



From Typewriters to Turrets, from Workshops to Wings...

Stories of the Ground Guys Who Volunteered to Fly Combat

-Kelsey McMillan

"It's just that I could be doing more to help the war effort, Sir." "I just gotta get into the fight, Sir."

Those were the reasons most often heard by Second Air Division gunnery officers and classification boards when ground personnel requested transfers to combat crews. Records show there were quite a few ground men that volunteered to fly combat. What motivated them to do it? More money? More stripes? Medals and silver wings to impress the girls, perhaps? No, in most cases, it seems they felt the Air Force was unnecessarily prolonging the war by assigning them to jobs that didn't involve shooting at Nazis.

Robert Sherwood, an NCO who served as a gunnery officer for the 389th Bomb Group from 1944 to 1945 said of the volunteers, "They just felt like they weren't doing enough to help win the war," recalled Sherwood. "Some felt guilty, I think, when they were safe on the ground while aircrews got shot at every day. But I always tried to discourage them. I felt they had no idea what they were getting into."

One could argue, however, that these volunteers knew very well what they were getting into – perhaps more so than the replacement aircrews fresh from the States. Unlike the latter, these ground men routinely saw the gruesome toll of warfare before they requested combat duty. Each afternoon they sweated out the return of each

bomber crew and knew the possible fate of those that did not return. They saw the bombers with wounded aboard, both shredded and bloodied by flak and cannon fire. They saw the "thousand yard stares" in the eyes of crewmen they passed on the way to mess. They knew. And still they asked to fly.



Before volunteering to be an aerial gunner, Sgt James B. Valla conducted surprise inspections on armament personnel and the aircraft that were assigned to them.

Initially specialists such as airplane mechanics, radio operator/repairmen, and aircraft armorers were not admitted to gunnery schools because there was a greater demand for these trained specialists. The policy was later changed. Other ground jobs which readily transitioned to aircrew positions included bomb-sight mechanic, weapons mechanic, and anti-aircraft gunner. Surprisingly though, a near equal number of volunteers came from less technical specialties such as ordnance handler, photo lab and medical tech, as well as non-technical jobs like cook, clerk, typist, supply tech, truck driver, and in

one case a bugler-turned-bicycle repairman-turned armament inspector.

So what did the aircrews who trained for a year or more in the U.S. think of the new converts to aircrew? They fit right in. When asked about potential concerns or morale

President's Update

-Brian Mahoney

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A good description of our organization at any point in time will include 'needs'—that combination of assets, skills and volunteer time required to accomplish our goals—and 'assets'—the actual set of people we can enlist, funds we can solicit, and time that our volunteers can 'make' to work both on their own and in teams.

The relative health of a volunteer organization may be measured in how well it leverages its assets to accomplish its goals, including the acquisition of even better assets.

My perception is that the Heritage League is in reasonable health and could have a nice perpetual lifespan, but it really needs to get to the gym to tone up and bulk up! We

and using e-mail, and both your Communications and Membership VPs now regularly generate mailings from their computer without having to go to printer or Post Office. We are investigating other modern tools to 'extend our reach' without overextending our limited time and energies.

Among other key volunteers is Cindy Stevens, daughter of the 467th's stand-up Vaudevillian (and Group VP), Jack Stevens. As our Convention Coordinator, Cindy is driving some great bargains for us for our convention in Savannah—see the exciting article on the next page, save the dates, and register!

Early returns from our renewal drive are encouraging—deposits for the convention and earmarked donations to the League are especially encouraging and appreciated. In the course of this renewal process, we are hearing from a small number of individuals whose HL membership renewals for one or more years, paid in the period between mid 2003 and mid 2004, were not logged correctly in our database. We apologize to those affected. If you have not been properly credited or know of someone incorrectly dropped from our mailings, we will be most appreciative if you bring it to the attention of our Membership VP. We are running our membership info elsewhere in this issue, and ask you to use it when referring applicants and helping us grow.

As we go to press, devout Muslims, Jews and Christians will have all just celebrated holy seasons in a very troubled world, where the US and its allies sincerely hope to effect a significant, positive change, but cannot presume on ultimate vindication of our intentions or methods without being continually circumspect and calling on the guidance and blessings of 'providence.' I am praying for the lowest human toll to achieve the justifying result, that our civil and military leaders to have the best counsel, and for your health and happiness in the coming year. Godspeed.

have an exciting and multifaceted mission, and 600 active members who buy into it in various ways... but we have the potential (I would even say obligation) to connect more effectively with that base, to operate important, fun and interesting programs, and in the process, expand the base considerably. I expect that most readers agree, there must be a lot more folks out there who would actively subscribe to our mission of honoring and remembering the services and sacrifices of the Second Air Division in WW II. We need to harness personal contacts, the internet, and visible League programs, to 'find and to be found.'

Well ordered growth starts with a cadre of volunteer leaders 'on the same page,' and thankfully we have that much. It is equally clear that we have a large member base wishing us well, paying dues, and in many cases standing ready to help, if given specific assignments. But in this last category, it is time for us to solve a problem, one that stands to limit our growth and discourage the core of committed volunteers. We need to connect better with you as volunteers.

For some time I have asked in these pages for someone willing to act as our first Volunteer Coordinator. So far, asking has not done the trick. If you cannot take on the whole task yourself, would you be willing to share it with someone else? Or can you point us to someone to lead or co-lead the task? I put that to you, our members, as a challenge I hope you can answer early in the New Year.

You will find a short 'volunteer wish list' in this edition, and I would ask interested parties to contact me (I have appointed myself the 'acting' Volunteer Coordinator) if you are a match for one of the assignments. Additionally, if you have not already identified yourself to us in your application or renewal as a possible volunteer, I am ready to record your area(s) of interest and expertise, and offer you a matching volunteer opportunity as it arises.

Your Executive Committee members are enjoying improved working contacts, having just concluded our second meeting in three months via audio internet conference. Treasurer Ed Zobac has 'agitated effectively' with me to get our inner circle more high-tech and 'real time,' and his discovery of a free, powerful, cross platform tool for 'virtually' putting Texas, Indiana, Illinois, and the District of Columbia 'in the same room,' has that nice cutting-edge feel of evolution mixed with revolution. We are getting collectively better about checking

The One They'll Be Talking About

The 2006 HL Convention: July 13-16, 2006

-Cindy Stevens

Mark your calendar, block off your vacation days, polish up your oxfords, dust off your jitterbug steps, and treat your veteran and your kids to a weekend of unbridled fun, because the party they'll be talking about for years to come is shaping up for The Heritage League Convention in Savannah, Georgia.

The Heritage League will descend upon the Mighty Eighth Air Force Museum, see Savannah sights, hear veterans' stories, and enjoy multigenerational activities and camaraderie. Until we fill up all 101 rooms of the new Holiday Inn near the Museum in Pooler, Georgia, we are an 'open party.' All veterans of the 2nd Air Division, and any units attached or assigned, and their families, friends, fans, and researchers are welcome to join us.

