

March 2016 Newsletter



Dear Thirsty 13th members, relatives, and friends,

In the four months since the newsletter November 22, 2015, more information has been gained about the U.S. Army Air Corps 13th Troop Carrier Squadron, the “13th TCS,” in World War II.

We again have some new email recipients, and so I ask them to please note the Additional History is organized by year, so you can see which areas are applicable to your dad.

To enlarge the PDF to fill the width of your screen, press the CTRL key and the + sign at the same time. Click the hand symbol in the menu bar to make it easier to scroll down.

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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

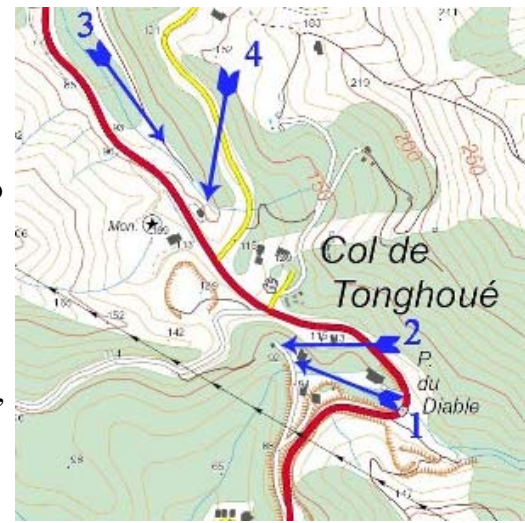
a. 1942: Nouméa - Dumbéa Train Tunnels

If your dad was one of the 169 squadron members on page 184 who took the ship from San Francisco to New Caledonia, then he boarded the train on page 183 for the camp in Dumbéa, and, per Fuselier:

“We had our legs lying over the side, and first thing you know we saw a tunnel coming and someone yelled to pull our feet in, and if you hadn’t pulled your feet in you would have lost them.”

On January 29, 2016, Eric Gavarone, who lives in New Caledonia, emailed me the annotated map at right with these photos. Above is the Tunnel de Tonghoué in the direction of arrow 1 where the train entered. At right is view #3, where it exited. This was about halfway along the Nouméa - Dumbéa route. This tunnel was indeed narrow.

Below is the Tunnel d’Erembéré for which Eric could get closer. This is north of Dumbéa, after the squadron unloaded, but on the same line and in the same design, and is another narrow tunnel.





b. 1944-1945: Photos from the Stentzel Collection

On January 24, 2016, the granddaughter, Stephanie, of Gustave Stentzel, who worked in sheet metal repair, emailed me scans of his photos, all at a high resolution – thank you, Stephanie. There were many new images. The photo above was taken a few moments before the photo on page 452, at right, of the soldiers boarding the plane. This shows #211 had no nose art.

Stentzel had the photo at right of his tentmates in the camp at Biak, in tent E1 referred to on page 539, being Driedger in the top left, Stentzel top right, and the others being Grant, Hall, and Davis. Driedger wrote stories which contributed greatly to the history, including, on page 550 about Stentzel, Grant, and Hall asking him to be a tentmate.

Stentzel had many photos of USO performers, including those below of performers on page 458. The first two are Peggy Alexander, a jazz toe dancer, from the “All American Varieties” USO show. The performer below right is pictured on page 458 with the squadron pennant, and so this photo shows part of her routine.



c. 1945: Radio Operator William H. Hedges Logbook and Short Snorter

On January 11, 2016, I received scans of the logbook and short snorter of 1945 radio operator Hedges from his wife Joanne. The logbook is reproduced below, with highlights on the next page.

Logbook of 13th TCS Radio Operator William H. Hedges, Jr.

