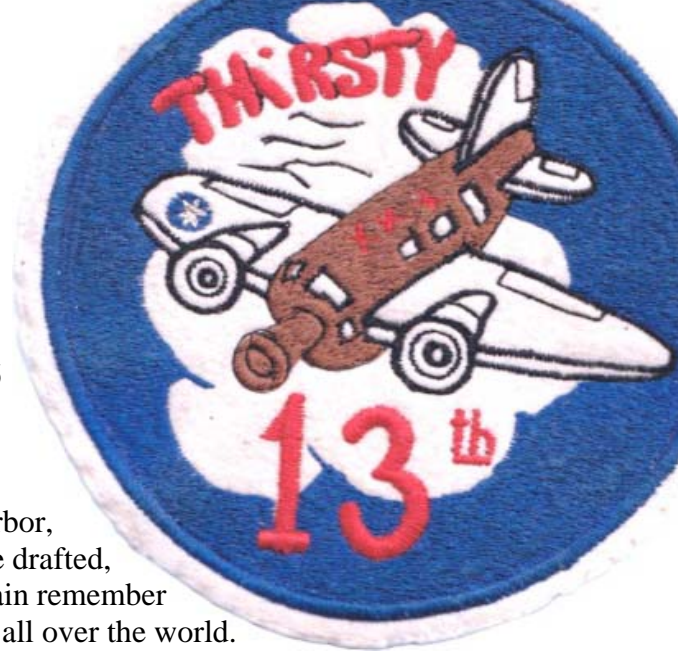# December 2016
Newsletter

December 7, 2016

Dear Thirsty 13th members, relatives, and friends,

Today is the 75th Anniversary of the attack on Pearl Harbor, and of the U.S. entry into World War II. Our relatives were drafted, trained, and sent across the oceans to fight back. Let us again remember and be thankful for their sacrifices, which brought freedom all over the world.

This letter shares items received since the last letter August 26, 2016. Thank you to the relatives of Harmon, James, Hamasian, Claydon, Willman, and Hay for sharing their wonderful items. I moved general information to the bottom of this page and eliminated the conclusions page. Sadly, in September we lost three pilots, who contributed greatly to the squadron.

Thank you for your interest in "The Thirsty 13th."

Seth P. Washburne, Squadron Historian

Contents

1. Additional History

a. 1943-1944: Additional Items from E.C. Harmon

On November 22, 2016, the son, Lew, of radio operator Elbert C. Harmon, 5/43-4/45, emailed me he found more photos. Harmon is shown above left, and above right is in Auckland, on rest leave, with the Town Hall clock tower in the background. If you recognize the others, let me know (Ummel on left?). Good to add the town hall, also at right, to the list of sites the men saw. The Queen Street area where they are standing has been replaced.

Below left is a stock V-Mail greeting Harmon sent his wife November 10, 1943. This includes a motivational message for the sender, closing with "I'm working to speed the happy day when I can be there with you." Below right is Harmon by a bomb shelter on Wakde. This may have begun as a bomb crater.

To: Mrs E. C. Harmon
1014 W. Presidio
Ft. Worth, 2,
Texas

From: T/Sgt. E.C. Harmon 18008114
(Sender's name)
13th T.C. Sq. 403rd TC Gp.
(Sender's address)
APO 708, % P.M. San Francisco, Cal.
November 10, 1943
(Date)

PASSED BY
15221
ARMY EXAMINER
(CENSOR'S STAMP)

CHRISTMAS GREETINGS
to the Girl I Married
I love you so much,
MY DARLING—
You know what I want to say—
A wish for the Merriest Christmas
That ever has come your way—
And while we're apart, I'm hoping
You know this is always true;
I'm working to speed the happy day
When I can be there,
with YOU! Love
Clem

MAIL

Left column list:
Baer Fld.
Amarillo
Kingman
Fairfield
Honolulu
Christmas I.
Canton 'I.
Nandi, Fiji
P.D.G., N.C.
Townsville

DATE 1944	MAKE OF AIRCRAFT	CERTIFICATE NUMBER	MAKE OF ENGINE	FROM	TO	REMARKS OR INSPECTOR'S SIGNATURE, CERTIFICATION NUMBER AND RATING
7-25	C-47	Army	P & W.	Stirling I. - Saidor N.G. - Hollandia, N.G.		
7-25	"	"	"	Hollandia	Saidor	
7-26	"	"	"	Saidor	Guadalcanal	
7-29	"	"	"	Guadalcanal	Russell I.	
7-30	"	"	"	Russell - Stirling - Saidor, N.G.		
7-30	"	"	"	Saidor	Hollandia	
7-31	"	"	"	Hollandia - Saidor - Guadalcanal		
8-2	"	"	"	Guadalcanal	Russell I.	
8-3	"	"	"	Russell - Stirling - Nadzab, N.G.		
8-3	"	"	"	Nadzab	Kiriwina I.	
8-4	"	"	"	Kiriwina	Guadalcanal	

I HEREBY CERTIFY THAT THE FOREGOING ENTRIES ARE TRUE AND CORRECT.

