patty Ashley and Robert Le Chantoux in front of the monument on the border of Malaunay forest.

Patty Ashley was deeply moved whenever she saw the monument and the names of the deceased. Indeed, she was well aware of what they had done for her father and that he could have known some and shared moments of life with them. ■

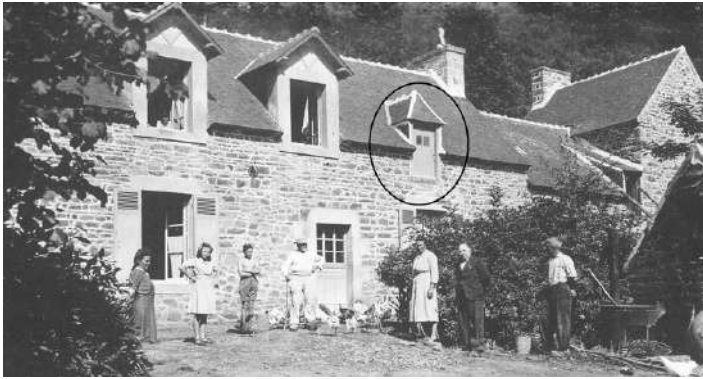
<sup>1</sup> The « Sicherheitsdienst », the law enforcement service of the SS

# A week with Patty !

*Jimmy Tual, member of ABSA 39-45 and president of AFMD 22 (photos by the author unless otherwise stated)*

**Friday June 23, 2023**

I found Patty Ashley in Saint-Brieuc to accompany her in the footsteps of her father William Jones' visit to the Briochine region. Starting from Malbrousse across fields, he runs along the Gouët and arrives the next day at the Monvoisin mill in Ploufragan (today covered by the reservoir of the Saint-Barthélémy dam). The Bourel family helps him, provides him with civilian clothes.



*The mill of Monvoisin, William Jones was hidden in the attic.*

He is then taken care of by the Resistance fighters of the Gallia-Kasanga Network of **Alfred Millet** (1913-1944), alias Erlini, of the National Liberation Movement (MLN). The latter asks Miss Julie Méheust (1899-1999), nurse and founding manager of the home for released prisoners of war, to find premises to accommodate the pilot. They take him to a house on rue du port in Saint-Michel in Saint-Brieuc. Doctor René Despas (1899-1981), member of the MLN, comes to treat the aviator's knee.



*Alfred Millet (1913-1944)*

Supply is provided by **Jean Metairie** (1887- 1944), in charge of the the Defense of France movement and the Secret Army (AS) in Saint-Brieuc, and the abbot **Eugene Fleury** (1903-1944) alias Victor, in charge of the



*Jean Metairie father (1887-1944)*



*Eugène Fleury (1903-1944)*

Defense of France movement for the Department, the AS and the Civil and Military Organization (OCM). He was provided with a new outfit thanks to the help of the fashion designer-tailor Joseph Morin (1889-1975) based at « 3 rue du maréchal Foch ».

Imprudence led to a search by the German police at the Morin home, but the aviator was not there at the time. He was transferred to the Cahns on « rue du Légué ». William Jones was then sent by Jean Métairie junior (1926-1944) to the Peudu maquis in Plédran formed on June 9 by the National Front to fight for the liberation and independence of France. Before June 12, William Jones was taken to the Samwest base in Duault formed by SAS parachuted at dawn on June 6, 1944.



*Patty with Jean-Yves Le Moal from the parish of Saint-Brieuc at the Saint-Michel church.*

With Patty, we were able to visit the Saint-Michel church and its sacristy, the place of clandestine meetings, accompanied by Jean-Yves Le Moal, from the parish of Saint-Brieuc. We also passed several places of repression (headquarters of the Sipo-SD, the Feldgendarmérie, the old police station, the prison) and places of memory (plaques, graves of the Métairie at the Saint-Michel cemetery). Several of the Briochin Resistance fighters who helped William JONES were in fact arrested by the Sipo-SD, tortured and executed (Jean Métairie father and son, Eugène Fleury on July 10, 1944 in the Malaunay woods, Alfred Millet on July 24 in La Harmoye).



*Commemorative plaque located at 8 rue du Docteur Rochard in Saint-Brieuc.*

# A week with Patty !

*Dominique Le Morzadec, president of association « Grog » (photos by the author)*

**Saturday June 24, 2023**

It is with great emotion that on Saturday June 24, we welcomed Patty ASHLEY to Plouray. The small welcoming committee was composed of Jean Pierre BOGARD, Mr and Mrs Le SCOUARNEC, of Gourin, **Matthew RIELLEY (photo ►)**, from Pontivy, and myself, Dominique LE MORZADEC, from Séglien and president of the Grog association. With Matthew, an American from the state of Idaho, teaching english at the university and translator for the occasion, we did our best to meet Patty's expectations and wishes. Without the presence of Matthew, whom I warmly thank, it would have been difficult to know his expectations.



*Under the tree in the Quelven chapel, Jean-Pierre BOGARD, Mrs and Mr LE SCOUARNEC surrounding Patty. This chapel served as an observation tower for the Germans, until the day of the attack by a group of FTP killing the occupants.*

Jean-Pierre began the visit to the different places in Plouray frequented by Major Jones in June 1944. When I mentioned the first anecdotes, I noticed a few emotional tears streaming down Patty's face. The public nursery school, the canteen, a sleeping place, then the hamlets of Guifoss, St- Maudé, Kerlapin, Coët er Bigot (in St Thugdual), St Noay, were crossing points, accompanied by the devoted Mrs Antoinette PIRIOU, teacher in 1944.

Then, I took over from Jean Pierre to complete and introduce Patty to the roads and paths actually used by her father, now integrated into the SAS stick of **DEPLANTE**. The farm of my grandfather, Alain LE MORZADEC, in the hamlet of 'Coët Rivalain en Séglien', location of the PC (Command Post) for a few days with, seen from the outside, the attic above the house reserved for officers, and the attic reserved for non-officers above the stable ! We visited the site of the battle of Kergoët in Langoëlan, to prove to Patty that the risk of coming into contact with the enemy could arise at the bend of a path when moving the DEPLANTE stick.

Her father traveled in the countryside from Pordic to Plouha via the Grog base in Morbihan, for 2 months without being caught, thanks in part to the strategy of Captain DEPLANTE who required that all movements be made only on foot, but also thanks to the kindness of the Bretons of the time. The visit ended at 6 p.m., in front of the chapel of Quelven en Guern (serving as an observation tower), the last town that the Major visited before his departure for Plouha.

To our extent, we tried to provide Patty with the same attention, almost 80 years later, even if I have one regret, that of not having succeeded in showing her all of the places that her father frequented ; but in 8 hours, it was an impossible mission.

I found Patty's approach very daring, because no actor from that time could give me information about this young officer ; my turn to be grateful to her for having traveled from the United States, allowing me to remove the doubt, but above all to elucidate the enigma of Major William Anderson Jones, this man who came from so far away, having contributed to the risk of his life to improve that of people subjected to the Nazi yoke of the time. ■



*One of the multiple ephemeral DEPLANTE PCs (Command Posts) from the Grog base, in 1944 (left) and today (right)*

# A week with Patty !

Lieutenant-Colonel Jean-Christophe Dumont (photos « Musée de la Résistance en Bretagne » unless otherwise stated)

Sunday June 25, 2023

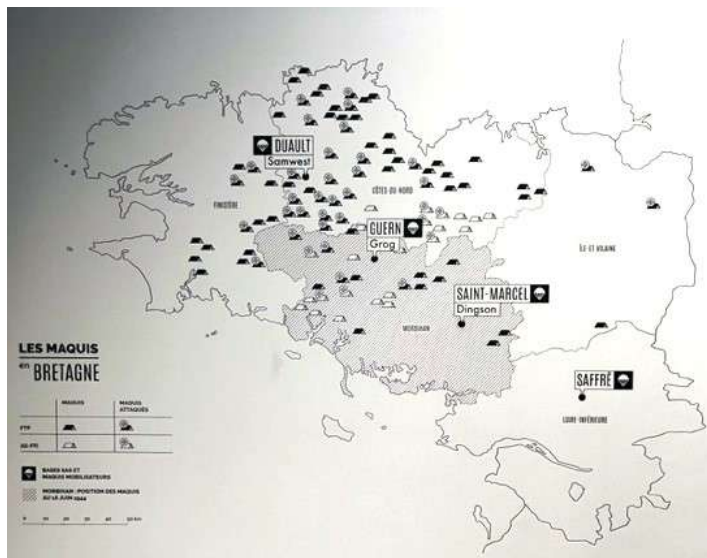


The entrance to the Saint-Marcel Resistance Museum in Brittany. In vignette, Jean-Christophe Dumont and Patty Ashley.

