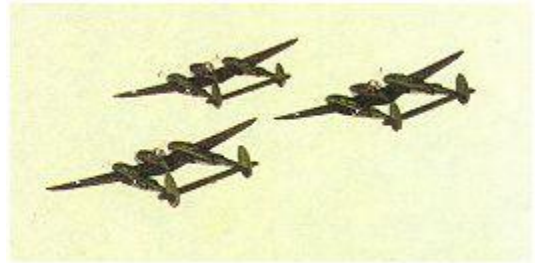




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Dear Friends, Families and 367th Fighter Group members,

It is not easy to have information on the airfields used by the 367th FG during its training before going overseas. I hope that some pictures and some monthly report narratives will help us to have a better understanding.

Among the pilots who lost their life for our liberty some have been honored by the people of the place where they were shot down. Some of these stories will be treated in the newsletters from now on. They will be more or less detailed depending on the information available. The first story was written by Stephane Muret and is honoring Lt. Markley.

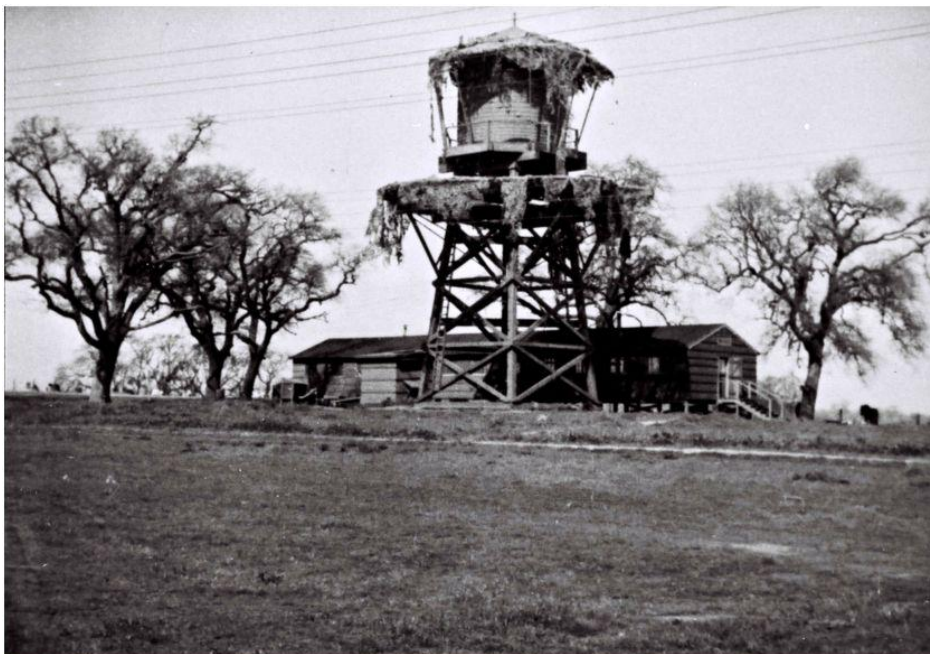
Thanks to Kenneth Roach, we will discover the poem written by Cap. Hollingsworth the day before he lost his life.

Thank you Stephie and Ken for sharing with us these very moving stories.

As always, I wish you a good reading.

The airfields of the 367th FG in the USA

We saw in the issue # 1 of the newsletter that the 367th FG was born on July 15, 1943 in Hamilton Field, CA. The source of cadre was the 328th FG and was assigned to the 4th Air Force. The installment of the Group was considered lasting from July 15 to October 19. The period from October 20 to March 1944 was dedicated to training of all kind of personnel and of course of the pilots.



Unknown building. Probably Santa Rosa Army Air Field as one can see some camouflage net above what could be an observation tower (Clyde Deavers/archives 367th FG)



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In its infancy the group had no planes and just a few pilots. Most of the personnel were enlisted men and ground officers. It would change in October 1943 with the assignment of a large amount of pilots graduated in Class 43-I of Luke Field, AZ.

The outfit anticipated the arrival of these pilots by a move to Santa Rosa on October 11. A long line of motor vehicles constituted the convoy which carried the unit to its new Station, Santa Rosa, California.

The officer in charge of the monthly reports of the 393rd FS noted the following comment: *“A convoy of sixty trucks moved the entire personnel and the equipment to the Santa Rosa Army Air Field about thirty five miles north of Hamilton field... After the paradise of Hamilton Field, several memories will ever remain regarding our new station which contrasts sharply from our former base... Our airfield is one of the best camouflaged and hidden fields in the country. For instance, within its bounds the various sections occupy barns, windmills, and farm buildings of one sort or another. A patch of the field given over to a vineyard and another for an apple orchard. All in all, new pilots find it difficult to find from the air. However this will be splendid training for our pilots in enabling them to locate airdromes while in operations overseas”.*

The 394th FS monthly report had almost the same

observation: *“On October 11th the squadron moved by truck convoy to Santa Rosa Army Air Field, 8 miles from Santa Rosa. The squadron shares the barracks and mess hall with the 393rd FS and the line is 2 miles from the barracks area, on the south side of the field”.*

And the 392nd FS added: *“Santa Rosa Army Air Field is a camouflaged officer’s dream. So well is the field hidden, that even on the ground the men had trouble to find their way”.*



Pilot’s room in one of the airfields used by the 367th FG in California. This picture comes from a microfilm explaining its bad quality (archive 367th FG)



Another view of what was certainly Santa Rosa. Note that like on the picture on the previous page, the barracks are all built under some trees, helping to the camouflage (Clyde Deavers/archive 367th FG)



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On the 15 of October the 3 squadrons expanded their pilot personnel as new bird men commissioned in Luke Field on October 1st had to report to the outfit in Santa Rosa. 26 of these new pilots were assigned to the 392nd FS, 26 to the 393rd FS and 26 to the 394th FS.



Lts Ray Tremblay and Philip Lee, 394th FS (archive 367th FG)

October saw also additional P-39's Airacobra arrive to Santa Rosa. So the training of the pilots was expected to change from idle to full throttle. Fighter pilot is a dangerous job. It was confirmed by Lt Ray Tremblay who had to bail out of his P-39 on November 3, joining the Caterpillar club.

Unfortunately, Lts Robert Pusecker and Philip Lee collided in mid-air on the 7th and were killed. Lt. John Steele was killed when his P-39 crashed into the side of a mountain when returning from a gunnery mission the twentieth. All were from the 394th FS.

