

CHAPITRE IV**L'IROISE DANS
LA TOURMENTE**

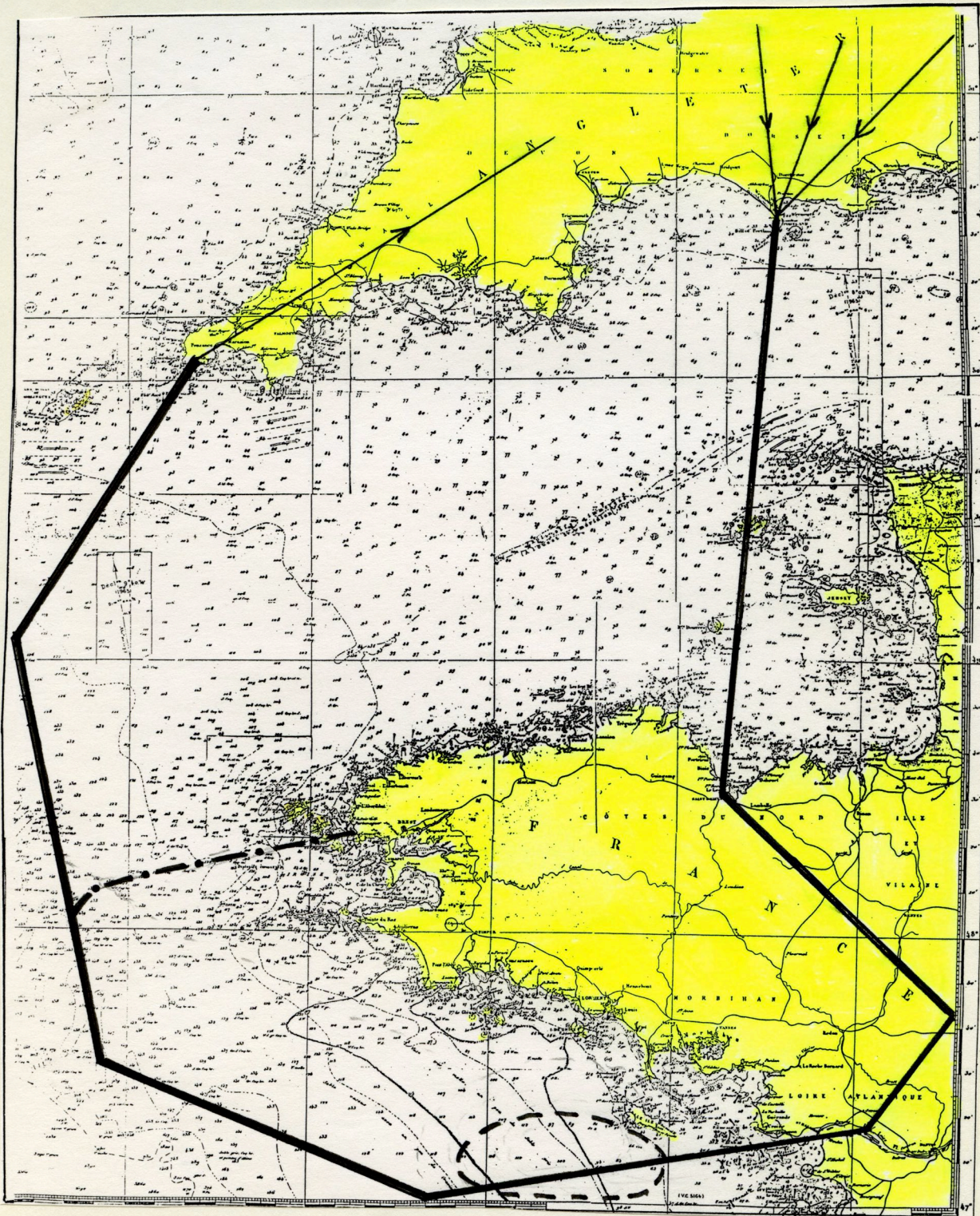
- . LE RETOUR.
- . ERREUR FATALE.
- . LA MORT AUX TROUSSES.
- . QUATRE HOMMES SUR UN RADEAU.
- . NOUS, EN BAS, ON TE
RECUEILLAIT...
- . PRISONNIERS.
- . LE DOCTEUR MAIGNOU.