Patty arrived as agreed at 2:00 p.m. at the resistance museum in Brittany, in Saint Marcel (56).

The purpose of this meeting near the command post of the Saint Marcel maquis in June 1944 was to explain to Patty what had happened here between the resistance fighters from Morbihan (and other departments in the region) and the SAS paratroopers of free France.

Indeed, it seemed to Patty that her father had been able to find himself at La Nouette in the company of certain SAS officers with whom he had participated in the combats of Operation SAMWEST in the 'Côtes du Nord' around June 12.



The map of the maquis of Brittany, presented by Jean-Christophe Dumont to Patty Ashley. Photo Patty Ashley

We therefore tried together to discern the true of the false during this memorable afternoon, where I was able to introduce her to all the guerrilla operations carried out by the SAS in Brittany, helped most of the time by the resistance fighters whom they supervised in the maquis.

We ended the afternoon with a rather moving duty of remembrance at the foot of the maquis monument, in the commune of Sérent in the immediate vicinity of the command post of the Nouette farm.

This meeting will remain for me an unforgettable, timeless moment, conversing in English about the very atypical journey of an American pilot who fought despite himself during the battles for the liberation of Brittany !

And something tells me he's not the only one ! ■



Vintage vehicles on display at the Saint-Marcel Museum.

# A week with Patty !

*Benoît Paquet - ABSA 39-45 (photos by the author)*

**Monday June 26, 2023**

Major Jones' final stop in France was his return to England via Plouha with the help of the Shelburn network. After picking up Patty from her hotel in Ploërmel on June 26, we headed towards Plouha to find Jimmy Tual, from ABSA 39-45, and Claude Benech, a fine expert of the history of the Shelburn network. Although we informed the town hall of our visit very late, we were received very warmly by Mr Xavier Compain, mayor of Plouha and his team.



From left to right : Jimmy Tual, Claude Benech, Patty Ashley, Xavier Compain, Mayor of Plouha and Benoît Paquet

The exchanges were rich and moving between Xavier Compain and our American friend. It is true that the mayor of Plouha's commitment to the duty of memory no longer needs to be demonstrated .

Claude, a painter in his spare time, took the opportunity to offer Patty a reproduction of the **MGB 502** who embarked Major Jones on the night of July 23 to 24, 1944 (photo ►).



Then we headed successively towards the emblematic places of Plouha in the footsteps of Major Jones : the stele erected in memory of the famous Shelburn network, Bonaparte beach, Alphonse's house and finally the house of Marie-Térèse Le Calvez.

This visit therefore closed this long week of "memorial tourism". Patty Ashley, exhausted, was nevertheless delighted and deeply moved. ■



Jimmy Tual (ABSA 39-45), Patty Ashley and Claude Benech at the foot of the stele erected near Bonaparte beach in memory of the Shelburn network.



Claude Benech, Patty Ashley and Jimmy Tual on the Bonaparte beach. Behind them (crushed part), the passage through which the airmen passed to join the boat bringing them back to England. Do tourists who bathe know that almost 80 years earlier, brave resistance fighters surveyed these cliffs with airmen allied under the nose of the Germans ?



Patty Ashley and Claude Benech in full exchange, in front of the remains of Alphonse's house, where Major Jones was hidden just before the house was burned by the Germans.

# A week with Patty !

**Benoît Paquet** - ABSA 39-45 (artwork by Jean-Marie-Guillou)

Beyond the joy of these good times shared between us and with Patty Ashley, I would like to bring a personal feeling : The most surprising thing during this week's visit was that a whole group of people, who didn't necessary knew each other, came together to accompany Patty on her father's journey. If we of course ignore the fact that we are not in a terrible period of war and occupation, therefore without any danger, I found the feeling of rediscovering a little of this spontaneous commitment that the resistance fighters and members of the Shelburn network had at the time in wanting to accompany Major Jones. A great moment of emotion.

I would like to thank the many people who, thanks to the time they devoted to welcoming Patty, undoubtedly contributed to the success of this week's visit, but also to the joy and emotion felt by Patty Ashley, who took the plane back to California, her head full of « Breton » memories.

A big thank you to :

- Virginie Picaut
- Robert Le Chantoux
- Jean-Michel Martin
- Jimmy Tual
- Michel Pioto
- Jean-François Bothorel
- Jean-Yves Le Moal
- Jean-Pierre Bogard
- Mr and Mrs Le Scouarnec
- Matthew Rielly
- Dominique Le Morzadec
- Lieutenant-Colonel Jean-Christophe Dumont
- Mayor Xavier Compain and his team
- Claude Benech

Without forgetting our favorite illustrator, Jean-Marie Guillou, who produced a limited edition of the profile of the Lockheed P-38 Lightning of Major William Anderson Jones which you can discover below. This illustration was offered to Patty Ashley. ■

Major Willian Anderson JONES

LOCKHEED P-38 J-15-LO  
LIGHTNING  
42-104277

9th AIR FORCE

THE DYNAMITE GANG

Major Willian Anderson JONES  
367<sup>th</sup> Fighter Group, 393<sup>th</sup> Fighter Squadron  
9<sup>th</sup> AIR FORCE  
«Malbrousse» en Pordic, 24 Mai 1944.

ABSA  
Association Bretonne du Souvenir Aérien  
Jean-Marie GUILLOU, 06.2023



# July 14 weekend in Lannilis (Finistère, Brittany)

Dominique Godde - ABSA 39-45 (photos Benoît Paquet unless otherwise stated)

## An American military camp

As we announced to you in our emails, the association went to the American camp of Lannilis on July 14, 15 and 16. This event was organized by the town hall and the UNC Lannilis Tréglonou.



A US camp in « le bois du maire » in Lannilis with members of the Brest 44 association.

The association **Brest 44**, chaired by Gildas Priol, organized the American camp under « le bois du Maire » and the **ABSA 39-45** had available the playground of the Kergroas nursery school right next door. The motor skills room inside the school was reserved for the association **Gerfaut 29** (represented by Christian Moigneux and Fabrice Miry), association specialized in German and French fortifications in Finistère, as well as for **Eduard Lebastard** (UNC) and **William Gautier**, both presenting an impressive collection of uniforms and various objects dating from the Second World War. Our association was represented by Benoît Paquet, Frédéric Henoff, Pierre Mahé and myself. My three friends had come from Châteaubriant with the engine of **Harti Schmiedel's Messerschmitt 109**, two models from the collection of Pierre, models etc...



Lots of people on ABSA 39-45 stand, under the courtyard of the Kergroas nursery school.



The engine of Harti Schmiedel's Me 109 always excites the curiosity of visitors on ABSA 39-45 stand.

I joined them late in the morning on the 14<sup>th</sup> in pouring rain and gusty winds. The American camp was named after a field hospital set up nearby during the



The « dream team » of ABSA 39-45 : our 2 'Finistériens', Dominique Godde and Frédéric Hénoff, then Pierre Mahé and Benoît Paquet.

recapture of Brest by the allies. There were around thirty vehicles (Jeep, Dodge, GMC, etc.), tents, a **Bofors anti-aircraft gun** and many other artifacts.



The 40 mm Bofors gun presented by the Brest 44 association.

# July 14 weekend in Lannilis (Finistère, Brittany)

Dominique Godde - ABSA 39-45 (photos Benoît Paquet unless otherwise stated)



The impressive collection of uniforms and various equipment presented by Edouard Lebastard and William Gautier (in thumbnail) in the motor skills room of the Kergroas school.



Christian Moignez (left) and Fabrice Miry (right), on the stand of the Gerfaut 29 association, present various equipment found in fortifications in the Brest pocket.

The opening of the camp was scheduled for 2 p.m. and we had a few visitors to our stand despite the rather gloomy weather. The next day, July 15, it was not planned to open in the morning, but despite this we saw many people passing by. The afternoon weather being milder, the crowds were greater.



On our ABSA 39-45 stand, the new showcase created by our friend and member Dominique Renaud was exhibited for the very first time to present the 1:32 model of the Mustang P-51 of Glennon Moran, this American pilot of the 487<sup>th</sup> Fighter Squadron, 352<sup>nd</sup> Fighter Group, winner of Harti Schmiedel on June 12, 1944. This model was a real attraction for adults... and children .



A « radio » GMC truck from the Brest 44 association.



Glennon Moran's P-51 Mustang model made by Claude Sidou and its profile made by Jean-Marie Guillou.

# July 14 weekend in Lannilis (Finistère, Brittany)

Dominique Godde - ABSA 39-45 (photos Benoît Paquet unless otherwise stated)

On July 16, it was sunny in northern Finistère. In the morning a parade of vehicles was planned in the town. Many people wore period costumes. At the end, there were speeches to which our president



The parade of vintage vehicles carried out by Brest 44 gave Lannilis, on this morning of July 15, an air of liberation.

participated in. Then a laying of wreaths was carried out : first by Madam Graziella Melchior, deputy, and Mr Jean-François Treguer, Mayor of Lannilis, then by the Brest 44 association and finally the wreath of our association which I had the honor of to lay with Benoît.



