

April 2017 Newsletter

April 24, 2017

Dear Thirsty 13th members, relatives, and friends,

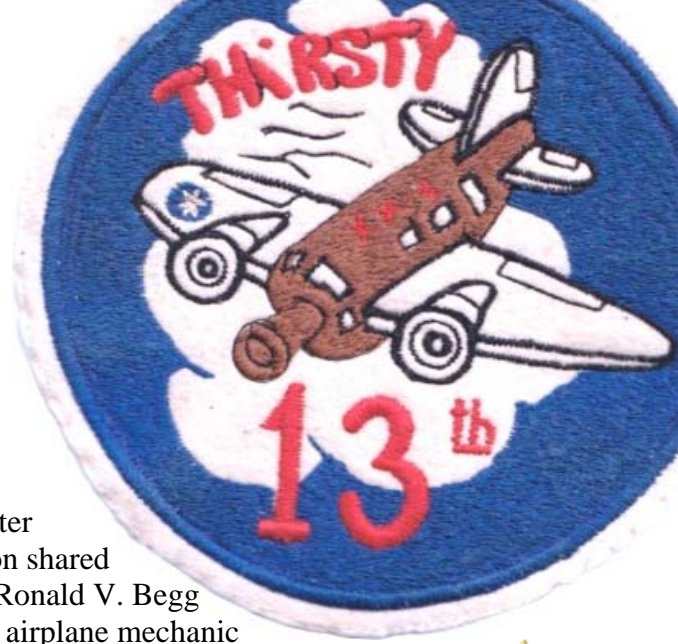
The squadron history continued to advance since the letter March 19, 2017. The son of 1943-45 radio operator Harmon shared an interesting group photo. The daughter of 1944-45 pilot Ronald V. Begg shared 122 photos, many from later 1945. The son of 1945 airplane mechanic Aversa shared photos of a jeep whose bumper his dad had painted to honor the squadron. The daughter of 1945 glider pilot Robert H. Rogers shared photos of his perfect-condition uniforms.

Air Force Historian George Cully mailed me disks with more than 10,000 pages of Far East Air Forces General Orders, 4,000 pages of Thirteenth Air Force orders, circulars, and letters, and 2,000 pages of USAF in the South Pacific Area documents, which provided numerous award orders and details. More members were identified, and more members had their relatives found.

Thank you for your interest in The Thirsty 13th.

Seth P. Washburne, Squadron Historian

Award
Winning
Newsletters



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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, sethgw1@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.

1. ASSIGNMENT OF ORGANIZATIONS:- THE following organizations of the Thirteenth Air Force are, effective July 1, 1943, assigned to the XIII AAF Air Service Command, with station as indicated:

- Hq & Hq Sq, 13th Air Depot Gp.
- 28th Depot Repair Sq
- 13th Depot Repair Sq
- 13th Depot Supply Sq
- 413th QM Platoon Air Depot Gp
- 2484th QM Trk Co. (Avn)
- 1700th Ord MM Cd Avn
- 905th Sig Depot Co. (Avn)
- Hq & Hq Sq, 6th Service Gp.
- 65th Serv. Sq
- 71st Serv Sq
- 1034th Sig Co S/G
- 1040th Ord Co (AE)
- 1655th Ord MM Co (Avn) (Q)
- 1117th QM Co S/G (Avn)
- 1943rd QM Trk Co (Avn)
- 1913th QM Trk Co (Avn)
- 1154th QM Co S/G (Avn)
- 1619th Ord MM Co (Avn)
- 1620th Ord MM Co (Avn)
- Dets 1 & 2, 410th Sig Co (Avn)
- 13th Troop Carrier Sq
- 801st Med Air Evac Transport Sq
- 811th Eng Avn Bn
- 905th Eng AF Hq Co

1. Additional History

a. 1943: The 13th Air Force Service Command

For the 1942-43 New Caledonia camp, the book on page 190 has a street sign with the squadron emblem, and above it the sign at left. I have wondered if the "6 Service Group" was on the same road, or, because on the same sign, was somehow related to the 13th TCS.



On April 13, 2017, I found 13th Air Force General Order 9, above, with the table at right. The 13th Air Force had a bomber command, a fighter command, and an air service command, and within the latter was the 6th Service Group. The 13th TCS was assigned to this.

13th AF General Order 27 on August 19, 1943, assigned the newly-arrived 403rd TCG, 63rd TCS and 64th TCS to the 13th Air Force "service command," and so perhaps the air service command name was shortened. These general orders tell us where the squadron was in the 13th Air Force in 1943 – in its service command.

b. 1943: Flight Jacket Variations

On April 13, 2017, the son, Lew, of 1943-45 radio operator Elbert Harmon emailed me he found the photo below. This is Power and Ando standing, with Harmon and Whitehead. The left two were radio operators, the right two were airplane mechanics. I estimate they were on rest leave in Sydney, based on their wearing ties and being in a photo studio.

Ando has a larger patch, and the white cloud extends below the "13."

- Above the patches are four variations:
- a. Power has nothing.
- b. Ando has a name tag and wings.
- c. Harmon has wings and no name tag.
- d. Whitehead has only a name tag.

I had previously seen only the variation which Whitehead is wearing, and so it is helpful to learn there were at least four jacket options.

Power joined in June 1942; Harmon and Ando in May and August 1943.

Whitehead was a founding member in December 1940, and was overseas until at least May 1945, in the squadron longer than anyone else.



