



NOVEMBER 2013

Update

Dear Thirsty 13th Members, Relatives, and Friends,

This is an update of Thirsty 13th-related items since the last update in September 2012. I apologize that this one is rather long. To scroll through this easily, be sure to click on the hand symbol in the PDF toolbar.

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This is the newsletter for the U.S. Army Air Corps 13th Troop Carrier Squadron, 1940-1946, nicknamed "The Thirsty 13th." This is prepared by Seth P. Washburne, the son of John C. Washburne, navigator 11/42-7/43. Please direct any comments to him at (212) 289-1506, sethpw1@gmail.com, or 5200 Meadowcreek Drive, Apt. 2060, Dallas, TX 75248.

Page numbers referred to are in the book "The Thirsty 13th" unless otherwise stated.

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Please click the hand symbol to make it easier to scroll down.

WAR DIARY

MARINE AIRCRAFT GROUP TWENTY-FIVE,
FIRST MARINE AIRCRAFT WING,
FLEET MARINE FORCE, IN THE FIELD.

FROM: NOVEMBER 1, 1942. TO: DECEMBER 1, 1942.

by the above aircraft.

Aircraft No. 118559 departed from Tontouta, New Caledonia, at 0030 (GCT) for Guadalcanal, Solomon Islands, via Efate and Espiritu Santo, New Hebrides, with Captain F. W. Cullum, U. S. Army Air Corps, in command.

NOVEMBER 12, 1942

Aircraft No. 05056 returned to Tontouta, New Caledonia, at 0025 (GCT) from Guadalcanal, Solomon Islands, via Espiritu Santo, New Hebrides, with Major Robert E. Bell, U. S. Marine Corps Reserve, in command. Thirteen (13) casualties were evacuated from Guadalcanal to Espiritu Santo and seven (7) passengers were carried from Espiritu Santo to Tontouta, on the above aircraft.

ORIGINAL TO CHIEF OF NAVAL OPERATIONS (OFFICE OF NAVAL RECORDS) AND LIBRARY).

**Thirsty 13th Pilots
in MAG-25 Diaries**

1. Additional History

a. 1942-43 MAG-25 War Diaries

In August I learned from Ewan Stevenson of Archaeohistoria in New Zealand about the MAG-25 War Diaries. These list Thirsty 13th 1942-1943 flights to Guadalcanal by the date, airplane number, time of departure and return, and the pilot. The cover for November 1942 is shown above left. Two typical entries are shown above right.

The diaries include flights for the 1942-43 pilots listed at right.

The MAG-25 diaries do not appear to be complete, because I compared them to entries in the logbooks of Bergstrom and Hammett, and only 60% (22 of 37) of their flights to Guadalcanal are listed. The diaries mostly list flights that landed on Guadalcanal, and exclude trips to Espiritu Santo or Australia.

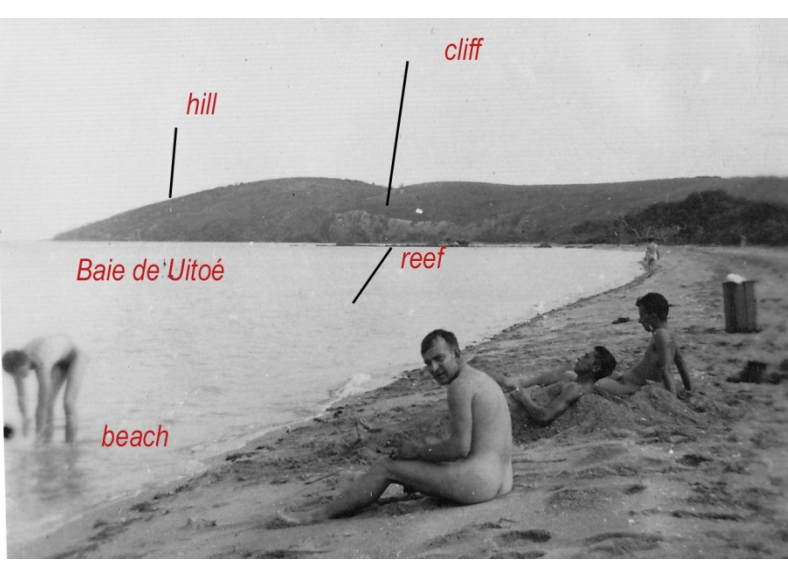
The diaries revealed one new Thirsty 13th serial number, 42-23654, confirmed #41-19499, and provided a list of MAG-25 C-47 serial numbers.

Two of the original Marine C-47s are still around. One is 80 miles north of Los Angeles, near Mojave, California, and the other, N220GB, pictured below, is at the Shell Creek Air Park in Punta Gorda, Florida. It had been used for mosquito control, and so this is written under the wings.

This DC-3 pictured below was one of the first 11 of Marine squadron VMJ-253, and it flew to Guadalcanal from at least November 1942 to June 1943, in conjunction with the Thirsty 13th, as described on page 143. It may not look like much, but this is a very historic airplane. If you live in Florida, drive over and have a look – I would.

