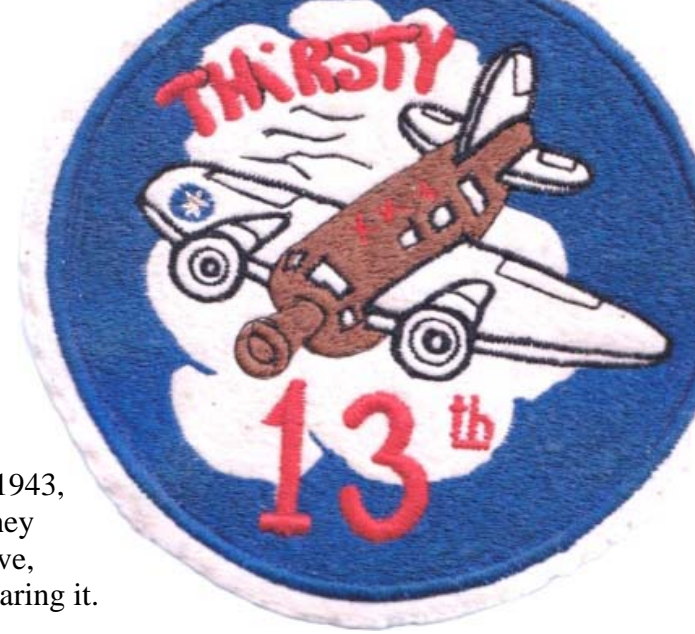


November 2017

Newsletter



Dear Thirsty 13th members, relatives, and friends,

This letter provides first-ever flight log data for 1942-1943, identifying the pilots' landmarks, helping us know what they looked for from up in the air. This is amazing detail to have, thanks to navigator Harold O. Dewey, and his niece for sharing it. The son of Larry W. Dawson also shared photos.

Thank you for your interest in The Thirsty 13th.

Seth P. Washburne, Squadron Historian
November 2, 2017

Contents

1. Additional History	2
a. 1943: Photos from Larry W. Dawson	2
b. 1943-1944: Pilot Landmarks per Harold O. Dewey Flight Log	3
2. History Related Activities	8
a. 1942: Plaine Des Gaiacs Memorial Rededication, September 2, 2017	8
b. 1942-1943: Antoinette Arrighi on September 30, 2017	9
c. 1945: Army Air Forces Wife Handkerchief from Amelang	9
3. Members and Relatives	10
a. Lost One: Eugene Brown, June 29, 2017	10
b. Found One: John M. Peterson: October 5, 2017	10
c. Daughter of Pilot Bill Foote Met with his Brother	10
d. Latest Dashboard	11
e. Thirsty 13th Books Left: 68	11
4. Closing	11

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



1. Additional History

a. 1943: Photos from Larry W. Dawson

In September I for the first time in nine years identified Larry Dawson, and then found his son. The son shared 8 photos, including the two here.

Above, in the camp at Tontouta, are Samiran, Eastburn, Dawson and John (Ferguson maybe). The view is estimated as east to the officers' hill.

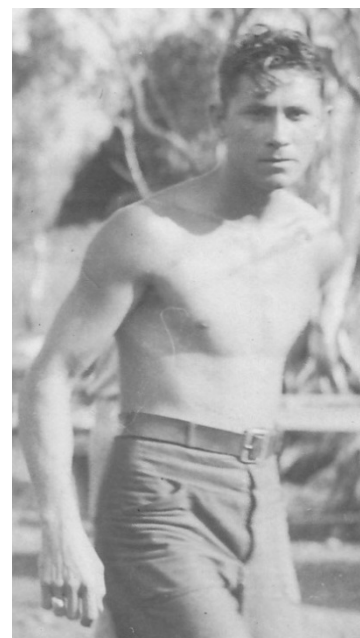
At right at Tontouta Air Base are Lee, Burden, Linkenhoger, and Kelley. The book on page 114 lists Burden as the crew chief on Screwball, so it is nice to have a photo of him with it. Burden on page vii is one of only 6 men to receive special mention for helping with the history. He was one of my most favorite squadron members of those I met, and has many quotes in the book.

The far engine is wrapped. On the near engine the prop dome and hub appear to be painted, rather than being bare metal.

