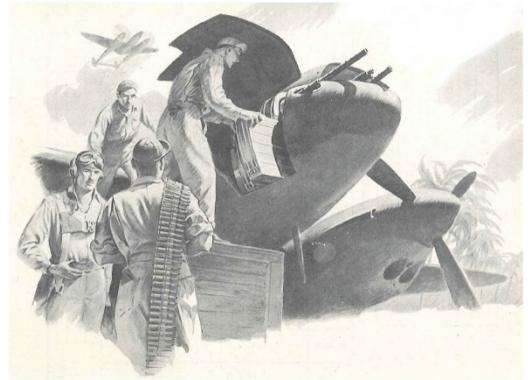




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Dear Friends and 367th Fighter Group members,

The adventure of the men of the 367th Fighter Group in France carries on in this new issue. The battle of Normandy is over and the frontline is now moving pretty fast to the east. It means for the men of the outfit, pack and unpack their belongings and all the material of their department or service. Some time they will not have time to unpack as the next move will happen within a few days. It was the case when the 367th Fighter Group moved to Advanced Landing Ground (ALG) A-44 Le peray.

Although the outfit stayed only a few days there, lot's of events occurred. A belly landing with happy ending (see « The P-38 of the C.O. is a wreck » article), Mee-Mee's Snack Bar panel left behind (see article « Mee Mee's Snack Bar panel article »), one pilot lost after take off (see article «Honoring the pilots » article) and people of the area visiting the ALG in their best Sunday clothes (see main article «The advanced landing grounds in France »).

I wish you a good reading.

Olivier Le Floch

The advanced landing grounds in Normandy, part 2

In newsletters # 13 and 14, we saw the move of the 367th FG from England to France and the change of life : C and K rations, billet and all sections (intelligence, medics, operations, etc) in tents, new country and new landscape and different population. The first few weeks in France were spent in Normandy with certainly the feeling of being a part of a big show and part of history while supporting the ground troops in their fight close to the invasion beaches. With the breakthrough of Saint Lô and the end of the battle against the German divisions in the area of Caen, the front line started to move rapidly farther inland and the German troops were pushed back to the north east of France. So, the tactical units of the Army Air Force had no other choice than to leave Normandy to stay close to the battle. The first Advanced Landing Ground (ALG) out of Normandy was A-44 Le Perray, a rural area north east of Le Mans. This airfield was built by the 819th Ingeneer battalion from August 20 to September 2. The airstrip was 5000 feet long and 120 feet large and was made of prefabricated bitumious surfacing and was oriented 107°. The 367th FG stayed there less than one week but kept found memories of the greetings of the population. After A-44, the 367th FG moved to a big airfield that had just had just been left by the German Air Force. It will be the topic of a new article of the next issue of the newsletter.

Ernie Snow like for the airfields in Normandy gives some details in his diary concerning A-44: "Pulled out early in morning for new field near Le Mans. It is at *Marolles* (the exact name is Marolles-les-Braux). *Quite a long trip, went through Saint Lô which is sure a wrecked town. Travelled on the red ball highway and it is crowded with trucks. Arrived at field A-44. There were already pyramidal tents set up for us by advanced echelon, no more pup tents we hope. We looked the field over and found it was built on a new idea, sort of hair brained one. Runway had heavy tar paper on it instead of wire. The French people were looking it over also and their children were using it for a playground and race track. Next day when the planes came and on landing tore huge chunks of tar paper loose which ballooned up behind them. The*



Convoy of the 367th FG in Saint Lô during the trip between ALGs A-2 Cricqueville and A-44 Le Peray. Note that the town is a total wreck as described by Ernie Snow (Joe and Carolyn Cobb via Clyde Deavers/archives 367th FG)

Planes attracted many French and after they were parked people came up giving flowers to the pilots. A lot of calvados being drank and a lot of sick men, some one gave Cpt. Berman a lot of trouble so next morning he called a formation and laid down the law. He also said we were to leave for another field, 4 days on this one, real nice field and friendly people here”.

