

550 SQUADRON NORTH KILLINGHOLME. BQ-B THE PHANTOM OF THE RUHR.



BQ-B The Phantom of the Ruhr was one of only three Lancaster's of 550 Squadron to have completed more than 100 operational sorties.

550 SQUADRON INSIGNIA.



THROUGH FIRE WE CONQUER.



RAF 550 Squadron Flying Echelon, North Killingholme, Lincolnshire.

RAF 550 Squadron was formed at Waltham in Nov 1943 and moved to North Killingholme on the 3rd Jan 1944. Its first sortie was to Brunswick on the 14th Jan 1944. The Squadron completed 144 sorties comprising some 4,270 night flying hours and 4,988 daylight hrs. A total 9,250 hrs flown. The squadron dropped 16,195 tons of bombs. 56 aircraft and crews were reported missing and 14 others crashed. Nearly 500 airmen were lost.



An informal crew photograph taken sometime in 1944. We flew in Lancaster BQ-Z,Zebra.
Z.Zebra crashed in France on our 18th bombing sortie following a mid-air collision while returning from a mission over Ludwigshafen in Germany on the 1st February 1945.



Vic	Bill	Aubrey	Norman	Eddie	Andy	Alan
Cassapi	Anderson	Lohrey	Tinsley	Westhorpe	James	Jarnell
F/E	B/A	Pilot	W/O	Nav	Mu/G	R/G

550 Sqd Flight Engineers 1943-1945.



**The majority of Flight Engineers on 550 Squadron were fully trained pilots.
Though not qualified to fly Lancaster's, even so all Engineers were trained to fly a straight and level
Course in an emergency. I am pictured here on the top row extreme right.**

Me in the drivers seat.



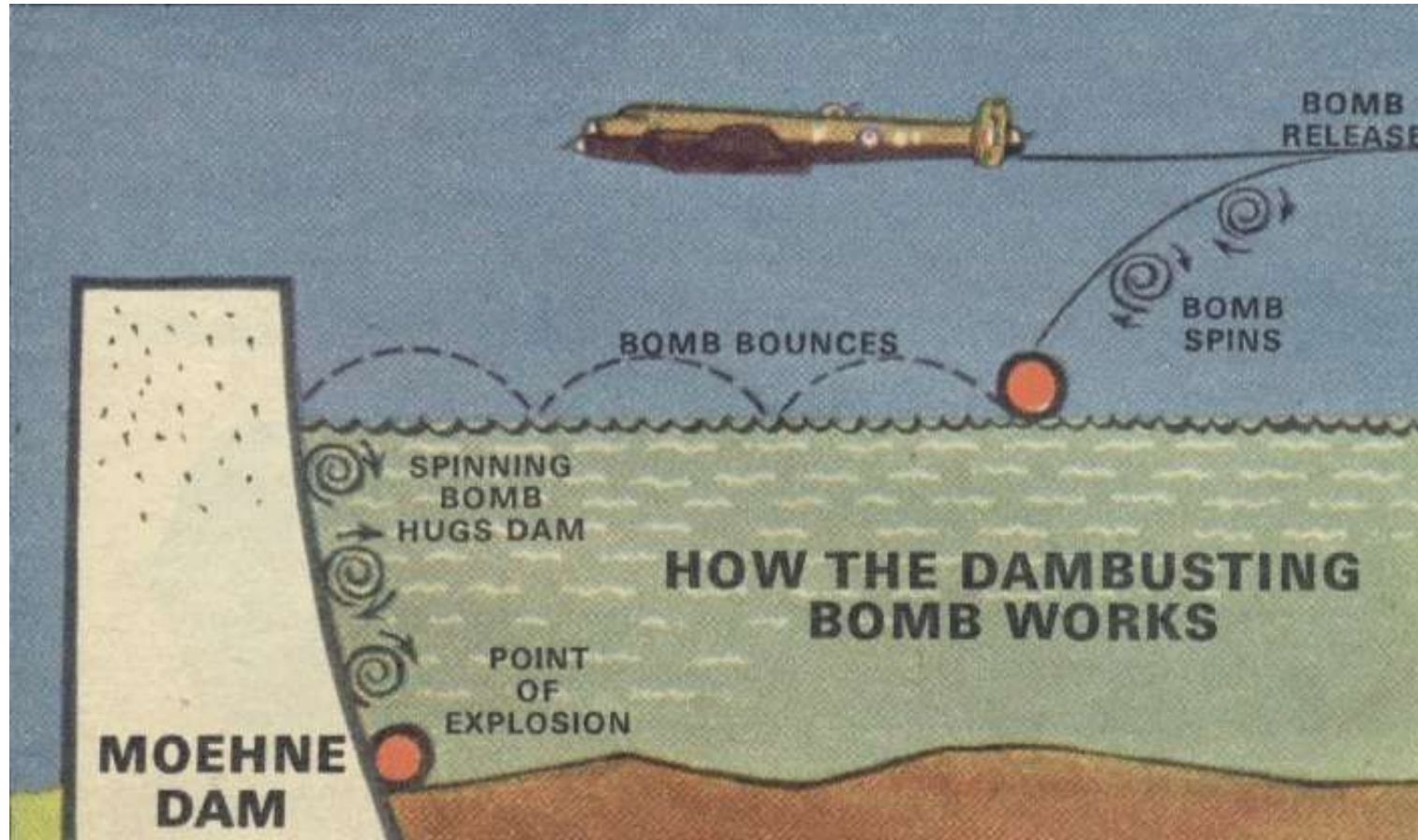
I take a turn in flying Z.Zebra during a cross-country navigation exercise.

F/O Mitchel and my second crew



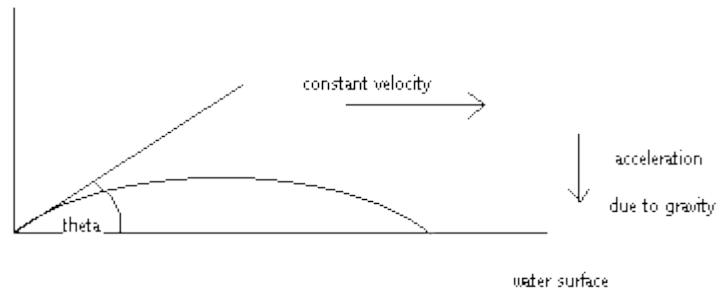
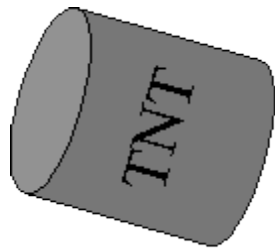
F/O Mitchel F/S Lund F/S Frances F/S Moreley F/S Scury F/S Cassidy F/S Crage
This was my second crew following the disbanding of my first crew with F/O Lohrey. I replaced F/S Moreley "Centre"

The Famous Bouncing Bomb Dropped by Lancasters of 617 Squadron



How the Bomb Worked.

The speed and height the bombs were dropped at was critical in order for the bomb to reach the target. The bomb hit the water with some back spin and this with the angle it bounced off the water would help to determine the length of the bounce.



The bomb being of cylindrical shape also known as Highball was designed by Barnes Wallis and was 60 inches long and 50 inches in diameter.

It contained 3 hydrostatic pistols that measured the hydrostatic pressure of water as the bomb sank until it was equal to the pressure at a depth of 30 feet.

The bomb was also fitted with a 90 second time fuse so that if the hydrostatic mechanism failed the bomb would still detonate.

The bomb weighed 9250 lbs, 6000 lbs being the explosive charge of TNT and RDX together with other materials to improve the efficiency of the explosion.

Before being released from a specially modified Lancaster, the bombs were held by V-shaped arms fitted with hydrostatic motors that rotated the bomb at a speed of 500 rpm. The plane had to fly at an exact height of 60 feet and at a speed of 240-250 mph. To assist in this, two spot light were fitted to the undercarriage

So the when the two light converged into one spot they were exactly at the required 60 feet.

Bomb damage to the Moehne Dam.

The Ruhr Valley is flooded and Industry brought to a standstill.



