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INFO



## Edito

Dear friends,

In the name of all the members of ABSA 39-45, I would first like to wish you a wonderful year 2024. The last quarter of 2023 was very rich in various events, and I warmly thank all the contributors, increasingly numerous, for their articles.

Commemorations, of course, the ongoing Procraft project, the heritage days in Vannes, and numerous other topics that I now invite you to explore.

Happy reading

Benôit Paquet

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# The Procraft Project Team Travels to Prague

by Benoît Paquet (photos by the author unless otherwise stated)

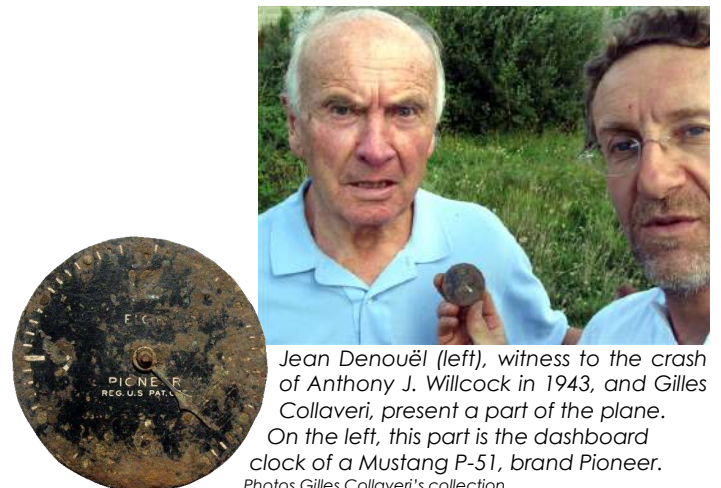


Participants in the Procraft project in front of the Technical University of Prague. Photo University of Prague

As mentioned in previous newsletters, ABSA 39-45 is a partner in the European project for the protection of World War II aeronautical heritage, the « Procraft » project. Launched three years ago, this project has now come to its conclusion. The closing seminar was held on September 11 and 12 in Prague. Scientists and partners from this extensive project, coming mainly from France, Italy, and the Czech Republic, presented the conclusions of their studies and research. Jean-François le Clerc, president of Aéroscopie Atlantique (Nantes), and I were attending.

The first part of the seminar focused on the causes of corrosion and degradation of various materials, including paints, making up aircraft wrecks and parts. Subsequently, a presentation was given on the solutions for treating these various materials. The Nantes laboratory Arc'Antique (Jane Echinard, Elodie Guilminot...), the project coordinator, as well as Cemes in Toulouse, the Universities of Ferrara and Bologna (Italy), and the Technical University of Prague (Czech Republic), presented highly detailed results of their studies.

Several project partners also presented various topics. Our friend Gilles Collaveri ([Aerocherche](#) Toulouse) presented a subject titled: "The collection of wrecks: procedures, discovery, and enhancement by an association"; a theme undoubtedly familiar to ABSA 39-45. Gilles emphasized in his presentation the link between archaeology and human history. He presented the poignant story of the English pilot Anthony John Willcock who lost his life on August 6, 1943, in Plouigneau (29) when piloting his Mustang Mk I. 67 years later, Gilles met Jean Denouël, a witness to the crash at the time ; he was 16 years old.



Jean Denouël (left), witness to the crash of Anthony J. Willcock in 1943, and Gilles Collaveri, present a part of the plane. On the left, this part is the dashboard clock of a Mustang P-51, brand Pioneer. Photos Gilles Collaveri's collection

# The Procraft Project Team Travels to Prague

by **Benoît Paquet** (photos by the author unless otherwise stated)

We were also delighted to attend presentations from prestigious museums, including the RAF Museum (Hendon, UK), the Smithsonian Museum (Washington, USA), the National Museum Scotland (Edinburgh, Scotland), and the Deutsches Museum (Munich, Germany)...



Late evening aerial view of Prague from the rooftops of the Technical University of Prague.

The day concluded with a pleasant reception at the Technical University of Prague, organized by our Czech hosts, especially Jaromír Fišer and his entire team.

## A day at the Aviation Museum in Prague

The following day, we had the pleasure of visiting the Prague-Kbely Aviation Museum. Below, discover some of their most beautiful specimens.



Morane Saulnier MS 230



Iliouchine Il-2 Šturmovik.



Messerschmitt Me 262B-1a Schwalbe.

# The Procraft Project Team Travels to Prague

by **Benoît Paquet** (photos by the author unless otherwise stated)



Lavochkin La-7.



Piper L-4J Cub (Grasshopper).



Avia S-199 (Czechoslovak version of the Messerschmitt Bf 109 G/K).



Avia CS-199 (training version of the Me Bf 109 G/K).



Avia S-92 (Czechoslovak version of the Messerschmitt Me 262A).

# The Procraft Project Team Travels to Prague

by **Benoît Paquet** (photos by the author unless otherwise stated)



Douglas DC-3 in Czech colors.



Aero C-3A (Siebel Si 204D).



Avia B-534.



Le infamous V1 (Fieseler Fi 103)



Aero Ap-32 (variant of the Aero A-32).



Avia B-33 (Czechoslovak version of the Iliouchine Il-10).

# The Procraft Project Team Travels to Prague

by **Benoît Paquet** (photos by the author unless otherwise stated)

For ABSA 39-45, it was an honor to be involved in this project, the conclusions of which will be highly valuable to us in the long run. The conservation of aeronautical heritage, like any archaeological heritage, requires considerable attention. We are pleased that the work carried out by Arc'Antique laboratory, Cemes, and the Czech and Italian universities has led to the identification of effective cleaning and conservation techniques, using various products, including some based on tomato skin !

However, even though the conclusions of the Procraft project have been presented, the project does not end there. Indeed, the goal now is to make the project, its origins, progress, and prospects known to as many people as possible. The objective is to emphasize the importance of contemporary archaeology, particularly around World War II aviation, but also to promote related professions, both in scientific and historical research.



Three association presidents in joy : Jean-François le Clerc (Aéroscope Atlantique), Benoit Paquet (ABSA 39-45), and Gilles Collaveri (Aérocherche).



Jane Echinard (Arc'Antique Laboratory) presents the story of Warrant Officer ATKINSON, a young Australian pilot who disappeared off the coast of Binic (22) on June 1<sup>st</sup>, 1944. A fragment of his Spitfire wing was used in the studies and analyses as part of the Procraft project .

We are also pleased that special attention was given to the young Australian pilot William James Atkinson, whose Spitfire wing fragment was used for various studies and analyses. Atkinson disappeared on June 1<sup>st</sup>, 1944, off the coast of Binic. His body was never found ; he was 21 years old (his story : [link](#)).

## A traveling exhibition in 2024

To further promote Procraft, an exhibition showcasing the entire project is in preparation for 2024. Jane Echinard and Cynthia Morin from the Arc'Antique laboratory are leading the project ; several meetings have taken place with various project stakeholders, including ABSA 39-45. Information panels are being created, and they will be presented in a few months. The starting point of this exhibition will be from April to June 2024 at the Nantes Departmental Archives, where the different panels and Atkinson's Spitfire wing fragment will be visible. ABSA 39-45 will also conduct a conference on June 4, 2024, at the exhibition venue. This traveling exhibition concept will be proposed to municipalities in France starting from July 2024. I invite interested municipalities to contact me ([b.paquet@orange.fr](mailto:b.paquet@orange.fr)).

*I will not conclude this article without warmly thanking the entire team of the Arc'Antique Laboratory (especially **Jane Echinard** and **Elodie Guilminot**) who allowed us to experience this wonderful adventure in contemporary archaeology. Also, thanks to **Jaromír Fišer** and his entire team for their warm welcome in Prague.* ■

# Heritage Days in Vannes-Meucon

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

## September 16 and 17, 2023, Vannes-Meucon.

Under a rather overcast sky, I arrived at the Vannes Meucon aerodrome on September 16 to join our President Benoît Paquet.