The life of the officers in the 367th FG was far better than the life of a cadet. Lt. Gene Fleming, one of the new pilots assigned to the 392nd FS wrote the following statement in a letter to his parents on October 19, 1943, after he arrived at Santa Rosa: *"I came into the field and checked in – etc. We were allowed to stay in town all night Friday + Saturday+ until 10:30 Sunday night. We also get off every 6th day so you can see it's a pretty good deal. We start flying tomorrow"*.

Lt. Ted Parmenter, also new bird man assigned to the 392nd FS in Santa Rosa, wrote to his family on October 28, 1943: *"I have been doing a little bit of flying. I now have two and a half hour in the P-39. I flew an hour this afternoon and am scheduled to fly again at seven thirty in the morning. We still only have eight ships and usually*



Lt. Ed Wanzung, 392nd FS and Lt. Albert Cooksey, 393rd FS (archive 367th FG)



Lt. Ted Parmenter, 392nd FS, back home in 1945 (Jane Parmenter/archive 367th FG)





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Cap. Robert 'Buck' Rogers 392nd FS in one of the airfield in California (Patrick Kelly/archive 367th FG)

about six of those are grounded. This afternoon we had three of them flying but I had to ground the one I was flying, the brake went out on it. Something like that is always happening". On November 11 he added: "We have been flying formation for about a week and a half now. It is quite a lot different that the formation we flew in school and a lot more interesting although it is harder to fly. We will have a lot of formation flying before we go to combat".

On December 5, 1943, the 392nd FS suffered of its first casualty when Lt. Edward Wanzung was killed in a crash in Petalla Hill, one mile south of Santa Rosa.

2 pilots of the 393rd FS became members of the Caterpillar club when Lts. Albert Cooksey and Earl Ody bailed out of their P-39 respectively on December 13 and December 20.

In order to increase the flight hours of each pilot and to fly combat training missions each squadron moved to an independent airfield. The 393rd FS moved from Santa Rosa to Oakland Municipal Airport on December 6. The squadron was closely followed by Group Headquarters

which moved on the 10th of December. On the 7th of December, the Operations, Intelligence, Squadron and Tech Supply Sections of the 394th FS left Santa Rosa for the Squadron new station, Hayward. On December 8 at 0800, the rest of the 394th FS left Santa Rosa by convoy trucks and arrived at Hayward at 1100.



392nd FS pilots in Sacramento attending class (archive 367th FG)

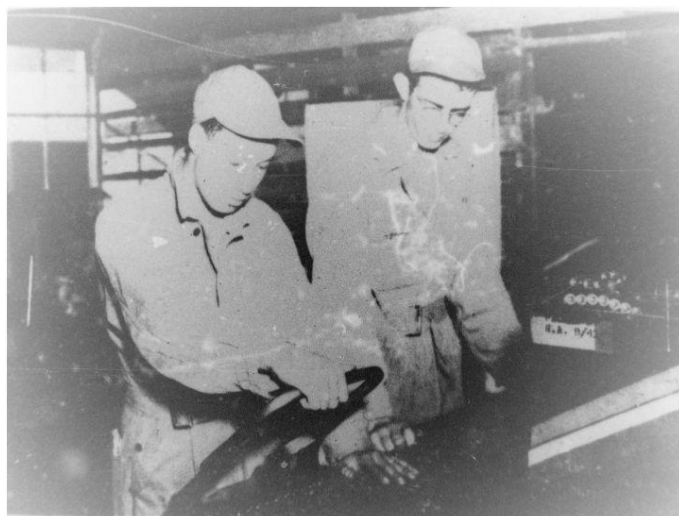


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Mess Hall, unknown squadron, place and men (archive 367th FG)

Ordnance, unknown squadron, place and men (archive 367th FG)



393rd FS Ordnance Officer, Lts Earl Ody, John Eldrige and Bill Norris, Oakland Municipal Airport, December 1943 (Jean-Luc Gruson/archive 367th FG)



The 392nd FS was the last squadron to leave Santa Rosa when on the 10th of December a new convoy of trucks carried the men to Sacramento Municipal Airport, CA.

The 394th FS monthly report gives the following view of the new airfield: *"This base was a startling contrast to the field at Santa Rosa. In place of the wide open country side with orchards and vineyards, there were houses and*

streets surrounding the field. The 7 miles from the field to town was forgotten as this new field found itself next to a low back fence just down the street from the 101, Shalimar, and other recreational centers. The line had been built for bombers and could easily accommodate our planes and equipment. The squadron rapidly settled itself at Hayward and things started smoothly. Ground training was started again. A P-39 mobile unit stayed for one week with some equipment including mock-ups of the hydraulic, fuel and electric systems as well as landing gear and instruments panel. The mock-ups and display boards were explained in a series of informal lectures that both pilots and mechanics attended".

After two month of training, the pilots had logged enough hours to master the P-39. The next training to add to their skill was the gunnery and bombing. For this purpose the 3 squadrons were sent by rotation to the Gunnery and Bombing Range in Tonopah, NE. The next day (11 December) a detachment of 92 enlisted men and 36 officers of the 392nd FS were sent to Tonopah. The men travelled 2 full days before arriving to their destination. This training took its toll this time again. On December 18, Lt. Harris was killed when his P-39 crash landed about 4 miles of Tonopah.



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The 394 monthly report gives the following commentary: *“At 0650, 27 December 1943, all about a skeleton force left Hayward for the bombing and Gunnery Range in Tonopah. “In order to complete the pilot’s training and improve their flying ability, the pilots were sent on detached service to the bombing and gunnery range, Tonopah, Nevada, for two weeks training. Sufficient personnel of officers and enlisted men were also sent along to crew the planes and carry on the necessary ground work”.*

The toll paid by the 393rd was even higher. Lt. Frank J. Piggott went into a fatal spin on January 2nd. On January 5th Lt. Dwight D. Lee made a crash landing five miles south of the base without injury to himself. Lt. Franklin C. Bower was killed on January 11 at the range. During the transition training from October 1943 to February 1944 the 367th FG suffered from 42 accidents, most of them during take off and landing.

