

February 2017 Newsletter

February 4, 2017



Dear Thirsty 13th members, relatives, and friends,

Since the newsletter December 7, 2016, the squadron history advanced again due to the kindness of others in sharing helpful items. The daughter and son-in-law of Neal Harriss were great to share his photos with us, and so a big thank you to them. Leo Clevenger and Charles Laine, who have found great items in the past, did so again, and so thank you to them, too.

I continued to try to find members' birth and death dates, final resting places, and relatives, finding new ways to search on Ancestry.com, and using Newspapers.com. I share some of the successes starting on page 9. Eventually there will be less about these, but they are exciting. We reached a milestone with now more than 400 members' relatives contacted.

Seth P. Washburne, Squadron Historian

Award
Winning
Newsletters



Contents

1. Additional History	2
a. 1942: Movie of C-47 Lady Eve at Guadalcanal	2
b. 1943: C-47 Karen	3
c. 1943: Movie with short clip of C-47 Catfish at Vella Lavella	3
d. 1944: API Story–Why the 13th TCS gave up Coffee in Flight	4
e. 1944-1945: Items from Neal E. Harriss, Radio Mechanic, 11/44-10/45	5
2. History-Related Activities	8
a. Thirsty 13th Patch Logo Item	8
b. Two Years c/o Postmaster Book Background	8
3. Members and Relatives	9
a. Searching for Members and Relatives	9

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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To enlarge the PDF to fill the width of your screen, press the CTRL key and “+” at the same time.

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



DECEMBER 31, 1942.

Aircraft No. 118580 returned to Tontouta, New Caledonia, at 0015 (GCT) from Guadalcanal, Solomon Islands, via Espiritu Santo, New Hebrides, with 1stLt. M. E. Fraser, USAAC, in command. Fifteen (15) casualties were evacuated from Guadalcanal on the above aircraft.

1. Additional History

a. 1942: Movie of C-47 Lady Eve at Guadalcanal

On December 26, 2016, Leo Clevenger emailed me he searched archive.org for "Marine C-47 Guadalcanal," and the first result was an 8-minute movie, and the first 2 minutes are the 13th TCS C-47 Lady Eve at Henderson Field, Guadalcanal, in December 1942. The MAG-25 War Diaries, above, list this plane departing there only once during the month, on December 31, with 15 casualties, and these men appear uninjured, so perhaps this is another day, or they are on "combat fatigue."

Movie screenshots show the vertical has the white stripe described on the book's page 86, and the rudder has a camouflage pattern. The cargo doors have nothing hanging on them - by 1944 they held Mae West life vests. Men check in with a man by the door, as three watch from inside. The passengers are from various services, wearing many types of hats. The shiny bracket on the outside of the door was perhaps for a lock.

Below are two views from the parking area, but it was not possible to determine where this is on Henderson Field. Below these is a C-47 landing at Henderson Field.

A safe link to the video is on the Thirsty 13th website and at: <https://youtu.be/an5i8n-2tuw>. Only the first 2:11 minutes are us.



PLANE	ASSIGNMENTS	CREW CHIEF	ASSIT OPERATOR
July 1-42 "KEE-BIRD" 41-18410	T/Sgt. JOE LOWERY	OHIO	Sgt. JOHN SAYLOR LITTLE ROCK, ARKANSAS
Sept 22-42 "BILLIE" 41-18590	T/Sgt. ARNOLD JOHNSON	PHILA. PENN.	Cpl. DOUGLAS POWELL SALISBURY NORTH CAROLINA
FEB 1-44 "KAREN" 42-2942	T/Sgt. THOMAS LOCKE	DALLAS, TEXAS MT. PLEASANT	Sgt. CECIL HOGAN BROOKLYN, N.Y.
APRIL 44 "TEENIE" 41-18737	T/Sgt. JAMES HARTLING	TEXAS	Cpl. MITCHELL BRAVOS CHICAGO, ILL.
MAY 1-44 "LIL JOY" 43-15235	T/Sgt. JAMES HARTLING	MT. PLEASANT, TEXAS	Sgt. PAUL BOWMAN PHILA. PENN.

b. 1943: C-47 Karen

Radio operator Harold C. Myers had the list above of C-47s to which he was assigned, and wrote above #942, "Karen." The book on page 335 notes the pilot was Gale A. Dalmann and it left the U.S. August 11, 1943.

In late December in searching again for Dalmann's relatives, to let them know about the book, I found the photo at right from April 1944, on the day Gale returned to the U.S. after 20 months, and met for the first time his daughter, 17 months old, Karen. Because I was searching for his descendants' names I did not immediately make the connection.



