

"A stroke of a pen 70 years old"

Dewoitines 520 serial number 486 crashed near Lourdes.

This aircraft, built in factories in Toulouse late 1941, was recovered by the Luftwaffe, the German Air Force, to serve as a training aircraft for its young pilots. The squadron to which he belonged, the "Jagdesgeschwader 101", was based in Pau.

The pilot of this aircraft was called Gerhard Domashke and the crash occurred because of a "lack of control" (as the archives of the Luftwaffe)

The Dewoitines 520 was a sharp and difficult to fly aircraft: accidents were frequent hunting school.

March 2011: This morning we are on the field where the plane crashed. The property owner has very kindly opened its doors wide, and Christian, the former mayor of Jarret even came with his backhoe !!

Christian explains that part of the plane has been found in the 1980s, but it certainly remains the same debris, perhaps the engine? Dreaming of unearthing a legendary engine online "Hispano Suiza 12Y," we leave open hunting spirited ;

Our experts get to work with a "Star Pulse" very powerful device for detecting metal masses.

My trusty XP works and objects are beginning to emerge. The engine is not at the rendezvous, but the harvest is good and the day passes quickly; we also conclude with a beautiful walk around.

Back home: let's look at our findings.

As usual sort is needed.

This splendid piece with numbers, for example. Is the serial number on the plane? not at all, it is that of a sheep! this marking clings to the ear of the animal and he fell into the ground, in the middle parts of the unit.

Some parts of the plane have traces of paint, others have serial numbers (photo 10), but how to know their function?

I place an ad on the site "Aéroforums" to try to decipher a label bearing an inscription and I am in contact with Thierry.

Thierry is passionate Dewoitines 520. he know it in minute rivets because it restores the Dewoitines 520 Conservatory air and space Bordeaux  
He spent an afternoon at home with its documentation and there, the pieces of metal come to life.

He explains that this piece of structure (photo 13) is a component of the machine gun of the MAC brand that fitted the D520 (photo 14), this round piece (photo 15) was a gauge for measuring air pressure This small instruction booklet (photo 16) was on the panel at the top right, these supports (photo 17 and photo 18) held the gun.

And illegible plate (photo 11) is deciphered by Champollion of our Dewoitines: it should read "WHERE IS TIGHTENING ROD HORIZONTAL POSITION THE BRAKE CHAPE AR SIDE OPPOSITE THE WARP DRIVE"

In an art museum, a guide makes you understand the history of a painting, it will detail its composition and describes his message. Similarly, Thierry revived the flight by learning parts.

Overall, we see elements still bearing traces of painting camouflage (photo 19), primer buff factory applied (photo 20), the red of the French roundel, because before they were in German colors The aircraft wore blue red white French brands; (Photo 21)  
A piece of equipment with a date of manufacture (photo 22)  
A structural element from the wing (photo 23)  
A piece of spoiler with its support and the rod around which it pivoted (photo 24)

Last but very emotional detail, a trace of pencil draws our attention.  
On a support wing (photo 25 and 26), a handwritten inscription: "superior";

On the chain assembly of Saint Martin du Touch in Blagnac, which will be produced later Armagnac, the Caravelle, the Transall then today ATR, a companion wrote in 1941 that word. "Superior"  
This support wing was lodged in the upper part and not to be confused with another room, this annotation was made.  
It was there over 70 years and we find it today!

If this fellow had been that his draughtsmanship was going well through time ...