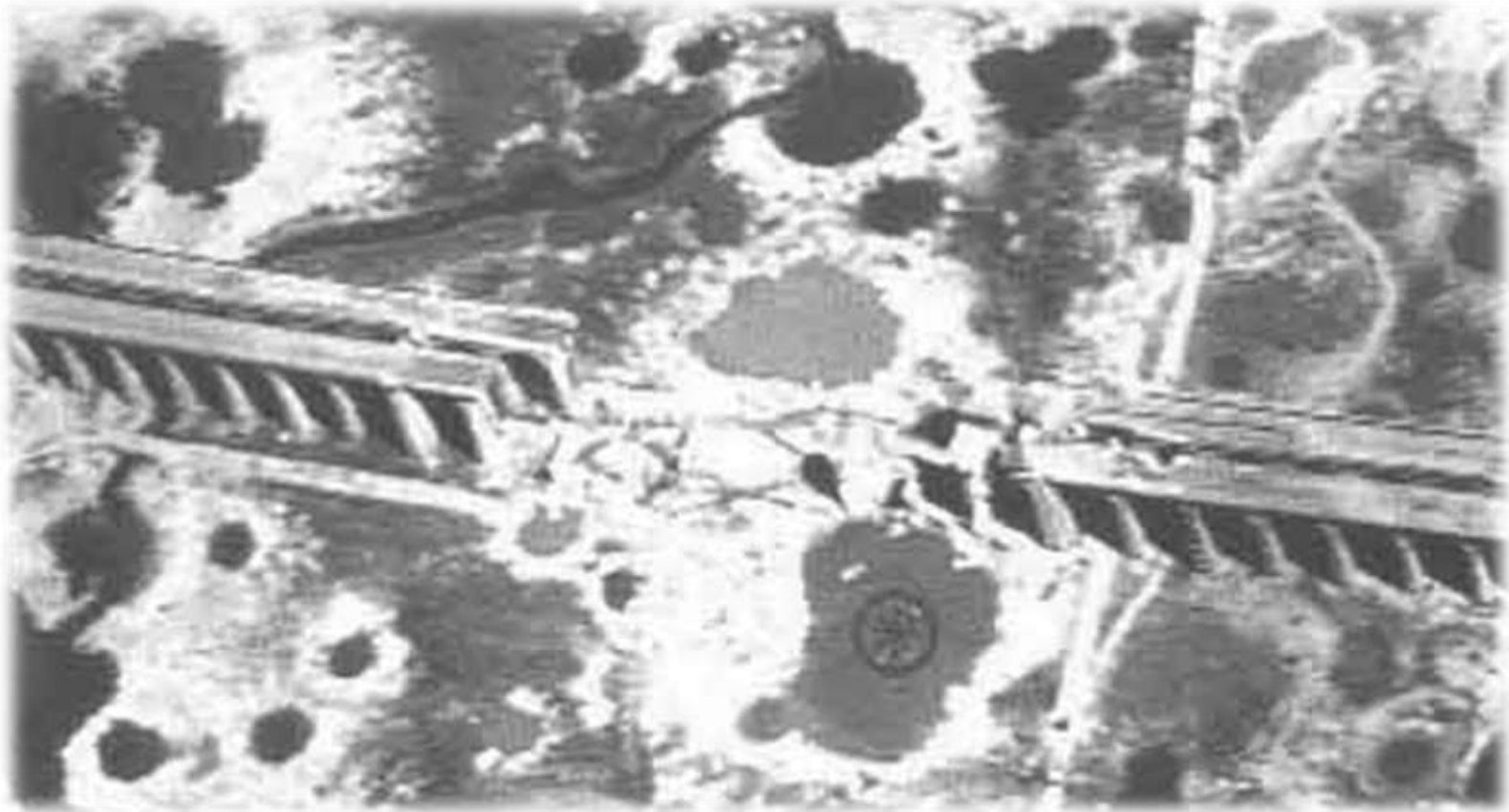
The Sinking of the Battleship Tirpitz.

Ten minutes later she sank to the bottom of the fiord she had been hiding in.



On November 12th 1944 The RAF carried out one of the most successful precision bombing raids of the second World War. This involved the sinking of the German battleship "Admiral von Tirpitz" The attack was made by 29 Lancasters of 9 Squadron and the already famous 617 Squadron. No fewer than 10 previous attacks by both the RAF and the Royal Navy and by Russian submarines had been made on the Tirpitz since she had been commissioned in 1941. It was therefore, not surprising the German Navy regarded this ship as unsinkable. The modified Lancasters each carried a 12,000 lbs Bomb called the Tall Boy that was also designed by Barnes Wallis. So it was no surprise when the Secretary of State, Sir Archibald Sinclair visited the Squadrons at their base the day after the attack on the Tirpitz. He congratulated them on sinking one of the toughest ships in the world.

March 13th 1945. The Bombing of the Bielefeld Viaduct with the 22,000 lbs Grandslam Bomb.



Following on with his success with both the Bouncing bomb and the Tall- Boy Bomb, the Grand-Slam Bomb also designed by Barnes Wallis as a special purpose bomb. It was designed to penetrate deep into the ground before exploding. This created an earthquake effect that had a catastrophic effect on the structural foundations of the Viaduct causing the collapse of more than 200 feet of the structure. The Grand slam bomb was so expensive that crews were asked to return to base with the bomb in the event the raid being aborted, rather than the normal practice of jettison in the sea. The small craters are from previous raids with smaller bombs that had no effect.

22,000 lbs of deadly destruction strapped to the bottom of a Lancaster.



It illustrates the versatility of the Lancaster Bomber.

Lancasters just about to drop 22,000 lbs of destruction on the Viaduct.



Bombs away.

**Operation Manna.
A Painting by
John Rutherford.**



All operation were not confined to just dropping bombs of destruction. Operation Manna was involved in dropping life saving food on The Race Course in the City of Hague of enemy occupied Holland. All crews who took part will affirm that these were “The best operations we ever took part in”

**The Infamous Bombing of the city of Dresden in 1945.
Below bodies waiting to be incinerated.**



In 1941 Charles Portal of the British Air Staff advocated that entire cities and towns should be bombed to demoralise the civilian population, Air Marshal Harris agreed and introduced a policy of area bombing known as terror bombing. One tactic was to introduce the creation of firestorms. This was achieved by dropping incendiary bombs filled with magnesium, phosphorus and petroleum jelly, then dropping these in clusters causing a rapid rise in temperature so that cold air would rush in and suck people into the fire.



The Bombing of the City of Dresden.

Is this the real reason why there is at this time no National Memorial to the men and women of Bomber Command?

In February 1945, the last year of World War II, 300 Lancaster crews were ordered to attack the then crowded German city of Dresden. The attack was not to be their normal precision bombing of military targets. Instead they were ordered to carry out a deliberate bombing of a whole city. The bombs destroyed city buildings and started tremendous and horrific fires.

Very soon eleven square miles of the city were consumed by a firestorm. The vacuum caused by the rapid rise in temperature created tornadoes that tossed furniture, trees and debris into the air, people were caught in fires reaching 1000 degrees centigrade. The whole city was devastated and no one knows just how many died.

At that time the German armies were in retreat and the war was nearly at an end. Some historians have argued that this attack was not justifiable on military grounds, that it was nothing more than a slaughter of civilians. Others claimed it helped to shorten the war in Europe.

The ultimate responsibility for this attack however, lay with the then British Prime Minister Winston Churchill. Only he could answer the question, was the bombing of Dresden a justifiable decision to attack the city? Does this cast a shadow upon Churchill's reputation as an icon of twentieth century British history.







After the War

In 1945 the war in Europe came to an end and quite suddenly we found ourselves in an environment that we had forgotten ever existed. We in the forces had got used to war and all its uncertainties. We had come to terms with the fact that life was for today, tomorrow is another uncertainty, and so one got accustomed to living for one day at a time.

When the war ended I continued to fly with Mitch and we enjoyed the opportunity to fly over Europe without the fear that someone up there would be waiting with the evil intention of shooting us down or indeed someone on the ground would be firing shells at us for the same evil purpose.