Larry W. Dawson

Dawson is the one who my first contact, Jerry Bernhard, in May 2008, told me appeared to be, as he put it, "a perfect physical specimen," and indeed he looks healthy, at right. Bernhard always wondered how he got discharged soon after the squadron arrived overseas, and so I, too, have always wondered this. As noted in the September letter, I learned he had a burst appendix. He was sent back, had surgery at the Green Briar Hospital, and barely survived.

I was glad to finally reconnect him with the squadron, and find his son.



Tontouta - Espiritu Santo

		Tontouta to Espiritu Santo, 188° (read down)								
		11/30/43		12/23/43		1/7/44				
Date		Lenderman		Lenderman		Hay				
Pilot		535		484		740				
Plane	Average									
Checkpoint	Durat'n	Alt.	Time	Elpsd	Alt.	Time	Elpsd	Alt.		
TAB-St/Cut Engines	0:04		5:13			7:45		7:50		
Airborne/Land	0:13		5:24	0:11		8:03	0:18	7:58	0:08	
Thio	0:24	4,067	5:40	0:16	2,000	8:24	0:26	9,200		
S. Nakety Bay		5,500				8:19	0:16	5,500		
Degaula Island	1:15	6,700	6:11	0:31	2,000	8:48	0:29	9,200		
Boupre								8:52	0:28	
S. Rock Pt.	0:45	6,500	8:04	1:53		10:33	1:45	1,200	10:43	1:51
S. Malo Island	0:14	3,700				10:49	0:16		10:51	0:08
Land/Airborne Espiritu	0:12		8:29	0:25		10:55	0:06		11:05	0:14
ES Cut/Start Engines	0:02		8:31	0:02		10:57	0:02		11:07	0:02
Average Total	3:12		3:18	3:18		3:12	3:12		3:17	3:17

		Espiritu Santo to Tontouta, 08° (read up)										
		11/29/43		12/19/43		12/27/43		1/30/44				
Date		Lenderman		Lenderman		Hay		Leibundguth				
Pilot		535		454		738		484				
Plane												
Checkpoint	Time	Elpsd	Alt.	Time	Elpsd	Alt.	Time	Elpsd	Alt.			
TAB-St/Cut Engines	16:40	0:05		6:03	0:05		6:17	0:03		6:06	0:05	
Airborne/Land	16:35	2:46		5:58	0:12		6:14	0:21		6:01	0:11	
Thio				5:46	0:25	4,000	5:53	0:27		5:50	0:29	6,200
Boupre							5:21	1:40	8,000	5:26	1:38	7,600
S. Rock Pt.										5:21	2:00	
S. Malo Island	13:49	0:14	7,500	3:41	0:11	7,500	3:48	0:20	9,300	3:21	0:10	7,000
Land/Airborne Espiritu	13:35	0:06		3:30	0:28	3,000						4,400
ES Cut/Start Engines	13:29	0:11		3:02	0:07		3:28	0:12		3:11	0:14	
Average Total	13:18			2:55			3:16			2:57		
		3:22	3:22		3:08	3:08		3:01	3:01		3:09	3:09

b. 1943-1944: Pilot Landmarks per Harold O. Dewey Flight Log

The 10/4/17 newsletter noted on August 13 in Perrysburg, NY, I scanned log forms of navigator Harold O. Dewey, which provide landmarks used by the navigator and pilots.

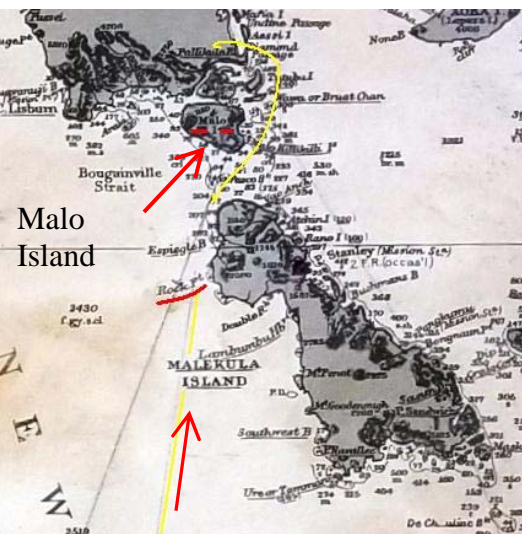
Tontouta (New Caledonia) to Espiritu Santo (New Hebrides)

Above are entries for 3 flights from Tontouta to Espiritu Santo, and 4 in reverse, by pilots Lenderman, Hay, and Leibundguth. After starting the engines at 5:13 a.m., 7:45 a.m., and 7:50 a.m., they taxied and did pre-flight checks, and were airborne after 13 minutes. The first landmark after 24 minutes was the town of Thio (p. 264), or Nakety Bay above it.

