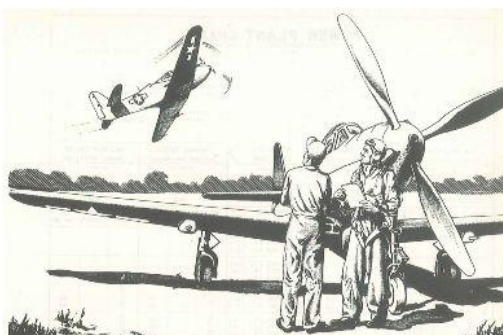




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Dear Friends, Families and 367th Fighter Group members,

In this new issue of the newsletter you will find the second and last article dealing with the first missions of the Gang. The missions are less detailed as in the last issue. I tried to give a general view of the month of May 1944 after the last mission led by a pilot of an other outfit. The Gang was after that relying on its own leaders.

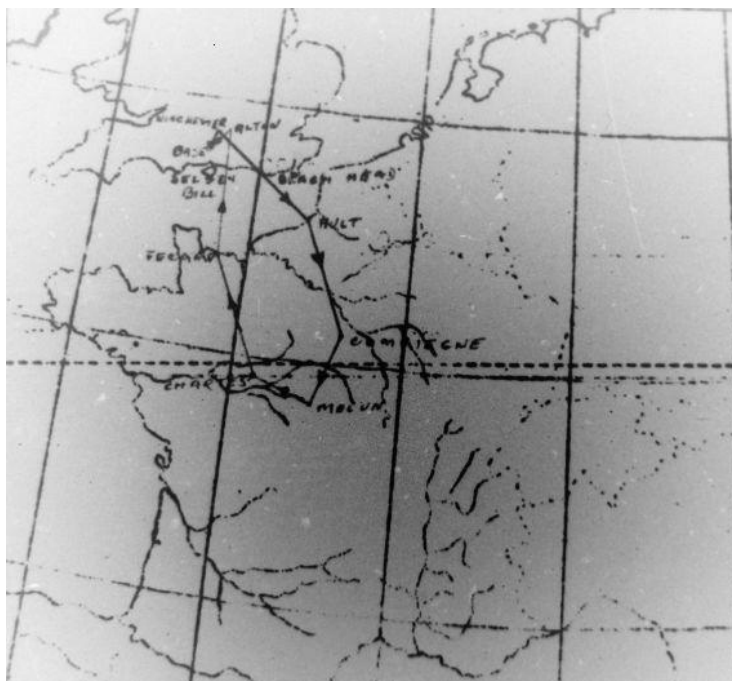
I added some pictures of airplanes taken in two museums in the USA. All these airplanes are to be connected with the articles of issues # 2 and 3.

I wish you a good reading.

The first missions of the 367th Fighter Group, part 2

On the 10th and 11th of May 1944, the Group flew two other fighter sweep over France. These missions were respectively led by Col. Young and Maj. Crossen. Both missions were uneventful although on the 10th heavy flak was encountered in the vicinity of Evreux while the aircrafts were flying at 18000 ft. This was the furthest penetration into France and the pilots circled Paris. On the 11th they flew south west of France and two pilots had to act as radio relay. The number of abortive was

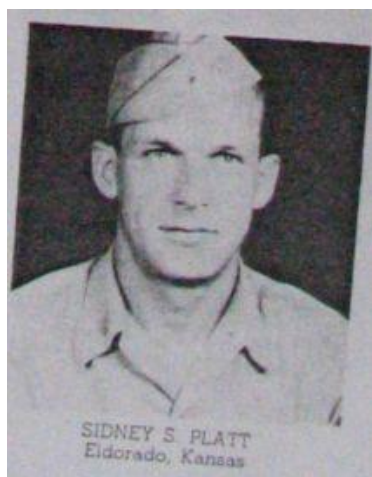
rather important for these first missions, 5 on the 10th and 8 on the 11th, escort included. Thanks to the hard work of the ground crews the early returns would become lower in a short time. On the May 12, the 367th FG pilots flew their first bomber escort mission. Col. Dale, of the 55th FG, led this mission like for the first fighter sweep.



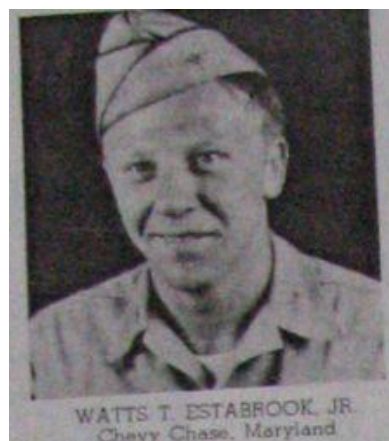
Course of the mission flown on May 10, 1944. The pilots flew well inside France (archive 367th FG)



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Lts. Sidney Platt and Watts Estabrook, 394th FS, were two of the abortive pilots on the May 12 mission. The pictures are issued from the yearly book of class 43-1 in Luke Field, AZ (Gayle Rees/archive 367th FG)



The Group Operation Report narrative for May 12 was :

'This Group took off on a bomber withdrawal fighter mission at 1316 hours. Original scheduled take-off for the fighters was delayed by Controllers who reported that the bombers would be late. Further lateness of bombers was reported to this group en route to rendezvous. B-17 of the 3rd ATF were to be met at the rendezvous but this group met B-24's at the R/V point and escorted them over the briefed course. Left the bombers at mid Channel at 1634 hours. Landfall 10 miles north of Dieppe, 1509 at 20000 feet. R/V SW of Liege 1555 at 20000 feet. Landfall out N of Coxyde 1618 hours at 18000. Flak was meager, inaccurate heavy at L/F(landfall) out.