Jean-Louis Morvan, president of the UNC Lannilis Trégolonou, pays a vibrant tribute to the victims of the Second World War in front of a large crowd in front of which Mrs Graziella Melchior, deputy and Mr Jean-François Treguer, mayor, visibly moved.

The wreaths laid on General Leclerc square to pay tribute to the victims of the war. ▶



At the end of the ceremony we took the wreath back to place it on the graves of the 7 English airmen buried in Lannilis :

- the 4 crew members of a Bristol Beaufort from 217 Squadron RAF shot down during a mission over Brest on February 15, 1941 :
  - Flying Officer Ronald William GAIR
  - Sergeant William Noel ABBOTT
  - Sergeant Arthur William Richard BEEDEN
  - Sergeant Joseph Ronald Holmes WEBSTER
- 3 members of the crew of a Handley Page Hampden shot down on April 1, 1941 (the 4<sup>th</sup> member of the crew, Pilot Officer William Charles HARTOP, was not killed and was captured).
  - Sergeant Fred Hugh SYKES
  - Sergeant Jack RILEY
  - Flight Sergeant Robert George Lester LAMBOURNE



The graves of the 7 aviators buried in Lannilis. Curiously, the graves are not grouped by crew.

During the afternoon of the 16<sup>th</sup>, our stand received visits from many people. During this weekend, which was very interesting for me, because it was my first exhibition, we were also able to interact with many other enthusiasts of this dark period. ■

# Kate Fargher following in her father's footsteps

Jean-Michel Martin - ABSA 39-45 (photos by the author unless otherwise stated)

## Thursday August 24, 2023 in Saint-Gildas (22), visit of Mrs Kate FARGHER and Mr Rob KENT.

A meeting was scheduled for the beginning of the afternoon at 'Place de la Mairie' in Saint Gildas, a town near Quintin (Côtes d'Armor, Brittany). Mrs Kate FARGHER wanted to go to the site of her father's crash on the 'Tertre de PEMPOULEZY' (altitude 286 meters). His father, a Royal Air Force pilot during the 2<sup>nd</sup> World War, was in the early afternoon on a mission to Morlaix on Tuesday July 11, 1944 when his plane was hit by German anti-aircraft shells. The controls no longer responded, the Spitfire took the east direction. The



The Supermarine Spitfire Mk Vb AA973 (code AZ-?) of F/Sgt Thomas Philip FARGHER. Artwork Jean-Marie Guillou

Flight Sergeant **Thomas Philipp FARGHER** had to resolve to leave his aircraft seeing that he could no longer do anything. After opening his canopy, freed from his straps, he bailed out. The aircraft, from a high altitude, began its fall, suddenly caught fire and came to fall vertically in a field on the summit of 'Le Tertre'. The entire aircraft burst into flames and dense black smoke rose high into the sky, seen by numerous witnesses in the region and also by the Germans who were arriving in numbers from the direction of Quintin where they were stationed.



F/Sgt Thomas Philip Fargher in conversation with Chief Marshall Sir Trafford Leigh Mallory at Bazenville airfield  
Photo Imperial War Museum, purchase licence Image Number CL 129 © [IWM CL 129](http://www.cl.129)

He was rescued by young people, including Made-moiselle Eveillard Joséphine, 17 years old ; She took the initiative to protect him and allowed the aviator to be hidden in a farm for a few days before being taken in charge by the very active Resistance fighters in the region. His escape journey lasted 13 days before he reached England via the SHELburn escape network in Plouha, 'Côtes d'Armor', on the night of July 23 to 24, 1944<sup>1</sup>.



Kate FARGHER, Rob KENT and Jean-Michel MARTIN (ABSA 39-45) in the footsteps of Thomas Philipp FARGHER, Kate's father.

This meeting was warm and filled with emotions. I had the opportunity to give Mrs FARGHER some relics of her father's aircraft. These parts, found at the crash site, were entrusted to me by a farmer 11 years ago. He told me « you never know, if you meet a family member ! ». This person is now deceased. The Pitot probe<sup>2</sup>, marked with the acronym of the Air Ministry, broken into three pieces, was given to Mrs FARGHER. ■



Kate FARGHER, visibly moved, with the Pitot probe from her father's Spitfire that Jean-Michel MARTIN has just given to her.

<sup>1</sup> Note that Fargher escaped through Plouha with Major William A. Jones whose daughter visited us last June ; read the article « A week with Patty » in this newsletter on this subject .

<sup>2</sup> the Pitot probe, by measuring the total pressure, makes it possible to determine the flight speed of an aircraft in relation to the surrounding air .

# A mysterious airplane part !

Frédéric Hénoff - ABSA 39-45 (photos by the author unless otherwise stated)

For once, we are going to talk about a civil aircraft because in our collections of various parts, wheels, blades, hubs and aircraft engines from the Second World War, we have a small piece – a kind of souvenir - which is distinguished from others by its appearance. It is made of wood, has marquetry patterns and bears an alloy plate with the following inscriptions :  
 AERO-PASSAGEROS-ITALIA SAUVE-PAR-LE-PT SERGENT  
 I-AFER 23-9-1926  
 MER-EGEE  
 Mtre d'Equipage Commessie Commandant Beslé



A Savoia Marchetti S.55 takes off from Manhasset Bay in 1929. Photo website www.finn.it - public domain



The aircraft part found in the stock of ABSA 39-45

I inherited this piece of wood last December, when we were tidying up our parts depot, in order to find out which aircraft this item belonged to and thanks to its registration – aptly engraved on the plate – I quickly found its former owner.

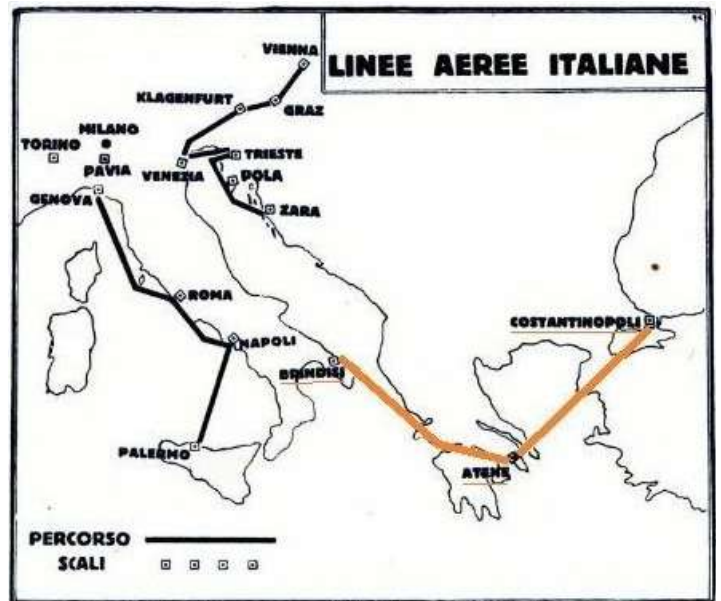
It is indeed an airplane, more precisely a Savoia Marchetti S.55C seaplane, serial number 10504, belonging to the company Aero Espresso Italiana / Brindisi.



The inscriptions on the plane part, starting point of the investigation .

Knowing the circumstances in which this seaplane disappeared is proving more complicated and my research on this subject continues – particularly with Italian friends. While waiting to provide you with other details, I can already give you some information on the airline which used the aircraft as well as its technical characteristics (extracts taken from L'AERONAUTIQUE, illustrated monthly review / No.93 – February 1927 - No.94 – March 1927) :

[...] The Italian Government has entered into agreements with the Societa anonima "Aero Espresso" Italiana, sanctioned by law, for the establishment of an airline linking Italy, Greece and Turkey.



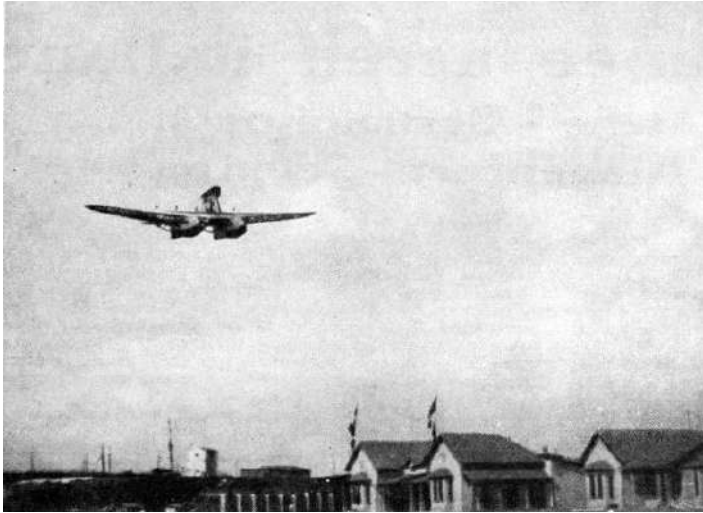
Map published in the Italian magazine "L'ALA D'ITALIA" in January 1927 representing the airline of the Aero Espresso company connecting Italy, Greece and Turkey.

