

May 2015 Update



Dear Thirsty 13th Members, Relatives, and Friends,

I put out the last newsletter in April because I wanted to “clear the decks” because I was about to gather much more information, and indeed I did, during a five day visit to Florida April 30 - May 4. One highlight was finally confirming the nose art for the first 13 aircraft, with a photo indicating #581 was actually Chuggar. Another highlight was the first photos of the first 1943 award ceremony. Both of these were from Fred Goldstein, and no one else had these. Golomb’s logbook provided great information. Wysong had a good Thirteenth Air Force article. Zarek had photos of the Dulag (Leyte) Operations building and the officer’s area. I also visited 1940 Drew Field and Clearwater Beach sites.

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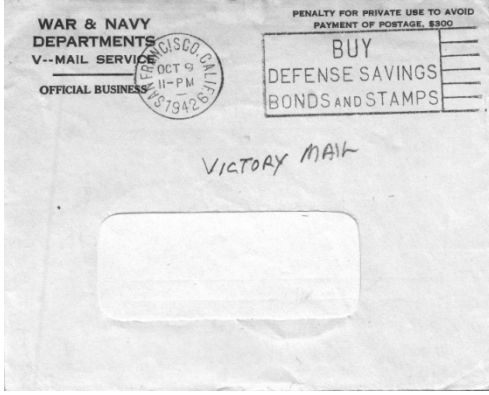
This is the newsletter for the U.S. Army Air Corps 13th Troop Carrier Squadron, 1940-1946, nicknamed “The Thirsty 13th.” This is prepared by Seth P. Washburne, the son of John C. Washburne, navigator 11/42-7/43. Please direct any comments to him at (212) 289-1506, sethpw1@gmail.com, or 5200 Meadowcreek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

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

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1. Additional History

a. 1942-43: Items of Radio Operator Fred Goldstein

On May 1, 2015, I had the privilege of visiting the home of the daughter of original radio operator Fred Goldstein. Fred is listed on page 77 as the #3 radio operator to join the squadron. When the squadron first flew to the South Pacific (page 114) Commanding Officer Cullum chose Fred for his radio operator, in the lead plane, Risky. His daughter let me scan his items.

Fred was from Cleveland, and went first to Fort Benjamin Harrison in Lawrence, Indiana for six days, January 3-9, 1942. He completed Basic Training at Sheppard Field, Tex., Jan 12-Feb 6. The photo above left is titled “Florida, Feb 1942,” confirming Goldstein joined the 13th TCS at Drew Field in Tampa in February, not in April as estimated in the book.

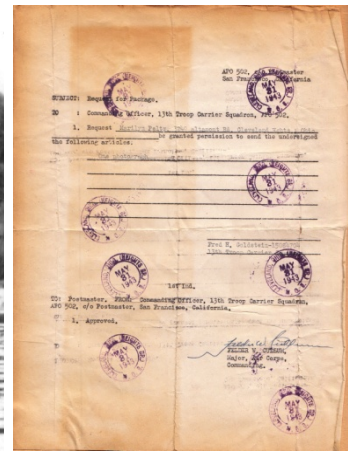
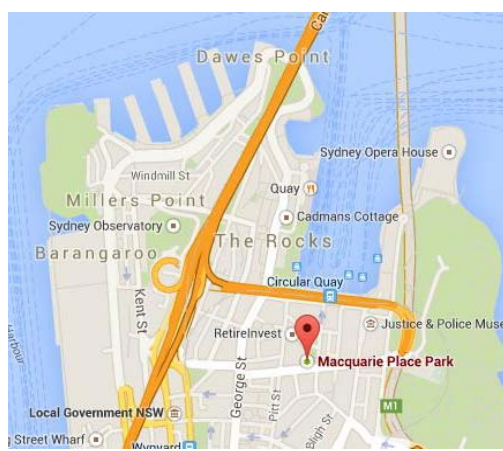
Goldstein was promoted to Corporal May 1, 1942, sent a telegram from Pope Field June 3, and was promoted to Sergeant August 1, 1942, while still at Pope Field, so it not clear when he went to Radio School. Radio Operator Cole did not go, but Goldstein may have gone between June 3 and August 1, similar to how Burden (page 6) left temporarily to go to Mechanic School.

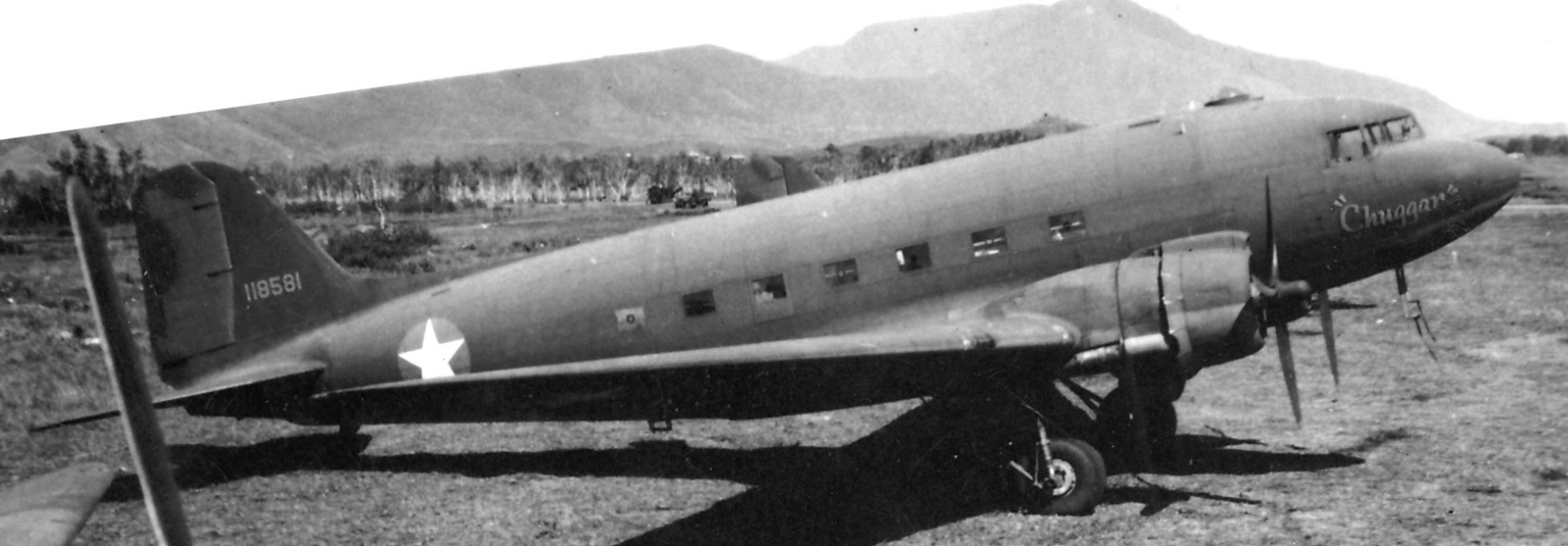
While the squadron was at Lockbourne near Columbus, Ohio, he had two passes to visit home in Cleveland, August 15-16, and September 9-12.