Five miles past L/F out B-24's being escorted by this Group fired on our p-38s. No damage. Recent bomb craters at Cambrai Epinoy appear to have been filled. Weather 4/10 high cirrus. Visibility poor haze up to 22000. Time down 1646 hours'.

As said above, the number of aborts was rather high during the first missions. The following pilots have to leave their flight to return to base :

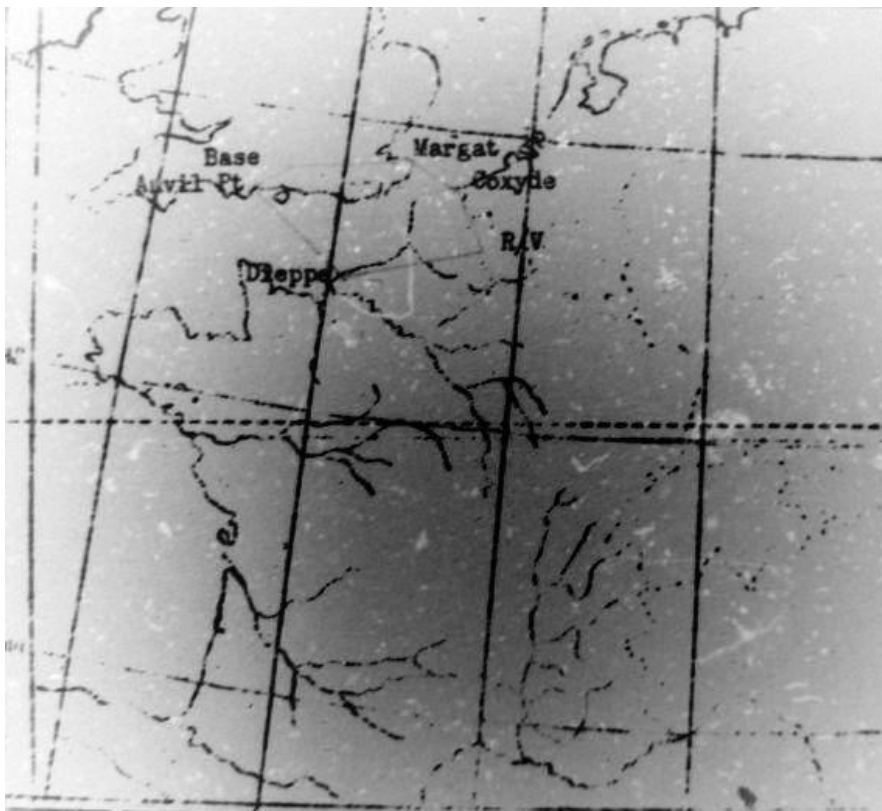
- 2nd lieutenant Leo Nugent, 393rd FS (earphones went out)
- Captain Joe Griffin, 393rd FS (loss of gas from belly tank)
- Major Wendell Kelley, 392nd FS (radio transmitter failed)
- 2nd Lieutenant Watts Estabrook, 394th FS (oil pressure gage fluctuation)
- 2nd Lieutenant Sydney Platt, 394th FS (booster pump switch inoperative)
- 2nd Lieutenant Delbert Schmid, 392nd FS (nose wheel door would not close)
- 2nd Lieutenant Aubrey York, 392nd FS (right propeller and radio went out)



Lt. Leo Nugent had to abort the mission on May 12 (Jean-Luc Gruson/archive 367th FG)



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Course of the mission flown on May 12 1944. The pilot flew a large course before the rendezvous with the bombers (archive 367th FG)

The narrative for Operation Order No. 250, Mission # 5, 12 mai 1944 was :

'On May 12, 1944 Lt. Col. Dale led the 367th Fighter Group into its first bomber escort mission. The course was Anvil Pt, Dieppe, R/V, Coxyde, Mid Channel, Margate, Winchester and return to base. 41 P-38 were dispatched. 7 planes were abortive 2 due to radio, and 5 mechanical.

The bombers were 30 minutes late. B-24 were picked up and escorted from Point of R/V to Mid Channel. Meager to inaccurate flak was met at Cambrai. Cambrai Epinoy airfield appears to have been repaired and bomb craters filled. The mission lasted 3 hours and 23 minutes'.

