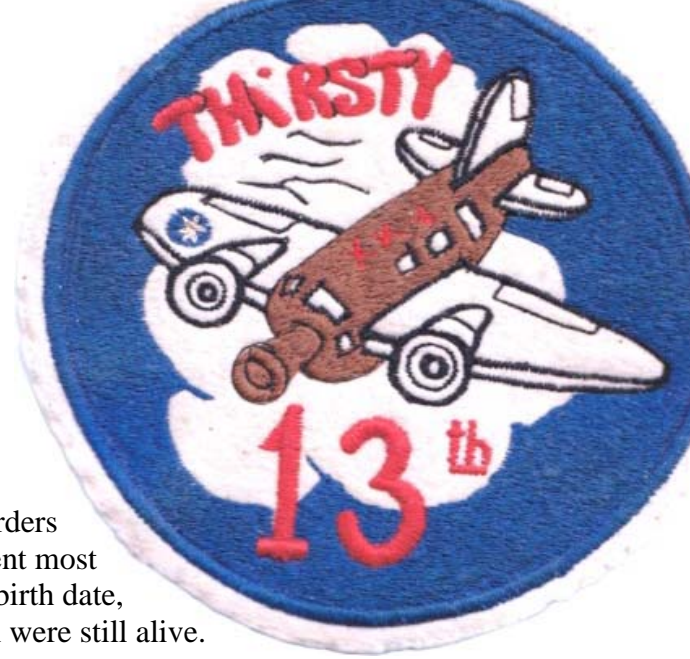


July 2017 Newsletter



Dear Thirsty 13th members, relatives, and friends,

The last newsletter noted that on May 5 in Phoenix the daughter of 1945 pilot Walter K. Bridges shared with us orders listing 76 members who joined after the latest roster. I spent most of my time through mid-June trying to identify these by a birth date, to find their relatives, and to determine if any of these men were still alive.

On June 23-25 I drove to Fort Smith, Ark., for the burial of 1945 pilot Kenneth Soderland. He received full military honors. I then drove to Kansas City and met for the first time newly-found 1945 crew chief Granville Braham. That Sunday afternoon I drove to Oklahoma, and the son of pilot Leibundguth was great to let me arrive at 7:40 p.m., and scan items until 10 p.m.

Thank you for your interest in The Thirsty 13th.

Seth P. Washburne, Squadron Historian
July 23, 2017

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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.

2	CP	T-5			3:00	C-47	0	OBEY-IN flight
2	P	T-5			3:10	C-47	1	In flight-BEVY
3	CP	T-5			3:30	C-47	0	BEVY-In flight
3	P	T-5			3:25	C-47	1	In flight-OBEY

1. Additional History

a. 1943-1944: Items of Howard B. Leibundguth, Pilot, 5/43-4/44

Howard B. Leibundguth flew to the South Pacific as a co-pilot of a C-47. He spent 4 nights in Honolulu, then to Christmas Isl., Tutuila (Samoa), Fiji, and New Caledonia. His plane is estimated as #42-23535 (as per page 324).

5-9	M'CELLAN FIELD CAL.	HAMILTON FLD. CAL.
5-10	HAMILTON HICKAM	HICKAM XMAS
5-14	FLD. T.H.	ISLAND
5-15	XMAS ISLAND	TUTUILA SAMOA
5-16	TUTUILA SAMOA	NANDI FIJI IS.
5-17	NANDI FIJI IS.	TONTOUTA N. CALEDONIA

Leibundguth's Form No. 5, Individual Flight Record, above, for a flight June 2, 1943, from Tontouta, New Caledonia ("Obey") to Guadalcanal ("Bevy") has him start as the co-pilot ("CP"), and change to the pilot seat ("P") "in flight," such that he had to find the airfield and make the landing. For the return the next day he again changed to the pilot seat halfway. He did this often from June to August 1943, perhaps following a 13th TCS procedure for checking out new pilots.

Summary of Hours

Leibundguth also kept his own logbook, reformatted on the next page. He logged more than 1,150 hours, including 580 combat hours, as summarized at right. He averaged 117 hours per month from August to November 1943. He:

Month	Hours
May-43	70:50
Jun-43	101:20
Jul-43	94:45
Aug-43	101:00
Sep-43	118:05
Oct-43	131:30
Nov-43	118:05
Dec-43	78:00
Jan-44	119:55
Feb-44	95:15
Mar-44	62:15
Apr-44	60:20
Total	1151:20
Combat:	580:00

- Often flew direct between Tontouta Air Base ("TAB") and Guadalcanal ("Cac"), starting May 21, 1943, a route considered risky in late 1942.
- On July 1, 1943, landed at the Quoin Hill fighter plane air strip on Efate in New Hebrides, and on July 2 landed at Oua Tom in New Caledonia, the first record of the 13th TCS landing at these airfields.
- On August 8, 1943, flying from Guadalcanal (Bevy) to Espiritu Santo (Ebon) lost an engine 250 miles from Espiritu Santo. This was described by Baldry on page 286, and Leibundguth provides the date. He flew to New Caledonia 5 days later.

8-8				EBOV BEVY	BEVY EBOV		P&CP
8-12				EBOV EBOV	LOCAL EBOV		TEST STOP ON PLANE LOST ENG 250MI. OUT. CP
8-13				LOCAL	RET.		P&CP.

- Made his first landing west of Guadalcanal on August 26, 1943, at Segi Point.
- Was on Detached Service at Guadalcanal from October 15-24, 1943, flying one or two roundtrips daily between Henderson Field and Munda (plus Vella Lavella and Segi Point). The unit to which he was assigned has not been determined.
- Moved to New Hebrides October 26, 1943, earlier than the official date of Nov 2, 1943.
- Made his first landing at Ondonga December 2, 1943; Bougainville December 27, 1943; Guadalcanal's Koli airfield January 3, 1944; Treasury Island January 14, 1944; Bougainville's Piva airfield January 24, 1944; and Green Island March 15, 1944.
- In 11 months, made 13 trips to Auckland and Sydney:
 - 7 trips to Auckland – 3 for 1 night, and 1 for each of 4, 8, 12, and 16 nights.
 - On his first trip to Auckland spent 3 nights on Norfolk Island.
 - 6 trips to Sydney – 2 for 1 night, and 4 for 2 nights. One stopped in Brisbane.
 - It is unusual to see five trips to Auckland or Sydney lasting for only 1 night.
- Left for the U.S. April 8, 1944, flying first to Plaine des Gaiacs, in northern New Caledonia, a first stop in early 1944 for men arriving from, or leaving to, the U.S.