Aero Espresso undertakes to have at least 5 aircrafts for weekly service, 7 for tri-weekly service, 12 for daily service, with necessary spare parts and motors. The Brindisi-Constantinople line was inaugurated on August 1 (1926), with Savoia S.55 seaplanes, twin-engine Lorraine. Exploitation continued in a rather irregular manner ; passengers have been admitted since October. The service has been suspended for several weeks.

# A mysterious airplane part !

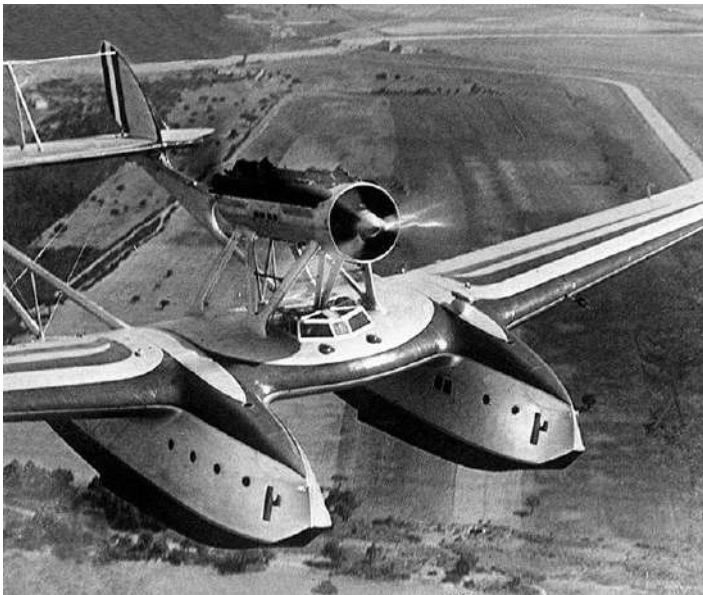
**Frédéric Hénoff** - ABSA 39-45 (photos by the author unless otherwise stated)

In principle, the trip has a timetable : departure Brindisi 8:00 a.m., arrival Athens 2:30 p.m. The next day, departure Athens 7:00 a.m., arrival Constantinople 2:30 p.m. In the opposite direction we travel from 8:00 a.m. to 3:30 p.m. and from 7:00 a.m. to 11:30 a.m. The Brindisi-Athens or Athens-Constantinople fare is 350 gold lire ; the full journey costs 700 gold lire and the round trip costs 1400 gold lire.



A Savoia Marchetti leaves Brindisi for Constantinople .  
Photo published in the Italian magazine « L'ALA D'ITALIA » from January 1927

The S.55, designed and built by Mr Marchetti, essentially consists of two catamaran hulls, containing the tanks. These hulls only have a keel in the anterior part, and are not cushioned in the most active part.



The catamaran hulls of the Savoia Marchetti.  
Source [www.facebook.com/Regia.Aeronautica.1923.46/photos](https://www.facebook.com/Regia.Aeronautica.1923.46/photos) (public domain)

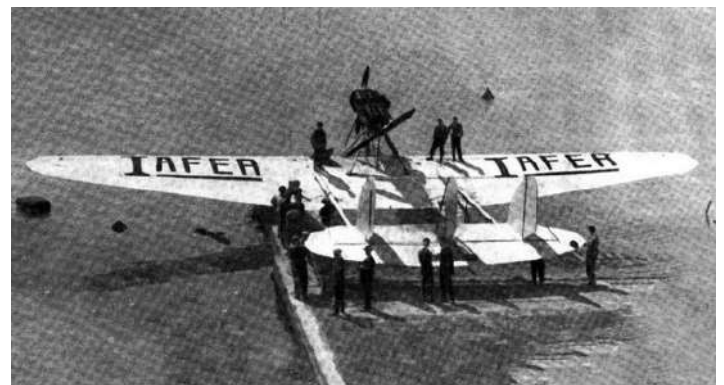
The hulls are connected together by the central part of the wing. They are made of wood : stringers, frames, rails in ash, silver-spruce and plywood ; walls lined with plywood, with bottoms and walls below the waterline lined with mahogany plating. This second planking is separated from the first by a canvas and waterproof coatings.

The wing is in three parts, easily removable. The center is connected to both hulls by a few bolts, which also makes disassembly very easy. The two wings are connected to the central part by two conical bolts on each spar.

The central part also carries, in its thickness, the cockpit with two side-by-side seats with dual controls, and, on top, the removable engine mount.

The V of the wings keeps them away from the water while contributing to stability. These wings are made of wood and have three spars, with the transverse frames in plywood and covering entirely in plywood. The double box made up of the wings is divided into 18 watertight compartments. Metal-framed ailerons at the wingtips.

N-mast engine mount, with tandem engines, separated by the oil tank. The frame's longitudinal members form compartments for housing tools and small spare parts, thus within reach of the engines. Two triangular beams join the central part and the hulls with the empennage which includes a fixed plane, a large elevator, two fins and three rudders. The stabilizer plane is adjustable in flight. This tail is fixed by four bolts .[...]



Savoia Marchetti S.55C\_I-AFER. Boarding of passengers.  
Photo published in the Italian magazine « L'ALA D'ITALIA » dated January 1927

See the following page for the technical characteristics of the Savoia S.55 and see you soon in a future newsletter to tell you how - I hope - in the fall of 1926, this seaplane disappeared. ■

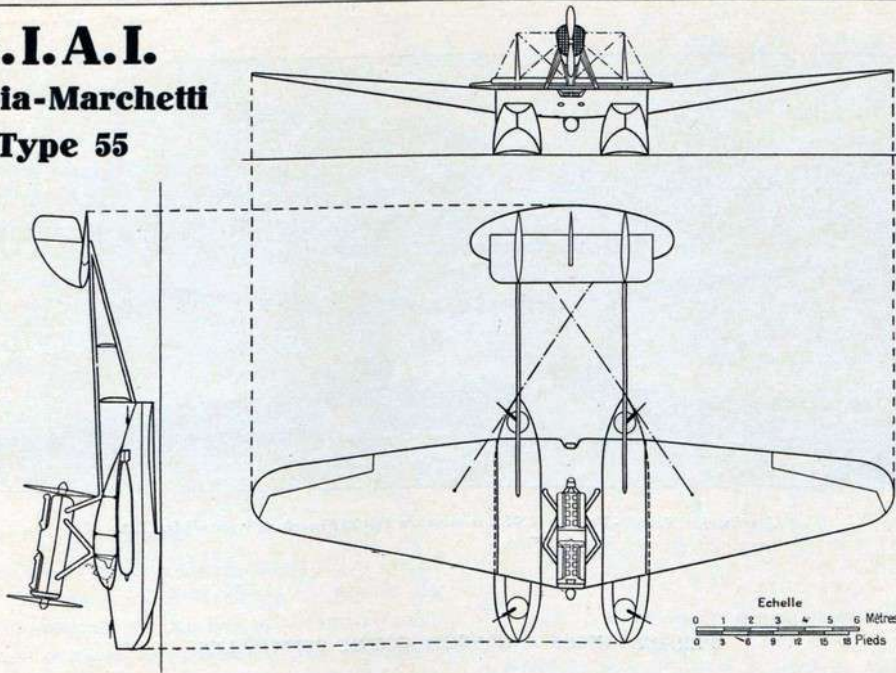
# A mysterious airplane part !

Frédéric Hénoff - ABSA 39-45 (photos by the author unless otherwise stated)

FICHE N° 10

Supplément au n° 94. — MARS 1927.

## S.I.A.I. Savoia-Marchetti Type 55



### DÉSIGNATION

Savoia S-55 ter.

Disposition de la voilure : monoplan sans haubans

2 moteurs de 500 HP *Isotta Fraschini* "Asso".

1 hélice tractive et 1 hélice propulsive.