The losses in Tonopah was explained in the 394th monthly report of January 1944 : *“Here the engineering department had particular trouble with rough engines. The change in altitude from three feet at Hayward to over 5200 feet was a major cause of this trouble”.*

The men came back to Hayward in three days. One batch of officers and enlisted men left Tonopah in B17’s on January 13th, another batch in B17’s on the 14th and the rest in a 15 trucks convoy the next day. Seven pilots flew the P-39 back in Hayward on the 14th.

The 393rd FS was the third and last squadron to leave California for the 2 weeks of training in Tonopah. Unfortunately, the squadron lost also one pilot on January 17th when Lt William J. McCary did not recover from a spin on the Gunnery range, 25 miles south of the airfield. The return trip to Oakland took place on January 25th by truck convoy.

February and the beginning of March 1944 saw the end of the pilot’s training according to the IVth Fighter Command’s requirement and saw numerous POM (Preparation for Overseas Movement) for all departments of the 367th Fighter Group. The trip from California to camp Shanks, New York, as well as the crossing of the Atlantic are other stories...



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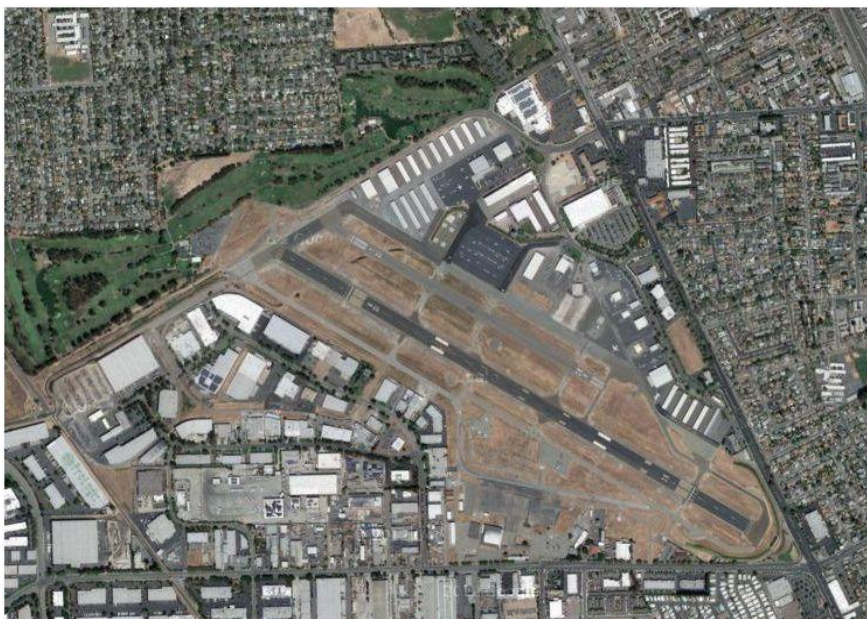
Santa Rosa Army Airfield was located 7 miles north west of Santa Rosa. It is now Charles M. Schulz - Sonoma County Airport.

As seen above in this article, the Hayward Army Air Field had been used by the 394th FS and the group headquarters. This airfield had been built as an auxiliary field of Chico Army Air Field. It was placed west of Hayward, close to the San Francisco bay. It is now Hayward Executive Airport.

The Sacramento Municipal Airport had been used also as auxiliary airfield of Chico Army Air Field. It was the home of the 392nd FS and was located 3 miles south of downtown Sacramento.



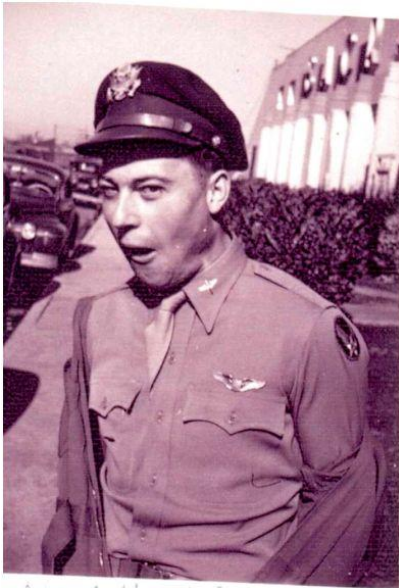
Santa Rosa - Charles M. Schulz - Sonoma County Airport seen on Google map.



Hayward Executive Airport seen on Google map



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Sacramento Executive Airport seen on Google map



Lts Hugh Hallman (top) and Eugene Fleming in front of the Sacramento Municipal Airport . One can see behind the two pilots the big capital letters existing at the time on the Sacramento Municipal Airport building (Carolyn Cobb and Clyde Deavers/archives 367th FG)



Oakland International Airport seen on Google map. The old airfield is on the upper part of the picture and the runway of the International airport can be partially seen on the lower left part of the picture.



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LT. KENNETH MARKLEY

Thanks to the Saint Lô breakthrough at the end of July 1944, the allied troops started to push the German soldiers out of Normandy. These last tried to escape the area through the Falaise pocket and by crossing the Seine river. So, in August the frontline moved rapidly eastward. The Fighter Groups of the 9th Air Force started to lead missions to the east of France in the same time. This is during one of these missions than Lt. Kenneth Markley, an original pilot of the 392nd FS, lost his life. In the 90's Jack Curtis got in touch with Stéphane Muret, a young French researcher living in the Vosges area. Stephe, as Jack liked to call him, managed to find Ken's crash site. Thanks to his work a monument with a plaque was unveiled in honor of this pilot who gave his life for our freedom. Stephe managed to gather the information concerning this fateful day of August 1944. He shares them for us.

“On Friday August 27, 1944, at 11h30 in Auxon, a small village in the east of France, the attention of the inhabitants was caught by the characteristic noise of a low flying aircraft. This is not a surprise for them. The Air Force base of Luxeuil is close. The German have been occupying it since 1941 when they settled a flying school. Furthermore, since a few weeks, the allied aviation flies over the area and the German plane did not venture a lot in the sky of the Haute-Saône department. Since May, the Mosquito of the Royal Air Force followed by the fighters of the 9th Air Force had been leading devastating attacks on the airdrome. But on this particular Sunday the noise is louder and the aircraft is having troubles as one of its engine was on fire when it flew over the village. After a short while it crash landed a few kilometers north east of the village. A 23 years old pilot, Lt. Kenneth J. Markley, of the 392nd FS, 367th FG, has just lost his life.



