



## 367<sup>th</sup> Fighter Group newsletter – Issue # 19 - MAY 2026

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Dear Friends and 367<sup>th</sup> Fighter Group members,

As seen in the previous issues, the 367<sup>th</sup> fighter group has moved several times to new Advanced Landing Grounds (ALG). In this issue, we will see the move to the ALG A-94 in the Lorraine region.

In the second article, we will see how an article of the Public Relation department has solved, at last, a little mystery

We will also see the very useful “Crib” sheets used by pilots to know the very important information on the mission.

In the « Honoring the pilots » article, I will speak about the ceremony in honor of lieutenant Delbert Schmid whose fate was linked to the one of French civilians.

I wish you a good reading.

Olivier Le Floch

### The advanced landing grounds in France, part 7

In mid-March 1945, the 367<sup>th</sup> FG made its last move to a French advanced landing ground. It was from this airstrip that the outfit flew one of its most outstanding mission during the war: the bombing of Field Marshall Albert Kesselring, for which it received its second Distinguished Unit Citation (see issue n° 18 of the newsletter).

A-94 Doncourt-les-Conflants , also called Jarny, a larger village west of Doncourt, was around 17 miles east of Metz in the north east of France. This airfield had also been used by the German Air Force before being captured by the American troops and being prepared by the 830th Engineering Aviation Regiment. Like Saint-Dizier, it was originally a grass field. Pierced steel planking was set on the grass by the Engineering Battalion due to the higher weight of the US fighters and light bombers. The runway was 5000 feet long (1525 meters) and 110 feet (35 meters) wide and was oriented 08/26.

This move seemed to be again something uneventful or seen as a kind of routine for the men of the 367<sup>th</sup> FG. The monthly report of the 3 squadrons were pretty basic concerning this new move.

For the 392nd fighter squadron, the report gives some information on the installation on the field but also on the improvement of the mail and passes: « *By the 18th of the month (March) we were set up in our new location near Conflans, France - remember? Moving into a large area of nothing but green grass, we soon pitched our tents, and there were tarpaper sidewalks and graveled roads appearing almost with majestic design. Almost at*

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once some of the boys began to canvas the nearby villages for – a mademoiselle, some place to eat, and cafe with plenty of cognac. But for most everyone there was a lot of work, long hours and long days, the old familiar routine, not very much time to think about the family back home or the girl you left behind. From dawn to dusk one could hear the rumble of trucks and the roar of thunderbirds over the field. S/Sgt Nolen of S-2 had a jeep accident on the next field, but fortunately no one was hurt. We found a German tent which resemble a carnival tiara canvass and this made a good mess tent. Our shower was put up, a theater opened in nearby Giraumont, and passes renewed to Paris. And finally, last of all, after a drought of over three weeks the tangled mail situation was straightened out, and the boys started getting letters again.”

The report of the 393rd fighter squadron, is really short: « On the 15th, the Squadron moved from A-64 to airstrip A-94. Major Slingerland led the first mission from the new field to the Celnhausen area.”

But thanks to Don Gelhaus, we have more information: “For the move from Saint Dizier to Jarny : As the ground forces advanced, we kept moving closer to Germany also. Once again we loaded our gear into GI trucks. A few of us (as many as there were P-47s) got to fly to our next base. The rest rode in the GI trucks or jeeps to A-94 at Conflans-Jarny, between Metz and Verdun, France, about 60 miles north-east of Saint Dizier.

What a pleasant surprise awaited us in living quarters that were not a bullet-riddled shambles of a building, but a bonafide French château, with fireplaces in most rooms ! There was a caretaker and his family in living quarters in the château, and they maintained the building and spacious grounds. The château was owned by the Rothchild family.