Tontouta to Guadalcanal, direct

First landings at Quoin Hill and Oua Tom

Provides date of engine failure on book's page 286

His first flight beyond Guadalcanal is on August 26, 1943.

Logbook of 13th TCS Pilot Howard B. Leibundguth - May 1943 to April 1944
Code names changed to TAB (Tontouta), CAC (Guadalcanal's Henderson Field), Esp (Espiritu Santo)

May '43	June '43	July '43	August '43	September '43	October '43
1 Flights are color-coded by the furthest destination as: 2 Off or camp duty 3 Australia or New Zealand 4 Local 5 N.He., Guad, N.Sol. 6 Northern Solomons 7 Flying to the South Pacific: 8 1:00 McClelland Fld-Ham 9 15:00 Hamilton-Hickaam 10 4 nights in Honolulu 11 8:20 Hickam-Christmas I. 12 9:00 Christmas I - Tutuila 13 5:50 Tutuila - Nandi 14 6:00 Nandi - Tontouta	1 2 6:10 TAB - CAC 3 6:55 CAC - TAB 4 5 6 3:00 Tab-Pdg-Tab-Pdg-Tab 7 3:15 TAB - Espiritu Santo 8 9:20 Esp - CAC - TAB 9 10 11 3:45 TAB-Efate-Esp 12 8:40 Esp - CAC - Esp 13 3:20 Esp - TAB 14 15 16 3:20 TAB - Norfolk I. 17 3 nights on Norfolk Island 18 19 4:00 Norfolk I - Auckland 20 7:50 Auc - TAB 21 22 6:45 TAB - CAC 23 7:00 CAC - Esp - TAB 24 25 6:20 TAB - CAC 26 6:50 CAC-Esp-TAB 27 28 3:10 TAB-Esp 29 8:50 Esp-CAC-Esp 30 2:50 Esp-TAB	1 5:20 TAB-Quoin Hill-TAB 2 4:00 TAB-PDG-TAB-Oua Tom 3 4 5 5:50 TAB-CAC 6 7:45 CAC-Esp-Efate-TAB 7 8 3:00 TAB-Esp 9 5:00 Esp-CAC 10 5:45 CAC-TAB 11 1:30 Local 12 13 14 15 6:10 TAB-CAC 16 7:00 CAC-Efate-TAB 17 18 19 2:40 TAB-Esp 20 11:00 Esp-CAC-Efate-TAB 21 1:00 Local 22 23 6:30 TAB - CAC 24 6:00 CAC - PDG - TAB 25 26 2:05 TAB - PDG - TAB 27 7:10 TAB - Sidney 28 29 7:00 Sidney - TAB 30 31	1 2:50 TAB - Esp 2 11:10 Esp-Cac-Efate-TAB 3 4 6:15 TAB - CAC 5 7:10 CAC - Esp - TAB 6 7 2:40 TAB / Esp 8 10:20 Esp - CAC - Esp 9 Lost engine 10 250 miles out 11 12 1:30 Esp Local, test hop 13 4:25 Esp local - TAB 14 15 2:50 TAB - Esp 16 9:20 EBON-CAC-TAB 17 18 19 20 8:50 TAB - Sydney 21 22 7:00 Sydney - TAB 23 24 25 His 1st ldg beyond Guadal. 26 9:00 TAB-CAC-Segi-CAC 27 8:00 Cac-Mun-Rus-Cac-Esp 28 3:10 Esp - TAB 29 30 6:30 TAB - Auckland 31	1 2 3 4 5 6 7 8:00 Auckland - Norfolk 8 3:05 Norfolk-TAB 9 3:10 TAB-Esp 10 1:20 Esp-Cac-Esp-TAB 11 His 1st ldg at Carney on Gua. 12 6:30 TAB-CAC 13 5:50 CAC-Carney-TAB 14 15 6:30 TAB-CAC 16 8:10 CAC-Esp-CAC 17 7:20 CAC-Efate-TAB 18 1:30 Local (in an AT-6A) 19 20 7:00 TAB-Esp-Cac 21 8:05 CAC-Esp-TAB 22 7:50 CAC-Efate-TAB 23 24 9:55 Tab-Cac-Mun-Segi-Rus-C 25 7:20 Bev-Mun-CAC-Esp 26 2:40 Esp-TAB 27 28 29 6:15 TAB-Cac 30 7:35 Cac-Esp-Efate-TAB	1 2 6:30 TAB-CAC 3 6:50 CAC-TAB 4 5 6 9:00 TAB - Sydney 7 7:30 Sydney - TAB 8 9 7:25 TAB-Cac 10 6:05 Cac-Tab 11 12 13 On Detached Svc to Guadal., then relocated to Esp 10/26 14 15 10:00 Tab-Cac-Mun-Rus-Cac 16 3:25 Cac-Mun-Cac 17 4:00 Cac-Mun-Segi-Rus-Cac 18 7:05 Cac-Mun-Cac-Mun-Seg 19 4:35 Cac-Mun-Vel-Cac 20 8:10 Cac-Mun-Rus-Cac-Vel 21 7:10 Cac-Mun-Cac-Mun-Cac 22 6:45 Cac-Mun-Cac-Mun-Cac 23 3:45 Cac-Mun-Cac 24 3:55 Cac-Vel-Cac 25 6:05 Cac-TAB 26 3:10 TAB-Esp 27 9:45 Esp-TAB-Auckland 28 29 7:10 Auckland - TAB 30 3:10 TAB-Esp 31
10 70.50 <days and hours/mo.	18 101.20	18 94.45	16 101.00	18 118.05	21 131.30