Lt. Kenneth Markley ready for a military training. This picture was taken either in Santa Rosa or Sacramento airports (Carolyn and Joe Cobb/archive 367th FG)



Lt. Kenneth Markley in the cockpit of a P-39 Airacobra certainly in Sacramento Municipal Airport (Carolyn and Joe Cobb/archive 367th FG)



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A few hours before, in Cricqueville, Normandy, the crew chief and assistants had performed the last check and the armorers had loaded the ammunition in the P-38 Lightning of the 392nd FS. They will be part of a group of 12 ships whose mission is an armed reconnaissance in the east of France. Since a few days, the P-38 of the 9th Air Force had the habit to fly deeply inside the German lines to dispense confusion.

All the possible targets are attacked : airdromes, railroad and road convoys, isolated vehicles, troop concentrations, troop billeting. All these actions are not performed without losses. For the single month of August, the Group has lost 22 ships and 11 pilots were killed. A couple of days ago, on the 25th, the Lightning encountered a unit of the Jagdgeschwader 26 (26th Fighter Group) and had almost wiped them out but at a high cost, 7 twin engine aircrafts did not make it to the Advanced Landing Ground A2 Cricqueville. This Sunday, August 27, Kenneth J. Markley, should not fly. He had finished his tour of operation and was ready to go back to the States where he was waited by his family. Furthermore, Kenneth had always followed his own rule of not to fly on Sunday. Nevertheless, this fateful day, due to the heavy losses of the squadron and to the request of his Commanding Officer, he accepted to fly a 35th and last mission.

In the beginning of the morning, once the briefing is finished, the pilots headed to their ship. Lt. Kenneth Markley, assigned to blue flight, had to fly on P-38 serial 42-104125. His wing man was Lt. Walter Kines. The take off and the flight to the east of France were uneventful. The Luftwaffe has almost disappeared of the French sky. The visibility is unlimited on this hot day of the end of summer. Around 11 hours, the Lightning are in the vicinity of the airdrome of Luxeuil. On this base in 1916, during WWI, was born the La Fayette Squadron made of American volunteers. On their aircrafts was painted the Sioux head. In 1940, on this airfield, was stationed the French Fighter Group 2/7. Since 1941, aircrafts with black crosses had been occupying the airfield. The German had even created a fighter school. But due to the devastating attacks made by the American fighter bombers this school had been evacuated. On August 27 Markley and Kines spotted a cargo Junker 52 on the runway. By a few well adjusted bursts they set the old trimotor on fire. But the German servants of the flak were not new comers and as he was gaining altitude, Kines saw that the right engine of 42-104125 was on fire.



From left to right : Lts. Ray Jackson, Eugene Fleming, Ken Markley and Clyde Deavers. This picture was more that probably taken around february 1943 in Sacramento Municipal Airport a short time before living California for the ETO (Carolyn and Joe Cobb/archive 367th FG)



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Without any words on the radio, Ken Markley tried to maintain his ship in level flight but he rapidly lost altitude and his wingman saw him hit the ground at 11h45. He saw no chute. Lt. Markley went in with his aircraft.

On the ground, the inhabitants of the village heard the plane having troubles. The P-38 crash landed in North West of Auxon, in the hamlet of 'Creux joyeux' and was scattered on a 300 hundred feet long area. The body of the pilot was right in the middle of the wreck, along the departmental road 100 and the two engines could be seen very close. Very quickly the German soldiers secured the area and threw back the French civilians.

The German were coming of a close radar base. They took the body of Lt. Markley wrapped into his chute and left the still burning wrecks. Around the end of the afternoon, the German took the body of Lt. Markley to the Vesoul municipal cemetery, arguing to the French authorities that he was an American prisoner killed during the strafing of a train en route to Germany. The American officer was discretely buried this same evening...The story of Kenneth J. Markley seems to stop here..."



*Crash site of Lt. Ken Markley. The American flag shows the estimated place where eyewitnesses found his body when they arrived. The aircraft bounced several time from the top to the bottom of the hill. This crash site was investigated by Stéphane Muret, a French researcher living in the east of France.
(Stéphane Muret/archive 367th FG)*

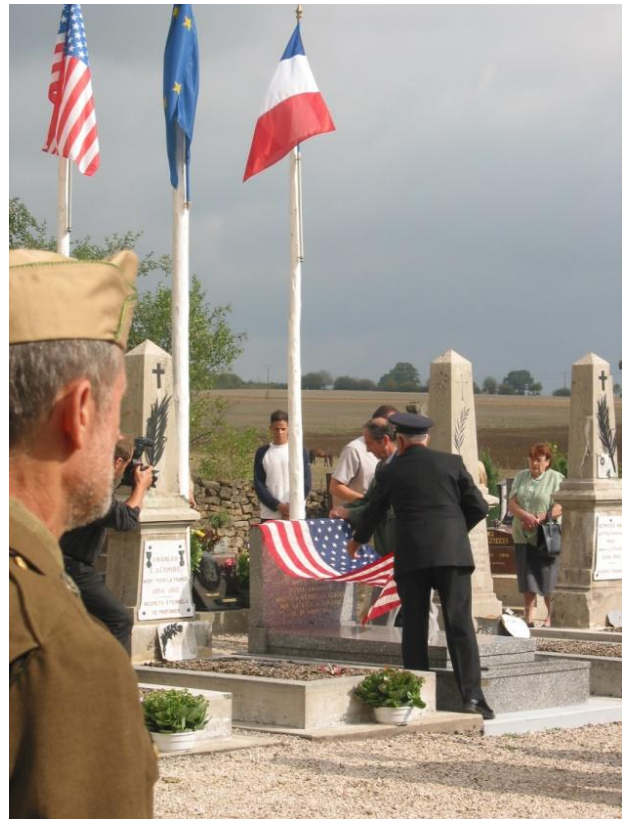


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Stephane Muret helped to organize the dedication in honor of Lt. Markley. It was organized on August 31, 2003 in Auxon, Saône-et-Loire department (70).



Monument in honor of Lt. Kenneth J. Markley



American flag unveiled by a veteran of the Auxon section and the superintendent of the American cemetery of Dinoze.



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Song of the pilot

In newsletter # 4, the mission list for May 1944 indicates the loss of Cap. James L. Hollingsworth and 2nd Lt. Graham B. Ross, both of the 392nd FS and the detail of that fateful mission is given in newsletter # 5 : “Cap. James L. Hollingsworth and 2nd Lt. Graham B. Ross, 392nd FS, were lost on May 23 also in bad weather over the Channel. Lt. Ross aborted and Cap. Hollingsworth escorted him. They were last seen near the English coast into a diving turn. They are thought to have collided into the overcast. Although they were rescued by a Air Sea Rescue ship they did not survived to the low temperature of the Channel”.