On the chart below right, Dewey drew a pencil line from Thio to Rock Point (later), and it passes directly over what in Uvea Atoll, in the Pleiades, is **Deguala Island**. Deguala Island is on 5 of the logs, and so was a popular landmark for this leg. One log had Boupre, off course to the west, below right. Deguala is under the arrow, below.



The next landmark going north is **South Rock Point**, mentioned on all 7 logs. Rock Pt. is on the chart, below left. The faint line (2nd one) next to this, stops at Rock Pt., and it is estimated they stayed over the water, shown by the yellow line, from here until landing. The third and last landmark was **the south point of Malo Island**.



WAR DEPARTMENT Air Corps Form No. 21 A Revised March 9, 1939				
DEPARTURE <u>Tontouta</u>				
DATE <u>December 23</u>				
AIRPLANE TYPE AND No. <u>C-47-48</u>				
MISSION <u>Cargo</u>				
POSITION	TIME	TRUE COURSE	DRIFT CORR.	
S. Nakety Bay	2119	08	+1	
Degaula I	2148	08	-2	
S. Rock Pt	2333	08	-2	
S. Malo I	2345			

Espiritu Santo to Guadalcanal, 310°

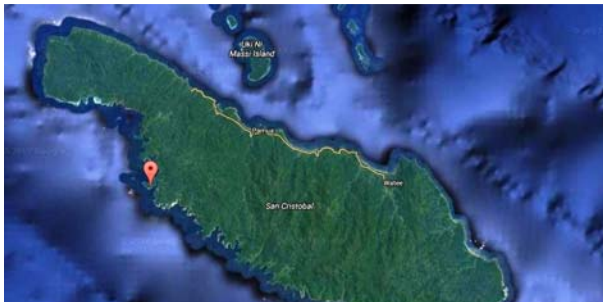
Date Pilot Plane	11/22/43 Rode 606			11/27/43 Abernathy 535			1/11/44 Folatko 942			1/14/44 Hay 484			1/19/44 Grosbeck 456			1/23/44 Folatko 944			2/9/44 Leibundguth 484			2/14/44 Lenderman 654			
	Average Dura. Alt.	Time	Elpsd	Alt.	Time	Elpsd	Alt.	Time	Elpsd	Alt.	Time	Elpsd	Alt.	Time	Elpsd	Alt.	Time	Elpsd	Alt.	Time	Elpsd	Alt.			
Start Engines		5:01			4:33			9:42			8:49			6:03			9:50			6:57			9:43		
Airborne	0:12	5:15	0:14		4:43	0:10		9:55	0:13		9:02	0:13		6:14	0:11		10:03	0:13		7:07	0:10		10:00	0:17	
Cape Quiros	0:20				5:03	0:20					9:23	0:21	7,600	6:33	0:19	1,000									
South Point																				7:21	0:14	5,500			
Cape Cumberland (wes)	0:14	5:48	0:33	8,300	5:15	0:12	5,000	10:28	0:33	11,000	9:36	0:13	9,500	6:52	0:19	7,000	10:45	0:42	10,000	7:44	0:23	9,400	10:39	0:39	8,000
Cape Surville	2:21	8:03	2:15	10,000	7:30	2:15	8,000	12:14	1:46		12:44	3:08					13:15	2:30	10,000	9:56	2:12				
10 Left of Louvi Pt Maru Cape											13:31			9:52	3:00	3,000							13:38	2:59	
Marau Island	0:20	8:23	0:20	4,300	7:50	0:20	7,000			500				13:36	0:21	7,000									
Marapa (Malapa) Island	0:22	8:45	0:22	6,500	8:11	0:21	8,000	12:39	0:25		13:46	1:02		10:08	0:16		14:01	0:25	800	10:57	1:01				
Henderson	0:35	9:08	0:23		8:35	0:24		14:12	1:32		14:20	0:34		10:39	0:31		14:32	0:31		11:09	0:12		14:02	0:24	
Cut Engines	0:03	9:12	0:04		8:37	0:02		14:14	0:02		14:21	0:01		10:43	0:04		14:35	0:03		11:12	0:03		14:05	0:03	
Total	4:29	4:11	4:11		4:04	4:04		4:32	4:32		5:32	5:32		4:40	4:40		4:45	4:45		4:15	4:15		4:22	4:22	