This is from Jarny that the « flak leaves » started to be organized to the French Riviera for the pilots who had reached 30 missions. The pilots were flown to the south of France in the Group's B-26 Marauder. The pilots were staying one week in the Martinez Hotel in Cannes. The Mediterranean sea was not hot enough yet for a swim but the nice weather and nice area, almost not impacted by the war



Aerial picture of ALG A-94 Doncourt-les-Conflans/Jarny. The town of Doncourt is at the bottom (© IGN)



« The Gang »: unknown, maybe lieutenant Pinkerton and captain Don Packham of the 393<sup>rd</sup> FS, probably during the trip between A-64 Saint-Dizier to A-94 Doncourt-les-Conflans-Jarny in March 1945 (author collection / archives 367<sup>th</sup> FG association)



Lieutenant Don Gelhaus, 393<sup>rd</sup> FS (author collection / archives 367<sup>th</sup> FG)

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Captain Don Packham, right, D flight leader of the 393rd FS during a « Flak » leave at Cannes on the Riviera in March 1945. The other member of the 367th FG is not identified (Kellee Packham/ archives 367<sup>th</sup> FG)



P-47s of the 392nd FS at A-94 Doncourt-les-Conflants / Jarny in April 1945. The P-47 in the foreground is thought to be the P-47 of lieutenant Robert Dillon (Bertel Koed via Fred Koed)



Same place as above a few years ago. After the war the airfield at Doncourt-les-Conflants has been released for civilian use (author collection / archives 367<sup>th</sup> FG association)

*fighting's, was a total opposition to the bad weather and devastated north east of France.*

*With our armies again rolling it was time for the squadron to move. On the fourteenth the Air Echelon headed northeast towards our eighth base in France. The convoys rolled through Bar Le Duc, across the Meuse River at St Mihiel, and on to a temporary strip near the small town of Jarny, which lies fifteen miles due west of the Fortress City, Metz.*

*The sixty miles move to A-94 went smoothly with our planes landing on the fifteenth at 1230, after their second attack upon the Bingen Rail Center. They took off to attack the Wiesbaden Marshalling Yard at 1145; and during the sixteenth the Ground Echelon arrived. Our new base on the rolling pastures of Lorraine was strongly reminiscent of those earlier days in Normandy. Spring weather, although not balmy, lured forth balls and bats and men to an evening volley ball game. Lt Lorens, the Squadron Procurer, surpassed his earlier fout of "acquiring" a Semi Truck by rolling into camp in a Sherman Tank. A fine hall was taken over in Giraumont for the group's shows and parties. Cpl Waltor Black, now full time manager of the enlisted men's Club, ran a potent bar which featured our rugged French 75.*

*The club was also the scene of nightly poker and cribbage games as well as close harmony around the piano. The officers, whose tents were in the adjoining field, also had their bar in full operation. The scene was the same, except that now the squadron had learned to enjoy its leisure moments in the field. On the sixteenth our operations began to change. We shifted from the general "softening up" work to the more specific Interdiction work. These attacks on lines of communications were maintained until the Seventy-second when the squadron gave Close Support to the Third Army's Rhine Crossing and her spearheads into central Germany.*

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Erny Snow, one of the propeller specialist of the 394<sup>th</sup> FS wrote in his diary: *"Mar 14, left for new field A.94 at Jarny, Metz, France. Mar 15 Planes come in, Seevers plane ran into the rear of a 393 plane (the two aircraft were more than probably the P-47s flown by lieutenant George Croker of the 394<sup>th</sup> FS and lieutenant Leon Baumier of the 393<sup>rd</sup> FS). It sure makes a funny looking one of them. Chews the rear end up almost to pilot before it stops engine".*