We enjoyed bringing home time expired troops from Italy. We would fly out to Pomigliano a base in Italy very near to Naples. We would spend the night there and fly home the next day with 20 soldiers on board all eager to see their beloved homeland once again. They were good trips and we never got used to the look on their faces when invited to come forward to see for the first time in a number of years, the white cliffs of Dover that always seemed to bring tears of emotion to their eyes.

It was 1947 before I returned to civilian life and after a shaky start I soon settled down to family and a career away from the sheltered existence of the Royal Air Force. I never at any time thought my life would be turned so upside down again when on July 1987 not long after my retirement from work at Nottingham University, I received the news of the discovery of our crashed Lancaster. We had been forced to abandon it after a mid-air collision while returning home after a bombing mission over Ludswigshafen in Germany. The damage to our aircraft was so severe we were forced to abandon and bale out. Tragically two of our crew members were killed and another in the other aircraft was killed also during the incident. It is therefore, why most of this Album is concerned with War Memorials and in particular those erected by the people of Fléville-devant-Nancy, of Lorraine in eastern France. It also depicts their loyalty and continued respect for those who gave their lives for the freedom of so many others.



The Document describing the discovery and identification
of our Lancaster 52 years after we were forced to abandon
following the mid-air collision.

1st-2nd February 1945- 23rd July 1997.

52 years after its fall in Lorraine

The Lancaster RA 502 – Z for Zebra

is recovered.

An account of an exemplary inquiry.

The F



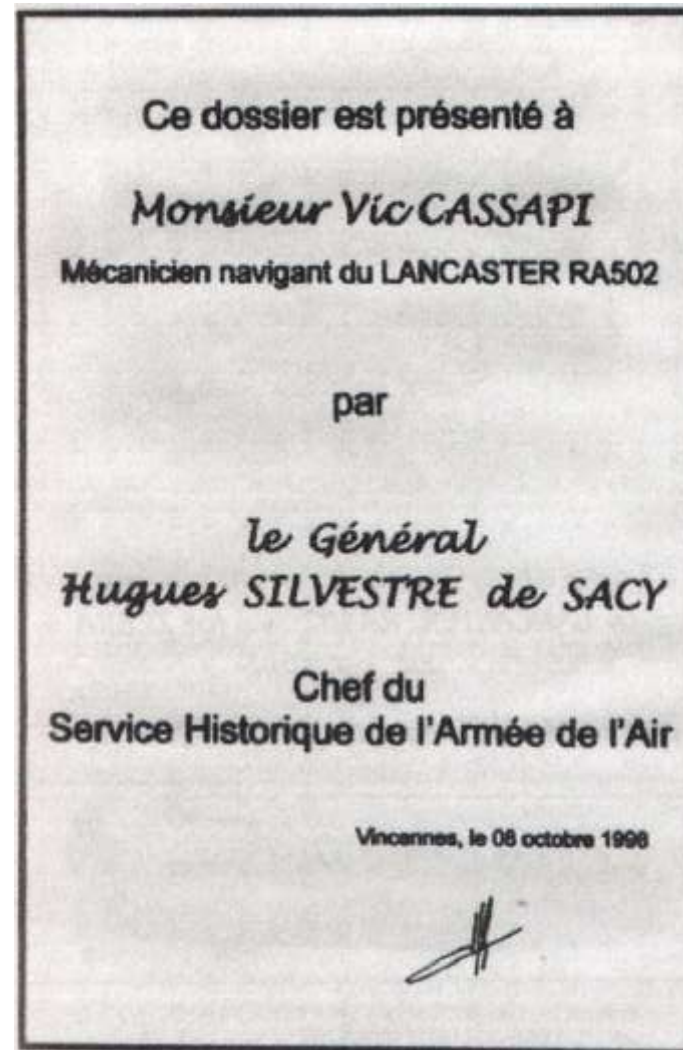


The Dedication Page.

The Historic Service of the French Army Air Force
Became involved with the excavation and identification
Soon after the discovery of the wreckage.

They produced an 80 page report and we four survivors
Were each presented with a copy signed by the General
Hughes SILVESTER de SACY.

The Officer Commanding the Historic Service of the
French Army Air Force based in Paris.





A copy of the letter sent to me with the report.

SERVICE HISTORIQUE ARMEE DE L'AIR.

**CHATEAU DE VINCENNES
BR 110-00481 ARMEES
Telephone: 01 41 93 38 48
Telex: 01 41 93 39 39
23/08/1998.**

**Mr V. Cassapi
Atholl Lodge
Clifton Grove
Skegness
Lincs
PE25 3HB
Grande-Bretagne.**

Dear Mr Cassapi.

In July 1997 thanks to information uncovered by researchers specialising in the investigation of aircraft crashes in France during the Second World War. Our service was immediately informed of the chance discovery of aircraft parts during road building work at Fléville-devant-Nancy.

At the request of the Nancy Aeronautical Museum directed by Monsieur Regis MOREAU, the Air Force Historical Service immediately launched an inquiry and produced a report entitled, 1st -2nd February 1945-23rd July 1997- 52 years after crashing in Lorraine, Lancaster RA502. BQ-Z-Zebra is discovered. The account of an exemplary inquiry.

This report summarises all the different studies of documents and investigations on the ground which led to the formal identification shortly after the discovery of Lancaster RA502- BQ-Z-Zebra of 550 Squadron Royal Air Force which crashed on the 1st February 1945 after a collision with Lancaster NG202 of 170 Squadron.

It would not have been possible to put together this summary without the voluntary efforts of the researchers mentioned above and without the assistance of the local authorities in the east of France. This inquiry has proved exemplary for the collaboration between all parties involved, all the good will be demonstrated by the speed in which the results were obtained.

It is therefore in the name of those who have contributed that I am sending you this copy of the 80 page report which I trust you will be able to have translated into English.

I send it to you with great pleasure but also with respect as you were part of the crew of Lancaster RA502. I am particularly sensitive to this type of inquiry and the need to honour and commemorate our allies who came to fight and fall for our freedom.

Unfortunately for professional reasons it will not be possible for me to come to Fléville on the 24th October 1998 but all the same I am sure the ceremony of remembrance for Sergeants Norman Tinsley, Andrew James and Virgil Fernquist will be exemplary and moving on many counts.

Sergeant Georges-Didier Rohbacher with whom you have already had contact and is the co-ordinator of this inquiry will be sure to give a faithful account of the ceremony.

Yours sincerely,

Signed: Hughes SYLVESTRE de SACY.



The Digger used to excavate the debris of our Lancaster.

**Very little of the uncovered debris contributed to the identification of our aircraft
Because much of the debris had already been taken by scrap merchants when
the aircraft crashed.**