Note	February '45	March '45	April '45	May '45
1. Flights are color-coded by the furthest destination. Colors indicate increasing proximity to Japan:				
Off or work in camp				
Australia				
N.He_Guad, N.Sol.				
New Guinea				
Morotai				
Philippines				
Okinawa				
Japan				
December '44				
11 2:05 Hollandia - Biak				
12 ^ The first entry is when he was flown to Biak to join.				
13 No other flights in December				
31				
January '45				
1 to 14				
15 2:45 Biak Local Training				
16 to 31				
1 4:50				
	1 7:15 Biak-Holl-Mor	1 7:15 Biak-Holl-Mor	1	1
	2 10:30 Bk-Darwin-Noem	2 12:40 Mor-Sam-Tan-Mor-Biak	2	2
	3 6:25 Noem-Mor-Biak	3 *these also in Golumb log	3	3
	4	4 8:10 Bk-Noe-San-Mor-Ley	4	4
	5	5 8:10 Ley-Mor-Noe-Biak	5 3:55 Biak-Mor	5
	6	6 7:15 Biak-Mor-Biak	6 4:35 Mor-Leyte	6
	7	7	7 5:50 Ley-Pal-Zamboanga	7 10:30 Bk-Finsch-Guadal.
	8	8 2:30 Training (w/Golumb)	8 6:00 Zam-Ley-Samar-Zam	8
	9	9 5:10 Bk-Forced Biak-Mor	9 6:25 Zam-Mor-Biak	9 4:00 Guadalc. - Kiriwina
	10 7:25 Biak-Noem-Mor-Biak	10 4:20 Mor-Leyte	10 8:40 Bk-Mor-Tanauan-Dul	10
	11 11:00 Biak-Finsh-Biak	11 7:30 Ley-Mor-Biak	11 7:15 Dulag-Mor-Biak	11 9:00 Kiri-Horanda-Finsh-Bk
	12	12 3:35 Biak-Mor	12	12
	13	13 3:40 Mor-Biak	13	13
	14	14 3:35 Biak - Forced Biak	14	14
	15 6:40 Biak-Hol-Horanda	15	15	15
	16 5:45 Horanda-Biak	16	16	16
	17 3:15 Biak-Mor	17	17 3:00 C-46 Training	17
	18 12:45 Mor-Ley-Mor-Biak	18	18	18 7:30 Biak-Mor-Biak
	19 3:40 Biak-Noem-Mor	19 2:05 Biak-Hol	19	19
	20 8:30 Mor-Samar-Mor	20 6:45 Hol-Biak-Los Negros	20 8:25 Biak-Mor-Dul-Samar	20 4:15 Bk-No-Middleburg-Bk
	21 14:35 M-Mindoro-Samar-Bk	21 5:55 Los Negros - Biak	21 8:50 Sam-Zambo-Mor-Bk	21
	22	22	22	22
	23	23	23 0:00 Biak-Mor	23 6:25 Biak-Mor-Zamboanga
	24 7:40 Biak-Mor-Sans-Mor	24	24 10:50 Mor-Leyte-Biak	24 3:15 Zamboanga - Mor
	25 8:45 Mor-Leyte-Mor	25	25	25 6:50 Mor-Tan-Dul-Palawan
	26 3:40 Mor-Biak	26	26	26 12:20 PI-DI-Mal-Zam-Mr-Bk
	27	27 1:30 Biak-Noem-Biak	27	27 *these also in Golumb log
	28	28	28 5:00 Biak Local	28
	29	29	29	29
	30	30	30	30 7:05 Biak-Mor-Biak
	31	31	31	31 6:30 Biak-Mor-Biak
	14 110:35 <Days and Hours/Month	16 90:05	13 81:00	11 77:40

June '45	July '45	August '45	September '45	October '45
1	1	1	1 10:50 Clark-Okinawa-Clark	1
2	2	2 7:30 Biak-Mor-Dul	2 1:40 Clark-Laoag	2
3 7:20 Biak-Mor-Biak	3	3	3 3:45 Laoag-Okinawa	3
4 7:20 Bk-Mor-Mid-Noe-Bk	4	4	4 8:10 Oki-Kadena-Nich-Dul	4
5	5 8:45 Biak-Mor-Tacloban	5 8:50 Dul-Zambo-Mor-Biak	5	5
6 8:10 Biak-Mor-Leyte	6 7:50 Tac-Palowan-Mor	6	6	6
7 8:15 Ley-Malabang-Mor-Bk	7 10:20 Mor-Pal-Mor	7 1:20 Biak Local	7 6:10 Dulag-Biak	7
8	8 10:35 Mor-Pal-Mor	8 9:15 Biak-Dul-Lingayan	8	8
9	9 10:35 Mor-Pal-Mor	9 5:15 Lingayan-Okinawa	9	9 8:15 Dulag-Palawan-Mor
10	10 10:45 Mor-Zam-Mor-Biak	10 9:35 Okinawa-Dulag-Mor	10	10 3:30 Mor-Dulag
11	11	11 5:25 Mor-Zam-Tanauan	11 6:30 Biak-Dulag	11 5:15 Dul-Clk-Nich-Dulag
12	12	12 3:55 Tan-Clark-Nich-Clark	12	12 8:30 Dul-Pal-Zam-Dulag
13	13	13 5:15 Clark - Okinawa	13	13
14	14	14 8:15 Okinawa-Clark-Dulag	14	14
15	15	15 7:15 Dul-Mor-Biak	15	15
16 7:20 Biak-Mor-Dul	16	16	16	16
17 5:55 Dul-Ceb-Man-Dul-Ceb	17	17	17	17
18 4:15 Ceb-Manila-Dul	18	18 8:00 Biak-Mor-Dulag	18	18
19 7:55 Dul-Malabang-Biak	19	19 6:35 Dulag-Okinawa	19	19 9:00 D-Neils-IeShima-Naha
20	20	20 7:40 Okinawa-Clark-Dulag	20	20 11:00 Naha-Neilson-Naha
21 2:45 Biak Local	21 6:25 Biak-Dulag	21 12:50 Dul-Okinawa-Dulag	21	21
22	22 9:15 Dul-Pal-Nich-Sam-Dul	22	22	22 4:00 Naha-Osaka
23 8:15 Biak-Mor-Dul	23 3:00 Dulag-Palawan	23	23	23
24 8:30 DI-Libby-Ley-DelM-DI	24 8:30 Pal-Mor-Dulag	24	24	24 1:30 Osaka - Atsugi
25 6:10 Dul-Nich-Clark-Palaw	25	25	25	25
26 5:55 al-Dul-Bac-Pan-Ceb-DI	26 6:30 Dulag - Biak	26	26	26
27 8:05 Ceb-Neg-Pan-Z-Lib-D	27	27 2:25 Dulag - Clark	27	27 9:45 Atsugi-Naha-Laoag
28 8:45 Dul-Lib-Mor-Biak	28	28 10:25 Clark-Okinawa-Clark	28	28 3:45 Laoag-Clark-Dulag
29	29	29 1:30 Clark-Laoag	29	29
30	30	30 5:30 Laoag-Oki-Yontan	30	30
31	31	31 4:35 Yontan-Clark	31	31 6:20 Dul-Clk-Nich-Sam-Dul
15 104:55	11 92:30	19 131:20	6 37:05	10 70:50