The 392nd Fighter squadron’s monthly report is rather limited as concerns the life in the new ALG, the description is more associated with the flying operations: *“Major Gee, our executive officer moved us on the 7th to site A-44 near Peray. He spent the entire night, herding men into trucks, staking tents, seeing to it that was packed, and it was only due to his efforts, that we were able to accomplish the move on schedule. His is a strict code, tempered with a sense of humor, a quick smile and a tolerance that comes from his devotion to the service.*

We had no lightning facilities in S-2 tent and early morning missions were briefed by flashlight. In order to prepare for a mission, we were forced outside, using the top of a jeep as a desk. This system worked out fine until the morning of the eight when Cpl Davis, having completed folding the maps and typing the cards, was called away. In the (unreadable), someone drove the jeep away, maps and cards with it. A hurried search was made and any interested person could have seen him climbing the wings of the planes, handing out maps and cards to the pilots after they had started their engines. We flew 3 missions that day, the last one taking off at 1910 and not returning until 2240 hours. Sixty men were stationed on the taxi strips, pointing out the way with flashlights and detouring the planes around the bad spots. On the take-off, Lt Elgin’s plane spun in. He was with the squadron for only a short time, but in that short time, he gained the confidence of the men who flew with him and the comradeship of the men who lived with him. We tried to count the planes as they landed but it was too dark even for that. We discovered that Lt Dye was missing and Cap Douglas reported that he saw a plane crash near Paris (note : Lt. Dye made it to the squadron a few days later). Lt Moorhead, who led the squadron, swore that he never wanted to fly another mission like it. From twelve thousand feet down fifteen hundred it was a solid overcast and the boys had to fly instruments, diving through it to find the field. When Lt Slingerland landed, he stooped over and kissed the ground, « I was never so happy to see ‘terra firma’ before in my life. Some day I will give a million dollars to the man who invented these instruments ». Captain Bleich was there with his « spiritus fermentus » and each took their dose and asked for more.

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On the ninth we flew a couple of ground support missions over Brest and the controller there complimented us on our work. The rest of the week we flew armed armed reces over Germany and continued to do so, stopping only when the weather prevented us. On the thirteenth we joined the air echelon at our new field near St Quentin ».

Lt Allen Diefendorf speaks also of the mission in his memoirs : «*At A-44 we had a very hairy mission. This occurred from September 3rd to the 5th. The 367th flew several armed reconnaissance missions against retreating enemy forces near Mons, Cambrai, and Brussels. On September 3rd, the 394th Squadron spotted a large concentration of tanks, trucks, cars, jeeps, and horse-drawn vehicles. They attacked and chewed the columns up. The other squadrons, the 392nd and 393rd, took their turns as well. These attacks continued the next day and into the night of the 5th. Returning to the Le Mans airfield in total darkness was dangerous and confusing. I remember trying to fly formation, listening to all of the radio chatter and watching for the rockets that Dynamite (the 367th Fighter Group was code named « Dynamite ») in the flying control tower, was launching. We finally got to land on the tar paper runway. I watched the crew chiefs and all the helpers who had lined the sides of the runway holding flashlights so we would have some depth perception. At the end, I was waved to a parking area and shut down. I knew that it wasn't our squadron parking area, but who cared, we were down safe. A jeep soon came by and picked up the stray pilots and took us to de-briefing. The doc (note : squadron sergeant was Lt 'Doc' Bleich) didn't keep any records that night and the booze was on him. It took almost the rest of the next morning to get all the P-38's to their proper squadron parking areas.*

The monthly report of the 393rd fighter squadron is like the one of the 393rd FS, just describing the move and missions : «*On 4 September 1944 seven officers and 114 enlisted men, personnel composing the air echelon, departed for A-44, near the village of Peray, France (grid coordinate V 536863). This was a new airstrip just completed by the Aviation Engineers, the first on that we wouldn't be handed second hand or slightly used. Missions were lead during a short time from A-2 Cricqueville. The weather finally cleared on the late afternoon of the 5th and the mission we had been waiting for came through – direct support of the 29th Infantry Division in its drive on Brest. Lieutenant Peschken led the boys,*



P-38 4N-N of the 394th FS landing on an advanced landing ground in France. The tar paper is ballooning in front of the main landing gear like it was described by Ernie Snow, the propeller specialist of the squadron. These pictures come from TV news of summer 1944 and it could have been filmed at ALG A-44 because of the tar paper.

