

EAA AirVenture

**Research a Military Unit**

July 20, 2015  
Hilton Theater

By Seth P. Washburne  
The Thirsty 13<sup>th</sup>

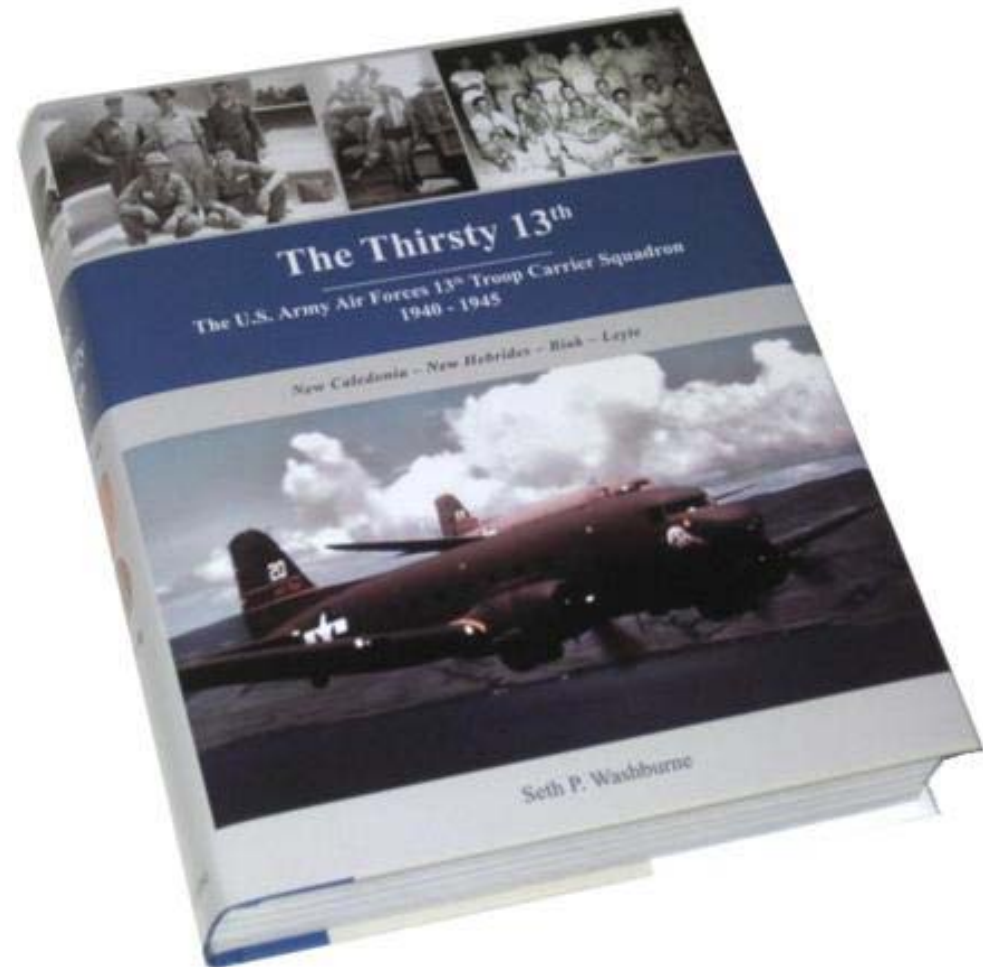


## Personal Background

- a. U of Michigan Mechanical Engineering, 1981
- b. McDonnell-Douglas F/A-18 Advanced Design Engineering (Thermodynamics), 1981-85
- c. Then MBA school, banking jobs in New York.
- d. Pilot license in 1983, have owned a Cessna 172.
- e. No military experience.
- f. Never wrote a book before.
- g. My father died when I was 7, and wanted to learn more about him.
- h. Was always proud he was in “the Thirsty 13<sup>th</sup>.”
- i. The book took me 2.5 years, 7 days a week, 15 hr/dy.

## Overview

- A. “The Thirsty 13<sup>th</sup> Book” features
- “Perhaps the best military unit history ever”
  - The “State of the Art”
- B. How you, too, can write such a book.
- C. Q & A



## **A. The Thirsty 13<sup>th</sup> Book Features**

1. List of people – by specialty, and time frame.
2. List of airplanes - with serial number and nose art
3. Exact locations of all 4 U.S. and 8 overseas camps.
4. Exact locations of airfields, and location on airfield.

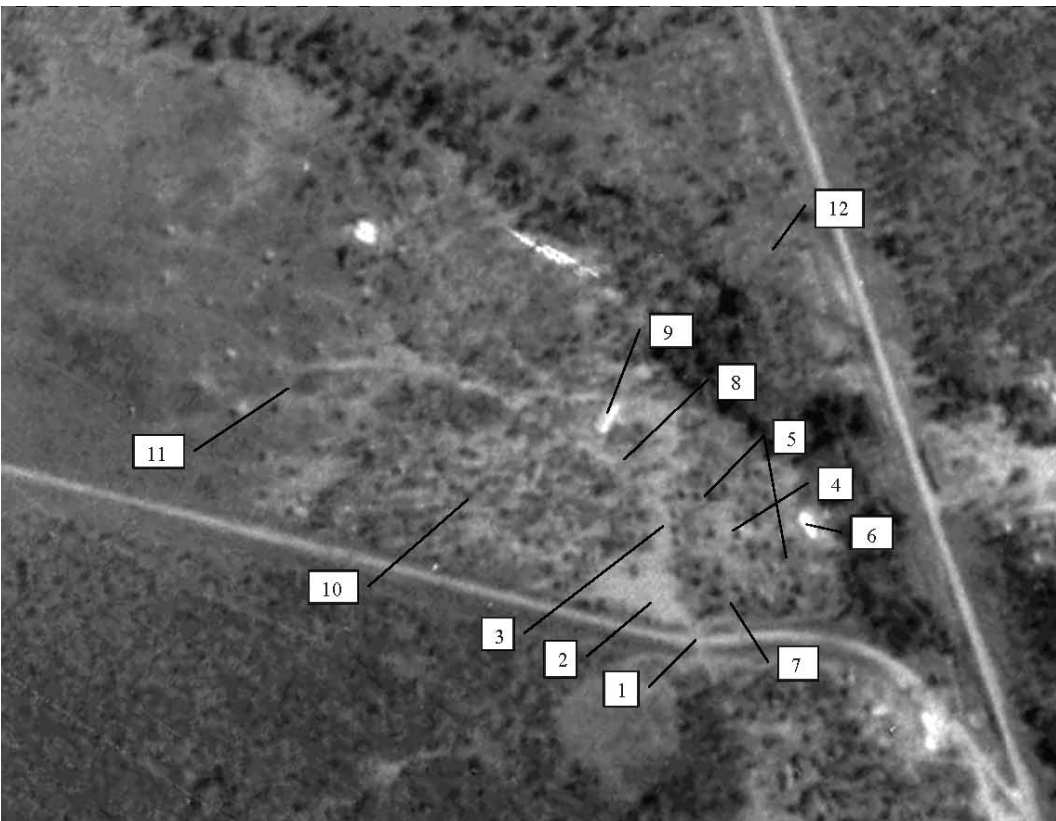
Plus:

5. History from inception through the last reunion.
6. The Table of Organization.
7. Camp life for the enlisted men; not just about officers.
8. Then-and-now photos of the “Story Tellers.”
9. Attractive page layouts; photos bleeding off the pages
10. Single column 12-point text.
11. Hardcover, with a stamp, and a dust jacket.





### 3. Exact locations of all 4 U.S. and 8 overseas camps



#### 32. Tontouta Camp Walk Around

The 13<sup>th</sup> TCS camp at Tontouta is shown above in an aerial photo from April 24, 1943. The numbered locations are listed below and described on the following pages.

- |                          |                             |
|--------------------------|-----------------------------|
| 1. Entrance Area         | 7. Navigators' Area         |
| 2. Motor Pool            | 8. Main Road through Camp   |
| 3. Squadron Headquarters | 9. Mess Hall                |
| 4. Officers' Area        | 10. Forested Area           |
| 5. Pilots' Areas         | 11. Barren Hillside         |
| 6. Officers' Latrine     | 12. Area North of the Creek |



#### Camp Location and Roads in 2011

A 2011 satellite image above of the camp land shows it was still undeveloped. The road on the right is Route 1 which goes north to Tontouta Airport, and south to Nouméa. The flooded area was the site of some tents in the 1943 photo, in the lower part of area #10, and several men remembered the flooding here.

#### 4. Exact locations of all 4 U.S. and 8 overseas airfield work areas



**Espiritu Santo Camp Location**

The aerial photo above from October 14, 1943, shows the airstrip at Pekoia and surrounding taxiways. The runway northwest had a true heading of 309°. Due to magnetic declination there in 1944 of 9° 41' E, this runway had a magnetic heading of 299°.

Mid-distance on the runway is a taxiway, which ends at the parade ground shown below. The 13<sup>th</sup> TCS camp surrounded this parade ground. The 13<sup>th</sup> TCS moved into the area recently occupied by the 64<sup>th</sup> TCS, but before them by a B-24 squadron, and this photo from three weeks before the November 2 move-in shows seven 4-engine B-24s still parked in this area. South of the camp area is a densely-planted palm tree plantation, which appears in several photos.

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- The 2011 satellite image above shows:
- The airstrip is still used as the main airport on Espiritu Santo, referred to as Santo-Pekoia.
  - Almost all of the 1943 roads southwest of the runway still existed.
  - The parade ground, outlined in yellow below (at 15.5102° S, 167.2187° E), was mostly clear.
  - Squadron Street (described later), along the south border of the parade ground, still existed.