November '43	December '43	January '44	February '44	March '44	April '44
1 4:30 Esp-TAB, Local 2 3:00 TAB-Esp 3 4 8:00 Esp-Cac-Esp 5 6 4:00 Esp-Cac 7 4:00 Not specified 8 9 10:55 Esp-Cac-Mun-Vel-Cac-Esp 10 11 11:15 Esp-TAB-Sydney (pas 12 6:45 Sidney-TAB 13 3:50 TAB-Efate-Esp 14 15 10:25 Esp-TAB-Sydney 16 17 7:30 Sidney-TAB 18 3:00 TAB-Esp 19 20 10:15 Esp lcl - Cac-QH-Efate-Esp 21 22 3:40 TAB (lcl) - Esp 23 24 25 6:15 Esp-Cac Lcl 26 0:20 Cac- Lcl 27 7:25 Cac-Mun-Cac-Esp 28 29 9:00 Esp-Cac-Mun-Vel-Mun-Cac 30 4:00 Cac-Esp	1 2 10:30 Esp-Cc-Mun-Ond-Cac-Esp 3 4 7:30 Esp-Cac-Ond-Mun-Cac 5 7:25 Cac-Ond-Cac-Esp 6 3:00 Esp-TAB 7 7:10 TAB-Auck 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 7:20 Auck-Tab 23 3:50 Tab-Efate-Quoin-Esp 24 25 26 9:25 Esp-Efate-Cac-Mun-Cac 27 6:40 Cac-Mun-Boug-Cac 28 4:10 Cac-Esp 29 30 9:10 Eb-Cac-Mun-Cac-Efate 31 1:50 Efate-Esp	1 8:45 Esp-Cac-Mun-Cac-Vel-Cac 2 7:15 Cac-Mun-Boug-Mun-Cac 3 8:55 Cac-Koli-Rus-Mun-Cac-Esp 4 2:45 Efate-Esp Lcl 5 6 1:30 Esp Lcl 7 10:15 Esp-Tab-Brisbane-Sydney 8 9 9:25 Syd-Brisbane-Tab 10 4:00 Tab-Quoin-Efate-Esp 11 12 13 8:10 Esp-Cac-Mun-Ond-Cac 14 5:50 Cac-Mun-Treas-Mun-Cac 15 6:15 Cac-Rus-Mun-Segi-Rus-C 16 7:05 Carney-Cac-Mun-Rus-Cac 17 18 19 1:05 Esp Local 20 7:15 Esp-Cac-KO(?) -Mun 21 6:20 Mun-Cac-Tripoli-Esp 22 23 5:50 Esp-Cac-Mun 24 8:50 Mun-Piva-Mun-Cac-Esp 25 26 27 28 29 30 10:25 Esp-Tab-Norfolk-Auc 31	1 7:35 Auck-Norf-TAB 2 4:20 TAB=Efate-Esp 3 4 1:30 Esp Lcl 5 4:45 Bad weather, returned 6 8:35 Esp-Cac-Esp 7 8 9 8:20 Esp-Cac-Vel-Mun-Seg-Cac 10 4:00 Cac-Esp 11 12 13 8:00 Esp-Cac-Mun-Vel-Cac 14 4:00 Cac-Esp 15 1:20 Esp Lcl 16 17 8:05 Esp-Quoin (3x)-Efate-Esp 18 19 10:10 Esp-Tab-Norf-Auck 20 21 22 23 8:05 Auck-Norf-TAB 24 4:05 Tab - Espr 25 1:00 Esp Lcl 26 0:45 Esp Lcl 27 4:10 Esp-Cac 28 6:30 Cac-Segi-Cac-Esp 29 30 31	1 2 4:45 Esp-Cac 3 4:10 Cac-Esp 4 5 4:10 Esp-Cac 6 4:05 Cac-Esp 7 8 9 10 7:20 Esp-Cac-Vel-Cac 11 4:10 Cac-Esp 12 13 14 9:35 Esp-Cac-Mun-Treas-Mun-C 15 8:45 Cac-Boug-Green-Trea-Cac 16 4:35 Cac-Esp 17 18 1:30 Esp Lcl 19 1:30 Esp Lcl 20 1:50 Esp Lcl 21 5:50 Esp-Norfolk - Auckland 22 23 24 25 26 27 28 29 30 31	1 2 4:50 Auck-Norf-TAB-Esp 3 1:00 Esp Lcl 4 5 3:00 Esp - Lcl - Inst. 6 7 Return to the U.S.; two 4/9s 8 3:20 Esp - PDG 9 6:25 PDG - Nandi 10 9:00 Nandi - Canton 11 7:45 Canton - Christmas 12 9:00 Christmas I - Hawaii 13 5 nights in Honolulu 14 15 16 16:00 Hawaii-Frisco 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31
19 118.05	11 78.00	18 119.55	18 95.15	13 62.15	9 60.20

On November 26, 1943, Leibundguth was copilot of C-47 41-18579, piloted by Skeens, taking off from Henderson Field on Guadalcanal at 8 a.m. for Munda, with 15 passengers and gear, and 400 gallons of gas. They had a blowout of the left main tire, in the tread, not the sidewall, but were almost airborne, and became airborne without difficulty.

Orders were given to circle the field until the gas load was reduced to 100 gallons. At 11 a.m. a landing was made on the right tire, with the left held off as long as possible, and, when it touched, right brake and slight left engine were applied, keeping the plane on the centerline at all times. "The passengers were brought back to the SCAT mess for lunch, then sent via another plane. The crew were given a cold beer (or two) and the rest of the day off." The pilots received a commendation from the 13th AF Commanding General R.L. Owens.

Duffy Letter to Vote for Nixon in 1960

Leibundguth had the letter at right from squadron Executive Officer Duffy to everyone. Richard Nixon had been in Congress since 1946, and was Eisenhower's Vice President 1952-1960. Duffy notes Nixon "was a member of S.C.A.T. (South Pacific Combat Air Transport, to which the 13th TCS was assigned in 1943-'44), and, from 1943 on, was Operations Officer for S.C.A.T. on Guadalcanal, Bougainville, Vella Lavella, and Green Island" (as noted on page 428). For the 1959 reunion, Nixon sent the telegram at right.

Reunion Letters Sought the Missing

Leibundguth had letters from 1966, 1967, 1968, 1971, 1975, and 1977 about reunions. Most letters encouraged members to find and bring another member. The 1967 letter included a list of the names from the book "Two Years" asking for help to find the men. In November 1966 pilot Stan Donnelly wrote to all of the officers with the note at the bottom of this page that he, too, wanted "to contact 100% of the personnel."

Other Items

Leibundguth had:

- The list of attendees at the 1973 reunion at right. Most went over in 1942 or early '43.
- USAFISPA Special Order 147, assigning:
 - Arnold L. Miller, Leib., and Seeley (ro) from the 13th Air Depot to the squadron 5/27/43, suggesting they flew over together.
 - Peters, Folatko, A. Cohen, Harmon, and Holland to the squadron.
- His 1/26/44 promotion to 1st Lt after 8 mos.
- 13th AF SO 76 3/16/44 – Auckland rest leave for Bogutski, Bowman, DeCoursey, LaLaonde, Leibundguth, and Richards.
- 13th AF LO 67 3/28/44, sending two crews and planes (previously known, on page 429) to Hamilton Field, Cal., then Stout Field, Indianapolis, to turn in their C-47s at Stout Fld.
- Award orders No.348, 380, and 397 – awards to Davenport, Judd, Leib., Mendenhall.