After the squadron departed for Hawaii, he wrote October 5 while in Honolulu: “Honey, I saw the country [from flying west to San Francisco] and now I’m seeing the world. It’s a great life, but I’d much rather see you. This place is blacked out at 7 p.m. and it is inclined to be a little depressing.” This was sent using V-Mail (“Victory” mail, page 232), in which the letter was microfilmed, then taken to San Francisco, printed out, and put in the small envelope above. His Honorable Discharge listed his “Date of Arrival” for “Service Outside the U.S.” as “8 Oct 42,” so air crews were considered overseas at Fiji, or Cullum flew one day ahead of everyone.

His photo above right of Lady Eve, because parked on grass, is estimated at Plaine de Gaiacs (page 141). Goldstein had a newspaper article about the reef landing (page 172), with a note next to it: “Was supposed to be on that flight. Last minute change.”

Below left is Fred by “the Obelisk,” in Sydney, a reference point for Principal Road distances. This is still there in Macquarie Place Park. Below right is a good bathing-in-the-Tontouta River photo (page 234), and a Request for Package form – required, to ask his fiancé to send her photo!





Chuggar Photo with Serial Number

The only unconfirmed nose art of the 13th TCS's first 13 C-47s is both sides of 41-18581, estimated in the book as Comanche Belle, and the left side of 41-18576, estimated as Nomad, hence these are in gray text on page 105. Thanks to Fred Goldstein, and his daughter, #581 is now confirmed as "Chuggar." He had the photo above showing the nose art and the tail number.

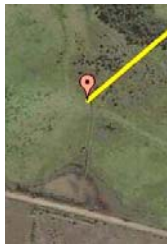
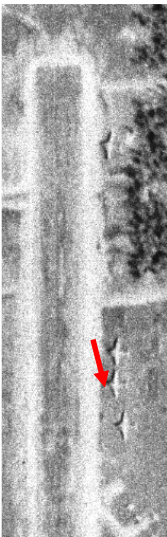
I listed Chuggar as the 14th C-47, and the nose art is on page 296 (left side also Chuggar). The photo above (rotated and the mountain in the upper left is cut off) is while along runway 11, in the direction at right, and as shown on page 260. On that page the tail number was not readable.

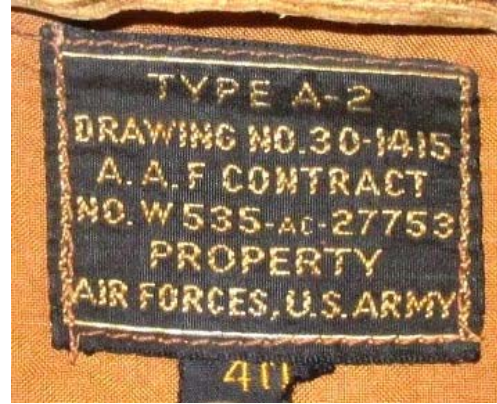
The nose art of the first 13 aircraft was probably approved by commanding officer Cullum, whereas later aircraft arrived with the nose art already applied. Chuggar can refer to the engines chugging, or drinking beer. That this name was approved for one of the first 13 aircraft reflects an amusing spirit. The pilot was Bruce, and co-pilot Ecklund, so one of them probably named it.

July 23, 1943, Award Ceremony, and August 2 Decoration Day

Goldstein had the photos below of the July 22, 1943, award ceremony. He wrote on this day: "Well I had a big day today. I saw the general, and he pinned a medal on my chest. About twenty-five officers and men got a little trinket to start a collection with. It was the Distinguished Flying Cross that he pinned on me, and I'm very damn happy and proud. We had pretty elaborate ceremonies considering the place, and it was all pretty impressive." This is at the Tontouta camp location at right (ref: NOAA) showing the sun direction. The ~30° sun height indicates it is ~9 a.m.

He wrote August 3, 1943: "We had another good day yesterday – 'Decoration Day.' Brass band, photographers, and I got another medal. The Air Medal this time. I saw the pictures [below] they took the day I got the D.F.C., and if they print any of those I'm sure you won't be so proud. They are lousy." The photos on page 332 are therefore the August 2 ceremony. Fifty-one men in total received the DFC, so the DFC was awarded to men in the August 3 ceremony, too.





Goldstein Jacket

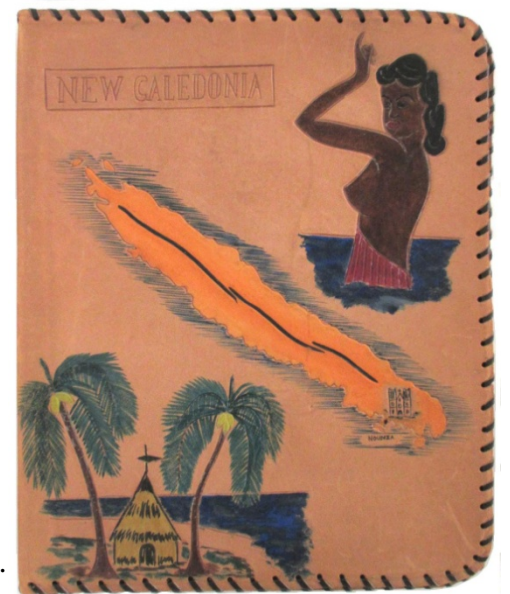
Goldstein's daughter Amy has her father's original flight jacket. It was in good shape, with a good lining. Interesting points were:

- As shown above left, the squadron patch fits perfectly between the name plate and the pocket, so this distance is probably what determined the size of the patch.
- The label, above, shows the drawing number is 30-1415; the book (page 80) left out the dash.
- The contract number is AC-27753, different from Duffy's AC-23377, which also stated the manufacturer. These were made by at least 14 different companies.
- Above the name plate is a white stencil of the Air Crew wings, also shown above. These were worn by enlisted men who were air crew, i.e. the crew chief and radio operator.
- Names on the jackets were stamped on a separate piece of leather and this was sewn on, as shown at right. Goldstein's jacket has the name plate removed. This may be due to the requirement that radio operators turn their jackets in May 5, 1943 (page 230), and the name may have been removed at that time, and not sewn on again when he got it back.



Goldstein Leather Portfolio

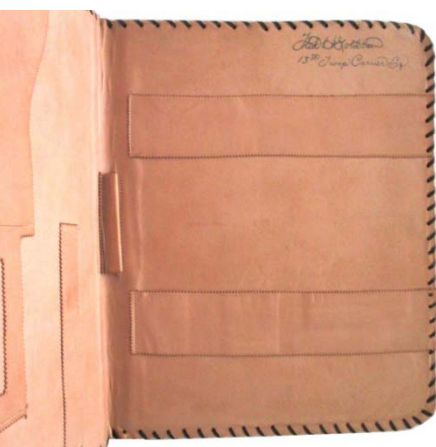
Fred also had the leather portfolio shown at right. The inside had a place for business cards, a pen, and paper, as shown below left; it was in perfect condition. Fred had signed it. Amy presented this to me, for an eventual Thirsty 13th museum, or a museum in New Caledonia.