Espiritu Santo to Guadalcanal

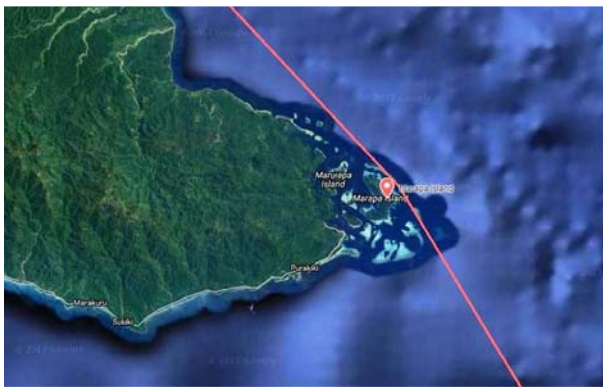
Above are log entries for 8 flights from Espiritu Santo to Guadalcanal, with seven pilots: Abernathy, Folatko, Grosbeck, Hay, Leibundguth, Lenderman, and Rode, on 7 different C-47s. These average 12 minutes from engine start until airborne.

The first two landmarks are, in 20 minutes, **Cape Quiros** (on 3 logs), and then 14 minutes more to **Cape Cumberland** (on all 8 logs), listed at right for 11/27, and mapped bottom right, suggesting they flew over the water, not over the island.

DEPARTURE <i>Espiritu Santo</i>				
DATE <i>November 27, 1943</i>				
AIRPLANE TYPE AND No. <i>C-47 - 535</i>				
MISSION <i>Passengers</i>				
POSITION	TIME	TRUE COURSE	DRIFT CORR.	TRUE HEAD.
<i>Cape Quiros</i>	<i>18 03</i>	<i>310</i>	<i>+2</i>	<i>312</i>
<i>Cape Cumberland</i>	<i>18 15</i>	<i>310</i>	<i>+3</i>	<i>307</i>
<i>Cape Surville</i>	<i>20 30</i>	<i>310</i>	<i>0</i>	<i>310</i>
<i>Marau I</i>	<i>20 50</i>	<i>310</i>	<i>0</i>	<i>310</i>
<i>Malapa I</i>	<i>21 11</i>	<i>310</i>	<i>0</i>	<i>310</i>



After 2 hours, 21 minutes over water they would site **Cape Surville** (on 6 of 8 logs), the eastern point of San Cristobal island. Then it was 20 minutes to **Marau Island** (on 3 logs), the red pin above right, where the coastline cuts in. It could be confused with the next point, hence it was good to identify it.



In another 22 minutes, one would pass off the coast of **Marapa (also written as Malapa) Island** (on 7 of 8 logs), at right, the eastern-most point of Guadalcanal. It is shown below (from the Internet), from a higher altitude than the 13th TCS likely flew. Then it was 35 minutes to Henderson Field.





Tontouta to Auckland

A log for 12/19/43, and two at right, are summarized above right. After starting engines at Tontouta, the red circle above, they were airborne in an average 8 minutes. They flew south 11 minutes to the first landmark, the capital of **Nouméa**. From there it was 23 minutes to **“South Reef,”** also on Dewey’s map, and in a satellite view at right.

It was an average 2:13 from South Reef to **Norfolk Island**. The first two flights passed east of it, crossing a bearing from an ADF, and the third landed.