Vannes Meucon, an airfield steeped in aeronautical history during the Second World War, both German and Allied .

ABSA 39-45 was invited by the Bunker Archéo 56 association's president Mathieu Fromage, who was guiding visitors through the bunker restored by them.



The bunker of the Bunker Archéo 56 association, visited by many people during the Heritage Days in 2023.



Inside the bunker, an exhibition dedicated, among other things, to the crew of the P-61 Black Widow crashed on August 28, 1944, in Saint-Avé (56) : 2<sup>nd</sup> Lts Joseph C. Webb and Robert E. English.

When I arrived, a bit late due to an unexpected traffic jam in Lorient, Benoît had already made good progress in setting up our booth. We calmly finished arranging the various items brought by our President before opening to the public (banners, models, etc...). Among these items were an additional fuel tank from a Messerschmitt Bf 109, an oxygen cylinder from a Mustang P-51, and a machine gun from an Armstrong Whitworth Albemarle ...



Always a bustling crowd at the ABSA 39-45 booth, under the watchful eye of Dominique Godde (on the right).



Dominique Godde (on the left) and Benoît Paquet (on the right) await visitors at the ABSA 39-45 booth. On the ground, at the foot of the flag of the city of Châteaubriant, an additional German fuel tank from a Messerschmitt Bf 109.



# Heritage Days in Vannes-Meucon

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

Close to us, the booth of the '**Passion Costumes**' association (established in May 2023 in Locmaria Grand-Champ, Morbihan), manned by **Elodie Thévenet** and **Olivier Moussour**, a passionate duo of history, costumes, and heritage enthusiasts who, for the occasion, were adorned in period attire .



Olivier and Elodie at the booth of the « Passion Costumes » association. Photo 'Passion Costumes' association



Beautiful vintage dresses full of color !

To contact them : <https://passion-costumes.fr>, [Facebook](#) or [association.passioncostumes@gmail.com](mailto:association.passioncostumes@gmail.com)).

Alongside us was the « Archives Aéro 56 » association of our friends Isabelle and Philippe Guillermic, specialists in World War II aviation in Morbihan with whom ABSA 39-45 regularly collaborates. « Archives Aéro 56 » presented a retrospective of the Vannes airshow in 1946, featuring Yakovlev fighters from the famous Normandie-Niemen fighter group.



'Archives Aéro 56' presents a retrospective of the Vannes airshow in 1946 with planes from the Normandie-Niemen.

Also noteworthy was the presence of magnificent models and dioramas displayed by various modelers.



Very realistic dioramas depicting bunkers and a landing scene.



Magnificently 1:35 scale crafted scale models of armored vehicles .

# Heritage Days in Vannes-Meucon

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

Also present at the site were the cheerful bikers from the Makadam association, offering rides on their powerful motorcycles, the proceeds of which were intended for sick and hospitalized children. A truly wonderful initiative !



Volunteers from the Makadam association offer motorcycle rides for the benefit of sick hospitalized children.

Find them on [Facebook](#) or contact them [makadam.bzh@gmail.com](mailto:makadam.bzh@gmail.com) or by phone at 07 89 21 73 34.



It's the departure for a child on a motorcycle with a Makadam association volunteer .

Saturday afternoon was rather quiet due to gloomy weather. However, on Sunday afternoon, with sunnier weather, the number of visitors significantly increased. People who wanted to visit the bunker formed a line in front of our booth. This event was a great opportunity for us to make ourselves known and to showcase aeronautical heritage from 39-45 .

We had wonderful encounters, such as the niece of the three Mallard sisters, who hid aviators during the war.

In short, a magnificent weekend for ABSA 39-45 . ■



The exhibitors of the Heritage Days 2023 in Vannes-Meucon, gathered by Mathieu Fromage (on the roof) from Bunker Archéo 56.  
Photo Bunker Archéo 56

# The crew of Wellington BK343 honored in Sauzon (56)

by René Brideau (photos by the author unless otherwise stated)

**René Brideau** is a reader of our newsletter. But he is also, and above all, an enthusiast who became interested early on in the crew of the Wellington BK343 from No 427 Squadron of the RCAF, which crashed in Ster-Vraz, on the commune of Sauzon, Belle-Ile-en-Mer (56). It was at his initiative and that of the mayor of the commune, Mr **Ronan Juhel**, that a ceremony was organized on September 30, 2023, at the crash site. It was legitimate to open our newsletter to our friend René.

## Saturday, September 30, 2023, Sauzon (56)

Under beautiful weather, by the sea, a tribute ceremony took place in memory of the six aircrew members of the Vickers Wellington Mk III, registration BK343, which crashed on February 28, 1943, in Ster-Vraz, on the return from a mission to Saint-Nazaire. Five of them were killed, and the sixth was captured. These crew members were Canadians and English. Four of the five killed airmen were buried in the Commonwealth Cemetery in Pornic (44), a few kilometers from where I was born.

No less than 19 family members had come from Canada, England, and the United States ; the families of the navigator, Flight Sergeant James Kilpatrick (killed), the radio operator, Sergeant Edward Allison (prisoner), and the bombardier, Flight Sergeant Donald Ferguson (killed), were present. In addition to the Mayor of Sauzon, various elected officials from the island and the Mayor of Saint-Nazaire were also present.



From left to right: Allan Walters (Royal Air Force Association in France), Major Luc Vermette (Royal Canadian Air Force), Warrant Officer Mark Jones (Royal Canadian Air Force), and Colonel Jonathan Edmondson (Royal Air Force).

On the military side, we had the honor of having by our side :

For the **Royal Canadian Air Force**, coming from the base of No 427 Squadron in Petawawa, Ontario, Canada :

- **Major Luc Vermette**, Chief of Staff of the Squadron
- **Warrant Officer Mark Jones**.

For the **Royal Air Force** :

- **Colonel Jonathan Edmondson**, British Embassy in Paris
- **Allan Walters** from the Royal Air Force Association in France.

During the ceremony, a memorial stone was inaugurated in memory of the crew.



The families of the Wellington BK343 airmen, surrounded by officials, around the memorial stone erected in memory of the crew.

# The crew of Wellington BK343 honored in Sauzon (56)

by René Brideau (photos by the author unless otherwise stated)



A Vickers Wellington Mk III from No 425 Squadron of the RCAF. Photo National Air and Space Museum—reference 1B46195

## Sunday, February 28, 1943

On the evening of February 28, 1943, 437 planes took off from various English bases with a mission to bomb the submarine base in Saint-Nazaire. Among these planes was the Wellington Mk III BK343, coded ZL-V, from No 427 (Lion) Squadron, taking off from RAF Croft, south of Darlington, in the county of Durham, England. Its crew consisted of :

- W/O William Douglas HARTNEY, pilot (RCAF), 21 years old.
- F/Sgt James Augustus KILPATRICK, navigator (RCAF), 32 years old.
- Sgt Edward ALLISON, Radio operator (RAF), 22 years old.
- F/Sgt Donald Alexander FERGUSON, bombardier (RCAF), 26 years old.
- Sgt Reginald William RADFORD, 2nd bombardier (RAF Volunteer Reserve), 20 years old.
- F/Sgt John Langmead WARD, rear gunner (RCAF), 20 years old.

That evening, the weather conditions were excellent, and the flight proceeded without any issues. Over Saint-Nazaire, the target had been marked by Mosquitos using red and green markers. Suddenly, around 9:25 pm, one of the engines of the Wellington was hit by Flak, and the plane began to lose altitude. Being over the sea, the crew felt somewhat reassured. However, the Wellington arrived above Belle-Île-en-Mer ; the island's Flak opened fire. Trying to avoid this ordeal, the pilot attempted an evasive maneuver but in vain. It was time to bail out, but only Edward ALLISON had the time to parachute out. During his descent, he sadly witnessed the Wellington crash on the Ster-Vraz beach in Sauzon. He was captured the next day by the Germans and was later sent to Stalag 344 in Lamsdorf, Silesia.