Summary of Hedges's Flights

Destination	Flights	Hours
Morotai	50	182:40
Biak	44	160:05
Dulag	29	91:40
Clark Field	12	38:20
Palawan	11	41:20
Tacloban	10	40:50
Zamboanga	10	24:30
Noemfoor	8	13:30
Okinawa	8	43:10
Samar	7	16:20
Nichols Field	6	12:50
Cebu	4	2:45
Tanauan	4	10:20
Finschhafen	3	12:15
Hollandia	3	6:30
Laoag	3	7:10
Libby	3	7:30
Malabang	3	5:50
Naha (Okinawa)	3	11:55
Horanda	2	5:45
Manila	2	4:45
Middleburg	2	3:30
Neilson Field	2	7:45
Sansapor	2	3:25
Asugi	1	1:30
Bacolod, Negros	1	1:10
Darwin	1	5:10
Del Monte	1	1:20
Guadalcanal	1	5:25
Ie Shima	1	6:05
Ilo Ilo, Panay	1	0:20
Kadena	1	0:30
Kiriwina	1	4:00
Lingayan	1	3:05
Los Negros	1	4:10
Mindoro	1	5:30
Negros	1	0:45
Osaka	1	4:00
Panay	1	0:25
Yontan	1	0:30

By Region	Flights	Hours
Philippines	114	328:40
New Guinea	65	209:00
Morotai	50	182:40
Okinawa	14	62:10
Japan	2	5:30
Guadalcanal	1	5:25
Australia	1	5:10
Total	245	800:50

Highlights from Hedges' logbook include that he:

- After arriving from Hollandia Dec. 11, 1944, didn't fly until January 15, '45.
- For the first 40 hours was an "Assistant R.O.," so there was a trial period.
- From February to October 1945 averaged 13 days/mo., 6.6 hrs /flying day.
- 2/14-3/14 and 8/4-9/4 flew 149 and 148 hours; excl these he flew 11 days /mo.
- On Feb 16 landed at Horanda (see below), the first record of the 13th TCS here.
- Flew direct between Biak and the Philippines four times (rather than stop at Morotai): on Feb 21 (a leg Samar-Biak in 6:50); 6/19, 7/21, and 7/26.
- On March 9 and 14 departed Biak and noted "Forced Biak," perhaps one of these is when taking the containers that filled with water on page 608.
- On March 21, 1945, flew far to the east to the Admiralties (Los Negros).
- On May 7-11 provides the details for the beer run, described below.
- On May 20 landed at Middleburg. This was infrequent.
- As shown at left, had only one landing at many fields, e.g. Del Monte.
- 47% of his flights, and 41% of hours were to Philippine airfields.
- July 6-9 made four roundtrips Morotai to Palawan, perhaps moving a unit.
- Continued to fly back to Biak until August 21 (a last trip September 7-11).
- Had one trip to Japan, for five nights, but not until October 22-27.
- Combat Time was awarded only for Mindoro Feb 21, 1945, a total 10:50.