## **B. How You, too, Can Write Such a Book**

# **1. Get multi-monitors, preferably four**

- Need to look at spreadsheet, internet, word file, file directory, photos, etc., at once; improves productivity.



## 2. Create a Website

a. Do first, so people find YOU.

b. The #1 person I wanted to find found me; as did my editor.

c. I used MS Expression Web 4.

d. Great to do it yourself, so can edit this, add links.

e. Probably better than Facebook.

The screenshot shows a website titled "The Thirsty 13th" for the U.S. Army Air Corps 13th Troop Carrier Squadron, 1940-1945. The page features a header with the title and a navigation menu. Below the header is a "Welcome" section with a paragraph of text. A "History" section follows, containing a map and several paragraphs of text. There are also sections for "Flying Procedures and Organizations", "South Pacific Airfield Then and Now", and "What They Did for Us". The page is decorated with stars and a "Buy Now" button at the bottom.

### The Story Tellers – Hear Their Voices

To hear some of the story teller's notes, please click here. You may have to click at the top of your browser window "Allow blocked content", and may be asked to install Microsoft's Silverlight product, both of which actions are harmless.

### Movies and 1946 Yearbook

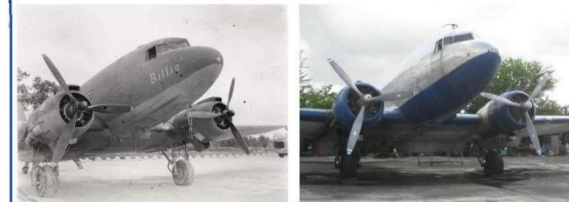
Several movie clips were found relevant to the Thirsty 13th. They were uploaded to YouTube and may be seen in a separate window by clicking on any of the following links. Be sure to click FULL SCREEN mode to completely enjoy them.

- Guadalcanal transports beached west of Henderson Field in Oct-Nov 1942 - seen by Thirsty 13th flight crews, that by the 13th AF in July 1943
- Rusted Islands! Renard Airborne and Thirsty 13th C-47 Sweet Ladies - This C-47 joined the squadron in May 1943, and is shown on the first island west of Guadalcanal, to where the squadron flew in June 1943.
- Torona Flight Line, Takeoff, Landing at Munda - the squadron here in 1943, and a takeoff from New Caledonia by a Marine crew, and landing wounded at Munda.
- Rendova Island - the Northern Solomons in color
- Transporting the movie - featuring the Thirsty 13th landing movie brought to Bougainville in late 1943 or early 1944
- Ending minutes of the Bob Hope Show - this was seen by Thirsty 13th members in August 2-3, 1944, in New Hebrides. 6a. is C-47s landing at and departing from Biak, estimated at Borekas aerodrome
- Walde and Biak Camps, Formation Flight - actual color movie footage from 1944-45 by squadron pilot Graham Rice
- Typical Air Crew, Peleliu, and Biak Arrival - An unrelaxed air crew, but representative of the mood of a C-47. Then airfield Peleliu and Biak where the squadron flew
- Drop Misonou - The Thirsty 13th first made three in November 1942 to Misonou on Guadalcanal, and then to units in the Northern Solomons, New Guinea, and in the Philippines. This is a short movie of a similar run, in 1942 by the Air Transport Command
- Drop Misonou with Parachutes - includes footage over Bougainville in the Solomons potentially by the Thirsty 13th
- The Down and Out to Go - a 1945 movie seen by squadron members at Biak, about the Axis threat to the United States and the US response
- Thirsty 13th 70th Anniversary Reunion - Left-seat flying in Texas on November 4, 2011 by six 1943-1945 pilots.

Download a copy of the squadron's 1946 yearbook, "Two Years of Postwar" in two parts, by clicking here and here.

### The Airplane: Billie

The squadron operated 43 C-47s over time. This is the military version of the most popular airliner at the time, the DC-3. Of these 43 C-47s, 23 were lost to 2 fatal accidents, 4 non-fatal accidents, 6 accidents by others after the war, and 11 were scrapped after the war. Of the other 20, 19 have not been found, but one, mentioned below, was found. It was one of the original 13 C-47s the Thirsty 13th received in the U.S. (September 20, 1942, #41-10590, construction number 4715, and was named Billie. It is pictured below left at Espinosa Santos' Peleliu airfield established in November 1943, and below right in Puerto Rico in 2009.



The book and website author Seth Washburn purchased Billie on January 19, 2010, and flew it (as copilot) from Puerto Rico to Fort Worth, Texas, where he had a team to restore it. The restoration did not go well, and Billie's parts are now in a hangar in Lancaster, Texas. To read more about this, please click HERE. If traveling to Fort Worth, please head the wingman here.

### Airplane Hangar Lease Opportunity

On July 31, 2013, Thirsty 13th LLC purchased a hangar 580 at Lancaster Airport (LNC) in Lancaster, Texas, with three 70 foot x 70 foot bays. Billie is in the middle bay, and the two side bays are leased. For a video of the site, please click here. For photos of the available unit please click here.

### Donations

To make a gift donation to me to help recover some of the costs of the book or restoration, please click on the button below. Donations are not tax deductible currently. To print a receipt a 501(c)(3) non-profit at some point to accept tax-deductible donations. Any donations will be greatly appreciated.

Donate

Donate

Donate

### Upcoming Events

Date	Location	Details
		No events planned.

No events are currently planned.

Recent Events: Click here to see photos from the 70th Anniversary Reunion, in Fort Worth, TX, November 4-5, 2011.

### Newsletters

Subsequent to publishing the book "The Thirsty 13th" additional squadron history has been learned. This history, and history-related items, were shared in several updates emailed to squadron members, relatives, and friends. Click on the links below to enjoy these history updates:

- 2013-11 November Update - Color photos of Northern Solomons air strips, the Thirtieth Air Force Inactivation ceremony
- 2014-05 May Special Update - about the discovery of the engine of a F4U that beached on coral to rescue Captain Cecil Petty
- 2014-07 July Update - lots of history and history-related information, including the location of the camp at Nomonou
- 2014-11 November Update - including beautiful color photos of the New Caledonia camp in 2014, and the camp location at Clark Field
- 2015-04 April Update - including the Dumbala temporary camp location, and Spikary rent lease sites in 2015.

### Other Research

Two PDFs of additional research are available here. PLEASE NOTE that the typeset will appear much clearer if you download the PDF to your computer, and then open it as a PDF, rather than trying to read it in your Internet browser.

Download a PDF about a B-17 (with my uncle as co-pilot) shot down over Germany July 31, 1943 here.

Download a PDF about a B-17 (with my uncle as co-pilot) shot down over Guam August 14, 1978 by clicking here.

As always, my feedback or comments on these PDFs will be greatly appreciated.

### About Us / Contact Us

This website, book, airplane restoration, videos, and events were the idea of Seth Washburn, pictured at right on the right, with Thirsty 13th 1942-43 pilot John Blankenship. Seth is the son of Thirsty 13th 1942-43 navigator John Washburn.