		Tontouta to New Zealand				
Date	Pilot	12/19/43		12/27/43	1/30/44	
		Average		Lenderman	Hay	Leibundguth
Plane		Dura.	Alt.	454	738	484
Location		Time Elpsd		Alt.	Time Elpsd	Alt.
Start Engines		6:59			7:12	7:16
Airborne		0:08		7:05 0:06	7:23 0:11	7:24 0:08
Noumea		0:11	3,600	7:16 0:11 3,300	7:37 0:14 4,500	7:32 0:08 3,000
South Reef		0:23	9,000	7:39 0:23 9,000	8:00 0:23	0:23
Norfolk Island:		2:13	9,000			
Right Bearing 90°				9:48 2:09 9000	10:18 2:18	
111 Rt of Norfolk Is						10:28 2:33
Norfolk-land						11:11 0:43 800
Norfolk-depart			800			
Three Kings Islands		2:27	10,000		12:44 2:26	13:40 2:29 10,000
Cape Reinga		0:11	9,500		12:56 0:12	13:51 0:11 9,500
Cape Keri Keri				12:20 2:32		
Kaipara Harbor Entranc		0:54	6,000	13:20 1:00		14:45 0:54 6,000
Whenuapai		0:19		13:42 0:22	14:22 1:26	15:02 0:17
Cut Engines		0:02		13:45 0:03	14:25 0:03	15:04 0:02
Total		6:51		6:46 6:46	7:13 7:13	6:22 6:22

Noumea	2037
S. Reef	2100
111 Rt of Norfolk Is	2318
	2346
29°52'S - 170°44'E	2000
Three Kings	0149
C. Reinga	0158

Noumea	2032
24°35'S - 166°50'E	2130
Norfolk I	2921
Norfolk I	0011
29°37'S - 168°26'E	0032
32°32'S - 170°49'E	0200
13 E. of	
Three Kings	0240
Cape Reinga	0251
N Kaipara Hbr	0345



Approaching New Zealand

After passing Norfolk Island, the first landmark, after 2:27, was the **Three Kings Islands**, mapped at left. After 11 minutes they reached **Cape Reinga**. The 12/19/43 flight first sighted land at **Cape Karikari**, then crossed to the west side of the island.

From Cape Reinga they flew south over the water off the west coast for 0:54 until the **Kaipara Harbor Entrance** (on 2 logs). Then it was 17 minutes more to **Whenuapai** airfield, below. These three flights departed Tontouta between 7 and 7:15 a.m., and landed in Auckland between 1:45 p.m. and 3 p.m.

(Flight logs used Greenwich Mean Time converted to local time on all pages herein)





		Espiritu Santo to Fiji (read down)						Fiji to Espiritu Santo (read up)						
Date			12/2/43			12/16/43			12/16/43			12/18/43		
Pilot			Lenderman			Lenderman			Lenderman			Lenderman		
Plane	Average		579			579			579			579		
Location	Dura.	Alt.	Time	Elpsd	Alt.	Time	Elpsd	Alt.	Time	Elpsd	Alt.	Time	Elpsd	Alt.
Start / Cut Engines			5:55			11:59			10:35			13:16		
Airborne / Land	0:06		6:04	0:09		12:11	0:12		10:32	0:03		13:14	0:02	
Palikulo	0:02	2,000	6:06	0:02	2,000	12:13	0:02		10:30	0:02	2,000			
W. Aoba		6,300	6:17	0:11	6,300									
E. Pentecost	0:25	7,833	6:35	0:18	9,000	12:38	0:25	8,500	10:05	0:25	6,000	12:53	0:21	
Viwa I	3:23	3,500							6:41	3:24	1,000	9:31	3:22	6,000
Malolo I	0:09	2,300							6:32	0:09	2,000	9:21	0:10	2,600
Land / Airborne	0:09		10:10	3:35		16:09	3:31		6:22	0:10		9:13	0:08	
Cut / Start engines	0:05		10:12	0:02		16:11	0:02		6:13	0:09		9:04	0:09	
Total	4:15		4:17	4:17		4:12	4:12		4:22	4:22		4:12	4:12	



Espiritu Santo to Fiji

The book on page 316 notes the squadron had one plane and crew on detached service in Fiji from October 1942 until at least early 1944. Dewey was on the crew assigned there from December 2-18, 1943, with pilot Lenderman.