SIGNED *Lt. C. R. James*   PILOT SIGNATURE

PAGE TOTAL
AMT. FORWARD
TOTAL TO DATE

| 7-10 | " | | " | " | Guadalcanal | Espiritu Santos | Rptd. to 13 T.C. Sq. |

b. 1944-1945: Flights by Charles R. James, Pilot, 7/44-2/45

The 13th TCS had 171 pilots, and in my research I became familiar with 131, especially the 1942-43 pilots who flew with my dad, and the May 1945 pilots pictured in "Two Years." Forty of the pilots have remained unfamiliar to me. So it was with Charles R. James, until October 16 when I found his daughter, Kay. She emailed me the fine photo of her dad above right, and photos of his logbook. I summarize his flights on the next page, and he flew 698 hours in his first 7 months, 100 hrs /mo., and an average 15 days /mo., and so was one of our top 1944 pilots.

His logbook provides details about 13th TCS missions from mid-1944 to early 1945. He:

- Picked up a C-47 at Baer Field, Fort Wayne, Ind., and flew over by the stops above left.
- Departed the U.S. June 14, 1944, from Fairfield-Suisun Army Air Base (now Travis), rather than often-used Hamilton Field, 35 miles further west, closer to Hawaii.
- Joined the squadron July 10, above, at Espiritu Santo. It is not clear if he added a plane.

- At Espiritu Santo was checked out and sent on a 4-day mission far to the Admiralties.
- Landed at Saidor July 25, 30, 31, Kiriwina Aug 3, Dobodura Nov 26, Jan 23; new destinations.
- Aug 18-22 flew round trips to Owi and Wakde, perhaps to move up the 13th Air Force bomber units moving between these bases on these days (as noted on page 479).
- Sep 7-21 made 7 flights into Sansapor, estimated moving the 42nd Bombardment Group, concluding with a roundtrip to Sydney, landing at Horn Island, below, its first mention.
- From Wakde his 6 flights were to Morotai, then moved to Biak October 19 (as per p. 499).
- In November and December spent 5 and 6 nights on Noemfoor (page 499), reflecting that many squadron planes were still based there, but seems to have also had a tent on Biak.
- On November 26 logged his first time as 1st pilot, promoted from co-pilot after 4.5 months.
- Landed in the Philippines Jan 12, 6 days after the 13th TCS's first flight here, at Tacloban.

On February 20, 1945, James was selected to be a pilot for the Air Evaluation Board, flying Maj. General Wm. E. Lynd and others, in James' own C-47. His 13th TCS training may have contributed to Lynd choosing him for this honor. His grandson, Greg, has his uniform, below. I was glad to learn about him, and we can all feel proud that James flew first for the 13th TCS.
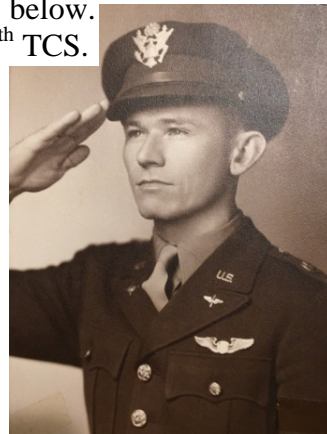
Logbook of 13th TCS Charles R. James, Pilot, July 1944 - February 1945

July '44

Day	Hours	Route / Note
1		Color Code:
		Off or duty in camp
2		Local, e.g. Training
3		Australia
4		N.He.,Guad, N.Sol.
5		New Guinea
6		Morotai
7		Philippines
8		
9		
10		
11		*Based at Espiritu Santo*
12	0:50	Local Day Checkout
13	1:45	Local Day Checkout
14	3:55	Espiritu - Guad
15	6:50	Guad-Admiralty
16	6:00	Admiralty-Munda
17	6:00	Munda-Espiritu
18		
19	2:00	Local
20		
21		
22		
23		*6 nights at Guadalcanal*
24	7:15	Esp-Guad-Stirling
25	10:40	Stir-Saidor-Hol-Saidor
26	5:40	Saidor-Guadalcanal
27		
28		
29	0:40	Guadal - Russel I.
30	9:50	Rus-Stir-Saidor-Holl
31	9:50	Holl-Saidor-Guadal

13	71:15	< total days, hours

August '44

Day	Hours	Route / Note
1		
2	0:40	Guadal - Russel I.
3	8:30	Rus-Stir-Nadzab-Kiri
4	4:55	Kiriwina - Guadal
5	3:45	Guadal-Espiritu
6		
7		
8		*5 nights at Guadalcanal*
9	3:50	Espiritu - Guadal
10		
11	8:05	Guad-Esp-Guad
12	11:35	Guad-Admiralty-Guad
13		
14	3:40	Guadal-Espiritu
15		*Moved to Admiralty Islands*
16		*and flew round-trips to Wakde*
17	10:05	Esp-Stirling-Admiralty
18	9:45	Admir - Owi - Admir
19		
20	8:10	Admir - Wak - Admir
21		
22	7:05	Admir - Wak - Admir
23		
24		
25		
26	4:50	Ad-Pt Moresby-Ad
27		
28		*Round trip back to Espiritu S.*
29	1:00	Adm-Guad (+5.25)
30	4:20	Guadal-Espiritu
31		

15	90:15	

September '44

Day	Hours	Route / Note
1	5:00	Esp-Guadal-Admiralty
2		
3		
4		*Still based on Admiralty Is.*
5		*Seven flights into Sansapor*
6		*Landed at Horn Island*
7	6:55	Admir - Sansapor
8	1:10	San-Middleburg-San
9	6:20	Sans-Wakde-Sans
10	8:00	Sans-Hol-Fisch
11	7:10	Fisch-Sans
12	9:30	Sans-Finsch-Admir
13	9:20	Admir-Fissch -Sans
14	2:45	Sans-Noem-Sans
15	13:35	Sans-Horn I-Rock H
16	4:35	Rock - Sydney
17		
18		
19	8:00	Syd-Rock-Cairns
20	10:15	Cairns-Merauke-Sans
21	7:15	Sans-Admiralty
22		
23		
24		*These also in Golumb logook*
25	10:45	Admir-Carney-Esp
26	4:30	Espiritu - Canal
27	6:15	Carney-Admir
28		
29		
30		