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A large crowd of French civilians visiting the flight line in ALG A-44 in the beginning of September 1944 (Fabrice Avoie)

diving on target « 26 » they scored eight direct hits knocking four 88mm's out of action, then the controller directed them to the vicinity of le Conque , where they scored eight more direct hits on an area outlined by red smoke shells – in the controllers own words 'results observed good'.

That evening we received word that we in the ground echelon would depart for A-44 on the dawn of the 6th. Hurriedly packing our equipment, and strincking our tent offices and workshops, we climbed into the sack to catch « a few winks shut-eye » in preparation for our travels. Upon our arrival at the new strip the next day we found our air echelon hurriedly packing their equipment to move to Clastres (grid coordinates N 757387) France to be once again in range of the retreating Jerries. Handicapped in the shortage of belly tanks, and the extreme distance to our front lines, and bad weather, our operations bogged down to a slow pace. On the eighth we sent the boys out on their first mission only



More than probably P-38 43-28700 "TACOMAN" of Lt. Dobrowolski under engine maintenance by the ground crew in the beginning of September 1944 in ALG 44 Le Peray (Fabrice Avoie)

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to have them return due to bad weather .../... On the morning of the twelves the planes took off again in support of the above mentioned unit east of Luxembourg and upon the completion of their mission landed at their new home A-44.

Here the air echelon as « well entrenched » to take care of the situation and to relieve the weary ground echelon of its long grind for the last Ten days ».

The monthly report of the 394th fighter squadron gives more details on this ALG and the 'invasion' of the French people: « September fourth found the advanced air echelon under Capt Berman



On the two pictures above is the P-38J25 44-23590 "SCRAPIRON" of Cap Larry Blumer, 393rd FS, in A-44 Le Peray. The 5 Svatiska are for the 5 German enemy aircrafts he shot down on August 25th, 1944. (Fabrice Avoie)

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P-38J10 42-67819 4N-S, 394th FS, in A-44 Le Peray. This aircraft was lost with Lt Lt. Jack Coppess on October 4th, 1944 (Fabrice Avoie)



P-38J25 44-23657 4N-W "JUST LAZY" of Lt Ross Lazie, 394th FS, in A-44 Le Peray. This aircraft was lost with Lt George Cannon during an armed reconnaissance mission on February 9th, 1945 (Fabrice Avoie)

taking the famous Red Ball highway to A-44. After weeks of flirting with a move, our vehicles shot down through Saint Lo, Vire, Mortain, Donfront, and Alençon. A-44 was between Alençon and Le Mans near the town of Marolles. The hundreds of people who crowded the strip and enthusiastically shook our hand and pressed wine, eggs, fruit and vegetables into them made it a land of milk and honey. The prosperous neighboring farms recalled a former France. Here too was a new and superior tar-parper strip which the engineers were rushing to completion.

On the fifth the last mission was run from A-2 and transportation had already begun its shuttles. The following two weeks found Lt Bob Hopson and S/sgt Bill Bateman's transportation section performing an excellent job. Our trucks rolled twenty four hours a day with no let up and little chance eating, sleeping, or washing for the drivers. They first moved personnel and equipment 140 miles to A-44, then without stopping they again moved the squadron 210 miles to A-71, and as a finale

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French civilians were happy to take pictures with their best Sunday clothes in front of the 367th FG's P-38s in A-44 Le Peray (Fabrice Avoie)



A large crowd of French civilians visiting ALG A-44 in the beginning of September 1944. The P-38s is the ship flown by Lt. Joseph Dobrolowski , 393rd FS. Its serial number is 43-28700 and was named "TACOMAN », the home town of Lt. Dobrowolski (Fabrice Avoie)

they brought the ground echelon equipment over 300 miles from Cherbourg to A-71. This non-stop work won the respect of the entire outfit.