On January 3, 2017, I spoke to his grandson, Craig, who is a colonel in the Air National Guard, who mentioned he is the son of "Karen," and I finally had an "Ah ha!" moment. This beautiful daughter is the one who inspired the name of one of the main Thirsty 13th C-47s flown from August 1943 until December 1944. It is a priority to learn the story behind our nose art, and so it is great to learn the background of this name, too, and for it to be such a nice story.

c. 1943: Movie with short clip of C-47 Catfish at Vella Lavella

On January 8, 2017, Leo Clevenger sent me a link to a movie with the 13th TCS's "Catfish" at Vella Lavella. This seems to be in the same location as the photo in the November 2015 newsletter, at right. A safe link to this is: <https://youtu.be/ALe72pU4pDk>, at 2:14-5:39 minutes. Later a fighter plane is burning, perhaps the one Hetzler noted on p. 360.



d. 1944: API Story—Why the 13th TCS gave up Coffee in Flight

The book on page 468 has a quote from pilot Ben Petmecky about a regular run from Manus in the Admiralties east to Bougainville, Munda, Guadalcanal, and New Caledonia, to fly mail and wounded, and then back. On January 17, 2017, when searching Newspapers.com I found the article at right by Fred Hampson, a famous war correspondent for the Associated Press, flying from Manus to Munda with our crew; Petmecky was co-pilot.

Crew Spending Third of Time in Air Calls Big Plane Home

“ABOARD AN ARMY SERVICE COMMAND PLANE OVER BISMARCK SEA, May 15, 1944 (Delayed). This Army supply plane, a two-motored C-47 with goodness knows how many overwater flying hours behind her, is home to her five-man crew. She makes this flight, about 800 miles over water, and the longest supply route in the South Pacific, three times a week, to an advance base.

She is almost always loaded to the roof. She carries no armament, although her route takes her near several Japanese bases. On one or two occasions she has wandered a bit in bad weather and found herself bracketed by anti-aircraft fire. When she reaches the advanced base they unload her, and the crew sleeps on the floor. The next morning they reload her with engines and other vital equipment that need quick repair, and she flies it back to Guadalcanal.

The men spend approximately a third of their time over the ocean [8-hour days]. Second Lt. Ben Petmecky of Phoenix, Ariz., gives me his seat and goes aft for a catnap. We have been out over the Bismarck Sea about three hours, and are flying at 13,000 feet in brilliant sunshine. The air is smooth, and we are on automatic pilot. Across the cockpit, the pilot, Lt. Bruce R. Groesbeck, Lytle, Tex., is writing a letter home. Just behind us, navigator Second Lt. Donald Pyke, Lafayette, Ind., takes his bearings and passes it up to Groesbeck, who makes a slight adjustment in course.

Flight Engineer Sgt. Kenneth F. Wentworth, Liverpool, N.Y., and Radioman Staff Sgt. Joseph Paucek, West Allis, Wis., beckon me aft for sandwiches. Wentworth breaks out some canned turkey, and Paucek produces a loaf of bread and saws it with a jungle knife.

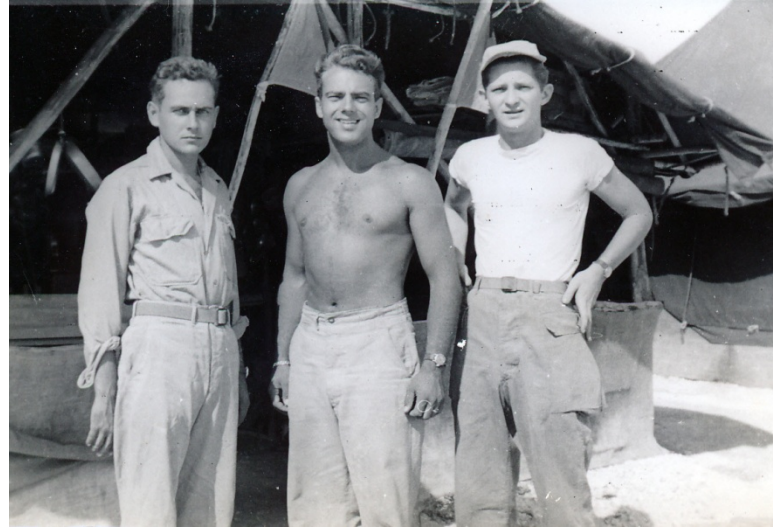
We wash the sandwiches down with canned grapefruit juice. Coffee would be better; it is pretty cold up here. Some of the crews make coffee, but these boys decided against it as an open flame is dangerous aft the cockpit. “A lot of these planes have disappeared without a trace,” says Wentworth. “Apparently they just explode in the air. We decided to give up the coffee.”

We are out over the Solomon Sea now, and the weather has closed in. We’re flying through rain squalls, our cargo of engines rocks ominously as the plane bounces, drops, rolls and urges to the air currents. Now we break out of the squall and drop down to 9,000 feet. The sea is visible and green, and the submerged coral reefs appear in breathtaking beauty on the bottom.

Most of these transport crews average eight months to a year between leaves to the States. Most of them wish they could fly bombers. They think in the long run bomber strikes are safer than so much heavy-hauling over the seas.”