### DIMENSIONS

Envergure.... 24<sup>m</sup>

Longueur.... 16<sup>m</sup>,50

Hauteur... 5<sup>m</sup>

### Surfaces

Voilure : plan unique..... 93<sup>m</sup><sup>2</sup>

Gouvernail de profondeur..... 7<sup>m</sup><sup>2</sup>,50

Ailerons..... 7<sup>m</sup><sup>2</sup>,20

Gouvernail de direction..... 4<sup>m</sup><sup>2</sup>,20

Plan fixe..... 10<sup>m</sup><sup>2</sup>,30

Dérive..... 3<sup>m</sup><sup>2</sup>,70

### Répartition des poids

(cas des moteurs *Isotta-Fraschini* 500 HP).

|   | Indices            |
|---|--------------------|
| Planeur.....                              | 1450 <sup>kg</sup> |
| Groupe-moteur (parties amovibles)...      | 1250 <sup>kg</sup> |
| Poids à vide (avec eau et instruments)... | 4600 <sup>kg</sup> |
| Charge utile maxima.....                  | 3300 <sup>kg</sup> |
| Poids maximum en ordre de vol.....        | 8100 <sup>kg</sup> |
| Charge normale.....                       | 2000 <sup>kg</sup> |
| Poids total normal.....                   | 6600 <sup>kg</sup> |

Indices

0,173

0,134

0,568

0,432

1,000

### Particularités

Le groupe-moteur comprend les deux "Asso" établis en tandem avec un seul radiateur frontal. Le groupe est monté sur une poutre indépendante fixée sur un bâti qui prend appui sur la voilure entre les deux coques et est facilement démontable.

L'adaptation a été faite successivement pour plusieurs types de moteurs, dont le *Lorraine* 450 HP et 600 HP. Actuellement les moteurs employés sont des *Isotta Fraschini* "Asso" de 500 HP.

Poste de pilotage dans l'épaisseur centrale de l'aile. Parties fixes de l'empennage réglables en vol.

### Construction

Deux coques en bois, placées en catamaran et non amortiées, reliées par une aile en bois, couverte de contreplaqué. Empennage relié aux coques et à l'aile et porté par deux poutres triangulaires en bois.

Ailerons de structure métallique.

### Destination.

Hydravion multiplace torpilleur ou de grand bombardement. Également équipé en hydravion de transport avec cabines de passagers dans les coques.

— 1 —

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FICHES TECHNIQUES DE "L'AÉRONAUTIQUE"  
Revue mensuelle. — 55, Quai des Grands-Augustins, 55

# Guy Boëringer, a hero from EEP n°25 of St-Brieuc

Jimmy Tual, member of ABSA 39-45 and president of AFMD 22 (photos by the author unless otherwise stated)

## The youth

**Guy Boëringer**<sup>1</sup> was born on September 29, 1921 in Suippes (51) where his father originated from. In 1927, his mother, a widow returned to 'Côtes-du-Nord'. They lived in 1936 at '29 rue du port' in Saint-Brieuc. Guy then studied at the Practical School of Commerce and Industry located in the Curie school group in Saint-Brieuc.

## Aviation

When France and the United Kingdom went to war against Nazi Germany, Guy Boëringer joined the French army. On September 30<sup>th</sup> 1939, he arrived at the **Elementary Piloting School No 25 (EEP n°25)** from the 118 Air Battalion that was based in Saint-Brieuc and commanded by Captain Jacquemart. Guy Boëringer carried out various training missions including solo flights. In June 1940, he was at the Avrillé aviation school near Angers (49). His last mentioned flight was a ferry mission dated June 8<sup>th</sup> 1940. He completed a total of 54.5 hours' flight and 150 landings.



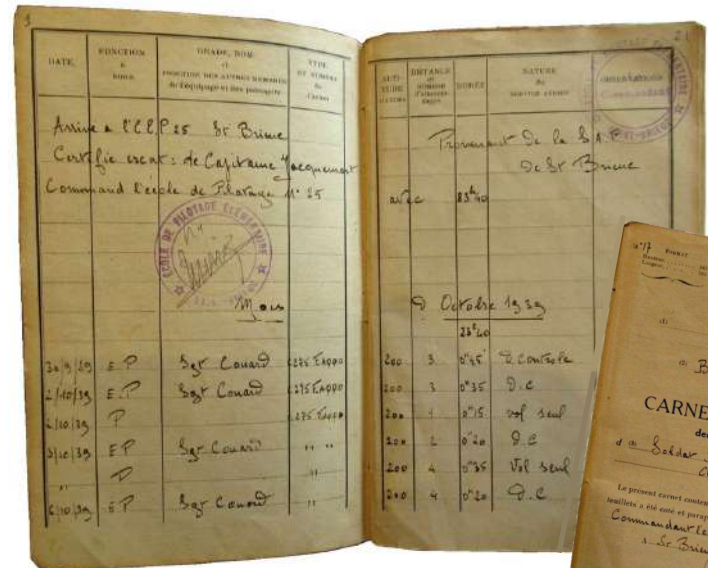
Guy Boëringer in aviation outfit, in front of a Dewoitine D 520.  
Photo family Boëringer

## The drama of Buhara

After demobilization, some former members of the Elementary Piloting School No 25 from 118 Air Battalion decided to join Free France. Jean Magloire Dorange (1911-1941) and Pierre Devouassoud (1921-1941) organized the purchase of the cutter named the Buhara BM-401. On February 12<sup>th</sup> 1941, fifteen young people boarded Port-Nieux in Plévenon. However, they were captured the next day by a German ship off the Guernsey coast. They were imprisoned that same evening at the maritime prison of Cherbourg (50), then transferred on March 3<sup>rd</sup> to the prison of Saint-Lô (50). They were tried the same day in Saint-Lô by a court martial which requested death penalty for the fifteen prisoners. Eleven were convicted but in the end, only Jean Magloire Dorange and Pierre Devouassoud were shot on April 12<sup>th</sup> 1941 at the Montebourg Abbey shooting range (50). The other thirteen were deported to Nazi prisons and camps. Two of them died during deportation.



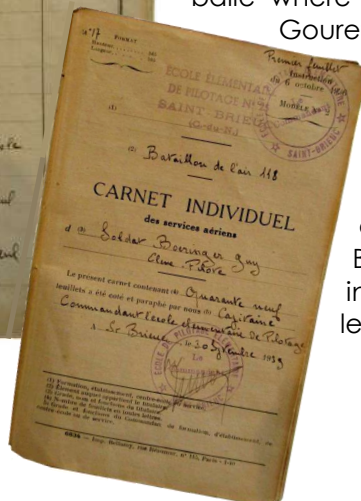
Commemorative plaque inaugurated in 2001 in Port-Nieux in Plévenon



Guy Boëringer's flight log.

## The Resistance and death on duty

Guy Boëringer joined the Resistance in March 1944 and became sergeant in May. He then worked as a supply controller in Plouguenast. He then left for Lamballe where he joined the group of Captain Ange Gouret alias "Marcel" in June 1944. This group was attached to the eastern intersection of Côtes-du-Nord and assimilated to the F.T.P.F. He took part in the Liberation battles. On September 14<sup>th</sup> 1944, Guy Boëringer died accidentally while on guard duty in a camp near the Boudan woods in Plestan. He was buried in Lamballe as "Mort Pour la France". He left a widow, expecting a baby girl. ■



<sup>1</sup> Boëringer has to be pronounced « Bouëringer »



# René Manuel d'Oliveira, another hero from EEP n°25

Jacques Daniel, 'Association des Amis du Musée Safran' (photos by the author unless otherwise stated)

## From the thirties to the wartime

René Manuel d'Oliveira was born on February 10<sup>th</sup> 1920 in Calais. At the age of 16, after obtaining his Industrial Teaching certificate then his CAP as a fitter-turner, he completed a year of preparation at Arts et Métiers. In 1938, he lived in Turlaville (Manche) and worked as a fitter-turner at the Cherbourg Arsenal. It was the sea that attracted him but he finally entered the Istres competition.

A few days after the declaration of war, he enlisted in the Air Force in 1939 by joining the **Elementary Piloting School No 25** of Saint-Brieuc-Ploufragan where he trained student pilots for the armies. Once certified military pilot, he left school on February 24<sup>th</sup> 1940 and returned home. Barely a month after the armistice of June 1940, he was taken prisoner by the Germans in Cherbourg but managed to escape the same day. From then on, only one idea will haunt him : to reach England. He tried by boat, without success. An attempt to steal a plane from the Maupertuis airfield also failed.



René M. d'Oliveira piloting a De Havilland DH-82 C Tiger Moth - Photo collection Philippe d'Oliveira

On January 18<sup>th</sup> 1941, he tried again by using a German seaplane moored in the harbor of Cherbourg, but the engine would not start and he fled, pursued by the occupiers. When he arrived in the free zone, he was denounced. The Germans arrested his mother and deported her for participating in his escape.

Shortly after, René d'Oliveira was arrested at the Spanish border, but was released and went to Marseille where he boarded the liner "S/S Asia" for Konakry without being able to reach England. As a master engineer aboard the "S/S Winnipeg", he left for the French West Indies. The boat was boarded by a Dutch corvette which was heading to England. Once he was repatriated to Martinique, René d'Oliveira was automatically commissioned as a mechanic officer in the Royal Navy. This is why he was sentenced to death by the Vichy government. August 1941 : after three months of convoying in the North Atlantic, he disembarked from the Winnipeg (torpedoed on the next trip) and reached England to join the **Free French Air Forces (FAFL)**. His career as an aviator began within the Royal Air Force (RAF) by following the entire bomber pilot training course : basic piloting, advanced training, multi-engine specialization and operational conversion.