Our stay to A-44 was short. On the night of the seventh the ground echelon arrived from A-2 and on the morning of the eighth the air echelon pulled out for A-71. During that time Lt Johnston and Lt Dawn, missing since the raid on Clastres, returned. Their return was accompanied by the news that Major Gardner and Lt Harrell, also missing, would return soon. Major Gardner, Lt Johnston, and Lt Harrell were returned to the States and Lt Dawn elected to remain with the squadron. After physically requalifying, he again joined us. His story was told simply. With his plane burning badly he had bailed out. A boy on a bicycle came up, and after making certain that the Germans had not discovered them, led him to a French family. Here he was hidden until our troops came. The man of the house incidentally was a butcher and Lt

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Robert Dawn smiled as he recalled their good meals. (note : see issues # 9 and 10 of newsletter for more information on this dogfight).

Six missions in all were run from A-44. There was an acute shortage of bombs and 100 octane gasoline, which accompanied by the necessity of using auxiliary tanks, also on the shortage list, added to our difficulties. More confusion was caused by the hundreds of French families who swarmed over living area , line, and landing strip.

At least in the latter instance there was some humor. In their eagerness and curiosity, they disregarded the necessity of dispatching and landing ships. The tower in its desperation to clear the strip, fired flares. When that happens everyone of course knows that something is up and to clear the runway, not the French – They stood where they were and applauded».

French historian, Fabrice Avoie, did a tremendous work of research on the second world war in the Sarthe departement during Summer 1944. Of these research he wrote a huge book on the liberation of the Sarthe departement by the American troops in August 1944. A chapter of his book is dedicated to the American airfields built in the department. The part concerning A-44 Le Peray is well illustrated by pictures and memories of French civilians living close to the airfield. Thanks to him we have also very great pictures of the P-38s of the 367th Fighter Group in Le Peray to illustrate this issue.

Here is one of these statements given by Mr Louis Bertrand to Fabrice Avoie : « *A short time after the liberation of Marolles-les-Braults, American men came to make surveys. The harvets had been partially saved and then the earth-moving machines went into action. We saw bulldozers, scrapers and so many other strange machines for the first time. We were dazzled to see such a power. They were able to removed entire edgerows, level the field, move tons of earth in only a few hours. This performance was totally the opposite of the one offered to the one we could see or heard about the German aviation field that was built behind the castle of Saint Aignan. There, the work was done few very few motivation by hand and picks. Canadians, speaking very well French and some Americans were found of our nourriture, especially our chicken, eggs and milk. It was a change comparing to their ration boxes. We had an easy access to their facilities and planes until an act of sabotage was done. From that moment it was very difficult to visit them as sugar had been poured in some tanks. Maybe it was an act of German still hidden in the area or of a French unhappy after having changed of political system...? »*



Field use to built ALG 44 in Summer 1944. It is hard to imagine that this place was the home of the 367th Fighter Group with its 75 P-38s and its 1000 men plus the men of the differer ancillary units and their material !

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The notes in diary of Dick Brennan give another description of the move and the life of the 394th fighter squadron at the airfields in France at the end of summer 1944. We can see that his live alternates between missions and the search of good food and drinks.

September 6 : flew to A-44 in Le Mans. Beautiful spot. 1st Yanks there. People crowded field, climbed all over planes. Nice runway but no one realized there was a touchdown strip of very heavy mesh and overshot it. Tore up tarpaper protection layer. Walked into town and visited with an old gent cafe keeper. Broke open his ancient special occasion bottle. Snack and fruit. 8 German barged in uninvited to live with them. Equipment arrived late & we were all soaked to skin all day. Poker game tonite.

September 7 : someone woke us up to get a look at Major Mat. They were barely able to dig a latrine and get the box on top of it yesterday and no canvas screen yet. Strategically located beside the highway. Thousands of French men, women and kids in their Sunday best streaming down the highway and greeting Mat with « Bonjour, Monsieur » as he is perched on the throne in his military best, cap on square and pants around his ankles. He obliged with responding « Bonjour » and the tip of the hat. Things now dried out. Up for mission this aft. Bought fresh steak from farmer. 12 steaks for 2\$40. Air aichelon moves tomorrow. We move to Saint Quentin tomorrow. North of Paris.

September 8 : 392-393 to Frankfort to beat up airfield. Rough job. No bombs or tanks available for us, so don't go. Another job coming for us. Great bunch of people in the area. More steaks, plus eggs & tomatoe. I brought a lot of seeds with me from home. I have left three gardens for people behind us. Every time I plant one, we move. Learned we killed a lot of Frenchmen in the area but they don't mind as long as we got some Krauts too. Very pretty gal at lunch today. Tremblay made some points. He can talk the language.