The cousin of Graham Ross, Kenneth Roach, did some research to find the grave of Cap. Hollingsworth : “Finally have gotten to sending pictures I took of the final resting place of my Cousin Graham Bruce Ross and Captain James L. Hollingsworth. It was quite an adventure finding these grave sites but was and is a labor of love. But that's a story for another day. Graham is buried in Salisbury, North Carolina, his hometown, and Captain Hollingsworth is buried in Abbeville, South Carolina.

Of interest is the poem on Captain Hollingsworth's marker written the day before his death. I also found out that he was do to rotate back to the States because he was nearing the end of his tour which leads me to believe he was infused into the 392nd FS to add experience to the newly arrived Squadron”.



Grave of Cap. James Hollingsworth, 392nd FS (Kenneth Roach/archive 367th FG).

Poem written by Cap. James Hollingsworth:

DREAMER LISTEN; YOUR CASTLES ARE MY REALITIES, YOUR REALITIES MY PASTIME; ONCE THOUGH I WING MY WAY TO HEAVEN WHERE THE SILENT WORLD BECOMES MY STARRY BALLROOM, EVERY ANGEL MY PARTNER IN ARMS. MY IMMORTAL WINGS ARE SILVERED THOUGHTS OF BLANKETED BLUE; I SAIL ON FANCIED THRILLS AND FEAST ON BEAUTY UNTOLD. THE SKY IS MY KINGDOM, THE GOLDEN SUNSET MY SCEPTER; EVERY CLOUD MY THRONE AND EACH LAYER A STEPPING STONE TO HEAVEN. NO DREAM IS BEYOND MY REACH, MY THRILLS HAVE NO END. GOD AND I COMMAND. HOLLY.



Grave of Lt. Graham Ross, 392nd FS (Kenneth Roach/archive 367th FG).



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367th Fighter Group missions list – September 1944

1 September 44

392nd FS : high altitude precision bombing mission, Lt. Moutoux leading 11 P-38s.

392nd FS : dive bombing mission, Lt. Hansen leading 10 P-38s. 8 bombs were dropped on barges in canal 1 miles SE of Bennisart, Belgium. 2 bombs were dropped on column of 10 trucks in vicinity of Onnaing, France. 4 bombs dropped on barges close to Jenlain, France.

394th FS : bomber (3 groups of B-26s and one of A-20s) escort mission over Brest (France), Lt. Hinkley leading 11 P-38s.

393rd FS : B-26s bomber escort mission, Lt. Buchanan leading 12 P-38s. Uneventful.

393rd FS : B-26s bomber escort mission and armed reconnaissance, Lt. Buchanan leading 12 P-38s. Escorted the bombers from Le Tréport to Abbeville and return and next swept the area but no target was found.

2 September 44

394th FS : armed reconnaissance mission, Cap. Matheson leading 11 P-38s to Maastricht (Low Countries), Germany and Saint Vith (Belgium). Area totally obscured by low overcast varying from 0 to 20000 ft.

3 September 44

394th FS : armed reconnaissance mission, Cap. Reed leading 12 P-38s . 5 convoys consisting of more than 20 vehicles each were bombed and strafed at Soignies, Belgium. More than 100 plus horse drawn and armored vehicles and 10 plus tanks were destroyed.

393rd FS : armed reconnaissance mission, Lt. Heath leading 12 P-38s. 4 bombs dropped in target area (area not specified). 2 barges destroyed 3 miles E of Maubeuge, France.

394th FS : armed reconnaissance mission, Cap. Reed leading 12 P-38s to the area Cambrai-Mons road. 100 horses drawn vehicles were bombed and strafed 5 miles S of Brussels with 45 vehicles destroyed.

4 September 44

Group: armed reconnaissance mission, Col. Young leading 36 P-38s to Namur, Belgium. 392nd FS was top cover and 393rd and 394th FS were armed with one 1000 lb bomb each. No bombing target found,

392nd FS : armed reconnaissance mission in Koln area, Lt. Moutoux leading 12 P-38s. No observation were to be reported. Lt. Harry Pape bailed out of his plane near Le Havre (allied held territory), France. Returned safely to squadron.

393rd FS : armed reconnaissance mission, Lt. Buchanan leading 12 P-38s. 5 horse drawn artillery destroyed by strafing S of Charleroi, Belgium, and one staff car destroyed SW of Charleroi.

392nd FS : armed reconnaissance mission in area between Cambrai (France) and Mons (Belgium), Lt. Moorhead leading 11 P-38s. 5 trucks destroyed by strafing in the vicinity of Charleroi, Belgium.

392nd FS : armed reconnaissance mission in area from Brussels to Mons to Charleroi (Belgium), Lt. Hansen leading 10 P-38s. Wooden area (center at Gaint, Belgium) strafed on the direction of "Booty", the area controller.

5 September 44

394th FS : dive bombing mission to Brest (France), Cap. Reed leading 12 P-38s. Direct hits on multiple target and gun emplacement.

393rd FS : dive bombing mission to Brest (France), Lt. *unreadable* leading 12 P-38s. Direct hits on target designated by colored smoke shell (1 mile E of Le Conquets).



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392nd FS : dive bombing mission to Brest (France), Lt. Moorhead leading 12 P-38s. Bombs dropped at fort at Trébabu and gun emplacement 1 mile E of Le Conquets.

6 and 7 September 44

No mission

8 September 44

393rd FS : dive bombing mission, Cap. Blumer leading 8 P-38s. Returned to base before completion of the mission due to inclement weather.

392nd FS : armed reconnaissance mission in area of Gressen (not sure), Lt. Moutoux leading 11 P-38s. Recalled due to weather.

394th FS : patrol mission over Paris, Cap. Mathison leading 12 P-38s. The cover was flown by circling halfway between center of the town and its outskirts at 2000 ft.

392nd FS : patrol mission over Vire and Mortain, France, Lt. Moutoux leading 6 P-38s. Uneventful.

393rd FS : patrol mission over Paris, Maj. Joy leading 11 P-38s.