Honoured with a pilot award in March 1943, after a long journey that lasted almost 31 months in England and Canada, Sergeant d'Oliveira was assigned to the **"Lorraine" Bomb group** at the end of March 1944. Piloting a **Douglas Boston**, then **North American B-25 Mitchell**, he carried out two operation tours interspersed with a period of three months as a transport pilot for the **GT 1/15 "Touraine" Group**.



René Manuel d'Oliveira in front of an Airspeed Oxford Mk II. [photo probably taken in winter, when he was in training school, in Canada, at SFTS (Service Flying Training School) n° 32 between November 1942 and May 1943].

# René Manuel d'Oliveira, another hero from EEP n°25

Jacques Daniel, 'Association des Amis du Musée Safran' (photos by the author unless otherwise stated)



Douglas Boston III of the Bomb Group "Lorraine" -  
Photo : public domain (source [Musée de l'Ordre de la Libération](#) through Wikipedia)

For about fifteen months, between March 1944 and May 1945, he carried out 80 dangerous war missions : above occupied France, during the Allied landing in Normandy, above the Netherlands, Belgium and Germany. He was demobilized by mistake in July 1946 and became a public transport pilot ; he joined Air Transport then moved to the 'Compagnie des Transports Aériens Intercontinentaux' (T.A.I.) at that time the first and most important French private company. He flew the Paris - Saigon and Paris - Madagascar airlink. In April 1948, he was recalled by the Air Force to participate in the airlift over Berlin (between June and September), then left to carry out 62 war missions in Indochina on Douglas C-47 Dakota with the GT 2/64



René M. d'Oliveira in front of a MD-452 Mystère II  
Photo : collection Espace Patrimoine Safran

" Anjou ".

Back in France, in March 1950, he was assigned to the Flight Test Center (CEV) in Brétigny-sur-Orge at a time when the state organization was beginning the era of jet planes and racing cars. Then, his long career as a test pilot began. He first participated in the development of Dassault Ouragan , **Mystère II**, Mystère IV and was one of the first to break the sound barrier. He was appointed an instructor, then deputy director at the Flight Personnel Test and Reception School (EPNER).



René M. d'Oliveira in front of a SNCASE SE-535 Mistral  
Photo : collection Philippe d'Oliveira

He was hired by SNECMA, he took part in the development campaigns for reactors of the entire Atar family (101, 8 and 9) both on single-seat, single-engine aircraft - ranging from the Mystère family to the Mirage III - and multi-engine aircrafts similar to real flying laboratories. On Mirage III A, he was the first French aviator to do Mach 2.19 in level flight, to reach more than 75,000 feet (23,485 meters) and fly at 790 kt (1,463 km/h) at low altitude.

As a chief pilot of the engine manufacturer in 1960, his civilian career was punctuated by numerous incidents : failure of oxygen supply at 12,000 meters, forced landings in conditions considered impossible, loss of part of the tail at low altitude, breakdown of hydraulic circuits during a rocket flight at 23,000 meters and landing of the plane intact which left him blind in his left eye with a torn retina...

Banned from flying in March 1962, he was appointed director of the SNECMA annex in Istres. René d'Oliveira, captain, was awarded officer of the *Légion d'Honneur*, *Croix de Guerre* (6 citations), military medalist, TOE *Croix de Guerre*, American Air Medal. He carried out 142 war missions, totalled 6,500 flight hours including 2,000 on fighter and on 113 aircraft types. ■

# The drama of the exfiltration of General de Gaulle's family

**Dominique Godde** - (ABSA 39-45) with the contribution of David J.B. Smith (photos David J.B. Smith unless otherwise stated)

June 1940 was a defeat. Operation « Dynamo<sup>1</sup> » in Dunkirk ended on June 4<sup>th</sup>. The Germans entered Paris on June 14<sup>th</sup>. The Pétain government, (Pétain had replaced Raynaud who had resigned) took refuge in Bordeaux. He called for the end of the fighting and asked to sign an armistice.



British troops line up on the beach at Dunkirk to await evacuation.  
Photo Imperial War Museum NYP 68075 (public domain)

General De Gaulle, who had already met Churchill on June 15<sup>th</sup>, decided to return to London on June 17<sup>th</sup>. The English Prime Minister managed to convince the members of his cabinet to let the General speak on the B.B.C. Churchill, fearing that De Gaulle's family were kidnapped by the Germans, ordered Edward Spears (Chief of Mi6 "France" section) to find them and evacuate them.

On June 17<sup>th</sup> at 6:00 p.m., Admiral Martin Dunbar-Nasmith, Commander-in-chief of the Western Maritime Zone in England, received an emergency telephone call from the Admiralty. It was the representative of the director of the "Naval Intelligence" service who had received the order directly from the cabinet of The Prime Minister. He was to take immediately an Admiralty passenger on a secret mission to the **north coast of Brittany** from the RAF Mountbatten base (Plymouth). The passenger will indicate to the crew the place where he wishes to be dropped off in order to pick up people there and bring them back to the plane to be exfiltrated to England. Admiral Dunbar-Nasmith sent a specific request to the Commanding Officer of the RAF 15<sup>th</sup> Coastal Command Group. An operation order was sent to the 10<sup>th</sup> Squadron :

<sup>1</sup> code name of the operation which consisted of evacuating from the beaches of Dunkirk some 200,000 English soldiers, 140,000 French and 16,800 Belgians between May 26 and June 4, 1940.

On receiving the order, it was decided to use a liaison plane, a seaplane, a **Supermarine Walrus s/n L2312**. It was equipped with a Vickers machine gun.



The Supermarine Walrus L2312

A crew is designated as follows :

- Flight Lieutenant **John Napier « Dinger » Bell**, pilot, RAAF
- Flight Sergeant **Charles William Harris**, navigator, RAAF
- Corporal **Bernard Felix Nowell**, radio op. engineer, RAF

Later that evening, the mysterious passenger arrived at Mountbatten RAF Base. It was **Captain Norman Edward Hope**, a member of the Secret Intelligence Service, section D, who was to become the very famous Special Operations Executive (SOE). He informed the crew that their destination was the **bay of Carantec in Brittany**. He did not know at what time they would return ; this depended on how much time it would take to find the people who had to be exfiltrated. He was dressed in civilian clothes and had a large sum of French money in cash.



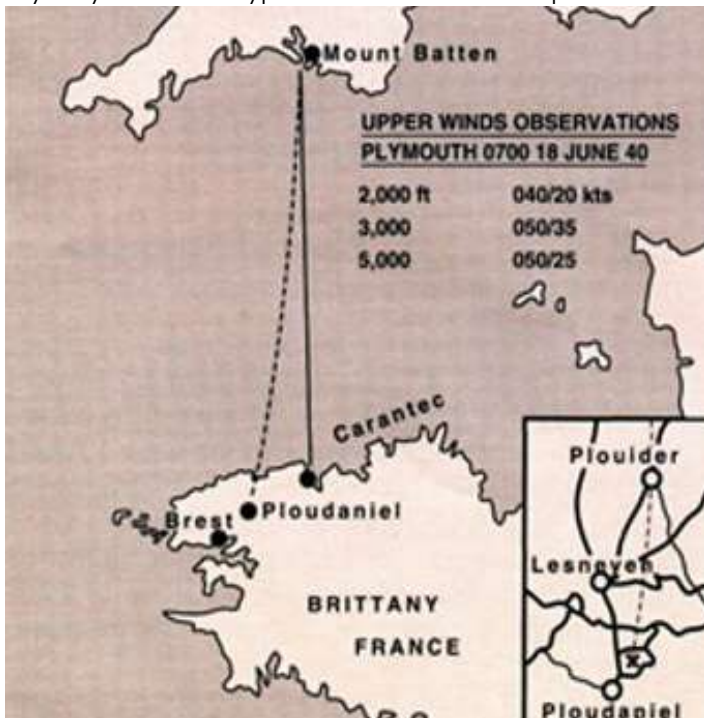
John N. Bell (in front of the plane, right), Charles W. Harris (top right), and Norman E. Hope (bottom right).

# The drama of the exfiltration of General de Gaulle's family

*Dominique Godde - (ABSA 39-45) with the contribution of David J.B. Smith (photos David J.B. Smith unless otherwise stated)*

Before leaving London, Hope was informed of the identity of the people to be exfiltrated. They were the De Gaulle family : Yvonne, his wife, accompanied by their children, the two daughters Anne (12 years old) and Elisabeth (16 years old) and the son, Philippe (19 years old). They took refuge at the "Villa d'Arvor", close to the "Grève blanche" beach in Carantec. The crew and Hope had chosen to land there. The crew would remain on board while Hope collected the passengers to be exfiltrated.