From letter to officers by pilot Stan Donnelly, 11/30/66:

if you have any information whatsoever about any former members of the Squadron I would appreciate your giving some leads as to their whereabouts. Such things as the Army serial number, last known job, their last residence or even rumors concerning where they might be will be appreciated and the information will be tracked down in an effort to contact 100% of the personnel.

Dear Squadron Member:

It was never the purpose of the 13th Troop Carrier Squadron to involve itself in politics; however, I think it is important that it be brought to the attention of each and every one of the members of the Thirsty Thirteenth that the Honorable Richard M. Nixon, Vice President of the United States, was a member of S.C.A.T., and from 1943 on was Operations Officer for S.C.A.T. on Guadalcanal, Bougainville, Vella Lavella, and Green Island. As you well recall, S.C.A.T. was the South Pacific Combat Air Transport Command which consisted of our squadron, two Marine air squadrons and the Navy had charge of the installations.

I personally know of the feeling of affection, loyalty and deep sense of obligation he has to S.C.A.T. and S.C.A.T. personnel. You who attended our last reunion in August, 1959 in Columbus, Ohio will recall that the Vice President sent us a telegram of the following nature:

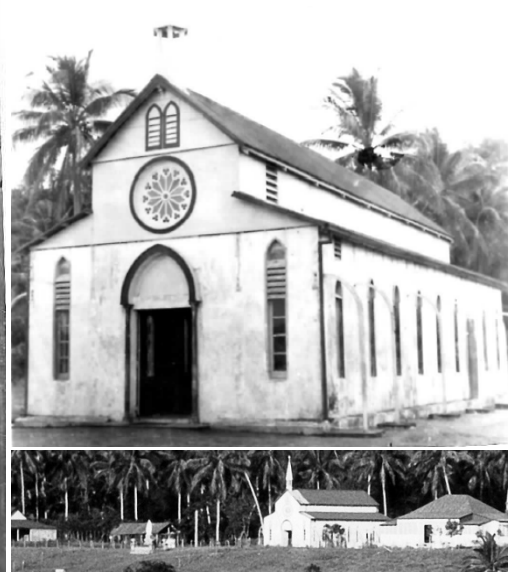
"I shall be thinking of you and all the gang tomorrow as you gather for the reunion. I wish I could be with you, but I send my very best wishes to all of you for what I know will be a memorable and an enjoyable occasion. /s/ Dick Nixon"

I strongly feel and would personally appreciate that you, as members of the 13th Troop Carrier Squadron and S.C.A.T. do everything possible from now till election to elect the Honorable Richard M. Nixon President of the United States. It would be another proud historical event to happen to our squadron and our S.C.A.T. organization.

Thirsty 13th 1973 Reunion Attendees (63 total)

Men who joined before May 1943 are listed first, in dark blue

Ground Officers	Pilots	Airplane Mechanics
1 Duffy, R. C.	1 Abernathy, F. H.	1 Ando, E. L.
2 Dewey Jr., E. K.	2 Bergstrom, D. J.	2 Cairns, J. J.
3 Norfleet, M. B.	3 Brown, E. G.	3 DeLoss, A. D.
	4 Drake, R. W.	4 Fuller, T. C.
Ground Enlisted	5 Ecklund, E.	5 Geuther, W. J.
1 DeHaan, J. G.	6 Fitzgerald, W. R.	6 Grubbs, B.
2 Finelli, D. J., Jr.	7 Fraser, W. M.	7 Harp, P. J.
3 Gee, W. W.	8 Dalmann, G. A.	8 Johnson, A. K.
4 Labeledz, C. A.	9 DeCoursey, P. B.	9 Laming, R. C.
5 Larger, H. F.	10 Leonard, W. R.	10 McNeil, J. M.
6 Myres, D. L.	11 Woodall, C. C.	11 Meadows, J. H.
7 Pasco, V. F.		12 Smith, J.
8 Schmitz, J. D.	Navigators	13 Stiver, B. J.
9 Sidelko, S. W.	1 Johnson, R. E. Jr.	14 Tustin, W. W.
10 Weekley, R. B.	2 Mogush, J. J.	15 Wantz, R. H.
11 Windham, E. T.	3 Preston II, F.	16 Watkins, J. W.
12 Davis, A. S.	4 Donnelly, S. D.	17 Wentworth, K. E.
13 Dean, J. C.	5 Houpt, F. R.	18 Zdon, F. V.
14 Gray, W. B.	6 Pyke, D. L.	19 MacDonald, H. J.
15 Linden, D. F.	7 Small, P. B.	
16 Wright, T. M.		Radio Operators
		1 Ummel, C. B.
		2 Bradford, J. R. Jr.
		3 Petricola, J.
		4 Seeley, E. A.
		5 DeClerck, R. R.
		6 Fatula, G. P.
		7 Reberry, P. L.



b. 1944-1945: Photos from Norman Lyle Grant, Personal Equipment, 1/44-9/45

On March 4, 2017, the son, Ken, of Lyle Grant emailed me scans of his dad's photos. On June 7 I emailed that above left to Brad Wood, Director of the South Pacific WW2 Museum on Espiritu Santo in New Hebrides, and he replied with the next two images, above, from 1942, and two aerials, identifying this as *Église de Saint-Michel*, in the location top right, just west of Luganville. (Brad owns Santo Hardware, the yellow pin in the top right image, in the lower right.) The church was replaced with a larger church, but provides a location visited by the Thirsty 13th, far from the camp.



Also in New Hebrides, Grant had the photo at left titled "Monument of a cow, the only thing Tojo killed on his last bombing raid on that island." The story of this raid and monument is on page 293, and so it is great to have a photo to go with it.

Grant had the photo at the near right of the Patient Virgin nose art, before a yellow flower was added to her hair, and the lettering redone in white, at the far right.



Below are Biak tent mates Driedger, Grant, Stentzel, Hall.

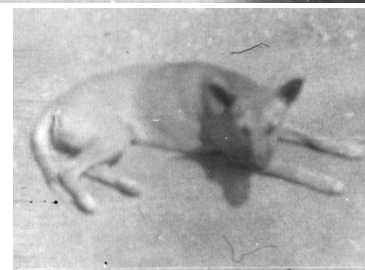
At right is Grant on the beach at Biak with a native canoe, wearing a t-shirt with the Thirsty 13th logo – the first example of this t-shirt style.





c. 1945-1946: Items of Granville P. Braham, Crew Chief, 6/45-3/46

Granville P. Braham joined the 13th TCS in June 1945 as an airplane mechanic, assigned to C-46 #37. The crew chief went home soon after, and he became the sole mechanic on this C-46. The photos above are north and east of his Biak tent, estimated #C8, the first-ever photos in the rain. He stated the coral did not absorb the water fast enough so “it was like walking in a creek.” At right is dog “Tinker.”