Goldstein Medals

Goldstein had the medals shown below – the DFC received in the ceremony on the prior page, with one Oak leaf cluster, the Air Medal with one oak leaf cluster, and the Good Conduct Medal.

Fred passed away at 67 years old in 1989 due to an aneurysm while playing golf at the Doral Country Club. He is shown below right at 55 years old. *Thank you, Fred, for keeping all these great photos and items.*



b. 1944-45: Items from Pilot Arthur Golomb

On April 30 I visited 13th TCS pilot Art Golomb, and he said his wife recently found his logbook, in which he wrote down all of his flights. This is rather rare. Most men let Operations keep track of their flights, and the official logbook listed only the dates and hours. Golomb also recorded the destinations, whether pilot or co-pilot, time on instruments, and when flying at night. His entries are summarized below and show many interesting details. He had:

- Two flights from Los Negros all the way back to Espiritu Santo (9/7/44, 9/25/44).
- Two flights from Biak to Guadalcanal, and the Russell Islands (10/28/44, 4/24/45).
- Two flights to Australia (10/2/44, and 7/23/45).
- Four days of “drop missions”, all from Lingayan (page 686, 7/31-8/3/45).
- “Shuttle” flights to Malabang (page 646), shown at right (6/19,22,23,30).
- Local flights for instrument training (under a hood without looking outside, as if in a cloud), in the C-47 and the C-46D, in which he became certified.
- One flight to Okinawa, and one to Japan.

June		
22	Malabang Shuttle	
23	Mal shuttle to Bk.	
29	Bb. Mor. Dulag	
30	Malabang Shuttle	

Logbook of 13th TCS Pilot Arthur A. Golomb

Notes	September '44	October '44	November '44	December '44	January '45	February '45
1. Flights are color-coded by the furthest destination.	1	1	1	1	1	1
2. Colors indicate increasing danger or proximity to Japan as follows:	2	2	2	2	2	2
	3	3	3	3	3	3
	4	4	4	4	4	4
	5	5	5	5	5	5
	6	6	6	6	6	6
	7	7	7	7	7	7
	8	8	8	8	8	8
	9	9	9	9	9	9
	10	10	10	10	10	10
	11	11	11	11	11	11
	12	12	12	12	12	12
	13	13	13	13	13	13
	14	14	14	14	14	14
	15	15	15	15	15	15
	16	16	16	16	16	16
	17	17	17	17	17	17
	18	18	18	18	18	18
	19	19	19	19	19	19
	20	20	20	20	20	20
	21	21	21	21	21	21
	22	22	22	22	22	22
	23	23	23	23	23	23
	24	24	24	24	24	24
	25	25	25	25	25	25
	26	26	26	26	26	26
	27	27	27	27	27	27
	28	28	28	28	28	28
	29	29	29	29	29	29
	30	30	30	30	30	30
	31	31	31	31	31	31

Japan
Okinawa
Philippines
Morotai
New Guinea
N. He. Guad. N. Sol
Australia
Off or work in camp

3. Non-flying days might still have had assigned duties such as Officer-of-the-day.

4. "Inst. Training" is training by flying on only instruments without looking outside, to simulate being in a cloud.

August '44
Based in Los Negros ("Doti")
28 3:45 Doti-Wakde
29 5:05 Doti-Noemfoor
30
31

March '45	April '45	May '45	June '45	July '45	August '45	September '45
1 7:15 Biak-Holl-Mor	1 8:05 Biak-Holl-Mor	1 11:00 Tc-Mal-Tc-Mal-Mor-Bk	1	1 7:45 Unspecified	1 9:30 Lingayan Drop	1 6:40 Biak-Mor-Dulag
2 12:20 Mor-Sam-Tan-Mor-Biak	2 3:20 Mor-Biak	2 2:00 C-46D Inst Training	2 10:35 Bk-Hol-Lae-Biak	2 7:10 "	2 7:50 "	2
3	3	3	3 8:10 Biak-Mor-Biak	3	3 9:35 " - Dulag	3 1:00 Local C-47B Practice
4	4	4 1:00 C-46D Co-pilot Train.	4	4	4	4
5	5	5 2:30 C-46D Training	5 0:45 C-46D Day Cp Train.	5	5 0:40 Dulag-Cebu	5 0:40 Dulag-Cebu
6	6	6	6	6	6 0:55 Cebu-Dulag-Samar	6 0:55 Cebu-Dulag-Samar
7	7	7 3:45 C-46D Co-pilot Train.	7	7 8:00 Unspecified	7	7
8 2:30 Day + Inst. Training	8	8	8 3:05 C-47 Day Training	8 6:05 "	8 0:25 Samar-Dulag	8
9 1:45 Local Inst. Training	9	9	9 3:35 C-46 Day Training	9 8:50 "	9 0:50 Dulag-Samar-Dulag	9
10	10 4:10 Biak-Mor	10	10	10 6:25 "	10	10
11 2:20 Local Inst. Training	11 9:10 Mor-Dulag-Mor	11 7:50 Biak-Mor-Dul	11	11 7:40 "	11	11
12 1:45 Local Inst. Training	12 3:30 Mor-Biak	12 8:10 Dul-Palaw'n-Zam-Mor	12	12 9:05 "	12	12 2:45 Dula-Panay-Dulag
13 7:25 Biak-Mor-Biak	13	13 8:15 Mor-Middle-Bk-Hol-Bk	13	13 8:00 "	13	13
14	14	14 8:45 Biak-Mor-Palawan	14	14	14	14
15	15 7:00 Biak-Mor-Biak	15 8:45 Palawan-Mor-Biak	15 2:15 C-47 Day Training	15 2:00 C-46D Nt. Training	15	15 4:50 Dulag-Clark-Laog
16 1:10 Local Inst. Training	16 6:30 Biak-Holl-Biak	16 8:45 C-46D Nt. Cp Train.	16	16	16	16 5:05 Laog - Yontan
17 1:50 Local Inst. Training	17 8:35 Biak-Mor-Palawan	17	17	17 0:30 C-46D Day Training	17	17
18	18 2:55 Palawan-Dulag	18 6:25 Biak-Mor-Zambo	18 7:55 Biak-Mor-Dul	18	18	18
19	19 4:20 Dul-Malabang-Zambo	19	19 8:40 Malabang Shuttle	19 1:00 C-46D Day Training	19 6:35 Dulag-Okinawa	19 5:35 Yontan-Tachi-Atsugi
20 1:00 Local Day Training	20 6:20 Zambo-Mor-Biak	20	20 0:15 Local (Dulag)	20	20 7:30 Okinawa-Dulag	20 5:15 Atsugi - Yontan
21 1:45 Local Inst. Training	21	21 9:35 Di-Ceb-Neg-Pan-Zm-Lib	21 9:35 Di-Ceb-Neg-Pan-Zm-Lib	21	21	21 6:35 Yontan - Dulag
22	22 1:50 Local in C-46D	22 10:25 Malabang Shuttle	22 10:25 Malabang Shuttle	22	22 7:35 Dul-Mor-Biak	22 to 30
23	23	23 6:25 Biak-Mor-Zambo	23 11:00 Mal Shuttle, Biak	23 11:00 Bk-Higgins-Towns-Rck	23 8:10 Biak-Mor-Dul	
24 5:25 Biak-Mor	24 10:35 Bk-Fins-Canal	24 3:15 Zambo-Mor	24	24	24	
25 11:15 Mor-Pal-Mor	25 5:15 Canal-Finsch	25 6:50 Mor-Tan-Dul-Palawan	25	25	25	
26 11:00 Mor-Pal-Mor	26 6:20 Finsch-Biak	26 12:10 Pal-DI-Mal-Zam-Mr-Bk	26	26	26 7:20 Dul-Mor-Biak	
27 11:15 Mor-Samar-Mor-Biak	27 8:00 Biak-Mor-Dul	27	27	27 7:35 Biak-Mor-Dul	27	
28	28	28	28	28 10:45 Rocky-Higgins-Biak	28	
29	29	29	29 8:35 Bk-Mor-Dulag	29	29 7:25 Biak-Mor-Dulag	
30	30	30	30 6:20 Malabang Shuttle	30	30 Now based in Dulag	
31	31	31	31	31 9:10 Lingayan Drop, hit	31 8:05 Dul-Bor-Biak	