September 9 : .../...Crod of people around dealing with steaks, eggs, vegetables, etc ».

The site of the airfield at Le Perey was not too big and so the men of the 367th FG could buy all sort of fresh food made by the farmers of the surrendering villages. But much too soon it was time to move. The next airfield would be a total change as it was bigger and so with less contact with the French people of this area. I'll try to give you interesting information on the following airfields used by the outfit in the next issue of the newsletter.



Site of A-44 Le Perey in 2007. The airstrip was from left to right

The brand new P-38 of the C.O. is a wreck !

Lt Robert Dillon, an early replacement pilot of the 392nd fighter squadron, bellied in the P-38 of captain Robert « Buck » Rogers, the Commanding Officer of the squadron, on September 8th 1944 in A-44 Le Peray.

The engines did not respond in time when lieutenant Dillon pushed forward the throttles to gain enough power to reach the runway with a heavily loaded aircraft. Fortunately lieutenant Dillon get out of the cockpit unhurt but the aircraft was a total wreck.

This aircraft, a P-38J20 model with serial number 44-23579, had been assigned to the squadron in the beginning of July 1944 like the other few models 20. Captain Rogers being from a family of cowboys named it « Little Buckaroo ». A short time later, he received a new P-38, a model J25, with serial 44-23677. This aircraft was also named « Little Buckaroo ».

Cap. Rogers' P-38 belly landed by Lt. Robert Dillon at A-44 le Peray (Lillian Dillon/archives 367th FG)



Lts Edwin Brydges and 'Doc' Livingston, 392nd FS examining the wreck of Cap. Robert 'Buck' Roger's P-38 in A-44 le Peray (Lillian Dillon/archives 367th FG)





A truck was parked close to the wreck, certainly to take away the parts that could be used as spare parts for the other Lightnings of the squadron. The part behind the truck are the shell boxes of the canon and the machine guns (Lillian Dillon/archives 367th FG)



The same wreck, probably a few days later, after all the spare parts were removed (Jacques Larrous/archives 367th FG)



Major « Buck » Rogers and his ground crew in front of his new « Little Buckaroo », a P-38 J25, with serial 44-23677 (archives 367th FG)



Lieutenant Robert Dillon just decorated of the Air Medal. This picture was certainly taken in Stoney Cross as Robert was an early replacement pilot assigned to the 392nd FS on June 14th, 1944, and had time to fly his 10 sorties to earn the Air Medal before the move to Ibsley (Lillian Dillon/archives 367th FG)

Mee Mee's Snack Bar panel

In July 2007, a dedication in honor of lieutenant Donald Erickson, 392nd FS, was organized in the Loire Valley, France (see NL issue # 12). This event was attended by Gayle Reese and her son Kyle and grandson Colton. Gayle is the daughter of Lt. Hugh Hallman, an original pilot of the 392nd who flew the mission during which Don Erickson was killed in action. After the dedication the four of us headed for Normandy to see the sites of the ALGs used by the 367th FG. During the trip



Mee Mee's snack bar wooden panel in the middle of German and American extra tanks.



The Mee Mee's snack bar wooden panel was still in very good condition 63 years after it was left in ALG 44 Le Peray.

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we made a stop at Marolles-les-Braux, a village very close to Le Peray. There we were welcomed by some people of the village who took us to the former ALG A-44 site. After a tour of the area, we were taken to the farm of one of the gentlemen who helped us to discover the airfield. This last was proud to show us the souvenirs he had kept from the US Air Force and stored in the house. Next he took us to his barn to show us the belly tanks and rations boxes he had hanged up at the roof of the barn. What was my surprise when I saw the wooden panel of Mee Mee's snack bar in the middle of the belly tanks. Mee Mee was the nick name of a sergeant who was always able to find eggs, meat, vegetables and eager to do his best for the men of the outfit. Lieutenant AL Diefendorf, a replacement pilot assigned to the 392nd FS in mid-August 1944, speaks about Mee Mee's snack bar in his memoirs (see the issue 12 of the NL for the article on Al Diefendorf) : « *The pilots had a snack bar, and Mimi, the mess seargent, always had eggs, ham, Bacon, and good*



The French gentleman was very eager to show the Reese family the panels and objects left by the US Army Air Force at the end of 1944 when the last aircrafts and men left the area



Ration boxes among the belly tanks on the roof of the barn

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coffee. It was a gathering place for breakfast and a real pleasure to eat there (aircrews got some extra ration authorization – a bit inequitable, but c'est la vie)».