Painting of the B-17 Flying Fortress, including the exact aircraft identification,
Edwin Pipp was flying when he was shot down during World War II

oil painting by Donna J. Pipp

RAID sur ST NAZAIRE - 1^{er} Mai 1943 - 8th USAF



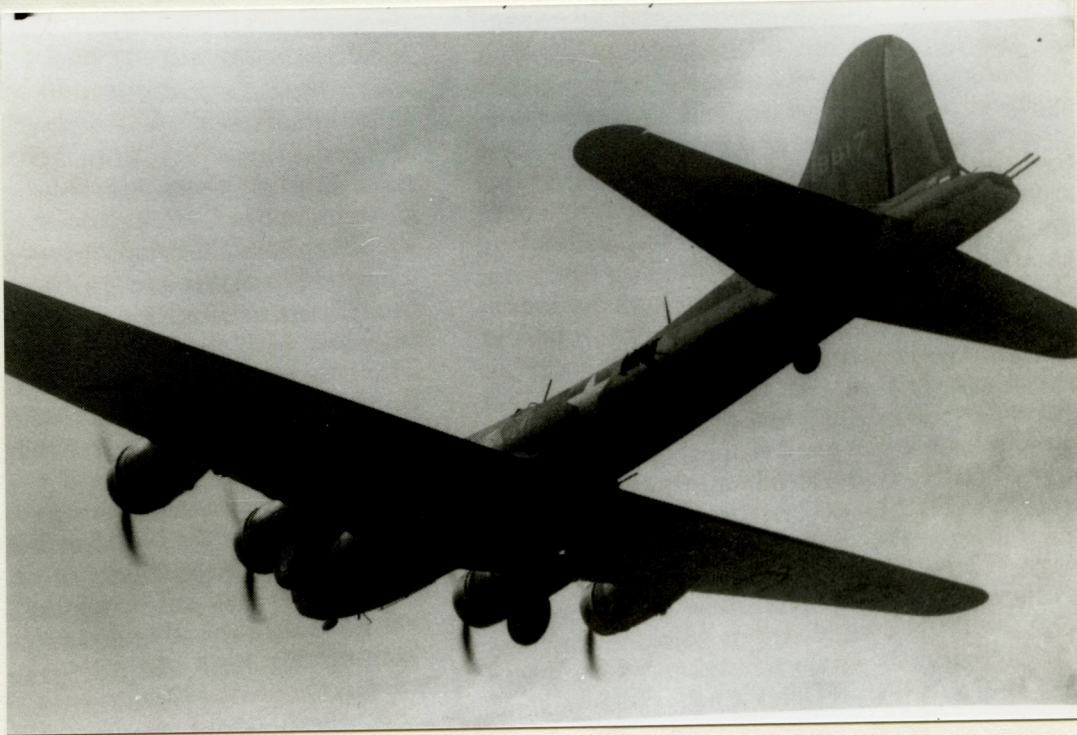
L'itinéraire du raid du 1^{er} mai 1943 avait été défini avec précision.

- itinéraire prévu
- - - évolutions du 306^e pour assister le 91^e
- prise de cap fatale vers la P^{te} S^t Mathieu