October '45
1 4:00 Local C-47 Practice
2 to 3
4 1:55 Dulag-Negros
5 to 31

November '45
3 4:00 Local C-47 Practice

Destination	Instrument			Day		Night			Total		
	Hrs	Min	%	Hrs	Min	Hrs	Min	%	Hrs	Min	%
Guadalcanal, ES	17	25	25%	50	50	1	30	2%	69	45	7%
New Guinea	6	40	4%	139	5	6	35	4%	152	20	15%
Included Morotai	40	45	8%	477	50	16	20	3%	534	55	54%
Philippines	3	20	2%	118	25	10	0	7%	135	45	14%
Okinawa, Japan	5	15	20%	20	40	0	0	0%	25	55	3%
Australia	0	0	0%	19	25	5	10	21%	24	35	2%
<u>Training</u>	<u>14</u>	<u>5</u>	<u>28%</u>	<u>28</u>	<u>20</u>	<u>2</u>	<u>55</u>	<u>6%</u>	<u>50</u>	<u>10</u>	<u>5%</u>
Total	87	30	9%	854	35	42	30	4%	993	25	100%
Total ex. Training	73	25	8%	826	15	39	35	4%	943	15	

The Golomb flight log included other interesting details, that he:

Overall Activity

- Logged 993 hrs 25 min. in the 13th.
- Average 75.0 hrs/mo. (9/44-9/45).
- Flew on 164 of 402 days, or 39% of the total days.
- Logged 4 hours, the minimum to get flight pay for a month, on 10/1/45 and 11/3/45.
- Logged 54% of his hours on flights thru Morotai; 15% in New Guinea, 15% the Philippines.

Promotion to First Pilot

- Flew as a co-pilot for 7 months, before becoming first pilot.
- Received 8 days of training, including on instruments, in the 14 days before promoted.
- Flew 36% of days when he was a co-pilot (73 of 205, 8/28/44-3/21/45), but after promoted to first pilot flew 49% of the days (89 of 181, 3/24-9/21/45); *he was a key 1945 pilot.*

Night Flying

- Logged 42.5 hours of night flying, being 4.3% of his total.
- Logged his first night flight time on a roundtrip from Morotai to Palawan 3/25/44.
- Flew 16 of his 42 night hours to or from Morotai, 10 in the Philippines, 6 in New Guinea, 5 flying to or from Australia, 2 in training, and 1 flying to or from Espiritu Santo.
- Flew 21% of the flight hours to Australia at night. Other destinations had 2%-7% night.

Instrument Time

- Logged 87.5 hours of instrument time; 73.5 hours on missions, 14 hours during training.
- Logged 28% of all training time for instrument training.
- Logged 25% of the hours back to Guadalcanal and Espiritu Santo as instrument flying, 8% of the hours to Morotai, 4% to New Guinea, and 2% in the Philippines.

C-46

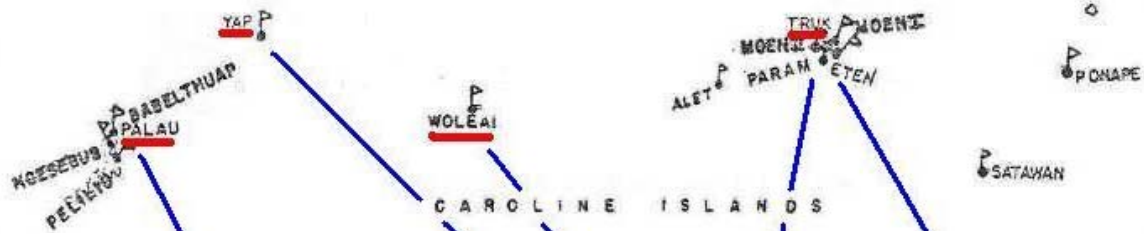
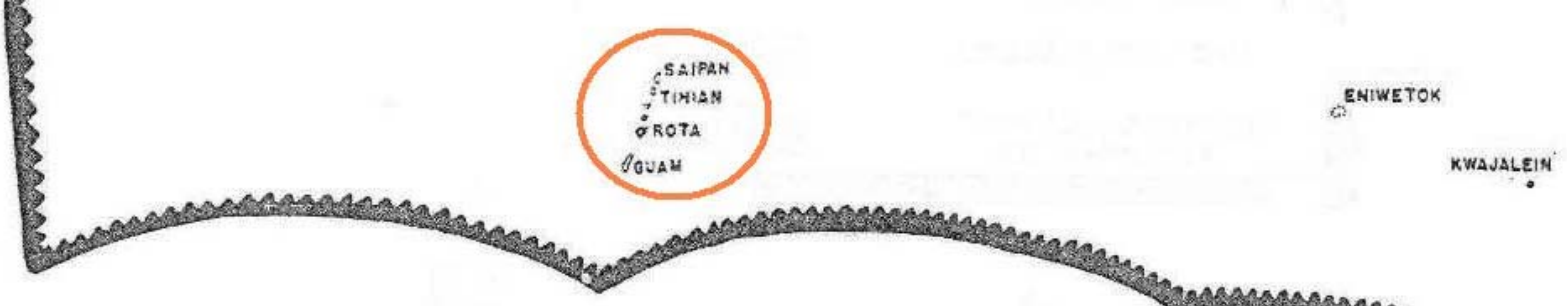
Summary of 13th TCS Pilot Arthur Golomb Flight Log Time in a C-46D

Destination	Instrument		Day		Night		Total	
	Hrs	Min	Hrs	Min	Hrs	Min	Hrs	Min
Included Morotai	0	45	17	25	0	0	18	10
Philippines	0	30	19	20	1	15	21	5
Okinawa, Japan	4	75	20	40	0	0	25	55
Australia	0	0	6	50	5	10	12	0
<u>Training</u>	<u>2</u>	<u>45</u>	<u>9</u>	<u>35</u>	<u>2</u>	<u>55</u>	<u>18</u>	<u>50</u>
Total	9	15	73	50	9	20	96	0

- Trained in the C-46 for three months (4/22/45 to 7/17/45).
- Required 19 hours training before signed off: pilot day 3h 35 min; pilot night 2h; co-pilot day 6h; co-pilot night 55 min; instruments 2h 45 min, Qualified Dual 1 hr 45 min.
- Logged 77 hours in the C-46 after signed off, on 16 days, being 26 hrs to Okinawa or Tokyo; 21 hours in the Philippines; 18 hours to Morotai; and 12 hours Australia.