Learn more about the history of Wellington BK343 : [lien](#) (in french language).

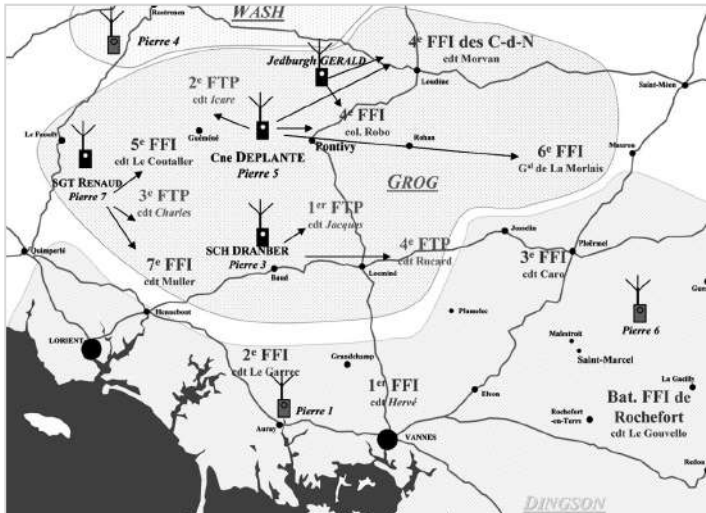


From left to right : Edward Allison, Donald Ferguson, William Hartney, James Killpatrick, John Ward and Reginald Radford.  
Photo recomposed by René Brideau from photos sent by the families.

# The Grog Association following Lieutenant Deplante's Footsteps

by Dominique Le Morzadec (photos by the author unless otherwise stated)

In our previous newsletter, we discovered the Grog Association during the week spent in Brittany with Patty Ashley, daughter of Major Jones. We wanted to learn more about this association and, therefore, opened our newsletter to its president, Dominique Le Morzadec.



**Grog**, while a common word in popular language as a remedy, was used wisely in 1944 by Lieutenant **Deplante**<sup>1</sup> to name a geographical area (as shown on the map above). If Samwest lasted 8 days and Dingson 12 days, Grog resisted almost 2 months. The starting point was the breakup of Samwest on June 12, and on the 13<sup>th</sup>, following Commander Bourgoïn's orders, Deplante was tasked with retrieving SAS (Special Air Service) heading south. He recovered 80 of them, whom he distributed on June 22 among the 8 resistance battalions, totaling 5,000 armed men, mainly east of Pontivy. Without the SAS, there would be no war material, and without the resistance fighters, the life expectancy of the SAS would have been reduced to a few days. As for the Deplante stick, composed of 3 radios, 7 or 8 military personnel, one or two liaison agents, and a guide, it roamed the region to structure and organize the fight against the enemy. In his mission report, he specified that the different battalions had eliminated 200 Germans.

After the terrorist attacks in 2015, gathering a group of friends, it was natural for us to name our association Grog. We wanted to explain the commitment, at the risk of their lives, of some young people to ensure freedom. The objective of this association was to popularize and raise awareness of the action of Breton

resistance associated with Free French parachutists in this unfamiliar geographical area, due to the absence of relevant writings on this page of history between June 6 and August 4, 1944.

We organized four historical events, open to the public, offering a walk, an exhibition, a conference, **and meals in an original setting.**



Festive atmosphere during the meals organized by the Grog Association .

The themed walk<sup>2</sup> took place in locations frequented by these actors engaged in the maquis, mainly using existing paths, farms serving as command posts (PC),



Vue d'avion d'un terrain de parachutage.

and shelters, but especially the **parachute drop zones**<sup>3</sup> where we simulated a container recovery phase with the help of volunteers portraying SAS and resistance fighters in action, followed by fixed human-sized silhouettes.

<sup>1</sup> The lieutenant was promoted to Captain during the mission.

<sup>2</sup> Titled « In the Footsteps of Captain DEPLANTE »

<sup>3</sup> 36 parachute drop zones identified, with more than 2,000 containers dropped by 86 planes .

# The Grog Association following Lieutenant Deplante's Footsteps

by **Dominique Le Morzadec** (photos by the author unless otherwise stated)

The exhibition<sup>4</sup> depicted plausible scenarios of a **command post with mannequins in period attire** and authentic objects and documents, accompanied by



Recreation of a command post bringing together resistance fighters and SAS (Special Air Service) during an exhibition by the Grog Association .

sound recordings. Facts and anecdotes were recalled to illustrate the situations ; we emphasized the risks of returning from a conflict because the last living actors found the current social and economic situation similar to that before 1939.

The association aimed to immerse the public in the context of the time by creating settings reminiscent of the past, recalling the difficult life in rural areas, and featuring the classic cauldron for cooking dishes, evoking the atmosphere well.



The emblematic cauldron of the maquis.

For the first edition in 2015, **Marie Chamming's** (Marie Claire in the maquis), a liaison agent for the SAS, had traveled from Montpellier. She was grateful for this


this duty of remembrance, as nothing had been established in favor of the 80 SAS distributed among the various FFI/FTP battalions of the Grog base. She passed away in 2022 at the age of 99 but remained in contact with us to the best of her abilities. As for the **family of Captain Deplante**<sup>5</sup>, they still maintain a connection with the association.



The Deplante family, Marie Chamming's in the center with the hat, and three members of the Grog Association (one on each side of Marie Chamming's and the third crouching with the cap).

2019 marked our last event, as 2020 and 2021 brought an end to this dynamic public offering. However, we continue our duty of remembrance through private jeep tours in the Grog base, revealing parachute drop points, maquis locations, battle sites, and memorials to history enthusiasts.

The saying goes that history repeats itself, but the country in central Brittany is quite different from that of 1944, and the current configuration of the area no longer allows maquis to blend into this wild and protective nature .

 The Facebook page of the Grog association : [link](#).  
(in french language)

<sup>4</sup> In April 2024, the municipality of Silfiac (56160) wishes to reproduce the same exhibition for educational purposes in schools .

<sup>5</sup> The nephew of Captain Deplante, bearing the same name, will reissue the book "La liberté tombée du ciel" incorporating additional facts, including tributes from the Grog Association.

# A day at the Arc'Antique laboratory with young people !

by **Benoît Paquet** (photos Arc'Antique)

As part of the Procraft project, we were invited by the friendly team at Arc'Antique to host a group of high school students from Nantes at the laboratory. While the Procraft project aims to work on the protection of aeronautical heritage from 1939-1945, it also aims to connect with applied research professions and their various expertise. And when we talk about aeronautical heritage from 1939-1945, we naturally think of the duty of remembrance and the transmission of history... of stories !

That's why we were very happy and, above all, honored to give a presentation to this group of young people. It's important to note that this operation would



*Benoît Paquet explains to the young high school students how to "decipher" an excerpt from the ORB (Operational Record Book).*

not have taken place without the motivation of Antoine Derouallière<sup>1</sup>, a history teacher at « Les Bourdonnières » High School in Nantes, who accompanied this group of students. The class was divided into two groups that morning ; while one group visited the laboratory, the other attended the presentation by ABSA 39-45, and vice versa an hour later.

I had the pleasure of experiencing this morning exchange with these young people, and my presentation unfolded as follows :

- presentation of ABSA 39-45 in a few words and figures.
- How to conduct information research ?
- Making it known to as many people as possible.

<sup>1</sup> the world being small, I recently discovered that Antoine Derouallière had a great-uncle who lived in Châteaubriant and worked on the crash of an airplane in Coesmes (35), particularly providing translations of texts written by crew members. I didn't miss the opportunity to share this information with the high school students, who showed particular interest in this anecdote.

- Informing and welcoming the families of airmen.
- Reconstructing historical heritage of communities .
- Supporting major projects .



*Gilles Baron (Arc'Antique) presents a naval cannon to the high school students.*

The students showed great interest, and questions were numerous.



*Jane Echinard (Arc'Antique) presents an aircraft propeller found at sea.*

Their interest was also evident during the laboratory tour, during which Jane Echinard's team passionately presented their research and restoration activities.