1. FEAF General Orders, and periods covering combat mission time are listed below for the information and guidance of all concerned:

No. 21)

AUTH CG
Init

FAR EAST AIR FORCES
APO 925 - 4 January 1945

General Order	General Order Date	Period Covered
96	23 July 1944	21 June 44 to 3 Oct 44
249	10 Oct 1944	4 Oct 44 to 6 Oct 44
253	13 Oct 1944	7 Oct 44 to 21 Nov 44
334	24 Nov 1944	22 Nov 44 to 3 Jan 45
21	4 Jan 1945	4 Jan 45 to 26 Feb 45
293	27 Feb 1945	27 Feb 45 to 10 Apr 45
523	12 Apr 1945	11 Apr 45 to -----

1. **COMBAT MISSION TIME.**—1. The provisions of General Orders No. 134, this Headquarters, 1944, announcing the specific boundary and certain areas in the SOUTHWEST PACIFIC area to be considered in determining which flights and missions are to be termed as "combat-time" and "combat-missions," are superseded by the following:

2. Effective 4 January 1945, all flying north and west of a line: Due west from theater boundary to EMIRAU ISLAND-KANUS ISLAND-PALAU ISLANDS—a point at 126°E longitude, 11°30'N latitude—thence due west to the northwest coast of LEYTE at 124°17'E longitude, 11°30'N latitude—thence south along the west coast of LEYTE to the southernmost point of LEYTE—thence due east along 10°N latitude to the east coast of DINAOGAT ISLAND—thence southeast to a point at 128°40'E

c. 1944-1945: Combat Time

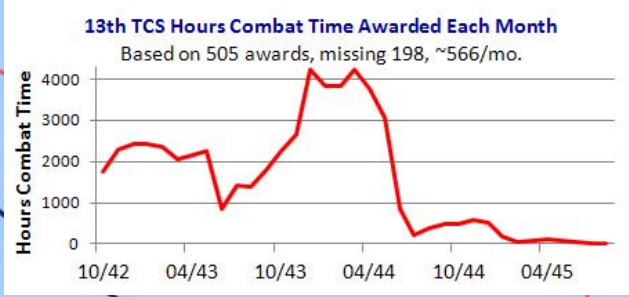
On March 23, 2017, while reviewing the Far East Air Forces General Orders, I was surprised to find seven orders, listed above left, defining boundaries beyond which air crews would earn "combat mission" time, from June 21, 1944, until the end of the war. These orders are similar to GO 21, above right, with their paragraphs 2 defining the new boundaries. These boundaries were important to air crew members, because each 100 hours of combat mission time earned an air medal or oak leaf cluster, counting as 5 points toward the 85 required to go home.

The boundaries are outlined here. Flights within the boundaries are referred to as "combat zone time" or "combat time," and flights beyond are "combat missions." In practice men referred to the latter as "combat time," abbreviated "C-Time." C-Time was also awarded for flights within the boundaries "if provided with fighter cover due to the expectancy of attack by hostile aircraft," or "if the airplane is airborne during a 'red alert.'"

The graph below shows the estimated number of combat hours awarded each month to 13th TCS members, based on 505 awards, but missing 198 – the missing would add 566 hours/mo. over all months. After Guadalcanal there was a fall off in June 1943, then a lot of combat time for the Northern Solomons campaign, but little after June 1944. The boundaries explain why.

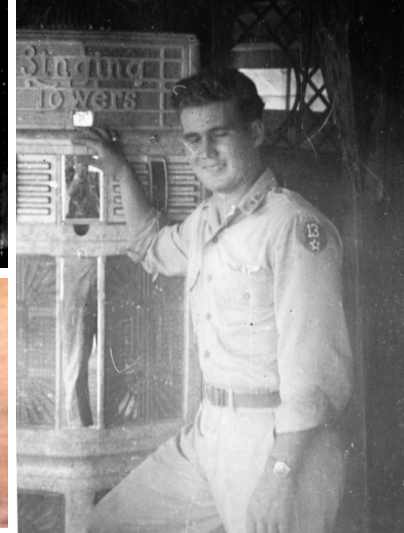
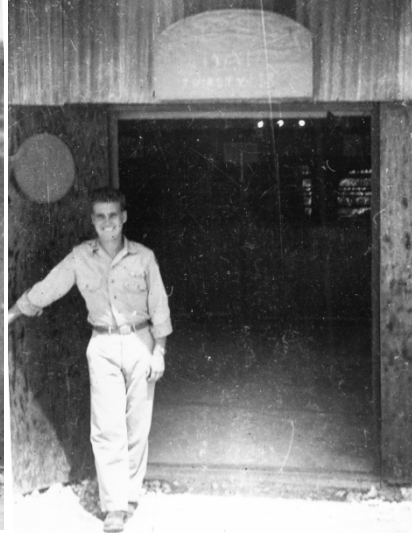
Effective 6/21/44 they exclude Biak, 9/15/44 exclude Sansapor, 10/7/44 Morotai, 11/22/44 Palau, and 1/4/45 exclude Leyte – to where we first flew January 6 (page 594). A special exemption, below, for Jan 4-Feb 27, 1945, allowed flights from Morotai to anywhere in the Philippines to be C-time, probably because close to Mindanao. These boundaries were fair, though, and flights beyond these were indeed into more dangerous areas.

b. A flight from MOROTAI to any place in the PHILIPPINES area will be considered "combat-mission" time. A flight from BIAK to LEYTE, BIAK to PALAU, or PALAU to LEYTE will be considered "combat-zone" time.



Far East Air Forces (FEAF) General Orders Moving the Boundary that Defined Combat Missions

Year	GO	Effective	Line	Where Excluded
1944	96	6/21/1944	Black	Biak
	197	9/15/1944	Grey	Noemfoor, Sansapor
	253	10/7/1944	Green	Morotai
	334	11/22/1944	Blue	Palau
1945	21	1/4/1945	Purple	Leyte (except from Morotai)
	293	2/27/1945	Red	Central Philippines
	523	4/11/1945	Orange	All Philippines
	1800	8/1/1945	Yellow	Okinawa



d. 1944-1945: Photos from Ronald V. Begg, Pilot, 12/44-12/45

On April 6, 2017, I was thankful to receive in the mail a box of the photos of 13th TCS pilot Ronald V. Begg, from his daughter Terry. She wrote: “My dad was just a young farm boy. He grew up riding a horse, or walking to a one-room school house in North Dakota. He took biscuits in a bucket for his lunch. His dad died when he was 6, so it was just his mom with 5 kids on a poor farm they had homesteaded. What a long way for those young men to go!” Indeed.