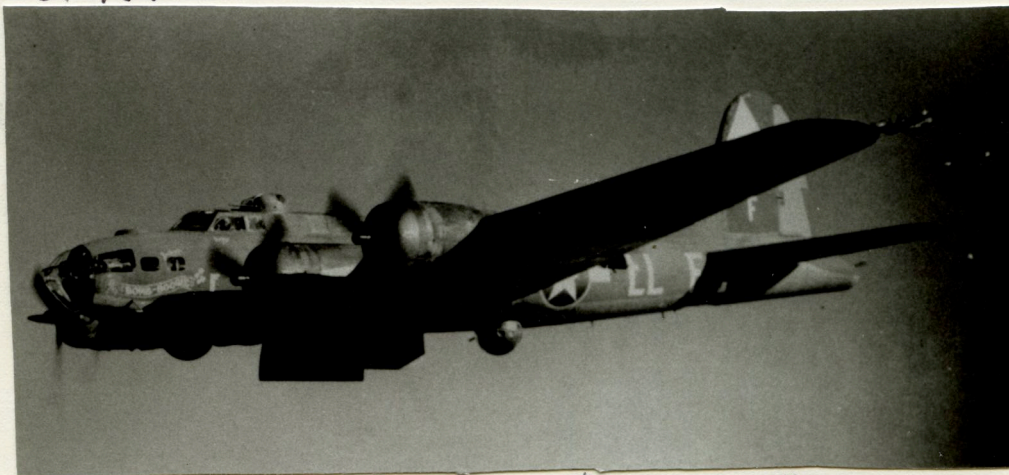
1^{er} mai 1943



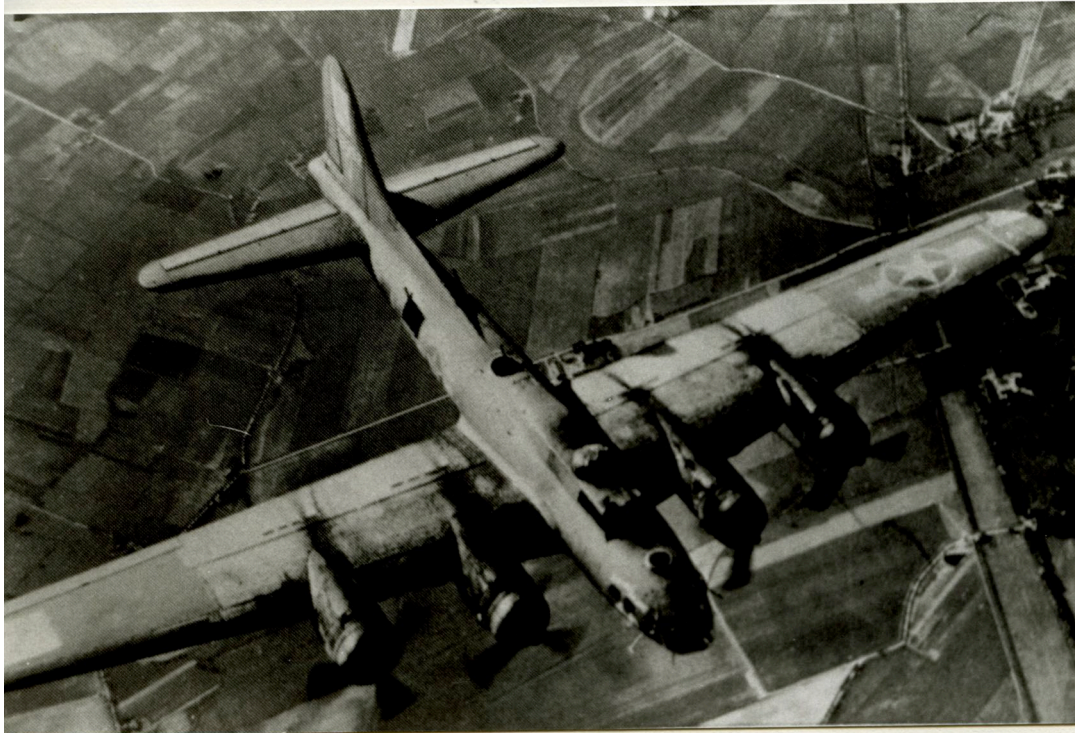
Décollage d'un B.17, à l'aube...



B.17. E n° 41 9017 97th B.G. 8^e USAF



B.17. F. "BOMB BODGIE" 91st BG - 401st B.Sq. 8^e USAF



1^{er} Mai 1943
Le 306^e se
regroupe sur
le 91^e à la
verticale de
BASSINGBOURNE

B.17. "VIRGIN'S DELIGHT"
91st B.G.
8^e USAF



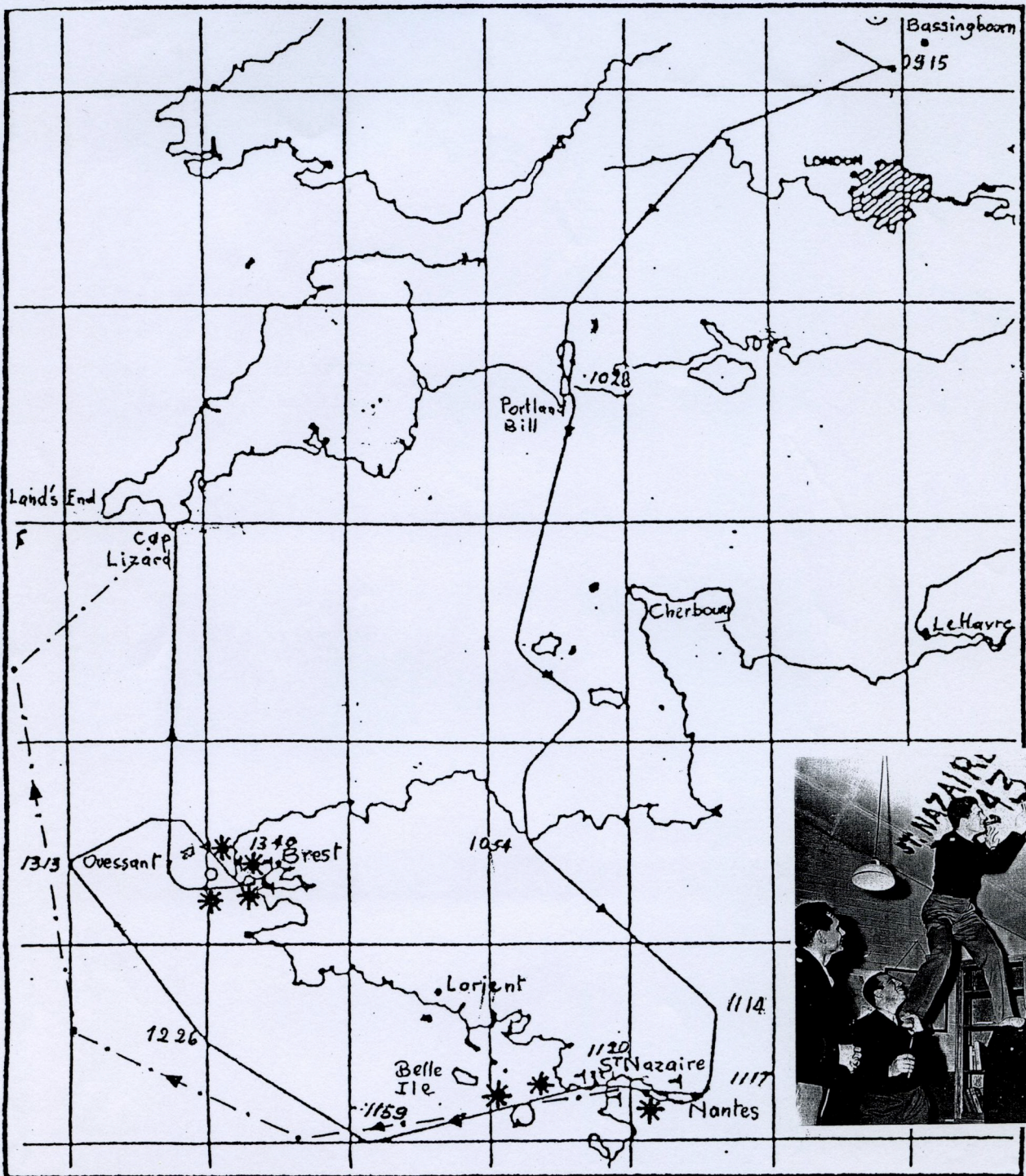
Les B17 du 306^e B.G s'alignent pour le décollage
au lever du jour à la base de THURLEIGH.