By FRED HAMPSON
 ABOARD AN ARMY SERVICE COMMAND PLANE OVER BISMARCK SEA, May 15. (Delayed)
 (P)—This Army supply plane, a two-motored C-47 with goodness knows how many overwater flying hours behind her, is home to her five-man crew.
 She makes this flight, about 800 miles over water and the longest supply route in the South Pacific, three times a week to an advance base.
 She is almost always loaded to the roof. She carries no armament although her route takes her near several Japanese bases. On one or two occasions she has wandered a bit in bad weather and found herself bracketed by anti-aircraft fire. When she reaches the advanced base they unload her and the crew sleeps on the floor.
 The next morning they reload her with engines and other vital equipment that needs quick repair and she flies it back to Guadalcanal.
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usually makes a slight adjustment in course.
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e. 1944-1945: Items from Neal E. Harriss, Radio Mechanic, 11/44-10/45

Harriss enlisted in the Army February 4, 1941, ten months before Pearl Harbor. He rose to Tech Sergeant in the US before joining the squadron in November 1944 at Biak, in radio repair. He was 29. On December 17 I received scans of his items from his daughter Sharon, and her husband Merle.

Harriss at Biak was in the tent above, #A8 (see map on page 537). At the time of this photo he does not have a raised wood floor, only coral ground, and has a broom to sweep out the coral dust. A pennant hangs outside. His tent mates above right are estimated to include Gunderson on the left, and Pando on the right; Harriss is shown at right.

Harriss is below left with a samurai sword and Japanese flag. His shirt says "U.S. Army Air Forces," the first time I have seen this, rather than the usual white T-shirt. His friends here are not identified. The friend below right wears wooden clog shoes.

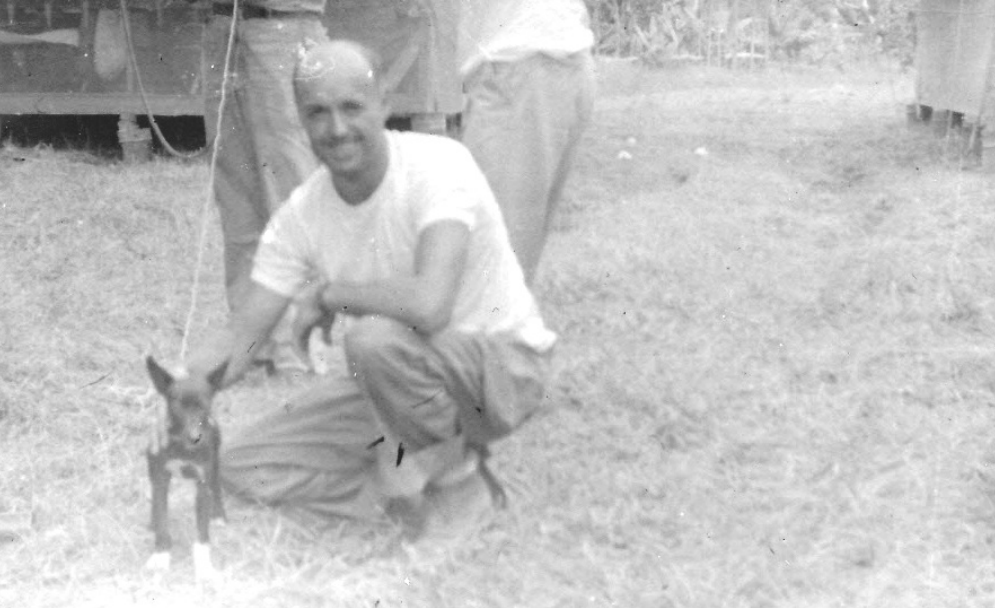




Harriss titled the photo above: "Some of the boys on Sunday PM." It is at the east end of tent row A at Biak, of perhaps Duffy horsing around, and someone strolling back to his tent, with beautiful clouds; a nice free-time image.

Below left are "Some of the radio operators" in 1945. Please let me know if you recognize anyone. Below right are Epperhart, Gunderson, Pando and Harriss, on the beach at Biak next to a Jap tank, with Owi Island in the distance. Below these is a large native outrigger canoe at Biak.





Date palm tree
near Dagami P.I.
Jack Langlois
& shorty & Slim in
background.

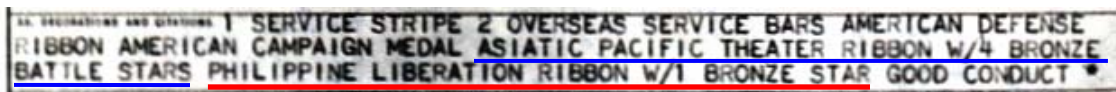


In July 1945 Harriss moved with the squadron to Dulag, Leyte. The photo above of Harriss was titled "This little dog had to be left behind" (in Dulag). At right is "Date palm tree near Dagami, P.I., Jack Langlois," which was 5 miles NW of the Dulag camp, showing the men explored beyond the camp.