Name	Trips
Baldry	23
Bernard	23
Fraser	22
Blankenship	21
Remaklus	21
Petty	20
Sprout	20
Drake	18
Bruce	16
Brauns	15
Brewer	14
Jay	14
Bergstrom	12
Farmer	10
Smith	10
Adams	9
Cullum	9
Brandt	8
Marines	4
Ecklund	3
Abernathy	2
Alexander	2
Allen	2
Brown, F.G.	2
Zieman	2
Davis	1
Hinton	1
SSgt Jasmer	1
SSgt Truman	1

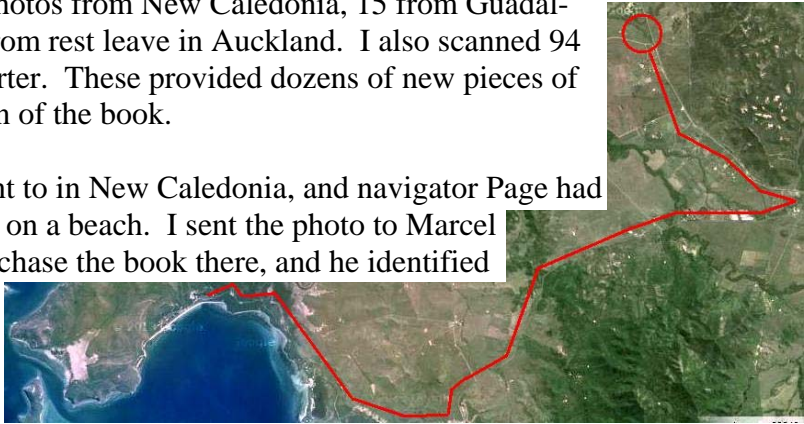




b. 1942-43 Navigator Page Items

On November 3, 2012, Stanton Page bought the book, and I noticed a similarity with the name of 1943 navigator Stanley Page, the most decorated navigator in the squadron, with the DFC and six air medals (page 72). I asked if he was related, and was thrilled to learn that Stanton is his son. I visited Stanton, north of Austin, Texas, January 13, and scanned his father's photo album and orders. I came away with 21 photos from New Caledonia, 15 from Guadalcanal, 25 from the Northern Solomons, and 20 from rest leave in Auckland. I also scanned 94 orders or articles, and 19 bills from his short snorter. These provided dozens of new pieces of information that will be added to any next edition of the book.

I always wondered which beach the men went to in New Caledonia, and navigator Page had the photo above left of "Woody, Leib, and Stan" on a beach. I sent the photo to Marcel Claude in New Caledonia, the first person to purchase the book there, and he identified it. He drove over and took the photo above right, and identified the items in each photo. The map at right shows the road from camp to this beach.



Page had orders going over for planes Sweet Leilani and Rambling Wreck (#605 and #606, on page 326), with the complete crew names. He also had a list of the items issued to navigators.

Page had the photo below of Sad Sack, taken moments before the photo on page 361, on which the painting, inset below, in the book "From Fiji to the Philippines with the Thirteenth Air Force," was based. This photo revealed the lower plane to be the 13th TCS's 41-19499, also inset.



Palikulo Bay
(Page 150)



c. 1943-44 Color Photos of Airfields in the New Hebrides and Northern Solomons

I found these photos on the Historylink101 website, which show the airfields in color.

Espiritu Santo (Page 150 and 368)



Russell Islands (Page 340)



Segi Point (left and below, page 342) – a beautiful place to land.





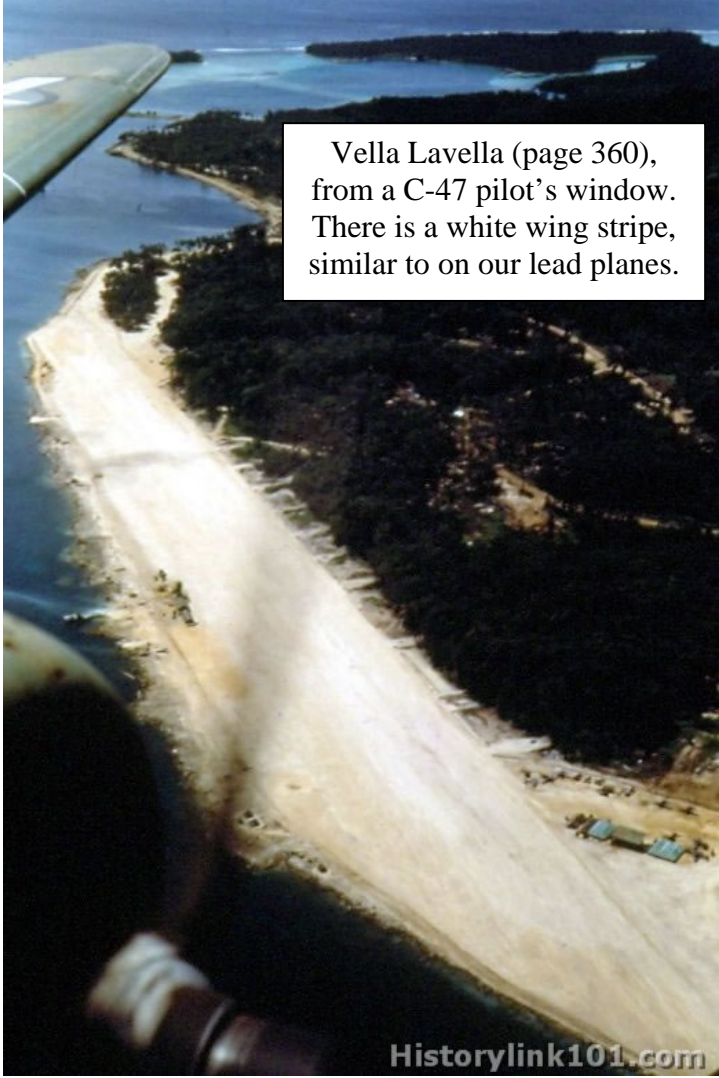
Above: Munda (page 343), from the Northeast. Right photo has Ondonga in the distance.