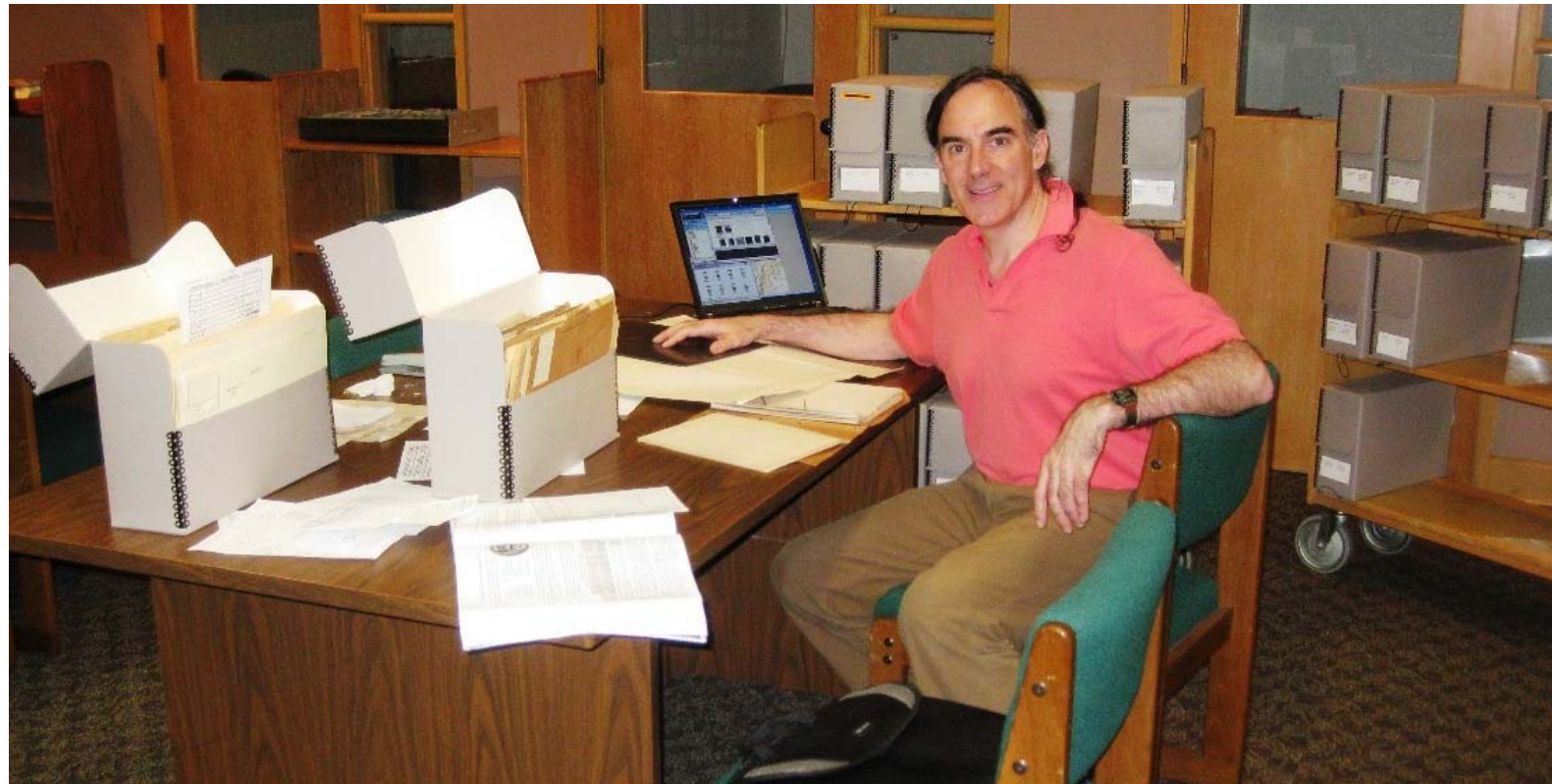
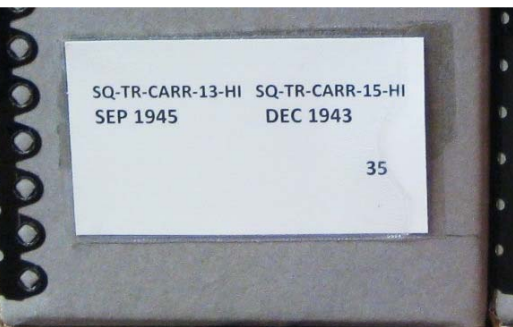
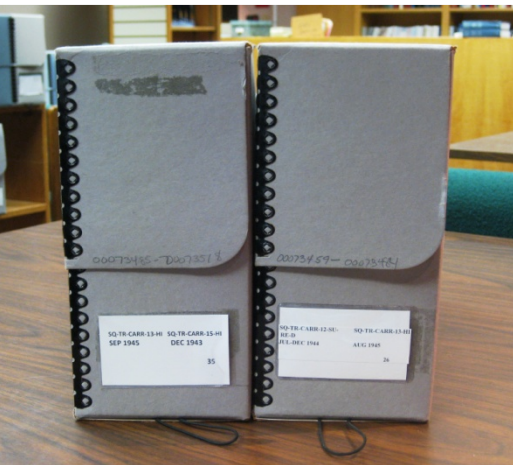
I am always eager to learn more about the squadron, so if you have any information you would be willing to share, it will be greatly welcomed. I also welcome correspondence from others who have an interest in the Thirsty 13th

I may be reached at seth@thirsty13th.com. You may also call me at (212) 289-1506 (mobile).



### 3. Get the official documents

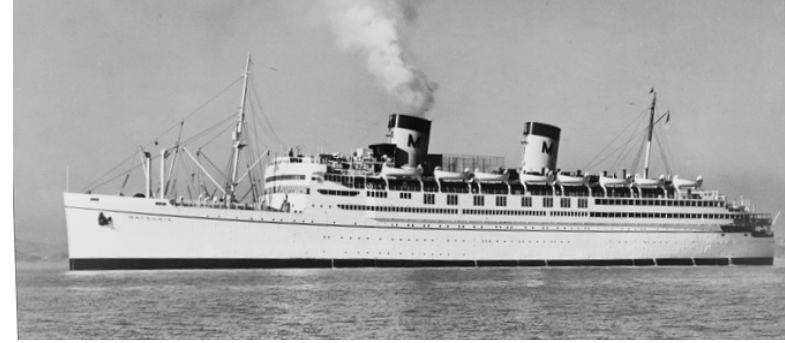
Air Force at Maxwell AFB  
Montgomery, Ala  
From them, consultant, or visit  
Marines at Quantico (open base)  
Navy records at Navy Yard



## 4. Create an MS Word File

- a. Start writing your manuscript from official docs.
- b. Add page numbers, and a table of contents.
- c. Don't try to make it perfect, will rearrange it later.
- d. Expect to re-write every page about four times, due to new information you get, so don't make perfect the first time.
- e. Keep second file for "Supplemental information" – sensational details will overshadow all else.

## 5. Grab a lot from the Internet



- a. Copy and paste items and stories from the Internet into your document, but note the source, and when done, for what makes the final cut, get permission, such as that shown below; most is public domain.
- b. Make print-screens from Google Maps and insert, just reference.
- c. Use sites such as Fold3, criticalpast.



### Guadalcanal under Siege when the 13<sup>th</sup> TCS Started Landing there October 11

Permissioned excerpt from **The October Battles**, an article by:  
Jeff Hunt, Director of the Texas Military Forces Museum, and  
Adjunct Professor of History at Austin College

#### **The Battle of Cape Esperance: October 9-12, 1942**

“On 9 October in New Caledonia, transports carrying two battalions of the Army’s 164<sup>th</sup> Infantry regiment sailed from Nouméa harbor for Guadalcanal, escorted by two light and two heavy cruisers and five destroyers. But between Guadalcanal’s Cape Esperance on its northwest

## 6. Visit the National Archives – still pictures

College Park, Md.  
Anyone can access  
Fourth Floor “stillpix”  
Request boxes  
Wear gloves provided  
Bring own scanner

Found photo of  
famous first landing  
on Munda, and pilot  
never knew about it.



# NARA Stillpics had photos of my dad's camp days after he arrived.



## 25. Plaine des Gaiacs

Plaine des Gaiacs ("plain de gaiac," with silent s's) translates as "plain of gaiac trees," and is on the west coast of New Caledonia, in the area of the red circle on the map at right. The airstrip coordinates are 21°16' S, and 164°55' E. It was often referred to as PDG.

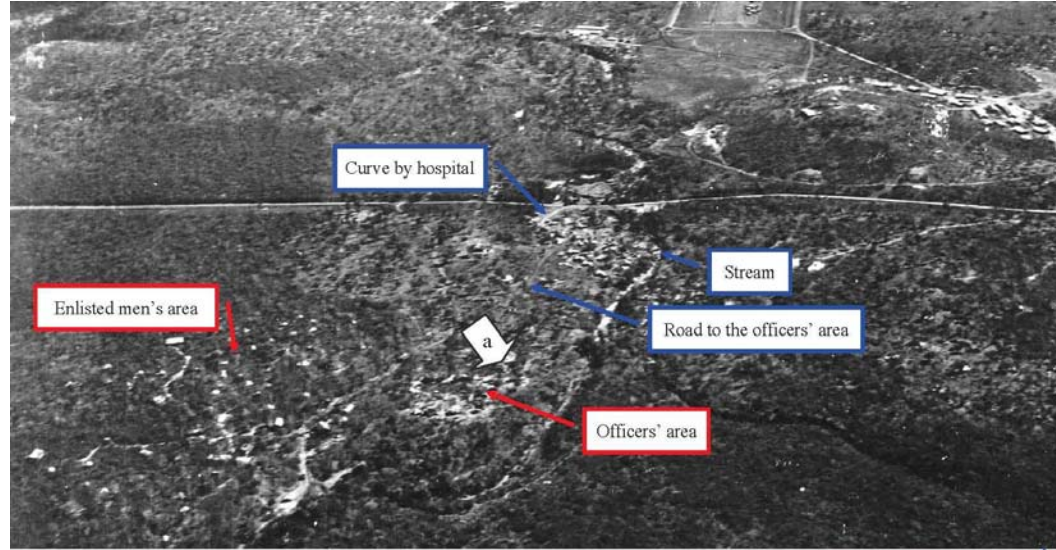


On October 9, 1942, the 13<sup>th</sup> TCS air echelon, on the last leg of its Pacific Ocean crossing, flew from Fiji to Plaine des Gaiacs. The airfield is pictured above and below (all PDG aerial photos in this section are from the National Archives Collection) from 2,500 feet Nov. 19, 1942.



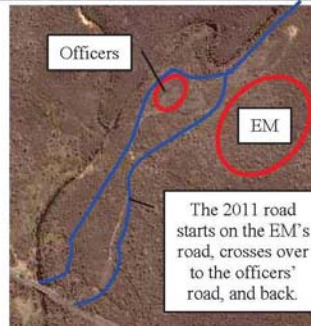
Hill by entrance

Parking area with 8 13<sup>th</sup> TCS C-47s



## Tent Camp Location

The metal buildings were hot and crowded, and so after two weeks, perhaps after a prior outfit moved out of the proposed camp area, the men moved to tents. The photo above from northeast of the airstrip looking southwest, on November 19, 1942, shows the 13<sup>th</sup> TCS airplane parking area in the top, and the hill by the airfield entrance on the right. In the middle a road curves off the main road, passes a hospital, and goes to where the initial 31 13<sup>th</sup> TCS officers (16 officer pilots, 13 navigators, CO Cullum and MacElvaine) had an estimated 15 tents. The road was the NW border of the officers' area, then turned right, then left, and went down to the road by the enlisted men's tents. These areas are marked on the satellite image at right.



The 2011 road starts on the EM's road, crosses over to the officers' road, and back

Meade (Navigator, 11/42-12/43): "I think [our camp] was a little less than ½ mile off of the main road. The PX officer for the base, he probably had a couple of enlisted men, they were maybe ¼ mile down the road, towards the main road. He would walk over and bring candy sometimes.