Robert L. Smith, a pilot assigned to the 394<sup>th</sup> fighter squadron late into the war speaks about his arrival to the outfit at Jarny. His pilot background was not really the same as the other pilots of the unit ... : *"I was one of our infamous B-26 co-pilots who transferred to the P-47. Originally, I was in the notorious Wilson R. Woods 323 BG. Then to the great 397<sup>th</sup>. BG and on to the 367<sup>th</sup>. F.G. all in the span of 13 months. What really caught my eye was the Jack Hallet experience with the former B-26 copilot who must have just preceded me. As the story relates to the station St. Dizier, I was to have joined the 367<sup>th</sup>. at St. Dizier if I could have found it. This will be another part of my story as I waded through it. Air bases were expendable at this time; they were also secret. Since I was being transferred under special 9th. AF HQ orders, I was being chauffeured in a command car driven by a Sgt. We left the 397<sup>th</sup>., departing late in the day. Black out, lights and poor road conditions hampered progress. After two days pursuing the 367<sup>th</sup>., we finally found them outside the village of Jarny. I was unloaded at the 367<sup>th</sup>. F.G., flack suit and all, a going away gift I did not have the heart to leave behind. The Jarny airstrip was nothing more that metal planking tied together with spikes which hopefully would bear the aircraft's weight. I was introduced to Jim Franklin who was to check me out in a P-47. I was toured around all of their shiny new bubble canopy birds that had all the invasion colors removed. We came across what was to be my aircraft. It had the invasion stripes still showing through the O.D. color and had a lattice canopy. Jim said, "there she is and she's all yours." Only*



*Chateau of Tichémont at Giraumont, a few miles north of A-94. The pilots of the 392<sup>nd</sup> and 393<sup>rd</sup> FS were billeted in this castle (Jack Curtis, archives 367<sup>th</sup> FG association)*



*This P-47 Thunderbolt, serial 44-20077 with nose art « The Hunter » was assigned to lieutenant Garland Hunter. It was damaged during a landing accident at A-94 Jarny on 18 March 1945 . The pilot that day was lieutenant Albert Paganuzzi (Bertel Koed via Fred Koed)*



*Cap. Jack Hallett around the end of the war (author collection / archives 367<sup>th</sup> FG association)*

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two of the eight 50s has been loaded, one on each side. He showed me two bags, one under each wing (simulated bombs). He chuckled when he said they are loaded with latrine lime.

I got into the cockpit which was quite roomy. I thought Jim would somehow join me to provide in flight instruction. Not so ! He again chuckled that this old bird was all manual but airworthy. This is the throttle, your hand is on the stick. Remember, you have to pull the canopy shut. Oh yes, switch on the radio, we'll tell you what to do. Fortunately, I had been given a manual but it was for the new hydraulic jobs. This thing was like the big Vultee we flew in basic. I wanted to fly fighters, here was my chance. I positioned it on the plank runway and shoved the throttle forward. Away I went, kicking the rudders right and left to keep moving forward, until speed took over. Time to pull up, and none too soon. They pulled tree branches from the wheels when I returned.

I'll never forget the experience of closing the canopy. The latch was so far back, I had to loosen my parachute straps, just to reach it. The plane went into a dive as I turned to reach the latch. I was low to the ground, and it was the dive that shifted weight and eureka, the canopy closed. Whew! That done, I was finally alone over France in a P-47. Wow! I switched on the radio to hear, "Bob, where are you, we've lost sight, come back over the field in a southerly direction, we have a target for you to attack." The target turned out to be just a few miles from the field. It had been outlined in white, latrine lime I assumed. The controller told me to look close at the target, find the bullseye. After that, climb to 5000 feet and call in again for instructions.

Instructions were similar to an actual mission part of my training. From this altitude I was to dive on the lime pit, dropping the bombs at 1000 feet, pull up, circle the target, drop down and strafe it with the two fifties. The latrine lime sacks landed in an adjacent farmyard as I pulled up too quick for a good release. Circling as instructed was a piece of cake. They had put in tracers to see where the shells were going. Missing the target again, I called in results. Do it again, came the words. Make a longer pass and hit the bulls eye. I ran out of



Lieutenants Rufus Dye, Clark « Doc » Livingston and Plimpton at A-94 Doncourt in April 1945 (Jean-Luc Gruson)



A few pilots of the 394<sup>th</sup> FS at chateau Bois des Harts at Chambley-Bussi res, 8 miles south of Doncourt airfield (Jack Curtis, archives 367<sup>th</sup> FG association)