The convention committee is setting up optional Savannah city tours and golf trips, and researching shopping, sightseeing, theme park visits and other pastimes for the few periods when the excitement will not be right at our beautiful host hotel or the museum itself. Here's what's shaping up:

Thursday, July 13: Early arrivals and afternoon meeting of the Heritage League Executive Committee. Activities on your own, Heritage League day-room open for socializing.

Friday, July 14: Registration, various tours, volunteering opportunities at museum, sightseeing, and activities on your own. WWII-themed buffet at hotel.

Saturday, July 15: Golf outing, tours, and museum volunteering. Memorial service in chapel followed by cocktails/social hour and a WWII-themed banquet in the Museum's main exhibit hall.

Sunday, July 16: Final day of the convention, although our special group rate will be offered to those arriving early or staying on.

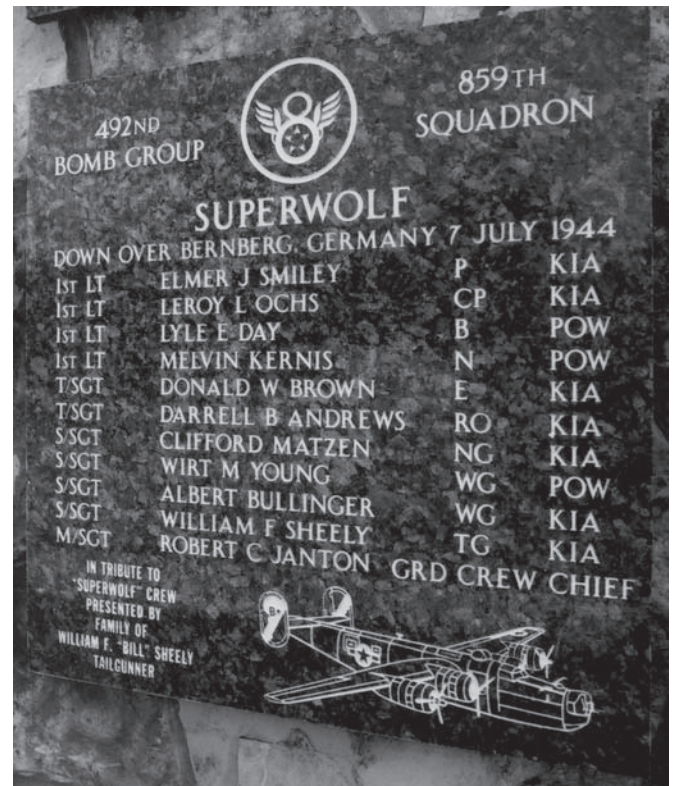
Some Convention amenities include:

- Full-service restaurant and bar at the Holiday Inn
- Included continental breakfast at the Holiday Inn
- Holiday Inn courtesy shuttle to Museum and airport
- Admission to Museum included in convention registration fee
- Museum admission good for the entire weekend

The hotel web site (see link in 'Webpages We Wike') spells out specific hotel amenities (and there are many!) and the great deal we are getting at our special rate of \$79/room per night.

For developing news and to download a registration form, please visit www.heritageleague.org after January 20th. Several families and individuals have already made a deposit in advance of registering, ensuring their space while prices are finalized, and you may do so by sending your check, made out to The Heritage League, for \$50 per attendee, and sending it to President Brian Mahoney—contact info on the back page.

We're looking for a few more committee members, both for advance planning work now, and to help at the event itself. Please email me at cindystevensheritageleague@yahoo.com regarding volunteering opportunities.



Great Resonance. Crew memorial plaque in Memorial Garden of the Mighty Eighth Air Force Heritage Museum placed by Gold Star Daughter (and Past HL President) Billy Sheely Johnson, and relatives. New members Robin and Mike Janton and current President Brian Mahoney are all 'united' in this crew, one of the originals in squadron commanded by late James J. Mahoney.

-Brian H. Mahoney.



-by Pete O'Tube

Dear Pete,

I have heard accounts of aircrewman who hoped that when their formation achieved altitude over the Continent, they would not form contrails. Can you set me up with some of the basic earth-science behind them?

-Mr. Winfred Socke

Dear Win Socke.

The word was derived by contracting "condensation trail." Contrails occur at high altitudes, such as the 25,000 feet and higher that were commonly flown by heavy bombers and their fighter escorts. Contrails, also called vapor trails, form when water vapor in the hot humid air of exhaust fumes from aircraft engines combines with the frigidly cold, low pressure air at high altitudes. Mixing results from the turbulence generated by the engine exhaust. If cold air becomes saturated with the hot gases, ice crystals will develop. At these high altitudes water droplets freeze in a matter of seconds before they evaporate. Even tiny nuclei released in the exhaust fumes may be sufficient enough to generate ice crystals. The principle is similar to the "clouds" we see when we exhale in cold weather and see our breath.

Contrails eventually spread apart and evaporate. If the air in which the cloud develops has a low relative humidity, the cloud particles will quickly evaporate. However, even in the presence of higher relative humidity, upper level winds can spread contrails apart, forming a horizontal sheet-like cloud. For a contrail to remain intact for a long period of time, the air must have a high relative humidity and light winds. Combat airmen hated contrails because they made formations easy to spot from the ground; hence the slang term: "Beacons of the Sky." They were hated for another reason too – contrails left by the front half of the bomber stream usually created visibility and navigation problems for the bombers trailing in the back half of the formation. On the plus side, however, contrails also betrayed and caused problems for enemy aircraft.

-Pete

Dear Mr. O'Tube,

I have read a few accounts where pilots sound a bit like sailors, usually on cross-country or cross ocean flights,

getting their ship all 'in trim.' I do not hear it mentioned much in combat flying... What did it mean in practice?

-Mr. 'Slim' Tabb

Dear 'Trim' Tabb,

Flight control surfaces for aircraft effect movement in three axes: pitch ('nose up or down'), yaw (left or right), and roll, which speaks for itself.

The elevators (horizontal moving element on the trailing edge of the tailplane, in conventional layouts) control pitch. On transports with a 'wheel' or yoke style control, pushing forward angles the elevators downward at back, raising the tail and directing the nose down. In planes with a stick, that is what happens when you push forward.

The rudder is on the trailing edge of the vertical stabilizer (the Liberator had two) and depressing the right pedal deflected the rudder(s) to the right, carving a right-turning path for the aircraft in the air. Stick-controlled planes convert a sideways movement of the stick into appropriate rudder and aileron movement.

The ailerons are the moving elements on the trailing edges of the main wings. they are connected to the control system so that as one goes up, the other goes down, with the effect of imparting a roll about the axis of travel. They need to be set so that they are both aerodynamically 'neutral' at the middle position of the joke or stick.