"There was a hospital on the road, because we got to know the nurses fairly well. The nurses used to come over just to pass the time of day. I think they would take a jeep.

"There was a big curve to the right after the nurses' quarters, and past the so-called hospital, and the curve turned into the main road. You could walk from the main road to the hospital where the medics were and it was not far to walk, maybe 100-200 yards.

"The stream was on the right going toward the nurses, it was not very close to the road.

"[South of us] I think about ¼ mile of a mile was a wider road than the road we were on.

"[Coming toward the camp] It was a little bit of a hill, [the road] was straight. [After the officers' area] the road kept going straight, then down maybe 50 feet our road intersected the wider road. The enlisted men were on the right side as I recall, after it intersected with the wider road, they were on the wider road."



## 7. National Archives – “carto” (aerial photos)

- Order “cans” of negatives from Kansas salt mine
- View on table, or have vendor scan and email them.
- Four approved vendors, PhotoResponse was best for me.
- Cost is about \$25-\$50 a photo; consultant photographed roll.
- The U.S took a lot of recon photos. My greatest moments.



7000-1(1) BARBER 2, ESPRITO SANTO



The area behind the men is shown close-up below, and shows behind them a long building, then two other buildings on the right. Above the men on the far left is an engine lift, and on either side of the tree are field hangers, engine tent frames for working in the rain. The roof of the building has patches, and the left patch is shorter than the others. This was the key to locating the camp in the aerial photo on page 368, shown close-up at right.



# 8. Create a member list in a spreadsheet

- a. Official documents
- b. Many units had a yearbook
- c. Reunion lists, shared lists
- d. Names on photos, orders



## 9. Find the people or their relatives

First find their addresses, e.g. from:

- a. Peoplefinders.com – lists relatives.
- b. Ancestry.com – haven't tried this yet.
- c. Obituaries list relatives, and sometimes city.
- d. Do a lot of Google-ing.
- e. I found 250 of 700 member-families.

Next find their phone number or email – harder!

- a. I used Ixquick for phone – but dropped feature.
- b. Many pay services exist for getting phone #s.
- c. Many landlines disconnected – cell harder to find.
- d. Try to find emails, too.

## Finding people - continued

- a. Start with “I am trying to find relatives of \_\_\_\_\_.”  
If say want to talk to so-and-so, he may have died, they may be divorced, may stir up animosity.
- b. Then “I am writing a book about the unit he served in World War II, and trying to gather information.  
My dad served in the same unit.
- c. Type names of relatives, wife, address, relatives phone numbers.
- d. Be humble, also excited, try to get them excited, but also expect occasional bad news.

## Finding people - continued

- a. Interview members on phone – type fast, or record the conversation and type later - will have stories recorded without typing in background. Some museums have push-button, hear story, capability.
- b. Expect to spend 2x as long as the call with typing, and expect to rearrange all the sentences.
- c. People remember turning left or right.
- d. Ask: “Did he keep any mementos from the war, such as any photos or papers?”
- e. Magic word: “Photo album.”





## 10. Hit the Road! Visit to Scan Photos

- a. This is the true GOLD MINE; and is FUN.
- b. TONS of great photos are all over.
- c. Above is rural Ohio home with so much.



# My US trips



# One man had color slides from 1944; another had color movies.



The New Guinea Coast

Flying back from Finschhafen along the northeast coast of New Guinea was a beautiful experience, as shown here (by Molvar, Goodman Collection) of the Patient Virgin and Sad Sack "off Finschhafen," after February 1945, estimated in April 1945.



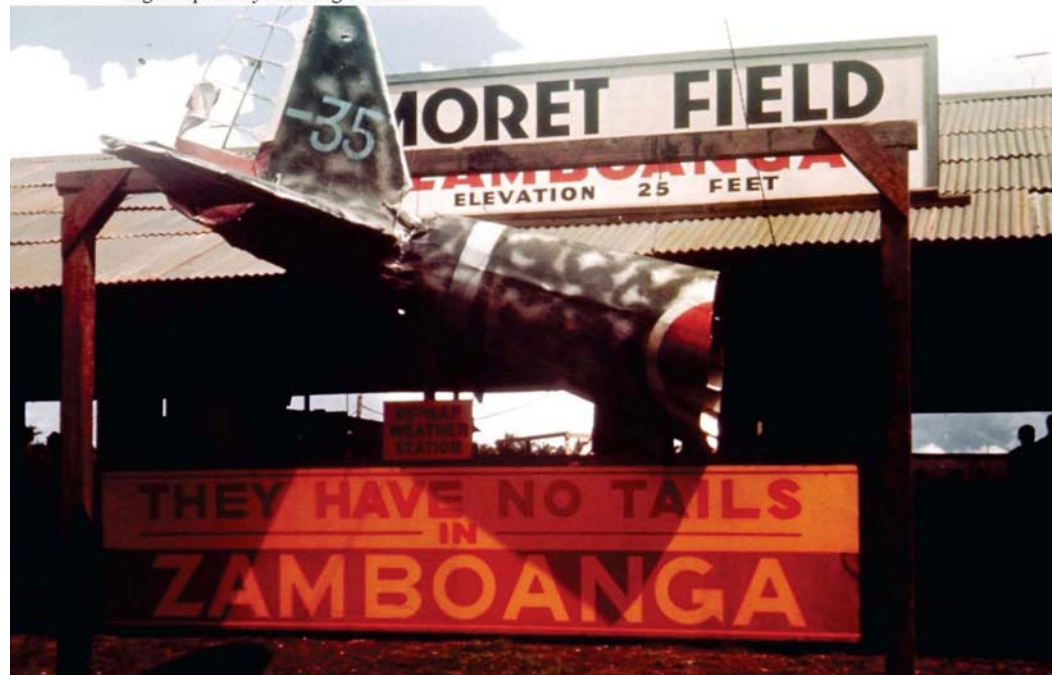
## Victor IV: Zamboanga

Ten days after the start of Victor III, the Eighth Army began Victor IV, going ashore March 10 at Zamboanga in western Mindanao, as shown at right. The Army was unopposed. On March 13 it secured San Roque airfield, above left. The Marines renamed it Moret Field, in honor of Lt. Col. Paul Moret who commanded VMTB-131, but was killed on a Marine transport in New Caledonia in 1943. The 13<sup>th</sup> TCS landed here soon after it was secure.

The location of the Zamboanga 1945 airstrip is shown above right, at the same location as the 2011 airstrip, one mile northwest of Zamboanga City.



Zamboanga was known in the U.S. for a 19<sup>th</sup> century song, revitalized before the war, "The Monkeys Have No Tails in Zamboanga." Pictured below (by Molvar, Goodman Collection) is operations at Moret Field, with the mounted tail of a Japanese Zero (with a red circle), above a sign inspired by this song's name.



## Some B&W treats I found



Swimming - Enlisted Men's Area

Almost every day during the first months of the hot season, after dinner, the enlisted men went swimming. They boarded a truck, as shown above left (Ummel Collection) with Korty in the driver's seat, were driven north across the bridge over the Tontouta River shown top center (on November 9, 1943), and turned right onto a path down to the shoal visible by the river.

The satellite image above center shows that in 2011 this was still a swimming area.

There they washed, as shown above right (Tustin Collection) of Tustin with a bar of soap. They also swam and lay out, always naked, as shown below (Ummel Collection).



# Amazing what one can find in photos scanned at 600 dpi

## Engineering

The photo at right was titled "Engineering on the Line 9/44, Mokerang Airdrome." It shows unidentified, H. Bell, D. Lange, and a blackboard.



## September 1944 List of Crew Chiefs and Airplane Time

The engineering board behind the man sitting at the table above is enlarged at right and reproduced below. This shows in the Admiralties in September 1944 the crew chiefs, assistant crew chiefs, and the accumulated hours of all of the then-current squadron airplanes – the total time on the airframe since leaving the factory. They are listed by the third column, "Plane Time," from the most hours to the least. #506 with 365 hours should be last. #738 (#43-30738, Green Goggled Ghost) has 1,000 more hours than lower-numbered #506 (#42-93506), confirming it was in the squadron first, although it has a higher serial number. These relative times are reflected in the table on page 105.

### September 1944 Board

	Crew Chief / Asst. CC	Ship	Time
1	Reeves / Laming	484	2153
2	Osbourne / Allen F.	535	2089
3	Clawson / Linkenhogor	605	2044
4	Boss / Anacker	606	1977
5	Locke / Smith O.	942	1834
6	Meadows / Versdahl	943	1921
7	Lawyer / Vaughan	944	1858
8	Lach / Tustin	454	1333
9	Elam / Wentworth	456	1406
10	Whitehead / Bell R.E.	506	365
11	Stallings / Morgan	738	1396
12	Lowery / Holbrook	229	746
13	Hartline / Barry	235	618
14	Rapp / DeLoss	238	862

Crew Chief	PLANE No.	PLANE Time
REEVES LAMING	484	2153:50
OSBOURNE ALLEN	535	2089:05
CLAWSON LINKENHOGOR	605	2044:25
BOSS ANACKER	606	1977:15
LOCKE SMITH O.	942	1834:45
MEADOWS VERSDAHL	943	1921:35
LAWYER VAUGHAN	944	1858:40
LACH TUSTIN	454	1333:00
ELAM WENTWORTH	456	1406:55
WHITEHEAD BELL R.E.	506	365:45
STALLINGS MORGAN	738	1396:35
LOWERY HOLBROOK	229	746:15
HARTLINE BARRY	235	618:05
RAPP DELOSS	238	862:00

## 13<sup>th</sup> TCS Work Area: View Southwest

Ummel on January 31, 1943, after hiking up "Old Baldy" took the photo above (Ummel Collection). This shows main runway 11-29, as well as the shorter runway 02-20, with the 13<sup>th</sup> TCS area under a cloud shadow. Directly out this cross runway is Kimball Hill.