Group : armed reconnaissance mission in area of Gressen (not sure), Cap. Reed leading 29 P-38s. 392nd FS was top cover. Railroad destroyed 10 miles NE of Aachen, Germany, railroad teared up at Spa, Belgium, highway bombed six miles E of Huy. Lt. Elgin (392nd FS) killed in crash during take off. Lt. Dye (392nd FS) MIA. Plane seen to crash in darkness was thought to be Lt. Dye's ship. He bailed out of his P-38 as soon he saw that one of his engines was on fire during the return flight. He landed close to some retreating German soldiers but managed to join British troops and next made it to his squadron.

9 September 44

393rd FS : dive bombing mission in Brest, Maj. Joy leading 8 P-38s. Bombs dropped on concrete shelters and pill boxes in Brest peninsula. Rifle range near the target was also strafed at request of "Default", the controller.

394th FS : dive bombing mission to Brest (France), Cap. Matheson leading 7 P-38s. Bombs dropped on fort du Questel (vicinity of Brest).

392nd FS : dive bombing mission to Brest (France), Lt. Harris leading 8 P-38s. Bombs dropped on fort du Questel (vicinity of Brest) and troops were strafed on small peninsula at le Conquet (11 miles W of Brest).

393rd FS : dive bombing mission, Cap. Moody leading 8 P-38s. Gun positions bombed on the coast W of Brest, France.

10 September 44

394th FS : dive bombing mission to Thionville (France), Cap. Reed leading 12 P-38s. Direct hits on fort at Florange (4 miles SE of Thionville) and fort 7 miles SE of Thionville.

393rd FS : dive bombing mission, Cap. Blumer leading 12 P-38s. Bombs dropped on wooden area marked by red smoke 5 miles NW of Metz, France.

392nd FS : dive bombing mission, Lt. Hansen leading 10 P-38s. The aircrafts flew over target for 30 minutes but were unable to contact controller in this area. All bombs were then dropped on barges in the Saar River in the vicinity of Saarlouis, Germany.

11 September 44

393rd FS : 5th Armored Division support mission, Cap. Blumer leading 12 P-38s. Bombs dropped on radio station in the target area, approx. 9 miles NE of Luxemburg marked by ground troops and controller.



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394th FS : armed reconnaissance mission, Lt. Hinkley leading 12 P-38s. Train with 10 box cars and 2 locomotives bombed in target area, Saint Vith (Belgium) – Trier (Germany). Another train strafed.

392nd FS : armed reconnaissance mission, Lt. Hartwig leading 10 P-38s. Target area, Saint Vith (Belgium) – Trier (Germany) and Trahen. Bombs dropped on tanks and one 50 cal. AA gun was silenced. Scattered tanks strafed in vicinity of Sulzfeld, Germany, 3 set on fire.

393rd FS : armed reconnaissance mission, Maj. Joy leading 10 P-38s. Train with locomotive and 25 plus box and flat cars bombed and strafed. Locomotive damaged and all cars were left burning and railroad tracks in 4 places at approx. Kordel, Germany. Controller requested the squadron leader to patrol the railroad from Luxemburg to Trier to Lessendorf.

394th FS : dive bombing mission, Cap. Reed leading 12 P-38s. Target in area of Saint Vith (Belgium) – Trier (Germany). Direct hits scored on locomotive and 35 plus box and passengers cars. Locomotive was blown up and cars left burning. Near hits in marshalling yards, tracks blown up and destroyed 3 miles NE of Trier.

12 September 44

392nd FS : armed reconnaissance mission in Trier - Koblenz area, Germany, Lt. Moutoux leading 12 P-38s. 2 horse drawn wagons and 4 trucks destroyed by strafing. 4 direct hits on pill box.

393rd FS : 5th Armored Division support mission, Cap. Blumer leading 11 P-38s. Squadron was directed to several locations by controller in Luxembourg, Trier and Koblenz area, Germany, but no target seen.

394th FS : armed reconnaissance mission to Luxembourg, Cap. Mc Carthy leading 12 P-38s. Train with 10 cars bombed at Remich destroying locomotive, 5 cars and tracks. Bombs dropped on 12 plus trucks between Sierch and Remiling. All vehicles destroyed.

392nd FS : armed reconnaissance mission in Trier - Koblenz area, Germany, Lt. Moutoux and next Lt. Malone leading 12 P-38s. 1 half track and 1 staff car destroyed by strafing in Argenthal, Germany.

393rd FS : 5th Armored Division support mission in Luxembourg area, Lt. Heath leading 12 P-38s. 15 light flak positions bombed at Lebach. Locomotive and 15 box cars and flat cars destroyed by strafing at Lebach.

394th FS : armed reconnaissance mission to Koblenz area, Germany, Cap. Mc Carthy leading 11 P-38s. One train with 12 cars destroyed by strafing as well as 5 trains at Wengerohr. One train bombed and 5 cars 1 miles SW of Salmtram and one marshalling yard strafed at Hetzerath, hitting several cars.

13 September 44

392nd FS : escort and fighter sweep mission in Frankfort area, Germany, Lt. Moutoux leading 11 P-38s. One B-24 hit by flak and shot down.

394th FS : sweep mission in Frankfort area, Germany, Cap. Matheson leading 12 P-38s. Uneventful.

393rd FS : dive bombing mission, Lt. Peschken leading 11 P-38s. Target at beek found but bomb run impossible due to bad weather.

392nd FS : armed reconnaissance mission in Germany. No information on target.

394th FS : fighter sweep mission in Cologne area, Germany, Cap. Reed leading 8 P-38s. Uneventful.

393rd FS : fighter sweep mission, Lt. Heat leading 9 P-38s. Geilenkirchen and Aachen area, Germany, swept but uneventful.



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14 September 44

392nd FS : armed reconnaissance mission in Koblenz and Trier area, Germany, Lt. Jackson leading 10 P-38s. The following targets were all destroyed by strafing from 1 mile S of Koblenz to 12 miles SE of Koblenz on the Rhine river : 5 locomotives, 4 steam boats, 3 self propelled barges, 2 staff cars and 2 trucks.

393rd FS : 4th and 28th Infantry Divisions support mission, Lt. Dobrowolski leading 12 P-38s. Squadron leader was unable to contact either division and mission was recalled due to bad weather.

394th FS : close support mission to Koblenz, Germany, Cap. Reed leading 12 P-38s. One locomotive and 10 cars of which 2 were passenger cars were destroyed by strafing at Ransback 10 miles NE of Koblenz. All bombs returned due to solid overcast from 2000 to 15000 feet.