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 T SELF OIUBA OIUGI OIAJX OINIB
 FROM COMMANDING OFFICER 367TH FIGHTER GROUP STA 452 122042
 TO COMMANDING GENERAL, ADVANCED HEADQUARTERS NINTH AIR FORCE
 COMMANDING GENERAL IX FIGHTER COMMAND
 COMMANDING GENERAL VIII FIGHTER COMMAND ~~XXXXXXXXXXXXXXXXXX~~
 COMMANDING GENERAL IX TACTICAL AIR COMMAND
 COMMANDING OFFICER 70 TH FIGHTER WING

BT CONFIDENTIAL SEC// SEND IN CLEAR

- A. 367TH FIGHTER GROUP, LT COL. DALE LEADING.
- B. 41 PLUS 2 RELAYS P38'S TIME UP 1411 TIME DOWN 1706
- C. SEVEN
- D. BOMBER WITHDRAWAL FIGHTER SUPPORT.
- E. NIL
- F. NIL
- G. NIL
- H. NIL

I. 3RD A.T.F. OF B17S WAS TO BE MET AT R/V POINT; FIGHTER ORIGINAL TIME FOR T.O. DELAYED THIRTY (30) MINUTES BY CONTROLLER'S REPORT BOMBERS WOULD BE LATE. FURTHER LATENESS OF BOMBERS REPORTED TO THIS GROUP EN ROUTE TO R/V. B17S WERE NOT AT R/V BUT THIS GROUP MET B24S AT R/V AND ESCR/// ESCORTED THEM OVER BRIEFED COURSE LEAVING MOB//// BOMBERS AT MID CHANNEL AT 1634 HRS. L/F IN 10 MILES N DIEPPE 1509 20000 FT R/V S.W. 11ECZ 1555 20000 FT LEFT BOMBERS MID CHANNEL 1634 15000 FT L/F OUT N OF COXYDE 1618 AT 18000 FT
 FLAK, MEAGER, INACCURATE HEAVY AT CAMBRAI- EPINAY AND POINT OF R/V INTENSE- INACCURATE HEAVY AT L/F OUT.
 5 MILES PAST L/F OUT UNIDENTIFIED B 24S BEING ESCORTED BY THIS GROUP FIRED ON P38S - NO DAMAGE: RECENT BOMB CRATERS AT CAMBRAI EPINAY A/F APPEAR TO HAVE BEEN FILLED.

WEATHER. 4/10 HIGH CIRCIS
 VISIBILITY POOR - HAZE LAYER UP TO 22000.

Report sent by the C.O. of the 367th FG to the Headquarters of the 9th Air Force after the 12 May mission (archive 367th FG)



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From the 13th of May the 367th FG would fly its mission by its own and so until the end of the war.

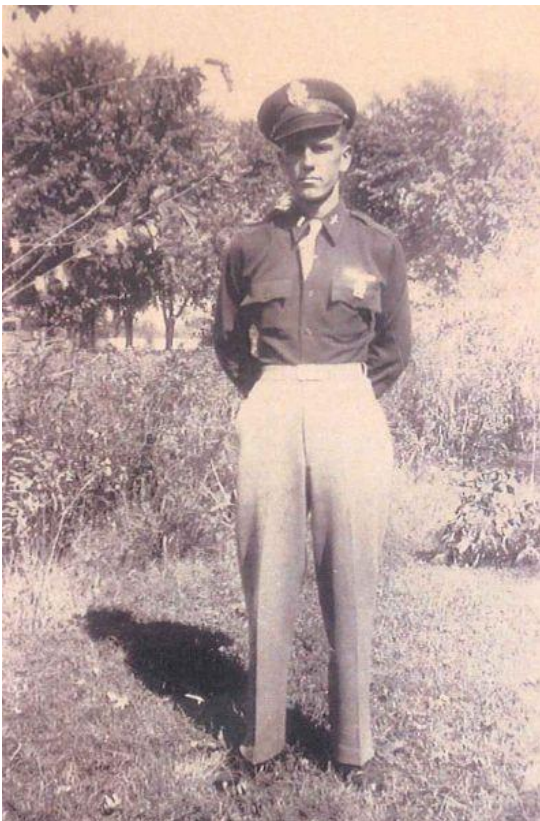
The 393rd FS narrative for May 1944 gives a good idea of the different kind of missions flown : *'From this time on to the end of the month the missions came in rapid succession building up to a total of twenty at the close of the month. They were divided into several types with escort of heavy bombardment holding a decided edge with thirteen, as compared to four fighter sweeps, two dive bombing and one medium bombardment escort. No enemy fighters were encountered although flak was encountered on numerous occasions.*

Geographically the missions were spread over an extensive area from the Islands of Denmark in the Kiel Bay, Northern Germany, near Leipzig Central Germany and with the greater proportion in East Central France.

The crew chiefs and maintenance men are to be commended for a job well done. The squadron has averaged sixteen a/c per mission out of total of twenty two and has flown a total of nine hundred and thirty hours operational time on twenty missions.'

The missions flown in May played an important role for the outfit. They brought confidence to each squadron, to the leaders, to the pilots but also to the ground crews.