Above: Munda from the North.
Right: Munda from the West.

Below: Ondonga (page 347)






Vella Lavella (page 360),
from a C-47 pilot's window.
There is a white wing stripe,
similar to on our lead planes.

Historylink101.com



Treasury Islands (Page 361)

Below: Torokina, Bougainville (page 362).



Historylink101.com



d. 1943-45 Photos a Friend in Fort Worth Found

A friend at the hangar in Fort Worth in 2012 named Leo on November 17, 2012, found the photo above in the book "Air Force Colors, Volume 3," by Dana Bell. Titled "Two 403rd TCG C-47As on Bougainville to evacuate wounded in December 1943," this would be at Torokina, shown on the prior page and on page 362. These are the 13th TCS's Flyin' Jenny (page 324) and Catfish (297). One great thing about this photo is it shows the entire side of Flyin' Jenny, and so indicates the tail number was 42-23944.

Malabang Evacuation

Leo also found the photos at right and below. These were titled "Evacuation by C-47 from Malabang, 28 April 1945." He recognized the 13th TCS's Biak tail paint scheme (two gold tail stripes, with a star in the top one). The nose and tail of #21 are on page 620. The location of Malabang is on page 646. This exact mission is noted on page 654, in the April 1945 Medical Evacuations table, "Malabang to Leyte" with 14 passengers. Great to have photos to go with the mention in the table.





e. 1944-45 Viscusi Photo with Unidentified Pilots

On July 21, 2013, I was happy to get an email from Mark Viscusi, son of radio operator Viscusi, whose family I had not been able to find before. Mark scanned and emailed 30 of his father's photos. The photo above shows Viscusi in the center, and probably two pilots, taken by the crew chief, and Viscusi wrote on the photo "My Sack." This shows how they slept under the plane. I expect this is at Sansapor because he has his gun with him – other airfields were more secure or had no matting. Please let me know if you recognize the pilots (Baxter and King?).

f. Other Information

1942-43 Pilot Nelson Letters - On November 27, 2012, a woman in California named Hilary bought the book, and I was amazed to learn she is the niece of Nelson who died aboard Risky January 13, 1943 (page 271) in the squadron's first crash. This was the first time I made contact with his family. Hilary mailed me copies of several letters he wrote home, and letters Duffy and others wrote to his family after the crash. These provided five pages of great additional quotes.

1942-43 Pilot Baldry Recording – I found online in the Library of Congress Veterans History Project a recording made in 2002 by Gordon Baldry, our first pilot to land on Guadalcanal and top-ranked in the table on page 2, ordered it, and received it November 21. It is only 5 minutes long, but he gets choked up talking about flying into Guadalcanal to save the Marines.

Golumb Orders – On May 14, 2013, Art Golumb emailed me scans of four orders, showing he and nine other 13th TCS pilots and navigators left Hamilton Field 8/18/44, were assigned to the 403rd 8/25/44, and assigned to the 13th TCS 9/18. He also had an order listing 22 13th TCS pilots and navigators who were given orders 10/18/45 to return to the U.S. I made minor corrections to the rosters in the book, and emailed the rosters to the families of the men listed.

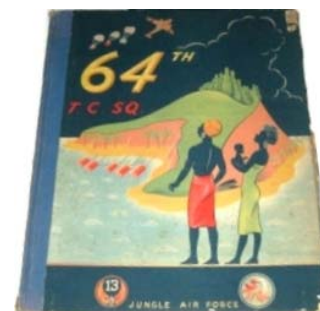
10 October 1944

ComGenSoPac BaCom directed ComGen Santo to embark on the SS SANTA MONICA the rear echelon of the 13th Troop Carrier Squadron and Headquarters of the 403rd Troop Carrier Group for discharge at Biak.

Order Shipping Rear Echelon Supplies from Espirtu Santo – I came across the order above that the squadron's rear echelon supplies were shipped from Espiritu Santo to Biak on the SS SANTA MONICA, and from other orders learned these left around October 15, 1944, and arrived around October 27.

Colburn Photos – David Colburn (the amazing editor of the book – more than 1,400 edits, and cleaned up 120 photos, and reviewed a draft of this update) found in his parents' attic several photos, including the one at right of Bill Foote in the camp at Biak, by the mess hall, who died in the C-46 on page 690-693.

