

Les Pilotes De Chasse Francais 39 45

La grande aventure de la chasse françaiseLe Mémorial du Chasseur FrançaisBibliographie françaiseRecueil des lois sur la chasse en Europe et dans les principaux pays d'Amérique, d'Afrique et d'Asie p. Ernest Demay, Anc. avocat au Conseil d'État ...Le grand gibierBibliographie de la FranceThe Student's French GrammarBibliographie françaiseThe Rise and Fall of the French Air ForceMorane-Saulnier MS.406 AcesJournal officiel de la République françaiseLa palombe et ses chassesAnnuaire de législation française et étrangèreDuden françaisAnnuaire de législation française et étrangèreGesammt-Verlags-Katalog des deutschen BuchhandelsChrestomathie de l'ancien françaisChrestomathie de l'ancien français (VIIIe-XVe siècles)La Chasse IllustréeLa Chronique des arts et de la curiosité Jean Gisclon H. Le Soudier Ernest Demay Association nationale des chasseurs de grand gibier (France) Charles Heron Wall Henri Le Soudier Greg Baughen Kari Stenman France Serge Lardos Bibliographisches Institut (Leipzig, Allemagne). Karl Bartsch Karl Bartsch

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tout hussard qui n est pas mort à trente ans est un jean foutre disait le général de lassalle l

un des meilleurs entraîneurs d'hommes de la cavalerie légère de napoléon il tomba à wagram à trente quatre ans marin la meslée avait cet âge lorsqu'il fut abattu par la flak en 1945 mais l'âge moyen de tous les pilotes de chasse qui furent tués en combat de 1939 à 1945 se situait autour de vingt six ans aucune histoire complète n'a été écrite jusqu'à ce jour sur l'histoire de l'aviation de chasse française au cours de la deuxième guerre mondiale jean gisclon a voulu combler cette lacune reprenant un de ces anciens ouvrages ils ouvrirent le bal consacré à la bataille de france l'auteur qui fit une grande partie de la guerre au groupe 2 mai la fayette fait ici grâce aux nombreux témoignages de camarades aux renseignements et anecdotes puisés dans les journaux de marche des groupes et escadrilles le récit des combats évasions et multiples péripéties qui furent le lot quotidien des combattants de l'air marin la meslée mouchotte fayolle labouchère morel le nigen maridor schloesing choron le gloan littolff tulasne tricaud durand lefèvre de seynes houzé demozay quelques noms parmi les quelques centaines d'hommes qui donnèrent leur vie pendant ces années dramatiques d'abord la campagne de france longtemps très officiellement oubliée et qui coûta à la chasse parmi les 550 tués de toute cette guerre en six semaines plus du tiers de ce chiffre sur les 1 600 victoires remportées par des chasseurs français les 2 3 l'ont été de septembre 1939 à juin 1940 ensuite sur tous les fronts libye syrie tunisie russie grande bretagne afrique du nord italie france à nouveau et allemagne les pilotes de chasse ont livré très souvent jusqu'en 1944 des luttes inégales pilotes confrontés parfois à des dilemmes tragiques et douloureux émaillant les épisodes de cette longue aventure l'armistice de 1940 mers el kébir la syrie le débarquement allié en afrique du nord tournants dramatiques où la discipline ne leur laissait pas la liberté de choisir ils triomphèrent de toutes ces vicissitudes grâce à leur courage leur volonté de vaincre leur esprit de camaraderie et surtout ce solide optimisme qui caractérisait tous ces chevaliers modernes de la cavalerie légère de l'air

pour les chasseurs les gestionnaires de territoires de chasse les amateurs de faunes sauvages ou encore les naturalistes cet ouvrage traite de la biologie du comportement des habitudes du grand gibier chevreuil cerf sanglier daim chamois mouflon

on 10 may 1940 the french possessed one of the largest air forces in the world on paper it was nearly as strong as the raf six weeks later france had been defeated for a struggling french army desperately looking for air support the skies seemed empty of friendly planes in the decades that followed the debate raged were there unused stockpiles of planes were

french aircraft really so inferior baughen examines the myths that surround the french defeat he explains how at the end of the first world war the french had possessed the most effective air force in the world only for the lessons learned to be forgotten instead air policy was guided by radical theories that predicted air power alone would decide future wars baughen traces some of the problems back to the very earliest days of french aviation he describes the mistakes and bad luck that dogged the french efforts to modernise their air force in the twenties and thirties he examines how decisions made just months before the german attack further weakened the air force yet defeat was not inevitable if better use had been made of the planes that were available the result might have been different

the story of the aces who flew the ms 406 an important aircraft not only because it was built in larger numbers than any other french fighter of the period but also because it was the first modern fighter in the armée de l air inventory although comparable to the british hurricane and early models of the german bf 109 it was outclassed when flown against the more powerful and faster bf 109e with little or no protection no armour or self sealing tanks the ms 406 sustained heavy losses during the battle of france too lightly armed and fitted with unreliable weaponry the french fighter struggled to down german bombers it therefore comes as no surprise that only a dozen french pilots became fully fledged aces on the type during this period despite the aircraft being present in significant numbers however a score of pilots who bagged their very first kills at the controls of the ms 406 fought on after the fall of france flying dewoitine d 520s spitfires and even soviet yak 3s to attain ace status against both allied and axis opponents

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