Same view of chateau Bois des Harts at Chambley-Bussi res in 1988 (Jack Curtis, archives 367<sup>th</sup> FG association)

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*ammo. I figured they did not want to waste good ammo so the controller said, keep the base in sight, climb to a good height and see what kind of pilot you are. I don't recall how long I was up, but I felt confident I could fly a P-47 and returned to the field.*

*A short time later, I'm sitting in the briefing room. Instead of the long drawn out B-26 instructions I was used to hearing, the fighter group squadrons were all told to proceed to such and such quadrants, then contact ground control for targets. I was in the 394th squadron whose call sign was casket. Our target turned out to be a convoy of vehicles in the steep hills of Bavaria I was tail end Charlie #4 in the fingertip formation. I won't go in to the chewing out Sid Plat: SQ CO gave me for crossing over to join up. No one had told me the proper procedure. I got into position the hardest way. As my friend Hallett would say, "these guys fly with their feet." I had not tuned in to how easily trim tabs worked on these fighters.*

*Soon we were over enemy territory heading for an enemy convoy stopped on the road. The hand signal given to echelon, not much for me to do but wait until the other were positioned 1-2-3. Suddenly they went down, then me. I was so excited that I held the trigger finger down too long. Firing off eight 50's was a lot different than firing off two. I felt as though the old bird was going in reverse. Later, I learned that overheated guns would continue firing until they cooled off. Anyway, with the tracers pointing out my problem, it was time to pull up, but since I did not want to shoot down my buddies, I needed to stay low so as not to spray 50s all over the sky, but still clear the hills that were coming up fast. I figured I was doing the best I could do when the entire hillside blew up in orange & black. Unbeknownst to me until the debriefing that night, when the guns fire, cameras in the wings document the action.*

*When my film segment came up for review, Lt. Robert L. Smith 394 FS 9th. AF appeared first. Next the convoy is visible, returning fire (my first awareness that they were shooting back. Suddenly my overheated ammo trail went through a barn on the hillside (at least it looked like a barn.) As it turned out, that was why the convoy has stopped. It was a fuel depot. Everyone turned to me and asked how did you know the barn was a fueling station? Recovering from the shock of what has actually happened, I smiled and informed the group that B-26 co-pilots had a lot of time to observe the action and it's surroundings. Got another star for the air medal, five more points toward going home. Best of all, we parked "Old Maudie" as I had named the old P-47. Got a new bubble job, all hydraulic, with new gun sights, like sitting atop the Empire State Building*



*From left to right : lieutenants David M. Stewart, John R. Lund, Henry C. Bosserman, Ray S. Haw and W. H. Nelson on a bench at Chateau Bois des Harts at Chambley-Bussières; Only the pilots of the 394<sup>th</sup> FS were billeted in this little castle 12 miles south of the airfield (Jack Curtis, archives 367<sup>th</sup> FG association)*



*Same bench in 1988 at Chateau Bois des Harts with Guy Coquillat, a friend of Jack Curtis (Jack Curtis, archives 367<sup>th</sup> FG association)*

## A little mistery solved!

In the Dynamite Gang book, page 68, one can see a picture of Mimi and one picture of his snack bar. The caption says: "Mimi" and his open snack bar. No one remembers the former diner operator's real name. Assigned to the 392<sup>nd</sup> Squadron, he operated a snack bar that everything most good diners would have. He never revealed his sources of supply. Mimi was open busy and always busy."

Thanks to David Serluco, the son of Angelo Serluco, C.O. of the Public Relation department, we know that "Mimi" was private first class Nicholas D'Agostino of Ossining, N.Y.