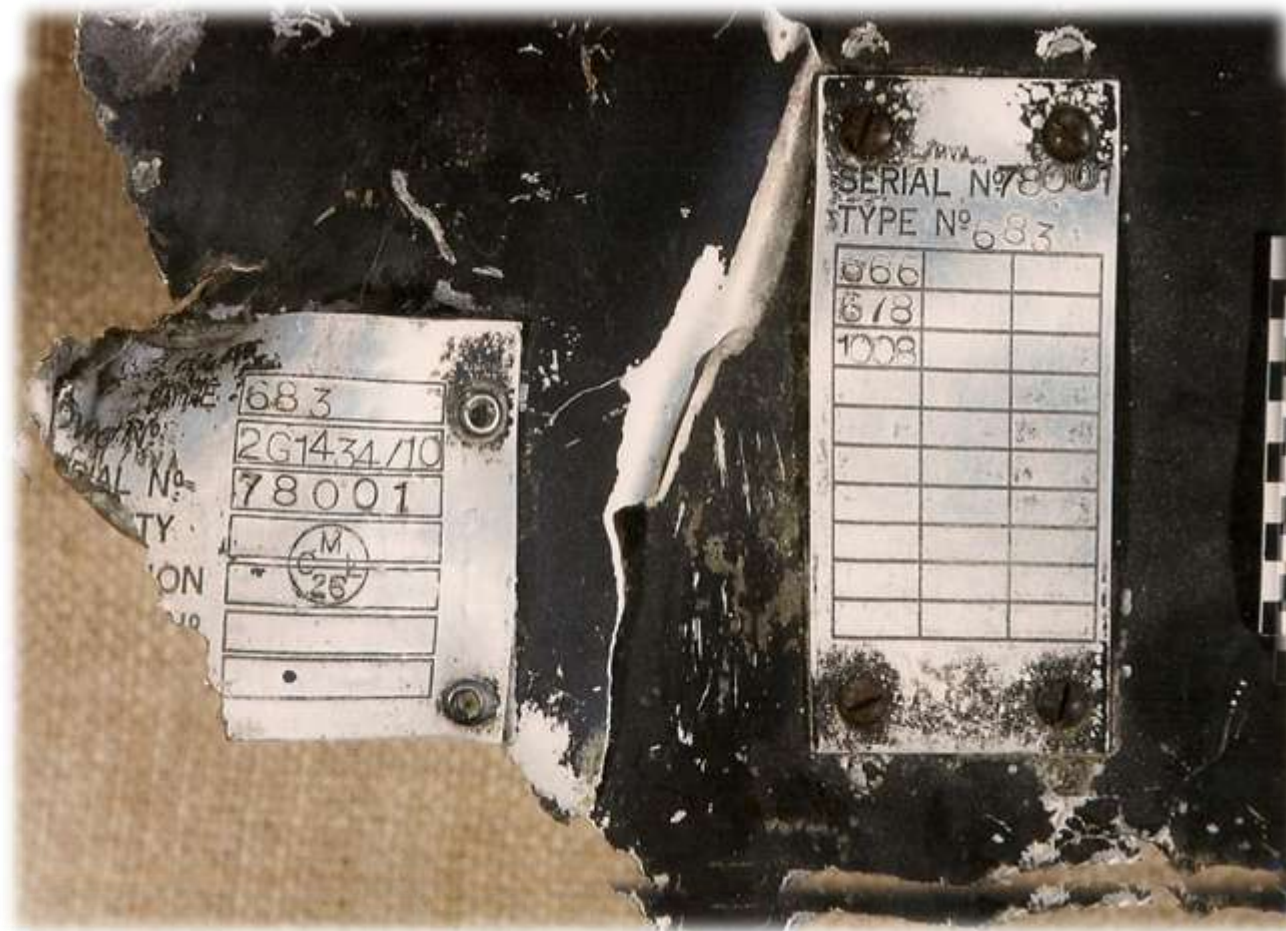
One piece of debris that helped to enable a positive identification.




The letters RA signified the first part of a squadron identification code allocated to each aircraft, but letters were of no positive use without the numbers that normally followed. Because of the location in which it was found, It was assumed that this piece of debris was deliberately left there in order to help with its identification or maybe to avoid the possibility of questioning by the police if they were found in possession.

The serial numbers
manufacturers name as

positively identified the
AVRO.



These serial numbers identified the plane as a Lancaster Bomber and were found in the same location as the piece of debris bearing the letters RA.
"A remarkable coincident."





Half of a crankshaft

prepared for exhibition with six of
the twelve pistons still attached



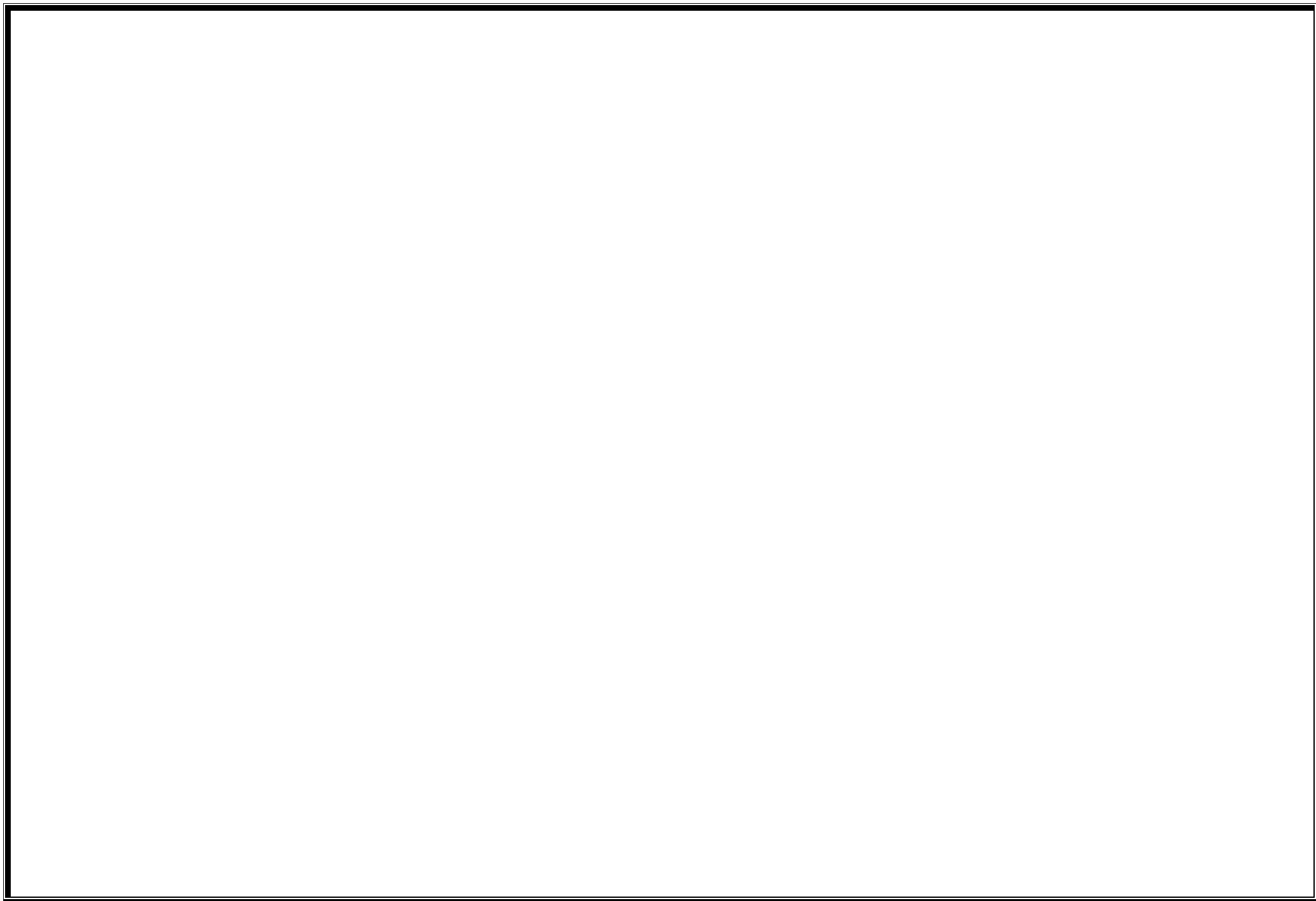
The engines were completely disintegrated and with their distorted propellers where found at a depth of 3 meters and in-line indicating the aircraft nose dived into the ground at a very high speed.



Dedris uncovered.



It is difficult to imagine that all this was once a Lancaster.