It's important to emphasize that the second part of this educational project consisted, a few days later, in having these same students work in small groups in their high school by inviting them to identify a type of plane and the identity of its pilot, namely the Spitfire of the young Australian pilot William James Atkinson, who crashed off the coast of Binic on June 1<sup>st</sup>, 1944. Prepared documents had been given to the students in advance, along with, of course, photos of the Spitfire wing fragment, which was at the heart of the Procraft project . ■

# New Exhibition at the Museum of Resistance in Châteaubriant

by **Benoît Paquet** (photos by the author)

On October 21<sup>st</sup>, the ABSA 39-45 was invited by the Association of the Friends of the Museum of Resistance (AMRC), in Châteaubriant, to the inauguration of the new temporary exhibition : « Resistance and Deportation in France and Europe, » the theme of the National Competition of Resistance and Deportation for 2023-2024.

Dominique Renaud and I attended this ceremony, despite very rainy weather. We witnessed moving speeches delivered by Mr Marc Makhoulf, Deputy Prefect of Châteaubriant-Ancenis, Mrs Catherine Ciron, the first deputy mayor of Châteaubriant, Mr Gilles Bontemps, president of the AMRC, Mrs Carine Picard-Nilès, president of the « Amicale Châteaubriant



Melanie Albert inaugurates the new temporary exhibition at the Museum of Resistance and pays tribute to Jean-Paul Le Maguet, a significant figure of the Museum who passed away in 2023.

Voves Rouillé Aincourt », and Mrs **Mélanie Albert**, heritage mediation officer at the Museum of Resistance. A heartfelt tribute was paid to Jean-Paul Le Maguet, a contributor to the Museum of Resistance, who passed away in 2023.



Despite the bad weather, a large crowd gathers under the tents to listen to the opening speeches of the temporary exhibition at the Museum of Resistance in Châteaubriant.

After the ceremony, Dominique and I visited the Museum of Resistance and discovered the brand new temporary exhibition. We strongly encourage those of



Dominique Renaud and Benoit Paquet stand in front of the panels of the brand-new temporary exhibition at the Museum of Resistance in Châteaubriant.

you who are unfamiliar with this museum to visit it : it describes, among other things, the lives of prisoners at the Choisel camp with numerous objects, photos, and documents. It is also an opportunity to see or revisit the Quarry of the Executed, where twenty-seven prisoners from the camp, including Guy Môquet, were executed on October 22, 1941.



The Museum of Resistance in Châteaubriant.

More information on the Museum by consulting the website : <https://musee-resistance-chateaubriant.fr> ■



# Tribute to the executed of Châteaubriant (44)

by Benoît Paquet (photos by the author)



A significant crowd gathered at 'La Sablière' on this Sunday, October 22, 2023, under a slightly overcast autumn sky .

On October 20, 1941, Lieutenant Colonel Karl Holtz, Feldkommandant of Nantes, was shot by a young communist resistance fighter, Gilbert Brustlein. In retaliation, the Germans decided to execute 50 hostages, 27 of whom were shot in Châteaubriant on October 22, 1941. These 27 hostages were chosen among the prisoners of the Choisel camp ; they were all communists, members of the CGT, or affiliated with the party. On that day, market day, the prisoners on their way to the 'Sablière' sang the 'Marseillaise' throughout the truck trip. They were shot in groups of nine at 3:50 pm, 4:00 pm and 4:10 pm. Their names were Jules Auffret, 39 years old, Henri Barthélémy, 58 years old, Titus Bartoli, 58 years old, Maximilien Bastard, 21 years old, Marc Bourhis, 44 years old, Émile David, 19 years old, Charles Delavacquerie, 19 years old, Maurice Gardette, 49 years old, Désiré Granet, 37 years old, Jean Grandel, 50 years old, Pierre Guéguin, 45 years old, Huỳnh Khương An, 29 years old, Eugène Kérivel, 50 years old, Raymond Laforge, 43 years old, Claude Lalet, 21 years old, Edmond Lefevre, 38 years old, Julien Le Panse, 34 years old, Charles Michels, 38 years old, Guy Môquet, 17 years old, Antoine Pesqué, 55 years old, Jean Poulmarc'h, 31 years old, Henri Pourchasse, 34 years old, Victor Renelle, 42 years old, Raymond Tellier, 53 years old, Maurice Ténine, 34 years old, Jean-Pierre Timbaud, 31 years old, from Paris, and Jules Vercruyse, 48 years old.

So, under a slightly overcast autumn sky, 82 years later, on October 22, 2023, in front of several hundred people, various highlights unfolded at the foot of the monument at the « execution quarry » .

## A tribute to Odette Nilès

This year's ceremony was marked by the tribute to Odette Nilès, who passed away in May 2023, the last internee of the Choisel camp and, for a time, the fiancée of Guy Môquet. She was also the founder of the « Amicale Châteaubriant-Voves-Rouillé-Aincourt ». The emotion reached its peak when a testimony of Odette Nilès was played over the loudspeakers in the quarry.



An easel-mounted panel recalled the life of Odette Nilès, the last internee of the Choisel camp, who passed away in May 2023.

# Tribute to the executed of Châteaubriant (44)

by **Benoît Paquet** (photos by the author)

## Young people and the "Alvéoles" Project

The commencement of the ceremony was marked by the procession of young students participating in the "Alvéoles" project, carrying samples of soil from various internment camps. Each year, about a dozen alveoli are renovated and filled with these soil samples.



Two young high school students march, holding an urn filled with soil from one of the numerous internment and deportation camps, under the watchful eyes of officials.

Following that, the traditional wreath-laying ceremony took place, with numerous wreaths laid by various associations and communities.



Several of the many wreaths are laid at the base of the monument in the fusillades quarry, in front of the alveoli containing soil from internment camps.

Subsequently, speeches were delivered, including those by **Carine Picard-Nilès**, Odette's granddaughter and president of the « Châteaubriant-Voves-Rouillé-Aincourt Association », as well as **Fabien Roussel**, the national secretary of the French Communist Party. These speeches carried a particular resonance given the current highly tumultuous international situation.



Carine Picard-Nilès, the granddaughter of Odette Nilès.



Fabien Roussel, national secretary of the French Communist Party.

Following the speeches, a historical evocation titled « Seeds of Hope » was presented by the « Théâtre d'ici ou d'ailleurs » troupe.



A historical evocation by the "Théâtre d'ici ou d'ailleurs" concludes the ceremony.

 The Facebook page of the « Amicale de Châteaubriant-Voves-Rouillé-Aincourt » : [https://www.facebook.com/amicalechateaubriant/?locale=fr\\_FR](https://www.facebook.com/amicalechateaubriant/?locale=fr_FR) ■

# Tribute to Jan Gert von Tangen in St-Méloir des Bois (22)

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

At the initiative of Mr **Michel Desbois**, Mayor of Saint-Méloir-des-Bois, Sunday, November 12, 2023, marked the occasion to celebrate the 80<sup>th</sup> anniversary of the sacrifice of the Norwegian Lieutenant **Jan Gert von Tangen**, who died in the crash of his Mustang Mk IA in the « Bois de Couavra » on October 31, 1943.



Jan Gert von Tangen in Toronto, Canada, during his pilot training period. Photo ABSA 39-45

Many people attended the commemorative ceremony near the monument erected in 2013, recounting this tragedy.

The ceremony was also honored by the presence of Mr Bernard Musset, Sub-Prefect of the Dinan district, Officer Edward Kristian Bogstad Elind, Deputy Defense Attaché at the Norwegian Embassy in Paris, and several elected officials from the region .



Many personalities pay tribute to Jan Gert von Tangen on November 12, 2023, including Edward Kristian Bogstad Elind from the Norwegian Embassy ①, Bernard Musset, Sub-Prefect of Dinan ② and Michel Desbois, Mayor of St-Méloir-des-Bois ③



The Mustang Mk IA of Jan Gert von Tangen. Artwork Jean-Marie Guillou

A flyover of three planes from the Trelivan airfield, around noon, paid tribute to the Norwegian aviator. Following this event, a friendly gathering took place at the community hall, concluding this significant moment of remembrance.