The article of the public relation journal says :

### « A LITTLE BIT OF OSSINING

*In the European War Theater. Pfc. Nicholas D'Agostino, 16 Croton Street, Ossining, is shown with the replica of his Ossining diner, "Mee Mee's Kitchen" on the Albany Port Read, which he is managing as a pilot's snack bar at a 9th Air Force Fighter base, somewhere in the European Theater of Operations.*

*Mee Mee's Snack Bar Reports Great Business in European Area A Ninth Air Force Fighter Base. From road aviators (truck drivers) to pilots-that is the success story » of Pfc. Nicholas D'Agostino, Ossining. chief cook and head man of the pilot's snack bar at this advanced Ninth Air Force Fighter base, component of the Allied Expeditionary Air Force. Nestled up on the line where all air activity takes place and with bold white letters on the door, stands "Mee Mee's Kitchen," ready to serve pilots with hot meals, fruit juices, eggs, sandwiches, hot coffee and whatever else the diminutive 37-years-old Ossining soldier can scare up.*

*Entering the service in February, 1943, Pfc. D'Agostino has been pursuing his civilian occupation of cooking ever since. When asked if he'd take on this job at the pilot's snack bar, he consented on the condition that it be named "Mee Mee's Kitchen," after his wife. The powers that be consented and so it has been ever since. Pfc. D'Agostino attended St. Augustine's School in Ossining, and for seven years prior to his entry into the service was proprietor of Mee Mee's Diner. His wife, Mee Mee, of 16 Croton Street, is now carrying on the management of the diner. His father, Salvatore, lives at 95 North Highland Avenue with his two brothers, Leonard and Albert, who are employed at Eastern Aircraft. Another brother, Pfc. Anthony, is with the Signal Corps in Corsica.*

*"Business is great, no taxes to worry about, no ration points to sweat out, in fact not even profits to keep me awake nights. As long as I can keep my boys happy, that's pay enough," remarked Pfc. D'Agostino. As to his plans after the war, the quick reply is "Keeping the road aviators happy and back to worrying about taxes," he smiled, skillfully turning over another golden brown wheat cake."*



*PFC Nicholas d'Agostino at his counter in England, more than probably Stoney Cross. His snack bar was originally named Mee Mee's Kitchen and was later replaced by Mee Mee's snack bar (David Serluco)*

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To run Mee Mee's kitchen all day long, Pfc. D'Agostino was helped by Cpl Huntley. Another short article of the public relation journal gives some information on Cpl Huntley :

« L. Huntley, whose wife, Doris, and year-old son, Ted, live at 210 Marshall ave., is never ruffled and always cheerful. Serving pilots on the line with hot meals, sandwiches, hot coffee, eggs and whatever else he can scare up, Cpl. Huntley has become a fixture at an invasion-supporting Ninth Air Force fighter base in England.

Prior to his entry into the service in May, 1943, Huntley was a short order cook at Ed-die's Sandwich Shop, 1569 University ave.

When asked for the secret of his success in serving the pilots just what they want and the way they want it, he replies: "I learned all my cooking from my mother so that must explain it," and with a deft motion of his wrist, he turns over another golden brown wheat cake.

Mother is Mrs. Stella Anderson of 2549 Bryant ave. S., Minneapolis »



Cpl Huntley pours coffee for a pilot at Mee Mee's kitchen (David Serluco)

### The mission « Crib » sheets

During the briefing, before the missions, some crucial information were given to the pilots in the form of a list of data. These "mission briefs", also known as "crib sheets", listed the mission details like timing, navigation information, radio codes and recognition panels, etc.

Each pilot had this crib sheet on his knees and could have a quick look at it at all time.

S/E 1520  
T/O 1530 HAV-1  
S/C 1540  

| TO             | DIST | CC  | ETA  |
|----------------|------|-----|------|
| ALTITUDE       | 45   | 62  | 1554 |
| INGELHEIM      | 51   | 62  | 1608 |
| VACHA          | 106  | 59  | 1637 |
| 30 min in area |      |     | 1707 |
| Base           | 217  | 249 | 1805 |

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A-19 (BOMBING)  
Delco 211 V H G  
212 U H F  
213 Y Q L  
214 J B L  
Yellow Panels singly  
Contact Briefguide on B  
Ftr Recall, Night and day

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For the crib sheet on previous page, the information are the following:

S/E 15:20 = Start engines at 3:20 P.M.