Hedges Days and Hours Flying, 1945

Month	Days	Hours	Hr/Day
Jan 1945	1	2:45	2:45
Feb	14	110:35	7:53
Mar	16	90:05	5:37
Apr	13	81:00	6:13
May	11	77:40	7:03
Jun	15	104:55	6:59
Jul	11	92:30	8:24
Aug	19	131:20	6:54
Sep	6	37:05	6:10
Oct	10	70:50	7:05
Total	116	798:45	6:53
Feb-Oct Ave	13	88:26	6:55

Beer Run Dates and Refueling Stop

On Page 673 pilot Blount describes a beer run to Guadalcanal, and that on the way back he got low on fuel because heavy with hundreds of cases of beer, and had to land at Kiriwina. Molvar took the photo on 673 of a Kiriwina native and that below, and so was the copilot. Hedge's logbook revealed that he was the radio operator, and provided the exact dates and locations at right.

Flight Time for R.O. William H. Hedges, Jr.

Date	From	To	ETE
5/7/1945	Biak	Finschhafen	5:05
"	Finschhafen	Guadalcanal	5:25
5/8/1945	No Flying Recorded		
5/9/1945	Guadalcanal	Kiriwina	4:00
5/10/1945	No Flying Recorded		
5/11/1945	Kiriwina	Horanda	1:30
"	Horanda	Finschhafen	1:30
"	Finschhafen	Biak	6:00

After flying 10.5 hours to Guadalcanal May 7, 1945, they stayed a day, and departed May 9 to return. After landing at Kiriwina, they had to wait to get fuel flown in. After two days, on May 11 their first stop was Horanda Drome, at Dobodura, New Guinea, to add more fuel. From there they landed at Finschhafen, before returning to Biak, as mapped below.

Hedges (Radio Operator, 12/44-10/45, per wife): "He was 6'6", but said after they landed they looked out and saw the natives coming, and didn't know whether they were friendly."

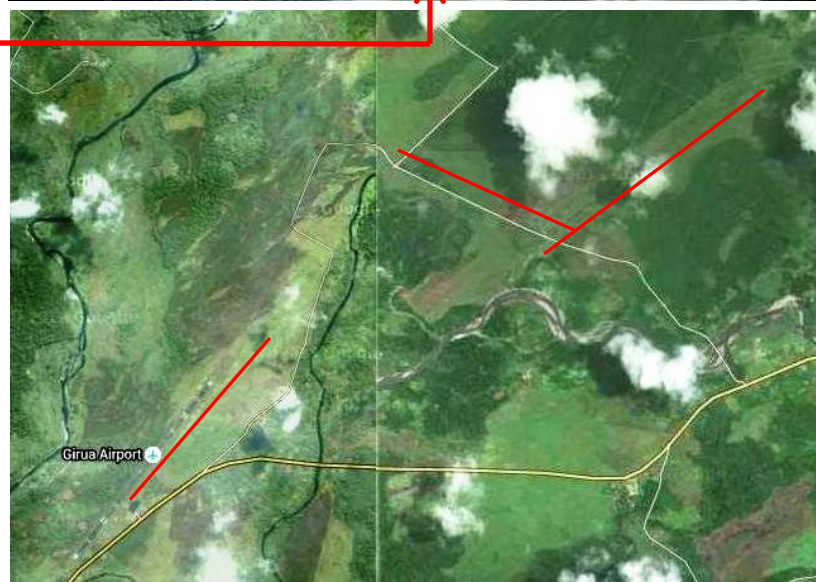


FROM	TO	ETE	MAINT-TIME	TOTAL	COMBAT	DATE
BIAK	FINSCH	5:05	7:20	286:30	10:50	5-7-45
FINSCHHAFEN	GUADALCANAL	5:25	12:45	291:55		5-7-45
GUADALCANAL	KIRIWINA	4:00	16:45	297:00		5-9-45
KIRIWINA	HORANDA	1:30	18:15	302:30		5-11-45
HORANDA	FINSCH	1:30	19:45	304:00		5-11-45
FINSCH	BIAK	6:00	25:45	310:00		5-11-45



Kiriwina women in native skirts balancing baskets on their heads.





Horanda Drome

The Pacific War Airfields Project website has the map above showing Horanda Drome had runways No. 4Y and 4, crossing, also above right when approached from the east. The satellite view at right shows the outlines of No 4 and 4Y, and also No. 7, which is Girua Airport.

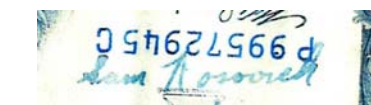
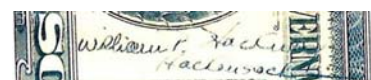
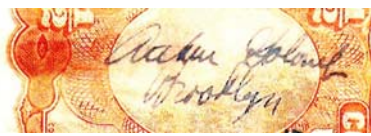
Horanda was also referred to as Dobodura. It was used by the Fifth Air Force, whose first missions were in New Guinea, while the Thirteenth Air Force was in the Solomons. Hedges' logbook states he also landed at Horanda February 15. These are the first records of the 13th TCS landing at Horanda / Dobodura.