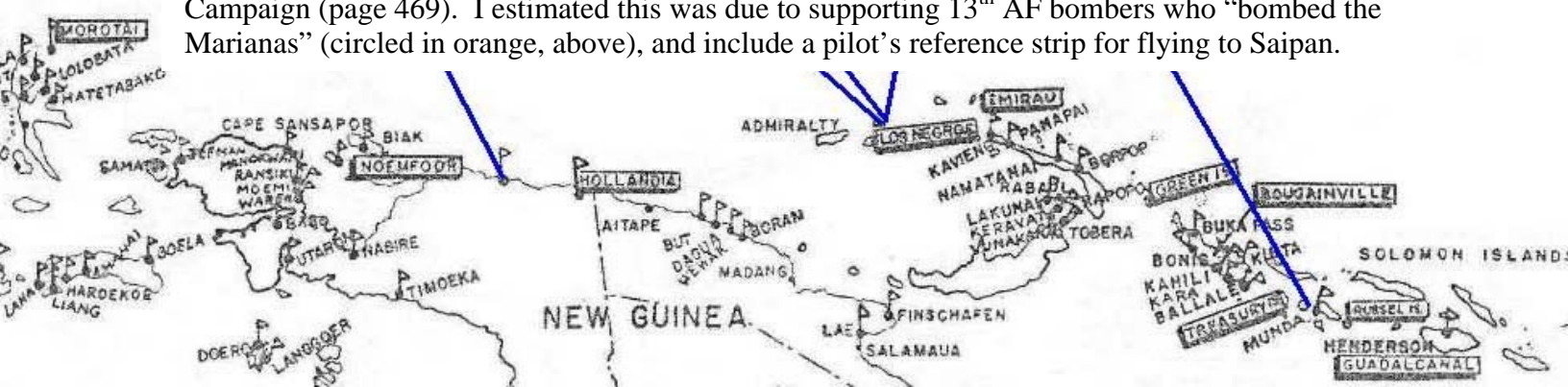
Other

- Flew only 3 days (10/14-16) of the 16 days (10/4-19) while based at Wakde (page 487).
- Landed at Owi off of Biak on 10/21-23 (pages 472 and 555).
- Spent the night at Noemfoor on November 6-11, 1944, and maybe through November 30.
- First landed in the Philippines 1/18/45. For his 16 flights from Biak to the Philippines, 11 landed first at Dulag, 2 at Samar, and 1 each at Tacloban, Tanauan, and Zamboanga.
- Said the Bob Hope show he saw in the Admiralties was held at the air strip.
- Stated “When we first arrived at Nadzab they asked us if we wanted to go the Fifth AF, and would be flying B-24s and B-25s, or the 13th AF to go into Troop Carrier. In those days you wanted to be a pilot, and the airlines flew DC-3s, so I chose troop carrier.”
- [Art also mentioned that I misspelled his last name throughout the book as Golumb, yikes! My deepest and most sincere apology to Art Golomb, and to all of his relatives and friends.](#)



c. 1944-45: Items from Pilot Rufus Wysong; Western Pacific Campaign

The Honorable Discharge papers for several squadron members list the Western Pacific Campaign (page 469). I estimated this was due to supporting 13th AF bombers who “bombed the Marianas” (circled in orange, above), and include a pilot’s reference strip for flying to Saipan.



Wysong had a write-up titled: “The United States Strategic Bombing Survey, The Thirteenth Air Force in the War against Japan, Military Analysis Division, September 30, 1946,” with the map above. The saw-toothed line is the range of 13th AF bombing, so the 13th AF did not bomb the Marianas, which has a southern end of Guam, or Saipan. Rather, the 13th TCS supported the 13th AF when it bombed the islands underlined in red, to prevent enemy bombers from taking off and attacking Allied ships en route to the Marianas, Palau, and other areas.

This report states: “Truk, Woleai, Yap, and the Palau Islands in the Carolines formed a large part of the outer defensive ring flanking approaches to Japan and the Philippines. The Caroline bases formed links connecting the Philippines, the Marianas, and the Marshalls, that gave Japanese airpower greater flexibility in meeting Allied threats. Truk and Palau were perhaps the most important links.” The 13th AF bombers flew the following missions against the Caroline Islands:

- March 29 to April 2, 1944: Truk, flying from Munda, to protect Navy going to Palau.
- April 18 to May 1, 1944: Woleai, from Los Negros to protect Navy going to Hollandia.
- May 28 to June 19, 1944: Truk and Yap from Los Negros to support the Saipan invasion.
- July 3 to 23, 1944: Yap from Los Negros, for invasion of Guam 6/20, Tinian 6/23.
- August 2 to 10, 1944: Yap from Momote.
- August 25 to Sep 5, 1944: Palau from Wakde.

The Western Pacific Campaign had dates for the air war of April 17, 1944, to September 2, 1945. Men who received battle credit for it in 1945 may have earned this by flying supplies to Palau.

13th Air Force Additional Background

In reading the aforementioned article from Wysong about the 13th Air Force, for which the 403rd TCG was the only transport unit, and the 13th TCS the leading troop carrier squadron, I learned interesting additional details.

- The 13th TCS probably had the top Air Force role at Guadalcanal, the Pacific War's turning-point battle. During the critical month of October, the only US Army Air Corps participation was: a) the 67th Fighter Squadron with 14 P-39 variants and a ground echelon arrived August 22, 1942, and mostly supported the ground troops (but many of their aircraft were probably destroyed), and b) the 13th TCS brought in critical supplies.
- The 13th Air Force was the idea of the U.S. Army's Commanding General of the South Pacific based in New Caledonia. He found it impossible to be responsible for the Army air units, which were under the Navy commander based in Espiritu Santo. In November 1942 he recommended to the U.S. Army Chief of Staff that a new air force be formed, and open a headquarters in Espiritu Santo where it could coordinate with the Navy.

A War Department letter December 14, 1942, authorized the activation of the Thirteenth Air Force, and it was activated January 13, 1943. The headquarters was adjacent to the Navy commander in Espiritu Santo. Tactical and service units were assigned to it, but the Navy directed the tactical units, and the Island Commanders initially controlled the Army's service units, so the new air force was purely for administration. Personnel had to come from sources already under the U.S. Army's Commanding General's control, so no new personnel were sent over. The 13th AF did get control over the service units in mid-1943 when the XIII Air Service Command was activated, but did not get control over the aircraft until moving into the Southwest Pacific area one year later.