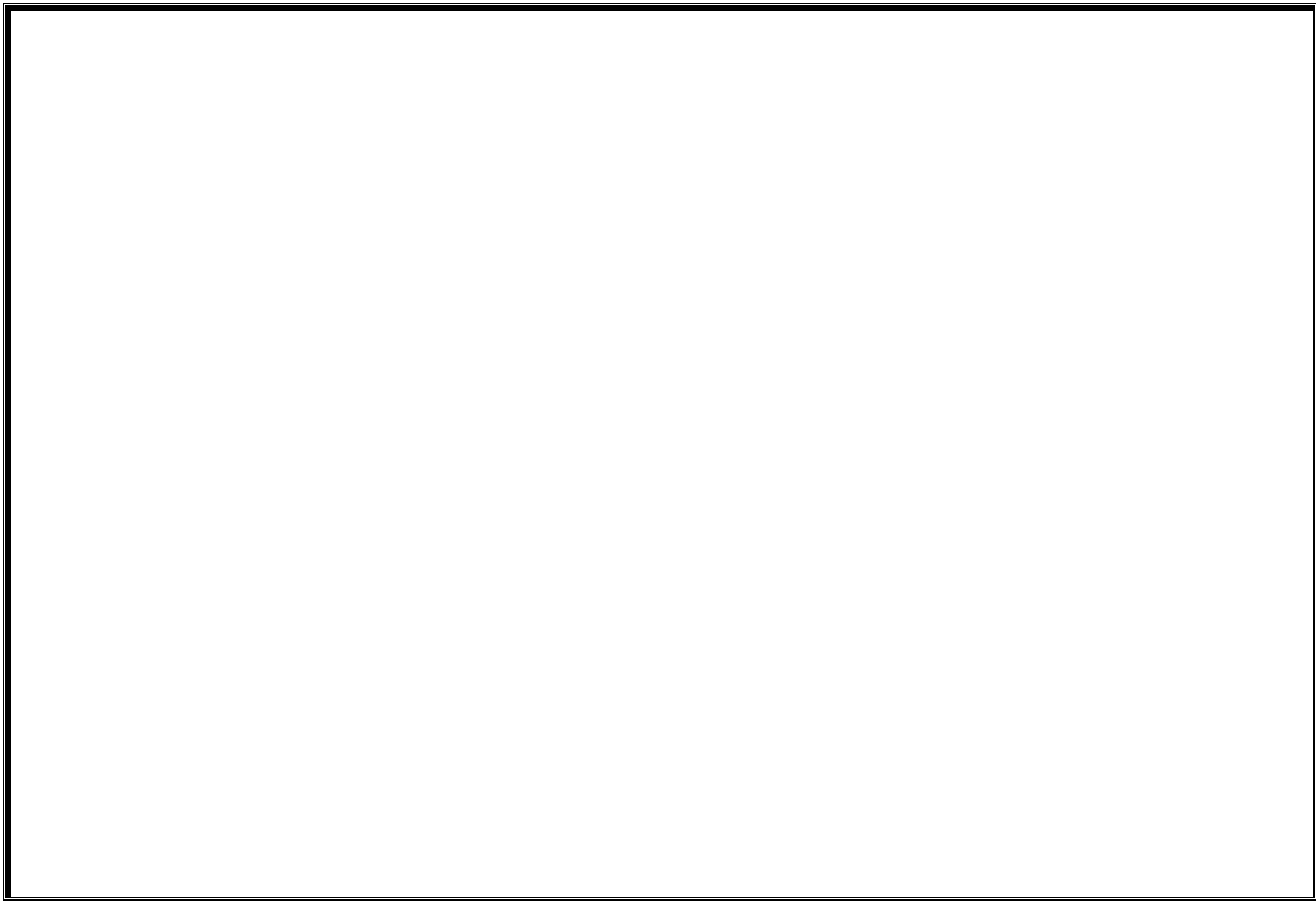
**Monsieur Moreau the
Aeronautical Museum.**

Curator (left) of the Nancy



Attempting to identify a small

piece of debris.



The Technician at Nancy Museum preparing artifacts for exhibition.

The quality of his work in preparation for exhibition was outstanding.



The Aeronautical Museum at Nancy.



Much of the debris of our plane was exhibited

here.

The French News Papers in eastern France gave the story of the find and recovery of our Lancaster full headline news it was also widely covered by French television and wireless broadcasts and was regarded as a very important discovery.

Lancaster of Fléville:

An Exploration Project.

The curator of the aeronautical museum is going to sort out what has been found and seek advise from the Royal Air Force Archives.

L'Est Républicain
25/07/99

FAITS DIVERS

Lancaster de Fléville: une exposition en projet

Le conservateur du musée de l'aéronautique va trier ce qui a été récupéré et demander des renseignements aux archives de la Royal Air Force.

Les débris du bombardier britannique Lancaster mis au jour jeudi à Fléville sur le chantier de la future desserte de l'usine d'incubation ont finalement rempli une benne complète de camion. Toutes les pièces récupérées ont été transportées au musée de l'aéronautique d'Essey-les-Nancy où elles vont être triées et nettoyées. « Nous allons également relever les indications portées sur certains éléments », indiquait hier Régis Moreau, conservateur du musée.

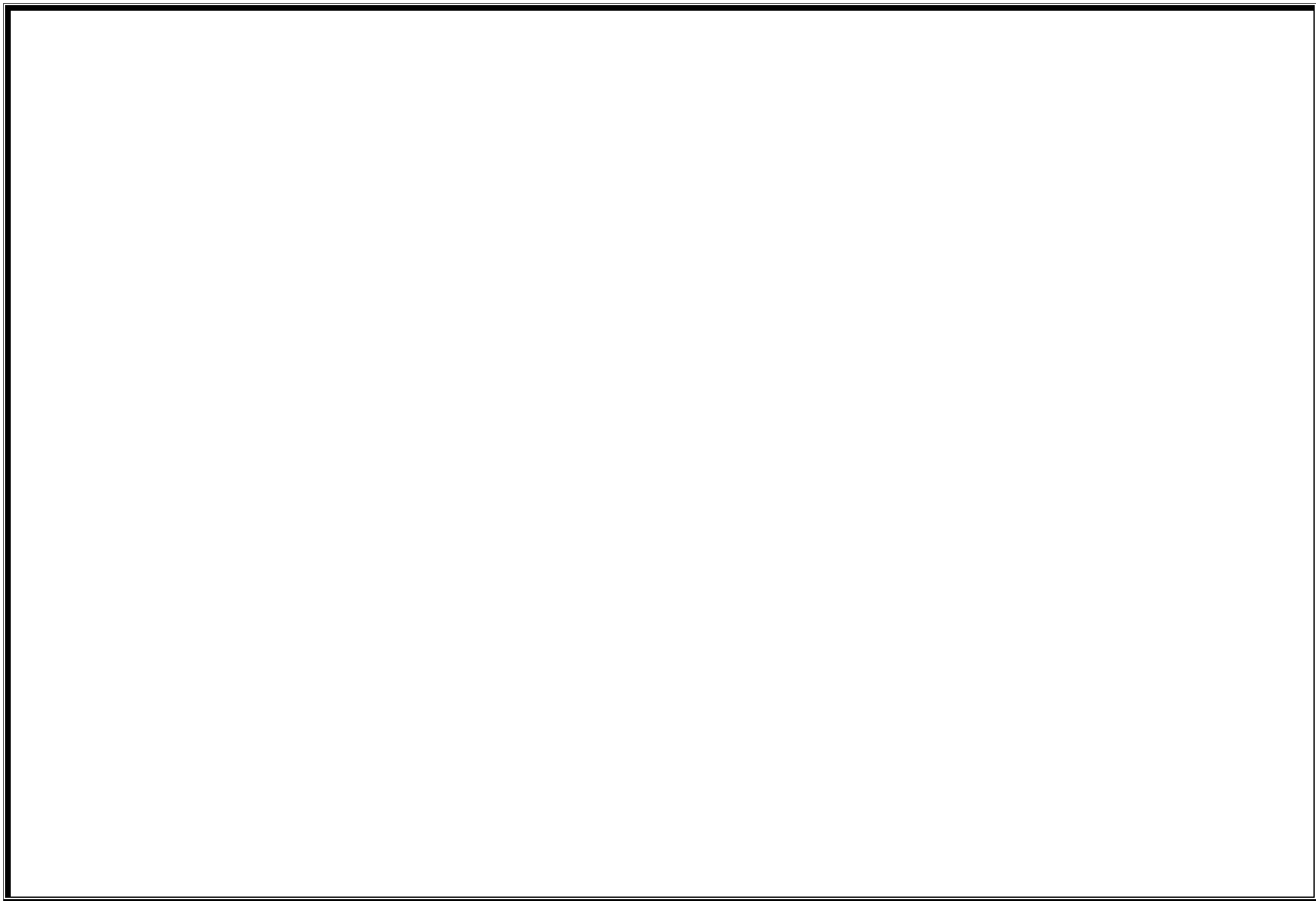
« Ce qu'il y de sûr », a-t-il ajouté, « c'est que nous sommes tombés sur la queue de l'appareil. Nous sommes arrivés au niveau des ailes et des moteurs. Mais tout l'avant a dû totalement éclater et s'enfuir très profondément dans le sol ».