Sur le dique de TREBOUL,
une sentinelle fait les cent pas.

(photo Bundesarchiv Coblenz)

RAID AERIEN SUR SAINT-NAZAIRE
1er mai 1943 - 8th U.S. Air Force



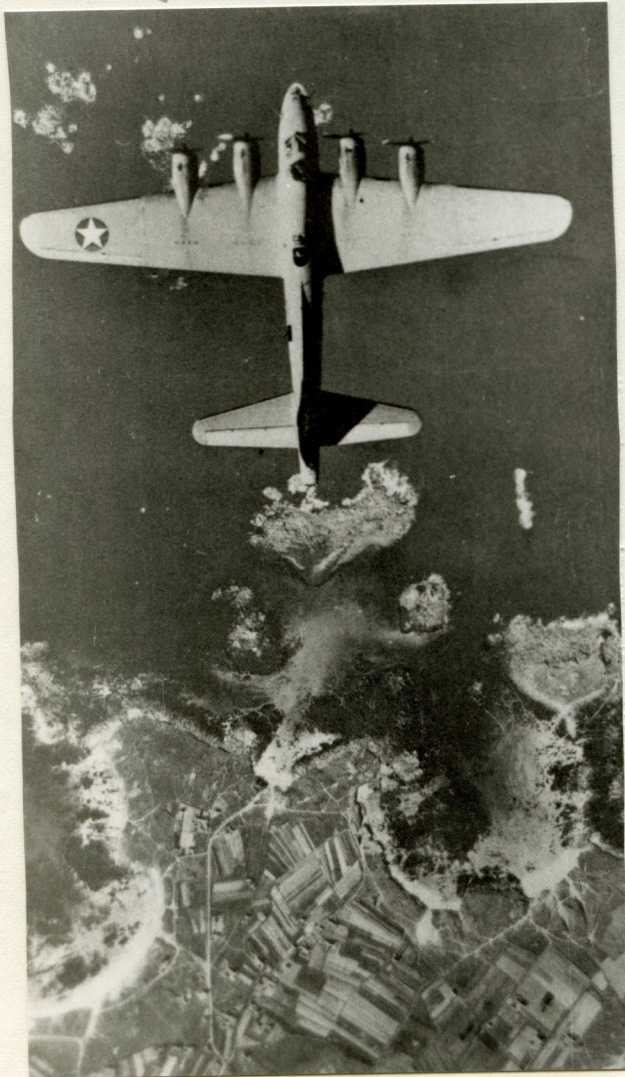
- - - - - itinéraire prévu après le passage sur ST NAZAIRE.
 ——— itinéraire suivi.

On voit, en bas de la carte, l'origine de l'erreur de navigation, entre ST NAZAIRE et BELLE-ILE, quand la formation fait demi-tour pour soutenir le 91st B.G. attaqué par deux Me BF 110.

* B. 17 abattus par la chasse allemande et la Flak au cours du raid du 1^{er} mai 1943.



Le B-17 du 91^e B.G. "Memphis Belle", le bombardier le plus célèbre de la 8^e Air Force, dut larguer ses bombes sur la mer le 1^{er} mai 1943.



Fuyant la Flak intense de BREST, un B 17, cap au nord, franchit le trait de côte à la verticale de l'ILE VENAN.



Au mouillage à l'entrée du port
de TREBOUL, les pinasses attendent
les autorisations de sortie.

On peut reconnaître la "Sainte Thérèse
de l'Enfant Jésus", de Jos PERROT et le
"Loin du Nid", d'Yves LE GOFF.

(photo X... Source: O.R.A.)