A young man dressed as a RAF pilot for the occasion



Michel Desbois and Edward Kristian Bogstad Elind beside Jean-Michel Martin.

For those who wish to know the moving story of Second Lieutenant Jan Gert von Tangen, you can visit our website : [link](#).

There, you will discover von Tangen's life, his letter exchanges with his sister Erna, and the fateful mission of October 31, 1943 . ■



The monument erected in 2013 in memory of Norwegian pilot Jan Gert von Tangen.

# Jan Gert von Tangen



Photos of Mister Bogstad Elind, military attaché of the Norwegian Embassy in PARIS

On the occasion of the ceremony on November 12, 2023, our friend Jean-Michel Martin met Mr Bogstad Elind, the military attaché of the Norwegian Embassy in Paris. The latter has just sent his New Year's greetings to Jean-Michel and has included photos of Jan Gert von Tangen's current grave and the family grave in Oslo.

Was this cross made by the Germans ?

In any case, it is a touching gesture from Mr Elind that reinforces our motivation to continue our work of remembrance. A big thank you (and congratulations) to Jean-Michel !

What is surprising is that on the back of the tombstone, the cross from his burial in late 1943 at the cemetery in Dinard is preserved.



# Spring 1943 - the eyes of Nachtjagd in the West

by Frédéric Hénoff - ABSA 39-45

In newsletters 10 and 11 (2019), I presented [an article titled "Breton Interlude for the IV. Gruppe NJG 5"] a lesser-known story about a German night fighter unit - at least some of its elements - that came to Brittany to face the nighttime incursions of British mine-laying aircrafts. Here are additional details from the works of Theo Boiten, an historian of Nachtjagd, regarding the guidance of aircrafts from this unit on the ground.

After the first series of Bomber Command raids at the end of January and the beginning of February 1943 against the submarine base in Lorient<sup>1</sup>, the XII. Fliegerkorps decided to establish two mobile *Dunkelnachtjagd*<sup>2</sup> zones to protect the areas of Lorient and Saint-Nazaire, deploying the 3. *Schwarm*<sup>2</sup> of the 10./NJG 5 from the Dinard airfield.

The *Nachtjagd Räume*<sup>2</sup> were codenamed Bussard 1 (covered with a radar train stationed in Plaintel near Saint-Brieuc) and Bussard 2 (stationed in Plounérin, 20 km east of Morlaix), both operational on the night of February 22-23, 1943. Less than 2 weeks later, on March 6, Bussard 1 was dissolved while Bussard 2 was renamed Beate 1. Simultaneously, a new mobile *Nachtjagd* zone codenamed Beate 3 was established and covered by a radar train at Questembert station, 23 km east of Vannes, working with the 2. *Schwarm* of the 10./NJG 5 based at the Rennes airfield.

On the night of April 1-2, 1943, Raum Beate 2 became operational with a radar train stationed in Uzel, 20 km

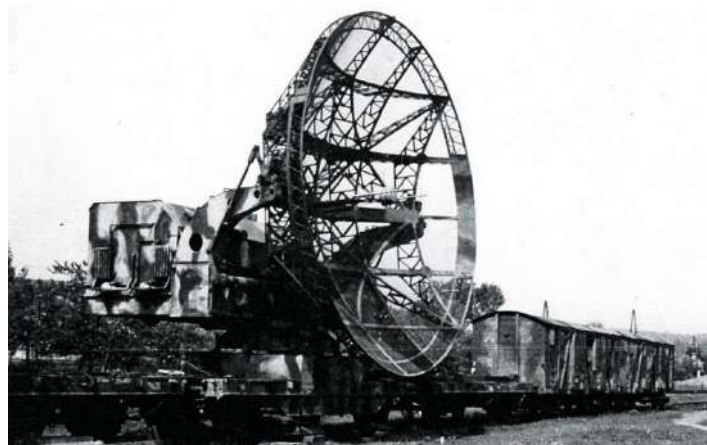


Junkers Ju 88 C, code 'CH+VD' of the 10./NJG 5. Photo Josef Pützkuhl

south of Saint-Brieuc, also working with elements of the 10./NJG 5 based at the Rennes airfield. On May 1 and 2, 1943, a 4<sup>th</sup> mobile *Nachtjagd Raum*<sup>2</sup> became operational under the codename Nanette 1.

<sup>1</sup> Seven bombings of Lorient between the nights of January 14-15 and February 16-17, 1943

The radar train is based at Le Gavre station, 44 km northeast of Saint-Nazaire, and works with the 1. *Schwarm* of the 11./NJG 5 based at Nantes Château-Bougon. Beate 2 is redeployed to Plaintel on May 24, 1943, and the 1. and 2. *Schwärme*<sup>2</sup> of the 10./NJG 5 cooperate at this time with Beate 1 and 2 from the Lannion airfield



A radar train. Photo source unknown

Finally, on the night of June 5-6, 1943, Nanette 2 and Nanette 3 became operational, the former with a radar train stationed at Soullans station, 5 km south of Challans, and the latter from another convoy at Mortagne-sur-Sèvre station, 10 km southwest of Cholet, both working with the 11./NJG 5 based at the Nantes Château-Bougon airfield

The *Nachtjäger*<sup>2</sup> operating in the *Nachtjagd* zones above Brittany are guided from mobile railway convoys codenamed Sumatra I, II, and III (for the Bussard and Beate zones) and Java I, II, and III (for the Nanette zones).

Above the ocean, *Nachtjäger* are only allowed to operate above 1,000 meters altitude ; below that, the Flak has a free reign. It is practically impossible for *Nachtjäger* to counter the growing threat of low-flying British mine-laying bombers.

Between February 25-26 and June 27-28, 1943, a meager total of 9 *Abschüsse*<sup>2</sup> is achieved in the entire *Dunkelnachtjagd* zone covering Brittany.

By the end of June 1943, *Nachtjagd* operations above Brittany from railway convoys are halted, with the Sumatra and Java radar trains being redeployed to the Eastern Front. ■

<sup>2</sup> **Nachtjagd** : night fighting      **Nachtjäger** : night fighters  
**Dunkelnachtjagd** : literally obscure night fighting  
**Nachtjagd Räume** : night fighting zones – plural **Räume**  
**Schwarm** : unit of 4 to 6 aircrafts – plural **Schwärme**  
**Abschüsse** : victories (airkills)

# The Aeronautical and Spatial Museum of the Safran Group

by Jacques Daniel, Association des Amis du Musée Safran (photos from the Heritage Space of the Safran Group unless otherwise noted)



*In our previous newsletter, Jacques Daniel painted a portrait of pilot René Manuel d'Oliveira, who honed his skills at the Elementary Pilot School in Saint-Brieuc. Jacques Daniel is also a member of the Friends of the Safran Museum Association. Today, we give him the opportunity to introduce us to his association and to present the Aeronautical and Spatial Museum of the Safran Group.*

In 1979, René Ravaud, the CEO of the French National Company for the Study and Construction of Aviation Engines (SNECMA), recognizing the lack of a reference to the company's history, proposed the idea of creating a museum, following the example of Anglo-Saxon engine manufacturers Rolls-Royce, Pratt & Whitney, and General Electric, which showcase their heritage through the exhibition of the evolution of their engines. Succeeding in 1945 Gnome & Rhône, established in 1905, SNECMA was the oldest active engine manufacturer. For comparison, Rolls-Royce was founded in 1915, Pratt & Whitney in 1926, and General Electric in 1942.

The idea of establishing a museum at Melun-Villaroche had also been germinating in many minds within the company for several years, but the necessary conditions for its realization were not in place. To create it, it was necessary to possess both old equipment and documents to exhibit, as well as facilities to house them. The decisive year was 1985, when a confluence of goodwill occurred within the Villaroche facility.