Biak Officers’ Club

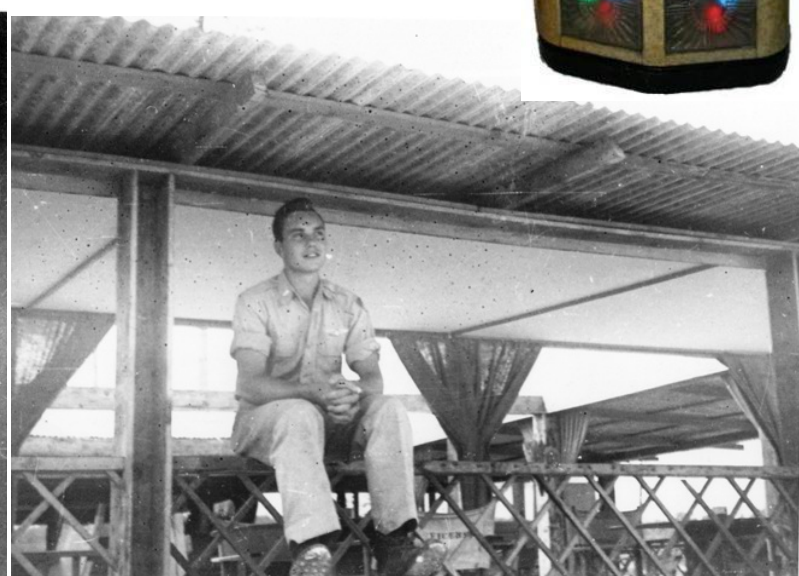
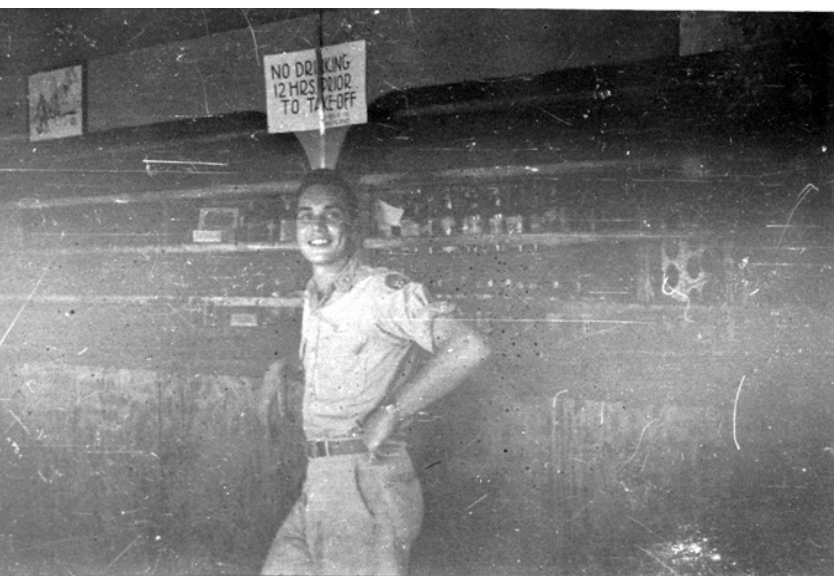
Begg had the first photos I have seen of the entrance to our officer’s club on Biak, above. The left photo shows it had a corrugated roof, and the white coral rocks on the ground indicate this is Biak. The second photo is Begg under a sign estimated to say “O’Leary’s Bar Thirsty 13.” The shape is the same as in the painting on page 580, also above. The two photos on top of page 530 now seem to be the officers’ club at Dulag.



Above right is Begg next to the club’s juke box, providing the model, Singing Towers. An online search found this model, at right, was produced 1939-41, played both sides of a record, and had changing colored lights (ref: jukebox-world.de).



Below is estimated to be pilot Walter K. Bridges, in the officers’ club, under a sign “No drinking 12 hours prior to takeoff.” Below right he is on the railing on the porch of this club, on page 530.





The Balim Valley

Above is the Balim Valley, on page 678, showing Begg, too, flew through this. Above right is a good view of the wing attach angle cover, painted gold.

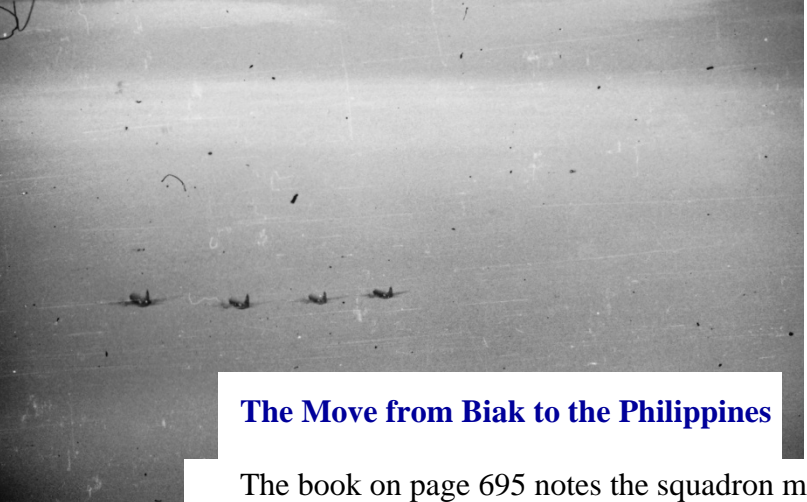
Begg had the photo at right of the glider snatch rescue area on page 683, also described in the book "Lost in Shangri-la," showing the mountain outline to the south, consistent with the location estimated in the book.