The 13<sup>th</sup> TCS line, with Kimball Hill in the background, is shown below (Cairns Collection) between May 22 when #42-23535 arrived, and July 4, 1943, when Cullum left. On the left are line chief Cairns, pilot Fraser, and CO Cullum. The seven aircraft, with the distant planes shown close-up at right, are the tail of #42-23535, the tail of Sally (#41-18578), then Rambling Wreck, Bastard, Snafu, a C-47A (with a large antenna and no air duct on the roof) with no name, estimated to be Sweet Leilani before named, and Hitler's Hearse.

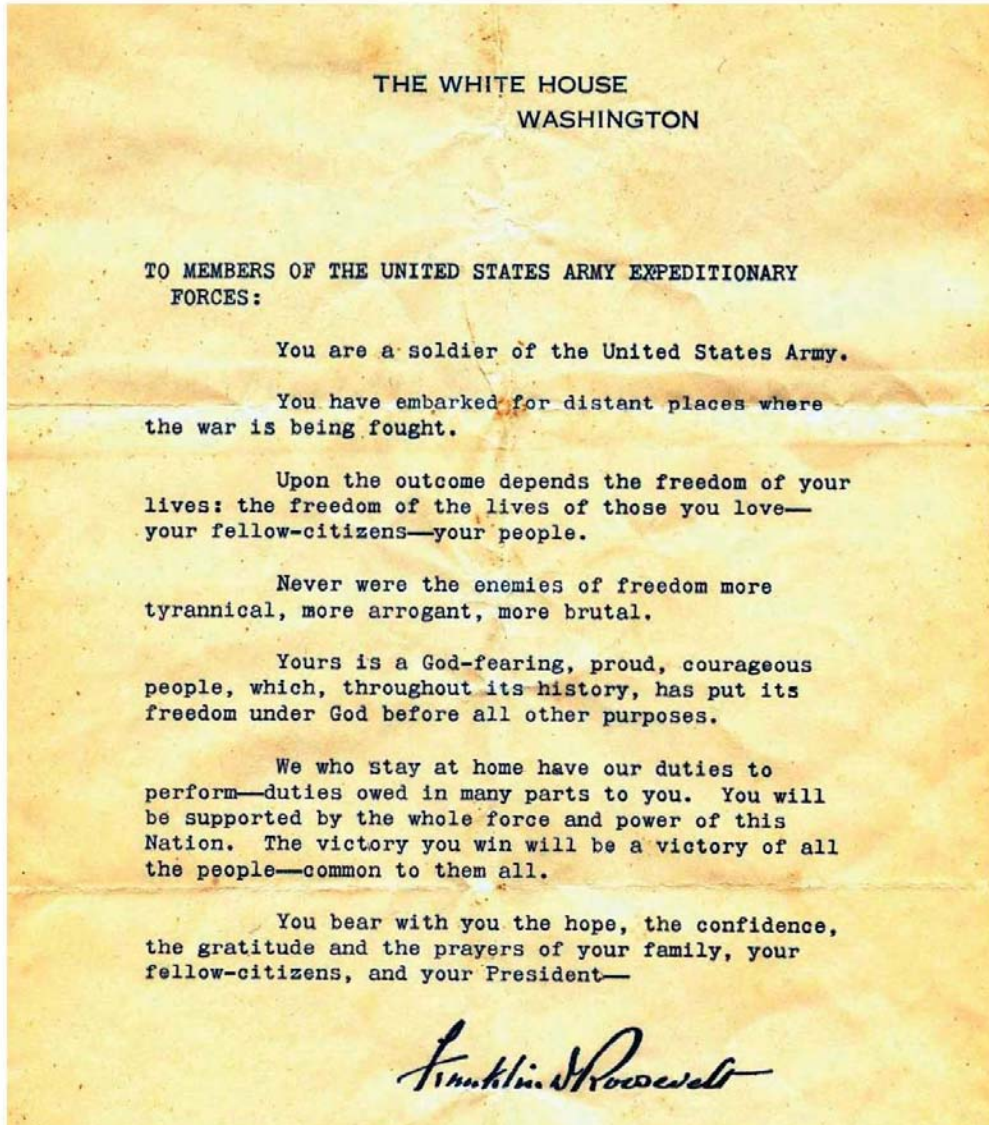


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# Also find original documents and orders. Some I retyped.

## 19. Inspirational Letter from President Franklin D. Roosevelt

The U.S. Army men received from President Roosevelt the inspirational send-off letter below (Collart Collection).



THE SECRETARY OF THE NAVY,  
*Washington.*

The Secretary of the Navy takes pleasure in commending the SOUTH PACIFIC COMBAT AIR TRANSPORT COMMAND consisting of

Marine Aircraft Group TWENTY FIVE  
Marine Headquarters Squadron TWENTY FIVE  
Marine Service Squadron TWENTY FIVE  
Marine Transport Squadron ONE HUNDRED FIFTY TWO  
Marine Transport Squadron ONE HUNDRED FIFTY THREE  
Marine Transport Squadron TWO HUNDRED FIFTY THREE  
403rd Troop Carrier Group and the  
801st Evacuation Hospital of the Thirteenth Troop Carrier Squadron, United States Army Forces for service as follows:

“For outstanding heroism in support of military operations in the forward areas of the South Pacific from December 10, 1942, to July 15, 1944. Flying unarmed, land-based planes without escort despite dangers from Japanese land, sea and air forces, treacherous tropical storms and mechanical failures at sea far from base, the South Pacific Combat Air Transport Command delivered bombs, ammunition, gasoline and vital supplies to combat troops in close and direct contact with the enemy. Frequently taken under fire by hostile anti-aircraft guns and fighters while airborne, and by Japanese artillery and Naval gunfire while on the ground at advanced fields, the pilots, aircrew men and ground echelons served with courage, skill and daring in maintaining uninterrupted support of our forces in the forward areas, and contributed essentially to the rout of the Japanese from strategically important bases in the South Pacific. This gallant record of achievement reflects the highest credit upon the South Pacific Combat Air Transport Command and the United States Naval Service.”

All personnel attached to and serving with the South Pacific Combat Air Transport Command from December 10, 1942, to July 15, 1944, are hereby authorized to wear the NAVY UNIT COMMENDATION Ribbon.

JOHN L. SULLIVAN,  
*Secretary of the Navy*



# On the road, bring a piece of white posterboard to put behind items to photograph them, outside, to make float on page.

## Collecting Pennants

To commemorate where they had been, and the military victories, many men collected and hung in their tents felt pennants. The squadron distributed to everyone a squadron pennant, shown below left. The men are estimated to have purchased the others in the PX or while on rest leave.

Pennants for the squadron and New Caledonia (Tustin and Cairns Collections):



Pennants commemorating visits to or victory at Guadalcanal (Tustin and Cairns Collections):



Pennants commemorating visiting New Zealand (Collart Collection):



## Making Shell Jewelry and Gun Cartridge Sculptures

Windham (Motor Pool, 8/42-9/45): "At the beach at New Hebrides, at low tide we would turn over a rock, and attached to the bottom of the rock would be [ring top cowrie] shells. We would pull them off, and then set them on the sand, or bury them in the sand outside the camp, for several days so the snail inside would crawl out or die and decay. We would go back and get them. Then our medics made us soak them in disinfectant for a day or overnight; the meat would have decayed.

"We would see them in jewelry stores made into necklaces or bracelets, so I made these myself.

"I used spark plug wire, which had shielding on the outside that I took off, that left silver wire. I would push the wire inside, then pack it with cotton, and then add a drop of airplane dope, a type of glue, to keep the wire from sliding [as shown below left].

"I drove a nail through the arm of a chair to twist the wire to make a 3/16"-diameter loop on each end. I made 3 to 4 bracelets and necklaces, and I'd sell them. And I gave one of each [pictured below, all images Windham Collection] to my wife.

"I also made a model of a P-38 [bottom right] using discarded shells, but for this I had to have silver solder."

Close-up of ring-top cowrie shells and silver wiring



Bracelet



Necklace



P-38



## On the road cautions:

- a. Be sure to scan to scan black & white on grayscale.
- b. Scan using at least 600 dpi – I used 96 dpi at first, and had to return to many homes.
- c. Make sure scanner is clean, not just the glass, but also the top part that comes down on the glass.
- d. A disintegrating photo album left black paper specs on the underside of the lid of my scanner, which I transferred to the glass, even after cleaned, and I had to return to many homes.
- e. Don't use USPS to mail photos – some lost.