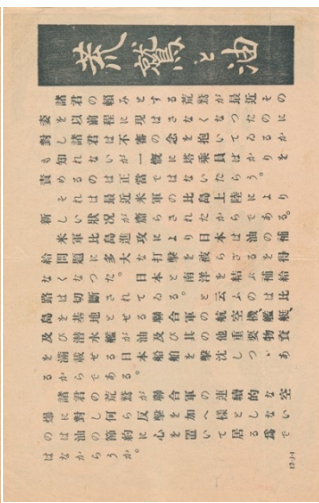
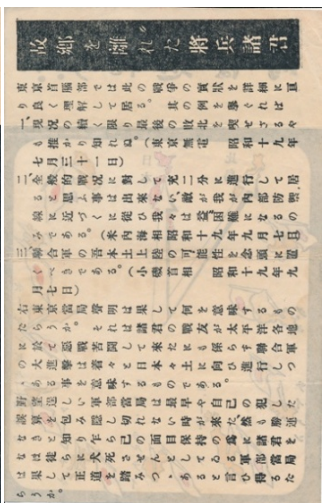
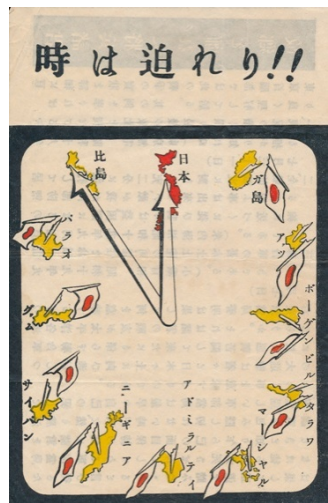
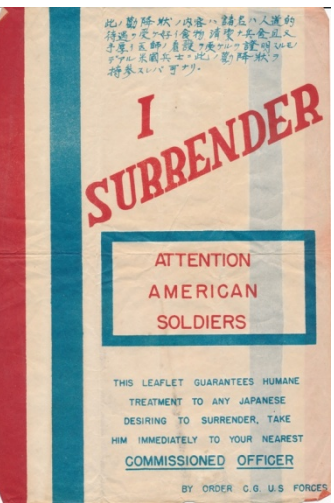
A note states "His crew flew occupation troops into Japan, and was on the Missouri when MacArthur signed the treaty." This was news, that 13th TCS members were on the Missouri.

The photo at right was labeled: "[Radio operator] Allen L. Thompson. He's home now. This was taken the day before he left for the USA. Notice the smile."

Harriss' Honorable Discharge, below, states he earned the "Philippine Liberation Ribbon w/1 bronze star." This is in addition to the "Asiatic Pacific Theater ribbon w/4 bronze battle stars." I have seen the Philippine ribbon with a star before, and wondered if the men moved one of their battle stars to it, but now see it had an additional star.



Harriss had the three surrender leaflets below the U.S. dropped on the Japanese. The first is leaflet 1(c)J1 printed in September 1944 (ref: psywarrior.com), with a blank back. The second, two-sided, is leaflet 4J1, "Japan's Hour of Doom," prepared by the 6th Army Psychological Warfare Branch, showing islands the Allies captured, with broken Japanese flag poles. A translation of the back is online, and quotes Japanese leaders in 1944 saying they cannot win (ref: navonanumis.blogspot.com). The third leaflet, 12-J-I, showing a bombed oil pipeline, was dropped on Southern Luzon on January 23, 1945.



2. History-Related Activities

a. Thirsty 13th Patch Logo Item

On December 15, 2016, the son, Charles, of 1942-1944 mechanic Laine emailed me the image at right. The item is all-leather. The size is not indicated, so it might be a drink coaster. I expect it is not official, but was made after the war by a squadron member, or by a loved one as a present. I like the rounded shape of the plane, and the shadows under the wing and tail.



It reflects someone's enduring love for The Thirsty 13th.

b. Two Years c/o Postmaster Book Background

On December 4, 2016, I searched for relatives of navigator Robert M. Smith. The only address I have for him is the return address, at right, on the original packing box for the squadron yearbook "Two Years c/o Postmaster." Searching Ancestry.com for Smith and "Remsen St." in Brooklyn, I found his parents names, and then that his middle name was Mockler. On Newspapers.com I searched on his full name, and found the article at right from the Brooklyn Daily Eagle, December 11, 1946.

The second paragraph states he met his future wife "in Sydney late in 1945" when he "was assigned to supervise publication of a book written by members of his squadron," providing the date, late 1945, when the book was finalized, and that Smith oversaw this. The last sentence states an advance copy was sent to him on the day he was married, which was December 5, '46. Squadron members who ordered "Two Years" would then have received it around Christmas 1946 or in early 1947.

If Undelivered Please Return to:—
LIEUT. ROBERT SMITH,
76 REMSEN STREET,
BROOKLYN,
NEW YORK,

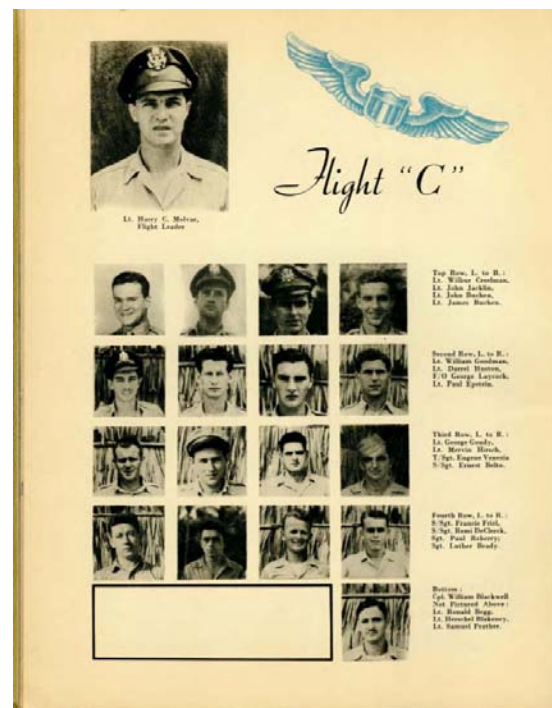
18 months. He served as a navigator and intelligence officer in the 403d Troop Carrier Group of the 13th Air Force in the Pacific theater.