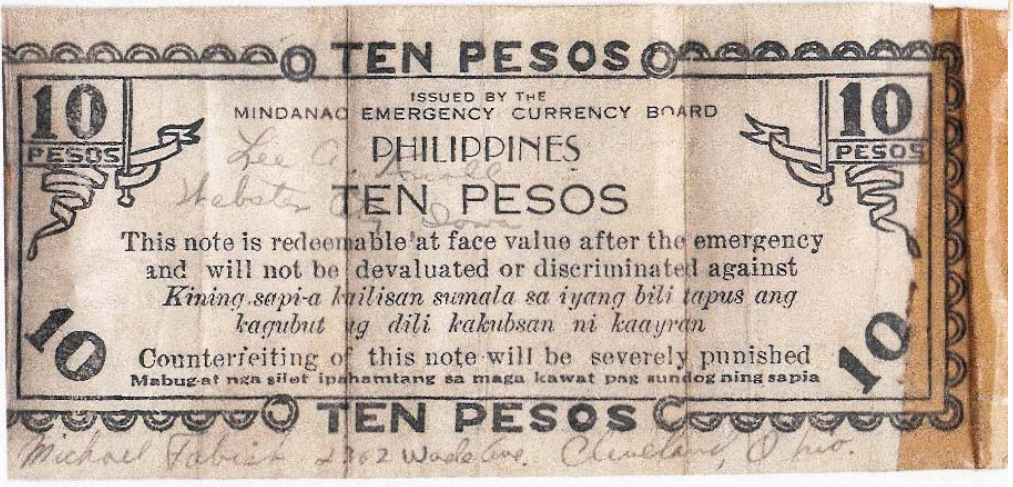
Hedges' Short Snorter



Hedges had a short snorter, with the signature above of "Harry C. Molvar, Portland, Oregon," who took most of the book's color photos, and was one of the pilots on the beer run; perhaps when he signed this. Hedges' short snorter also had signatures below, of, in order, 13th TCS members Burdiss, Cava, DeLoss, Golumb, Hackney, Harris, R. Jenkins, Kosovich, Leone, McDowell, Trueba, and Venezia (plus Schenk, Senta, and I. Cohen not shown).

Hedges had the signature at right of "Sabu" Dastagir, a Hollywood actor from India who had been in seven films from 1937-44, including The Thief of Bagdad, Jungle Book, Arabian Nights, and White Savage. He became a U.S. citizen in 1944, and joined the Air Force as a gunner on B-24s with the 370th Bomb Squadron, in the Thirteenth AF, based at Noemfoor, Morotai and Clark Field, where the 13th TCS flew.





Hedges Short Snorter - Continued



Hedges short snorter had signatures of 23 other squadron members shown on this page:

- Top left: Amelang, DeHaan, Blount.
- Above: Knoll, Fabish;
- Above right: R. Watts, Sennholtz, Vitek , Alex Neal, Abramowitz, Kelly, Drago, Huston, Sutton.
- At right: Baker, Domarsky
- Below left: Kelty, Merle Martin,
- Below right: Sinclair, Wilkening
- On others: Hopkins, Ricker, and Zdon



For 1945 pilot Sutton, I previously had only his first and last name and no address, but he signed at the arrow above: "C.A. Sutton – Wash" and so this provided a middle initial and state.





d. 1945: Color Slides by Pilot James Kirkpatrick

Above is a color photo of 13th TCS's C-47 #43-16307, with caption:

“A drop mission in Mindanao. Mindanao was still 90% held by Japanese. The two of us [i.e. by two planes] were starting to let down to start dropping supplies (arms, ammunition, K-rations) to American troops completely surrounded by Japanese. Had to slow down to about 110 mph and get as low as 100-200 feet and make 6-8 passes to drop entire load. Much of the time had Marine Air Force fighters (F4U's) flying along side.”

The jump door has been removed. A “kicker” stands in the doorway. Mindanao drops were made by the 403rd Group's 13th, 63rd, and 64th TCSs, and began April 19, 1945, as described on page 657.

The photo confirms #307 had field number 33, as estimated on page 451. The nose art “I'm a Comin” on page 585 was added later. The book on page 589 notes the 13th TCS had two gold stripes on the tail, with a star in the top stripe, and used numbers 20-35, all of which are visible. The attach angle cover on the wing is painted gold. The olive drab paint has faded to brown.

Brady (Radio Operator, 8/44-11/45, per his daughter): “I remember my dad saying he was in the Philippines, and that he and everyone who could leave their post would go to the cargo bay doors when the plane would fly low over our men on the ground, and they would push supplies out on the fly. He laughed when he said this.”