15 September 44

394th FS : armed reconnaissance mission to Cologne area, Germany, Cap. Reed leading 12 P-38s. All bombs returned due to overcast from 2000 to 6000 feet.

392nd FS : armed reconnaissance mission in unreadable area, Maj. Rogers leading 10 P-38s. No bombs released due to bad weather.

393rd FS : armed reconnaissance mission, cap. Blumer leading 12 P-38s. No target could be found due to very poor weather.

394th FS : dive bombing mission, Lt. Pieper leading 10 P-38s. Highway bridge hit and damage at Trarbach, Germany. Marshalling area hit at at Pünderich, large explosion and tracks torn up.

393rd FS : dive bombing mission, cap. Blumer leading 11 P-38s. 10 artillery pieces destroyed and 5 probable.

392nd FS : armed reconnaissance mission in Trarbach – Trarbach area, Germany, Lt. Hansen leading 12 P-38s. Barges bombed and one barge destroyed. 5 trucks and 1 staff car destroyed by strafing in the vicinity of Trarbach. Lt. Ray Jackson shot down during one of the strafing run in the ravine and was killed when his P-38 crashed into the hill.

16 September 44

394th FS : close support mission to Bonn area, Cap. MacCarthy leading 12 P-38s. Mission uneventful due to restricted visibility. Lts Parker and Page MIA unobserved. Both pilots were KIA.

392nd FS : armed reconnaissance mission in Bonn area, Germany, Lt. Hansen leading 11 P-38s. At Geilenkirchen, 1 light flak battery and one truck destroyed by strafing

393rd FS : armed reconnaissance mission, Lt. Peschken leading 10 P-38s. Locomotive destroyed and 12 plus freight cars out of 30 damaged by strafing at Freudenberg, Germany.

394th FS : armed reconnaissance mission to Koblenz area, Germany, Lt. Hinkley leading 12 P-38s. Uneventful due to overcast that covered the target area.

17 September 44

Group : support mission to Eindhoven (Holland) area, Col. Young leading 32 P-38s. Weather eliminated the possibility of bombing targets. Flak emplacement were strafed and 3 were knocked out 3 miles SW of Retie and in vicinity of Lommel, all in Belgium. Lt. O'Donnell, 392nd FS, shot down by flak. He finished the war as a prisoner.

Group : fighter sweep to Eindhoven (Holland) – Koblenz (Germany) area, Lt. Col. Crossen leading 32 P-38s. Weather was extremely poor and 10 P-38s of 392nd FS were recalled by squadron leader. Otherwise the mission was uneventful.



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18 September 44

No mission

19 September 44

Group : fighter sweep to Koblenz (Germany) area, Maj. Reed leading 34 P-38s. The mission was recalled before reaching the target due to bad weather.

20 September 44

392nd FS : bomber escort mission, Lt. Moorhead leading 11 P-38s. Shortly after take off the escort mission was scrubbed by control and became an armed reconnaissance mission from Koln to Koblenz, Germany. Rest of mission unreadable.

21 September 44

393rd FS : dive bombing mission, Maj. Joy leading 12 P-38s. Bad weather prevented from hitting the main target, rail lines near Koblenz, Germany. The bombs were dropped on a train and 45+ cars close to Boppard, at Kobern Gondorf. At 1 mile S of Plaidt bombs were released on 15 barges.

392nd FS : dive bombing mission in Wetzlar area, Germany, Lt. unreadable leading 12 P-38s. 4 hits on railroad tracks at Laubach, 4 misses on railroad tracks at 1,5 miles SW of Laubach. Additional on railroad tracks, highway and supply dump hit respectively at 2 miles SW of Laubach, 1 mile W of Hambuch and 3 miles S of Neu-Anspach. 1 staff car and 1 truck destroyed by strafing.

394th FS : dive bombing mission to Koblenz area, Germany, Maj. Reed leading 12 P-38s. Bombs dropped on highway bridge at 1 mile NE of Nettersheim. 4 direct hits damaged both ends of the bridge.

Group: dive bombing mission, Maj. Joy leading 32 P-38s. Before reaching target, Elsassthal, Germany, the group was jumped by unreadable FW-190s and 30 Me-109s. The bombs were jettisoned and a short dogfight ensued. 1 Me-109 and 3 FW-190 were destroyed as well as 3 Me-109 and 2 FW-190 damaged with no loss for the group.

22 September 44

394th FS : dive bombing mission to Wiesbaden area, Germany, Lt. Col. Crossen leading 12 P-38s. Bombs dropped on rail road tracks at Ennerich, a tunnel entrance was cut and blocked at Steeden and on a locomotive and rail road tracks at Gräveneck.

393rd FS : dive bombing mission to Koblenz area, Germany, Cap. Blumer leading 12 P-38s. Railroad tracks cut in 5 places.

392nd FS : dive bombing mission, Maj. Rogers leading 12 P-38s. Railroad tracks destroyed at 1 mile N of Breidenbach and a locomotive destroyed at 2 miles NW of Bad Laasphe, Germany.

393rd FS : dive bombing mission to Siegen area, Germany, Cap. Blumer leading 12 P-38s. 6 direct hits on railroad tracks. At Buchenau 1 locomotive and 20+ flat and box cars destroyed

392nd FS : dive bombing mission, Lt. Noble leading 11 P-38s. Railroad tracks cut in 6 places from Offenbach, Germany, to 1 miles N of Bischoffen. In the vicinity of Offenbach, 1 locomotive was destroyed and 1 direct hits observed on small power station.

23 and 24 September 44

No mission.

25 September 44

393rd FS : dive bombing mission, Lt. Heat leading 10 P-38s. The squadron was unable to find the target due to bad



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weather. At Crevenbroich, Belgium, 4 direct hits were made on a factory building. A train of 20+ cars was struck with 4 bombs destroying locomotive, derailling cars and tiring up tracks. An other train of 30+ cars was hit with 2 bombs derailling the cars and tearing up tracks. Locomotive was destroyed by strafing.

392nd FS : dive bombing mission to Aachen area, Germany, Lt. Noble leading 12 P-38s. 4 leaflet bombs were dropped at Geilenkiechen. Bombs were dropped at Kirchherten cutting 2 single tracks railroad. At Ameln 2 locomotives and 7 cars were destroyed by bombing and strafing and direct hits were observed in the railway station.