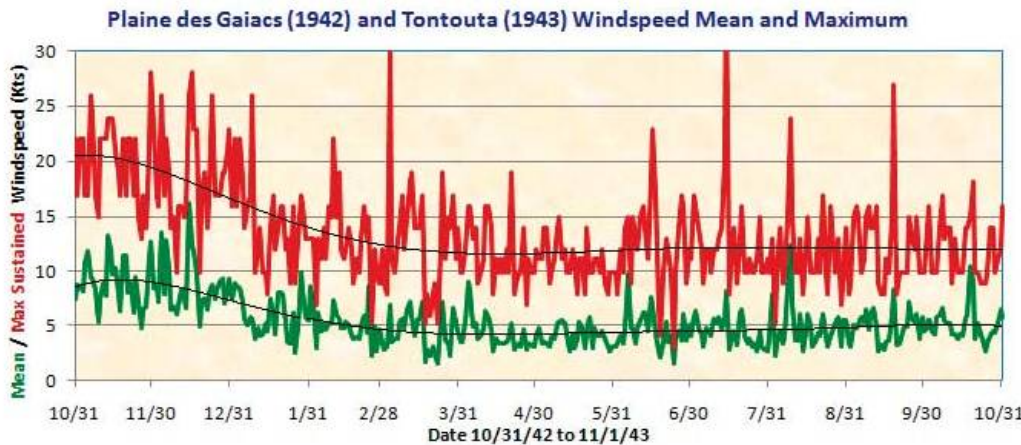
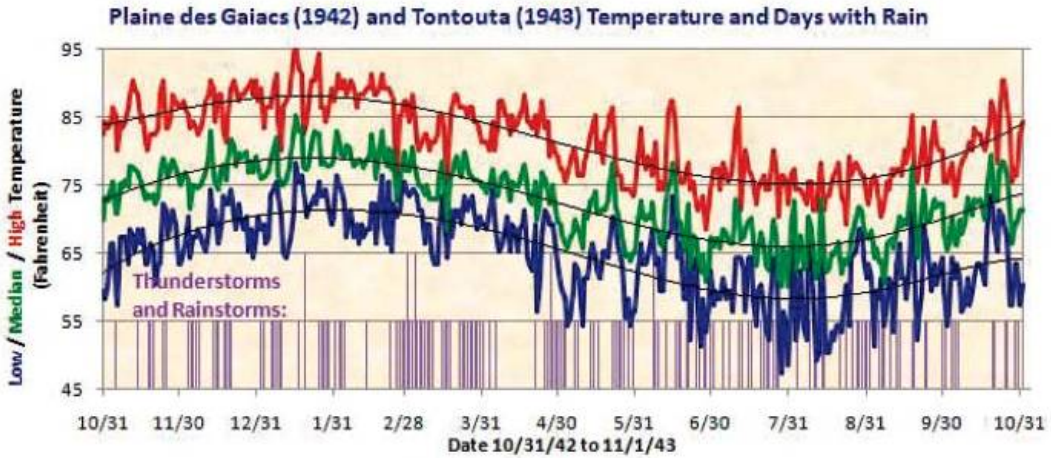


## 11. Edit all the Photos

- a. Rotate so horizons are horizontal, vertical lines vertical – this makes a HUGE difference.
- b. Increase the contrast, e.g. Autocorrect many.
- c. If B&W and discolored, remove all color.
- d. Use white correction; sometimes white out sky.
- e. Clean up all photos – to remove spots.
- f. I used and loved Microsoft Picture Manager.

# 12. Other Sources of Information

- a. Weather data – for daily high, low; rain, wind.
- b. NOAA Solar calculator – angle, time.



Location: Lat  Lng  Time Zone  DST?  Save

Date: Day  Mon Jul Yr  Local Time:  :  :   PM

Equation of Time (minutes):	Solar Declination (in °):	Apparent Sunrise:	Solar Noon:	Apparent Sunset:	Az/EI (in °) at Local Time:
-6.24	20.52	06:32	12:01:19	17:30	49.35
					28.64

## c. Overseas museums; other researchers



### Enlisted Men's Red Cross Service Club and Hotel Auckland

In Auckland, the crew chief and radio operator, who were enlisted, stayed apart from the officers. Radio operator Ummel, listed on the rest leave order on the prior page, as shown below left (Ummel Collection) spent April 23, 1943, at the American Red Cross Service Club, 63 Queen Street, in a "Dorm" room, "Bed No. upper 2." Similarly, on 8/24 his diary noted: "No hotel rooms, stayed at Red Cross," but then for 8/25/43 he noted: "Got in hotel now."



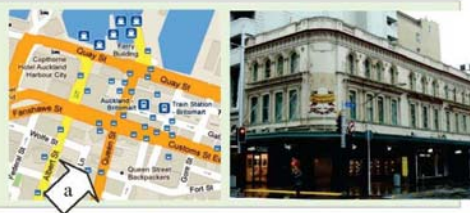
Gasoline truck driver Collart stayed July 14, 1943, at the Hotel Auckland, in Room 339, and was issued the pass shown below right (Collart Collection). Hotel Auckland is shown at right (its sign is atop the building on the corner) and was at 65 Queen Street. The Red Cross facility at 63 Queen Street would be the shorter building to the left of it.

LaLonde (Crew Chief, 6/43-9/45, diary entry 8/17/43): "Just returned from a trip to Auckland, stayed there for two days. It really is a nice place, lots of bays and green fields, many cows and sheep, nice farms with white houses. The cars all run on the wrong side of the road and they are very small.

"Stayed at Hotel Auckland, drank beer and ate 'steak & eggs,' a good combination. The people all are very friendly and nice, a short type. They are rough looking, and all in a big hurry. Went across the bay in a ferry and took a bus drive through Milford [a north-Auckland suburb], and played a round of golf with some New Zealanders. Had a nice time.

"People dress and all things seem old, about 1928, and buildings are quaint and odd looking. The trams never seem to stop."

The photo above is in the direction of Arrow (a) at right. Hotel Auckland was one block south of where some officers stayed at the Waverly Hotel at Queen Street and Customs Street. The part of the hotel on the corner and on Fort Street still stood in 2011, renamed Queen Street Backpackers, a lodge, as shown at right.



AMERICAN RED CROSS  
SERVICE CLUB  
65 QUEEN STREET - - AUCKLAND

*Kimmel*

Date *4-23-43*

Room No. *339* Bed No. *upper 2*

L. 1867

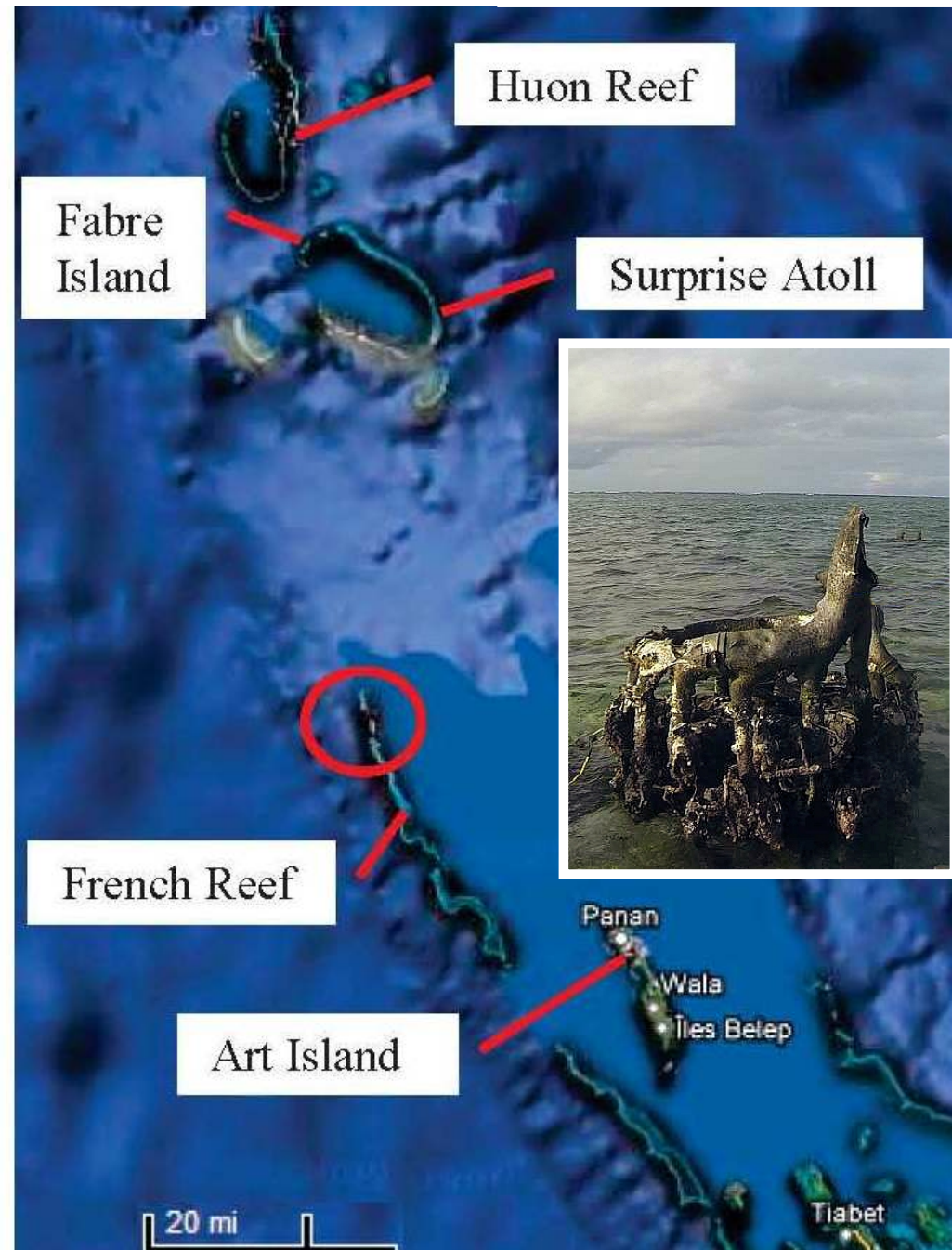
HOTEL AUCKLAND  
Guest Card

Date *6-7-43* Room *339*

Resident Guests may only entertain friends in the Lounge.