1941. Sur fond de filets, au coin
de la digue, on pourrait
chanter "Lili Marleen", sur
le port de DOUARNENEZ.

(photo X... Collection auteur)
source: O. R. A.

" LOUIS KREBS "



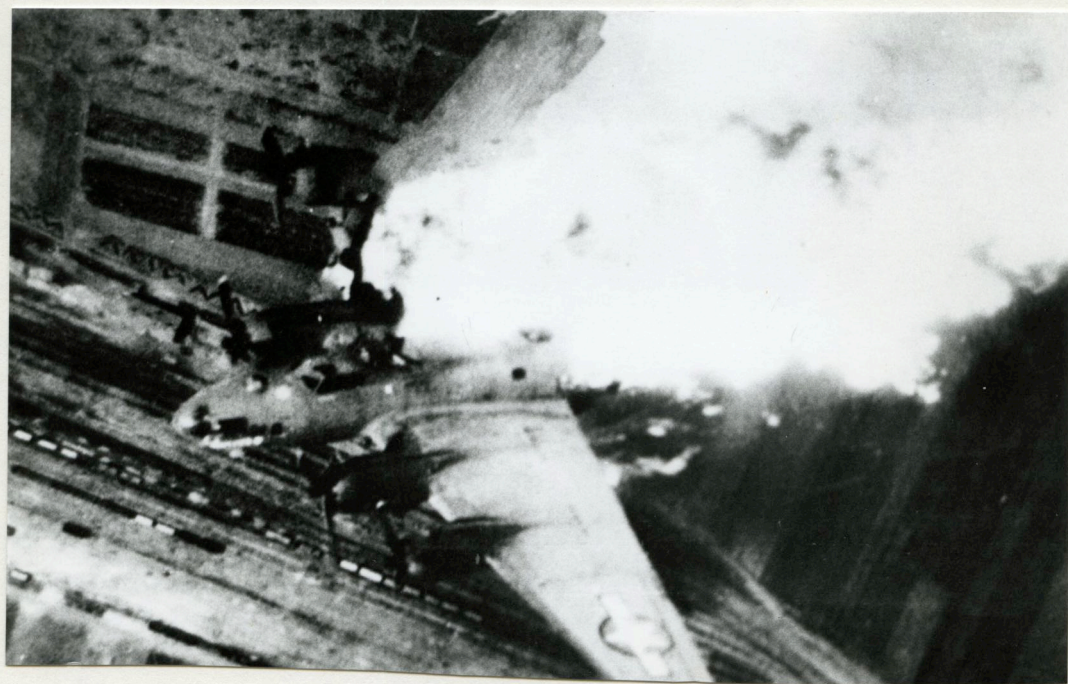
Retour de pêche, vent de ~~suroît~~, toutes
voiles dehors, avant le coup de tabac.
(photo collection auteur.)

1^{er} mai 1943

Une erreur fatale de navigation conduit les B 17 vers la pointe de Bretagne à la latitude de la P^{te} S^t Mathieu.



Soudain, le premier "Focke Wulf" apparaît, se préparant à l'attaque dans le ciel de la Rade de Brest.



Touché à mort l'un des B-17 du 423^{ème} Squadron,
celui de Bart WIGGINTON, va exploser en
percutant l'eau, presque dans le port de BREST.

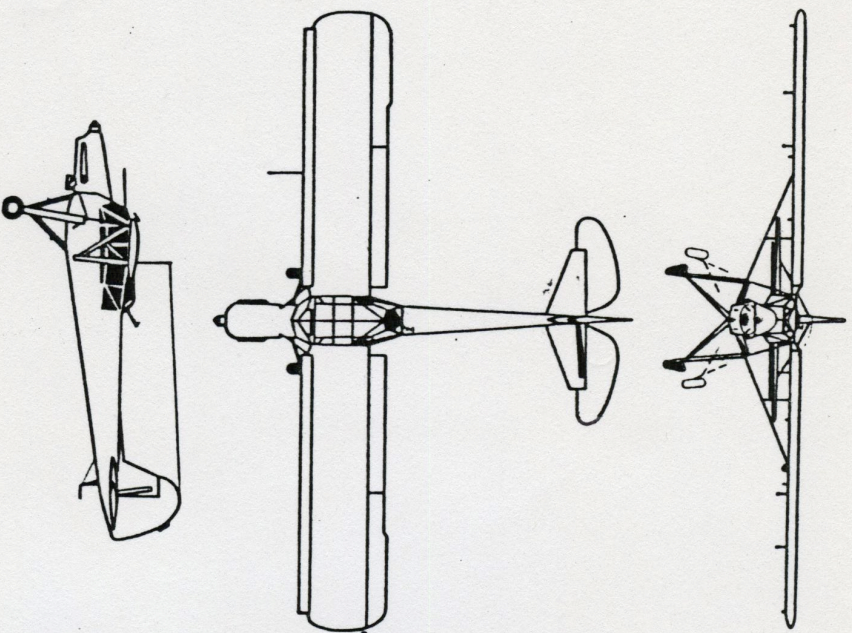


C'est ainsi que BABBS se saisit de la mitrailleuse latérale, calibre 50, au-dessus du corps de son camarade tué à son poste et ajusta le Me 109 qui fongait sur le B-17 désespéré.