- Japan still made significant attacks on Guadalcanal in 1943. On April 7, 1943, 50 Japanese bombers escorted by 48 fighters made a night attack on shipping off Guadalcanal, and lost 37 planes. On June 7, 12, and 16 Japanese bombers with fighter escort bombed Henderson Field. Cole on page 339 wrote he spent the night there June 7 and all was quiet, but may have arrived after the bombing.
- 13th Air Force bombers were at the front lines all the way to the Philippines. 13th Air Force bombardment squadrons, supported by the 13th TCS when necessary, bombed:
 - Munda, then Vila on Kolombangara, and Kahili, Buka, and Ballale on Bougainville (page 362) in mid-1943 to support the Allied landing at Empress Augusta Bay.
 - Rabaul from December 23, 1943, until the end of March 1944, to aid the invasion of Green Island and the Admiralties.
 - Aitape in New Guinea on April 22, 1944.
 - Biak from May 4 until May 27, 1944, up until 3 minutes before the infantry hit the beach. The 13th AF was the primary assault AF, and the 5th AF had a supporting role.
 - Noemfoor, from June 30-July 1, after the Fifth AF. The Allies went ashore July 2.

I thought the Fifth Air Force went ahead in New Guinea, and the 13th AF followed, but the 13th AF was together at the front lines with the Fifth AF throughout the Southwest Pacific, and the 13th TCS helped move 13th AF bomber units up to their forward bases.



d. 1945: Items from Pilot Hank Zarek

On May 2 I visited 13th TCS pilot Hank Zarek. He – and he alone in all of my research – had the photo above of Operations at Dulag. On the left is estimated to be the Orderly Room (page 706).

The layout at Dulag of the officers' area (page 705) has always been a bit inexact. Zarek indicated, as did Golomb, that a river was behind his tent, and the photo at right shows behind Zarek's tent an area likely including the curved stream east of the camp at Dulag.



Zarek's logbook entries are reformatted below. He was at Hickam in Honolulu March 5-14, 1945, and the next logbook entry is April 7, 1945, and so he is estimated to have joined the 13th TCS in late March 1945. Despite being an instructor in the U.S., similar to all who arrived he first flew as a co-pilot in the squadron. He did not record the destinations, but based on the hours he logged the flights are estimated to have been to New Guinea, Morotai, and in the Philippines.

Zarek flew a lot initially, but then broke his nose and was grounded. After the June 17 flight he mostly flew the four hour minimum to get flight pay each month. Overall in the squadron he logged 192 hours and 35 minutes.

Logbook of 13th TCS Pilot Hank Zarek

April '45	May '45	June '45	July '45	August '45	September '45	October '45
1	1 3:55	1	1	1	1	1
2	2 3:55	2	2	2	2	2
3	3 2:35	3	3 4:10 Probably ft pay min.	3	3	3
4	4 4:00	4	4 Grounded for nose injury	4	4	4
5	5 3:30	5		5	5	5
6	6 3:45	6		6	6	6
7 2:10 Biak landings	7 3:40	7		7	7	7
8	8	8		8	8	8 5:55 Maybe for flight pay
9	9	9		9	9	9 Transferred to
10	10	10		10	10	10 HQ Fighter Command
11	11	11		11	11	11
12	12	12 6:00	12	12	12	12
13 3:50	13	13 7:30	13	13	13	13
14 5:30	14	14 12:10	14	14	14	14
15 5:00	15	15 7:45	15	15	15	15
16 4:00	16	16 9:00	16	16	16	16
17 3:40	17	17 3:20	17	17	17	17
18	18 9:05	18	18	18 4:00 Probably ft pay min.	18	18
19	19 9:05	19	19	19	19	19
20	20 7:50	20	20	20	20	20
21	21 7:35	21	21	21	21	21
22	22 7:30	22	22	22	22	22
23 1:20	23 8:10	23	23	23	23	23
24 2:20	24 9:25	24	24	24	24	24
25	25	25	25	25	25	25
26	26	26	26	26	26	26
27 1:50	27	27	27	27	27	27
28 2:30	28	28 1:00	28	28	28 7:35 Maybe for flight pay.	28
29 0:40	29	29	29	29	29	29
30 7:20	30	30	30	30	30	30
	31	31	31	31	31	31

Notes

- Flights are color-coded by the furthest destination as follows:

Philippines
Morotai
New Guinea
Local Training
Off or work in camp
- Non-flying days might still have had assigned duties such as Officer-of-the-day.
- Pilots were required to fly four hours per month to be eligible for "Flight Pay," a 50% bonus.

Tontouta Air Base
New Caledonia
April 24, 1943

e. Other Additional History

1943: Temporary Relocation of 13th TCS Line to Runway 11

In looking closer at the aerial photo at right of Tontouta Airbase, I was surprised to notice no C-47s in the 13th TCS's original line area, and three by Runway 21. The relocation to Runway 21 is pictured on page 260, and this is the location of Chuggar on page 3 herein. This aerial photo is April 24, 1943. Ummel wrote in his diary May 9, 1943, "Moved our line to other runway," which I assumed meant the move to this temporary location, but it now seems May 9 is the date they moved back to the original line.

13th TCS Line
Temporary

13th TCS Line
Original

1943-44: New Hebrides Mess Hall

In reviewing photos, I found that below from the Korty Collection, of Squadron Street in New Hebrides, looking in the same direction as that at the top of page 377. This time I noticed the long building on the left, which is the mess hall. This confirms the location estimated on page 372.



1945: Golomb Fat Cat Run

Golomb had the order at right dated 7/22/45 that he made a run to Rockhampton, Australia, for food (page 677) with co-pilot Ford, navigator Sennholtz, crew chief Geuther, radio operator Sunderman, and "Provision NCO" mess cook Melton (passed away April 9, 2015).

22 July 1945.

authority contained in Thirteenth Air Force Regulation, named Off and EM, 13th Troop Carrier Squadron, APO 920, as most direct route to Rockhampton, Australia and such may be necessary for the purpose of transporting cargo and return to APO 920, c/o Hq, San Francisco, California upon we directed mission:

PILOT: 1st Lt. GOLOMB, ARTHUR 0833520
 NAVIGATOR: 2nd Lt. FORD, ALBERT 0770527
 CREW CHIEF: 2nd Lt. SENNHOLTZ, ROBERT A. JR 02078459
 RADIO OPERATOR: S/Sgt. Geuther, Walter J. 12038692
 PROVISION NCO: Sgt. Sunderman, Izrey E. 38509701
 T-1 via C-46 airplane number 44-78470

Golomb's logbook indicates he flew from Biak to Higgins Field, now referred to as Bamaga Airfield, or Northern Peninsula Airport, at right. This is the first I learned of the 13th TCS landing at this airfield. From there they flew to Townsville, and on to Rockhampton, as also shown at right. They flew on a C-46, and the order provides a new C-46 serial number: 44-78470. He previously made such a provision run to Rockhampton, Australia, October 2-4, returning to Wakde.