Flying a plane gracefully in three dimensions of space is art and science. Yoke and pedal systems require the pilot to 'coordinate' a turn by matching the rudder and aileron inputs so the craft carves the turn without 'slipping' or skidding, if you will.

All flight controls must be manipulated within the envelope of what the plane and instantaneous conditions will allow. Too sharp a climb for a given craft under specific conditions—load, power, airspeed—will cause a 'stall.' Airspeed falls below what is needed to sustain non-turbulent flow over the lifting and control surfaces. Recovering from a stall is a marginally less risky way to pass on 'war stories,' than failing to recover from a stall. Some craft are more prone to stalls and usually these same ones are less prone to a recovery. Our favorite bird is high on both lists, one of the reasons it demanded pilot respect.

Trim tabs are smaller moving surfaces within the three types already described, and allow the pilot to set a plane in good trim, so that it flies straight when the yoke or stick is straight up, and has no tendency to roll or turn. That is, there are trim controls possible for each of the three major flight control systems.

In practice, need of the trims can come from a host of factors: lading of the plane may not always have the center of gravity right at the center of aerodynamic lift; engine torque, especially on propeller planes, can impart substantial counter-rotating force to the airframe, espe-

cially under full military power; minor manufacturing inequities can impart subtle skewing tendencies in any of the axes; and often a sidewind can be 'corrected' (well, sort of—the plane is still going to 'crab' sideways in relation to the heading), allowing the yoke or stick to be held straight on a heading.

The luxury of flying the plane smoothly for a long time on a heading was more common outside of combat and formation flying, but the experienced pilot liked to set a plane up so that the controls all were at the neutral point when the plane flew straight and level within its airmass.

The late Sgt. Joe Ramirez, legendary crew chief of Witchcraft (the 467th bird commemorated now by the art

on the Collings Foundation's Liberator), was so fastidiously proud of 'his' B-24, that he actually remanufactured one of the ailerons at Rackheath until her pilots reported that she cruised straight and level with NO tab adjustments needed.

The sailor who notices a mainsail or jib that is 'lufting' (somewhat slack in the wind) will trim by 'hauling' a bit on the appropriate 'sheet,' or slightly adjusting heading.

-Pete

[Ed.: Pete again thanks his pal Kelsey McMillan, for contributions of substance and comedy.]

Heritage League

ANNOUNCEMENTS

Volunteer Wishlist

Our combat veterans joke that in the Army you were never supposed to volunteer for anything, but of course their service in the USAAF was the most extreme case of selfless volunteering, which we hope to memorialize in our service in the Heritage League.

Volunteer work is the lifeblood of our organization, essential to its sustenance and growth. Some people can hang in for a long time with a given title or role, while others prefer to do smaller stints that are clearly defined by a specific result or are limited to a definite timeframe. We value your time and energy and are committed to making sure your efforts are worthwhile for the League and satisfying for you, whether big or small, short- or long-term.

Here are a just couple of the current need areas. If none is a perfect fit for you, but 'gets your creative juices flowing,' let President Mahoney (Acting Volunteer Coordinator, contact info on back page) know your specific ideas or questions.

•Volunteer Coordinator. Match potential volunteers with the identified and prioritized needs of the League. Will require an organized, self-starting 'people person.' Ideal if first appointed one could commit to a year.

•Guestbook Responder. Follow the lead of Chris Clark by applying your knowledge of one of the bomb groups, fighter groups, support organizations, or military or aviation history to answering queries to the Guestbook feature of our website.

Heritage Membership

On the 60th anniversary of Victory in Europe, May 8th 2006, the Executive Committee created Honorary Lifetime Membership for all who served in the 2nd Air Division, ground or combat, in any unit, British or American, attached or assigned, during WW II. This membership does not include voting or office holding, but is free for life.

Regular Members are the spouses or descendants of 2AD veterans and pay dues of \$15/year, and can vote and hold office.

Associate Membership is for non-related historians and fans of our veterans. Dues are \$15/year but do not confer voting or office holding privileges.

Junior Members, anyone up to age 18, do not vote or hold office, and pay \$8/year.


Members in all four classes get The Heritage Herald and all are invited to attend our functions and business meetings, and to serve on committees or volunteer for various projects.


Membership VP Sue Risley (contact info on back cover) will receive your checks made out to the Heritage League, get you on our mailing list, and forward any information about your volunteering interests to the appropriate officers.


Sue can send application forms on request, or you can download and print out ones from our website, www.heritageleague.org.


<http://WebpagesWeWike/html/by.SiwwyWabbit>


The usual cautions against relying on things read on the web, unless the source there does a nice job of leading viewers all the way back to authoritative origins. As stewards of an exciting legacy, we know that the truth needs no embellishment. We all have a responsible part to play in keeping the stories and history of the 2nd Air Division alive—and accurate. If you publish to the web, let viewers know precisely where you got your material, and if you need to—‘qualify’ its reliability. In doing it that way, you will have rendered a service to the historical record of the service and sacrifices we would perpetuate.


 **Heritage League** Our ‘home’ page. Look there starting late January for downloadable Convention registration forms and related information. Contribute to the excitement and traffic in our Guestbook feature, and help 44th BG researcher-historian Chris Clark if you have the expertise to tackle a question there. All are invited to join in! Missing a back issue of the Herald? From #31 forward, they can be viewed and downloaded in convenient .pdf format (requires free Adobe Acrobat software or its equivalent). Just click on the Newsletters tab. (If you have a broadband connection, try it out! Are you willing to receive your subscription by e-mail, saving the League some printing and postage costs? Please contact Communications VP Erin Mahoney at ecmahoney@gmail.com with ‘eHerald’ as the subject.) Continuing thanks to webmaster Bob Books! <http://www.heritageleague.org>


 **The Forum** Rather than send you as usual to our Memorial Library directly, try seeing the nice ‘portal’ to it from the website of the magnificent multi-use building which houses the 2nd Air Division Memorial. There is a nice collection of period photos to reward you right up front. <http://www.theforumnorwich.co.uk/visiting/usaaf-memlib/>

 **Mighty Eighth Air Force Heritage Museum** Viewing this redesigned page will whet your appetite to join us in July 2006 and visit their collection, just outside Savannah, GA. Exhibits, memorial garden, library, chapel and educational programs all designed to ‘connect’ with youngsters and older generation alike. Renewed exposure for 2nd Air Division will take shape when “Fightin’ Sam” B-24 nose section is installed in the Combat Rotunda alongside interactive educational elements. Volunteer opportunities might round out your convention participation; look for the tab explaining that fulfilling option. <http://www.mightyeighth.org/>

 **Holiday Inn, Pooler, Georgia** Speaking of our convention, you will want to check out the new facility that is eager to show us a great time! If you want to take the initiative now to reserve your room, mention the Heritage League Convention to secure our special rate, and let our Convention Coordinator know at same time (see article this edition). <http://www.ichotelsgroup.com/h/d/hi/1/en/hd/pxpga>