Persons other than Resident Guests are not allowed above first floor.

*J. A. Donne*  
Licensee



Huon Reef

Fabre Island

Surprise Atoll



French Reef

Art Island

Panan

Wala

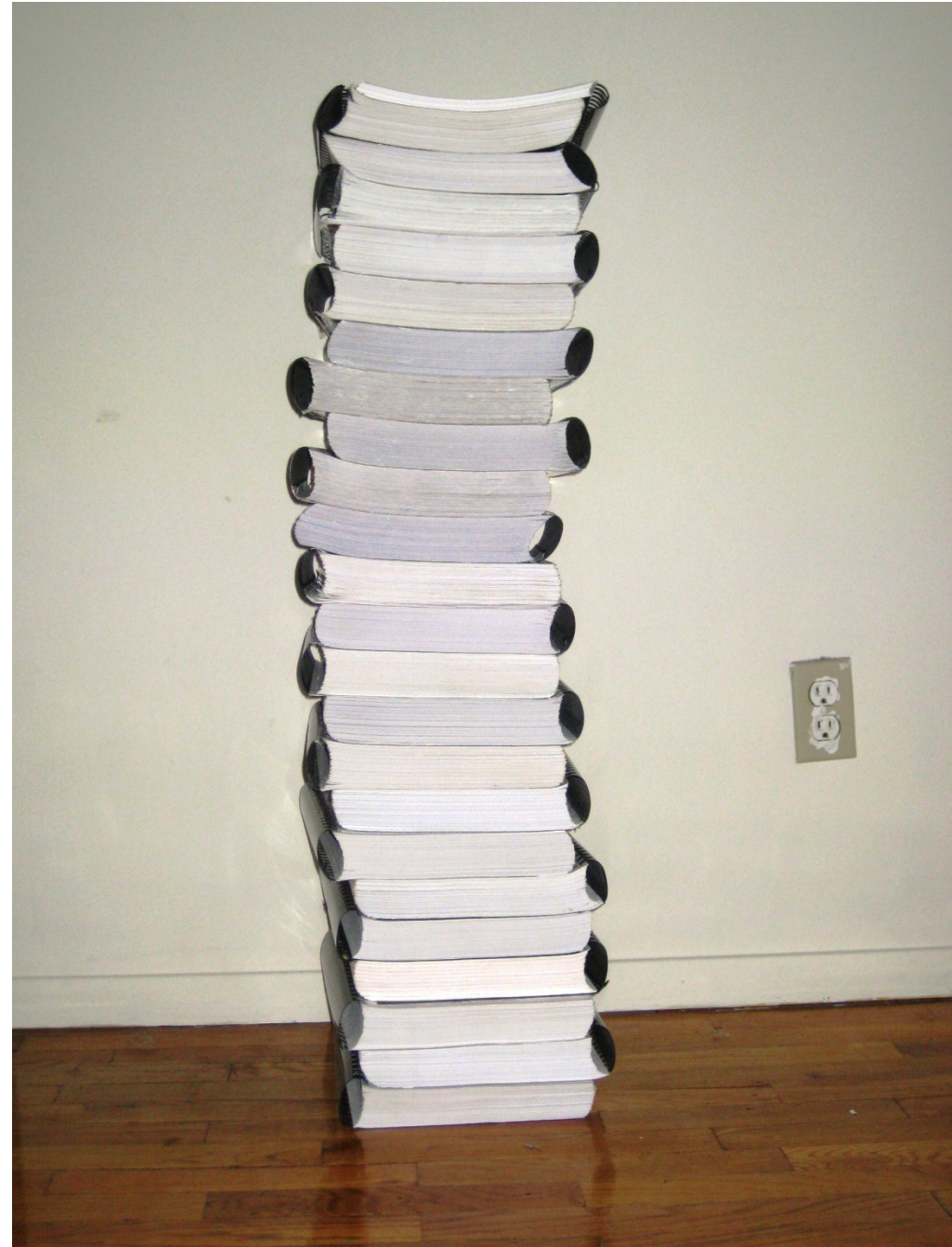
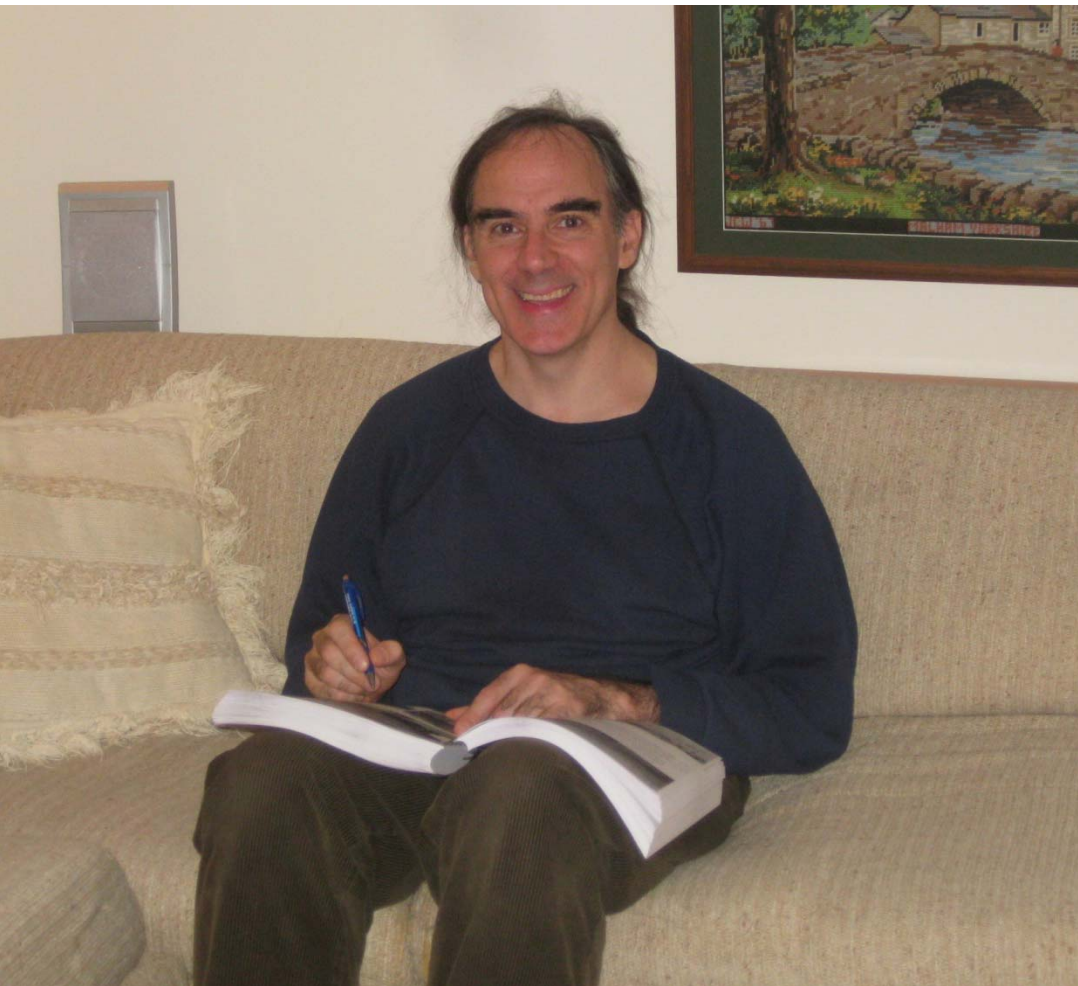
Ties Belep

Tiahet

20 mi

### 13. Perform Read-throughs, Editting it all

- 32 “read throughs”
- Each took 2 weeks: 4 days to read, 10 to input edits.
- 23 old printouts stacked.



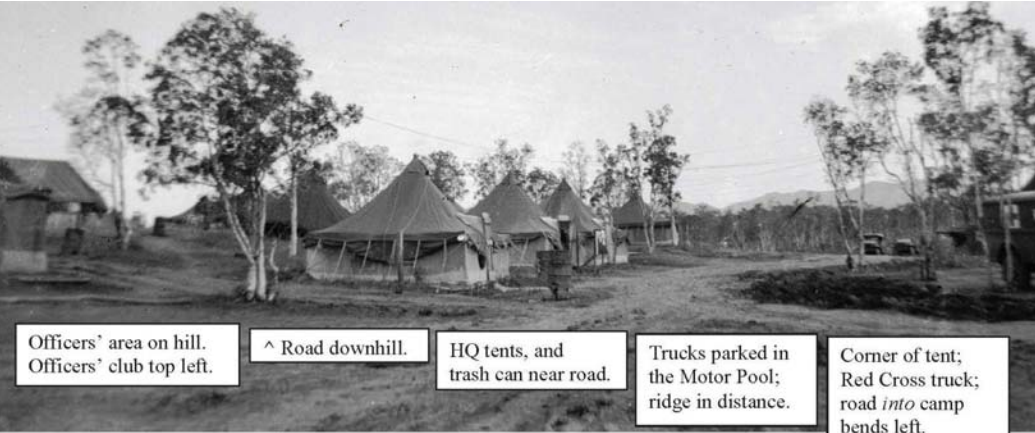
## **14. Work with an Editor**

- a. Mine was similarly a son of a squadron member.
- b. He found me by finding the website.
- c. A small town newspaper writer from Marion, Ka.
- d. I was initially skeptical – but he was off-the-charts fantastic, an utterly amazing Godsend.
- e. We spent 12 hours on phone going over comments – just the first day. 10 more hours the second!
- f. Overall he made 1,400 edits – some counted once but made 20 times, and cleaned up 120 photos.