17	121:20	

October '44

Day	Hours	Route / Note
1		
2	10:00	Admir-Biak-Admir
3		*Moved to Wakde*
4	3:15	Admir-Wakde
5	7:55	Wakde-Mor-Noem
6	2:15	Noem-Wakde
7		*All six missions from Wakde*
8		*were to Morotai;*
9		*four days flying >10 hours*
10	9:30	Wak-Sans-Mor-Biak
11	2:20	Biak-Wakde
12	10:45	Wk-San-Mor-Noe-Wk
13		
14	11:45	Wk-Owi-Mor-Noe-Wk
15		
16	11:10	Wk-San-Mor-Biak-Wk
17		
18	11:50	Wk-San-Mor-Owi-Wk
19	-	Wk-Biak (passenger)
20		*^Moved to Biak; Rest Leave*
21	8:10	Biak-Horn I-Mack-Rock
22	2:50	Rock - Sydney
23		
24		
25		*11-Day Rest Leave (est'd)*
26		
27		
28		
29		
30		
31		

12	91:45	

November '44

Day	Hours	Route / Note
1		
2		
3	-	Sydney - Rockhamptn
4		
5	-	Rock-Cairns-Milne Bay
6	5:25	Milne Bay-Biak
7		
8		
9		
10		
11	0:20	Local
12		*Five overnights on Noemfoor*
13	1:30	Instrument Check
14	-	Biak-Noemfoor
15	12:50	Noe-Hol-Nad-Fin-Biak
16	3:45	Biak-Sans-Noem
17	9:45	Noem-Mor-Noem
18		
19	6:15	Noem-Finsch
20	6:15	Fisch-Noem-Biak
21		
22		
23	1:15	Biak-Noemfoor
24	3:50	Noem-Wak-Noem
25	0:35	Noem-Biak
26	6:00	Biak-Dobodura
27	6:10	Dobodura-Biak
28	7:50	Biak-Mor-Biak
29		
30		

14	71:45	

December '44

Day	Hours	Route / Note
1	1:20	Biak-Noem-Biak
2	7:25	Biak-Mor-Noem
3	5:00	Noem-Holl-Biak
4	7:35	Biak-Mor-Biak
5	6:40	Biak-Mor-Biak
6		
7		
8		
9		
10		
11		*Six overnights on Noemfoor*
12	7:20	Biak-Mor-Biak
13		*Next 4ds Golumb same*
14	0:45	Biak-Noem
15	6:35	Noem-Holl-Finsch
16	5:30	Finsch-Holl-Biak
17	7:45	Biak-Mor-Sans-Biak
18	-	Biak-Noem
19	6:25	Noem-Mor-Noem
20	6:35	Noem-Mor-Noem
21	6:15	Noem-Finsch
22	5:50	Finsch-Biak
23	7:30	Biak-Mor-Biak
24		
25		
26	-	Biak-Noem
27	6:10	Noem-Mor-Noem
28	6:40	Noem-Mor-Biak
29	4:10	(Biak) Noe-San-Biak
30		
31		

18	105:30	

January '45

Day	Hours	Route / Note
1	2:05	Biak-Noe-Biak-Noe
2	6:40	Noem-Mor-Biak
3		
4		
5		
6	6:55	Biak-Mor-Biak
7		
8		
9		
10		*His first landing in Philippines*
11	9:00	Biak-Mor-Biak-Sans
12	5:40	Sansapor-Tacloban
13	-	Tacloban-Biak
14		*Left ship for engine change*
15		
16		
17		
18		
19		
20	4:05	Biak-Sans-Morotai
21	8:15	Mor-Holl-Biak
22		
23	12:00	Biak-Dobodura-Biak
24	3:45	Biak-Morotai
25	11:50	Mor-Tacloban-Biak
26		
27		
28	4:10	Biak-Noem-Mor
29	12:30	Mor-Tacloban-Biak
30		
31		

12	86:55	

February '45

Day	Hours	Route / Note
1	7:40	Biak-Hol-Sans-Biak
2		
3		
4		
5	4:40	Biak-Darwin
6	10:45	Darwin-Mor-Biak
7		
8	-	Biak-Mor
9	6:05	Mor Icl, then -Biak
10	7:10	Biak - Mor - Biak
11		
12	8:30	Bk-San-Mor-Midl-Mor
13	-	Morotai - Biak
14		
15		*= 698 hours in 7 months*
16		
17		
18		
19		
20		*Chosen as pilot for Air Eval Bd*
21		
22		
23		
24		
25		
26		
27		
28		