T/O 15:30 = Take off at 3:30 P.M.

S/C 15:40 = Start course at 3:40 P.M.

DIST = distance to fly

CC = compass course (heading)

ETA = estimated time of arrival

The sheet tells to reach altitude of the mission at a distance of 45 miles with a compass course of 62 degrees. Estimated time of arrival will be 1554 (3:54 PM). Proceed to INGELHEIM, at a distance of 51 miles with a compass heading of 62 degrees and estimated time of arrival of 1606 (4:06 PM). Then proceed to VACHA at a distance of 106 miles and a compass course of 59 degrees, estimated time of arrival 1637 (4:37 PM).

Remain in the area for 30 minutes. The contact with advanced controller of the ground army will be "briefguide" on B channel. Their armored vehicles and trucks etc, will display yellow panels singly. The pilots will receive targets from them.

The return to base will be a flight of 217 miles with a course heading of 249 degrees and arrival to base at about 1805(6:05 PM). The home base contact is "Dynamite" on A channel.

If something would necessitate recalling the flight back to base (weather or any kind of reason) the recall code is "Night and Day".

DECCO - Identified the squadron, the numbers 211, 212, 213 and 214 identify the flights (4 flights for this mission) and the letters are the codes to identify the flights when talking to "dynamite" or "briefguide"

The pilots could add some notes like their flight (red flight for example or the individual letters of the aircrafts of their flight for that mission). They could also add some notes after the mission to remember some details like the duration of the mission, the date, what they had observed, etc.

In the crib sheet on the left below, Jack T. Curtis of the 394<sup>th</sup> FS, wrote the individual letter of the four P-47 of his flight: A, K, A with bar (meaning that two aircraft had the A as an individual letter, second A in the squadron had a bar under the A) and L. The flight time for this mission was 2 hours and 55 minutes and the purpose was rail road lines cutting. On the crib sheet of his 49<sup>th</sup> mission, on the right below, Jack T. Curtis wrote the individual letters B, N, I and V and probably the assigned "Red" color for his flight.

ECG AXAL (45)

SE 1005  
TO 1020 Miss. J29-4  
SC 1035

|                | TO  | CC  | MIN | ETA  |
|----------------|-----|-----|-----|------|
| ALT.           | 55  | 018 |     | 1053 |
| BOMB LINK      | 55  | 13  |     | 1106 |
| TARGET         | 55  | 14  |     | 1120 |
| 30 Min In AREA |     |     |     | 1150 |
| BASE           | 239 | 37  |     | 1227 |

F/EC "SLEEPY LAGOON"

Index Able 215 R T K  
216 S H U

2:55 rail cutting

BNIV (49)

S/E 1450  
T/O 1500 Miss. RFV-1  
S/C 1510

|                 | TO  | CC | MIN | ETA  |
|-----------------|-----|----|-----|------|
| ALTITUDE        | 75  | 10 |     | 1520 |
| RAD KREUZMACH   | 74  | 20 |     | 1540 |
| AREA            | 74  | 6  |     | 1546 |
| area 45 minutes |     |    |     | 1631 |
| BASE            | 246 | 32 |     | 1703 |

5th INF DIV "DAY NURSE" B  
12th CORPS "COOL BREEZE" B  
Ftr E/C BLACK DOG  
INDEX ABLES: 216 HJP  
216 SJP

2:30 247rd

RED

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## HONORING THE PILOTS – Lieutenant Delbert Schmid, 392<sup>nd</sup> fighter squadron

On July 7, 2024, the village of Montaignu-les-Bois, in the south of the Cotentin peninsula in Normandy, organized a ceremony in honor of lieutenant Delbert E. Schmid who was shot down close to the village. The story of Delbert started on July 3, 1944 and came to an end on the fateful day of July 8.