## 15. Page Layouts

- a. #1: Bleed all photos off the pages – no 1” margin!
- b. Crop out sky and ground, to make square photos be rectangles and stretch across the page.
- c. I put photo captions in the text, *not* with the photo.
- d. Use 12 point, single column text – easier to read.
- e. I only included headshots when related to a story.
- f. My book printer could work from a PDF.
- g. Move some appendix items into main body of book.

Crop out sky and ground, and stretch photos across page to enlarge.



Officers' area on hill.  
Officers' club top left.

^ Road downhill.

HQ tents, and  
trash can near road.

Trucks parked in  
the Motor Pool;  
ridge in distance.

Corner of tent;  
Red Cross truck;  
road *into* camp  
bends left.

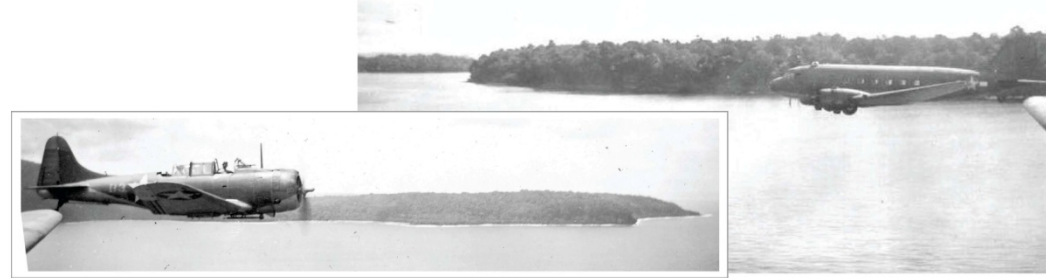
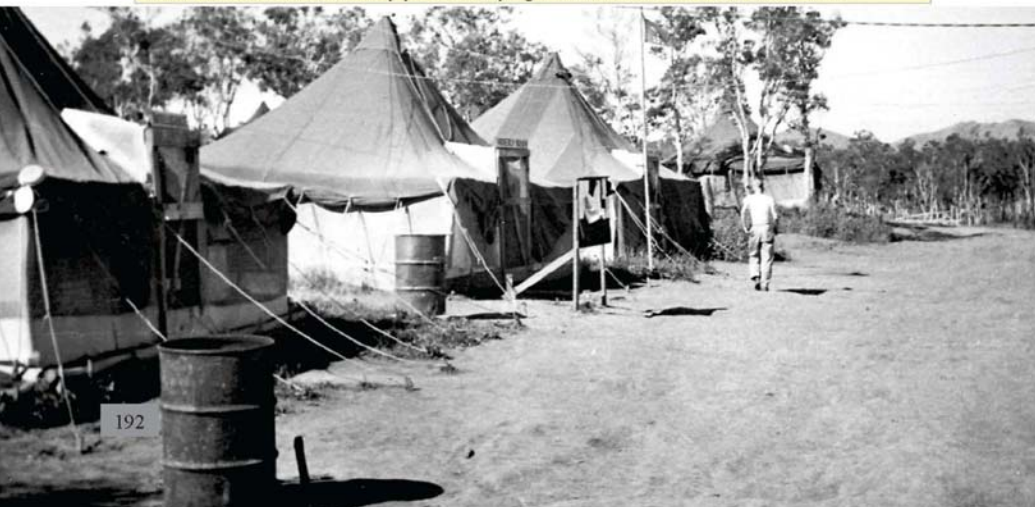
**3. Squadron Headquarters**

The view in the direction of Arrow (d) on page 190 is shown above (Ummel Collection).

A closer view of the center tents is shown below (Cullum Collection), titled "Squadron Headquarters," with the tents of intelligence, the orderly room, and personnel. The fourth tent is estimated to be operations, where a flight crew would meet before going on a flight. Outside the orderly room are a bulletin board and flagpole. Just ahead of the man walking is a dirt area, which is the south road up to the officers' area.

Windham (Motor Pool, 8/42-9/45): "On the right [entering the camp, from the opposite direction of these photos] were three tents, the guard shack, then operations, and another. The officers were on the right side of this, up on top of the hill."

Meade (Navigator, 11/42-12/43): "The operations tent was by a series of huts. I think it was on the edge of the motor pool. Operations was manned mostly by enlisted men. We used to wander over there, see who we were flying with, and half of the time he [Lindah] would meet us outside and say you were flying tomorrow. He was a real nice fellow."



The photos above (Cairns Collection), the left of an SBD Dauntless escort, were both titled "Close to Munda, 1943." That below was titled "Formation flying for security." The middle plane has a white tail stripe, so is the 13<sup>th</sup> TCS's Hitler's Hearse, Lady Eve, or Billie.



# Rewarding a family with a large photo. Have personal page.



## Engineering

The long building with the roof patches at the northwest end of the parade ground is shown above (Larger Collection) in April 1944, with a sign in the top left saying "Engineering." Engineering included all of the mechanics who flew on the planes and worked on them out on the line, and also several men who worked inside. Below in this building in March 1944 are sheet metal specialists Holland, O'Shea and DeAmbra repairing a cargo door, and propeller mechanic Knoll.



## A2. Author's Inspiration: John Clarke Washburne, 1920-1967

This book began as a way to learn about my father, who passed away from cancer on the first day of summer, June 21, 1967. He left me with only reverence for him. He was:



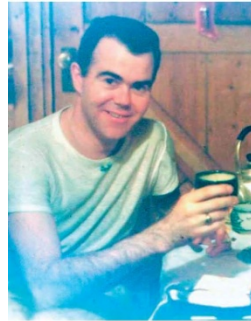
- **Smart**
- Graduated from Yale University, in Philosophy.



- **Adventurous**
- Crewed on the cruise ship *Uruguay* from New York to Buenos Aires during a college break.
- After graduating from college in 1941, rode his bicycle from New Haven, Conn., to Winnetka, Ill., over 850 miles of mostly dirt roads (as pictured at left).
- Hiked much of the Pennine Way in England in 1967, two years after this national path opened.



- **An Army officer in World War II & the Korean War**
- In the 12<sup>th</sup> TCS he navigated a plane to England.
- In the 13<sup>th</sup> TCS logged over 426 hours as a navigator, earned the Distinguished Flying Cross, two Air Medals.
- In the Air Transport Command, 1944-45, SW Pacific.
- In the Army Reserves, 1950-1952 (pictured at left), based in Japan and flew to Korea with the 437<sup>th</sup> TCW.



- **Fond of spending time in the countryside**
- In 1955 moved to Michigan to work in cost accounting for Ford Motor Co., and bought a home in Franklin with acres of farmland, that he named Walnut Hill (right).
- In 1965 moved to Birmingham, Michigan, where he taught Sunday School, worked with Junior Achievement, and read.



- **A caring and fun father to his children**
- Married in 1953, and with his beloved wife Nancy raised children Grack, Ellie, and Seth (this author, pictured below).





## 16. Publishing

- a. Publishers seem to like high-volume books, in black and white. Unit histories are low-volume.
- b. Expect to self-publish, i.e. pay for this yourself.
- c. Mine expensive due to 800 pages, color on every page, hard cover, dust jacket, and printed in U.S.
- d. My printer, Sheridan Books, Inc., of Ann Arbor, Mich., charged ~\$21,000 set-up, which included ~300 books, but only \$12 per additional book.
- e. At \$12 variable cost, I ordered another 2,000, for a total ~\$45,000 to print up 2,300, gave away 300 to contributors, so my ave cost for 2,000 was \$22.50.
- f. Sales price reduced from \$125, to \$75, to \$50.

## 17. Fulfillment Services

- a. From the printing factory, my books were trucked across town to Publishers Storage and Shipping Company (“PSSC”) in Ypsilanti, Mich.
- b. Set up a “Buy Now” button on website, and list the book on Amazon. When I receive an order, I type it in a spreadsheet, and email it to PSSC. They pull the book off the shelf, box it, and ship it out, charging about \$1.40/book for a “pick and pack” fee, which is low, but the insurance and storage costs total about \$70 a month.
- c. Amazon takes a cut of about 20%.
- d. I expect the Second Edition to be a PDF.

## **18. Motivation**

- a. I found it motivational to be think this was the most important thing in the world.

## **19. Satisfaction**

- a. This book has been one of the most fulfilling things I have ever done in life.
- b. The Thirsty 13<sup>th</sup> squadron now won't be forgotten.
- c. History lives on after us.

## **20. Post-Publishing Positives**

- a. After publishing, you might continue to get info.
- b. Finding other families can be a lifetime hobby.
- c. I put out a newsletter with latest history twice a year.

## 21. **Conclusions**

- a. Writing history is one of the most fulfilling things, as it: i) is a product that can last forever, a family heirloom ii) honors hundreds of people, and thousands of relatives, iii) brings people back to life.
- b. There are enormous amounts of photo albums, scrapbooks, orders, and souvenirs in the homes of veterans' relatives, most of it not understood, so of little value to them, but which a researcher can weave into an extraordinarily detailed history, of immense value.
- c. Go!

1.	Get multi-monitors, preferably four.....	10
2.	Create a Website.....	11
3.	Get the official documents .....	12
4.	Create an MS Word File.....	13
5.	Grab a lot from the Internet.....	14
6.	Visit the National Archives – still pictures.....	15
7.	National Archives – “carto” (aerial photos).....	17
8.	Create a member list in a spreadsheet.....	20
9.	Find the people or their relatives .....	22
10.	Hit the Road! Visit to Scan Photos .....	25
11.	Edit all the Photos .....	33
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