 **Aviation History Online Museum** In case you cannot get to a real warbird site, or as a good cribbing up before you do... the old plane buff’s dream resource online. For instance, the text on the Pratt & Whitney engines is must reading for anyone who really wants to ‘talk Liberators.’ Recently revamped and extended! <http://www.aviation-history.com/>

 **Heavy Bombers / USAAF Forum** A monumental website for those interested in our subjects... it underwent an unfortunate reorganization approximately a year ago that makes the organizational structure of a US Army Air Force of WW II—Combat divisions, wings, groups and squadrons—indiscernable without reading every single article. But if you know the necessary numbers it is still the granddaddy of ‘boards’ for watching vets and other ‘experts’ battle out very fine points of equipment, practice and organization, and to lacerate or try out the apocryphal war story. You will recognize a handful of your fellow ‘Leaguers’ among the ranked members. <http://www.armyairforces.com/>

 **Mighty Eighth Air Force Cross Reference** This site sets out a logical and ambitious organizational scheme for directing researchers to various sites based on airfields and organizations. While it does not have the flesh on its bones that Heavy Bombers does, it completely overcomes that website’s elimination of organizational hierarchy. If you know a squadron number, for example, you can readily find that it as in this group, in *this* wing, *this* division, *this* numbered air force, and where it was stationed. It gets better: the linked mapping service lets you see aerial photography of ‘your’ airfield and you can order quality prints as well. The webmaster, a newbie to ‘airfield trespass and traipsing’ offers good commonsense travel suggestions endorsed by this old hand. <http://mighty8thaf.preller.us/>

 **V-Mail** An online exhibit of the National Postal Museum give nice explanation and color to the story of

the ingenious 'Forties high tech' way of compressing correspondence from the front ("somewhere in England") to home and back. Just in case any of you young-uns was wunderin' where the trendy sound of 'e-mail' originated... http://www.postalmuseum.si.edu/exhibits/2d2a_vmail.html

 **Air Force Memorial Watch** final half of exciting project, created with no federal funds, which will soon culminate in very fitting and striking memorial for the only US military branch without one. Heritage Leaguers will be among the 2ADA conventioners in October to attend the dedication. <http://www.airforcememorial.org/>



Cindy's and Erin's substantial work have not only 'raised the bar,' but also shown that there is lots of 'fun room' for variation and design in accomplishing the mission. Cindy honors her father, 467th BG Group VP and old Liberator 'driver' Jack Stevens, and Erin's late grandfather James Mahoney (also 467th BG) would be delighted at the practical contribution she makes to perpetuating his memory and that of 'all our vets.' Won't you please join them in volunteering, at some level?

Names to faces Convention Coordinator Cindy Stevens (at left) and resigning Communications VP Erin Mahoney, sharing a cup of coffee, are finally caught on film. Each has taken on a big and crucial Heritage League 'department,' both have a variety of large and small assignments they would love to delegate to volunteers. Erin's situation is an example—she is about to become a mom!—of the importance of grooming successors in our key slots. As an all volunteer outfit, the League is flexible about the 'products' bearing the stamp of their maker, within the context of the overall mission as set by the team. Your style and flair could be as valuable to us as your hard work on a job that matches you nicely with League needs.

Vicki Brooks-Warning Represents Us 'Over There'



Fine Day for a parade. Norwich Lord Mayor reviews units leading to Centre City. Our own David Hastings seen at right edge, in Bishop's Close following Cathedral service. -Kurt Warning.



Remembrance Day. Norwich Citadel Salvation Army Band before Royal Anglian Regiment as seen from City Hall overlooking Millenium Plain. -Kurt Warning.

Our HL representative to the Governors of the 2nd Air Division Memorial Trust had a wonderful trip to the Annual Governor's Meeting, and reports that our relationship and importance to them is considered strong and vital. Her husband Kurt accompanied this time, and shared the fun of a Duxford trip, the significance of a rededication, and the warm hospitality of the Matthew Martins and others.

Besides discussing ways that the League might effectively support the Memorial and its programs, Vicki and Kurt attended the rededication of the American Chapel at Saint Pauls, London, and met there the American Ambassador and his wife, and the new Cultural Attache, who holds a statutory seat as a Trust Governor.

We are fortunate to have such fine representation to our British counterparts, and thank Vicki (and her lucky Kurt) for once again making the time to keep solid this meaningful connection between institutions, kindred souls and friends.

American Governors "Young Joe" Dzenowgis Jr., and 2ADA Representative Chuck Walker (accompanied by his grandson Andrew), recent and present 2ADA Presidents John deCani and Geoff Gregory with his wonderful Terry, and Carol Holiday (daughter of the late David Patterson) were also in the American party.



Behind every Great Governor... Matthew Martin's wife Patsy, when not being hostess extraordinaire, keeps the Chair of the Memorial Trust in line! Vicki Brook Warning tells of a fine dinner at the Martin home following the Annual Governors meeting in November. -Kurt Warning.



Valla



Nally



Ross



Treat



Lesnak



Pease



Gantus

Typewriters to Turrets *continued from page 1*

problems, one pilot who had two converts added to his crew, replied, "I had no idea either of them were originally from the ground echelon. They were just like all the gunners I had flown with. They knew their jobs and did them well."

Official records of the 389th Bomb Group reveal that several dozen ground men from its bomb squadrons and attached units transferred to combat duty. Here are some of the most compelling stories of these men.

Two ground men with very different specialties would find themselves on the same aircrew not long after the 389th arrived in the ETO in June 1943. When the ground echelon disembarked the Queen Elizabeth in Scotland John J. Nally—airplane armorer and Earl V. Garrigus—aircraft mechanic, were

ready to get to work. Upon arrival at Het-hel, however, they discovered there were no heavies to arm and bomb up and no fans to keep turning. Their flight crews were on temporary duty in North Africa and the ground personnel had little to do until they returned.

A draftee from Washington, John J. Nally grew impatient to "get this over with" and requested a transfer as soon as the combat crews returned to England. The mission on January 29, 1944 would be unforgettable for Nally and crew. The target was the heart of Frankfurt, a large city with an abundance of top priority targets. The crews were briefed to expect intense and aggressive defenses from 140 flak guns, and potentially more than 350 single and twin-engined fighters. Just prior to the bomb run, the 389th was jumped by more than fifty FW 190s and Me 109s, which attacked from all

around the clock. Three ships in the element flying next to Nally were shot down. The Luftwaffe made good use of the ten-tenths undercast for what Division called "merry-go-round attacks"—that is, climbing through to attack and diving back into the clouds in a circular pattern. Nally, in the tail turret, sent one of these divers down in flames. He received credit for destroying the Focke-Wulf and was congratulated by the Group Commander when he landed. His kill not only protected his crew, it brought the 389th's tally to 100! (The terrific 'congratulations' photo (opposite) shows one of the three key men, Milton Arnold, who approached General Kepner in 1945 with the idea which became the 2nd Air Division Memorial. —Ed.)