C-46 Numbers 35, 37 and 39 at Biak

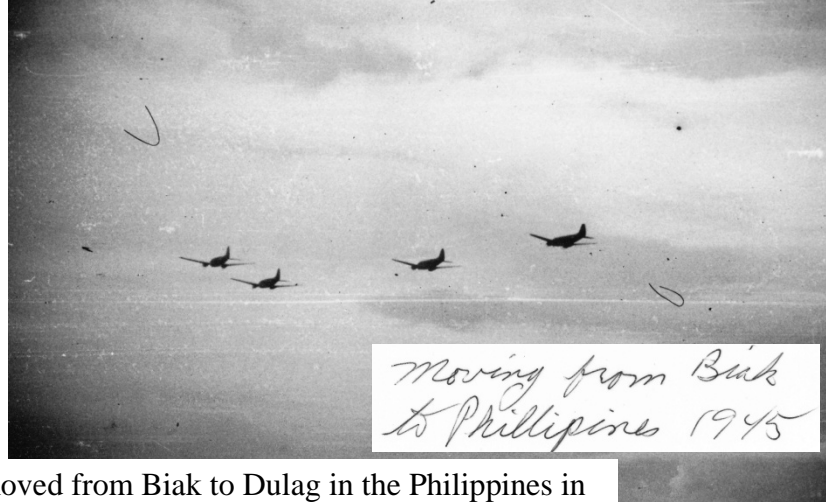
The photos below are estimated at Biak and provide C-46 field numbers I did not have. Begg wrote on that below right "One of our C-46s. Notice how small the men are under the wing." Bottom right a vehicle is loaded, perhaps for the move to Leyte. Bottom left, #39 has serial number 44-77784, consistent with Amelang's notes.



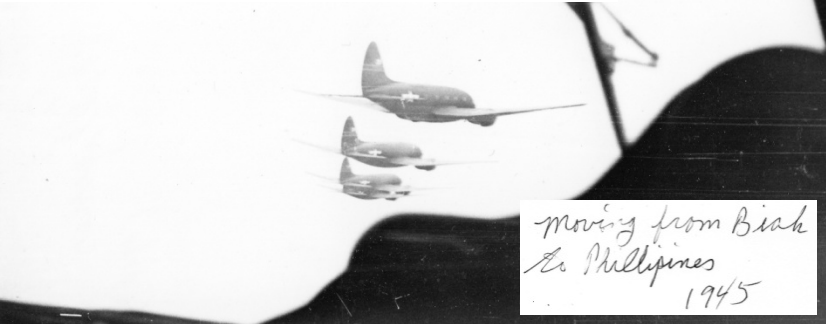


The Move from Biak to the Philippines

The book on page 695 notes the squadron moved from Biak to Dulag in the Philippines in late July 1945. Begg has the first photos I have seen of this move. The photos above are four C-46s in a V-formation. The book on page 106 notes the squadron added six C-46s in July, and at the time of this move had 10 or 11 available, so there may have been three Vs. I always pictured this was by C-47, but it was probably mostly C-46s, and they probably flew direct.



Moving from Biak to Phillipines 1945



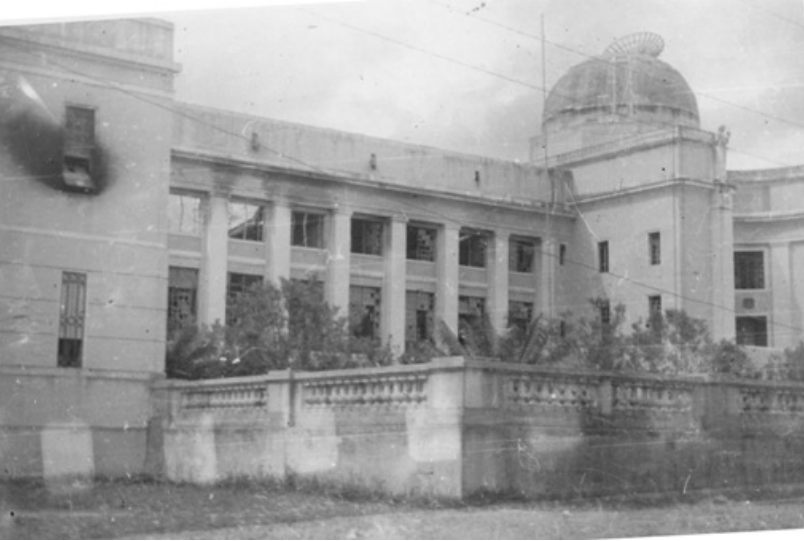
Moving from Biak to Phillipines 1945

The C-46s below have field numbers 29 and 31. The lines are not roads, but on the film.



The photos below are estimated to be on the same move to the Philippines, off of the eastern coast of Mindanao, which is mountainous, with the highest peak at 8,760 feet.





Cebu City, Bacolod, Iloilo in August 1945

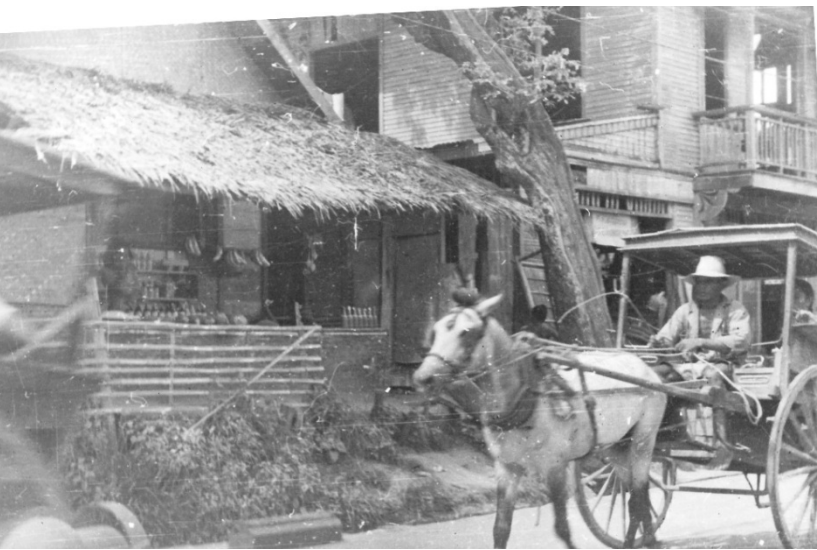
The map at right shows the 13th TCS camp circled at Dulag, then Cebu City, Bacolod, and Iloilo. These photos were labeled August 1945.