Jean-Philippe SPINEC était,
le 1^{er} mai 1943, le patron
de la "ROSE EFFEUILLÉE".
Il se plaît à dire qu'il est né
le 11. 11. 11., ce qui n'arrive
qu'une fois par siècle, ajoute-t-il!

(photo avril 1992)



Fieseler Fi-156 « Storch » STOL-Avion à usages multiples

Au printemps 1935 l'armée de l'air nazi a lancé un appel d'offres pour le développement d'un avion moderne qui devait, grâce à ses qualités de décollage et d'atterrissage courts, pouvoir se prêter à de multiples usages et être indépendant de grandes installations.

Fieseler a remporté le marché avec son Fi-156 « Storch » contre le Focke-Wulf FW-186, le Siebel Si-201 et le Messerschmitt Bf-163.

Versions :

Fi-156 V-1 : prototype 1936 avec une hélice en métal à deux calages ; réglable au sol ; équipement avec skis possible.

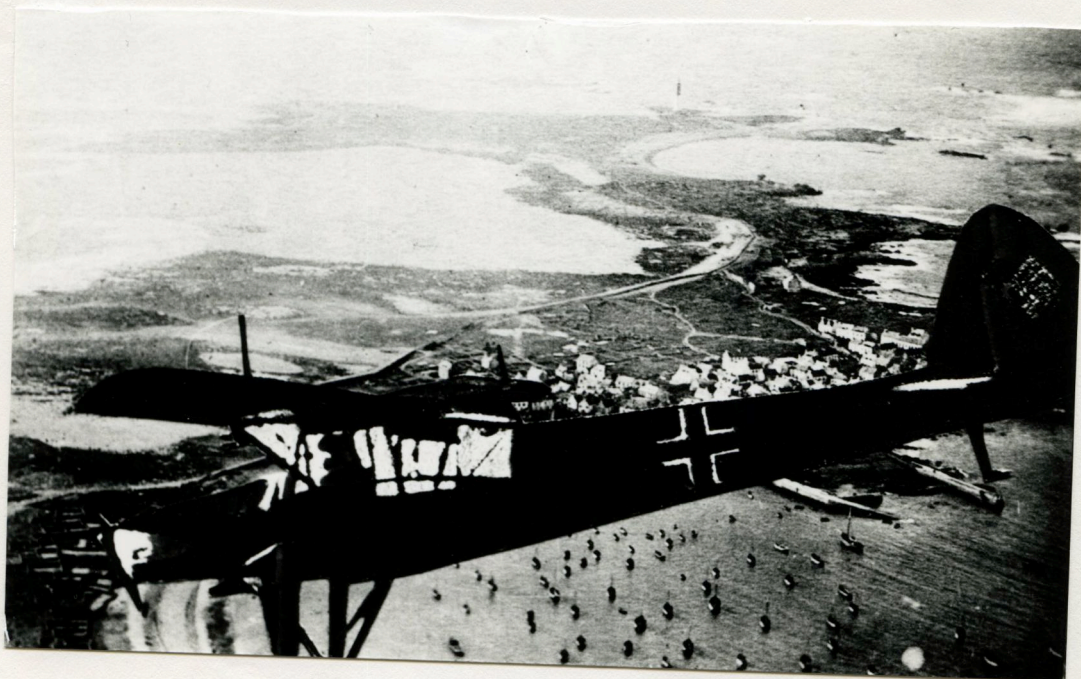
Fi-156 V-2 : modèle de 1936 avec une hélice en bois sans changement de position.

Fi-156 V-3 : modèle de 1936 avec équipement radio et trois mâts pour antennes sur la partie supérieure de l'aile.

OUEST-ECLAIR . 3 mai 1943 .
Communiqué.

« Au cours d'un raid sur un port de
l'Ouest de la France, huit quadrimoteurs
américains ont été abattus - Nous avons
perdu un chasseur au cours des engagements. »

UN AVION SUR L'ILE DE SEIN



A la mémoire de Jos GUILCHER (1908-1989)
Aux courageux sauveteurs
de l'ILE de SEIN et de DOUARMENEZ



Le "PAX VOBIS" réarmé après la guerre.
Jos GUILCHER a fait monter une passerelle sur
l'arrière et ajouter un mât de tape-cul.

(photo collection Paul Yves GUILCHER)



Jos GUILCHER et Gabriel MILLINER, à
bord du "PAX VOBIS", bien des années
après la guerre.

(Collection Paul Yves GUILCHER)

Edwin G. Pipp

6/6/96

Dear Michel,

I found out, during a tour of the American Cemetery at Cambridge, England, that the name of one of my crew members, Buren Williams, is on the "Wall of the Missing" there.