This photo was emailed to me Christmas Eve by Leo Clevenger who correctly identified it. The photo is from the Smithsonian Institute, #2012-0006, taken by 1st Lt. James J. Kirkpatrick, estimated a pilot in the 63rd TCS, said to be part of a collection of 80 color slides, his pilot log 1943-1946 (not online), and five photos of Kirkpatrick and the aircraft he flew.

Below is the parking area at the Dulag airstrip, page 717, where the 13th TCS was based from around July 23, 1945, until January 7, 1946. The view is looking west.





Although Kirkpatrick was not in the 13th TCS, he was in the same 403rd Group, and so his photos show what the 13th TCS, too experienced. Above is a C-46 parking area at Dulag. Below are a C-47 at an unidentified field; loading a 403rd C-46 (note the double gold lines on tail), and a copilot's view from a C-47 flying over the Philippines. Bottom left is operations at Moret Field in Zamboanga, on page 635. Below right is a camp similar to that of the 13th TCS in Dulag.





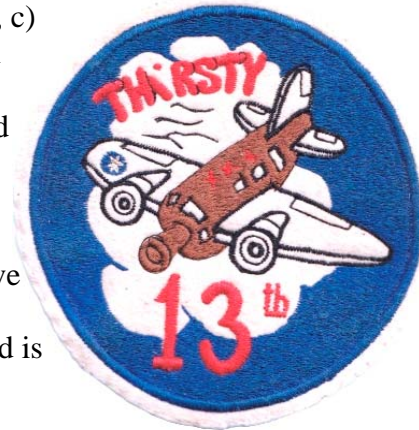
e. Squadron Patch Potential Missing Link

Last fall the Larger family emailed me a photo, above left, of a patch they purchased on the Internet, presented in the November newsletter. The plane points downward, and has wing trailing edges that are rounded, similar to the sign by the road in Tontouta, at left, so probably dates to 1943. On January 30, 2016, the son Charles of 1942-44 mechanic Laine emailed me the image of a patch above center which he found on the internet. He noted it is similar to that above right on the cover of the squadron yearbook “Two Years c/o Postmaster.” That one is identical to the camp sign at Biak, at right.



From the first to the second they changed the: a) airplane angle, b) wings, c) cloud, d) lettering, and e) added dots under the “th.” From the second to third they changed only the: a) lettering and b) bottle taper. Therefore this middle one appears to be the “missing link” connecting the other two above. It would date to before the Biak sign, but that could have been created before Biak.

It is understandable they made the Biak sign as they did, because it was easier to draw than the official patch, but it is unclear why they made the above center patch in this design, when the official patch was available as early as January 1943. Perhaps the above center patch preceded the original patch, and is the missing link from that in the upper left to the official patch.



2. History-Related Activities

a. Book Distribution

Aviation History Magazine Ad

On January 12, 2016, I paid \$100 to run the 1/12-page ad at right, which I also designed, in Aviation History’s May Issue, on sale at Barnes & Noble March 1. The ad price was reduced because they had extra space at the last minute. The ad helps get the story out there. I reduced the book price to \$40 + \$7 S&H.

DC-3s, C-47s, Troop Carrier Squadrons

“The Thirsty 13th”

800-pages, 2,000 photos and maps
 Reduced to **\$40 + \$7 S&H**
 Visit: **www.Thirsty13th.com**

Air Force Base Libraries

On December 1, 2015, I emailed a head librarian in the Air Force asking if there was a way to distribute the book to all Air Force libraries, and was delighted that she forwarded my email to numerous Air Force libraries all around the world. The ones at right all wanted the book, including at large bases McGuire, Langley, Lackland, and Laughlin, plus bases in England (2), Turkey, Japan, and Korea (2).

Next I hope to distribute to state National Guard libraries, and VA Hospital libraries.

Aviation Museum Libraries

On January 2, 2016 I downloaded a list of 262 museums which had at least one airplane, and spent two days Googling these to determine which might benefit from having "The Thirsty 13th" in their library. I eliminated 200 of these which were focused on other areas, e.g. on commercial aviation, Navy boats, or were air parks with no library. I emailed 62 offering a free book and received replies from the 36 museums at right. Only one declined, due to being very small, and I have not heard from the others, but hopefully will, or will follow up. In prior years I donated books to eight other museums, and so the book is now in libraries at 44 aviation museums.

All of these are fine, leading museums. They include the National Air & Space Museum Library in Washington, DC., and the National Museum of the U.S. Air Force at Wright-Pat.

If there is a museum in your area to where a book should be donated, please let me know.

Book Count

There are 460 books left. It is my goal to complete the book distribution, so if you know of a worthy recipient, please let me know. The book will be complimentary, and I'll even pay the postage.