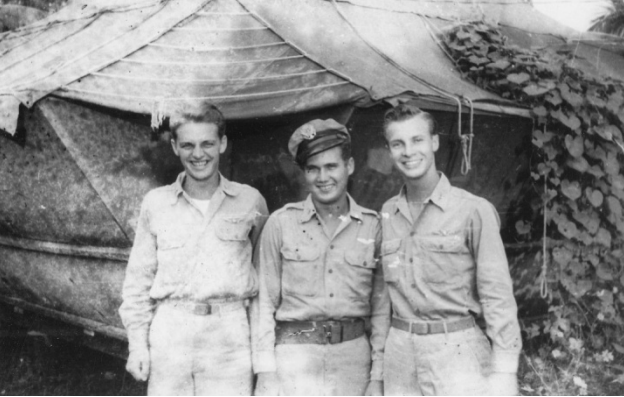


Begg saw the new 1938 Cebu capitol building, above, in Cebu City, which is still standing today, as inset. Below left is also Cebu City. Below right he visited the U.S. Armed Forces (U.S.A.F.) cemetery in Bacolod. Many or all of these graves were moved to the large Manila American Cemetery. Squadron members saw cemeteries such as this next to many airfields.



Begg titled the photos below as from Iloilo. The woman in the center has admirable confidence and posture. It is fun to see perhaps her daughter behind her, emulating her, but needing a hand on her load.





Dulag in September 1945

Begg had several photos in the officers' area of the camp at Dulag. If you recognize anyone in the first two photos above, please let me know. The ivy appears to be tied up to the side of the tent, creating a nice effect. Above right is Begg in his tent, in front of a refrigerator.

Begg had two photos, at right, overlaid, of a young woman visiting the officers' area, titled "Dulag girl, Sept 1945." These and a third such photo are combined below, to form a view from the officers area toward what is estimated to be the enlisted men's club on the left, the enlisted men's tents, and the Mahagnao volcano.



Other Philippines Photos 1945

Begg also had the photos below. The church is quite impressive for its country setting.





Tokyo in November 1945

Approx. 7000 ft. beside Mt. Fuji

Begg and all the aircrews who flew to Tokyo must have savored views such as that above. *Nov. 1945*

After the surrender the squadron often landed at Atsugi Airfield, 30 miles southwest of Tokyo, and took the 1-hour train ride to Tokyo. I always pictured a large station, but the photo below left was titled "Waiting at Atsugi Station," and so apparently this was a rural area.

Below right is "Jap pub call, Yokohama," between Tokyo and Atsugi. There is a policeman in a helmet on the right, perhaps to protect the pub-goers. Bottom left is unidentified at Tokyo Station; RTO might stand for Railway Transportation Office. Bottom right is our pilot Walter K. Bridges by the Emperor's Palace. Begg and Bridges would have piloted the plane to Tokyo.





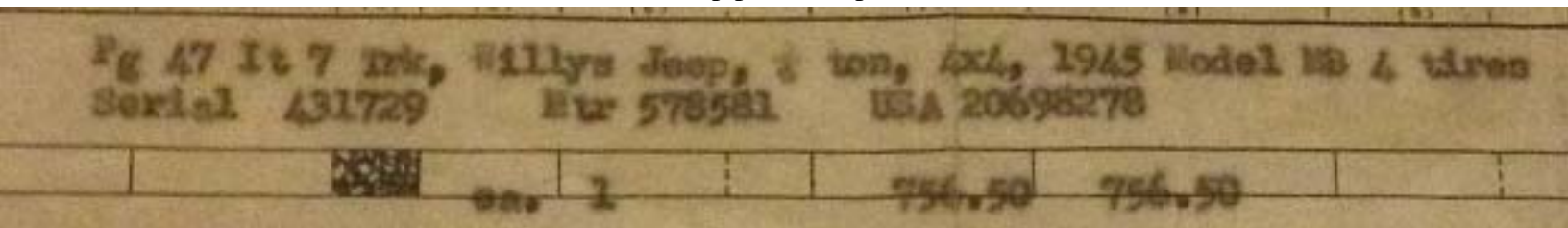
2. History-Related Activities

a. Jeep Bumper Painted to Honor the 13th TCS

On March 29, 2017, the son, Peter, of 13th TCS mechanic Vibraschi Aversa emailed me the photos here, of his dad's Jeep. He purchased this April 16, 1946, from the Department of Commerce Office of Surplus Property in Belle Mead, NJ, for \$745.50. It is described on the invoice below as a Willys Jeep, ¼ ton, 4x4 1945 Model MB. It is in perfect condition.

His dad painted the bumper in honor of the Far East Air Forces, 403rd Troop Carrier Group, and the 13th TCS.

While in the New York City area he was often asked to drive it in parades. Vibraschi is pictured at right, in the middle, with his wife and a colonel and his Jeep prior to a parade.



b. Robert H. Rogers Uniform Jackets

On March 24, 2017, the daughter, Katherine, of glider pilot Robert H. Rogers, assigned to the squadron in 1945, emailed these photos of his uniforms. These are summer and winter dress jackets, and an M44 "Eisenhower Jacket."