6	59:25	
	581:25	< Prior
15	698:10	< 13th, and ds/mo. ave
	1279:35	< Feb 28,45

My radio operater
Went out on anothe
C-47 and never
returned. Listed
missing somewha
in the South Pacific
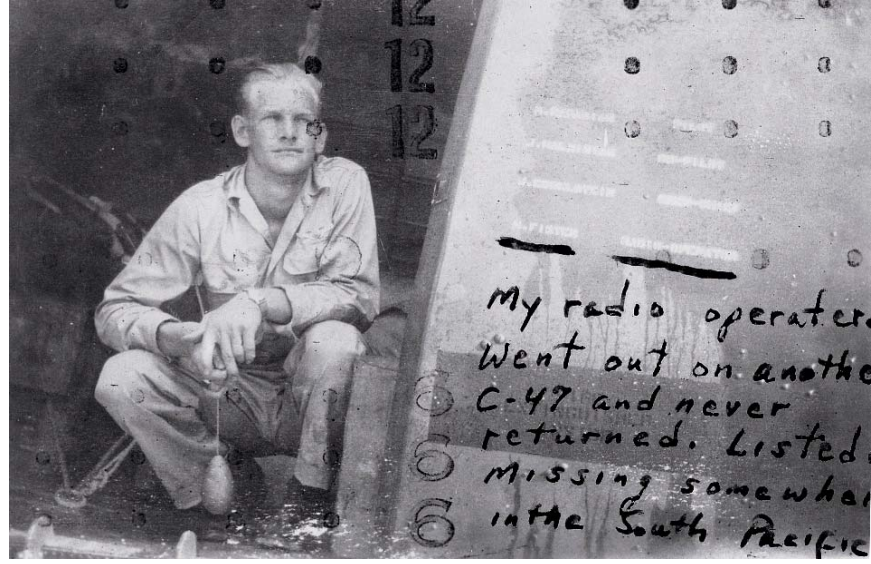
c. 1944-1945: Items of Martin Hamasian, Pilot, 7/44-9/45

On October 18 I made contact for the first time with relatives of pilot Martin Hamasian. His daughter Valerie knew of the Thirsty 13th, and had the hardcover book "Two Years" and the 403rd Group write-up "Sandmen." On December 5 she emailed me scans of 22 of his items, and she had some gems. These show:

1. **One of the missing C-47 serial numbers** – the list on the book's page 105 has five missing serial numbers. I found one in 2013. Valerie had one of the four missing numbers, above left, 43-49900. This was huge – the first find in 3 years. It is higher than those on page 105, so may be the 13th's last C-47. The IARC says it departed the U.S. Feb 14, 45. The photo said "Manila" and so would be mid-1945. After the war it went to the Philippine Air Force.

2. **The field number on the power quadrant** – The photo above center of Hamasian has "25" painted on the power quadrant, the first time I have seen it here. The book on page 590 explains the use of field numbers, the large number on the tail. Separately, I found a report with the note at right, also using this term. (C-47A 42-100479   Field No. 166)

3. **Stenciled names and Fister** – the photos above right were on the flight over, in Tutuila, Samoa. The names of the crew members were stenciled in white on the aft cargo door, the first time I have seen this. The top photo is radio operator Harlan Fister. He died in the crash on page 502, and this is the first photo I have seen of him. He is holding what appears to be a trailing wire antenna, which perhaps he lost on the landing. The names stenciled of the co-pilot and crew chief do not appear to have been assigned to the 13th TCS. Hamasian is listed as the pilot.

4. **A four-plane formation** – The photos below show a lead plane in the distance, and three C-47s off its right wing, including the camera plane, each slightly higher than the next. The near plane is 42-100455. The 13th TCS had 454 and 456, and I think did not have 455, because it does not appear on operations boards, so I think it was from another 403rd unit. The photo was labeled "Guadalcanal," so was in 1944, before the field numbers at Biak.
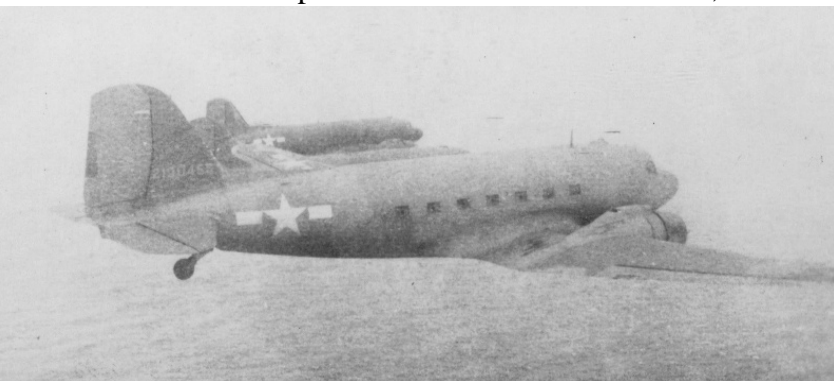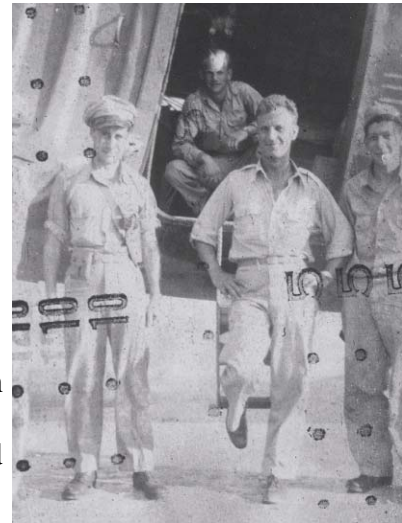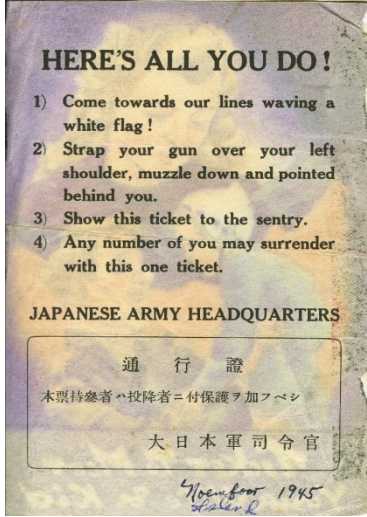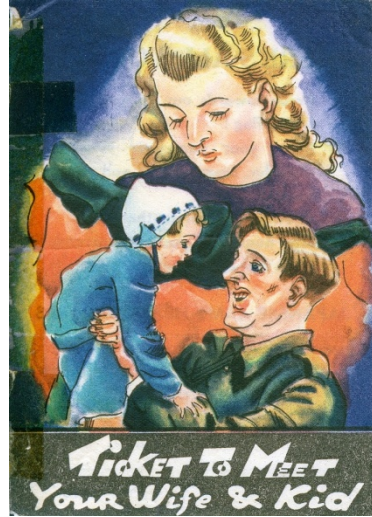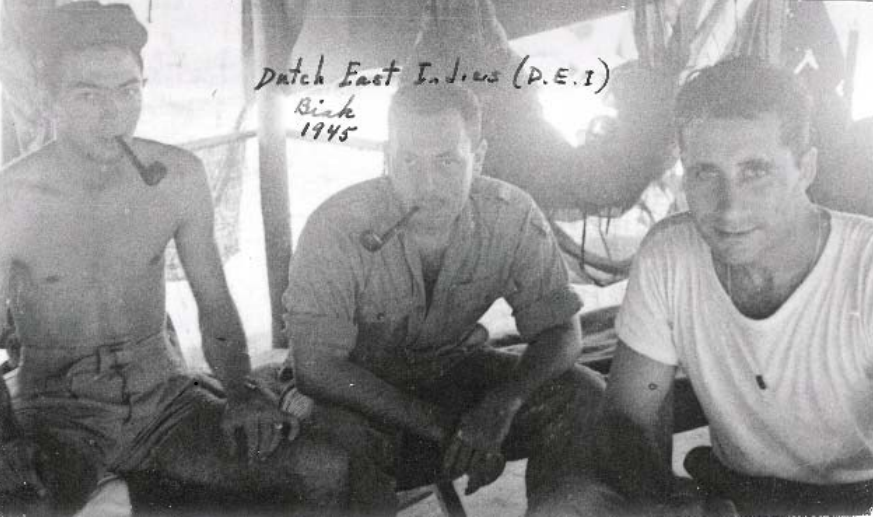
5. **Biak tent** – Above left on the left is Bill Goodman, who has 54 quotes in the book; on the right is Hamasian. The book on page 528 has Hamasian in tent D5, but the photo at right seems to show five tents across from his, so he may have been in D6.