Le mousqueton du parachute

L'inventaire de ces vestiges va demander beaucoup de temps mais M. Moreau, avec la passion et l'optimisme qu'on lui connaît, ne recule certainement pas devant l'ampleur de la tâche. Il va également s'adresser au service des archives de la Royal Air Force pour reconstituer l'histoire du bombardier et connaître son dernier plan de vol. Et il envisage de présenter ultérieurement une exposition sur cette découverte.

Un détail intéressant a été en tout cas relevé. Sur l'un des parachutes retrouvés, était fixé le mousqueton qui, accroché à une bière, est nécessaire pour sauter d'un appareil. Ce qui laisse supposer que les aviateurs, à la suite d'une panne ou d'un très grave défilé causé par un tir de la défense ant-aérienne, se préparaient à abandonner le bombardier.

Gérard GEROME



The unveiling ceremony of the Memorial.



The names of those who died are inscribed on the small plinth on the left. Norman and Andrew from our crew and Virgil from Lancaster NG202. The Mayor Monsieur Jean-Marie Gerard is seen standing to the right. Col. Rouquefue of the French Army Air Force can be seen in the rear with Squadron Leader Martin Parker of the RAF. I am standing in the foreground with Allan Yarnell just behind me, Bill Anderson is just out of shot

The Assembly for the Dedication Ceremony.

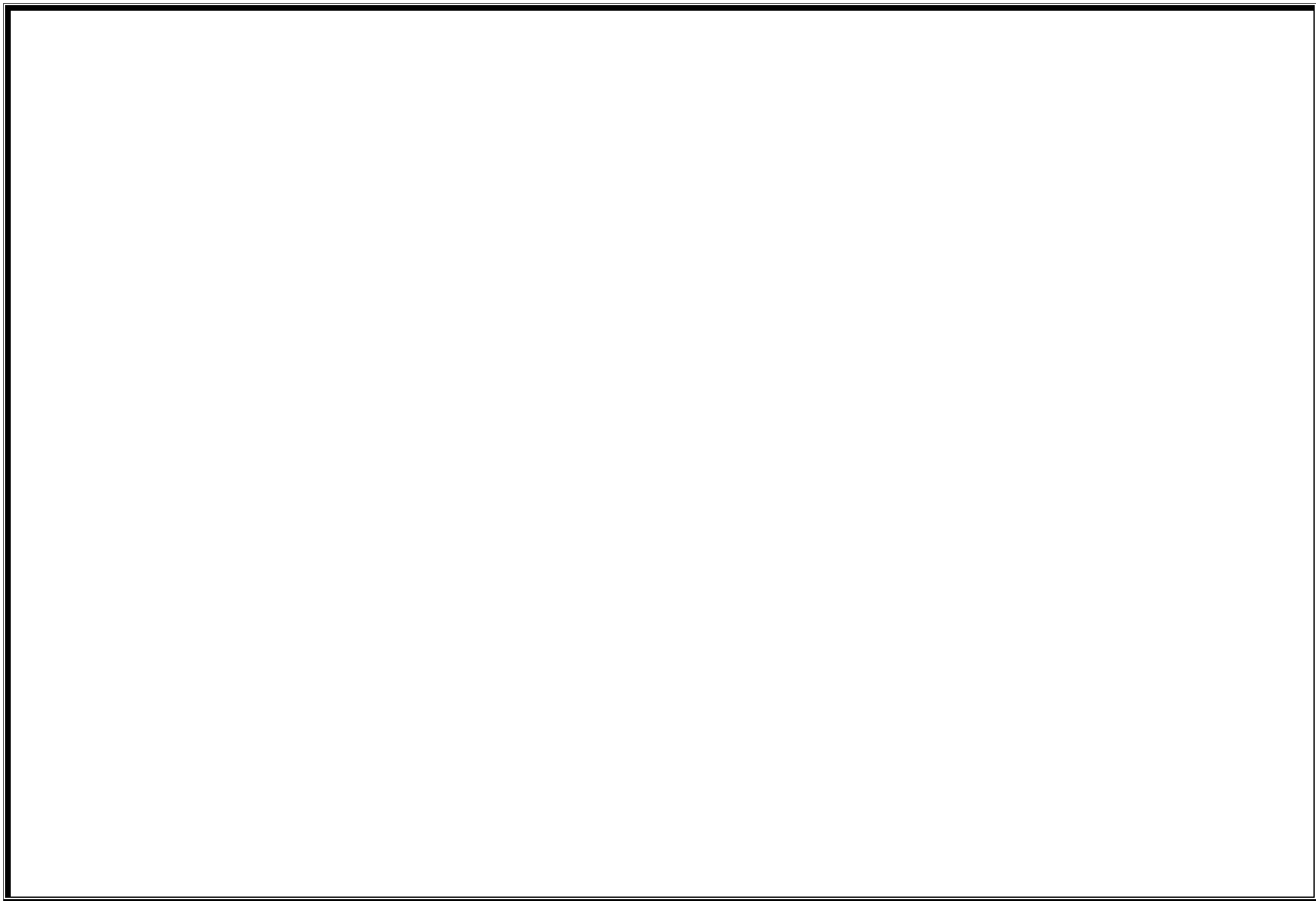


The assembly include we three, various dignitaries, high ranking military officers, MP's and Councillors.

The Standard Bearers
Nancy.

of Fléville-devant-





The French Army Air Force Guard of

Honour.





**Patrick Beaumont and Col.
Force.**

Rouquefluel, French Army Air



Patrick Beaumont, "Amateur Historian" played a major roll in tracing the identification of our aircraft and its crew.



In the Aeronautical

Museum at Nancy.



The gentleman on the left of the

picture is Peter Oliver who

represented 170 Squadron and Virgil Fernquist.

**Wing Commander
Force Attaché gives the principle
guests a briefing on the
Events that are about to take place**

Gunner, Royal Air

during the inauguration ceremony.



The principle guests L-R.Molly&Bill Anderson, Alan Yarnell, “Gladis Gowans,sister of Norman Tinsley” and Vic&Amy Cassapi.



The Mayor of Fléville Monsieur Jean-Marie Gerard addressing the guests at the reception.



I reply to the Mayor's

address.



We three just after
French
Medal.

receiving the
Commemoration



A visit to the crash site after the reception.



**Stanislas Square in Nancy.
Originally the Palace of Louis XV.**



The large impressive building on the right is Stanislas Palace and is now used as a Town Hall And other important offices. On the evening of the inauguration of the memorial in Fléville, we were invited to attend a reception there and were welcomed by the Mayor of Nancy. He gave long speech on the obligations to those who died during World War II for their freedom.

The entrance gate to

Stanislas Square.



The beautiful gardens
Square in Nancy.

adjacent to Stanislas



The entrance gate to the Royal Air Force Runeymede Memorial.



The Royal Air Forces Memorial Commemorates the lives of the men and women who died for our freedom.

The Royal Air Force Runeymede Memorial.



The Memorial Commemorates in writing the names of 20,456 Airmen and Airwomen who died that others may live in freedom. They gave their lives for what they believed.



THE NATIONAL BOMBER COMMAND MEMORIAL.

66 Years after the end of World War II. The 55,573 men and women of Bomber Command are finally to be recognised for their contribution to the War in the Air. They paid the ultimate price.

Designed by architect Liam O'Connor, who previously designed the Armed Forces Memorial in Staffordshire, the Memorial will feature as its centrepiece a nine foot high bronze by sculptor Philip Jackson depicting a seven man bomber crew returning to base after operations. It will be built in the North West corner of Green Park, adjacent to Piccadilly.

The Bomber Command Memorial Foundation Stone.

Mark Camley: Chief Executive of The Royal Parks.



Mark Camley stated: The Royal Parks are at the heart of our country's ceremonial life and this commemoration of Bomber Command in The Green Park will be welcomed by many across the world as a fitting tribute to those who fought in the skies for our freedom. As custodian of these historic parks we will continue to work closely with all concerned to minimise the impact on the ecology of the park and visitors, as the project moves from planning to building.

The 550 Bomber Command Squadron Memorial Stone at North Killingholme

The Memorial Stone being Honoured

by a

Fly-Past of the BBMF Lancaster

Spitfire

and

Hurricane.