The initial flight 12/2 to Fiji had landmarks **Pallikulo Bay**, **Aoba Island** and **Pentecost Island**, the first three markers above left. Return trips on 12/16 and 12/18 show from Pentecost Island it was 3:23 until **Viwa Island** was sighted, then 9 minutes to **Malolo Island**, and 9 more minutes to Nadi.

These landmarks are on the log at right for the 12/16/43 flight back to Espiritu Santo.

DATE December 16, 1943
 AIRPLANE TYPE AND NO. C-47-579
 MISSION 17 Passengers; 1 Pass

POSITION	TIME	TRUE COURSE	DRIFT CORR.	TRUE HEAD.	VAR.	MAG. HEAD.
Malolo I.	1932 $\frac{1}{2}$	283	+4	287	-11	276
Viwa I.	1941 $\frac{1}{2}$	283	+4	287	-11	276
16°40'S - 172°23'E	2136	100m S		H ₂ O = 49°44' GH		
15°59'S - 168°58'E	2236	100m S		H ₂ O = 60°22' GH		
Pentecost	2305	283	+3	286	-11	275
Pallikulo	2336	283	+3			

Fiji to Tonga

From Fiji, Dewey made three round trips to Tonga, with the logs summarized below. He first flew from Nadi to Nausori, on the east side of Fiji, and departed from there.



- The landmarks were:
- 7 minutes to **GpFI** (not found)
 - 31 minutes to **Moala Island**
 - 25 " to **Kabara ("Kambara") Island**
 - 28 " to **Vetoa (Neda's) Island**
 - 1:08 to **Northwest Point (of Tonga)**
 - 10 minutes more to land at Tongatabu.

GpFI	1844 $\frac{1}{2}$
Moala	1920 $\frac{1}{2}$
Kambara	1945 $\frac{1}{2}$
Vatoa	2012 $\frac{1}{2}$
Tongatabu	2127

Nausori-Tongatabu, 118°, and return 298°

Date			12/4/43			12/7/43			12/10/43			12/5/43			12/8/43			12/10/43		
Pilot			Lenderman			Lenderman			Lenderman			Lenderman			Lenderman			Lenderman		
Plane	Average		579			579			579			579			579			579		
Checkpoint	Dura.	Alt.	Time	Elpsd	Alt.	Time	Elpsd	Alt.	Time	Elpsd	Alt.	Time	Elpsd	Alt.	Time	Elpsd	Alt.	Time	Elpsd	Alt.
Start Engines			6:22			5:30			6:01			9:42			10:32			15:51		
Airborne	0:04		6:28	0:06		5:36	0:06		6:08	0:07		9:39	0:03		10:31	0:01		15:50	0:01	
GpFI (not found)	0:07	1,400	6:33	0:05	1,400	5:44	0:08		6:13	0:05		9:30	0:09		10:22	0:09		15:42	0:08	
Moala Island	0:31	7,700	7:08	0:35	9,000	6:20	0:36	6,800	6:46	0:33	9,000	9:03	0:27	6,000	9:50	0:32		15:14	0:28	
Kabara Island	0:25	6,000				6:45	0:25		7:10	0:24		8:38	0:25	6,000	9:23	0:27		14:50	0:24	
Vetoa Island	0:28	6,000				7:12	0:27		7:32	0:22		8:16	0:22	6,000	8:59	0:24		14:28	0:22	
NW Point (Tongatabu)	1:08	2,750	9:05	1:06		8:27	1:15		8:38	1:06		7:09	1:07	3,500	7:47	1:12		13:22	1:06	2,000
Landing	0:10		9:17	0:12		8:39	0:12		8:50	0:10		6:59	0:10		7:38	0:09		13:13	0:09	
Cut Engines	0:04		9:20	0:03		8:43	0:04		8:53	0:03		6:52	0:07		7:33	0:05		13:07	0:06	
Total Time	2:56		2:58	2:58		3:13	3:13		2:52	2:52		2:50	2:50		2:59	2:59		2:44	2:44	