The 394th FS narrative gives the following information: *'As May ended S/sgt Harold J. Hilliard and Sgt Bob Pinelli of Operations revealed that our pilots had an average of fifty-five P-38 hours, twenty-four of which were combat hours.../...Thus with our first operational month behind and unfamiliarity with equipment gone future looks good. Those uncertainties of first mission, call it stage fright, have passed and all departments showed a great team work in flying twenty missions in twenty-three days. We chalked up 295 sorties for an average of fourteen and three-fourths ships per mission over the target or rendez-vous.'*



Lt. Ted Parmenter, 392nd FS, wrote to his mother the following statement concerning his first mission in May 1944 : *'My First mission was one of the escort missions of 8th Air Force bombers, B-24's. It was about 30 000 feet, lasted over 4 hours. We picked up the bombers somewhere down near Switzerland and escorted them out to the coast. I flew up front on the wing of Major Rogers who was leading our squadron. He liked the way I flew and told me so and as a result whenever he and I were on the same mission I generally flew on his wing. Being up front was the safest place to be. On this first mission we did not have any enemy resistance, I do not recall even encountering any flak but we were flying awfully high. I ran a little low on gas this first mission because I wasn't doing a very good job of conserving it and had about 15 minutes flying time left when we reached home. Had we encountered the enemy and had to fight I would not have enough gas left to get home and could have very easily become a casualty on my first mission'*.

Lt. Ted Parmenter, 392nd FS. His P-38 received a direct hit during a late mission on August 17, 1944. He was taken prisoner but managed to escape and received care from a French family. Badly burned, he spent several months in an hospital in UK before being sent back to the USA (Jane Parmenter/archive 367th FG)



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Unfortunately these missions were flown not without losses. The 392nd FS lost Lt. Robert P. Richardson in bad weather on May 19. He was the first loss of the 367th FG during a mission. His fate was not known and his name is on the wall of missing at Cambridge American Cemetery. 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.

Lt. Ted Parmenter, 392nd FS, wrote also this statement to his mother concerning Cap. Hollingsworth : *'Hollingsworth was my roommate at Stoney Cross. We shared a Nissen hut together but it was a short relationship since he was lost a few days after I moved in with him. He was a Captain, a very good pilot who had been a fighter pilot with the RAF and had flown in Africa and had seen a lot of action. After we got into the war he transferred to the USAAF and eventually wound up with the 367th FG. For some reason he and Ross ditched into the Channel on the way home from a mission, managed to get into their dingies but died from exposure. They were descending through an overcast and it was thought that they ran together. Their bodies were recovered'*.

Lt. Joseph F. Hodock , 392nd FS, lost also his life during a mock dogfight on May 30. The 393rd FS lost Major William Jones on a late bombing mission of Saint Brieuc (north of the Brittany peninsula, France) airfield on May 24. Fortunately he managed to bail out and spent a few weeks with the French resistance who organized his return to UK.



Lt. Graham Ross, 392nd FS. He lost his life on May 23 in a mid-air collision over the Channel (Carolyn Cobb/archive 367th FG)



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367th Fighter Group missions list – June 1944

With June 1944 came the missions of the battle that had never been met in the history, the invasion of France. But in June the 367th FG flew all kind of missions to make the D-Day a success. The three squadrons started to fly their missions by their own so less Group effort missions were flown. Nevertheless the missions were mostly a squadron effort mission with four flight each (16 A/C per mission).

1 June 44

No mission

2 June 44

Dive bombing mission, Cap. Joy leading. 392 : 16 P-38, 393 : 15 P-38, 394 : 17 P-38

3 June 44

Dive bombing-strafting mission, Maj. Smith leading. 392 : 14 P-38, 393 : 17 P-38, 394 : 16 P-38

4 June 44

No mission

5 June 44

No operation report completed. The 2 missions flown that day were related to D-Day and were mentioned in the Operation reports of June 6th.

6 June 44

D-DAY patrol mission (operation JAPEO), Cap. Joy leading. 393 : 16 (take off 2120 hours 5 June 44)

D-DAY patrol mission (operation JAPEO), Maj. Smith leading. 394 : 16 P-38 (take off 2125 hours 5 June 44)

D-DAY patrol mission (operation JAPEO), Maj. Kelley leading. 392 : 14 (take off 0356 hours 6 June 44)

D-DAY patrol mission (operation JAPEO), Cap. Griffin leading. 393 : 16 (take off 0520 hours 6 June 44)

D-DAY patrol mission (operation JAPEO), Col. Young leading. 394 : 16 P-38 (take off 0834 hours 6 June 44)

D-DAY patrol mission (operation JAPEO), Maj. Kelley leading. 392 : 16 (take off 0956 hours 6 June 44)

D-DAY patrol mission (operation JAPEO), Col. Young leading. 393 : 16 P-38 (take off 1300 hours 6 June 44)

D-DAY patrol mission (operation JAPEO), Maj. Smith leading. 394 : 16 P-38 (take off 1427 hours 6 June 44)

D-DAY patrol mission (operation JAPEO), Lt. Col. Crossen leading. 392 : 16 (take off 1725 hours 6 June 44)

D-DAY patrol mission (operation JAPEO), Cap. Joy leading. 393 : 17 (take off 1855 hours 6 June 44)

7 June 44

D-DAY patrol mission (operation JAPEO), Maj. Gardner leading. 394 : 16 P-38 (take off 2206 hours 6 June 44)