Labels on those at right are for "Rosenfield Uniform Co.," Boston, and "Coronet Military Uniforms," with no location found. They are in great condition.



c. General Orders, Special Orders, Circulars, Letters

In an effort to find home addresses to help identify more members, I hired George Cully in Montgomery to obtain from the Air Force all of the Far East Air Forces General Orders (GOs). He mailed me these on a disc, and I received them March 23, 2017, more than 9,000 pages. On March 29 he emailed me more than 1,000 additional pages, including the Special Orders (SOs). I then asked if he could find the 13th Air Force GOs and SOs, and on April 6 he emailed me these, more than 4,000 pages. On April 22, 2017, I received a disk of 2,000 pages of USAFISPA orders. I recognize all the squadron members' names now, so could click through these rather quickly, maybe 1,000 pages an hour, but it still took a long time, including to go back over them.

These provided 62 orders awarding the DFC, air medal, or oak leaf clusters which I did not have before. I now have all the award orders for 101 of the aircrew members, and many for the other 148. These will be a resource for relatives, but also taken together reflect the amount of combat hours flown per month (on page 3 herein).

Notable orders, circulars, and letters included:

1944

- SO 211 (7/29/44) had the list below left of the 44 squadron aircrew members who on July 8, 1944, moved from Espiritu Santo to Guadalcanal on temporary duty (page 446). This list is retyped below right, with misspellings corrected, and arranged by function. It is 8 aircrews, plus four extra mechanics. They were assigned to the 321st Service Group, and this order returned them to squadron control July 29, 1944 (then to the Admiralties).
- 1944 GO 100 (9/1/44) – the 13th TCS was relieved from assignment to XIII Air Force Service Command (page 2 herein), but remained assigned to the Thirteenth Air Force. It was attached to the Fifth Air Force for operational control effective September 1, 1944.

1945

- SO 64 (3/5/1945) – transferred Campos, Carpenter, Champion and Edelstein to HQ 13th AF, following a “Report of Surplus Specialists.” They all had MOS 590, and I learned this was a duty soldier, whatever needs to be done, e.g. helping in the mess hall. **Duty soldier is a job function I did not have before – not allowed for in the organizational chart, and so I was glad to find it and add it.** This let me move Champion out of unspecified. I had no record of Carpenter or Edelstein in the squadron, and may add them.
- SO 74 (3/15/1945) – transferred Greco, Hirst, Martinez, Medina, and Ulsrud to 13th AF Overhead, and provided an MOS for each of them, too, of 590, duty soldier, a date they were transferred out, and a new name in Hirst.

2. The following Os and EM, 13th Tr Carr Sq, APO 708, are reld fr atchd 321st Sv Gp, Air, APO 719 for qrs, rat, & administration:

Capt ARNOLD L. MILLER,	0665321	2d Lt NORMAN E. BAXTER,	0740343
1st Lt KARL E. PETERS,	0665605	T/Sgt Joseph A. Lowery,	6668742
1st Lt ERLING A. NASSET,	0740887	T/Sgt James W. Harttine,	6955099
1st Lt BRUCE R. GROSSECK,	0669710	T/Sgt Harold C. Meyers,	34117654
1st Lt JAMES P. MOYLE,	0762389	T/Sgt Buster Stallings,	34275367
1st Lt LEWIS J. MENDENHALL,	0740245	T/Sgt Newell L. Pettis,	30437756
1st Lt HENRY W. WRIGHT,	0387395	T/Sgt George W. Killebrew,	34117778
1st Lt ALBERT A. JUDD,	0740449	T/Sgt John W. Watkins,	15057509
1st Lt EDMUND K. SMITH,	0675634	S/Sgt Robert P. Lawrey,	12035043
2d Lt CARL L. SACKETT,	0445188	S/Sgt Claude S. Hays,	6299739
2d Lt EDGAR B. HETZLER,	0677271	S/Sgt Joseph Van Halberk,	34117756
2d Lt WARD P. HANN,	0814405	S/Sgt John H. Meadows,	14069946
2d Lt WILLIAM R. LEONARD,	0746259	Sgt Paul Bowman,	13153914
2d Lt DONALD L. PIKE,	0814132	Sgt Sam B. Reeves,	16047216
2d Lt JOHN A. MUCCI,	0684651	Sgt Verl O. Anacher,	16047363
2d Lt PETER B. SMALL,	0809435	Sgt William A. Tharps,	35688765
2d Lt EDWARD B. NATLAND,	0814178	Sgt George A. Kolzer,	17025155
2d Lt BEN J. PETMECKY,	0757269	Sgt Fred S. Allen, Jr.,	11029701
2d Lt STANLEY P. PAGE,	0744861	Sgt Remi R. DeClick,	12168246
2d Lt ADOLPH V. LORIO,	0697889	Sgt Alec Hershberge,	32444449
2d Lt JACK HAMILTON,	0740413	Cpl Mitchell Bravas,	39128252
2d Lt JAMES B. STEELE,	0811786	2d Lt BUFFORD BLOUNT,	0800314

13th TCS Aircrew Members on Detached Service to Guadalcanal

Pilots	Navigators	Mechanics	Radio Oper.
1 Baxter	1 Lorio	1 Allen, Jr.	1 Bowman
2 Blount	2 Mann	2 Anacker	2 Bravos
3 Groesbeck	3 Page	3 Hartline	3 DeClerck
4 Hamilton	4 Pyke	4 Holbrook	4 Hays
5 Hetzler	5 Small	5 Killebrew	5 Hershberg
6 Judd	6 Steele, J.	6 Lawyer	6 Kilzer
7 Leonard	7 Watland	7 Lowery	7 Myers
8 Mendenhall	8 Wright, H.	8 Meadows	8 Tharp
9 Miller		9 Pettis	
10 Moyle		10 Reeves	
11 Mucci		11 Stallings, B.	
12 Nasset		12 Watkins	
13 Peters			
14 Petmecky			
15 Sackett			
16 Smith, E.K.			