Other orders stated he had rest leave in Sydney January 1-10, 1945, and on the way to and from Tokyo September 15 he landed in Okinawa at the Yontan Airfield.





2. History-Related Activities

a. 1941-1942: Drew Field Today

The squadron's second US location, after Dayton, Ohio, was Drew Field, in Tampa, Fla., from July 13, 1941, to May 25, 1942. The airfield later became Tampa International Airport, and the base area, on the east side of the airport, was named Drew Park. The eastern side of Drew Park in 2015 includes the New York Yankees spring training stadium, and across the street is the Tampa Bay Buccaneers football stadium. On May 4, 2015, I visited the area, and sought to find traces of the Thirsty 13th.



Above right is the location of the original barracks (page 8), now a parking lot for a business which appeared to be getting a new tenant. The sidewalk (not yet in the inset photo) and road were still there. If one goes to the far end of the parking lot above right, the view is as shown below that, and the hangar the squadron used, visible in the inset, was where shown in red.



Harp on page 8 stated that when Pearl Harbor was bombed, he was at the base theater waiting for the afternoon movie to begin. The theater above right, which was an estimated ten blocks north of the barracks, is said to have been this base theater. The front steel frame has been added. From inside one can see the projection booth, which was in the upper protrusion. The seating area is now divided into theaters on the left and right, and a wall halfway to the stage closes off the stage half for another business. The cement floor, sloping down, is original.

Online I found the "Drew Field Echoes" first newspaper, and it has an article about the history of the field, with excerpts: "The property was acquired by the city of Tampa in 1928 for the purpose of establishing a municipal airport. [It was] sand covered over with a sparse growth of palmetto scrub. In January 1941 the United States government took over and plans were laid for the militarization of the site. The official Log Book [recorded]:

- "Jan 16, 1941 Capt. J.C. Hardwick arrived [with] 31 men, half for guard duty.
- June 12, 1941 3rd Interceptor Command arrives – it trained fighter organizations.
- July 2, 1941 2nd Sig. Co, (OPN) (AW)
- July 12, 1941 13th Transport Squadron arrives**
- August 18, 1941 Ceremonies celebrating the starting of work on the runways were held.
- Dec. 14, 1941 1700 enlisted men arrive from Camp Wheeler (3 train loads)."

The 13th TCS was the first flying unit at what is now Tampa International Airport, arriving seven weeks before paving the runways began.



Clearwater Beach

While the 13th TCS was based at Drew Field, for recreation they went to Clearwater Beach, and Everingham’s Pavilion, pictured at right in September 1941 (page 10). This pavilion is pictured above left (from the Clearwater Historical Society). Above right is a Google Map image of the area in 2015, with the main roads highlighted in yellow. This indicates the west wall of Everingham’s was where the west edge of the parking lot is now. There is now an attractive pedestrian path, shown at right, between the parking lot and the beach.



The beach in the earlier photo seems to end near the blue line above right. I spoke to someone from the historical society who said sand had been added.

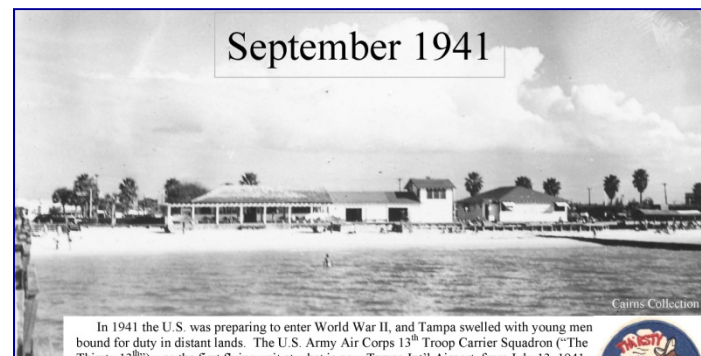
The building on the new “Pier 60” (named for route 60 which ended at this) is a 24-hour bait shop. The manager “TJ” told me he has long been interested in the history of the pier, showed me a folder with photos of the 1970s pier, and said he has always wanted a photo of the original pier. It was not built at the time of the above left photo. Even the Clearwater Historical Society did not have such a photo, but wanted one, and May 27, 2015, is the town’s 100th anniversary.

We have photos of the pier (p. 10) thanks to Cairns.

I told the bait shop manager I might be able to share a photo of the pier, but would want a write-up about the Thirsty 13th to go with it, and he agreed.

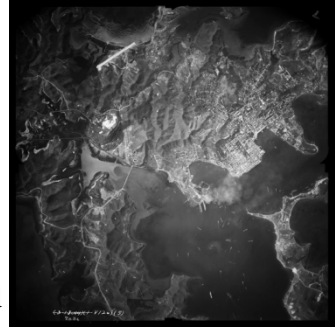
Cairns’ daughter Sue was kind to mail me the originals of the photos at the top and bottom at right, so I could get better scans of these, and allowed me to share these. I phoned one of Harp’s relatives for the middle two photos, and made the page at right.

Hopefully this will be on display in the bait shop on Pier 60 in Clearwater Beach, 20 miles west of Tampa, Fla., remembering the Thirsty 13th.



b. 1942-43: Photo Scans Donated to New Caledonia

In January Marcel Claude in New Caledonia alerted me that an aerial photo I had of the Tontouta camp and airfield was part of a series, and mentioned New Caledonia used to have prints of the full series, but they had been lost or damaged, and wondered if I could find the complete set. As mentioned in the April update, I hired a National Archives researcher, and she found the complete set, which led to the finding of the Dumbéa camp location and possible go-ashore area in Nouméa. As thanks to Marcel for letting me know about this photo sequence, and his other help, and, I ordered scans of 135 photos in the sequence, including that above right, and gave these as a gift to New Caledonia. Marcel wrote:



Bonjour Seth,

I say THANK YOU, it is a gesture that greatly affects me and will move many people in our island. I beg you to believe that this is a great gift that will stay in the history of New Caledonia for the inhabitants of our island, who are very attached to the presence of the American Armed Forces in the Pacific War, and have great respect for these young Americans who gave or risked their lives to defend the FREEDOM and New Caledonia.

For the submission of the photos to the Government of New Caledonia, we will organize a meeting with the President of the Government of New Caledonia, and will show him your book.

I go to prepare a letter on behalf of our association, the ATUPNC, which is charged by the government of New Caledonia to organize and manage the Penal Colony Museum, and our association work, to keep alive the memory of our country and especially in the period of the Second World War with the presence of American forces, which increased New Caledonia in the modern era. Thank you for your donation and your help to make live the history of our island.

Amities, Marcel

I had photos taken of 170 negatives on each of seven more cans of rolls of National Archives aerial photos of New Caledonia, and shared these roughly 1,200 photos as well with Marcel. I ordered scans of 24 of these negatives, and will share them in an upcoming newsletter.

c. Book Distribution Update

Several members responded to the last email with additional purchases of the book. The family of Karl Peters purchased five books, and sent a check for \$500, including a substantial donation. Thank you, Karl and Brent! The family of Allen Stoltzmann ordered eight books, for children and grandchildren graduating from high school or college – thank you Dave! It is great to get the future generations interested. The son of Emil Korty, who contributed 52 photos for the book, ordered two books; thank you Brian. The daughter of Jacklin ordered another book. This is 16 books in all – many thanks.