D-DAY patrol mission (operation JAPEO), Maj. Rogers leading. 392 : 16 (take off 0400 hours 7 June 44)

D-DAY patrol mission (operation JAPEO), Cap. Moody leading. 393 : 17 (take off 0527 hours 7 June 44)

D-DAY patrol mission (operation JAPEO), Maj. Smith leading. 394 : 15 P-38 (take off 0832 hours 7 June 44)

D-DAY patrol mission (operation JAPEO), Maj. Kelley leading. 392 : 16 (take off 0956 hours 7 June 44)

D-DAY patrol mission (operation JAPEO), Col. Young leading. 393 : 16 (take off 1300 hours 7 June 44)

D-DAY patrol mission (operation JAPEO), Maj. Gardner leading. 394 : 15 P-38 (take off 14?? hours 7 June 44)

D-DAY patrol mission (operation JAPEO), Maj. Rogers leading. 392 : 16 (take off 1714 hours 7 June 44)

D-DAY patrol mission (operation JAPEO), Maj. Joy leading. 393 : 16 (take off 1855 hours 7 June 44)

8 June 44

D-DAY patrol mission (operation JAPEO), Maj. Smith leading. 394 : 16 P-38 (take off 2158 hours 7 June 44)

D-DAY patrol mission (operation JAPEO), Maj. Kelley leading. 392 : 16 (take off 0403 hours 8 June 44)

D-DAY patrol mission (operation JAPEO), Cap. Moody leading. 393 : 12 (take off ??? hours 8 June 44)

D-DAY patrol mission (operation JAPEO), Maj. Gardner leading. 394 : 12 P-38 (take off 1827 hours 8 June 44)

D-DAY patrol mission (operation JAPEO), Maj. Rogers leading. 392 : 12 (take off 0951 hours 8 June 44)



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D-DAY patrol mission (operation JAPEO), Maj. Joy leading. 393 : 13 (take off 1255 hours 8 June 44)
D-DAY patrol mission (operation JAPEO), Lt. Col. Crossen leading. 394 : 11 P-38 (take off 1425 hours 8 June 44)
D-DAY patrol mission (operation JAPEO), Maj. Rogers leading. 392 : 12 (take off 1731 hours 8 June 44)
D-DAY patrol mission (operation JAPEO), Cap. Reed leading. 393 : 8 (take off 1845 hours 8 June 44)

9 June 44

No mission

10 June 44

Dive bombing mission, Col. Young leading. 393 : 16 P-38 (12 D/B, 4 top cover)
Dive bombing mission, Lt. Schmid leading. 392 : 16 P-38 (12 D/B, 4 top cover)
Dive bombing mission, Maj. Smith leading. 394 : 15 P-38 (11 D/B, 4 top cover)

11 June 44

No mission

12 June 44

Destroyer escort mission, Lt. Col. Crossen leading. 393 : 16 P-38
Destroyer escort mission, Maj. Rogers leading. 392 : 16 P-38

13 June 44

Escort mission but abort due to bad weather. 394 : 4 P-38
Dive bombing mission, Lt. Col. Crossen leading. 49 P-38 (37 D/B, 12 top cover)

14 June 44

Dive bombing mission, Col. Young leading. 393 : 17 P-38
Dive bombing mission, Maj. Smith leading. 394 : 16 P-38
Dive bombing mission, Maj. Rogers leading. 392 : 16 P-38
Dive bombing mission, Lt. Buchanan leading. 393 : 16 P-38. Lt. Phelps bailed out (finished the war as a prisoner). Lts Mason and Pinkerton shared one ME 210 or one Me 410.
Dive bombing mission, Maj. Kelley leading. 392 : 16 P-38
Dive bombing mission, Maj. Gardner leading. 394 : 16 P-38

15 June 44

No mission

16 June 44

Dive bombing mission, Col. Young leading. 394 : 16 P-38
Dive bombing mission, Cap. Reed leading. 393 : 17 P-38

17 June 44

Dive bombing mission, Lt. Carmody leading. 394 : 19 P-38
Dive bombing mission, Maj. Rogers leading. 392 : 13 P-38. Lt. Gillespie KIA and Lt. Garland shot down one enemy A/C
Dive bombing mission, Cap. Griffin leading. 393 : 16 P-38. Lts. White and Peters KIA. Lt. Peters and Cap. Griffin shot down one enemy A/C each.
Dive bombing mission, Maj. Rogers leading. 392 : 14 P-38.
Dive bombing mission, Maj. Smith leading. 394 : 15 P-38
Dive bombing mission, Maj. Joy leading. 393 : 16 P-38

18 June 44

Dive bombing mission, Cap. Rettig leading. 392 : 17 P-38. Cap. Rettig KIA
Dive bombing mission, Lt. Col. Crossen leading. 393 : 13 P-38



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Dive bombing mission, Maj. Smith leading. 394 : 16 P-38
Dive bombing mission, Maj. Rogers leading. 392 : ? P-38
Dive bombing mission, Cap. Ray leading. 393 : 13 P-38
Dive bombing mission, Maj. Gardner leading. 394 : 15 P-38

19 June 44

Dive bombing mission, Maj. Rogers leading. 392 : 16 P-38. Lt. Webb shot down (returned to squadron). Lt. Coln KIA.