At 03:00 on June 18, the Walrus took off from Plymouth Bay towards Carantec. What happened to the Walrus between 03:00 and 04:40 on June 18<sup>th</sup> 1940 remains a mystery. Several hypotheses have been put forward



*The theoretical and supposed flight of Walrus L2312 which ultimately crashed in « Kerbiquet » (Ploudaniel).*

without any ever being confirmed.

On that morning northern Finistère was covered by a thick fog. At 4:40 a.m. The inhabitants of the place called "Kerbiquet" in Ploudaniel were awakened by the sound of the engine of a plane flying very low. Kerbiquet is 25 nautical miles (46 km) away from Carantec. For unknown reasons the Walrus exceeded the planned landing zone and continued to fly for approximately 11 minutes.

According to some witnesses, the plane suddenly emerged from the fog. It seemed to be on fire and was flying very low. The pilot circled twice or three times above Kerbiquet as if looking for a place to land.

At that time, the fields were often crossed by embankments. Bell made his final approach to a field that appeared to be quite large and located near several homes. On landing, the plane hit one of its embankments at high speed and broke in two. The engine was thrown 300 m away. The aircraft immediately caught fire.



*The wreck of the Supermarine Walrus L2312 after the crash.*

As soon as they could, the inhabitants of Kerbiquet approached the crash-site. The fuselage was turned over and laid in two parts. They managed to remove 4 bodies from the smoking wreckage. There were no survivors. The bodies were taken to Ploudaniel where, under the supervision of the Mayor, Mr Huguen, a search was carried out to identify the victims. The 3 crew members were identified thanks to the clothes they were wearing. Only Hope, who had undoubtedly left without papers, was recorded as airman "X" in the town hall records.



*Small parts of the Walrus L2312 found many years later at the crash-site by Gildas Saouzanet.  
Photo Gildas Saouzanet*

# The drama of the exfiltration of General de Gaulle's family

*Dominique Godde - (ABSA 39-45) with the contribution of David J.B. Smith (photos David J.B. Smith unless otherwise stated)*

With the Germans about to arrive at Ploudaniel, the bodies were hastily buried in the cemetery of St Yves church. Many residents were present to pay a tribute to the 4 deceased airmen. The graves were simply marked with a wooden cross with the airmen's names and Hope remained Airman "X". It was after the war, in 1946 that the Commonwealth War Commission erected headstones and Airman "X" was correctly named as Captain Norman Hope.



The graves of the crew of Walrus L2312 today in the Ploudaniel cemetery.

On June 18th 2013, a stele was erected near the Kerbiquet field, at the crash-site. Since then, every June 18th, a ceremony has been held in front of this stele to commemorate General De Gaulle's calling and pay homage to the occupants of the Walrus.



## Our thanks

For their contribution, we would like to sincerely thank **David Smith, Gildas Saouzanet, Guillaume le Quément and Philippe Servel** (deputy mayor of Ploudaniel and defense correspondent of the commune).

## Lannilis, from July 14<sup>th</sup> to 16<sup>th</sup>, 2023

When we participated in the American camp at Lannilis (see article in this same newsletter), we broadcast a presentation to pay tribute to this mission whose end was so dramatic.

We were also able to exhibit the model of the plane as well as the 4 reproductions, in an original and very artistic graphic format, of the inscriptions on the graves of the aviators. These elements were made and kindly lent by Guillaume le Quément.



# All our best wishes of happiness !!!

*Benoit Paquet - ABSA 39-45 (photos Jean-Michel Martin)*



In our newsletter n° 22, we mentioned the American camp organized in Plourhan (22), by Ronan and Gilles Martin, respectively nephew and brother of our friend Jean-Michel, in July 2022. Ronan and Gilles had just created their new association, "The Breizh Liberators". They are fans of military vehicles from the 1939-1945 period and own a beautiful collection. They are just as enthusiastic as the members of ABSA 39-45 .

This is why it was completely "natural" for Ludivine and Ronan to have at their wedding ceremony, in August 2023, a few "little vehicles" discreetly adorned with white tulle.

**It is therefore with great pleasure that, on behalf of all the members of ABSA 39-45, we wish Ludivine and Ronan all our best wishes.** May their passion for each other... and for the duty of memory, be eternal !

For those who would like to know more about "The Breizh Liberators", you can follow them on their Facebook page :

<https://www.facebook.com/TheBreizhLiberators/> ■



*Magnificent M18 Hellcat, dressed in white for the occasion. This American tank destroyer was engaged in the 39-45 conflict from 1944.*



*Ludivine and Ronan in front of a M18 Hellcat.*



*Ludivine and Ronan Martin ("The Breizh Liberators" association), in Trégueux (22) where they have just got married.*



*A Dodge WC-57 command car was also part of the party .*

## Breton... and talented illustrator !

**Benoît Paquet** - ABSA 39-45 (artworks, photo and documents by Daniel Béchenec)



Is there any need to introduce Daniel Béchenec to aviation enthusiasts, especially if they are readers of 'Le Fana de l'Aviation' ? This illustrator is above all an aviation enthusiast, "contaminated" since 1952, at the age of 3 when he flew aboard a Nord 1200 with his father.

From the 1970s, he created aeronautical illustrations and has virtually never stopped since. Undoubtedly the techniques have evolved, going from gouache to the computer, including airbrushing, but the talent has always been there.

Daniel Béchenec began with a comic strip sequence with 'Mormoil', 'Fluide Glacial', 'Superdupont' or 'Métal Hurlant'. He also worked in the world of advertising and for the Defense sector with Aérospatiale, Euromissile, Giat and Eurocopter but also for the famous model kit brand Heller for which he designed numerous boxes covers.

But his most important commitment was certainly 'Le Fana de l'Aviation', started in 1977 : the oldest among us must remember the cover of issue # 96 with a Curtiss P-40 from the Flying Tigers or more recently issue # 467 with a Messerschmitt Me 209 breaking the world speed record in 1939. The common point between all his illustrations is this impression of speed, power and realism attached to them.

### A new cover for the book dedicated to Harti Schmiedel.

Today, our association, the ABSA 39-45, has decided to write a new version of the book dedicated to Harti Schmiedel ; we indeed have new information on this German pilot, in particular when he flew for JG 53 (thank you Jean-Louis Roba) or on his accident in Salerno, in Sicily. To illustrate the cover of this new historical story, it seemed natural to us to ask Daniel Béchenec. So, after some exchanges of information and research (what was the weather forecast like on June 12, 1944 ? What do we see at 4,000 meters above Rennes...), Daniel created this magnificent illustration for us, which we have the pleasure to present you in preview.



June 12<sup>th</sup> 1944, while B-24 Liberators from the 448<sup>th</sup> BG were on their way back after a bombing mission in the Rennes sector, Me 109 Gs from JG 53 attacked them. Among them, Lt Harti Schmiedel, who was attacked and shot down by Glennon Moran aboard his Mustang P-51C « Little Ann ».

Illustration Daniel Bechenec for the ABSA 39-45



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

Mairie de Châteaubriant (44146) - FRANCE

info.absa.3945@gmail.com



# Breton... and talented illustrator !

**Benoit Paquet** - ABSA 39-45 (artworks, photo and documents by Daniel Béchenec)

## A nod to Guilvinec

Daniel Bechenec discovered 'Le Grand Cirque' and 'Feux du Ciel' written by Clostermann in the 1960s at his grandfather's house in Guilvinec ; this is undoubtedly one of the reasons which led him to create on a personal basis and share these two magnificent illustrations with us only :