Air Force Base Libraries Accepting Donation of "The Thirsty 13th"

#	Library	Base	State/Country
1	87 FSS Librar-e	Joint Base McGuire-Dix-Lakehurst	NJ
2	Bateman Library	Langley Air Force Base	VA
3	FL4417 Base Library	Hurlburt Field AFB	FL
4	Vance Library	Vance AFB	OK
5	JBSA Libraries	JBSA-Lackland, Randolph	TX
6	Medical Library	Lackland Surgical Center	TX
7	Laughlin AFB Library	Laughlin AFB.	TX
8	JBER Library	Joint Base Elmendorf-Richardson	AK

Overseas			
9	Library	Royal Air Force-Alconbury	England
10	Unit 5187, Base Library	Lakenheath	England
11	Incirklik Base Library	Incirklik Base Library	Turkey
12	Overstreet Memorial Library	Misawa AB	Japan
13	Osan Air Base Library	Osan	Korea
14	Rosenblum Memorial Library	Kunsan AB	Korea

Aviation Musuems Accepting Donation of "The Thirsty 13th"

Sorted by Zip Code (not shown)

#	Museum	City	St
1	Cradle of Aviation Museum	Garden City	NY
2	National Warplane Museum	Geneseo	NY
3	Wings of Eagles Discvry Center	Horseheads	NY
4	Air Heritage, Inc.	Beaver Falls	PA
5	Air Mobility Command Museum	Dover AFB	DE
6	National Air & Space Museum Library	Washington	DC
7	Massey Air Museum	Massey	MD
8	Military Aviation Museum Library	Virginia Beach	VA
9	US Army Transportation Museum	Fort Eustis	VA
10	Carolinas Aviation Museum Library	Charlotte	NC
11	Clearwater Historical Society	Clearwater	FL
12	Army Aviation Museum Foundation, Inc.	Ft. Rucker	AL
13	MAPS Air Museum	North Canton	OH
14	National Museum of the U.S. Air Force	Wright Patterson AFB	OH
15	Grissom Air Museum	Peru	IN
16	Atterbury-Bakalar Air Museum	Columbus	OH
17	EAA Library	Oshkosh	WI
18	Dakota Territory Air Museum	Minot	ND
19	Prairie Aviation Museum	Bloomington	IL
20	Combat Air Museum	Topeka	KS
21	Strategic Air & Space Museum	Ashland	NE
22	Fronteirs of Flight Museum	Dallas	TX
23	USAF Airman Heritage Museum	JBSA-Lackland AFB	TX
24	Wings over the Rockies Air & Space Museum	Denver	CO
25	Pueblo Weisbrod Aircraft Museum	Pueblo	CO
26	Museum of Flying	Santa Monica	CA
27	Western Museum of Flight	Torrance	CA
28	Planes of Fame	Chino	CA
29	Lyon Air Museum I Martin Aviation	Santa Ana	CA
30	Estrella Warbirds Museum	Paso Robles	CA
31	Mitchell Memorial Library	Travis AFB	CA
32	Castle Air Museum	Atwater	CA
33	Pacific Coast Air Museum	Santa Rosa	CA
34	Aerospace Museum of California	McClellan Park	CA
35	Evergreen Aviation & Space Museum	McMinnville	OR
36	Heritage Flight Museum	Burlington	WA

Prior Distributions to Museums

37	Intrepid Air and Space Museum	New York	NY
38	Mid-Atlantic Air Museum	Reading	PA
39	Yankee Air Museum	Ypsilanti	MI
40	WWII Museum	New Orleans	LA
41	Oklahoma Museum of Flying	Oklahoma City	OK
42	Cavanaugh Flight Museum	Addison	TX
43	The National Museum of the Pacific War	Fredericksburg	TX
44	Lonestar Flight Museum	Galveston	TX

Members'	11-22-15		Now		Add	Need
Birth Date	624	92%	636	94%	12	41
Death Date	580	86%	612	90%	32	65
Resting Place	424	63%	470	69%	46	207
FindaGrave Link	344	51%	360	53%	16	317
Contact	266	39%	307	45%	41	370
Have Book	240	35%	286	42%	46	391

3. Members and Relatives

a. New Member-Families Added

As described in the last newsletter, from October 3 until November 22, 2015, for seven weeks, I spent 15 hours a day, seven days a week, trying for all 677 men in the squadron, to find their dates of birth, death, final resting place, FindaGrave link, and relatives, plus to give at least one free book to a relative. This yielded the great numbers shared in the last letter, in columns 1-3 above. During that period, I never used Ancestry.com, and instead used other Internet searches.