394th FS : dive bombing mission to Aachen area, Germany, Cap. McCarthy leading 12 P-38s. Bombs dropped on 3 factories at 1 miles W of Coln. Bombs dropped on a 4 gun flak emplacement. At Frimmersdorf 4 bombs cut railroad tracks and destroying a locomotive. Near Elsdorf, 1 locomotive was strafed and destroyed .

26 September 44

Group: dive bombing mission to Aachen area, Germany, Cap. Blumer leading 36 P-38s. At WettweiB, a double track railroad was destroyed and 2 fret cars. Bombs were dropped on tracks and locomotive at Bedburg, all near misses, the locomotive was destroyed by strafing. At Herrath, 1 locomotive destroyed by strafing and track damaged. Tracks cut by 4 direct hits at Manheim. Locomotive strafed and destroyed at Krauthausen. Lt. Moutoux bailed out after his right engine took fire. It is possible that his parachute was caught by the tail of his P-38. His body was found beyond the wreck of the aircraft.

27 September 44

Group: armed reconnaissance mission, Lt. Hartwig leading 31 P-38s. At Hachenburg, Germany, 14 bombs were dropped on marshalling yard, tracks were torn up. From Wissen to Betzdorf, tracks were broken in 4 places. Train made of 2 locomotives and approx. 20 cars was destroyed at Betzdorf. Railroad bridge and 1 locomotive destroyed at Elben and another at Steckenstein. At Lenhausen, 8 direct hits on tracks.

Group: armed reconnaissance mission, Lt. Mason leading 36 P-38s. At Hadamar, Germany, 5 bombs dropped on railroad and train. Large factory was struck with 2 direct hits. Railroad tracks were cut in marshalling yard in vicinity of Limburg an der Lahn. Near Ernsthausen railroad tracks were cut. At Oberhundem, 8 direct hits were made on factory and oil tanks. 8 direct hits in marshalling yard at Gaudernbach, tracks torn up. Locomotive and 6 plus coaches strafed at Fleckenberg, train was damaged.

28 September 44

Group: dive bombing mission, Cap. Blumer leading 36 P-38s. Direct hits on targets at Rollesbroich and Vossenack, Germany, both marked by red smoke. At Urft, 2 bombs dropped on railroad. Factory struck by 4 bombs.

392nd FS : dive bombing mission, Maj. Rogers leading 11 P-38s. Squadron leader was asked by controller to bomb target marked by red smoke in the vicinity of Vossenack, Germany.

394th FS : dive bombing mission to Aachen area, Germany, Lt. Lezie leading 12 P-38s. Ammunition dump was bombed at Wegberg. Locomotive and 7 baggage cars strafed, locomotive left burning. 8 bombs dropped in marshalling yard and 30+ box cars damaged . Warehouse in area was strafed and left burning.

393rd FS : dive bombing mission, Lt. Pinkerton leading 7 P-38s. Squadron was unable to find target due to 10/10 cloud cover.

29 September 44

Group: armed reconnaissance mission to Bonn, Germany, Lt. Moorhead leading 33 P-38s. Direct hits on targets at Rollesbroich and 2 miles SW of Vossenack, both marked by red smoke. At Lenhausen, 4 bombs destroyed 1 locomotive and 4 passenger cars. 1 locomotive destroyed by strafing 1 miles SW of Fretter. At Bamenohl, 4 bombs destroyed 1 locomotive and 4 freight cars. Tracks of marshalling yard torn up at Engelskirchen. A tunnel mouth was bombed at Maeinerzhagen, 2 direct hit breaking tracks in 2 places and 12 plus cars left burning. 5 bombs were



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dropped on marshalling yard at Marienheide leaving 6 box cars burning and damaging 5 warehouses. Between Rudersdorf and Dillbrecht, 6 bombs hit the S end of a tunnel, destroying a locomotive and coal car, tearing up tracks and damaging tunnel. On N end of same tunnel 2 near hits were made. W of Haiger at Allendorf, 1 locomotive and 25 plus cars were destroyed by strafing. 1 train of 25 plus cars was strafed S of Burg, damaging locomotive and all cars.

Group: armed reconnaissance mission to Arnhem, Holland, Lt. Heat leading 34 P-38s. 1 train of 20 plus cars was strafed at Ruurlo, destroying locomotive and 5 cars behind engine. Outside of Ruurlo, 1 train of 15 plus cars loaded with tanks and trucks was struck in center with 4 bombs, derailing several cars. Train then strafed, destroying locomotive and cars. Single locomotive was destroyed by strafing at Varsseveld. W of Winterswijk, a train of 20 plus cars loaded with tanks and trucks was bombed and strafed destroying it in its entirety. N of Milligen, a train of 20 plus cars containing flak cars was destroyed by strafing. Marshalling yard at Aalten strafed and 15 cars exploded and created fires. 6 bombs dropped on marshalling yard at Haldern, destroying 2 locomotives. SE of Milligen, 2 locomotives were destroyed by strafing. 3 locomotives were destroyed by strafing at Isselburg. At Bocholt, 5 locomotives were strafed and destroyed

30 September 44

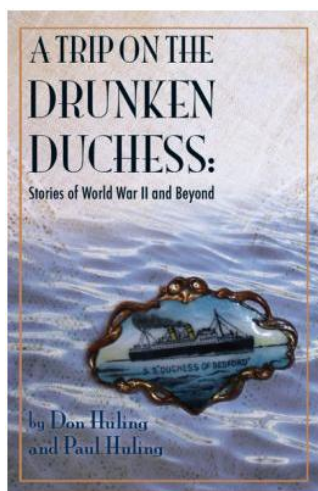
No mission.

Books and Links

A TRIP ON THE DRUNKEN DUCHESS: Stories of World War II and Beyond by Donand Paul Huling, Hither Page Press

Don Huling was an enlisted man of the CNS of the 392nd FS and his brother, Paul, was in the Navy. In this book they share some stories related to their life in the service. They also share some part of their life after the war.

Furthermore, the book starts with the story of their mother, Agnes, who did her part in the war effort in the home front.



Coming in the next Newsletter



- 25 August 1944, the big dogfight – part 1
- honoring the pilots, part 2
- missions list, October 1944

<http://usaafdata.com/>

This web site is a database of the American Air Forces lives lost during WW2. You can search for a pilot in the [USAAF Personnel Data](#) page.