Granville had the photos below of the beach at Biak, from a raised area, and of a native canoe.



At right is C-46 #36 at Biak, showing our parking area, and the air strip in the distance.



The first two photos below are from the first camp at Dulag. The last is from the 2nd Dulag camp, showing more of the area than on page 733 (also in the 2016-05 newsletter).



Granville’s patch, below left, was the most round I have seen. He had a fine letter opener. He expected he purchased the moon stones from people who came around the Dulag camp.



I met Granville Braham June 25, 2017, and he remembered:

Braham (Crew Chief, 6/45-3/46): “[At Biak] we used to take a weapons carrier, and half a dozen of us go out, and took our air mattresses out in the ocean, and then we just kind of come riding in on the waves. They weren’t any big waves, just normal flow into the beach.

“I remember one night we had an air raid siren, and we found out it was somebody who didn’t have his IFF on. They had the spotlight on his plane, and we had to go to a certain area, away from the camp. It wasn’t that far. Maybe 20 of us could fit. It wasn’t covered. It was away from the actual camp, but it was a normal landscape, just a lower area.

“I went on every flight. I took care of it all the time pretty much by myself. I just did the preflight on the planes, and minor maintenance work. Any big thing we had a specialist to handle that – props, engine change, magnetos.

“Most of our flights we had our orders right out of Biak to go to certain places, and come back, usually empty. It was all in one day. Occasionally we did [fly at night], very seldom. No [not much bad weather]; we were pretty lucky.

“We had a whole load of eggs, plane was filled with eggs, and the manifest kind of got a few of those marked off of it, so we could have some ourselves. Sometimes there’d be steak; we’d be hauling steak, food products. One flight we had maybe a half dozen soldiers. All I remember is they said they’d never get on a plane again! They didn’t like the flight.

“We were pretty much low-altitude on flights all the time. Most of them around 5,000 feet I expect, because we weren’t going that far. We did once see how far it would go up. I think we got up to 14 or 15,000. He took it up as far as you could go.

[Granville recalled flying over New Guinea, estimated as the Balim Valley, at tree-top level, and natives hurling spears at the plane, and one hitting it on the nose, which put a small dent in the nose. Pilot Begg in the April 2017 newsletter, page 5, had a photo from a plane in this valley with perhaps a C-46 cowling. Granville recalled the plane being hit by lightning on the nose, and the bolt going out the trailing wire antenna and it “tore up” the antenna.]

“[Dulag] was not too far from Samar Naval Base. One trip we were loaded with cement in Samar. We were about ready to take off, and I was standing between the pilot and co-pilot, and they said ‘Well, we’re ready to go,’ and I said ‘Wait a minute.’ I had to go back and check the cargo door; I wasn’t sure it was latched. They thought I said ‘I hope you can make it,’ and we just barely made it. [I would stand between the pilots] all the time.

“They had plenty of beer in the Navy, but they didn’t have any liquor. The pilots, we take liquor and trade it for beer, because we didn’t have any beer. [Did we drink very much liquor, or mostly beer in our squadron?] Beer, that’s all. I remember once I went to some bar, I just walked down the road [from the Dulag camp], and there was a bar there, and they had their moonshine, is basically what it was. I never drank. You open up a can of beer and you have to have it at your mouth, it was squirting over everything. It was hot, you know.

“We got a lot of stuff from the Navy there. We wound up getting an ice cream machine.

“The only time we [enlisted] did anything together [with the pilots] was when we went to Japan, and they got me fixed up so I could go in the officers’ quarters’ mess and so forth. They gave me a hat with insignia on it.

“I think we were in [Morotai] there once. [Most flights were direct?] Yep. Only once [to Peleliu and Palawan]. It was getting close to the end, and there wasn’t much going on.

“For me it was a really good experience, because I got to see a lot of places I would never see, and since I wasn’t actually in combat, I never had any problem, which makes it pretty nice. Anything you did, would help out, you felt you were helping [win the war].”



2. History-Related Activities

a. New Caledonia Appreciation for America in World War II

On June 8-10 my colleague Marcel Claude in New Caledonia corresponded with me about the appreciation in New Caledonia for the American help in World War II. He wrote about the artifacts in the photos above that: “At the entrance to the University of New Caledonia, on Nou Island, in commemoration of the action of the USA and their armed forces, [are] an amphibious vehicle and a landing craft, exposed in order to be visible to all.”

At right is Marcel’s photo of the World War II Museum in Nouméa.



On June 10, 2017, Marcel emailed me the photo below, and wrote: “Here, in the heart of the city of Nouméa, on the place of the bay of the Moselle, is this monument in memory of the action of the American forces during the Pacific War. This monument pays tribute to the soldiers who were killed, wounded, or fought for the safeguard of freedom.”

The monument includes a portion of a globe, with Australia on the left. It is wonderful that New Caledonia remembers and appreciates the American effort during WWII, including that of the Thirsty 13th, with such a red, white and blue American flag monument, to honor our relatives.



b. Biak Camp Area Development

The Biak camp is shown at right (looking southwest, from the book's pages 510). It always excited me that the land was undeveloped in 2011, and I daydreamed about buying it someday and recreating the camp, as a place for tourists to stay, in the open tents, and experience how the Thirsty 13th lived. At a minimum I wanted to visit and look for the holes in the coral for the light poles for the basketball court, look for the cement slab which was the officers' club floor, and look for other squadron remnants, maybe even with a metal detector. By providing relatives of members with this location I also was happy that they could go stand in the exact spot of their dad's tent.



On April 28, 2017, when visiting the daughter, Judy, of 1945 pilot Bill Foote, I opened up Google Maps, and zoomed in on the camp, and was surprised to see that development has come to Biak. This area, shown below left from page 511 in 2011, just six years later, now looks as shown below right. When one activates "show labels," the three red buildings off the road on the right include a grocery store, and there is a bank just out of the photo in the upper right.

The new buildings do not cover the entire area. The basketball court area in the middle seems to now be dirt, but the officers' club slab in the bottom right might still be there. I have always wondered if the buildings in the upper right just east of our camp were from the 403rd, and might at least discover those. The Thirsty 13th Biak Resort, though, now appears less likely.



13th TCS New Members from 63rd TCS November 1, 1945

With Specialty Code and ASRS Score (Points)

c. Men who transferred from the 63rd to the 13th TCS November 1, 1945

The orders found in Phoenix May 5, 2017, included 403rd Grp General Order 162 listing all the men in the 63rd TCS who were transferred into the 13th TCS when it was reconstituted Nov 1, 1945, as noted on page 733. At right I typed this list, in case their relatives contact me. Most of these men are far short of the 85 points required to go home.