The names of Zaban and Flowers are on the wall in the American Cemetery in Brittany, France.

over

Edwin G. Pipp
1912

There is no explanation of
why they aren't together.

Hope you enjoy the
pictures. It was a wonderful
visit.

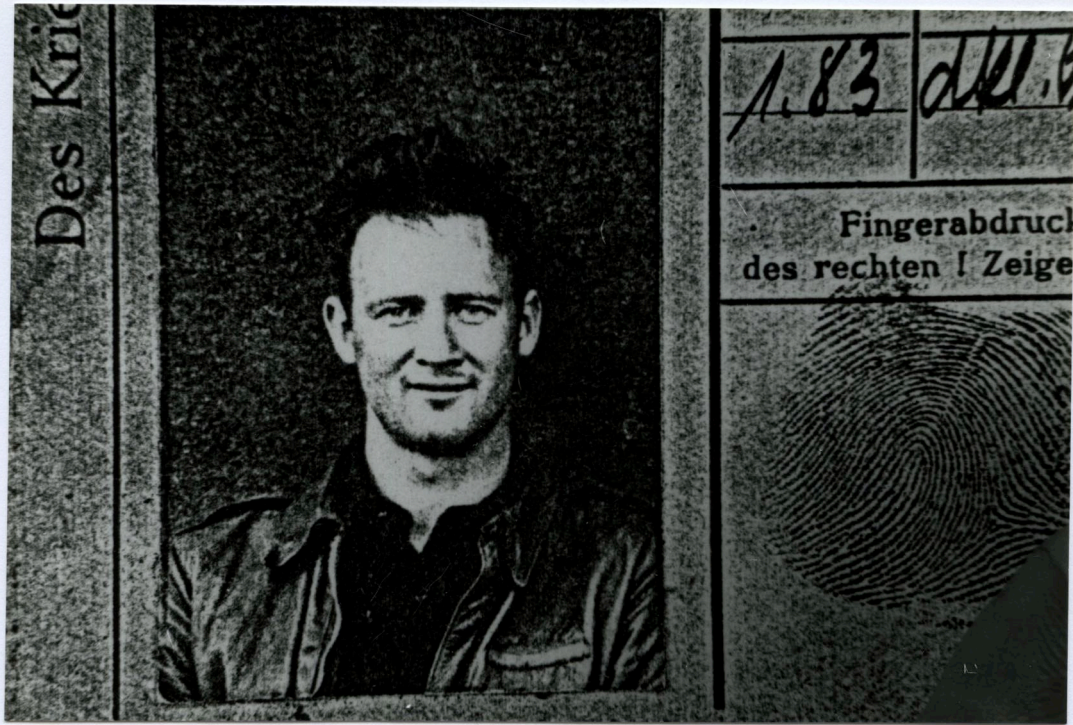
Sincerely
Ed Pipp



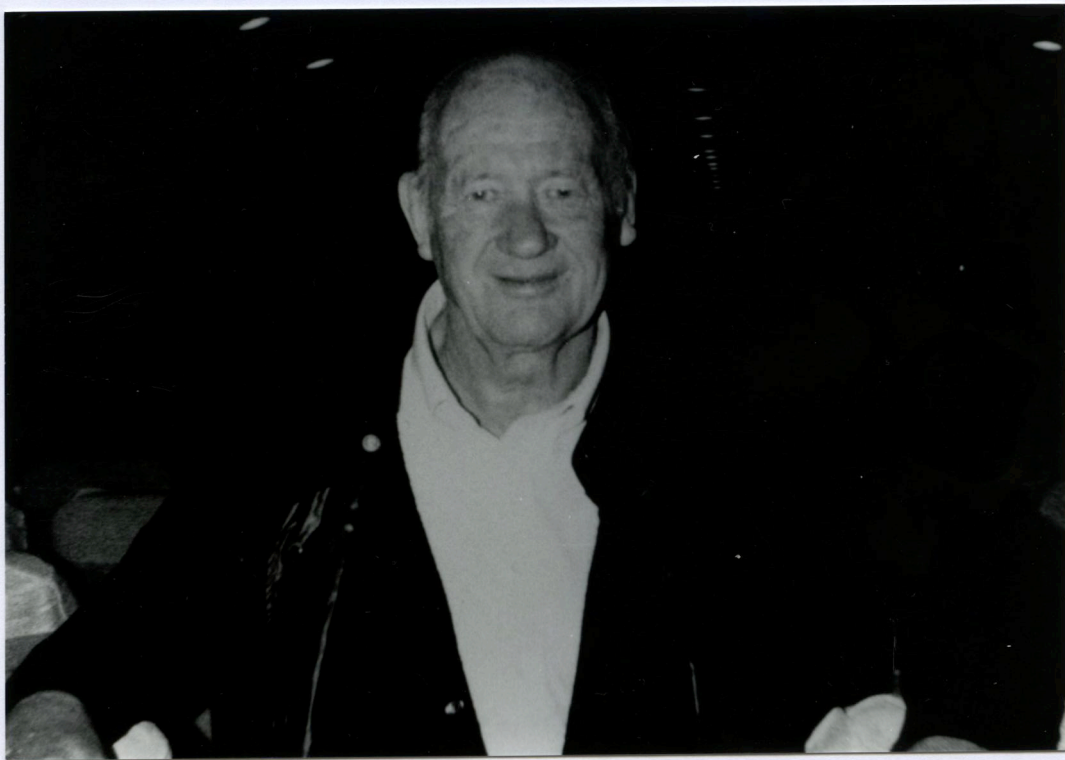
A gauche, Edwin PIPP en formation de pilote,
sur B-17, aux U.S.A., en 1942.