Mr. and Mrs. Smith met in Sydney late in 1945 when the former was assigned to supervise publication of a book written by members of his squadron. Word that an advance copy of the book, "Two Years c/o Postmaster," had finally been started on its way to this country came to the former army officer on the day he was married.

Photos in Flights Arranged by Role

This 1946 yearbook has 8 pages of photos of air crew members arranged in flights A to H. On December 24, 2016, in a spreadsheet I put number next to each man to show his order within each flight. I then had a revelation that these photos are arranged by, in order, pilots, navigators, mechanics, and radio operators, and within these by rank, and then by last name. For the lieutenants they do not specify 1st or 2nd Lt., but still sorted by these.

Recognizing this order allowed me to: a) confirm that A. Alexander, A. Fitzpatrick, H. Mehn, C. Lewis, and C. Lucas were pilots; b) move A. Bowman, Goudy, Maginot, and Martin from pilots to navigators; and c) move H. Clark from mechanic to radio operator.





ILLINOIS

Pfc. R. Cameron,
Sgt. V. Deppe,
S/Sgt. C. Enfield,
Sgt. E. Gates,
Pfc. C. Meyers,
Sgt. J. Mika, and
S/Sgt. J. Martinaga.

First U.S. Transport on Munda Field



(Associated Press Photo: From Army Air Forces.)

Seven Illinoisans, all ground crew members of the 13th air force, stand in front of the Snafu, first American transport to land on Munda air field, New Georgia Island. Mrs. Eleanor Roosevelt rode on the Snafu on her Pacific tour. Crew members, left to right, are: Pvt. Robert J. Cameron, Chicago; Sgt. Victor L. Deppe, Jacksonville; Staff Sgt. Charles D. Enfield, Chicago; Sgt. Eschol N. Gates, Thomasboro; Pvt. Charles M. Meyers, Junction; Corp. Joseph F. Mika, Chicago; Sgt. John Martinaga, Zeigler.

3. Members and Relatives

a. Searching for Members and Relatives

For the last 18 months it has been a goal to connect the names of men in the book "The Thirsty 13th" with the real world person. A definitive way to do so is to determine and record the birth date for each Thirsty 13th man. Below are some recent finds of dates, and relatives.

C. Meyers, IL, Mechanic, 1943

The squadron yearbook "Two Years" includes 21 photos of enlisted men by state taken in August 1943, but for the names includes only a first initial, as in the photo above left for C. Meyers, standing fifth. Most men also appear in a roster from May 1945 of all the enlisted men ever in the squadron overseas, with their first name, middle initial, and home address, but C. Meyers did not. A search on Ancestry.com for C. Meyers in Illinois born in 1915 +/-10 years, results in about 50 possibilities, and made him seemingly impossible to find.

On December 23, 2016, in searching Newspapers.com for J. Martinaga, also in the above photo, I found the Chicago Tribune, October 17, 1943, publication of this photo, above right, and it included each man's full name, and hometown, including "Charles M. Meyers, Junction." I searched this name on Ancestry, with no birth year range, and they have a town of Junction in both Gallatin County and Marion County, and he did not appear in either. Not giving up, I left out the town of Junction, and searched on the county, and he was not in Gallatin County. Lastly I searched on his name in Marion County, and there he was. The biggest thrill was to find his veteran's application for a headstone, below, and read on it in red letters "13th Troop Carrier Sq." He was born in 1902, and passed away in 1962. I could not find his relatives, but at least now he is not forgotten, but identified, and his resting place recorded with other squadron members.