This transfer is summarized below, including 17 original 13th TCS members, in blue, just 10%. Other original members were transferred back in at later dates.

Summary

Function	13th	Tot.
Pilots	6	55
Navigators	4	23
Crew Chiefs	6	29
Radio Operators		22
Aircraft Mech's		10
R&R Mechanics		20
Other Ground	1	9
Total	17	168

The book on page 733 says the 13th TCS was inactivated on October 15, 1946. To tell the complete story of the 13th TCS it would be good to learn about the history from Nov 1, 1945, to Oct 15, 1946. This was a different squadron, though, with a different mission, with the war was over, and I think did not use the name “The Thirsty 13th” anymore.

Adding the history of this reformulated unit might dilute the story of the original squadron, and so I plan to continue to focus on the original 13th TCS.

Pilots (1051)			
Aanderud	Ardell E.	2nd	62
Albee	Bill J.	2nd	67
Beebe	Ernest A.	2nd	46
Begg	Ronald V.	1st	61
Boddy	Donald J.	2nd	46
Bridges, Jr	Walter K.	1st	61
Brooks	Richard E.	F/O	52
Butler	William L.	2nd	43
Clarke	Robert W.	2nd	44
Colburn	Edward W.	1st	61
Conn	Frank K.	1st	58
Cumberland	Harold E.	1st	61
Dewey	Carl C.	1st	65
Dixon	John E.	2nd	44
Fournier	Ronald O.	2nd	55
Gandy	Daerl R.	1st	73
Goodman	William H.	2nd	67
Hahn	Paul M.	1st	61
Halen, Jr.	Leonard J.	2nd	45
Halls	Richard H.	1st	66
Hartman	Steward H.	1st	73
Hayes	Delmont	1st	47
Hirschkoff	Herbert H.	2nd	56
Holzer	Richard V.	1st	69
Homan	John D.	2nd	83
Hopkins	Robert W.	1st	73
Kane II	James	2nd	59
Kashmeric	William R.	1st	82
Kirkpatrick	James J.	2nd	45
Lundy	James P.	1st	60
Madson	Lloyd O.	1st	61
Mallouk	Richard H.	F/O	47
Marr	Merwin P.	1st	76
Mayo	John Y.	1st	68
McAuliffe	Joseph C.	1st	49
McGregor	Malcolm R.	1st	60
McNairy	Wyatt D.	2nd	31
Mellor	Herbert F.	2nd	39
Mercer	William P.	Capt	74
Minichino	Louis J.	F/O	49
Myers	Wilbur D.	2nd	32
Nance	Richard L.	2nd	33
Newton	Samuel L.	2nd	39
Peck	Robert D.	2nd	42
Pixler, Jr	Royal C.	2nd	58
Powell	Virgil E.	1st	61
Rampton	Walter E.	1st	55
Roberts	Jack B.	F/O	47
Schapel	Karl H.	2nd	83
Shaw	Robert W.	2nd	45
Skrandel	Robert C.	2nd	44
Tannery	George F.	2nd	60
Thomas, J	Fielding A.	Capt	69
Tucker	Warren D.	2nd	43
Verden, Jr	William	2nd	41

Parachute Rigger (620)			
Eley	Dale I.	Cpl	31
Placido	Constantin	Sgt	31

Medical Aid (657)			
Cernick	Erwin P.	Pvt	54

Mess Cook (060)			
West	Ralph D.	Cpl	58

Navigators (1034)			
Blakeney	Herschel J.	1st	64
Cotter	Thomas J.	2nd	46
Ellis	Roger H.	2nd	38
Garbett Jr.	George A.	Capt	62
Jennings	Charles B.	1st	71
Kaelin	Louis D.	1st	65
Kelty	Thomas R.	2nd	65
Kiedrowsk	Raymond	2nd	44
McGehee	John W.	2nd	38
Moriarty	Francis E.	2nd	42
Murphy	Joseph J.	1st	70
Osborne,	Henry G.	2nd	53
Paine	Jay H.	2nd	32
Reilly	William J.	2nd	48
Roudabust	Charles G.	Capt	67
Schenke	Ernst F.	2nd	39
Sciuto	Dominic J.	F/O	33
Smith	Robert M.	1st	64
Suomi	Martti I.	1st	63
Trick	Aloysius F.	2nd	41
Vanberg	Harold E.	1st	50
Ward	Owen H.	1st	69
Weeks	Homer C.	1st	55

Crew Chiefs (2750)			
Barton	James F.	S/Sgt	44
Cafee, Jr	Arthur	S/Sgt	52
Cerebi	Joseph M.	Sgt	51
Clouse	James W.	Sgt	56
Cooper	Ned H.	S/Sgt	50
Darling	Vaughn	Sgt	55
DeCosmo	James V.	Sgt	56
Fuller	William	S/Sgt	32
Gagliardi	Joseph A.	Sgt	42
Gibbs	Albert O.	S/Sgt	48
Hanner	Robert L.	Sgt	31
Hughes	Jack	T/Sgt	54
Jones	Edwin P.	Pfc	50
Knoth	George A.	Sgt	59
Korn	Seymour	Sgt	37
Livingston	Geroge W.	S/Sgt	41
Lynch	John L.	S/Sgt	42
Maffei	Emilio J.	Sgt	34
Newhouse	William E.	Sgt	31
Oelschlegel	Fritz F.	S/Sgt	40
Oliva	Fred F.	Cpl	36
Orlando	Sebastian	Cpl	52
Reed	Elwood F.	Sgt	45
Scheffler	Edward C.	Sgt	44
Schudt	Frederick	Sgt	50
Shephard	Scott T.	Sgt	33
Small	Leo R.	Sgt	40
Stem	Richard	S/Sgt	51
Thar	Vincent R.	S/Sgt	49

Radar Mech., Trp Carr (849)			
Duke	Thomas C.	Sgt	40
Offord	George H.	Pfc	42

Radar Mech., Navigat'n (853)			
Evers	Robert R.	Sgt	49
Germaine	Melvin W.	S/Sgt	57
Hampton	John W.	Cpl	20
Hara	Joseph	Cpl	20
Haskin	Delbert D.	Sgt	36
Lewis	Albert E.	Sgt	54
Stanley	James C.	Sgt	49
Tejeda	Antonio	Sgt	54