- SO 90 (3/31/45) transferred out Frederick W. Shultz, MOS 590, and I had his name on a 1957 roster, but had not yet added him, and so have added him now.
- SO 139 (5/19/45) had McClendon's middle initial, MOS, and transfer out date.
- SO 149 (5/29/45) moved pilot McClure, mechanic Rodgerson, and crew chief J.N. Brown to the Far East Air Force.
- SO 151 (5/31/1945) – transferred Cpl Irving Abramowitz, ASN 12120023, to HQ 13th AF. This Army Serial Number allowed me for the first time to identify which of three men who enlisted with this name was ours, and provided his role, as a radio operator.
- SO 161 (6/10/45) had Carr's MOS of 060 (mess cook) and date transferred out.
- SO 170 (6/30/45) and SO 172 (6/21/45) had Gonzales's MOS of 037 (meat cutter), middle initial, ASN, and date transferred out. These allowed me to estimate which one was ours.
- SO 199 (7/18/45) – J.N. Smith and McGee transferred out. "John Smith" appears only in the book "Two Years," with no middle initial or town, making him the ultimate hard-to-find person. This order provided his middle initial, and I searched Ancestry.com for "Air Corps," and found two who were aviation cadets, but one was in Europe, and the other died in '43, and so he has still not been exactly identified, but now I have a middle initial.
- 1945 GO 357 (9/8/45) –The last newsletter include a list of 25 men who had not been identified by a birth date. Two of these earned awards, offering the possibility that their award orders would provide a hometown, and going through these 16,000 pages of orders was primarily to find these orders for these two men. One was John Smith, above, and the other was Richard C. McMahon. Despite McMahon's flights being 10/2/43 - 4/4/44, his order was 9/8/45, and the very last I reviewed, so I was excited to find his award order. This provided his hometown address in Portage, Wis. It provided his father's initials of S.K., and these were not found, but a kind woman at the Portage Historical Society found the address associated with an Edward McMahon, father of a Richard C. McMahon, confirming ours at this address. I contacted someone on Ancestry to try to find his relatives.
- SO 254 (9/11/45) – Frank H. Rea transferred out.

Circulars

- Circular 6 (7/22/1944) – In July 1944 the 13th AF stated the beer policy for all its troops, as being limited to three 12-ounce cans or bottles of 3.2% beer within in any three day period, and a maximum 24 cans or bottles per month.

4. Only three 12 ounce cans or bottles of 3.2 percent beer will be sold to any individual at any one time or within any three day period. Sales to individuals will be limited to twenty-four 12 ounce cans or bottles per month. Gratuitous issues will not be made.
- Circular 152 (9/11/45) – promotion of Nasset to Major, Drago and Nitrauer to Captain, Begg, Blakeney, Cowles, Creelman, and Harpster to 1st Lt.

Letters

- Letter C66-11 July 18, 1945, provided the marking for squadron vehicle bumpers, below, starting with 13* for the 13th AF, and the last two digits being a number for the vehicle. Aversa's jeep on page 10 with FEAF 403GP * 13th TCS-45 was quite close, while better conveying his own units – the Far East Air Forces, 403rd Group, 13th TCS, and his year.

13*-403TC-13-10

I have heard from Vaughn Darling only once - but it's my fault. I haven't answered his last letter. I wish I could see the both of you.



3. Members and Relatives

a. Identifying Members and Finding Relatives

Vaughn Darling – Additional Member

In January when I found the son, Peter, of 1945 mechanic Vibraschi Aversa, he asked me about Vaughn Darling. I had never heard this name. My enlisted men's roster was from May 1945, and I have learned of several men who joined after this of whom I did not know.

On March 29, 2017, Peter emailed me a scan of a December 31, 1946, letter from our Charley Gilmore to Peter's dad, with the sentence above noting he had heard from Darling. Peter emailed me a photo, with a portion above right, in the Biak motor pool area with Darling.

Based on these two items, I added Vaughn Darling to the roster. On Ancestry I found his birth and death dates, cemetery, and FindaGrave site, then on Newspapers an obituary, and called and spoke to a niece. She indicated he did not have children, and knew of no photos. It was still nice to add him and get all of the information quickly.

Frederick W. Shultz – Additional Member

On April 13, 2017, I found an order sending duty soldier Frederick W. Shultz from the 13th TCS to the HQ 13th AF. I previously had his name on a 1957 reunion roster, but had not included him because I found no other references. Now with this additional reference I added him, too. I found his birth and death dates, but no resting place or relatives yet.

John J. Riordan – Grave and Relatives Found

In the last newsletter I described finally identifying John J. Riordan, though no grave or relatives were found. One of the newsletter recipients, Dan Arnes, within hours of receiving the newsletter, emailed me with five attachments including one from FamilySearch.org, Riordan's cemetery, and contact information for a relative. Dan even created a FindaGrave site for Riordan. He called the cemetery to get the exact location of the grave.

I called the relative and soon reached the wife of a cousin, and her daughter, both who remembered seeing John J. Riordan at their father's or grandfather's house at Christmastime. They confirmed that Riordan had no children of his own, and said they would be happy to receive a complimentary book, so his relatives will know of his deeds. He earned the Air Medal with 4 Oak Leaf Clusters, one of the most honored in the squadron, as a navigator in 1944.

Dan Arnes served in the Navy from 1969-1991, from Vietnam to Kuwait, and while in Search and Rescue in 1978 rescued my brother by helicopter from the life raft of a sinking C-47-variant C-117D off of Guam. His amazing help with Riordan shows how much his heart is still committed to search and rescue. He performs a similar function of finding members and relatives for his Vietnam unit, HA(L)-3 Seawolf. Thank you for all you do, Dan.

Clare C. Park

Clare C. Park was a pilot in the squadron, and the commanding officer at Biak. I had found relatives of four of the five COs, but not his, and wanted to find him to get to 100% on the COs, and had many items to share with relatives. In the last newsletter I noted I concluded I could stop searching, signified by a black square in my spreadsheet, because from Ancestry I had found no wife, children, or siblings. However after Dan Arnes sent me the information about Riordan from FamilySearch.org, I tried this site for some of our members, starting with the Park.