On July 3, 1944, 36 P-38s of the 367<sup>th</sup> FG took off from Stoney Cross for mission number 81. The mission orders were to bomb numerous targets in the Périer – Saint-Lô area in the south of the Cotentin peninsula and in the south of the front line in Normandy.

Each squadron dispatched 12 P-38s. The leader of the 392<sup>nd</sup> FS for this mission was Majors Robert “Buck” Rogers, the C.O. of the squadron. The pilots took off at 20H17 (8:17 PM) and was over the target area between 21H00 and 21H30 (9:00 PM and 9:30 PM). They bombed a flak battery as well as rail tracks and roads. The pilots met an intense light and heavy flak at two different places. The second flak battery hit the ship of lieutenant Delbert Schmid.



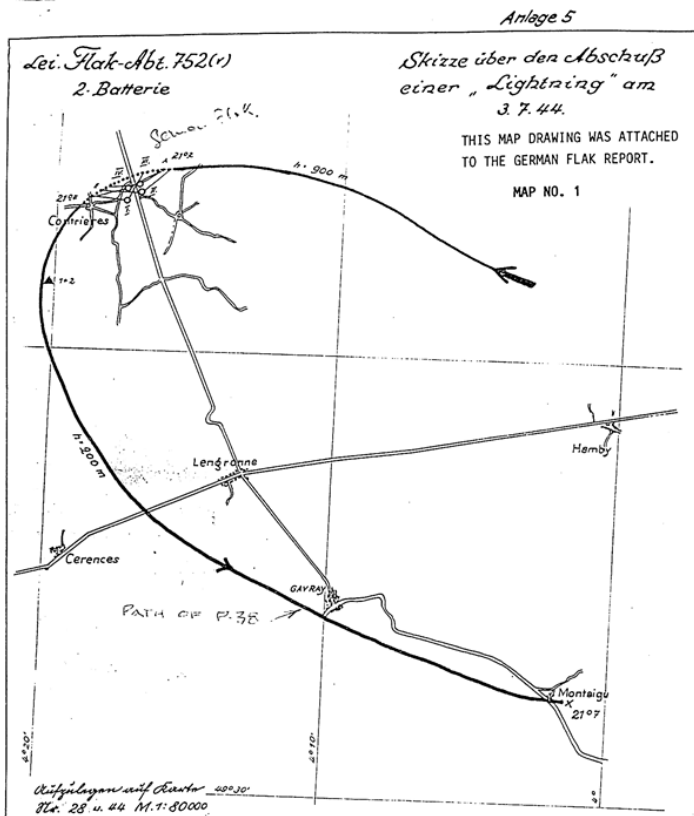
Target area in the south of the Cotentin peninsula shown in the MACR (Missing Air Crew Report)

This battery was in the village of Contrières, 12 miles north-west of Montaignu-les-Bois. According to the German report, the P-38 was hit at 9:04 PM at Contrières and crash landed 3 minutes later in Montaignu-le-Bois.

The P-38 flown by lieutenant Schmid was a J15 model with serial 42-104173. The MACR (Missing Air Crew Report) was written by lieutenant Clyde Deavers: *“Approximately 15 minutes after arriving in the target, Lt. Schmid’s ship started smoking badly while flying through an intense light flight barrage. When hit, he was about eight hundred feet high. He pulled up to approximately 1200 feet. I then saw his chute open between three and five hundred feet and watched him till landed. I did not see him after he landed when I buzzed the area”.*



Lt Ed Martin, before « WEE Willy », the P-38 42-104173 lost at Montaignu-les-Bois on July 3, 1944 with Lt Delbert Schmid. Lt Martin was the pilot usually assigned to « WEE Willy »



Delbert during his basic training in Marana, AZ, with class 43-J. Delbert is on the right, second row. The aircraft is a BT-13 (Jack T. Curtis)