**The BBMF “Battle of Britain Memorial Flight” Lancaster stationed at RAF Station Conningsby in Lincolnshire.
The only Lancaster still actively flying in the RAF.**



The call sign HW-R is changed in rotation to represent other Squadrons of RAF Bomber Command.

Amy
the Fléville
after its inauguration.

with the wreath at
Memorial one year



Amy always accompanied
prevented her from doing so.

Amy and the Mayor during one of

me until her health

our many visits to the Memorial.

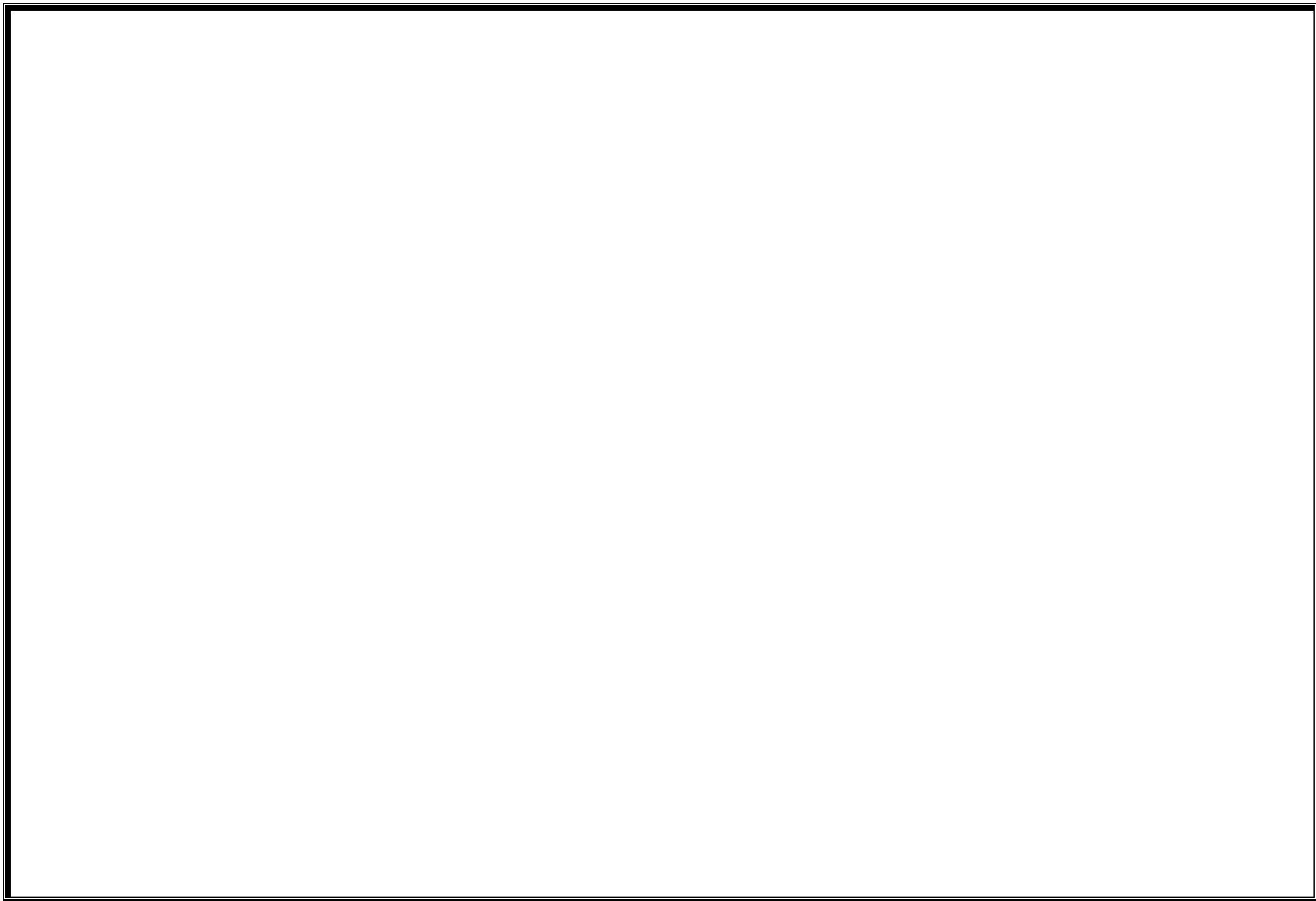


We were always made welcome whenever we visited the Memorial.

Amy and I.



Our pilgrimage.





The Curator of

the Museum.



Explaining the exhibits of our Lancaster

during a later visit.



Some of the debris of our

Lancaster.



The debris was always well

presented.

School visits in Fléville-devant-Nancy.



**During my visits to the Memorial in Fleville I was invited to visit schools in the area to talk about my experiences during the war and to answer the many questions they put to me.
French teachers are particular to educate children on the history of the occupation by German troops.**

Jean-Pierre joins with me in school.



Jean-Pierre helps out with some difficulty with an interpretation problem.

Monsieur Alain The new Mayor of Fléville-devant-Nancy Boulanger.



On each and every occasion I visited the Memorial, the Mayor`and towns people always turned out to share in my pilgrimage. The past Mayor Monsieur Gerard can be seen just behind me and Monsieur Alain Boulanger the present Mayor stands to my right on the front row. Many of the towns people who come to this mini ceremony are regular attendents and I have come to know many of them personally.

The new Mayor Monsieur Alain Boulanger addresses the assembly.



My turn to address the assembly



Madam Edith Hollenbach "Councillor" translates for me.

A visit to one of the many Memorials in Lorraine.



**This one is dedicated to the 35th Infantry Division of the United States Army who liberated that part of Lorraine when many American soldiers died during this campagne.
The Gentleman in the middle is a distinguished and highly decorated Freedom Fighter.**

A reception in the Town Hall of Fléville.



Edith Hollenbach and her son. They both speak excellent English.

The Memorial in

Lincoln Cathedral



Amy and I relaxing by the fountain

in Metz.



**In the background is the Opera-House of
entertainment.**

Metz and various other places of



Jean-Pierre lives in Metz and it is truly a very beautiful old historical city.

Jean- Pierre
the Archaeologist
Lancaster.



LEGENBRE was
who excavated our



We became good friends then and have remained very good friends ever since.



About to lay a wreath.



It was a most solemn event for me and I always felt so much closer to Andy and Norman during these occasions.

Never alone



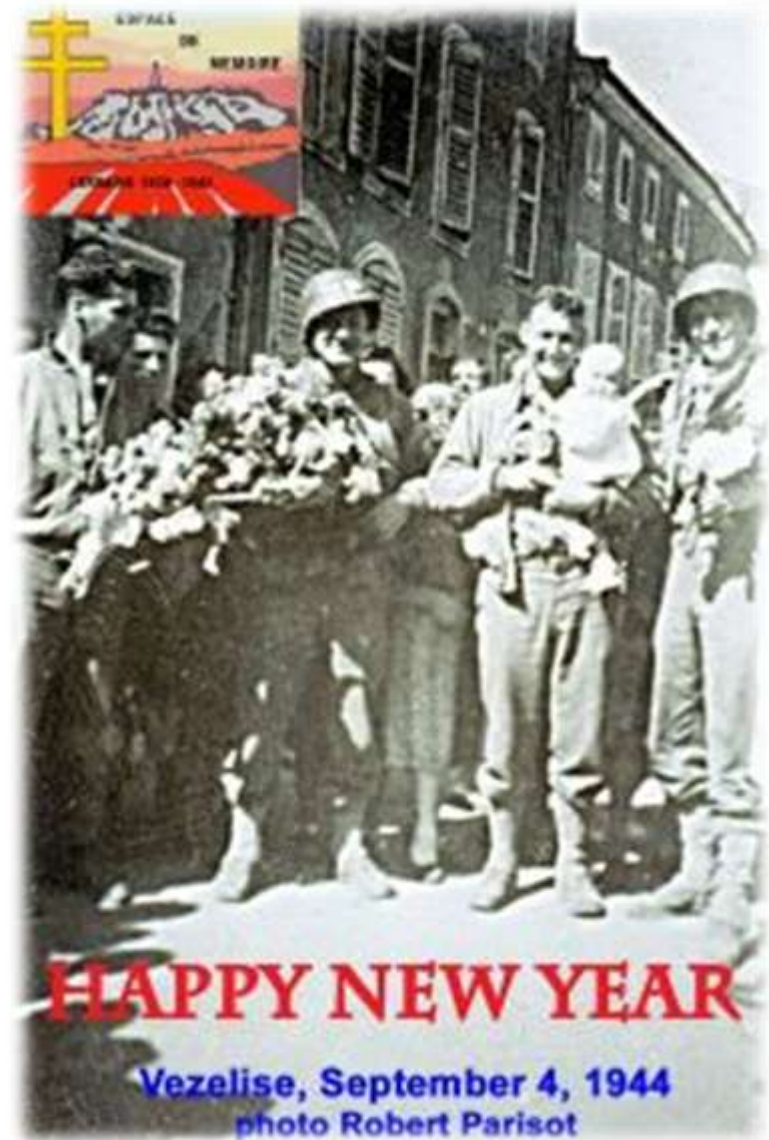
Just some of my French friends who always turn out to

accompany me during my pilgrimage.