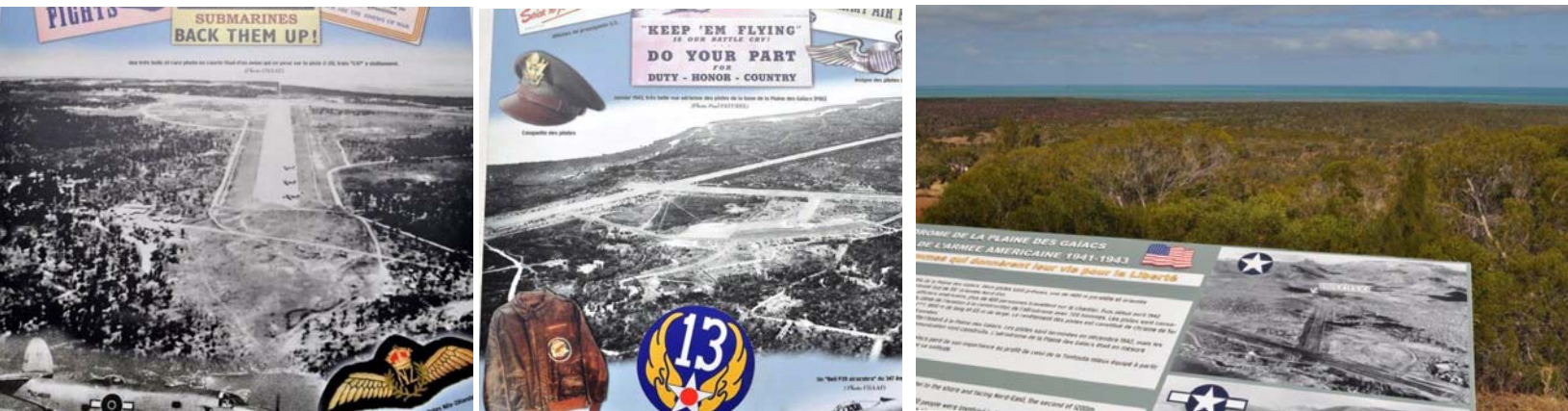


2. History Related Activities

a. 1942: Plaine Des Gaiacs Memorial Rededication, September 2, 2017

The book on page 133 notes the Thirsty 13th's first overseas base was Plaine des Gaiacs on the west coast of northern New Caledonia. Atop a hill there was the marker and monument above left to honor the Americans who served here. On September 3, I received an email from Marcel Claude in New Caledonia that the wall was redone, above right, and had a new plaque.

The photo collage on the new wall's left side has the image below left, the same as on p. 140, and the text at the top mentions the planes are C-47s, but does not mention the 13th TCS. The panel on the right of the wall, below center, includes Duffy's jacket with the Thirsty 13th patch from page 81. A second display panel, below right, has the two airfield views on page 132.



The dedication ceremony was September 2, the 72nd anniversary of V-J day, and is shown below. The main speaker was the President of the Congress of New Caledonia, Mr. Thierry Santa. It is wonderful to see all the appreciation for the Americans. Mr. Santa said in part:

“Arrived on March 12, 1942, the Americans made New Caledonia the springboard of the re-conquest of the Pacific. The site of the Gaia Plains played an essential role in this battle for freedom. This American presence contributed to shaping the New Caledonia we know today.”





b. 1942-1943: Antoinette Arrighi on September 30, 2017

The book on page 246 about New Caledonia quotes the squadron yearbook “Two Years” and says “Weekends...were usually spent up-island at the restaurant at Moindou, with Mama, Papa, and three pretty French mademoiselles...Therese, Yvonne, and Antoinette. And don’t think they weren’t chaperoned! Competition was keen, and accomplishments lean,” and included the photo above left (from Schmitz) of Antoinette and her sister Raymonde. In the November 2015 newsletter our colleague Marcel Claude in New Caledonia did an amazing thing and found Antoinette.

Recently Marcel purchased two Thirsty 13th books from Fortune de Mer, a local exploration group to which I donated 96 books in 2014, and on September 30, 2017, he again met with Antoinette, above right, and presented the books to her and her nephew. In this photo, Antoinette is seated with her nephews Albert and Raymond Domergue, sons of Antoinette’s sister Raymonde. Standing behind her is her son, Jean Louis, and the sons of her nephews.