64th TCS Yearbook – In early October I learned of a yearbook, pictured at right, similar to Two Years c/o Postmaster, but for the 64th TCS, which was also in the 403rd Group, and camped next to the 13th at Biak. 64th squadron son Mark Schoenmann had made beautiful spiral-bound copies of this, and sent one to me. It has some great details. In October 2012 I stopped by their reunion in Austin.



g. Member Families Added

Since the update in September 2012, I connected to families of 8 more members:

- **1943-44 Navigator Page** – November 3, 2012, as noted on page 3.
- **1942-43 Pilot Nelson** – November 27, 2012, as noted on the prior page.
- **1944-45 Radio Operator Friel** – his son purchased a book December 27, 2012.
- **1942 Motor Pool's Joe Wozniak** – his son purchased a book February 14, and in response to my inquiry he emailed me February 23, 2013, that his father's discharge papers state he was in the squadron, in the motor pool, shipped overseas with the squadron on the Klipfontein to New Caledonia, and returned to the U.S. by July 31, 1943, due to an injury. I had his name on an order at Pope Field, but not after that, so assumed he had left at Lockbourne, but was mistaken, and so will add him in a future edition.
- **1944-45 Radio Operator Viscusi** – July 13, 2013 as noted on the prior page.
- **1942-45 Engineering Captain Dewey** – on September 5, 2013, during a search on the internet, I found information on him, and found and spoke with two of his daughters, one who bought a book. She scanned and emailed me her photos from the 1999 reunion.
- **1943-45 Crew Chief Wentworth** – on September 13, 2013, I found one of his stepsons, and then the other, and they plan to forward some photos when they have a moment.
- **Aircrew member Galebach** – his wife Nancy bought a book earlier this year.



2. History-Related Activities

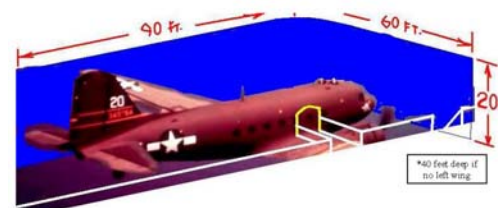
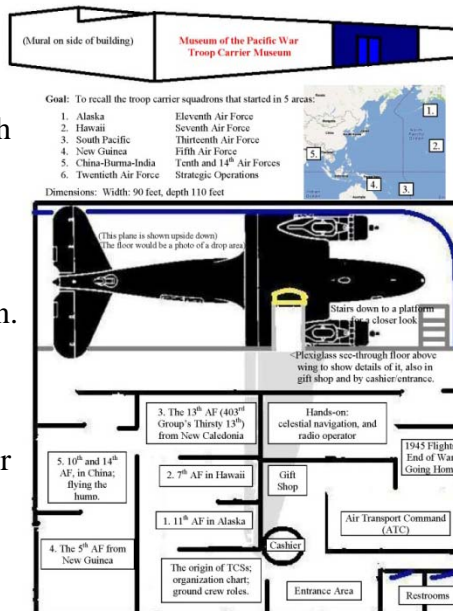
a. National Museum of the Pacific War in Fredericksburg, Texas.

On January 14, 2013, I visited the National Museum of the Pacific War in Fredericksburg, Texas, to meet with the museum Director, Joe Cavanaugh, Curator Mike Lebens, and three others, to see if they had room for:

- **A display wall about the Thirsty 13th** – Their museum is very well done, but I recall nothing about troop carriers. The friend I visited this with thought it odd when, out of all of their exhibits, I was most excited about the blank wall above left, and said “Wow, look at this.” They use an outside company to make the displays, so I would provide the information, which could include the website movies. I’ll submit something when I can.
- **Thirsty 13th plane Billie as a static display** – We walked to the area above right, with Director Cavanaugh on the left, and measured this area as a possible location for a new building to house a reconstructed Billie. I said I could contribute for the building, and would try to raise the rest, but they projected a much higher cost for the building than I expected, and Billie is years away from being a static display. This is on hold for now.

Proposed Museum Design

I designed a plan for a Pacific troop carrier museum at right, with a C-47 in back, over a pit. People would walk in a door cut into the right side – because Billie already has a cut there, and the jump door could then simulate a drop mission. If there is not room at Fredericksburg, another location would be Baer Field in Fort Wayne, from where all of the C-47s departed for overseas after about mid-1943. This is just a day-dream now.



Key Attraction: A C-47 on a Drop Mission

This will be 13th Troop Carrier Squadron ("Thirsty 13th") C-47 Billie with:

- A pit about 10 feet deep below it, for easier access without going up stairs
- A door cut into the right side, as shown above.
- Clear plexiglass in the areas outlined in white
- The wings either extending through the outer wall and under the near floor, or removed
- A wrap-around (front and left side) screen, with movie projectors showing the view flying in the fire air force regions: Alaska, Hawaii, the South Pacific, New Guinea, and flying the jump, including:
 - a. Flying over the water
 - b. Flying in clouds, and thunderstorms
 - c. Coming in to land at a Pacific airfield
 - d. On a drop mission – approaching a smoke signal ahead
 - e. Flying by the Himalayas
- For the drop mission, a pilot seat people can sit in, and button to push at the drop time.
- A plexiglass balcony at the cargo door, so people can lean out, like the men below
- A navigator's station with a sextometer, and video on the floor below that so people can learn how this works.





b. Thirteenth Air Force Inactivated

The September 2012 update noted the Thirteenth Air Force would be inactivated September 28, 2012, with the ceremony narrated by Russ Cole, son of Thirsty 13th 1942 radio operator Cole, whose father was there when it began January 13, 1943. I could not attend, but he forward photos and the narrative. Because this was a big event, I include much of the text on the next two pages.



Below left, a streamer is added for a 2010-2012 Outstanding Unit Award. The orange streamers are the color of the Asiatic Pacific Campaign medal, page 738, also on the book binding, and include the Southern Philippines and New Guinea that the Thirsty 13th supported, and Leyte. Below right, with on the left narrator Russ Cole, after the inactivation, the 13th AF flag is furled.