John Valla, nose gunner (back to camera) preparing for a mission early summer 1944. Valla was a spare for various crews on his first six missions before being permanently assigned to a crew at his request.

About two months after Nally began flying, another ground-bound draftee named Earl Garrigus earned his wings and joined Nally's crew for several missions. Garrigus later achieved qualification as a flight engineer, rising to the rank of T/Sgt, and earned credit for 20 missions with several pilots. On April 22, 1944 Garrigus was seriously wounded in action when Luftwaffe intruders followed the formation back to England after dark and attacked his ship as it was landing. He returned to duty six weeks later, but was wounded again on his first foray back into

combat June 5th. The stubborn Garrigus got back in the saddle in July, determined to complete his tour. And he did just that, flying his 30th mission on August 25, 1944 and adding a Distinguished Flying Cross to his two Purple Hearts and Air Medal with four Oak Leaf Clusters.

Another pair who worked side by side on the ground and volunteered for combat was Samuel Ross and Matthew Treat. Both administrative-technical clerks in the 566th's Intelligence Section, they had worked together since the Group began training in the States.

Ray Evans, a 566th operations clerk, remembers Treat as friendly, funny and comfortable to associate with. When asked why Treat had volunteered for combat, he replied, "Sitting at a typewriter or pushing a pencil did not seem to provide a challenge. Although someone had to fill the role, some chose to be more adventurous. He had an inner desire to be more meaningful in fighting the war, to help bring it to an end."

On the first two of Treat's five missions, February 10th and 13th 1944, the 389th encountered few enemy aircraft. Unfortunately for Treat, his next three missions were between February 20th and 25th, a period commonly

known as “Big Week”. Officially termed Operation ARGUMENT, all missions in this week were tasked to obliterate the Luftwaffe and the German aircraft industrial system. About 75% of the buildings attacked were demolished, though success did not come cheaply; these vital targets were viciously defended. Over 600 enemy airplanes were claimed destroyed, and the number of U.S. personnel killed, missing, and seriously wounded totaled 2,600.

On the February 24th mission the 2nd Division formation was ahead of schedule and missed rendezvous with fighter groups assigned to cover them. The 2nd Combat Wing reported aggressive enemy aircraft attacks from the Holland-German border to the target area and for two hours on the route back. During one of the intervals without the Little Friends, twin-engined aircraft attacked the stragglers with rocket fire. Treat’s crew was one of those stragglers.

Eyewitnesses reported seeing the plane smoking with one engine feathered. As it lagged behind and began to lose altitude enemy fighters socked more shots into the ship, causing the No. 2 engine to explode. Treat was one of five men in the mid-ship section who perished.

Sam Ross flew his first and only mission December 22, 1943 with the Lambert crew to the marshalling yards of Osnabrück, Germany. A pilot on that raid described it as follows: “This one held quite a bit of excitement for us. We made a couple of complete circles over the target because there was ten-tenths cover and we couldn’t seem to find the target. We saw plenty of Me 109s—the Abbeville boys—Hermann Goering’s outfit... and two 24s that left the formation went down in flames.”

Ross’s ship was flying “Purple Heart Corner” in the formation, the position least protected by fire-power and consequently most vulnerable to fighter attack. Ross’s combat career was over the same day it began – his crew was shot down and captured. Ross spent about 15 months at Stalag 17B, a POW camp about four miles northwest of Krems, Austria. He was one of 4,000 prisoners that were forced to march 281 miles in 14 days to a Russian prison camp in Austria. They were liberated on May 3, 1945, and the joyful ex-prisoners began evacuation a week later when they were flown by C-47 to the Le Havre area in France.

James B. Valla, Albert F. LaBaff, and Louis B. Johnson belonged to the 1750th Ordnance Company, a unit attached to the 389th, when they volunteered for the Group’s first gunnery training school in early December 1943. After



Diminutive S/Sgt John J. Nally convinced the certification board that he might be more effective firing guns than repairing them as an armorer. His successful 30 mission tour as a tail gunner was highlighted by shooting down the group’s 100th credited ‘kill,’ an FW 190. Here he is congratulated by the 389th’s popular group CO (and one of three progenitors of the 2nd Air Division Memorial concept) Col. Milton Arnold.

completing the three week course, Valla, LaBaff, Johnson, and 20 other new gunners were transferred into the bomb squadrons to fly combat.

Before arriving in England Jim Valla had been one of two bugle boys in his service squadron. “At Hethel,” Jim explained, “they decided that no bugle calls were necessary, so I was given several special tasks. We unloaded three trains full of bombs and we helped build the bomb dump. After that I was given four men to go to a shop on the base that fixed and issued bikes. Then the 1750th Ordnance Company arrived and one of their officers had me transferred.” Valla’s duties in the 1750th included surprise inspections of the squadron armament shops to ensure maintenance was up to code, and he also performed major maintenance on equipment like machine guns, sights, turrets, bomb racks, etc.

When Valla was asked why he had volunteered, he replied, “I wanted to

fight for my country in the best way that I could, and flying combat seemed to be the right thing to do.” His decision yielded no appeals from worried friends, “But several people that told me that you should never volunteer for anything in the Army,” joked Valla.

When he reported for his flight physical, the flight surgeon asked him his height and weight. Knowing the maximum limits were 5’ 10” and 170 pounds, he informed the doctor he was 5’ 10” and 170 lbs. “I was actually six



Matthew Treat and Samuel Ross (front row left to right) were Administrative-Technical Clerks with the 566th Intelligence Section at Lowry Field during Operational Training.

Workshops to Wings continued from previous page

foot three inches and weighed 190 pounds at the time,” Jim said. “The doctor asked me if I wanted him to weigh and measure me, and I said, ‘No’. He then said that he felt that I really wanted to do this. When I told him I did he said, ‘Okay, I’ll take your word for it.’ Of the 25 men that volunteered and started in this class, 23 graduated and 22 were shot down. I was the lucky person out of the 23 to complete my missions and return to the USA, doing so in July 1944.”

The other two former ordnance boys, Albert LaBaff and Louis Johnson, became casualties on the same mission that Matt Treat was killed. It was the infamous Gotha mission on February 24, 1944. Their two ships were positioned next to the element in which Treat was flying. Both were the victims of enemy aircraft attack. Albert LaBaff, in the tail turret, was killed along with his two waist gunners when their ship was hit by Me 109s and 110s about five minutes after bombs away.

Louie Johnson’s plane was also shot up by the Messerschmitts. Ruptured fuel lines in the bomb bay caught fire and the ship exploded. Johnson and two others of the 11 man crew survived but were captured. About two weeks after Johnson was shot down, his brother arrived at the base unaware that Johnson was missing in action. It had been many months since they last saw each other and he was looking forward to a reunion. He would have to wait three months before learning later that Louie had survived and was a POW.