A small team of volunteers stepped forward to restore the equipment. The motivation and enthusiasm of these volunteers were the origins of this museum, bringing together the two missing elements: the equipment and the facilities.



## The equipment.

SNECMA had few old pieces of equipment. They had managed to preserve a Gnome, a rotary radial engine from the early last century, a Gnome & Rhône fixed radial engine from the interwar period, and some ATAR family turbojets. The founders of the Friends of the Safran Museum Association (AAMS) (now Safran) contacted the Air and Space Museum at Le Bourget.

The museum had numerous piston engines in its reserves, some of which were formerly manufactured by the company. These engines all needed restoration. A convention was signed, stipulating that for each type of engine, the volunteers would restore two copies: one to return to the Air and Space Museum, the other to remain on long-term loan to us. Thus, gradually, the old piston engines were gathered at Villaroche. As for turbojets, the collections were supplemented by technical schools, the Amaury de La Grange aeronautical institute, and the military. However, Gnome & Rhône motorcycles were actively sought after.

# The Aeronautical and Spatial Museum of the Safran Group

by Jacques Daniel, Association des Amis du Musée Safran (photos from the Heritage Space of the Safran Group unless otherwise noted)

## The facilities.

It was still necessary to be able to exhibit all the restored equipment. The twists of history and circumstances would serve the cause of the museum : chance goes by the name of Saint Chammas. Inaugurated in 1932 on the edge of the Berre pond in Saint Chammas, where it served as a seaplane hangar and a base for the Gnome & Rhône pilot school, this hangar was dismantled in 1947 due to a shortage of materials and headed to Villaroche. Initially transported by barge on the Rhône, Saône, Seine, and finally by truck to the Melun-Villaroche airfield, where it would house the prototype aircraft for SNECMA's flight tests. It naturally took the name St Chammas. In 1977, with flight tests transferred to Istres, Saint Chammas, a place steeped in history, no longer echoed to the rhythm of engines. It served as a warehouse; was it to be demolished? Forty years later, it is reborn and protects, with its significant steel frame, the treasures of the past, but also the promises of the future, as the demonstrator M88-1 of the Rafale aircraft and the CFM56 engine for Douglas, Boeing, and Airbus civil transport aircraft have their place in this superb building of approximately 4,000 m<sup>2</sup>, which thus regains a destination worthy of it.

During the year 1987, the management of the SNECMA group authorized the creation of a museum open to the general public in the former flight test hangar. At that time, the museum possessed 10 piston engines, 10 turbojets, and 3 motorcycles .



SNECMA museum in the 90's Photo © AAMS

**The SNECMA museum : " Without propulsion, there is no aircraft "**

In May 1989, with the number of restored items deemed sufficient after four years of work, the museum was inaugurated on the eve of the 38<sup>th</sup> International Aeronautics and Space Exhibition, 80 years after the First International Exhibition of Aerial locomo-

tion held in Paris in 1909, where the Gnome Engine Company was already present.

Arranged in a traditional scenography, with objects placed on the floor, the building brings together collections thematically and chronologically in three main parts : piston engines, turbojets, and related productions. Although specifically dedicated to aircraft engines from the origins of aviation to the present day, it also presents a collection of Gnome & Rhône motorcycles, built between 1919 and 1959, holders of several distance and endurance records. Witnessing attempts at diversification after the two world wars, there are also exhibited motorized bicycles, bicycles, kitchen utensils, sewing machines, agricultural tractors, submachine guns, etc...



SNECMA museum in the 90's Photo © AAMS

**In the preservation of aeronautical heritage, nothing would be possible without associations and their volunteers.** Thus, in 1990, the AAMS (Association of Friends of the SNECMA Museum) was created under the law of July 1, 1901, to manage the museum at all levels, both for visits and for acquisitions, safeguarding, and restorations. The following year, the association, which has about 70 members, was honored as the General Council of Seine-et-Marne awarded it the Grand Prize of Honor for French technical and industrial heritage. Ten years after its opening, the Villaroche museum has 32 piston engines, 24 jet engines, including a pulsejet and a ramjet, and 40 motorcycles .

## Renovation.

At the initiative of Jean Paul Béchat, then CEO of the group, a new museography was conceived and realized in 1998-1999. In 2000, the museum underwent significant restructuring that allowed presentation improvement of scenic collections and extended its

# The Aeronautical and Spatial Museum of the Safran Group

by Jacques Daniel, Association des Amis du Musée Safran (photos from the Heritage Space of the Safran Group unless otherwise noted)

diversity, also by creating a 500-seat auditorium and a mezzanine. Offering 16% additional exhibition space with a scenography using the building's volume, « the verticals, » it then brings together a collection of over 200 major pieces spread across ten halls. Mainly presented are aircraft engines – rotary, inline, radial, jet engines, reactors (axial and centrifugal), pulsejets, ramjets, turboprops, and turbofans – as well as civilian and military rocket engines. Among these items are those from the Turbomeca and Microturbo engine manufacturers, which joined the Group in 2001.

Beyond aeronautical and space engines, the building exhibits equipment manufactured by the SNECMA Group : ejection seats, electrical wiring, starting systems, nacelles, landing gear, braking systems, as well as various products that have marked its history.

A test bench cabin for Atar reactors from the 1950s – 1960s is among the novelties. From the work of AAMS members and housed in three showcases, about a hundred models (mostly at 1:72 scale) are dedicated to aircrafts, both civil and military, equipped with engines from Group companies. The range of these scale models is complemented by about ten 1:6 scale models and some used in wind tunnel tests.

Five very representative aircraft from the major stages of the history of aerial propulsion are exhibited: a replica of the **Blériot XI** monoplane powered by a



**Blériot Type XI.** The single-engine tractor propeller aircraft is the first plane to feature a modern structure : a monoplane with cruciform tail surfaces at the rear, with wings on either side of the cockpit. 800 units were built in 16 different models.

Gnome Omega 50 hp rotary engine, the SA-104 glider "Emouchet" used for pulsejet tests "Escopette," the single-turbine SE-3130 helicopter "Alouette" II, the world's first rotating-wing aircraft equipped with a gas turbine, and two combat aircraft, one subsonic, the SO-4050 "Vautour" II N, and the other supersonic, the Dassault "Mirage" III C.

According to the saying « behind every good aerospace museum is a workshop » : Saint-Chamas is no exception to the rule. Used by volunteers, the workshop is used to carry out, under the best conditions, the restoration of engines and various equipment. The work ranges from complete restoration (return to original condition) to maintenance projects, essential for the proper conservation of the exhibited equipment.

## The Safran Aeronautical and Spatial Museum

In 2005, with the merger of the SAGEM (Société d'Application Générale d'Electricité et de Mécanique) and SNECMA groups to create the Safran group, the building took on the name of the Safran Aeronautical and Spatial Museum. The arrival of the SAGEM group brought new equipment such as the Hussenot-Beaudoin (HB) photographic strip flight parameter recorder, the ancestor of accident recorders, and three catapultable tactical drones : "Crécerelle," "Marula," and "Sperwer." In late 2006, the space collection significantly expanded with the integration of equipment – rocket engines and satellites – from the museum of the European Society for Propulsion (SEP) in Villaroche-Nord (founded in 1998). To improve attractiveness, about ten "exploded" turbomachines show construction details, and others, in animated and illuminated configurations, reveal the operation of rotating parts (compressors, turbines).



**SO-4050 Vautour II N no 337, alias "Jolly Jumper"** is displayed in an "aeronautical flowerpot" in front of the museum. It was exclusively used by the Flight Test Center (C.E.V) in Brétigny-sur-Orge, between 1959 and 1988.

In 2013, the Safran museum underwent a second restructuring, with a 700 m<sup>2</sup> extension of the west wing carried out to meet the security requirements to be

<sup>1</sup> **Meanings of the word "Safran"** : chosen by the CEO, Mr. Jean-Paul Béchat, a boating enthusiast, the term refers to the central part of a ship's rudder and conveys the idea of direction, objective, course, movement, and strategy. Safran is also the name of one of the spices that were at the origin of global trade and the opening of major communication routes between the East and the West.