Radio Operators (2756)			
Bernard, Jr	John	Sgt	41
Boghosian	Harry G.	Sgt	49
Burgess	Paul C.	Sgt	41
Cigoy	Frank E.	Sgt	39
Dluzneski	John S.	Sgt	46
Evans	Kelvin H.	Sgt	46
Hannes	Walter T.	Sgt	40
Hill	Merritt B.	Sgt	34
Howe	Stephen W.	Sgt	36
Koltun	Samuel C.	Sgt	41
Lopez	Victor D.	Sgt	21
Lorkowski	Leonard A.	Sgt	50
Meseke	Knowlton	Sgt	47
Robinson	Dwight R.	Sgt	43
Rosenberg	Lee J.	Sgt	56
Ross	James E.	Sgt	56
Segadelli	Dante J.	Sgt	48
Shaw	Dale C.	Sgt	36
Steinberg	Bertram L.	Sgt	53
Theodos	Dhossie K.	Sgt	49
Wise	Walter V.	Sgt	52
Wiser	Daniel S.	Sgt	50

Radio Mechanic (754)			
Hoeman	Richard J.	Pfc	28
Neppel	Leo W.	S/Sgt	45
O'Keefe	Edward S.	Pfc	30
Rapp	Arthur R.	Cpl	32
Schnabel	Walter	Cpl	38

Rifleman (745)			
Churchman	Wilmer D.	Pfc	39

Airplane Elec. Mech. (685)			
Andrews	William E.	Pvt	34
Barrett, Jr	William E.	Sgt	35
Hasbrook	John C.	Pfc	25
Miller, Jr.	Foster E.	Cpl	29

Airplane Instr. Mech. (686)			
Dragnich	Mike F.	Sgt	47

Airplane & Engine Mech (747)			
Ehlinger	Grover F.	S/Sgt	47
Fremin, Jr	Paul L.	Cpl	58
Ganz	Alfred E.	Sgt	34
Kodalen	Floyd G.	Cpl	36
Margroff	Carl M.	Pfc	56
Norton	Oscar A.	Cpl	39
Pahre	Leslie A.	Sgt	36
Sloan	Frank A.	S/Sgt	47

Squadron Supply (821, 826)			
Hertel	Paul E.	S/Sgt	43
Munsch	Henry J.	Sgt	37

Administrative NCO (502)			
Elliott	Melvin D.	S/Sgt	41

Clerk - Typist			
Warfield	John E.	S/Sgt	37



3. Members and Relatives

a. Lost Two

Albert A. Judd, July 11, 2015

On June 4, 2017, I called Al Judd and the line was disconnected, and then called his daughter, Sherylann, and learned he passed away two years ago. Al was awarded the Air Medal with 6 oak leaf clusters, equivalent to more than 700 hours of combat time, in a 3-way tie for the 8th most combat hours in the squadron of the squadron's 117 pilots. He is shown above left, then above center at Biak, and above right with me at a mini-reunion November 4, 2011.

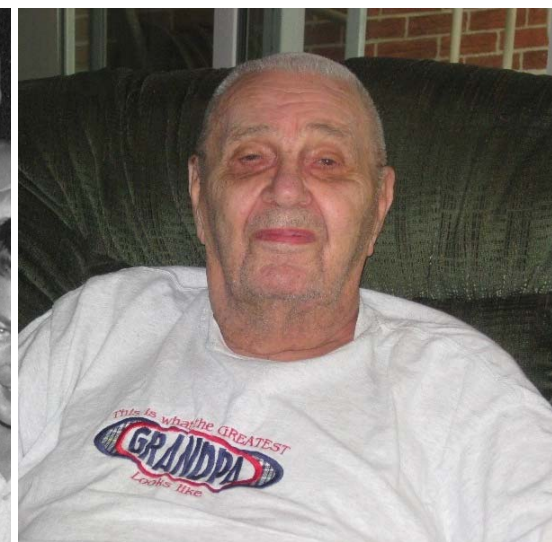
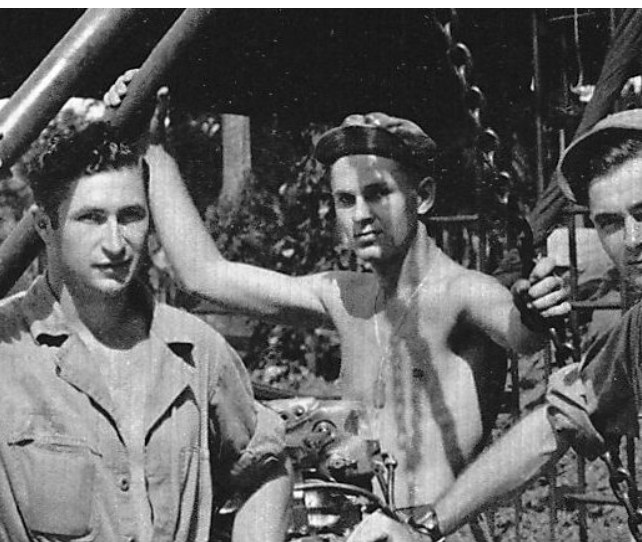
Judd has 17 great quotes in the book, which helped explain the unit's history. One of my favorites is on page 481 when he stated about buzzing around in a P-38: "After all those years of thinking I was a hotshot, I realized I wasn't. I was really happier in the C-47."

Victor L. Deppe, June 5, 2017

On June 6, 2017, I received an email from the daughter, Sharon, of Victor L. Deppe, that he passed away. She wrote: "He always said that he had a great life and enjoyed meeting you when writing the book. He was turning 96 next month and passed away in his sleep." He is shown below left (in the center) at Espiritu Santo where he was an engine mechanic, then at Biak with the Old Boulders April 1, 1945, and when I met him September 7, 2009.

I met "Vic" only once, but called him many times after that, and always loved talking to him, because he was always upbeat, and never complained about anything. He had many great stories which helped with the history, especially about the time in the U.S., with 18 quotes in the book.

Vic's words were the very last quote I included in the book, letting him summarize the entire squadron history for everyone, on page 751: "I was in a lot of units in 25 years in the service, but that was the best I was ever in." Thank you, Vic, for all you did in the squadron, and all of your help to future generations. Bless the memory forever of Al Judd and Victor Deppe.





b. Found Three

For the 76 squadron members added from the Walter K. Bridges orders, I found birthdates for 68 men, but death dates for only 62. On June 1, 2017, I focused on the 6 without death dates, and searched to see if any of these were still alive, and was amazed and delighted to find three:

- **Granville P. Braham** (Crew Chief, ~6/45-2/46) – I emailed him photos (from the recent collection of R. Begg) of the C-46 #37 to which he was assigned, and he was happy to have these, and I sent a book. I visited him, above, on June 25, 2017, and heard the stories on page 7. It was great to see he had his squadron patch – never sewn on anything. I took him to the Roasterie coffee shop, with a DC-3 mounted over it, and recorded more stories.
- **John Komo Jr.** (C-47 Crew Chief, 12/7/44~5/45) – He was one of two crew chiefs for a C-47, and took turns going on the missions. He remembered the enlisted men’s club at Biak. He was then sent to Buffalo, NY, to learn about the C-46, and the war ended.
- **Ruel E. Lefler** (Glider mechanic, ~6/45-9/45) – I spoke to him and his son.