Though M/Sgt Edward Lesnak was just in his early 20s, he had acquired an extensive knowledge of aircraft armament, and had served as an instructor at bombardier school. Lt Luther Cloxton, 566th squadron armament officer, recalled the early days of operational training in the States when Lesnak was assigned to him. “He was not only the most experienced and skilled man in my section,” said Cloxton, “he was an excellent leader. He did a first class job in dealing with the men and getting the work done.”

Soon after the 389th began flying missions out of England in late September 1943, Lesnak asked Cloxton for permission to talk to the commanding officer about assignment to a combat crew as a bombardier. Cloxton recalled, “I told him that I would not stand in his way if that was what he really wanted to do, but I pointed out the fact that he would be placing himself in harm’s way while he had a pregnant wife at home, and urged him to recognize his

responsibilities at home and stay with his relatively safe armament job. He said he understood but flying was in his blood and it was something he really wanted to do. I might add that others also tried to deter him but he went ahead and was assigned to a flight crew.”

Because of his qualifications Lesnak was assigned to one of the squadron’s top lead crews as a bombardier. Lesnak’s eighth mission, December 5, 1943, was to bomb a Luftwaffe airfield at Cognac, France. The fate of Lesnak and crew is featured in Roger Freeman’s account of the mission in *Mighty Eighth War Diary*:

“On 5 December, a solid overcast extended across much of southeastern France and the Group was ordered to bring bombs home. The return trip should not have been fraught with danger if the formation had kept well out to sea. Unfortunately it veered east and its proximity to St. Nazaire was unappreciated until flak suddenly bracketed the Liberators. The Oklahoman (the nose art name on Lesnak’s ship) took a direct hit in the bomb bay and exploded.”

The instant that the nose, rear fuselage and wings of The Oklahoman came apart was captured by a photographer in the high squadron. Only the pilot survived.

Coincidentally, another member of the 389th’s original ground echelon who volunteered for combat, S/Sgt Martin E. Marzolf, was assigned to

the same crew as Lesnak, and he was also killed when The Oklahoman blew up. Marzolf received credit for the probable destruction of a Ju 88 on the 1 December 1943 mission to Solingen. Before training to be a gunner, he had been an airplane engine mechanic, which qualified him to join an aircrew as flight engineer. Like Lesnak, his assignment to a lead crew was a testament to his exceptional skills.

Clarence F. “Skip” Pease joined the AAF right after Pearl Harbor and wanted to fly; but the exigencies of war and his exceptional aptitude destined him for aircraft mechanics. He eventually became an instructor at aircraft mechanics school in Texas. In late 1943 Pease was assigned to the 463rd Sub Depot and classified as an Airplane Propeller Mechanic, arriving at Hethel with the 463rd in December 1943. He earned a reputation as a consummate professional, but never stopped wanting to fly combat.

Skip’s friends reflected on his reasons for volunteering for combat duty. “His dad was a World War I pilot,” said one, “so he always had an interest in combat flying.” Another friend said of Skip, “He wanted to fly in the war. He didn’t want to be stuck on the ground. Skip continually



The model for the upcoming B-24 installation at the Mighty 8th Air Force Heritage Museum. This B-24D, #42-40506 A-RR survived the 389th and continued to serve with the Carpetbaggers out of Harrington, starting in May of 1944. In 38 bombing missions, it was credited with no less than ten enemy fighter ‘kills.’

bugged his commanding officer with requests for a transfer to one of the bomb squadrons, but the CO did not want to lose one of his top mechanics." Eventually Skip's persistence paid off—he wore the CO down. In December 1944 Skip's request for combat assignment was approved, provided he continued to work his regular shift at the propeller shop while attending gunnery school on the base. When he finished gunnery training he was assigned to an aircrew as flight engineer and completed 17 missions with great satisfaction before the war ended. After the war, his passion for flying led him to obtain a pilot license and his own plane, which he used to travel in his insurance business.

Ernest Vorwark was a surgical technician when he asked for a transfer in April 1944. He was flying tail gunner in the low left squadron on one of the darkest days in 389th history, and likely saved his crew from being one of the Group's many casualties that day. It was July 7, 1944 and the target was Halle, Germany. Shortly after bombs away the low squadron was swarmed by more than 50 enemy fighters. Six FW 190s and one Me 109 attacked Vorwark's ship within 10 minutes, three attacking the tail in rapid succession. Vorwark nailed two of them. His claim sheet reported, "About 0940, FW 190 came in low from 5:30 to 6 o'clock. I started firing at about 800 yards. At about 200 yards he turned over on his back smoking, then started down at a 45 degree angle. I continued firing and at about 300 feet directly below us, he blew up. The pilot did not get out." The other claim sheet stated, "At 0941 FW 190 came in firing level at 6 o'clock. I started firing at 600 yards. When he got to within 300 yards he turned over on his back and the pilot bailed out—chute observed to open. Plane went straight down out of sight." Vorwark's crew returned to base safely; four other crews flying next to Vorwark's ship were not so fortunate.

John Gantus, a squadron crew chief, desperately wanted the war to end so he could go home, according to his friend and fellow crew chief John Petrocelli. Both men were members of the original cadre, arriving in England in June 1943. For over a year Gantus saw dozens of crews complete their last mission and joyously pose for a final photo before going home. One day Gantus decided he could get home faster if he flew a combat tour instead of sweating out VE Day on the flight line. Despite the pleas of his friends, Gantus was determined and he was accepted for duty as a flight engineer. He began his combat career as engineer-top turret gunner in December 1944. On his 21st mission, March 23, 1945,

Gantus's crew lead the Group and the 2nd Combat Wing to the Münster marshalling yards, one of many air strikes that day in support of the Allied ground troops' assault across the Rhine River. Bombing results were excellent with the MPI well covered. Unfortunately flak gunners at the target were also very accurate. Gantus's bomber took a direct hit at the juncture of the right wing and fuselage and he was killed. It is sadly ironic that Gantus would have seen the end of the war a few weeks later, and soon after gone home with the rest of the group had he not volunteered for combat.

George O'Neill, a rowdy youngster from a military police unit attached to the 389th volunteered to be a gunner in May 1944. The unit history reports with subtle humor that this guy was in hot water month after month with reductions in rank and base restrictions. The final entry on this character reads, "Pvt O'Neill has passed exams and completed gunnery training and has been approved for transfer to serve as an aerial gunner." Perhaps the private needed more exciting duty. On the other hand, maybe some MPs encouraged him to volunteer for combat, hoping he would cause the Nazis some trouble for a change.

These are just a few of the ground men at one Second Air Division station that earned their wings. There were scores more, some of whose names are written in the Roll of Honor. In combat they proved themselves equal to the task and equal to all other enlisted air crewmen.



All efforts to dissuade technical wizard and gifted bombsight instructor, M/Sgt Edward Lesnak, from going on combat duty, were for naught. Three and a half months into his short combat career, on December 5th, 1943, his ship took this direct flak hit in the bomb bay.