6. **Japanese Surrender Lure Leaflet** – On Noemfoor Hamasian found the leaflet above right (2-sided), urging U.S. soldiers to surrender.

7. **First Pilot Promotion** – a May 6, 1945, certificate listed the check pilots at the time as being Oscar L. Mitchell and Joseph E. Narey.

8. **Advanced Service Rating Score (ASRS)** –Hamasian had the order below providing the date of 9/28/45 when then these six were relieved from duty to return home. The last column is "ASRS," and online I learned this stands for the Advanced Service Rating Score, for determining when men could return to the U.S. In the book on page 725 I call it the common name, "the point system," so this provided the official name.

23 September 1945

SPECIAL ORDERS)
                   :   – E X T R A C T –   *My birthday*
NUMBER   266)   *Nice present!*
         *   *   *   *

    3. UP Sec III, WD Cir #372, 1944 and Par 9, FEAF Reg 35-17, 30 May 45, fol officers are reld from asgmt to orgn indicated, eff 28 Sep 45 and atchd unasgd to 138th Repl Bn, Avn, APO 714, for complete processing, reporting to CO thereof for further instructions and tvl to US. It is imperative pertinent records, allied papers and inoculations are accomplished in accordance w/FEAF Manual 35-3, May 45 and that officers are paid up to date insofar as practicable before movement to Repl Bn. Complete and accurate records in accordance w/Par 23, FEAF Reg 35-17, 30 May 45 and check list required by Par 32, same Reg will accompany officers. WP TBMAA to APO 714. TDN.

Grade	Name	ASN	Arm or Sv	Race	MOS	ASRS
	13th Trp Carr Sq, APO 719					
CAPT	CARL L. SACKETT	0445188	AC	W	1051	104
1ST LT	JAMES BUCHEN	0828658	AC	W	1051	66
1ST LT	MARCO E. CIRINCION	0810908	AC	W	1034	107
1ST LT	GRAHAM C. RICE	0766061	AC	W	1051	73
1ST LT	RICHARD F. STRAND	0711269	AC	W	1051	60
2D LT	MARTIN HAMASIAN	02027735	AC	W	1051	74

2. History-Related Activities

a. 1942: Background on M/Sgt. Claydon

On the book's page 25 Burden shares a story about a Master Sergeant mechanic in the squadron named Claydon, who, while the 13th TCS was at Pope Field in August 1942, was asked by a colonel, head of the 51st Troop Carrier Wing, to work for him. Claydon replied that he would rather be a private in the 13th than a crew chief for him. Harp's added that this colonel also asked Claydon what was holding up a plane and he replied "The wheels." I have always admired Claydon's loyalty to the squadron.