**13th AIR FORCE INACTIVATION CEREMONY
And Outstanding Unit Award for 2010-2012**
Friday, 28 September 2012, 3:05 P.M.
At the Missing Man Memorial, Hickam AFB



NARRATOR (Lt. Col. Russ Cole): “Good afternoon Ladies and Gentlemen. On behalf of General Hawk Carlisle, Commander, Pacific Air Forces, we welcome you to the Thirteenth Air Force Inactivation Ceremony.

Originally activated in 1943, the Thirteenth Air Force began operations throughout the Pacific, staging from tropical jungles on more than forty remote islands, earning the nickname “the Jungle Air Force.” The Jungle Air Force units participated in five different operating areas during thirteen campaigns.

During the Korean War, the Thirteenth Air Force units provided staging areas for people and equipment destined for the war zone, and as the Vietnam conflict escalated during the late 1960s and early 1970s, Thirteenth Air Force again served as a staging base and logistics manager for units fighting in Southeast Asia.

At its peak, the Thirteenth Air Force was composed of seven combat wings, twenty installations, and more than 31,000 military members. With the buildup and execution of operations Desert Shield and Desert Storm, Thirteenth Air Force provided aircraft and support staff vital to the liberation of Kuwait from occupying forces.

In 2005, the command moved here to Hickam AFB. One year later the “Jungle Air Force” was redesignated a component numbered Air Force headquarters, and has since played a major role in partnering with nations throughout the Pacific – most recently during operation Tomodachi, supporting the government of Japan with disaster relief operations following their devastating 2011 earthquake and tsunami.

Today we close a chapter in the history of the Air Forces in the Pacific as we inactivate the Thirteenth Air Force.

Welcome of:

- **General Hawk Carlisle, Pacific Air Forces**
- **Lieutenant General Ted Kresge, Commander, Thirteenth Air Force**

Hawaii State Song, Invocation

Comments by General Carlisle

General Carlisle Presents the Outstanding Unit Award to the Thirteenth Air Force

General Carlisle: “Publish the Order”

Reading of the Outstanding Unit Award Order (for 1 November 2010 to 28 September 2012)

Streamer added to flag (prior page bottom left photo)

Lieutenant General Kresge Comments

Final Salute to Kresge from Command COT: “HARMS!” *Executes about face, salutes, and says “Sir, I present the Command for the final time.”* GENERAL KRESGE: *Salutes Command.*

Inactivation

NARRATOR: “Ladies and Gentlemen, please stand for the inactivation.” General Carlisle joins Gen Kresge on the stage (facing the formation). Flag bearer moves *FLAG* back to center stage (again forms triangle with CCs).

GEN CARLISLE: “PUBLISH THE ORDER!” [*This is the moment it ended*]

Once official party and flag bearer are in position...

NARRATOR: Attention to Orders. Special Order GS-12-XX, by order of the Department of the Air Force the Thirteenth Air Force is Inactivated, effective 28 September 2012.

GENERAL CARLISLE: “Officers center.” Gen Carlisle and Gen Kresge now face each other.
GENERAL KRESGE: Salutes Gen Carlisle, then says, “Sir, I relinquish Command.”
Gen Kresge takes the flag and gives it to Gen Carlisle pausing during the exchange for photographs. GENERAL CARLISLE: Takes the Flag and gives it back to the FLAG BEARER.

NARRATOR: “**The Thirteenth Air Force flag will now be furled.**” It is a military custom to furl and encase the flat of an organization when the mission of that organization is complete.

While the mission of the Thirteenth Air Force is not complete, it is transferring to the Pacific Air Forces Command. This ceremony represents that transition, and serves as a final symbol of closure for all those, past and present, who were a part of the Jungle Air Force.

FLAG BEARER: *Presents arms (lowers the flag between the Generals) and furls the flag.*

BAND: *Drum roll while flag is being furled.* PROFFER: *Presents flag case to General Carlisle.* GEN CARLISLE: Encases the flag. GEN CARLISLE: “OFFICERS POST”

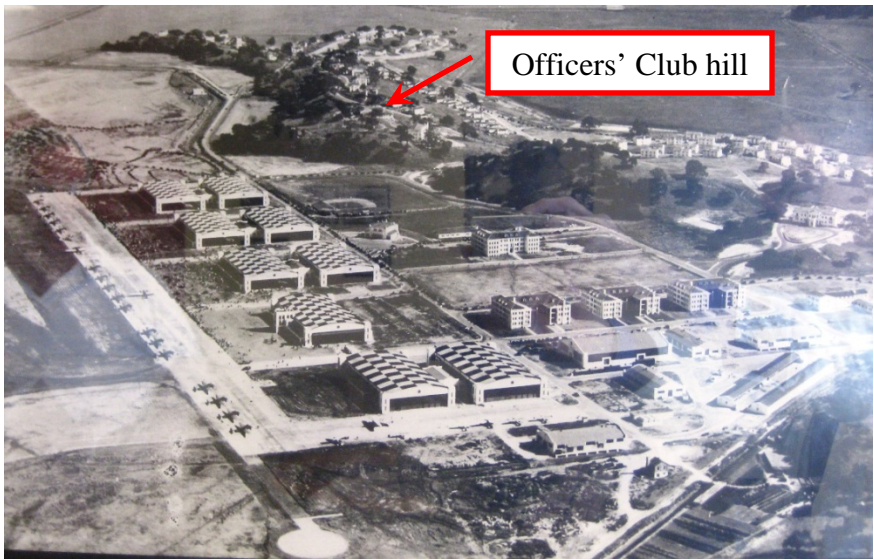
FLAG BEARER: Orders arms and exits stage with Furled/Cased Flag.