Of the 96 books donated to Fortunes de Mer last year, 24 have been distributed, many to senior people in New Caledonia aviation: the head of Tontouta Air Base; the head of civil aviation, and four others from Civil Aviation; six members of the historical association AFDMC, including the President and President of the Maritime Museum; the NC aviation Association President, who works in Aircalin Ops; a transport pilot; four other aviation enthusiasts; the head of a proposed WWII Museum in Espiritu Santo, and five to government agencies.



3. Members and Relatives

a. Five Visits in Florida

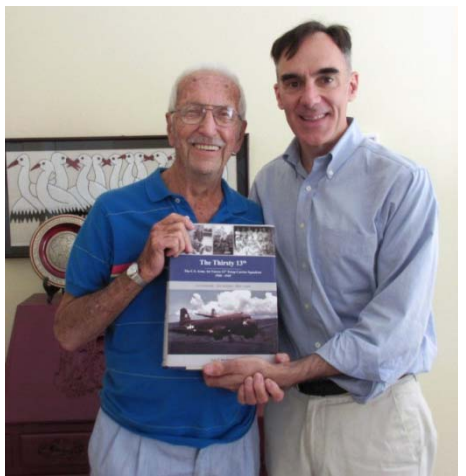
On Thursday, April 30, 2015, I flew to Miami, and drove to visit **1944-45 pilot Art Golomb**, pictured above left. He was great to be waiting for me outside, and to walk me to my car afterwards. His wife, Beatrice, provided cheese and crackers, and had found his logbook; she was wonderful. I asked Art many questions and loved hearing more stories about the squadron.

On Friday morning I drove to Lake Worth, Fla, to visit with the daughter Amy, pictured above, of **1942-43 radio operator Fred Goldstein**. She treated me to breakfast, let me scan all her father's items, and gave me the leather portfolio he had preserved for 75 years. Her son, Brian, above right, is the one who found the website in December 2011 and put me in touch with Amy. He drove back from law school where he was studying for exams to meet me, which was great of him. They let me wear Fred's jacket, which was a thrill. Thank you for everything, Amy!

Friday afternoon I met the daughter **1942-44 crew chief Andrew Rapp**, Trish Rapp, below, who in 2012 shared a critical flight log for Eleanor Roosevelt's second flight with the squadron – she is the only one in the squadron who has this. In 2013 she delivered books to museums at Sun 'n' Fun and Fantasy of Flight, to try to help with the distribution. We had a delightful lunch.

On Saturday, May 2, I was thrilled to for the first time meet **1945 pilot Hank Zarek**, below, center. We met at a diner in Homosassa, Fla, an hour north of Tampa. He treated me to the biggest and best-tasting omelet I ever had, and then I followed him in my car back to his house to scan some items and record his great stories.

That afternoon I drove west to Lake Panasoffkee to meet Rufus Wysong IV, who goes by Pepper. I held **1944-1945 pilot Rufus Wysong III** in such high regard I put his photo on the back cover of the dust jacket, and it was a thrill to meet #4. I learned there is a Rufus #5 and #6. He lives right on this lake in a house that has been in the family since his father was in WWII. It had been a busy three days, and I didn't want to rush off again, and Pepper, let me visit from 3:30 until 9 p.m., and his wife treated me to dinner overlooking beautiful Lake Panasoffkee.



b. Losses in Action

1942-43 Armorer Edwin Waller

On April 21, 2015, I received an email from George Waller that his father, Edwin A. Waller, passed away February 8, 2015. He was 94.

Ed is estimated to have joined the squadron in September 1942. He provided nine great stories about life in the camp in New Caledonia, and said about the Kingdom of Neptune ceremony on the ship going over: "We'd laugh at the other guys, and the other guys would laugh at us; that's all that mattered." I had wondered if this ceremony was a bad experience for the men, so always appreciated Ed saying that it was for fun and to make the young men laugh.

Ed said there was an announcement on the bulletin board in the Tontouta camp around April 1943 that men could interview to return to the U.S. for training to become a bombardier, navigator, or pilot, and "at least 50 from our squadron," including officers, and over 200 total from the island interviewed. They would "then go in front of a bunch of officers and they ask what kind of education you have, ask us why we would like to be a bombardier, navigator, or a pilot." Ed left around May 1943, to go to navigator school, and graduated in November 1944 from Hondo, Tex. He was dual rated as a pilot and navigator. My dad was a navigator, and came back in July 1943 to go to pilot school, and so may have responded to the same announcement.

Ed lived in Pine Bluff, Arkansas, and I wish I had taken the time to meet him. Thank you, Ed, for your service to the country in World War II, for helping make the 13th Troop Carrier Squadron a great unit, and for helping record the squadron history.

1945-46 Pilot Darrel Huston

On April 25, 2015, I received an email from Ginger Huston that her father, Darrel Dean Huston, passed away in January 17, 2015. He was 94.

Darrell provided a great story on page 722, which the index unfortunately failed to index to his name. He looked great at the November 2011 pilot reunion, wearing his Air Force uniform, and a flight jacket. Ginger wrote: "We thank you so very much for the book, and for the wonderful reunion trip. It all meant so much to Dad and he loved every minute of it." Thank you, Darrell for your great service to the U.S. in WWII and in the Thirsty 13th.



4. Conclusions

Four families in Florida were wonderful to share items that advanced the squadron history. Drew Field and Clearwater Beach sites were explored. Roughly 1,400 National Archives aerial photo negatives were photographed and reviewed, and high-resolution scans ordered of roughly 200 aerial photos. Book distribution continued. Sadly we lost two more members, Waller and Huston, each 94 years old, but are glad to have known them, and thankful for their contributions.

Thank you for your interest in the Thirsty 13th.

Seth P. Washburne
(212) 289-1506
sethpw1@gmail.com

Parting Thoughts

Karl Peters 95th Birthday Cigar

At right is 1943-44 pilot Karl Peters on his 95th birthday, March 17, 2015, with a cigar and a glass of Canadian Mist. His son Brent wrote: “Dad is slowing down more and more, but still plans on spending his last days on the farm [in Oklahoma, where he grew up]. He wants to die with his boots on, and I’m going to make his wishes come true.”

Try to make it another 10 years, Karl, so you can fly Billie again when it is restored someday!



Thanks received after the last update

Lawrence J. Hickey, International Historical Research Associates, publisher of 4 WWII books:
“Even though the Thirsty 13th isn't one of my 5th AF units, I want to acknowledge the extreme dedication that you have shown in documenting and preserving the history of a unit that otherwise would likely have been nearly forgotten by history. Great kudos to you.”

B.K.: “Thanks again for all your efforts.”

B.P.: “Your book is a real “Historical Monument!”

S.P.: “Thanks for the update, more great pictures and stories as always!”

T.Z.: “This is AWESOME! Thank you so much!”