# The Aeronautical and Spatial Museum of the Safran Group

by Jacques Daniel, Association des Amis du Musée Safran (photos from the Heritage Space of the Safran Group unless otherwise noted)

allowed to welcome public (E.R.P.) and to facilitate the consolidation of the AAMS workshops and offices, a 700 m<sup>2</sup> extension was added in 2013, providing a new gallery entirely dedicated to space and the propulsion of launchers and satellites. Among the approximately forty exhibited pieces are solid and liquid propellant engines for rockets, missiles, civilian launchers, and chemical (hydrazine, bi-liquids) and electric propulsion for satellites.

Over the years, the collections have grown. With the acquisition of the Zodiac Group in 2018, the oldest French aircraft manufacturer, the museum received a collection of passenger seats used in commercial aircraft. Since its inauguration in 1989, the area dedicated to permanent collections has increased by just over 50%.

## Guardian of memory

Despite the distance from the site, the museum recorded 2,000 visitors in its opening year and now attracts just over 20,000 visitors, with 20% coming from abroad.

Each visit is guided by a member of the Association, which now has just over 140 members.

The museum is open on Wednesdays and the second and last Saturday afternoons of the month. Guided tours can be arranged upon request. The Saint-Chamas is unique ; indeed, there is no museum in France specifically devoted to aeronautical and space engines from the origins to the present day. From the Omega to the cryogenic Vulcan engine, 120 years of technological evolution are showcased. The building is simultaneously an enterprise museum, a museum of the history of aeronautical and space propulsion, and a scientific and technical museum.

The museum space is regularly enriched by acquisitions, donations, or exchanges of equipment, motorcycles – today, the collection is nearly complete with around sixty models –, thrusters, or other equipment. More than just a collection of aeronautical and space engines, the Melun Villaroche museum vividly narrates a century of aviation. Even though it may not compete in the same category as the Museum of Air and Space in Paris – Le Bourget, its visit is truly worth it due to its original scenography. ■

Learn more about the museum : [link to the website](#).



# An exhibition space for Aéroscope Atlantique

by Daniel Chateau - Aéroscope Atlantique and ABSA 39-45 (photos by the author unless otherwise stated)

Aéroscope Atlantique aims to create an aeronautical museum in the Nantes area. This museum is eagerly anticipated by partner associations, key players in the preservation of our aviation heritage.

Thanks to Nantes Métropole, the association has access to a building, located close to the Airbus Atlantic factory (at 62 rue de l'Aviation), with the support of the Amicale du Super Constellation. The facility includes a workshop, a library, storage or exhibition areas, and more.



The new exhibition space of Aéroscope Atlantique at Nantes airport, located at 62 Rue de l'Aviation : on the wall, you can see a biography of the Nantes aviator Jean Demozay ; mounted on a frame is a Le Rhône 9C engine from 1913, and there are display cases containing models and various objects.

Aéroscope Atlantique regularly receives donations of objects or documentation. We have established a Presentation Space where various parts of aeronautical heritage are exhibited, including engines, models, miniatures, etc...



Another showcase full of models, most of which are often donated to Aéroscope Atlantique.



In Aéroscope Atlantique's premises, there are engines and various objects, as well as books and documents.

The Model and Modeling Club of 'Pays de Chateaubriant' has kindly loaned us several models.



The first four are displayed in showcases :

- A Douglas A-24 « Banshee » (photo above ▲) s/n 42-54565 of the GCB 1/18 « Vendée ». Taking off from Vannes Meucou on September 22, 1944, the plane crashed in Izernac (56). Pilot Joseph-Marie Rollier was killed, and the gunner René Détrait, seriously injured, was taken prisoner. He has been repatriated after a prisoner exchange



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# An exhibition space for Aéroscope Atlantique

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● A **Potez 63-11** from the Reconnaissance Group GR II/55 shot down on June 21, 1940, above Saint-Sébastien-sur-Loire.

The crew was killed :

- Lieutenant **André Marie Jean Félix MARTY**, pilot, 27 years old, remained at the controls of his burning aircraft.
- Sergent **André Alfred Alphonse THIERRY**, 22 years old, radio-gunner, attempted to parachute, but it did not open, and Sergeant Thierry was killed.
- Sous-Lieutenant (2<sup>nd</sup> Lt) **Jean Baptiste Louis Paul AUGÉ**, 22 years old, observer, was severely burned and parachuted, but he did not survive his injuries.



A Hawker Hurricane Mk I from RAF No 1 Squadron and a Westland Whirlwind Mk I from RAF No 263 Squadron.



● A **Westland Whirlwind Mk I** with the code P7113 from No 263 Squadron of the RAF.

On September 23, 1943, hit by flak after dropping bombs on the Morlaix airfield, the pilot, Flight Sergeant George Albert Wood, successfully parachuted. He managed to escape and reached England on a French boat in October 1943.

Date	Aviation Type & Number	Crew	Day	Cl.	Time	Details of Status or Flight	Remarks
1943	P. 7047	P/O J.E. McLEOD RFO		1200	1200	This operation resulted in the s/n of MORLAIX A/D	
	P. 6200	P/O G. WOOD		"	"	The Squadron operated from Holt Road and were well	
	P. 7113	P/O G. WOOD		"	"	supported by 430 Squadron. Bombing was from 14000	
	P. 6995	P/O G. WOOD		"	"	5000 feet and results were good. Bombs were seen	
	P. 6995	P/O G. WOOD		"	"	burst the w/f on some buildings. A general s/n	
	P. 6971	P/O G. WOOD		"	"	message instructing their s/n not to return to	
	P. 7111	P/O G. WOOD		"	"	MORLAIX, was intercepted by an listening service	
	P. 7005	P/O G. WOOD		"	"	and s/n was observed and only s/n visible.	
	P. 7005	P/O G. WOOD		"	"	s/n received a direct hit at about 5000 feet	
	P. 7005	P/O G. WOOD		"	"	during the dive. It was seen to disintegrate and	
	P. 7040	P/O G. WOOD		"	"	P/O WOOD was not seen to parachute. Weather clear and calm.	
1943	P. 7040	P/O G. WOOD		1200	1200	Orbited Morlaix at 10,000 feet during attack.	
	P. 7047	P/O G. WOOD		"	"		
	P. 7046	P/O G. WOOD		"	"	Orbited Morlaix at 10,000 feet during attack.	
	P. 7047	P/O G. WOOD		"	"		
	P. 7048	P/O G. WOOD		"	"	Various vectors at 10,000 feet s. of base.	
	P. 6971	P/O G. WOOD		"	"		
1943	P. 7047	P/O J.E. McLEOD RFO		1200	1200	This intended s/n of MORLAIX A/D was conducted	
	P. 7040	P/O G. WOOD		"	"	from Morlaix. P/O J.E. McLEOD was hit in stomach	
	P. 6971	P/O G. WOOD		"	"	part of s/n of French Coast (s/n from both	
	P. 6971	P/O G. WOOD		"	"	the coast of the French coast was simply observed)	
	P. 7005	P/O G. WOOD		"	"	and he within five or ten seconds of 10,000 feet	
	P. 6995	P/O G. WOOD		"	"	was seen to burst. P/O G. WOOD was hit	
	P. 7111	P/O G. WOOD		"	"	in stomach. He bled to death. He was seen to	
	P. 6971	P/O G. WOOD		"	"	come from 100 feet. An explosion in the water	
	P. 7005	P/O G. WOOD		"	"	partage from an aircraft was made a hole in his aircraft	
	P. 7005	P/O G. WOOD		"	"	engines. He flew back to the port engine to a good	
	P. 7005	P/O G. WOOD		"	"	S.W. landing.	

According to the mission report of No 263 Squadron for the mission on September 23, 1943, Flight Sergeant Wood was observed being hit by gunfire at 5,000 feet while diving. He was seen disintegrating and was not observed parachuting, although Wood managed to successfully parachute.