In his diary, Jack Peterson, a replacement pilot of the 393rd fighter squadron wrote the following entry : «*October 10, 1944 – We have just come from the snack bar where I had some hot chocolate and a hot dog. We have got a corporal at group headquarters, which is about a mile away, and he can get a lot of stuff that the mess halls can't get. I don't know where he gets them, but once in a while he has steak, hamburgers, hot dogs, tomato juice, pies, etc., in his snack bar*».

This barn close to A-44 is the final resting place for the panel. It had been probably built in Stoney Cross and followed Mee Mee at Ibsley and two airfields in Normandy. Why this panel was left ALG A-44? We will never know.



Kyle, Gayle and Colton Reese in the barn before Mee Mee's snack bar panel. They attended the dedication in honor of Lt Donald Erickson before we headed for Marolles-les-Braults + Le Peray and for the Normandy where we saw the place where Gayle's father, Lt Hugh Hallman, was shot down and escaped the German soldiers on his heels

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HONORING THE PILOTS – 2nd Lt. Donald D. Elgin, 392nd Fighter Squadron

During the late mission on september 8th at A-44 Le Peray, 2nd lieutenant Donald Elgin was killed when his P-38 crash landed just after take off. The reason of his crash is not known of me. A lot of reason can be imagined : dust in the engine resulting in the loss of power, other engine trouble, a part of the tar paper which hurt the engine nacelle during take off, sugar poured in one of the tank like Mr Louis Bertrand said to Fabrice Avoie, etc. The loss of an engine during take off with full power and an heavy plane was almost impossible to master as the aircraft would pass on its back due to the torque of the good engine. Whatever the reason, it was a hard thing for his comrades to see the ball of fire while they were gaining altitude after take off.

Lieutenant Don Elgin was a replacement pilot of the 'C' flight of the 392nd FS. He had been assigned to the 367th FG on 17 August 1944. He earned his wings at Moore Field in Mission, TX, with class 44-B. He was born in 1921 and was from Iowa. He was married to Nina and had a son, Donald D. Elgin born in November 1944 (source findagrave website).

One of his tent mate was lieutenant Al Diefendorf. He wrote the following lines in his memoirs : « *At landing ground A-44 (near Peray – Le Mans), Slingerland, Elgin and I got a three day pass to Paris shortly after its liberation. We had liberated a German staff Kubelwagen (the German equivalent to the U.S. jeep). We painted white stars on it, along with our group number, and headed out. About half-way, we lost the fan belt, so we used rope, wire and anything else to keep it running. We stumbled on a small Army motor pool, and after some dickering traded it off for a small gasoline truck. It ran well, but now it was getting dark. The headlights didn't work and as we got to the Paris suburbs we laid on the front fenders with flash lights. There were few, if any, street lights, but there was enough light to navigate by. We finally found a small hotel on side street 90 degrees to the Arc de Triomphe. We had brought our own C and 10 in 1 rations with us, and we gave them to the hotel staff who prepared all of our meals, and of course they ate well themselves. We had also bumped into a 9th Air Force staff weather officer, a major, and he moved into the hotel with us. He had a jeep and we drove all over Paris sightseeing and getting a lot of cheers from a lot of citizens. We went to the Lido one night and drank a lot of champagne. We left the truck and made our way home. Sadly, Don Elgin was killed on take off only four days later* ».

Al Diefendorf decided to stay in the Air Force after WWII. He had a long and fantastic career. After the war he was assigned to Williams field in Arizona and was assigned to train pilots for their transition to the P-47 Thunderbolt. In 1946 he was



Lts « Dief » Diefendorf (in front), Elgin (thought to be at the wheel) and Slingerland with their small truck in Paris in September 1944 (David Diefendorf /archives 367th FG)

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sent with two other pilots of Williams Field to an Air Show at Clovis, New Mexico, with 3 P-47. There he had the surprise to meet Nina Elgin.