I never before could find his relatives, but on October 27, 2016, in a renewed search for him on Ancestry.com found the photo at right, with a signature for a James Claydon. I had his signature on a short snorter, at right, and compared it, and it matched (same "J"). His niece, Shari, who never met him, provided his background, and it was quite interesting. She wrote:

"He was born in London in 1900, and it was reported that his father abandoned the family. The family was left destitute, and was found to have been in and out of the workhouses in London with their mother. Annie Sullivan Claydon, their mom, sadly died around 1912, leaving James and his 2 younger brothers (Shari's grandfather Daniel, and Walter) with nowhere to go. They were sent "into care" through the Catholic orphanage system, and ultimately sent to Canada as part of the child migration scheme of the time (James and Daniel in 1913, and Walter in 1914). They were split up, and I believe that the brothers never saw each other again.

"James joined up with the Canadian Expeditionary Forces during WWI in the 133rd Battalion (Norfolk's Own). His military records, which I obtained from the Canada Archives, indicate that, once he was deployed, he served with the Canadian Forestry Corps. He was probably put in this non-combat role because he had not yet attained the required age of 19 years.

"He left Canada in 1920 and came to the U.S., and by 1930 was serving with the U.S. Army Air Corps at March Field, Riverside, Calif., as a member of Squadron 47. He was career military with the Air Force, retiring in 1959. He died in 1983 in Florida, and is buried at Arlington National Cemetery."

Shari connected me with Claydon's granddaughter, Ellen. She sent me the order at right with the terms for his being reinstated, which in point 1B (b) still required he be transferred to the 51st, which deployed to Europe. It appears this never happened, as his tombstone has his rank as Sergeant. Perhaps the reason he wanted to stay in the 13th TCS was because it felt like a family to him. He was an American hero, rightly honored at Arlington.

b. 1942: The Royal Hawaiian Hotel

The book on page 124 says the first navigators spent Nov 1-2, 1942, in Hawaii, on their way to the South Pacific, and Meade states he stopped by The Royal Hawaiian hotel. Pyke said he went to the beach here on Waikiki. In 1942 the hotel was taken over by the Navy for rest and relaxation, also for the Army, and it is shown at right. On November 1 I visited here. It retains its classic charm, the water is calm, and the view of Diamond Head is perfect. For men going to war it was probably a fond memory of civilization.


c. C-47 Model to Honor 1945 Navigator Harvey Willmann

In August, the nephew, Jerry, of 1945 navigator Harvey R. Willmann, emailed me photos of a model C-47 he ordered to honor his uncle. He decided it should be painted as C-47 #43-16321, on the flight report above left, which his uncle flew on out of Leyte. On November 5 he shared photos of the final product. It has great detail, including the star on the nose and in the top stripe of the tail. He used the 13th Air Force patch to signify the larger organization his uncle supported. Jerry allowed me to share that it was built in the Philippines, for about $500, by Factory Direct Models. A wonderful tribute to his uncle.

THE THIRSTY 13th
HARVEY R. WILLMANN
NAVIGATOR
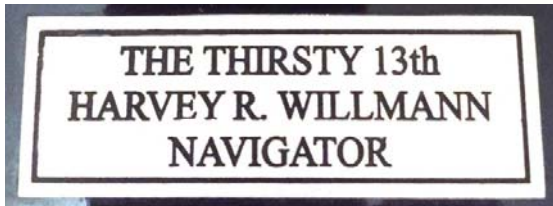
3. Members and Relatives

a. Searching for New Member-Families

In 2015 when I used Ancestry.com for the first time I noticed some men had family tree links appear in their search results, and followed those. This year I realized that, even if the link does not appear, there is a link on the left to family trees. Since realizing this I have wanted to use that link to search again for relatives of the 354 of 678 men for whom I did not have a contact.

From October 4 to November 1, and November 25 to December 5, I spent about 15 hours a day and searched Ancestry again on every one of the 354 men for whom I did not have a contact. This is extremely challenging. There is often more than one person with the same name, so I had to first re-identify which man was ours. There are also different spellings, e.g. Leonard Davis was really Lenard, Malcolm Wilson was really Willson. Ancestry provides different results if one uses an initial for a middle name, e.g. if one searches for Alfred A Calvin, born 1918, there are no family trees, but change the middle initial to Alexander and there are 14 trees. This makes it important to search in a way to first find the middle name, and then search on it. Next is the hard job of finding a relative. Other examples are:

- Neil J. Malloy – He did not appear in Ancestry. Eventually I Googled his last name and 1945 address, "Malloy 926 71st Street" and was thrilled to find a Brooklyn Daily Eagle Newspaper from 1949 for a Cornelius J. Malloy at this address, and his son, Jr. getting married, i.e. his name was Cornelius, not Neil. After some work I determined the son was the one in the squadron, and searching without a location, found his dates. The son was born 5/2/1924, and enlisted 1/26/43 at 18. I was able to in turn find his son.

- Florencio L. Medina – I Googled his name, and eventually found a found a Frank L. in Ridgecrest, Calif, and then searching Ancestry for Frank found a Findagrave link with all family listed. Then Googling several family members eventually found his daughter.

- James R Moore – his address was listed as Route 1, "Stanly," NC. This is a county near Charlotte, and there were Moores living on Route 1, but no James. I checked for a town "Stanly," and found a tiny town "Stanley" in Gaston County, and he was from here.

- For Petry I was surprised to find on Ancestry the photo at right, which is on the book's page 539. This provided the names of the other men, and I was able to contact his daughter.