ESPACE DE MEMOIRE.

September 4th 1944

Vezelise is liberated by the American Forces.



ESPACE DE MEMOIRE.

The Journal.

The Espace de Memoire Journal is a very professional magazine that is regularly published by the organisation. It comprises the many historic events that took place during the German occupation 1939-1945 and subsequent events up to the present day. The magazine is full of evocative photographs and stories that have a strong leaning towards the American forces who were responsible for gaining the liberation of that part of Lorraine.

I was surprised to read the inclusion of the story of our Skipper F/O Aubrey Lohrey. The story related how a visiting American veteran who was a medical orderly at that time happened to recognise Aubrey from a crew photograph in the Museum as the patient who needed treatment to his feet after bailing out on the 1st February 1945. The story read “Incredible mai vrai” *incredible but true*. The American soldier was Meyor M Wolfson. who re-visited Lorraine in 2010.



ESPACE
DE
MEMOIRE

LORRAINE 1939-1945

n° 16 - Avril 2010

ESPACE DE MEMOIRE

LORRAINE 1939 - 1945

Place de la Gare - 54330 VEZELISE
Tél/Fax: 03.83.26.97.59 - E-mail: espacememoire@wanadoo.fr

NUMERO SPECIAL, 86 PAGES - 10^{ème} ANNIVERSAIRE DE L'ASSOCIATION

Le mot du Président

Aubré CARROT n'est plus ...

C’est une grande famille, partageant la même motivation, qui s’est retrouvée dans la tristesse et l’éviction en apprenant la décès de notre Ami.

Dans le rappel de sa vie, de son engagement, relaté lors de ses obsèques, nous avons retrouvé l’homme qui il fut, l’homme que l’on aime.

Aubré nous a beaucoup appris, nous a beaucoup appris par sa façon d’être et de faire. Il savait donner leur vraie valeur aux événements auxquels il avait participé, sachant en partager ou en atténuer la violence ou la réussite au groupe.

Quant au « deuil de Mémoire », Aubré a été un pilier. D’une part dans ses recherches, structurées par ses amis. Il s’est pris de passion pour les faits militaires qui ont marqué le franchissement de la Moselle à Flavigny.

Il a fait preuve de beaucoup de tact. Il voulait faire connaître et reconnaître leur sacrifice, et nous permettre d’exprimer notre reconnaissance.

Ce n’était pas la son seul métier.

Aubré prenait une part active pour transmettre cette mémoire. Elle lui était chère, il lui était fidèle. Il éprouvait la même compassion pour les combattants quelque soit leur nationalité.

Il se souait avec conviction, explicité, à l’image de sa crédibilité, et du sens de l’accueil qu’il partageait avec ses amis.

Que Dieu nous, à travers une quelconque signe, soit reconnaissant et nos remerciements.

Aubré, nous serons fidèles à sa mémoire. Qu’elle nous inspire et nous guide dans nos choix, dans les actions ou projets que nous avons à mener.

Nous le ferons avec la même esprit et la volonté qui l’a animé.

André BARBIER

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Le Monument de Flavigny en terre

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Pourquoi un numéro spécial ?

Faire que le 10^{ème} anniversaire de l’association soit « à dire » !

Au sommaire de ce numéro de 86 pages :

Une rétrospective 2008 - 2010, occasion de relancer, quelques uns des articles que nous avons réalisés ensemble ces dix dernières années.

Un dossier spécial 1940 - 2010, à l’occasion du 70^{ème} anniversaire des combats de juin 1940, occasion de rendre hommage à notre ami Aubré Moirier, instigateur de l’Espace de Mémoire Lorraine 1939-1945, trop tôt disparu le 24 avril 2010.

Ce volet à notre ami Lucien, initiateur du Monument de Flavigny, mandant fondateur de l’association, infatigable porteur lors de l’accueil de Vidéos Américaines.

Mais aussi vos rubriques habituelles, la rétrospective de l’année 2008, année où l’on commémorait le 65^{ème} anniversaire de la Libération, mais aussi une année particulièrement marquée par les décès qui se sont multipliés au sein de l’association.

Une année qui a vu la disparition de personnalités de la Résistance : Marcel Le Béhan, l’un des derniers FFL de Mortu et Moselle, André Messon, ancien chef du BCA, Marcelle Guy-Coussin, un « personnage » de Baccarat, et de la 2^{ème} DB, et plus récemment celles de Marie-Louise, dernière combattante de l’Escadron de GI-12.

Quelle manière de leur rendre hommage que de poursuivre dans la voie dans laquelle nous ont entrainés, et dans laquelle ils nous ont accompagnés ces 10 dernières années, afin que leur mémoire ne soit pas oubliée ?

C’est pourquoi vous retrouverez aussi dans ce numéro certains les pages 2010, et il s’en va toujours par : visites, une nouvelle plaque, expositions, etc ...

Bonne lecture à tous !

ESPACE DE MEMOIRE.

Retrospective 2011. L'année où L'espace de Memnoire devenu realite.
The year that space in memory is becoming a reality



The beginning.

ESPACE DE MEMOIRE 1939-1945" is an association governed by French law of July 1, 1901. Its articles are filed with the Prefecture of Meurthe et Moselle. Registered under No. 013807 dated March 9, 2000, it is domiciled in Place de la Gare Vézélise. The association aims are the creation, management and running of a museum and educational structure devoted to life in Lorraine during the period 1939-1945. The following is the story of how a single unfunded voluntary organisation "Espace de Memoire" created its own museum in a lasting memory to those who fought and died for their freedom. The barn in which it is built is owned by the family of Monsieur Jérôme Leclerc who is the Seceatary of the organisation nd a resident of Vézélise. He is a man of enormous integrity and undeniably; the driving force throughout the project.

ESPACE DE MEMOIRE.



Volunteer workers assembling the fixtures for the artifacts.



ESPACE DE MEMOIR.



30/04/2011. The Opening Ceremony.

ESPACE DE MEMOIR.

The ceremony of cutting the ribbon.



ESPACE DE MEMOIR.

30/04//2011. Jean Petitcolas. Veteran stated: *it realy is a good time to build it.*



ESPACE DE MEMOIR.

11/06/2011, Doris&Ray Vanek. First American visitors.



ESPACE DE MEMOIR.



11/09/2011 Hall & Lois Duncan, an American veteran.

ESPACE DE MEMOIRE.

29/09/2011. Vic goes all nostalgic over some bits of his aircraft while Jean-Pierre Legendre looks on.



ESPACE DE MEMOIRE

03 Sept & 08 Oct.2011. Edward Komyati 91 year old veteran.



ESPACE DE MEMOIRE.

The Museum at Vésélise

What a difference a coat of paint makes.



ESPACE DE MEMOIRE



Summing up the year 2011. Now that's done, we must plan for 2012.

ESPACE DE MEMOIRE

Monsieur Jérôme Leclerc



A relaxing moment during work on the Museum.

An Album of Remembrance

by
V.B Cassapi