19 Still-Living Members

Below is a list of our 19 still-living members, enlisted then officers, sorted by age. On June 3 our eldest, Walter R. Moritz, turned 99. A belated Happy Birthday, Walter.

13th TCS Members Estimated Alive in July 23, 2017

#	Last	First	Role	Joined	Left	Born	Home Now	State	Age
Enlisted									
1	Braham	Granville P.	Crew Chief	5/45	9/45	11/5/1925	Shawnee Miss	KS	91.7
2	Komo	John, Jr.	Airplane Mechanic	12/44	4/45	5/6/1924	San Anselmo	CA	93.2
3	Mattes	William R.	Engineering Clerk	4/43	11/45	5/30/1923	Fombell	PA	94.1
4	Windham	Ezekiel T. Jr.	Motor Pool	8/42	9/45	12/28/1922	Charlotte	NC	94.5
5	Lefler	Ruel E.	Glider mechanic	6/45	9/45	1/5/1923	Sunnyvale	CA	94.5
6	Campos	Juventino	Duty Soldier	7/44	12/45	7/5/1922	San Anselmo	TX	95.0
7	Coker	John T. Jr.	Radio Operator	6/42	6/44	9/12/1921	Okemah	OK	95.8
8	Samiran	Arthur R.	Ordnance	6/41	9/45	6/25/1921	Abilene	TX	96.0
9	Payne	John W.	Crew Chief	4/45	11/45	11/22/1920	Powell	OH	96.6
10	Fuselier	Claude R.	Squadron Supply	6/42	9/45	10/11/1920	Harahan	LA	96.7
Officers									
1	Burder	Francis H.	Pilot	7/44	11/44	12/7/1924	Cadillac	MI	92.6
2	Goddin	Wellington	Pilot	8/44	10/45	5/27/1924	Key West	FL	93.1
3	Golumb	Arthur	Pilot	8/44	10/45	11/6/1923	Pembroke	FL	93.7
4	Sand	Bernard F.	Pilot	12/44	2/46	10/20/1923	Waterloo	IA	93.7
5	Zarek	Henry J.	Pilot	3/45	9/45	7/27/1923	Homosassa	FL	93.9
6	Anderson	Elwood "Bill"	Pilot	1/45	5/46	1/5/1923	Roseville	MN	94.5
7	Brown	Eugene G.	Pilot	2/43	2/44	8/31/1922	Los Gatos	CA	94.8
8	Peters	Karl E.	Pilot	5/43	12/44	3/17/1920	Faxon	OK	97.3
9	Moritz	Walter R. Jr.	Navigator	11/42	12/43	6/3/1918	Manorville	NY	99.1

Note: 35 others have no death date, and, at this 2.7% rate (19/(756-35)), one of these 35 may be alive.

c. Latest Dashboard

The 76 new names from the Walter K. Bridges orders have now been added to the dashboard, increasing the total number of members ever in the squadron overseas from 680 to 756.

The latest dashboard is below right, with the light blue column showing progress with the prior list, and the darker blue columns for the new names. For previously not-found Roland Mariani I noticed a Bridges order had his middle initial, "G," and finally identified him.

For the 76 newly added members, I was able to identify (find birthdates for) 68 men, death dates for 62, resting places for 42, and FindaGrave pages for 35. Previously I had identified all but 14 men, and this went down by one for Mariani, but up by 8 for the new men, to 21. The number of unknown deaths went up by a net 11, to 35. Five of those found were best-estimates, not confirmed.

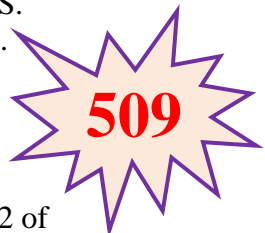
Members and Families Found (of 756 total)

Members*	30-May***	23-Jul	Add	Add	Nd	Nd-tot
Birth Date*	666 98%	735 97%	1	68	8	21
Death Date***	637 96%	702 95%	3	62	11	35
Resting Place**	559 85%	605 82%	4	42	31	132
FindaGrave Link**	393 59%	430 58%	2	35	38	307
Contact	483 71%	509 67%	4	22	54	247
Have Book	461 68%	479 63%	3	15	61	277

* Birth and death dates incl. 17 and 13 best-estimates.
 ** Percent and Need for 2nd-4th exclude 19 living, incl. 3 of the 76.
 *** May percents are before adding 76 members

New contacts were made with relatives of 4 members from the prior list, in blue below, and 22 of the 76 more, for 26 total:

- | | | | |
|-------------------|----------------|----------------|---------------|
| Bair, C.M. | Donner, B.C. | McGinnis, G.M. | Roberts, J.B. |
| Bissonnette, E.T. | Foster, R. | McMahon, R.C. | Schenke, E.F. |
| Braham, G.P. | Garner, C.J. | Meyers, S. | Tillman, R.R. |
| Buckingham, E.B. | Hemstalk, A.E. | Noakes, H.E. | Truman, R.S. |
| Bussler, R.A. | Komo, J. | Noto, N.J. Jr. | Wycoski, L. |
| Catenza, G.A. | Lefler, R.E. | Palmer, T.M. | |
| Cernick, E.P. | Marchant, A.J. | Pearson, G.D. | |



The February 5, 2017, newsletter noted I had passed 400 contacts, getting to 406. On June 12, 2017, I reached 500, and, as shown in the table above, have now reached 509. 22 of these 103 more were from the new names, and so relatives of 81 previously-known (and longer-time) members were found since February 5. The number contacted including non-responsive is maybe 530. These 100-125 contacts found in 130 days were about 1 per day.

I believe I have done all I can to identify members and find relatives, and will stop. I hope to search again someday, though, in case new information is added to Ancestry.com or FindaGrave.

d. Closing

Thank you to Granville Braham and the son of Leibundguth for letting me visit, to the son of Grant for sharing many photos, to Brad at Santo Hardware for identifying the church location, to Marcel Claude in New Caledonia, and to all others who were thoughtful to share items.

The following photos are from the June 23, 2017, final farewell to pilot Ken Soderland.