Public Member Photos & Scanned Documents
PICTURES
PHOTO: WW II
CATEGORY: Other
DESCRIPTION: Byron middle back row. Roger St. Pierre Virgil Pasco John McNulty James Delaney.
ATTACHED TO: Byron E Petry (1919-1994)

This was also very productive. I found 9 exact birth dates, where I previously had only the years, and in a few cases realized I previously had the wrong man with the same name. I sent 420 messages on Ancestry to relatives of about 240 squadron members (often to more than one relative, and often a follow-up message). For 184 of these members I received no reply from the creator of the family tree, but often the member is a very distant relation, e.g. their great grand-mother's third husband's fourth cousin once removed, and so they have no contact. I did, however find relatives of more than 50 people, and many people on Ancestry were very helpful.

I joined Newspapers.com, and searched on "13th Troop" and found two members I was not aware of, pilot Robert H Rogers, Jr., and G. William Hulland, and found Mr. Hulland's son.

The new totals are shown at right. For birth dates, I realized that for several men I previously identified the wrong person, so took them out, but confirmed others, for a net loss of 2. I found 16 resting places. I contacted relatives of 54 more men, and on October 13 had reached relatives of 50% of the 678 men in the squadron, and am now at 56%; 53% have the book.

Members and Families Found (of 678 total)

Members':	30-Jun		7-Dec		Add	Need
Birth Date	653	96%	651	96%	-2	27
Death Date*	616	94%	619	94%	3	42
Resting Place*	499	76%	515	78%	16	146
FindaGrave Link*	372	57%	378	57%	6	283
Contact	324	48%	378	56%	54	300
Have Book	308	46%	361	53%	53	317

* Percent and Need for 2nd-4th exclude 17 known living.

The table above notes 54 new contacts since June 30, which is 2 from the August letter, the 50 listed below, and 2 I don't recall. Many are sons and daughters, but also nieces, grand-nephews, etc.

Babcock, R.E.	Ferguson, M.B.	Hogan, C.F.	Muehr, L.	Strode, E.C.
Bland, J.H.	Foss, W.	Hopkins, J.P.	O'Connor, W.J.	Tauschman, J.A.
Bond, W.B.	Goldberger, E.I.	Houpt, F.R.	Petry, B.E.	Thomas, C.P.
Burgess, A.E.	Goudy, G.	Hulland, G.W.	Pyke, D.L.	Thompson, A.L.
Calvin, A.A.	Hale, C.R.	James, C.R.	Reberry, P.L.	Tutella, R.M.
Carey, P.E.	Hamasian, M.	King, E.S.	Reynolds, G.E.	Wade, W.C.
Claydon, J.	Harper, D.R.	Linden, D.	Schroth, A.K.	Wantz, R.H.
Conn, C.T.	Hay, D.M.	Malloy, C.J, Jr.	Scruggs, J.T.	Wicks, R.
Crooker, R.R.	Heckerson, B.	Medina, F.	Smith, Wm. E.	Willson, M.
Farmer, R.C.	Hocker, R.C.	Mitchell, O.L.	Stout, J.W.	Wilson, H

Every one of these new contacts was special, but a few were particularly satisfying. Carey was one of the longest serving navigators, and a friend of the top officers. Claydon had the story herein on page 7. Farmer, at right, was one of the original 10 staff sergeant pilots, and on page 322 ranked #1 for the most hours in the first six months, making the historic Guadalcanal flights. Ferguson was in many photos. Goldberger was a ground officer who was impossible to find – until I learned he changed his last name. Hay was one of the early pilots. Heckerson flew a mission with my dad. Linden was a mess cook. O'Connor and Reynolds were ground officers. William Smith was "Catfish" who had the C-47 painted to look like a fish. Hal Wilson was the second overseas commanding officer. Again these were relatives, not the members, I found.

Pilot Hay had the photo at right from 1943 – please let me know if you recognize the men; Hay is 3rd; the plane is Billie. He married in 1944, had a son, and passed away in 1949. His son wrote: "Wow! I've been searching for information about my father's military service for years. Your email was the answer to so many questions. One of my sons is a Captain in the U.S. Air Force assigned to the 37th Bomb Squadron. He's is pilot / aircraft commander for a B-1B Lancer bomber, and is quite proud of this grandfather, and has also been trying to dig up information about his service."

On September 16, 4 days after North Korea tested a nuclear bomb, the U.S. sent two B-1Bs from Guam to fly over Seoul, one commanded by …Hay's grandson, offspring of the Thirsty 13th.

Of the 300 members for whom I have not yet contacted their relatives, roughly 120 have no family trees on Ancestry or anything to go on, and for the other 180 I contacted someone on Ancestry, or elsewhere, and will hope to hear from them someday, and renew this effort later.

As shown in the prior table, relatives of 53 members learned about and received the book for the first time. Since the last newsletter I sent out 77 books, almost all complimentary. I have 288 books remaining, now less than the number of member-families who do not have the book, of 317.

As a byproduct of finding relatives of more members, I learn what mementoes are out there. There are photos from Massachusetts to British Columbia to San Diego I hope to scan next year.
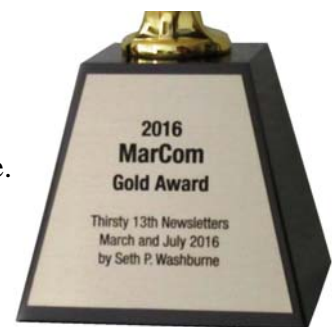
b. MarCom Award

In the last newsletter I mentioned I submitted three of my newsletters to this annual competition. On October 17, 2016, I received an email from MarCom that I should log on to see how I did. The results are below – and each newsletter won Gold.