The vast majority of ground echelon men would never wear wings, but they fought in the Allied bombing offensive from their own battle front. It encompassed the flight line, the mess hall, the workshop, the office desk, and the warehouse. Their enemies were time, exhaustion, red tape, weather, darkness, supply shortages and equipment breakdowns. The "Ground Grippers" knew that it took about one hundred of them doing their jobs excellently to keep one B-24 and one bomber crew in business. Their motto, *Sustineo Alas*—which means "I sustain the wings"—described not only their jobs, but the pride and satisfaction they felt in

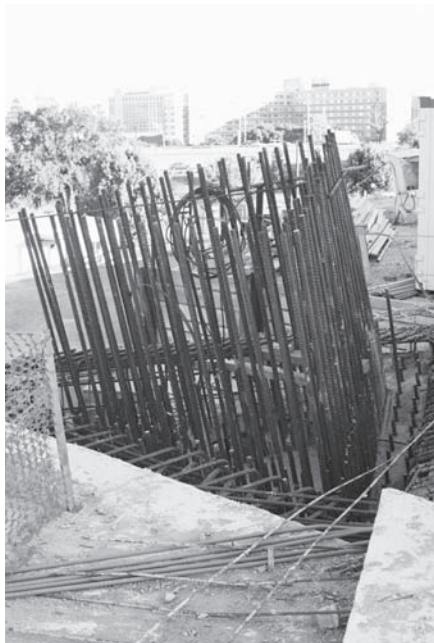
performing them. That was true for most anyway, but a few of them would not be satisfied until they came face to face with the flesh and blood enemy. Those who made it home are twice as rich with memories and stories to share about the air war in Europe from two fascinating perspectives. For their children and grandchildren it's like having two Eighth Air Force veterans in one with twice as much to be proud of.

ExCom Meets in Arlington and on Internet

September 27-October 2, 2005



Life imitates art. Computer images snapped to life for those lucky to take Col. Linquist's tour of USAF Memorial construction site with the Heritage League. Note URL for their website in 'Webpages We Wike.' -Brian H. Mahoney



Critical juncture. SE-most of three spires is just rising above finished ground plane, after massive underpinnings completed. Wind tunnel tests and computer modeling determined proportions to yield a very safe, but less than rigid set of sculptural 'arms.' -Brian H. Mahoney

Your Heritage Executive Committee, having a cordial invitation, held a midterm working meeting during The 8th Air Force Historical Society's convention, right near Arlington National Cemetery, the Pentagon, and the Air Force Memorial construction site.

Splendid fall weather and a varied and rich program made it a special treat for the 'Leaguers' who were able to attend in person, and a new internet protocol made the ExCom meeting bring the absent officers 'virtually' into our hotel room. Many old and familiar friends from 2nd Air Division outfits were seen enjoying themselves there, both in the veteran and second generations.

The convention program included a session looking at their organization's 'transition issues' as the 'youngsters' take the reigns. 8thAFSHS is not a 'last man out' arrangement like our parent Second Air Division Association is, so there is now a consensus among them that they do not need an organization to 'follow on' in the way that the Heritage League does for the 2ADA. That said, we informally have shared with them our perspective on issues of mutual interest, and it is clear that commonalities in our missions and outlook, as well as our shared high regard for 'our veterans,' will keep us feeling very collegial into the future.

Congratulations to our own webmaster and '392nd son' Bob Books, who was among the handful of 'second gens' to be elected to their board; his clear vision, counsel and 'can do' approach have served us well and will be a great credit to the Historical Society as well.

In that spirit, we wanted to 'bring something to the party,' and their leadership graciously let us overlay a bit of interesting 'program'



X marks the spot. Ground centerpoint of future soaring stainless steel arches, atop 5000 tons of counterweight foundation. Washington Monument and US Capitol to left and center, and closer to left side of Pentagon struck by hijacked plane on 9/11/01. -Brian H. Mahoney

on theirs. We got entrée to the very nearby USAF Memorial construction site, which will be the focus of the next 2ADA convention in October, and took two small but lively parties on guided tours. USAF Memorial Foundation's affable Col. Pete Lindquist was our warm and knowledgeable guide. At the chronological half-point, just as in a modern high-rise, everything structural up to the ground-line was done, and now we will watch the visible aspects come together above ground and soaring into the sky.



Insiders. L-R Col. Pete Lindquist, 492nd BG son and HL member Jim McCrory, HL Honorary Lifetime member and PoW Howard Heckmann (492nd BG) and his brother Will, on special tour of USAF Memorial construction site. -Brian H. Mahoney,



'Air Force Mountain' is moniker for earth pile displaced by now-completed massive underground foundation for the soaring spires. Brian Mahoney prepares to 'shoot' 3 fellow HL members on edge of central ceremonial plaza. -Col. Pete Lindquist



Visionaries. HL Reps from 2ADA, Jim and Mary Lorenz (4667th BG) flank Col. Pete Lindquist (USAF, Ret.), our very gracious and knowledgeable guide from the USAF Memorial Foundation. -Brian H. Mahoney.



Coming together. Near background 'x' is center-point of plaza beneath three shining spires of stainless, coming soon. Pentagon in back, US Capitol beyond. HL members Jim McCrory (a 492nd BG son) and Honorary Life Member Howard Heckmann (492nd BG) and his brother Will, show due skepticism at HL President Mahoney's Leaning Tower tale. -Col Pete Lindquist.

Character is Destiny

circulated e-mail 'forward,' verified on TruthOrFiction.com

Lieutenant Commander Butch O'Hare was a fighter pilot assigned to an aircraft carrier Lexington in the South Pacific.

One day his entire squadron was sent on a mission. After he was airborne, he looked at his fuel gauge and realized that someone had forgotten to top off his fuel tank. He would not have enough fuel to complete his mission and get back to his ship. His flight leader told him to return to the carrier. Reluctantly he dropped out of formation and headed back to the fleet. As he was returning to the mothership, he saw something that turned his blood cold. A squadron of Japanese bombers were speeding their way toward the American fleet. The American fighters were gone on a sortie and the fleet was all but defenseless. He couldn't reach his squadron and bring them back in time to save the fleet. Nor could he warn the fleet of the approaching danger. There was only one thing to do. He must somehow divert them from the fleet.