NARRATOR: “**Ladies and Gentlemen, this concludes today’s ceremony.** Please join us for a reception on the O’Club Lanai. ...*pause*... Please remain standing for the playing of the Air Force song, and the departure of the Official Party.

*“Off we go into the wild blue yonder,
Climbing high into the sun;
Here they come, zooming to meet our thunder,
At ‘em boys, give ‘er the gun!*

*Down we dive, spouting our flame from under,
Off with one hell-uv-a roar!
We live in fame or go down in flame,
Nothing’ll stop the U.S. Air Force!”*

COT: “FALL...OUT!”



Officers' Club hill



Transient Officers' Quarters

Officers' Club

c. Visit to Hamilton Field

All of the Thirsty 13th air crew members spent their last night in the U.S. before going to war at Hamilton Field, in Novato, Calif., 20 miles north of the Golden Gate Bridge. Hamilton Field is shown above left pre-war, looking south. On a hill at the south end were built an officers' club and a transient officers' quarters, above right. Hamilton Field was closed years ago, hangars now offices, other quarters converted to apartments, and many homes built (at right and below). The transient officers' building, bottom right, is slated for demolition due to weak concrete. I visited this February 12, 2013.





d. Additional Items

Typhoon Haiyan (In the Philippines named Yolanda)

On page 720 and 722 Thirsty 13th pilots refer to typhoons passing just north of the Philippines in September 1945 that they had to fly near. In September 2011 and 2012 I was interested to hear on the news about typhoons still passing through this area 65 years later (obviously).

On November 7 the Philippines was hit by perhaps the most powerful typhoon ever recorded, and it hit in the middle, as shown above left (from the same source as the tracks on page 722), right through Thirsty 13th country. At around 7 a.m. the typhoon hit Tacloban, Tanauan, and Dulag, on pages 596-601. 1945 Thirsty 13th members enjoyed walking in Tacloban.

In July 1945 the squadron moved to the camp on page 696, 4 miles inland from the sea in Dulag. Google's satellite images, that are usually about three years old, appear to have been updated already for the area hit by the typhoon, to show the damage. The camp area on page 697 now looks as shown above right.

No Thirsty 13th buildings, such as the mess hall, enlisted men's club, or Norfleet's house, had been identified yet from the prior satellite images, so may not have still been there anyway. But the post-typhoon image suggests any buildings that were there before the typhoon are still there.

Thirsty 13th Lapel Pin Purchased on eBay

From time to time I search on eBay for Thirsty 13th and 13th Troop Carrier Squadron items, and in June found the lapel pin at right. It is about 1" across, and is enamel on a metal back, with two pins on the back, such as for a tie tack. I was the only bidder, so I now have added this to the collection – hopefully to be in a museum someday.

I emailed the seller to learn the source of this pin, and the seller purchased it as part of a group of items from another collector in Ohio. If any of you have one, too, or know when these were made up and distributed, or who may have owned this one, I would appreciate knowing.



New Caledonia WWII Museum

On September 19 the first WWII Museum opened in New Caledonia. I am in touch with people associated with it, but learned about this after it was mostly already designed, and so have not had an opportunity to get the Thirsty 13th represented there. This will be a long term goal.

Possible Search for the Lana T

A colleague in New Caledonia used to be the head of Aviation Safety there, and is a scuba diver and historian who has searched for and found many planes offshore of New Caledonia. He emailed me August 11 that a search mission is planned at the far end of New Caledonia for the beginning of 2014 for shipwrecks, and he would like to try and find the Lana T that Capt. Petty landed on a reef in October 1942 (page 172-181, and 762-769). and the Catalina that beached against the coral, too. The book, on page 176, shows almost the exact location. This would be exciting, and a great artifact – whatever is left of it – hopefully for their museum.

The “I Read It Cover to Cover” Club

Pilot Jacklin’s grandson John Walby received the book April 12 and emailed me July 29: “It took a bit longer than I planned, but I read your book cover to cover. I learned a ton – thank you for your efforts!” If you, too, have finished the book cover-to-cover, please let me know. So far my list includes John, Jan Molvar, Carl Soderland, and my friends in Fort Worth Leo and Bert. I apologize that I am forgetting many others at the moment. Please add to the list.

Selling Books at the Lancaster, Texas, Air Show

On August 31, 2013, my sister, her husband and I manned a table, pictured below, in the hangar of the Commemorative Air Force, Dallas Wing, at Lancaster Airport, 20 miles south of Dallas, during an air show, to sell the book. The event was rather lightly attended, but I lowered the book price, and my sister sold three books. I created the poster below left.

Focus On

Welcoming a new museum

Don't miss the official opening of Nouméa's new WW2 Museum, scheduled for 19 September.

Quonset hut erected in 1943, explores this era of change.

Free from 88 to 89 September

Universal appeal

The museum has been designed around four main themes: giving historic objects vivid meaning, bringing past memories to life, showing powerful images, showcasing scientific progress. The permanent exhibition focusses on how WW2 influenced the lives and views of the New Caledonian people. Every significant event is explored in depth: the decision to rally to the Free French movement, the expulsion of Japanese residents, the creation of a civil militia, daily life in Nouméa and in the bush... In all, over 500 objects and documents are on display. And the museum will offer bilingual guided tours with audio guides in English!