A droite, Edwin PIPP et son fils, devant le
monument à la mémoire de l'U.S.A.F. en
Grande Bretagne, en 1993.



Edwin PIPP, pilote du B 17 n° 425422, 306th G.P.,
423rd Sq, prisonnier de guerre en 1943



Edwin PIPP, en 1993.

Donna Pipp

14/08/01

Dear Michel,

This is very hard
for me to write at this
time - I am having a hard
time accepting his passing -
It was very sudden -
He got in a lot of pain
on Friday June 15, 01 +
by Tuesday evening he was
gone - I know at my age
that time is healing -
We had such great times
together -

I plan to visit my
son in England next month
+ I will try to give you
a call -

I am enclosing some personal

Donna Pipp

Letters I received - I received several - I thought you might enjoy reading them - these two -

The memorial service was real nice - I had a 5 minute video of his life they made when he was introduced in "Michigan Aviation Hall of Fame" -

It was a real joy meeting you + your wife - It was the highlight of our trip - Thank you so much for making us feel welcome especially my son + 2 -

I do hope all is well with you + yours -

Donna J. Pipp

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**Painting of the B-17 Flying
Fortress, including the exact
aircraft identification, Edwin Pipp
was flying when he was shot
down during World War II**

OBITUARIES

† Edwin G. Pipp, retired reporter for The News, expert on aviation

By Jeremy Pearce
The Detroit News

DETROIT — Edwin G. Pipp, a nationally respected aviation writer and Detroit News reporter for more than four decades, died of cancer on Tuesday, June 19, 2001, in Coffee Regional Hospital in Douglas, Ga. He was 82.

Known to his colleagues as "the Colonel," Mr. Pipp cut a dashing and slightly mysterious figure in a career that sent him rushing to cover wars in Korea and Vietnam, space missions from Cape Canaveral and logging thousands of hours in flight.

The deep knowledge of air and spacecraft that informed his reporting was fed by a second, parallel career as a combat pilot and military officer. Mr. Pipp's nickname was firmly based in fact: While holding down a job as a journalist, he achieved the rank of colonel in the Michigan Air National Guard.

"I lived through a great period in American history and man's history," he said at his retirement in 1981. "It was a hell of a lot of fun."

Mr. Pipp was born in 1919, the grandson of E.G. Pipp, a former Detroit News managing editor. He attended Cooley High School and Detroit Institute of Technology before graduating from Wayne State University.

His first job in the newsroom — as an office boy — was interrupted by World War II. Mr. Pipp was trained as a B-17 bomber pilot and sent to England to fly with the 8th Air Force. On his 10th



Mr. Pipp

mission, over the French coast. He was picked up by a German flying boat and spent the next two years in prisoner of war camps.

For wounds he suffered and his skill in flight, he was awarded the Air Medal with oak leaf cluster and the Purple Heart.

Following the war, Mr. Pipp returned to the newspaper and covered a variety of beats before finding his true calling as aviation and aerospace writer. In the course of 30 years of hot pursuit, he reported from Alaska, Germany, Libya and Korea, often from the cockpit.

Over Vietnam, he observed the conflict at 30,000 feet, from the belly of a B-

52 bomber. In all, he piloted 26 different types of military aircraft, a 747 commercial jet and flew as a passenger on an early Concorde flight. Other assignments merely made him look skyward.

"During the 1960s, he lived at Cape Canaveral," recalled James L. Kerwin, former News assistant city editor. "He was on a first-name basis with all seven original astronauts."

A schedule that often kept Mr. Pipp on the road for 300 days each year brought rewards. His writing won recognition from AP, UPI, Aviation and Space Writers Association and the Michigan Aeronautics and Space Association.

In 1993, he became the first journalist inducted into the Michigan Aviation Hall of Fame.

Survivors include his wife, Donna; three daughters, Nikki, Diana Brinkman and Wendi Shepherd; two sons, Steve and Jerome; and six grandchildren.

Funeral services have not yet been scheduled.

Memorials may be made to the Michigan Air National Guard Museum, Selfridge Air National Guard Base, Harrison Township, Mich.

You can reach Jeremy Pearce at (313) 223-4825 or jpearce@detnews.com.