Laying aside all thoughts of personal safety, he dove into the formation of Japanese planes. Wing-mounted .50 calibers blazed as he charged in, attacking one surprised enemy plane and then another. Butch weaved in and out of the now broken formation and fired at as many planes as possible until finally all his ammunition was spent. Undaunted, he continued the assault. He dove at the planes, trying to at least clip off a wing or tail, in hopes of damaging as many enemy planes as possible and rendering them unfit to fly. He was desperate to do anything he could to keep them from reaching the American ships. Finally, the exasperated Japanese squadron took off in another direction. Deeply relieved, Butch O'Hare and his tattered fighter limped back to the carrier. Upon arrival he reported in and related the events surrounding his return. The film from the camera mounted on his plane told the tale. It showed the extent of Butch's daring attempt to protect his fleet. He had destroyed five enemy bombers. That was on February 20, 1942, and for that action he became the Navy's first Ace of WWII and the first Naval Aviator to win the Congressional Medal of Honor. A year later he was killed in aerial combat at the age of 29. His home town would not allow the memory of that heroic action to die. And today, O'Hare Airport in Chicago is named in tribute to the courage of this great man. So the next time you're in O'Hare visit his memorial with his statue and Medal of Honor. It is located between terminal 1 and 2.

Some years earlier there was a man in Chicago called Easy Eddie. At that time, Al Capone virtually owned the city. Capone wasn't famous for anything heroic. His exploits were anything but praiseworthy. He was, however,

notorious for enmeshing the city of Chicago in everything from bootlegged booze and prostitution to murder. Easy Eddie was Capone's lawyer and for a good reason. He was very good! In fact, his skill at legal maneuvering kept Big Al out of jail for a long time. To show his appreciation, Capone paid him very well. Not only was the money big; Eddie got special dividends. For instance, he and his family occupied a fenced-in mansion with live-in help and all of the conveniences of the day. The estate was so large that it filled an entire Chicago city block. Yes, Eddie lived the high life of the Chicago mob and gave little consideration to the atrocity that went on around him. Eddie did have one soft spot, however. He had a son that he loved dearly. Eddie saw to it that his young son had the best of everything; clothes, cars, and a good education. Nothing was withheld. Price was no object. And, despite his involvement with organized crime, Eddie even tried to teach him right from wrong. Yes, Eddie tried to teach his son to rise above his own sordid life. He wanted him to be a better man than he was. Yet, with all his wealth and influence, there were two things that Eddie couldn't give his son. Two things that Eddie sacrificed to the Capone mob that he could not pass on to his beloved son: a good name and a good example.

One day, Easy Eddie reached a difficult decision. Offering his son a good name was far more important than all the riches he could lavish on him. He had to rectify all the wrong that he had done. He would go to the authorities and tell the truth about Scar-Face Al Capone. He would try to clean up his tarnished name and offer his son some semblance of integrity. To do this he must testify against The Mob, and he knew that the cost would be great. But more than anything, he wanted to be an example to his son. He wanted to do his best to make restoration and hopefully have a good name to leave his son. So, he testified. Within the year, Easy Eddie's life ended in a blaze of gunfire on a lonely Chicago street. He had given his son the greatest gift he had to offer at the greatest price he would ever pay.

I know what you're thinking.

What do these two stories have to do with one another?

Well, you see, Butch O'Hare was Easy Eddie's son.

Letter from New Fulbright Librarian

-Glenn Gray

I'm very honoured to be given the opportunity to serve as the Fulbright Librarian at the 2nd Air Division Memorial Library in the coming year. In my professional career I have worked as a librarian, archivist, and historian in institutions ranging from the National Society Daughters of the American Revolution, the United States Senate, the Federal Reserve Board, and California State University, Fresno. This figures to be the most interesting post of them all! While I was an undergraduate I studied for a summer at Oxford University, and am pleased to once again have the chance to spend more time in the UK. I've always been interested in the "special relationship" between our two countries, and I believe that the Memorial Library is the perfect expression of this. My wife Holly and our two-year-old son Ethan have accompanied me to Norwich which we all agree is a fine place to be!

I've lived in many different places in the US (I'm originally from Pennsylvania, am currently based in California after spending 8 years in the Midwest) and have family all over the place, so more often than not I find that I have something in common with American visitors to the Library. They are as surprised to meet an American who used to live in their hometown in Iowa as I was when I noticed in our guest book that shortly before I arrived we were visited by a veteran from Fresno, California, with an address just blocks from my home! Our American and British visitors alike always comment on what a nice memorial it is, and not a few get rather emotional, especially those who lost family members during WW II. Overall, I have to

say that I'm enormously impressed with the total number of visitors we get, and it seems that we have something of interest to everyone, whether it is our books, periodicals, the interactive video, or other memorabilia. Young or old, everyone seems to leave the Library with the sense that this is a special place. It really is remarkable all the stories one hears about the 2nd Air Division's time in England, and it is heartening to note the warm feelings that have persisted between the Americans and the English from then all the way to the present day.

One of the main things we do in libraries is select which books we're going to purchase. There are so many titles available but the Memorial Library's budget and shelf space are limited, so we must take extra care to try to offer as wide a selection as possible. I think that we are very successful in providing significantly greater choice and consequently, much greater insight into America than would normally be available in a library in England. Many of our users are regulars, yet we get new visitors finding out about us all the time—both categories indicate their appreciation of these efforts. We interact a little more with our users than in most libraries. Speaking of stock selection, I met with one of our vendors earlier this fall, and hope to start working to address the needs of our four "wing collections" in due course. Fortunately, we still have a good bit of money to spend on books between now and the end of the year, so in addition to working to keep our collection up-to-date by trying to identify and address any gaps I've also revised some of the bibliographies we have on offer. Along

with this I'm trying to address some technical issues with the Library Web site. In the long-term, I hope to spend considerable time on developing some projects with the local schools to increase awareness of the resources we offer.

In my early weeks here in Norwich I've been pleased to visit the bases at Hethel, Seething, and Hardwick. I also attended the Annual General Meeting of the Friends of the Memorial and one of their other meetings. I have visited with our colleagues over at the Archive Centre, where the Norfolk Record Office is located and the archives of the 2nd Air Division are deposited. I hope to work on a project with them at some point during my time here. Other projects include working on putting together a display on War Brides for the Millennium Library's "Love Week" celebration in February. This display will be used as an impetus for a creative writing workshop. Meanwhile, Tony North has given me an education on the history of the 2nd Air Division in Norfolk and Derek, Lesley, Jenny and the other staff at the library have all been very helpful in assisting my settling in, as have the Governors. As I write this, we're getting ready for the Annual General Meeting of the Board of Governors which figures to be very interesting week indeed and which I'll try to recap for you next time.

Until then, let me just say how delighted I was to meet some of you at the 2ADA convention in San Antonio and hope to see many of you again, on whichever side of the Atlantic that happens to be!

Second to None Campaign

The effort to display the nose of a B-24D, liveried as the 389th's "Fightin' Sam," has found renewed momentum, reports the Mighty 8th Air Force Heritage Museum's Jean Moore. \$102,000 of the needed \$125,000 is in hand, and staff have been inspired to enhance the exhibit to entail even more than initially described. You may recall that the League donated a symbolic 1% (\$1,250) at the kickoff of the campaign last fall, and another \$500 this past summer. While we do not know if the entire interactive exhibit will be completed, the nose section will be there during our convention's Saturday evening banquet, a strong backdrop in which all of our members will be able to take a certain pride.

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