Open Monday to Friday from 9 a.m. to 5 p.m., Sat. from 9 a.m. to 1 p.m. & from 2 p.m. to 5 p.m. 14, av. Paul Doumer, Downtown, Nouméa. Tel 27 48 70



Thirsty 13th Book Sales September 2012 to November 2013

	Paid			Compl.				Revenue				Postage				Storage			P+S	Net Rev	
	Mb	Fr	Un	Mb	Fr	Wr	Tot	At \$75	Actual	PayPal	Net	Chgd	Act.	P/P	Occ	Ins	Sto	PP	Net		
Septem	12	1	1		2	2	18	962	962	-30	932	230	230	24	3	21	48		-96	836	
October	1	4	5		2	5	17	620	620	-17	603	140	140	8	5	21	47		-80	523	
Novemb	3	1	7				11	780	780	-36	744	235	235	13	10	21	47		-91	653	
Decemb	3		2			2	7	375	375	-14	361	65	65	7		20	47		-74	287	
January	2					2	4	150	150	-6	144	33	33	3		20	47		-70	74	
Februar	3		1				4	300	300	-11	289	54	54	6		20	46		-73	216	
March		5	1				6	200	200	-3	197	11	11	1		20	46		-68	129	
April	1		2			1	4	225	225	-11	214	94	94	6		20	46		-72	142	
May	1		3				4	300	300	-15	285	105	105	3	4	20	46		-74	211	
June						1	1	0	0	0	0	13	13	1		20	46		-68	-68	
July			7			1	8	245	245	0	245	13	13	1		20	46		-68	177	
August	1	3	1				5	225	225	-5	220	67	67	3	2	20	46		-71	148	
Septem	1						1	75	75	0	75	13	13	1		20	46		-68	7	
October	2		3		1	1	7	375	250	-11	240	81	81	7		20	46		-73	166	
Novemb	3						3	225	150	-5	145	24	24			20	46		-66	79	
Total	33	14	33		5	15	100	\$5,057	\$4,857	-\$165	\$4,692	1,179	1,179	86	24	306	696		-1,112	\$3,580	
	80			20				\$63.21 per book sold				Cost of 80 books sold:				-\$3,278					
	Revenue/book was \$63.21 because 4 sold in 9/12 at \$50; 8 sold 3/13-8/13 for \$25 each; 7 at \$45, other reasons.																			Author Comp.: \$303	

e. Update on Book Sales

Book sales and give-aways for the last 14 months are summarized above. Relatives of members (“Mb,” in the first column) purchased 33 books. These 20 families are listed at right. Friends of mine (“Fr”) purchased 14 books.

People unrelated to the squadron and not associated with me (“Un” in the 3rd column above), purchased 33 books, and, of these, 9 went to a bookstore in the UK and 7 to the Fantasy of Flight Museum near Tampa. Thanks go to Trish Rapp for driving to this museum and Sun ‘n’ Fun in Lakeland (on consignment, so not counted in sales) to drop off boxes of books. The other 17 include the first 2 purchases in New Caledonia, and 14 WW II buffs around the US, 1 in the UK.

[A BIG THANK YOU to everyone who bought a book in the last 14 months.](#)

Complimentary copies went to 5 friends and 15 workers (“Wr”), who are people who helped out, with these 20 being:

- the son of Col. Sands, and to Loren Perdue (both of the 403rd Group),
- historian Joe Baugher who maintains an aircraft serial number website,
- author Mitch Zuckoff who wrote Lost in Shangri-La (and Frozen in Time),
- the National Museum of the Pacific War in Fredericksburg, Tx. (2 books),
- the National WWII Museum in New Orleans – for their library,
- the Commemorative Air Force Museum at Lancaster, Texas,
- 12 others, including DC-3 people who helped with my plane JR here.

**Thirsty 13th Book
Relative Purchases
Sept. 2012 - Nov. 2013**

Member	Books
Judd	4
Larger	3
McCullough	3
Wallace, J.	3
Buchen	2
Laming	2
Sprout	2
Woodall	2
Bravos	1
Dewey (E.K.)	1
Friel	1
Galebach	1
Jacklin	1
LaLonde	1
Moritz	1
Nelson	1
Page	1
Ross	1
Washburne	1
Wozniak	1
Total	33

f. Book Price Lowered to \$50

I have 1,700 books still in Ypsilanti, Michigan, and would like to “move” more of these to lower my warehouse costs, so lowered the price to \$50. This is close to my out-of-pocket costs (before any personal compensation) of about \$42/book. Most families have already bought one, or 10, or 20, and I greatly appreciate that. If you can think of anyone else who you would like to share the story with, please know the cost is lower than ever. S&H is still \$12 for a total \$62.



3. Members and Relatives

a. Visits

Mess Cook Ralph Melton

On December 10, 2012, I had the honor of visiting one of the first-ever Thirsty 13th members, mess cook Ralph Melton, at his home in San Diego, above. Ralph joined in August 1941, and was a great help with all of the history, providing 27 quotes or photos, especially helping with the early history in Florida. He always told me “Seth, I know you’re working hard on your book,” which was encouraging to hear. He turned 96 November 10. As soon as I finished the book my first priority was to go meet Ralph, to thank him for his help and encouragement, and I had to wait a year due to problems in Texas, but I finally met Ralph. His son Skip and daughter Sherry who stopped by were also great.