MarCom receives about 6,000 entries for more than 300 categories, and I entered two of the newsletters in category 264: E-Newsletters, and one in 76: Other Digital Communications. As noted in the last newsletter, submissions get rated by judges, and those with a score of 90-100 receive a Platinum Award, 80-90 Gold, and 70-80 an honorable mention. For 2016 for the 264 E-Newsletter category there were 2 Platinum winners, and 11 Gold winners, and in 76: Other Digital Communications, there were one Platinum winner and 4 Gold winners.

I wish they provided feedback about what could be done better, to win Platinum. For this issue I added my name and contact information at the bottom of the first page. If you think of anything which would improve these newsletters, please let me know.

There was no award ceremony, and so no opportunity to make an Oscar-esque speech. But if there were I would have given all thanks to those of you who shared family treasure photos and other items, those of you who helped me find these relatives, and researchers and others, e.g. all of you in New Caledonia, who have been a big part of this journey back into history. This award is for you.

Based on the evaluation of MarCom Awards judges, your entry(ies) merits the following award(s).

Title of Entry	Category	Award
Thirsty 13th July 2016 Newsletter	264. E-Newsletter	GOLD
Thirsty 13th March 2016 Newsletter	264. E-Newsletter	GOLD
Thirsty 13th November 2015 Newsletter	76. Other -- Military Unit Newsletter	GOLD

c. Losses in Action

Gilbert W. Zieman, Pilot, 7/42-2/43; we lost him September 2, 2016

On September 7, 2016, I received and email from the son-in-law, Phil, of 13th TCS pilot Gil Zieman, that he passed away September 2, 2016. He was born June 22, 1922, and was 93.

Gil grew up in South Dakota, and after high school joined the U.S. Army Air Corps. He earned his wings at just 19 years old, through a special program to expand the ranks of pilots which created staff sergeant pilots, i.e. who were not officers. The 13th TCS was blessed with ten staff sergeant pilots, and they were some of our best. They received "battlefield commissions," i.e. became commissioned officers overseas in January 1943. Gil was one of the just 26 pilots who flew our planes to the South Pacific for the first time in October 1942, and then made the historic flights to Guadalcanal, which earned the squadron its first Distinguished Unit Citation.

Gil was also a huge help to the squadron history, and is the #1 reason the book exists. He is the first person I ever searched for and found, and then, very kindly, copied many articles from his files, put them in manila envelopes, and took them to the post office and mailed them to me. In the summer of 2008 I came home maybe six times and found packages in my mailbox, and each was an absolute thrill. Among these was a list of the original 13 serial numbers, with nose art names, and he is the only one who had this list. This is what set me on finding all of the serial numbers. On June 16, 2011, he sent me items by FedEx, and I wanted to remember his kindness and so photographed the package, at right.

Gil studied Journalism in college, and wanted to be a writer, and wrote the great story on page 114 of the squadron's first flight to the South Pacific, and was the only one to do so. I recall thinking "This doesn't belong in a desk drawer in Green Bay, this should be widely distributed." Out of thanks to him I also wanted to help Gil get published. These were two of the thoughts which spurred me on.

I visited Gil and his wife Betty on September 10, 2009, above, and it was a thrill. He had a photo album, and a letter pilot Baldry wrote in 2000, on the book's page 165, in which Baldry describes his most tense flight – and refers to my dad with him on a drop mission on Guadalcanal.

America and all Thirsty 13th relatives owe a big thank you to Gil for his contributions to the squadron and to American history. Thank you, thank you, Gil, from me and us, and Godspeed.

Carl Sackett, Pilot, 11/43-11/45; we lost him September 15, 2016

Carl was a pilot in the squadron 11/43-9/45, for 21 months, second longest of all our pilots. He is pictured above at Biak in early 1945, and on April 24, 2011, the second time I visited him in San Antonio. He was a great help with the history, providing 32 quotes. He was a happy person who tried to make moments fun. As usual, I regret not visiting Carl more often, and hearing more of his stories. He was 95. It was an honor to know him. Thank you, and bless you, too, Carl.

Ken Soderland, Pilot, 2/45-5/46; we lost him September 28

This one was the hardest for me. Ken and I share the same birthday, November 4. We both spent time at the University of Chicago in Hyde Park (me a student; he worked in the library). He was mild mannered, wore classic clothes, and reminded me of my dad. He lived in Houston, and I had to go to Houston on occasion so met him several times. In 2010 I invited him to go to the Oshkosh Air Show with me, and we spent 3 days palling around, at right, plus I got to know his children over the years.

Ken wrote detailed letters home, and after the war wrote stories he shared. He was #1 in describing the squadron in 1945, as noted on page 559. On page 733 when I wondered if there was a second Dulag camp across the road, I called him, and he is the only one who remembered this. In 2014 I tried to find the 1946 Clark Field camp, now in the November 2014 newsletter, and he was the only one who could identify its location. I called him many times every year with questions.

Earlier this year, Ken with not long to live was relocated to hospice in Denton, Texas, near his daughter. Initially he did not want visitors. On August 30 I received a text from his daughter that he would enjoy seeing me, and sped up there, below right. I told him I hope to go Biak someday, and float over the coral he floated over at the beach; go to Mokmer Airstrip and picture him coming in for a landing; go to Dulag and walk back to the officers' area and think of him.

I asked him if he'd like to go back to Biak, and he said "It's not the same." The squadron is not there, nor his friends, nor his role, winning the war which saved civilization. He was 93. Words aren't enough, but thank you for everything, Ken. The world is better because you lived.