20 June 44

Patrol mission over beach-head, Lt. Moutoux leading. 392 : 12 P-38
Patrol mission over beach-head, Maj. Rogers leading. 392 : 12 P-38
Patrol mission over beach-head, Maj. Joy leading. 393 : 16 P-38
Patrol mission over beach-head, Lt. Col. Crossen leading. 394 : 17 P-38
Patrol mission over beach-head, Lt. Col. Crossen leading. 394 : 15 P-38

21 June 44

Bombing escort mission, Maj. Gardner leading. 394 : 16 P-38
Bomber withdrawal mission, Maj. Rogers leading. 392 : 16 P-38
Bombing escort mission, Col. Young leading. 393 : 16 P-38
Dive bombing mission, Lt. Col. Crossen leading. 394 : 16 P-38
Dive bombing mission, Maj. Rogers leading. 392 : 14 P-38
Dive bombing mission, Maj. Smith leading. 393 : 14 P-38

22 June 44

Dive bombing mission, Maj. Gardner leading. 394 : 16 P-38. Lts Robertson, Langston, Golden, Morgan, Stevens. Lt. Tjomsland evaded.
Dive bombing mission, Col. Young leading. 392 : 16 P-38
Dive bombing mission, Maj. Joy leading. 393 : 16 P-38. Lt Wedul and Maj. Smith KIA.

23 June 44

No mission

24 June 44

Dive bombing mission, Cap. Reed leading. 393 : 15 P-38
Dive bombing mission, Cap. Griffin leading. 392 : 10 P-38
Dive bombing mission, Lt. Col. Crossen leading. 394 : 12 P-38
Bomber escort mission, Cap. Griffin leading. 392 : 12 P-38
Bombing escort mission, Cap. Ray leading. 393 : 12 P-38 (2 acting as radio relay and top cover)
Bomber escort + dive bombing mission, Maj. Gardner leading. 394 : 12 P-38

25 June 44

Task force escort mission, Maj. Rogers leading. 392 : 9 P-38
Task force escort mission, Cap. ? leading. 393 : 15 P-38
Task force escort mission, Maj. Gardner leading. 394 : 12 P-38
Task force escort mission, Maj. Rogers leading. 392 : 11 P-38
Task force escort mission, Col. Young leading. 394 : 11 P-38
Task force escort mission, Cap. Moody leading. 393 : 15 P-38. Cap. Walter Pierce and 2nd Lt. Charles Liotta KIA

26 June 44

No mission



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27 June 44

Dive bombing mission, Lt. Col. Crossen leading. 394 : 12 P-38

Dive bombing mission, Maj. Joy leading. 393 : 11 P-38

Dive bombing mission, Maj. Rogers leading. 392 : 12 P-38

28 June 44

No mission

29 June 44

No mission

30 June 44

Dive bombing mission, Cap. Matheson leading. 394 : 12 P-38

Dive bombing mission, Cap. Griffin leading. 392 : 12 P-38

Dive bombing mission, Col. Young leading. 393 : 12 P-38. 2nd Lt. Dale Ranking KIA

Bomber escort mission, Maj. Griffin leading. 392 : 11 P-38

Bomber escort mission, Maj. Joy leading. 393 : 11 P-38

Bomber escort mission, Maj. Gardner leading. 394 : 12 P-38

The beginning of June 1944 was a special time for all P-38 Lightning fighter groups. The characteristic shape of the P-38 helped to prevent the pilots of the shots of the 'happy triggers' on the ships of the invasion fleet.

The short statement of Lt. Ted Parmenter concerning his cover patrol on D-DAY gives an idea of the situation: *' I flew one mission on "D" Day June 6th. My mission was about the middle of the day and we just patrolled the invasion beaches flying at about 10 000 feet. It was very hazy and from 10 000 feet you couldn't see anything. As we had plenty of pilots and planes at that time and since I was not scheduled to fly the next two days I only got to in the one mission . I don't remember how long it lasted but we were out there for some time. It was really just a milk run since we did not encountered any enemy'.*

Lt. Eugene Fleming, 392nd FS, also wrote to his parents on June 6, 1944 : *' I suppose by now you all have news of the invasion. It's about 4 PM there now. I imagine you all will be better informed on the progress of the invasion as a whole than we will. Naturally we have our part in it and needless to say it was a thrill to fly over the Channel today and see the endless line of ships going back and forth across the Channel. It's a pretty big affair but it's just a start. Let's hope it doesn't take too long to end it. I heard General Eisenhower announce the invasion to the French people today. Of course we knew about it about a day before H-hour as we had to plan accordingly.*