16-11453-12 *ofc army air force* **WW II** *WW II* **KOREA 69624 ORIGINAL**

1. NAME OF DECEASED - LAST-FIRST-MIDDLE (Print or Type) Meyers, Charles Matthew ✓		APPLICATION FOR HEADSTONE OR MARKER (See attached instructions. Complete and submit both copies)	
2. SERVICE NUMBER 36066436 ✓		13. NAME AND LOCATION OF CEMETERY (City and State) Palestine #2, Omaha, Illinois	
3. PENSION OR VA CLAIM NUMBER		14. This application is submitted for a stone or marker for the unmarked grave of a deceased member or former member of the Armed Forces of the United States, soldier of the Union or Confederate Armies of the Civil War or for an unmarked memorial plot for a non-recoverable deceased member of the Armed Forces of the United States.	
4. ENLISTMENT DATE (Month, day, year) IND Aug. 17, 1942 *		5. DISCHARGE DATE (Month, day, year) Oct. 26, 1943 <i>over</i>	
6. STATE Illinois ✓		7. MEDALS Asiatic-Pacific Campaign Medal <i>None</i>	
8. GRADE, BRANCH OF SERVICE, COMPANY, REGIMENT AND DIVISION PFC Air Corps Unassigned <i>13th Troop Carrier Sq., U.S. Army</i>		I hereby agree to accept responsibility for properly placing the stone or marker at the grave or memorial plot at no expense to the Government.	
9. DATE OF BIRTH (Month, day, year) Jan. 17, 1902 ✓		NAME AND ADDRESS OF APPLICANT (Print or Type) Wright Funeral Home	RELATIONSHIP Creditor
10. DATE OF DEATH (Month, day, year) May 15, 1962		SIGNATURE OF APPLICANT	DATE

COMMISSION

Pvt Aversa, Vibraschi
Amelang, Lewis M.

Louisville Neb
Louisville Nebr

Vibraschi Aversa, Mechanic, 8/44-10/45

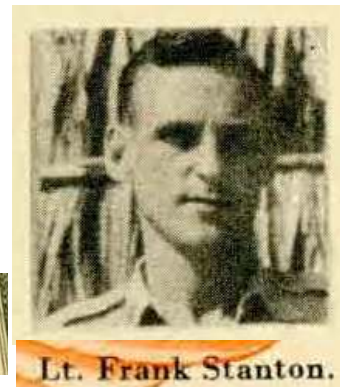
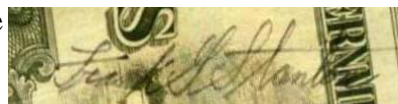
Another 13th TCS member I could never find was Vibraschi Aversa, whose name appears in the May 1945 roster with the line above, with an address of Louisville, Neb. The population of Louisville, Neb., in 2010 was 1,016. I searched Ancestry and other sources for him many times, and they have no one named Aversa from this town or its county ever. His last name appears to end in “ashi” or “achi,” and I searched for both of these, but could never find him.

In January 2016 I found the daughter Karen of radio operator Amelang, and in May she emailed me a note in which her dad referred to Aversa, and I let her know I could not find him. On December 10, 2016, Karen emailed me that her family is on FindaGrave, and stated she tried to find Aversa on that site, and, searching with only a first initial “V,” found him! Apparently he spelled his first name with both an “s” and a “c,” as Vibraschi.

He passed away July 8, 2016, barely 5 months before Karen found him, in South Carolina. In 2015 I drove near there and would love to have met him and heard his stories. This is one reason I keep trying to find members. I found no mention of Louisville, Neb., but on January 2, 2017, noticed on the same roster, above, that this was the town of Amelang. I found a number for a son, and on January 1, 2017, at 9:30 a.m. we spoke and he shared many stories.

Frank G. Stanton, Pilot, 1945

Frank Stanton appears only in the book “Two Years,” at right, with no middle initial or town. Pilot Soderland provided the key link, though, with his signature on a short snorter, below, with middle initial G. Earlier this year I found on Ancestry a Frank G. Stanton, born 12/22/18, who lived in Crawfordville, Florida, but was not sure he was the one, and was looking for a family tree link, and did not find one, so did not try calling him.



On December 13, 2016, I searched again for him on Ancestry, and this time found the link at right to a FindaGrave site. That site stated he “flew C-47s as a Philippine bush pilot during WWII,” so was indeed ours. I was so excited to then find a phone number for his son that I called the son at 10 p.m. his time, and the son did not mind the late call, and knew right away about the Thirsty 13th.

NAME: Col Frank Goodnow Stanton
BIRTH: 22 Dec 1918 - Payette, Payette County, Idaho, USA
DEATH: 14 Sep 2016 - Wakulla County, Florida, USA

Frank Stanton passed away September 14, 2016, exactly 3 months prior to my finding him. It is a shame I could not find him, too, earlier, and hear his stories.

Wilbert McGee, Pilot, 1945

I had no middle initial or town for him, but on December 11, 2016, searching on this name and “pilot” I found the Young County, Texas, webpage at right about one, ours, who “Served in New Guinea and Philippines.” This provided a middle initial and hometown, from which I found his birth and death dates, and relatives.

Young County Heroes
They Paid Dearly That We Might Live Freely. Remember Them.

Men and Women of the U.S. Armed Forces from Young Co., TX

McGee, Wilbert Don

War: World War II
Service Branch: Army Air Corps
Awards and Medals: Battle Star, Good Conduct Medal, Victory Ribbon, APO, Army Dist. Unit Cit.

1st Lt. Wilbert Don McGee, son of Mr. and Mrs. J. L. McGee, Olney husband of Helen Ray, graduate of Graham High. Entered AAC, 1942, trained in Calif. and Montana. Served in New Guinea and Philippines. Awarded GCM, APO, 4 Stars, Dist. Unit Badge and Victory Medal.