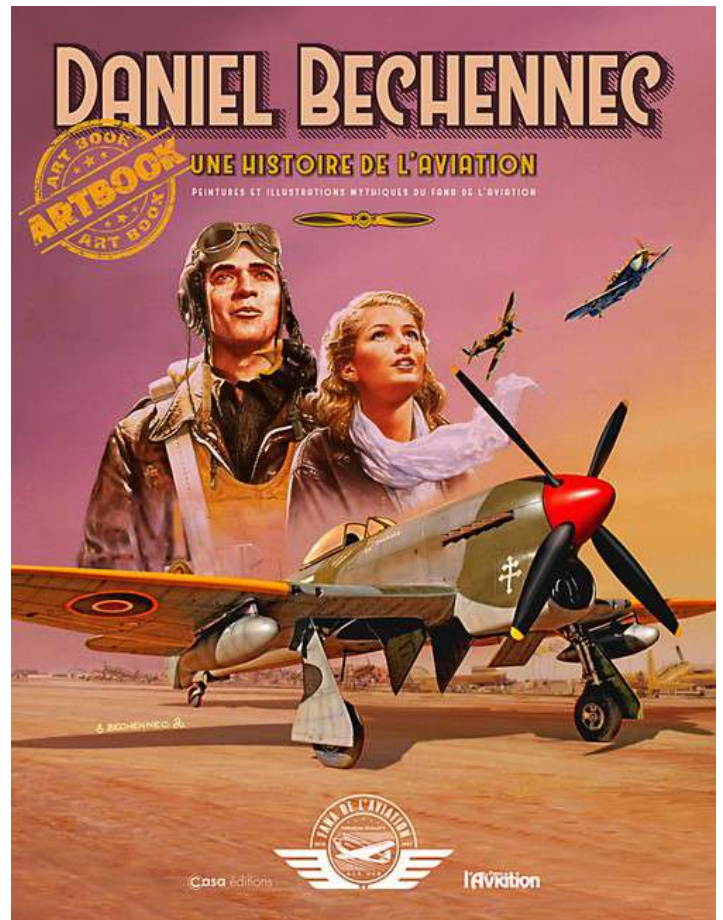
**1918.** Mamm-Goz (Grandmother) Marie-Louise Tirilly is twenty years old. In the spring, at the foot of the "sailor's shelter", she sees two seaplanes (probably some **Donnet-Denhaut 200 HP** from the Tudy Island) which fly over the "Menn-Crenn" rock (round rock) at very low altitude in the port of Guilvinec-Lechiagat, heading northwest ... probably on their way to the CAM of Camaret. She recalled the scene with a laugh : "they were so low that you could see their mourou (mustaches)".



**June 19<sup>th</sup> 1940.** Petty Officer Marcel Pierre Auguste Billien in the middle of a night, dives with his **Loire- Nieuport LN 411** on an Italian ship in the port of Imperia in northern Italy. He has been shot down, probably by the FlaK. He was born on May 25<sup>th</sup>, 1912 in Guilvinec. A former ship's boy, then a fishing mechanic, he was certified able rate pilot at 22, master pilot on Loire 130 seaplane, and then fighter pilot in 1939.

## A souvenir book

For those who love beautiful aviation illustrations, and who want to know more about the works of our friend Daniel Béchenec, you must discover the book « **Daniel Bechenec - une histoire de l'aviation** » (in french language) available almost everywhere. It brings together numerous illustrations created over more than 45 years to illustrate, among other things, the magazine 'Le Fana de l'aviation'.



You can purchase the book from :

- Editions Larivière : [lien](#)
- FNAC : [lien](#)
- CULTURA : [lien](#)
- Amazon : [lien](#)
- Decitre : [lien](#)
- Furet du Nord : [lien](#)

But you can also order it from your usual bookseller. It's a book from Casa Editions.

Discover Daniel Bechenec's artwork :

[www.wingsartgallery.com](http://www.wingsartgallery.com)  
or [www.danielbechenec.com](http://www.danielbechenec.com)



# Outing ideas for September 16<sup>th</sup> and 17<sup>th</sup> 2023

Benoît Paquet - ABSA 39-45

## • Heritage Days, Vannes-Meucon (Morbihan)

The ABSA 39-45 will exhibit at the heritage days on September 16<sup>th</sup> and 17<sup>th</sup> at Vannes-Meucon airfield. We were asked by our partner, **Bunker Archéo 56** to exhibit some aircraft parts, information panels, etc. **Dominique Godde, Eric Le Gall** and I will see you there with great pleasure !

There will also be a motorcycle club, **Makadam**, which will organize motorcycle baptisms for the benefit of hospitalized children. Bunker Archeo 56 will also organize a collection of toys which will be entrusted to the Makadam association. The brand new association **Aero Archives 56** will also be present with our friends Isabelle and Philippe Guillermic as well as a model club and an association of seamstresses who create antique costumes.

Finally a great program for Saturday September 16<sup>th</sup> and Sunday September 17<sup>th</sup> from 1:30 p.m. to 5:30 p.m. at Vannes-Meucon airfield (Morbihan) .

## • Dinan airshow 2023 (Côtes d'Armor)

If you like to see legendary planes, we encourage you to go on Sunday September 17<sup>th</sup> to the **Dinan-Trélivan airfield**. You will discover, among others, a Boeing Stearman, a Pitts S1S but also a patrol of two Hatz .

**Free admission. The airfield opens at 10 a.m. and the presentations begins at 2 p.m.**

*Journées du Patrimoine*  
16 et 17 septembre 2023 - 13h30 à 17h30

ABSA 39-45 sur l'aviation en Bretagne

Visites de bunkers gratuites

Archives Aero 56 - Exposition sur l'histoire de l'aérodrome

Passion costumes - Exposition de création de costumes historiques

Baptême de moto - 3€  
collecte de jouets neufs au profit d'enfants hospitalisés ou en IME

Exposition de maquettes

Contact 0661503535

Buvette sur place

Aérodrome de Vannes-Meucon

BUNKER ARCHEO 56

**Meeting aérien**  
**Dinan 2023**  
AÉRODROME DE DINAN TRÉLIVAN

ENTRÉE GRATUITE  
RESTAURATION SUR PLACE

**DIMANCHE**  
**17 SEPTEMBRE**  
meeting-aerien-dinan



**Association Bretonne du Souvenir Aérien 1939-1945**  
Mairie de Châteaubriant (44146) - FRANCE  
info.absa.3945@gmail.com



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

32 pages, in French - Format : 21 x 29,7 cm

The last minutes of the Boeing B-17 « SUSFU » which fell in Edern (near Brest) on January 23, 1943 during a raid led by the 303<sup>rd</sup> BG on Lorient. You will 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 : 10 €
- shipping fees (France) : 4 €



## BROCHURE " Collision mortelle au dessus de la Manche entre eux Martin B-26 Marauder le 25 août 1944 "

24 pages, in French - Format : 21 x 29,7 cm

The very detailed story of the collision between two B-26 Marauders over the English Channel. These planes were returning from a bombing mission on the coastal defenses of the Crozon peninsula. Daniel Dahiot informs us about the extensive research he has carried out regarding the crew members.

### Price :

- ABSA 39-45 member rate : 7 €
- non-member rate : 10 €
- shipping fees (France) : 4 €



## NEW : DANS LE CIEL DE France Histoire de la JG 2 « RICHTOFEN »

by Erik Mombeeck et Jean-Louis Roba

[volume 1 : 1934-1940]

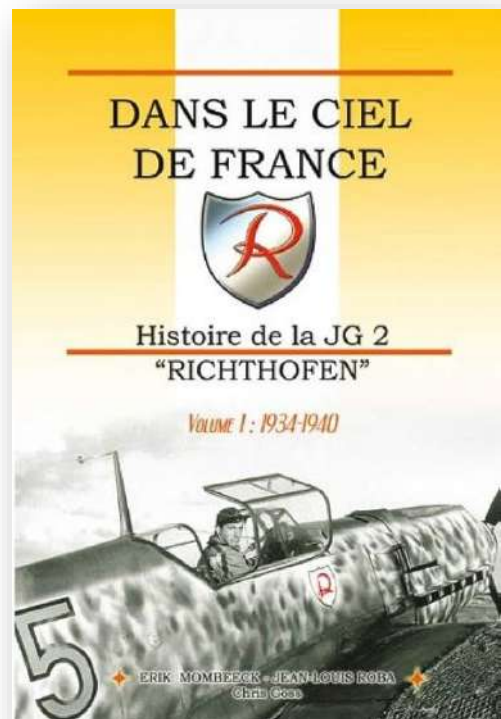
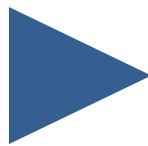
300 pages, in French - Format 21 x 29,7 cm

Eric Mombeeck and Jean-Louis Roba are undisputed and recognized Luftwaffe specialists. They wrote a series of books dedicated to the famous JG 2 "Richtofen", the fruit of their long years of researches. They have on several occasions provided their friendly assistance to our association during searches for plane crashes in Brittany.

Eric Mombeeck is offering a batch of books today 'Dans le ciel de France - Histoire de la JG 2 "Richtofen" (volume 1: 1934-1940)' at a low price. This first volume relates the very detailed history of this squadron, from its creation to the end of 1940. The JG 2 was engaged in the Battle of France then the Battle of Britain from airfields in Normandy, Brittany or in the North of France. The facts are described in detail and are based on numerous testimonies and documents. To read urgently !

### Price :

- ABSA 39-45 member rate : 30 €
- non-member rate : 35 €
- shipping fees (France) : Colissimo 10 € - Mondial Relay 7 €



For any book or brochure order, please contact Frédéric Hénoff : [frederic.henoff@free.fr](mailto:frederic.henoff@free.fr) - +33 (0)603 598 572

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)