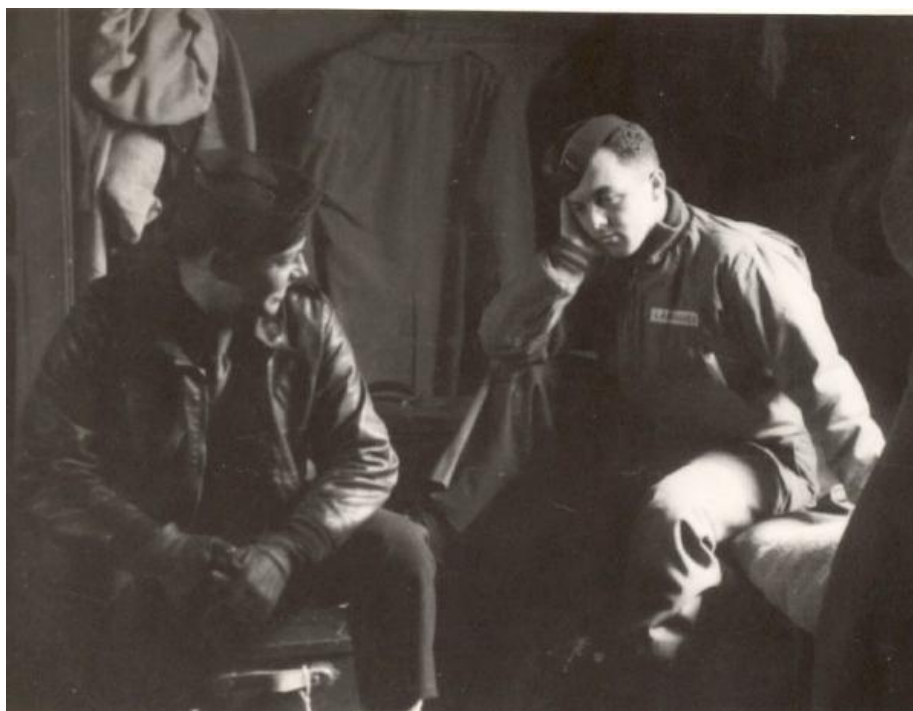
Pilots of the 392nd FS during training in California, spring 1944. From left to right : Lts. Ray Jackson, Eugene Fleming, Ken Markley and Clyde Deavers (Joe Cobb/archive 367th FG)



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You can read on page 8 that on June 22, 1944, the 367th FG suffered of great losses. Seven pilots were killed in action. Five were from the 394th FS, one from the 393rd FS and one from the group HQ (Maj. Smith). On the picture on the right, Lt. Larrabee was the only pilot of his flight to make it to base. The surgeon was trying to give him some support but Lt. Larrabee thought that he would like to fly any more mission.

I can't find any Lt. Larrabee in the 367th FG's roster as well as in the roster of Peter Moody's book. It seems that he was transfered to an other outfit. Any help will be appreciate to have information on this pilot and his fate.