Neal E. Harriss

In the July 2016 newsletter I noted I finally found the birth date for Neal E. Harriss, for whom I previously had spelled his last name with only one “s.” In October I found his granddaughter, and then her Mom, his daughter, Sharon, and her husband Merle. In December Merle was amazing to scan all of Sharon’s dad’s photos at a high resolution, and mail me a USB drive of these. Because he had scans, he was comfortable to also mail me the originals to review.

On December 17 I received these, at right. It was amazing to hold the originals. He let me mail the original photo of Allen Thompson to Thompson’s son, the only photo this son has now of his dad during the war, and the original photo with Epperhart to Epperhart’s son, and both sons framed and treasure these.



Harriss was born in 1915, and is shown above when married before going overseas, then in the location on page 544 in front of the chapel at Biak, and also in 1971. He passed away much too young at 58 years old, in 1974. All of the Thirsty 13th men I met were the most wonderful ever, and he, too, seems to have had the same Thirsty 13th spirit.

Donald L. Lange

Lange was a founding member of the squadron, transferred from the 5th Transport Squadron at Patterson Field in December 1940, but I had no serial number, age, or hometown. Searching Ancestry.com for this name, born 1912-1922 one finds six Donald L. Lange’s, from California, Iowa, Ohio, Virginia, New Jersey, and New York, and many others with no middle initial listed. It seemed he would be one of the men I would never be able to identify.

On December 29, 2016, while searching for Joseph A. Lowery, I was amazed to find on Ancestry.com that for the 1940 census they included, at left, the “Enlisted men’s Barracks, 5th Transport Sq.” This included the section below for Lange, too, with his age, 20, and hometown, Toledo, Ohio. With these I could immediately confirm which one was ours, and his birth and death dates. I contacted three persons who had him in their family tree on Ancestry but none were close relatives, so I did not reach his close relatives, but at least now have him identified.

Enlisted men Barracks, 5th Transport Sq

61																				
62																				
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Pfc Rosen, Sydney

183 Rutledge St

Brooklyn

NY

Seymour L. Rosen and Sydney Rosen – solved January 14, 2017

This was one of the hardest puzzles I solved, in a personally thrilling moment at 12:45 p.m. Saturday, January 14.

The first line above is part of an order sending a Seymour L. Rosen from Pope Field to Lockbourne, Ohio, August 8, 1942. The ww2enlistment.org website has this serial number and says he was from Sullivan County, NY, born 1922 (but these birth dates can be off 1 year), enlisted October 9, 1941. In late 2015 I called a Seymour L. Rosen, 93, in Florida, who said I was the first person in his entire life to express any interest in his WWII service. He said he was from Sullivan County, born in 1922, enlisted before Pearl Harbor, was in the Army Air Corps in the Pacific, a mechanic on C-47 and later C-46 aircraft, so all agreed with the Lockbourne order. But he said he was towing gliders from Wichita to Dalhart, Texas, which we never did, and in early 1942 was sent to India, and assigned to “fly the hump,” to China.

The second line above is from the May 1945 roster of all enlisted men ever in the squadron overseas, and lists a Sydney Rosen, with no middle initial, and a 1945 address of 183 Rutledge Street, Brooklyn. Ancestry at right has this address in the 1930 census, with no Sydney, but a Seymour born 1923. Census listings provide positive identification, plus parents’ names and age, but the age can be one year off. It seemed this referred to the same Seymour as in 1942, but someone did not remember his first name and typed Sydney. It was odd that he lived in both Brooklyn and Sullivan County (upstate), NY, but some people have second homes.

On January 13 I found on Ancestry the post below left, added just 3 weeks before, on December 21, linking Brooklyn and Sullivan County, and thought I’d found our man. But the very next day, while writing someone on Ancestry, I realized, no, this was the one I spoke to who flew the hump.

On January 14 I eagerly searched Ancestry again, and trying with no town, born 1924, father Samuel, clicked on a family tree and found the listing below right, for a Seymour, but an “Ah-ha!” moment when I noted the name “Sidney,” connecting these for the first time. Searching on Sidney with an “i” I found a “Sid,” at right, with parents Samuel and Fannie, the same as on Rutledge St., so finally had the right one. I found his grave, listing his rank of Pfc, Air Corps, the same as above, providing further confirmation. I was exhausted afterward, but had scored another touchdown. On January 15 I connected at last with the son of our Sidney Rosen.

I now estimate that the man I spoke to who flew the hump was in the squadron, but left at Lockbourne, Ohio. His first overseas base of Chabua, India, was not operational until August 1942, so I expect he did not recall the month he transferred there. After he said the hump, I may not have mentioned the name of the 13th TCS, just asked if he was in New Caledonia, and he said no. He was a nice man, and I am proud to have spoken with him, too.

1930 United States Federal Census

SEE MORE

NAME: Seymour Rosen

AGE IN 1930: 7

BIRTH YEAR: 1923

GENDER: Male

RACE: White

BIRTH PLACE: New York

MARITAL STATUS: Single

RELATION TO HEAD OF HOUSE: Son

HOME IN 1930: Brooklyn, Kings, New York

STREET ADDRESS: Rutledge Street

WARD OF CITY: 19th 4th Assembly Dist

BLOCK: G.