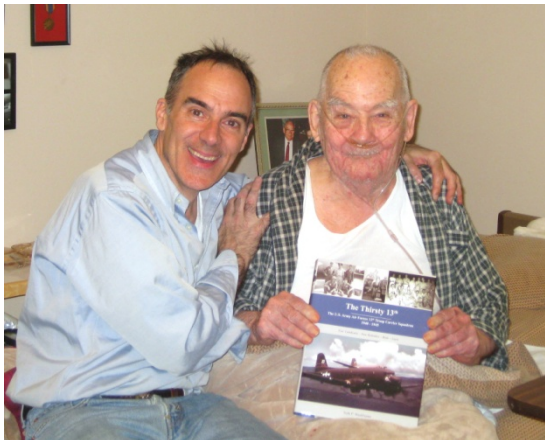
Pilot Ken Soderland

Ken (at right) provided the great detail about Biak and the Philippines, and turned 90 November 4 (the same birthday as mine). His family was nice to invite me to join his birthday party in Houston November 2.

Pilot Graham Rice

On February 12 while in San Francisco I drove to San Jose, and visited 1944-45 pilot Graham Rice, pictured below. Graham was the co-pilot on the flight over described by Driedger on page 453, and had many good quotes in the book. Incredibly, he took color movies while in the squadron. He shared those with me in '10 and excerpts from them are on the website in the movie section. It was a thrill to finally meet Graham in person, coordinated by his daughter.





b. Losses in Action

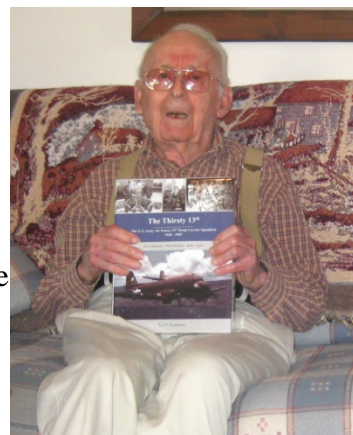
Pilot Marion Sprout, December 4, 2012

As shown on page 322, during the squadron’s first six months overseas, the officer pilot with the most hours, after three who started as staff sergeant pilots, was Marion Sprout. Marion was also a huge help with the history, providing 53 quotes or stories. I put his photo on the cover in the top left, in the center. And when I finished the book and left NY October 31, my first stop was in Crossville, Tennessee, to see Marion, pictured at right and above left, and his daughter, Sugar. I previously visited him October 23, 2009. Sadly, Sugar called me to let me know Marion passed away December 4, 2012.



Mechanic Curtis Goodwin, December 31, 2012

On November 1, 2011, on the morning after visiting Sprout, despite being on my way to Dallas, I went well south because I wanted to visit Cullman, Alabama, and again see Curtis Goodwin, pictured above center when I arrived, and at right. Curtis has 45 quotes or stories in the book, and I was so thrilled with how he remembered things no one else remembered that I made a movie in my home of my jumping up and down with joy after once talking to him, and gave him an honorable mention on page vii. I received an email on the evening of December 31, 2012, from his daughter Melba that Curtis passed away in his sleep that afternoon. She added: “Seth, I just want you to know how proud Dad was of your book and his part in the research. The book gave him many happy hours. Thank you for that.”



Pilot William H. (“Bill”) Goodman, Jr., June 12, 2013

When I first spoke to Bill Goodman around July 20, 2008, and asked if he had any photos, he gave me one of the biggest surprises when he responded “Well, I have a box of about 80 color slides that have been in the basement for 65 years.” Slides I knew did not deteriorate, and these were the first color photos I heard of. I over-nighted him a pre-addressed FedEx envelope and he sent them all to me. These are the color photos by Molvar, 36 of them in the book, including on the covers. Bill provided 51 quotes. I enjoyed visiting him in October 2009, pictured top right with his wife Irene. On June 21, 2013, I received an email from his grandson, Steve, that Bill passed away June 12, 2013. Steve wrote “He often spoke of you and how proud he was to ‘help you’ write the book.



These men were absolute gems, throughout their lives, and are greatly missed.



4. Original 13th TCS C-47 Billie

The last of the Thirsty 13th C-47s, and one of the original 13, Billie (pages 415, 756), was moved, above, from Fort Worth to a hangar in Lancaster, 20 miles south of Dallas. On October 14, I filed 2 lawsuits against 10 people and entities. I prefer to leave the details out of this, but if you wish to learn more, three articles will come up if you Google “Seth Washburne lawsuit.”

5. Conclusions

The Thirsty 13th was a special squadron, deserving to be remembered. In the last year we have been blessed to have yet more details come to light. But additional efforts need to be made to “get the story out there.” I had to focus on lawsuit issues for all of this year, and will a lot in the next year, but hope in the future to increase the book distribution, and get the squadron mentioned in some of the many WWII museums.

Please Help Spread the Word

If you know of anyone who may be interested in the squadron please forward this update to them, or please let them know about the book. As always, if you have a family member or friend who does not yet have his or her own copy of the book, please take advantage of the new lower price.

New Address

In May I moved to Dallas, to be closer to Lancaster where the planes are, and so I have a new address, below.

Thank you for your interest in the Thirsty 13th.

Best wishes,

Seth

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