I searched for him on FamilySearch.org, and they had a listing for him in 2001, and an address of 15 Hilanoa, Metropolis, Il. This was six years after he passed away in 1995, suggesting he had a spouse who survived him and kept the house in his name. Oddly this was different than the 41 Hilanoa address I had. I Googled the address, as I sometimes do, to learn when the home was last sold, and this was in 2004, suggesting his wife passed away then. But I also found the name and phone number of the current owner. Although 2004 was 13 years ago, I decided to call and ask if the new owner remembered much about from whom they bought the house.

I called, and the current owner told me Mr. Park had a son, Dave. This was quite exciting. This person did not know his number, but knew Dave's best friend, and gave me that person's number to call. I called and left a message. In the meantime I searched on ZabaSearch for Dave and David Park in Metropolis, IL, and could not find him. But then I Googled him in this town and found there was a local church elder by this name, so emailed him. Then I waited.

On March 31, 2017, at 4:13 p.m. I received a call from David Park. It turned out he was not the son of Clare C. Park, but his nephew, son of a brother who lived at the 15 Hilanoa address. But he told me Clare had two children, and forwarded my email to each of them. I heard from Clare's children, and sent them complimentary books. It was great to find relatives of Park, too, and now reached relatives of all five of our overseas commanding officers.

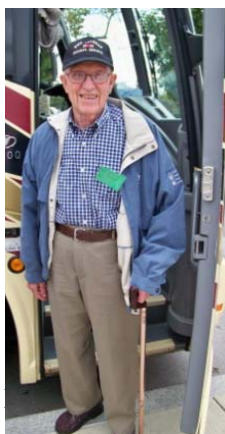
Edwin P. Jones

SO 151 (5/31/1945) also listed Edwin ("Ed") P. Jones. Last year I found the daughter of radio operator Amelang, and on May 30, 2016, she typed and emailed me his diary entries. One for September 13, 1945, from a hospital ward where Amelang was getting treated for impetigo, a common skin rash due to humidity, said: "A new man, (Pfc. Edwin Jones) in our Sqdn came into this ward today. He is a Catholic. Friendly, too." This was the first time I heard of him.

My enlisted men's roster is from May 15, 1945, and there have been several men who joined after this of whom I did not know, and Ed joined May 24, just nine days after that roster. There are 126 men named Edwin Jones on ww2enlistment, and so I could not find him last summer.

This order provided his serial number so finally I could find him on ww2enlistment.org, with his year of birth and state. I was excited to read in his obit: "Edwin was a veteran of the Army Air Corps in World War II with the 13th Troop Carrier Squadron as a crew chief flying cargo planes in the South Pacific." Incredibly, he passed away December 27, 2016, less than four months ago. He went on an Honor Flight to Washington DC, at right, in October 2009.

On Easter, the day before his 96th birthday, I made contact with his daughter.



Latest Dashboard

The number of squadron members increased by three, to 679, with Darling, Jones and Shultz. Eight men were identified by a birth date, Darling, Harpster, Jones, McMahon, and Shultz being definite, and good estimates were found for C.L. Brown, Gonzalez, and H.A. Johnson. Abramowitz was previously estimated but now is exact, so the number estimated increased by 2 to 15.

Members and Families Found (of 679 total)

Members:	19-Mar		24-Apr		Add	Need
Birth Date*	651	96%	659	97%	8	20
Death Date***	625	95%	632	96%	7	29
Resting Place**	549	83%	555	84%	6	106
FindaGrave Link**	386	59%	390	59%	4	271
Contact	471	70%	481	71%	10	198
Have Book	451	67%	459	68%	8	220

* Birth and death dates incl. 15 and 11 best-estimates.

** Percent and Need for 2nd-4th exclude 18 known living.

Six resting places were added, for Darling, Harpster, Jones, McNulty, Park, and Riordan, and FindaGrave pages found for Darling, Harpster, Jones and Riordan (created for us by Dan Arnes).

Relatives of ten more members were contacted for the first time, some of these from the prior pending list, plus others I found. The new contacts added with this newsletter are for:

Bell, H.D.	Graham, R.T.	Leone, R.D.	Riordan, J.J.
Darling, V.	Jones, E.P.	Magill, P.J.	
Foote, W.	Lee, G.T.	Park, C.C.	

Foote was popular in the squadron, and died in the crash on page 690, and so it has been gratifying to find his daughter, 17 months old when he died, and help her learn more about him. I gave her the phone number of her dad's tent mate, Welly Goddin, and she talked with Welly.

Separately, Sidelko's granddaughter emailed me scans of 105 of her granddad's photos, being 52 from New Caledonia, 11 from New Hebrides, 2 from the Admiralties, 25 from Biak, and 15 from the 1950 reunion. There were numerous great photos, including of a second, and perhaps the main, New Caledonia outdoor movie theater I have searched for nine years. I hope to visit her this summer and rescan her photos at 600 dpi, and plan to share them after that.

Photo Call and Photo Scanning Trips

For the last six months I have tried to complete the task of finding relatives of members, and have done almost all I can. Next I hope to complete obtaining scans of all of the photos, letters, orders, or other items about the squadron, to share in future newsletters, and for a potential second edition of the book someday (a free online PDF, not hardbound). There are at least 110 people with items. I hope to make some scanning trips this year, and have contacted some of you about these. If you or a relative have just a few items, though, and access to a scanner, and would be so kind as to be willing to share these items with relatives of other members, I would greatly appreciate it if you would please be so kind as to scan any such items and email them to me, or let me know when I might be able to please visit you and have the honor of doing so.

b. Closing

Thank you again to the daughter, Terry, of pilot Ronald V. Begg for trusting me with her dad's original photos by shipping them to me to scan, and allowing me to share them with you. Thank you to Lew Harmon for the flight jacket group photo, Peter Aversa for sharing photos of his dad's jeep, and Katherine Rogers for her photos of her dad's uniforms. George Cully was again fantastic to find many documents for us. With best wishes, Seth