HOUSE NUMBER IN CITIES OR TOWNS: 183

DWELLING NUMBER: 117

FAMILY NUMBER: 254

ATTENDED SCHOOL: Yes

FATHER'S BIRTH PLACE: Russia

MOTHER'S BIRTH PLACE: Russia

ABLE TO SPEAK ENGLISH: Yes

HOUSEHOLD MEMBERS	NAME	AGE
	Samuel Rosen	42
	Fannie Rosen	39
	Sarah Rosen	17
	Eva Rosen	15
	Lillian Rosen	13
	Ruth Rosen	11
	Bernard Rosen	9
	Seymour Rosen	7
	Eleanor Rosen	5

Sid Rosen
128161893
Male
White
9 Feb 1924
Bklyn NY Ki, New York
3 Jul 1988
Original SSN.
Jun 1942: Name listed as SID ROSEN; 04 Jun 1993: Name listed as SIDNEY ROSEN
NAME
Fannie Sokel
Samuel Rosen
Sid Rosen

results for Seymour Rosen

-1 of 1

RECORDS

NAME: Sidney Rosen
BIRTH: 1924 - Kings, USA

Seymour Louis Rosen of Boca Raton, FL, passed away July 27 2016. He was born in New York City on January 12, 1922. Seymour graduated from Fallsburg High School. He was married to Marjorie Farb on December 3, 1971. Seymour had a career in Glasswork in Brooklyn, and was Builder/Developer in upstate New York, where he Owned/Operated Arnel Homes and Sullivan County Truss Company in Monticello NY. Seymour was a member of Monticello Masons Organization and is a decorated war veteran for his service

Lower Left: "Doc" Rosenberg, Captain, Medical Corps, is a mighty important guy when the teeth begin to ache.



“Doc” Rosenberg

On the list of men still not identified was a dentist at right, with last name Rosenberg, and no first name, only a nickname “Doc.” On ww2enlistment.org there are 1,484 Rosenbergs who enlisted in the Army during WWII. A search on Newspapers.com for Captains by this name produced a few, but not ours. On December 29, 2016, though, in re-reading the caption above, I noticed it says “Captain, Medical Corps.” The Medical Corps was established in 1908 as a specialty branch of the Army, so he was not part of the 13th TCS. I was sorry to lose him, but relieved to have one less man to identify.

I previously included a pilot Paul White, but now realize someone meant Edward White, so removed him, too. The total number of men ever in the squadron dropped from 678 to 676.

Latest Dashboard

The table at right shows the latest totals. The three net new birth dates are Aversa, Johnston, Lange, Lucas, McGee, and C. Meyers, less John Smith, Charles Brown, and McMahan for whom I previously found potential men but decided they were too uncertain. For Snook I realized I had the wrong one and found the correct one.

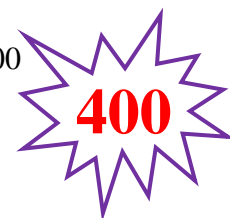
Members and Families Found (of 676 total)

Members:	7-Dec	4-Feb	Add	Need
Birth Date	651 96%	654 97%	3	22
Death Date*	619 94%	629 95%	10	30
Resting Place*	515 76%	540 82%	25	119
FindaGrave Link*	378 57%	386 59%	8	273
Contact	378 48%	406 60%	28	270
Have Book	361 46%	391 58%	30	285

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

For death dates, in addition to those with birth dates I found F.Foster, L.E.Davis, L.E. Goodwin, S. Rosen, and Stanton. I found final resting places for 25 men, including Belto, Buckingham, Max Burgess, L. Davis, Kopycinski, Peter Lewis, Markowitz, Osman, Stout, and others. On December 31, 2016, I found an award order for Earnest D. Belto, and realized I had the wrong one – previously an Ernest T. Belto, so corrected this, and found his resting place.

I found relatives of 28 more members, listed below. Each of these was searched for at least ten times before, so their discovery recently was really quite amazing. Ingalls was the radio operator on the reef landing, so it was nice to find his daughter. Relatives of these and two others, 30 total, received the book. On January 23, 2017, I finally had found relatives of 400 members. The total contacts as of February 4, 2017, are 406.



Aversa, V.	Cooper, D.W.	Markowitz, A.I.	Rosen, S.
Benedetto, G.	Dalman, G.A.	Martinaga, J.	Ruhl, K.S.
Bowman, A.P.	Duncan, J.L.	McDaniel, T.D.	Sennholtz, R.A.
Brandt, W.M.	Harriss, N.E.	McGee, W.D.	Snook, E.J.
Bromberg, M.W.	Ingalls, L.F.	Mihalega, F.	Stanton, F.W.
Clawson, L.G.	Kovek, K.J.	Oliva, F.G.	Thomas, C.P.
Cook, C.A.	Lewis, P.	Osman, R.B.	Vaughn, J.A.

Closing

We were fortunate to receive much more history than is included here, but to keep this to 13 pages the other material will be deferred until the next newsletter.

Thank you for your interest in The Thirsty 13th.