Path of Delbert Schmid's P-38 during the 3<sup>rd</sup> of July mission. The antiaircraft battery that hit his ship was on the top left corner of the map and Delbert bailed out over Montaigu, in the right bottom of this map (Jack T. Curtis)

Lieutenant Schmid landed in a walnut tree in front of the courtyard of a farm. At the same time the 18 years old son of the farmer, Alfred Bellais, was getting out of the house and saw Delbert hanging in the tree. He freed him by cutting the ropes of his parachute. A short time later Alfred gave civilian clothes to Delbert. Although the young Alfred tried to help Delbert, the latter decided to leave. His idea was probably to go as far as possible from the wreck of his P-38 and so from the German soldiers. In two days Delbert reached the village of Les Loges, 2,5 miles from the British lines. A young French man, Claude Glemarec, found him and took him to his parent's house for the night. In the morning of the 8 July, the German ordered the civilians to evacuate the area. So, Delbert found himself with the Glemarec family in a line of refugees and their horse-drawn wagons.



Lt. Delbert Schmid the day he received the Air Medal at Stoney Cross in June 1944 (Carolyn Cobb/367<sup>th</sup> FG association)



Lt. Clyde Deavers who wrote the MACR of Lt. Delbert Schmid (Carolyn Cobb/367<sup>th</sup> FG association)

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During the afternoon the column was strafed and bombed by P-47s Thunderbolt of the 395<sup>th</sup> FS, 368<sup>th</sup> FG. It is possible that the pilots took these refugees for a column of German soldiers. Unfortunately this attack killed many French included Odette, the little sister of Claude Glemarec as well his mother. Delbert Schmid was also killed in this terrible attack. His dead body was lying on Odette's body as if he tried to protect her.

In all, thirty civilians and one German soldier were killed by the pilots of the 368<sup>th</sup> FG.

The body of Delbert Schmid was buried in an American temporary cemetery before being buried in the big American cemetery of Colleville sur Mer, above the Omaha Beach in Normandy.



*Mr. Belais, the father of the young Alfred who found Delbert in the walnut tree before his house and with one of the two bomb of Delbert's P-38 . The other bomb had exploded in the crash (Jack T. Curtis)*



*Delbert Schmid, left, with his sisters and brother in Mokane, Missouri (Delbert Schmid family)*



*Delbert Schmid in cadet uniform (Delbert Schmid family)*



*Members of the family of Delbert Schmid and members of the association « Montaigu heritage » on July 7, 2024 during the ceremony in honor Delbert in Montaigu-les-Bois in the south of the department of La Manche (Author collection)*



Plaque in honor of Delbert unveiled at Montaigu-les-Bois in the departent of La Manche on July 7, 2024. Note the bomb of Delbet's P-38 lightning in the background (Author collection)



Plaque in honor of Delbert Schmid in Montaigu-les-Bois (Author collection)

This ceremony in honor lieutenant Delbert Schmid has been made possible thanks to the wonderful work of the members of the association « Montaigu heritage » in Montaigu-les-Bois in the south of the department of La Manche



GMC 6X6 truck during the ceremony on July 7, 2024, at Montaigu-les-Bois . Note the « 367FG » and « 393SQ » on the bumper (Author collection)

## Books and Links

Wonderful interview of Jack Hallett of the 394th fighter squadron:  
<https://www.youtube.com/watch?v=T-fSnneHR60&t=34s>

Another Interview of Jack Hallett on one of his dogfight:  
<https://www.youtube.com/watch?v=N4UOqhD6s0o>

American Eagle squadron. One can see Cap. James Peck at the beginning of the movie, second on the left:  
[https://www.youtube.com/watch?v=k\\_H7Zi34cG4](https://www.youtube.com/watch?v=k_H7Zi34cG4)

### Coming in the next Newsletter



- The advanced landing grounds in Germany
- The public relation department
- The Commanding Officers of the 367<sup>th</sup> FG

Feel free to send me new materials to write additional articles or do not hesitate to send me your own article(s) if you want me to add it (them) to an upcoming issue