● The **Hawker Hurricane Mk I** from No 1 Squadron of the RAF.

On June 14, 1940, during a naval escort mission in the Saint-Nazaire region, the pilot, Flight Lieutenant Philip Edmund Warcup, parachuted and was captured. He was interned at Stalag Luft I and then at Stalag Luft III until the end of the war.



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## In brief ...

by *Benoît Paquet*

### • One more !

There is no need today to introduce our friend Pierre Mahé, an important actor of ABSA 39-45 but also an inveterate collector of soldiers' and aviators' uniforms. Pierre's mannequins regularly enhance our exhibitions.

Recently, Pierre has completed a full uniform of a crew member of an American bomber, like those found on board B-17 or B-24 aircraft. It joins the large collection of RAF, Luftwaffe, or USAAF airmen assembled by Pierre, such as the Royal Air Force pilot (also presented here ►).

There is no doubt that both will contribute to enhancing the ABSA 39-45 stands in upcoming events.



◀ *The magnificent uniform of the Royal Air Force pilot, also reassembled by Pierre Mahé .*



◀ *The new uniform for a member of the American bomber crew of the USAAF (United States Army Air Force), recently completed by Pierre Mahé, a member of ABSA 39-45 and a passionate uniform enthusiast* ►



# In brief ...

by **Benoît Paquet**

## • The II./JG 77 at Brest-Guipavas

From November 20, 1940, to March 30, 1941, the Gruppe 2 of JG 77 was based at the Brest-Guipavas airfield. Two days after its arrival, some photos were taken of Messerschmitt Bf 109 on the airfield. Thanks to the active monitoring of our friend Claude Archambault, we were informed about the sale of 4 of these photos on eBay and we acquired them. Discover these photos below. Thanks to Frédéric Hénoff and Jean-Louis Roba for their additional information.



Messerschmitt Bf 109 E, presumably that of the Gruppenkommandeur Hauptmann Franz-Heinz Lange, who commanded Gruppe II from September 9, 1940, to April 23, 1941. His aircraft is recognizable by the marking with the double chevron and the horizontal bar beside the Balkenkreuz. Similarly, the II./JG 77 emblem (below) can be seen at the front of the canopy.



Me Bf 109 E of a Gruppen Adjutant (single chevron). Perhaps that of Leutnant Horst Carganico.



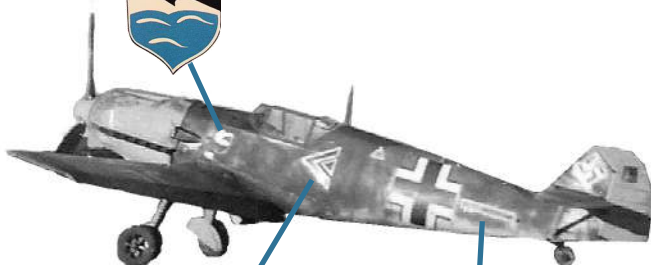
Me Bf 109 E of the II./JG 77 lined up on at Brest-Guipavas.



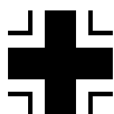
Me Bf 109 E under repair. The sign « Rauchen verboten » (no smoking) is written on the hangar background .



II. Gruppe JG 77 emblem



Double chevron indicating « Gruppenkommandeur »



Horizontal bar indicating « II. Gruppe »

# Thank you to ...

by **Benoît Paquet** (photos by the author)

## • Daniel and Serge Maginot, Pierre Halat, Josée and Jean-Marie Kaeffer.

**Pierre Halat** is an aviation and model enthusiast from Alsace, with whom I had been in contact for some time for aviation documentation. Pierre also purchased a DVD of the film « Le réseau Shelburn. »

Last September, Pierre contacted us to inform that he wanted to donate a collection of 1:72 scale model airplanes to ABSA 39-45. These models were made by **Daniel** and **Serge Maginot** when they were young and later passed on to their friend **Jean-Marie Kaeffer**. Jean-Marie then passed them on to his friend Pierre Halat, knowing his passion. A long journey in the hope that these models could be showcased one day !

However, we still needed to go to Alsace to retrieve them. Dominique Godde, an ABSA 39-45 member, had the excellent idea to spend his vacation in Strasbourg at that time. So, very kindly, he agreed to go to Ostwald, where Pierre resides, to pick up this batch of models.

Seeing them, I couldn't help but dive 45 years back when I used to make 1:72 scale models of World War II airplanes. I'm sure many readers will also reminisce about their childhood !

In addition to the models, Pierre gave us the box of the Spitfire Mk 22-24 Matchbox at 1:32 scale. A splendid gift that one of our modelers can assemble on occasion. The box does not have the plan, so if any of our readers have the plan for this model, we would be interested in obtaining a copy.

**Therefore, we are pleased to warmly thank Pierre, Daniel, Josée, and Jean-Marie for this donation ;** these models can be used on occasion during exhibitions, and of course, we hope to find them a place, one day, in a future permanent exhibition space.

**Thanks also to our friend Dominique** for being the « transporter. » ■



▲ The unassembled model of the Spitfire Mk 22/24 from the Matchbox brand at 1:32 scale offered by Pierre Halat.

◀ the batch of model kits of 1:72 scale given by Pierre HALAT to ABSA 39-45.

We recognize a Wellington, a P-47, a Junkers Ju 52, a Mosquito, a P-51, A Heinkel He 111, a Boston, a Japanese Zero fighter, a Curtiss P-40, a Messerschmitt Bf 109 and a Bf 110, a Spitfire, a Typhoon, a Whirlwind and a Henschel He 129.

The batch also includes 2 modern jets, an helicopter, and 3 ships .

# Birth Announcement

by **Benoît Paquet** (photos Mathieu Fromage)

For once, we are pleased to wish a warm welcome to **Marceau Pinze-Fromage**. Marceau was born on October 21, 2023.

He is the son of Clémence and Mathieu Pinze-Fromage. Mathieu is the president of the association Bunker Archéo 56 and a member of ABSA 39-45 .

On behalf of all the members of the « Association Bretonne du Souvenir Aérien 39-45 », we send our heartfelt congratulations to Clémence and Mathieu (photo ►). ■



## 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 €

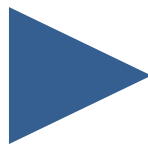


## NEW : DANS LE CIEL DE France Histoire de la JG 2 « RICHTOFEN »

by Erik Mombeeck et Jean-Louis Roba

[volume 1 : 1934-1940]

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

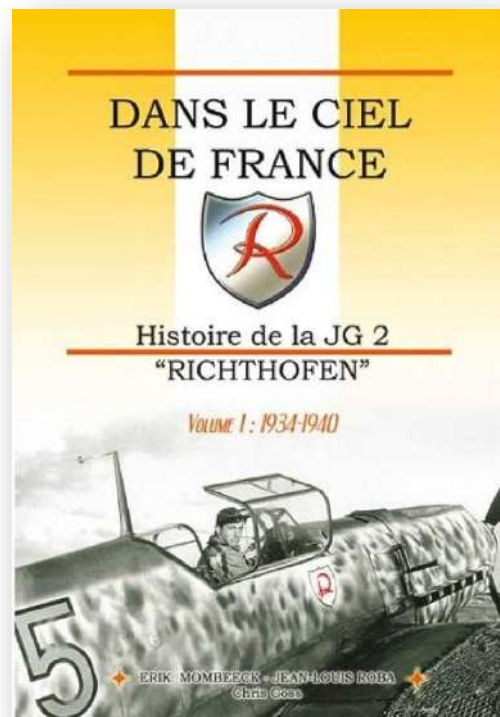


Eric Mombeeck and Jean-Louis Roba are undisputed and recognized Luftwaffe specialists. They wrote a series of books dedicated to the famous JG 2 "Richtofen", the fruit of their long years of researches. They have on several occasions provided their friendly assistance to our association during searches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