From the last update November 22 through December 16, for three more weeks (24 days), again from morning to night, I continued this project, but subscribed to Ancestry.com November 20, and applied it to each of the 677 members, analyzing on average 27 men per day. The result was adding 12 birth dates, 32 death dates, 46 resting places, 16 FindaGrave links, 41 new member-families contacted, and 46 members now have a book among their relatives. I also refined the data extensively, e.g. for many men I had only the year of birth, or month, and not the exact day, but I now have the exact date. I confirmed some I had estimated, and changed some that were incorrect. The easiest-to-find families were found in 2008-2011, and the next easiest in 2014, and so those searched for last fall were the hardest ever to find, e.g. requiring finding an obituary for a cousin, contacting the funeral home, or the church where the relative had a funeral, writing letters when no phone numbers existed, waiting for replies, resending, etc. The next challenge was to get contact information for siblings. This all takes an enormous amount of time and energy.

I was glad to get all the numbers up, as shown above right, e.g. to have birth dates for 94% of the men, death dates for 612 of the 677, final resting places for 69%, etc. It was great to get the family contacts to 307, but this is still only 45% of the men in the squadron, and so, incredibly, relatives of 370 men, 55% of the squadron, still have never heard of the book.

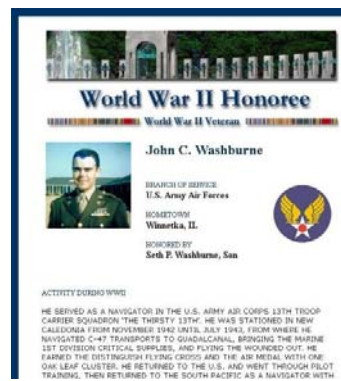
I added relatives of the following 44 members. Neal Allen passed away in the first crash, Kolkmeyer in the second, and Fister in the third. Beck was the radio operator on Sad Sack when it first flew to the Pacific on page 114. Morgan is pictured often in the book. Skeens is the pilot tied for third for the most Air Medals, and I included his photo on page 443. Whitehead was a founding member. When researching the book I interviewed Reimer, E. Walsh, and Wilkening, but they passed away and I could not find their relatives, and finally did; I re-found Abernathy and Cannon.

Abernathy	Evans	Mika	Tharp
Alexander, G.W.	Fister	Mlynek	Thaute
Allen, N.	Franklin, E.	Morgan, S.	Thompson C.
Amelang	Gilbertson	Nichols, E.	Trout
Andrew, Jack	Hager	Osborne	Vallely
Aos	Hedges	Pando	Versdahl
Bacon	Jenkins, T.	Petricola	Walsh, E.
Beck	Johnson, R.	Reimer	Weisner
Cannon	Kolkmeyer	Seeley	Whitehead
Carson	Locke	Skeens	Wilkening
DeHaan	Lord, F.	Storms	Wiseman

It was exciting to find relatives of each of these members, to send them books, and to learn that they, too, had not only heard of, but had a great fondness for, "The Thirsty 13th." Finding relatives of more members also leads to more photos and papers, which adds to the 13th TCS history.

b. National WWII Memorial – Registry of Rembrances

On January 28, 2016, the granddaughter Stephanie of Stentzel emailed me she had recently visited the National WWII Memorial in Washington, DC, and noticed a kiosk which accesses a database of WWII veterans. Her grandfather was not in there, and she plans to add a page about him.



Please know you can go the website for this, and for free input your dad's name, hometown, and write a paragraph about his service. After submitted, one has to wait for the page to be approved. After approved, one may upload a photo for \$10. I created the page above for my dad.

I asked the registry if I could email them a spreadsheet of all of our 677 members, and have them upload all our names, and they replied they would have to input them one at a time, but didn't mind doing so. The memorial page may only be modified by the person who created it, which would be me, and therefore none of you could modify the page for your own dad, so I plan to hold off on this. But I encourage you to create a page for your Thirsty 13th member.

4. Conclusions

The squadron history advanced with: a) the location and photos of the New Caledonia railroad tunnels, b) Stentzel's photos, including of plane #35 and the 1944 USO performers, c) details from Hedges' logbook and short snorter, d) color photos of a 13th TCS drop mission and Dulag airfield, and e) discovery of a third "Thirsty 13th" patch. A big thank you to each of the contributors who made these possible: E. Gavarone, S. Stentzel, J. Hedges, L. Clevenger and C. Laine.

The book was distributed to: a) 14 Air Force base libraries, b) 36 more aviation museums, and c) 46 more member-families, plus advertised in Aviation History magazine. Exact birth and death dates were added for scores of men, and 46 final resting places added (to be shared at a later time).

This closes with a wonderful note, below, on December 9, 2015, from the daughter of 1944-1945 navigator John Reimer, pictured at right, estimated during navigator school in 1943.

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

Seth,
We want to once again take this opportunity to tell you what a gift your book is for our family. We can now learn about a time in our Dad's life we knew very little about. And we can share this information with our children and grandchildren. What a treasure your book is for all of the descendants of "The Thirsty Thirteen."

*Thank You from All of Us,
The Reimer Family*