In September 2011 a plaque was unveiled on a wall of the WWI and WWII monument in the little village of Jaugé to honor the memory of lieutenant Elgin. Unfortunately I have no picture of the dedication.



On the wall, the plaque unveiled in honor of Lt Donald Elgin in September 18th, 2011 in Jaugé, in the departement of Sarthe, France



Cadet Donald Elgin in yearly book of class 44-B at Moore Field in Mission, TX



Close up of the plaque in honor of Lt Donald Elgin in September 18, 2011 in Jaugé, in the departement of Sarthe, France : « In memory of 2nd Lt Donald D. Elgin pilot of the US AAF 392nd F.S./367th F.G. 1921/1944 deceased in Jaugé on September 8th, 1944 »



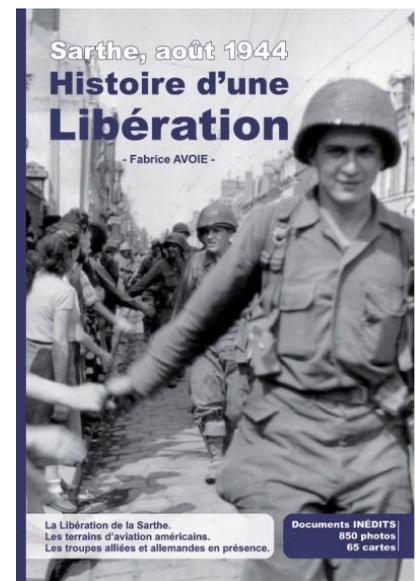
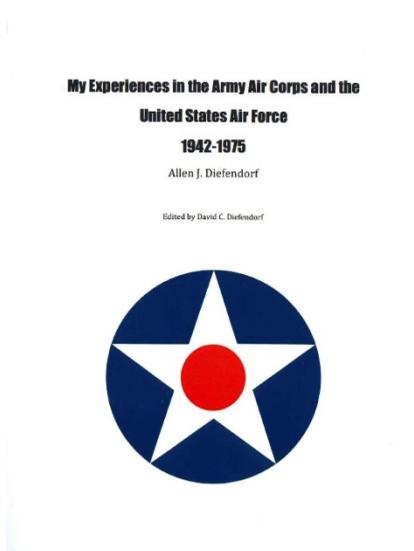
Grave of Lieutenant Donald Elgin in the American cemetery in Saint James in the southern part in the Cotentin peninsula in Normandy, France

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Books, DVDs and Links

My Experiences in the Army Air Corps and the United States Air Force 1942 – 1975, by Allen J. Diefendorf

Allen Diefendorf, former president of the 367th FG association, wrote his memoirs after he retired from the Air Force. One of his son, David, had the very good idea to make a book of these memoirs and illustrate them with many pictures and documents. « Dief » had a very well writing style that makes this book really easy to read. He had a great career in the Army and met a lot of fantastic pilots. He worked with the famous Robin Olds and « Chuck » Yeager. See issue # 12 to read the article on a special mission flown by « Dief » in Korea. You can get in touch with David Diefendorf (he is in the mailing list of this newsletter) if you want to order a copy.



Sarthe, août 1944 by Fabrice Avoie

This book deals with the liberation of the Sarthe department in August 1944. Fabrice Avoie has done a tremendous work of research. He has illustrated his book with a lot of documents, pictures and stories of the German, American and French sides. The main american troops shown in the book are from infantry and armored divisions but a whole chapter is dedicated to the American Advanced Landing ground in the department.

Veterans History Project –Interview of Donald J. Huling

<http://memory.loc.gov/diglib/vhp/story/loc.natlib.afc2001001.45097/>

Don was a member of the Control Network System service of the 392nd FS. In this interview Don speaks about his training in the army and also of some stories when he was with the 367th FG. See this same « Books, DVDs and Links » page of issues # 8 and 9 to have the reference of the books written by Don : « A trip on the drunken duchess » and « Commendation »

Coming in the next Newsletter



- The advanced landing grounds in France, part 4
- A special book
- Honoring the pilots, part 9