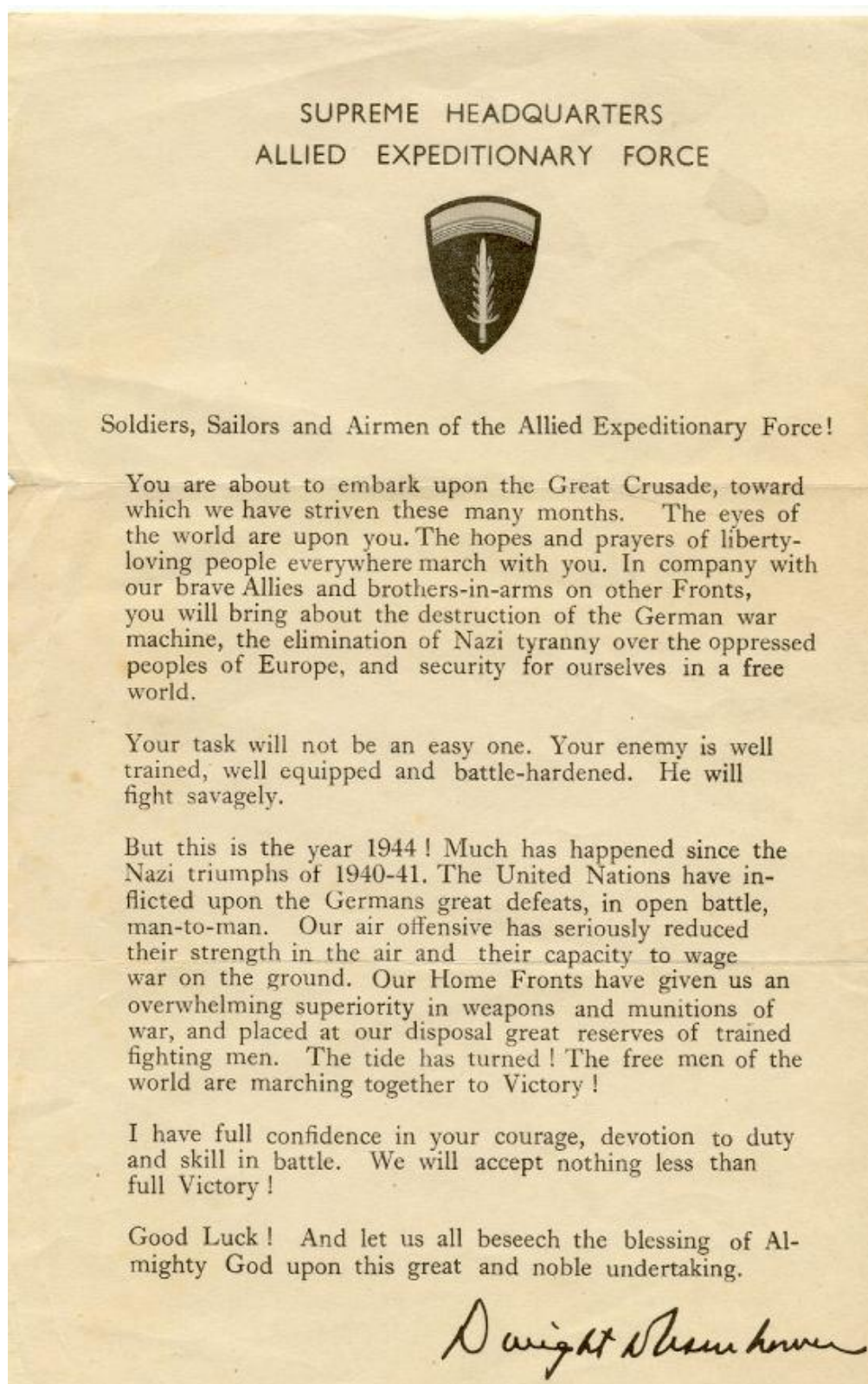


394th FS surgeon, Cap. Ellery, and Lt. Larrabee after the fateful mission on June 22, 1944 (Jean-Luc Gruson/archive 367th FG)



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Message received by the soldiers on the eve of June 5 1944. It had been written by General Eisenhower.





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WWII training airplanes

Some museums in the USA display the models of aircraft used to train thousand of fighter pilots during WWII. The following pictures were taken in the Cavanaugh museum very close to Dallas excepted two of them taken in the Hill Air Force Base museum, UT.

Fairchild PT-19



Ryan PT-22



Stearman PT-17



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WWII training airplanes

The Cavanaugh Museum is one of the few museum to keep some WWII aircrafts in flying conditions. You can even buy a ride to bring you some good memories or to have an idea of the flying conditions met by the cadets : open cockpit and noise ! Even the AT-6, with its closed cockpit, is doing a lot of noise !



Vultee B-13 (Hill AFB museum)



*Inside the link trainer
(Hill AFB museum)*



Inside the link trainer



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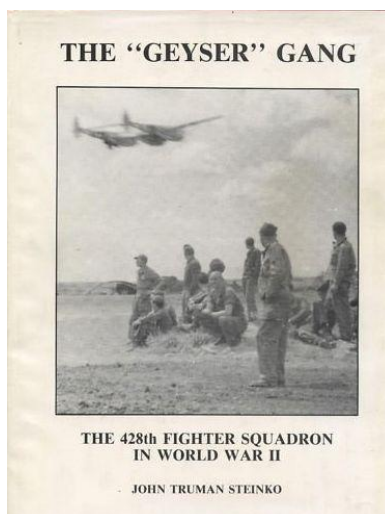
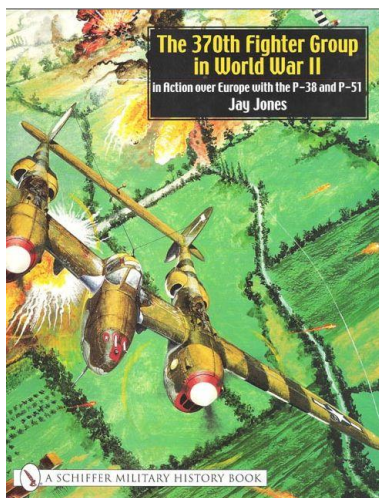
Books and Links

The 370th Fighter Group in World War II (Schiffer publication)

Jay Jones, the son of a pilot of the 370th FG, published a few years ago a wonderful book. He managed to collect the memories of a lot of pilots of this outfit as well as a lot of pictures. A book to have if you are not only interested by the 367th FG. The 370th FG was one of the 3 P-38 outfit of the 9th Air Force

THE « GEYSER » GANG (Roma associates publication)

To write this book John Steinko, the intelligence officer of the 428th FS, 474th FG, used the material he had gathered or completed with the men of his S-2 department during all the life of the group. One can find a picture of each pilot but also the name of the pilots who flew the missions as well as the serial number and individual letter of their assigned P-38. This group is the only one of the 3 P-38 outfits of the 9th Air Force to fly all its missions in the P-38.



<http://www.119wg.ang.af.mil/history/index.asp>

This National Guard unit was assigned the history and accomplishments of the 367th FG.

<http://www.acesofww2.com/USA/aces/peck/>

This page is dedicated to Cap. James Peck who lost his life during a training flight in Stoney Cross. This pilot flew a lot of missions with the RAF and gained the ace status, with 6 enemy A/C shot down, before being assigned to the 367th FG. He left his spirit to the men of the 394th FS.

Coming in the next Newsletter



- the first dogfight of the 367th FG, part 1
- missions list, July 1944