Antoinette is a part of history, for the Thirsty 13th and probably every military unit which was stationed there. I expect many in the Army, Navy and Marines were happy to see her at the restaurant. Thank you for your kindness to The Thirsty 13th, and continued best wishes to you and your family, Antoinette.

c. 1945: Army Air Forces Wife Handkerchief from Amelang

On October 12, radio operator Amelang’s daughter, Karen, emailed me a photo, at right, of an embroidered handkerchief her mother had.

The Army’s air arm was the Army Air Corps from 1926 until June 20, 1941, when it became the Army Air Forces, A.A.F.

This is a fine artifact for an honored role.



3. Members and Relatives

a. Lost One: Eugene Brown, June 29, 2017



After the first 26 pilots and co-pilots who flew the first 13 planes over in October 1942, four pilots joined overseas in November 1942, and the next two were February 10, 1943, being Abernathy and Brown, and so he joined early, and knew all of the 1942 pilots.

I first found and was thrilled to speak to Gene on October 27, 2015, when he was 93, and asked him questions over the phone. I sent him four complimentary books for his children. I wanted to go visit him, but could not get away, and worried about being too late.

This year, on April 29, 2017, I flew to San Francisco, and interviewed him in person. I was surprised and delighted that, when he came into the lounge room where I waited at his assisted living place in Los Gatos, Calif., he brought a photo album with him, and I made 60 scans. I also heard many great stories, some in the May newsletter. Thank you again, and Godspeed, Gene.

b. Found One: John M. Peterson: October 5, 2017

On May 5, 2017, in Phoenix I found a roster of men being transferred out of the squadron, which added 76 new names. I was able to identify (by a birth date) 68 men, and could not identify 8. My prior “men not identified” number, which I had reduced to 13, jumped to 21.

On October 3, 2017, I received a book order through Amazon from someone with the last name Peterson. I inquired if the person was related to a squadron member. On October 5, Marty Peterson called and said he ordered the book for his dad, who was a pilot in the 13th TCS, listed on this order, so it was great to identify him. He also noted his dad was alive and just turned 96.

The way Marty found us was interesting. The squadron in 1945 had a navigator Arnold P. Bowman, and last December I found his daughter, Melissa, and sent her a book. About 30 years ago she moved to Seattle, next door to Marty and Debbie Peterson, and became good friends. Marty remembers Mr. Bowman visited, and a couple times met his dad who was a pilot in the squadron at the same time – they probably flew a mission together, but they did not recognize each other or talk about the war. Around September 30, at the marriage of Marty and Debbie’s daughter, they invited Melissa, and were talking, and Marty mentioned his dad was a pilot of transport planes in the South Pacific. Melissa mentioned about getting my book, and told Marty the website name. He looked here, and found the September 1945 order with his dad’s name. I had tried on two occasions to find Peterson, but could not, so it was incredible that he found me.

c. Daughter of Pilot Bill Foote Met with his Brother

On August 3, 2017, the daughter, Judy, of pilot Bill Foote, who died in the C-46 crash July 29, 1945, emailed me the photo at right. She got together with her uncle, his brother, in California, exactly 72 years to the day from when Bill died. Foote’s brother looks a little like how I expect Bill would have looked if still with us.



d. Latest Dashboard

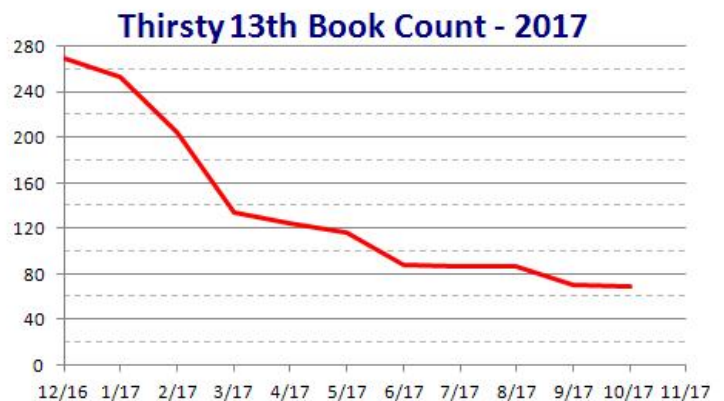
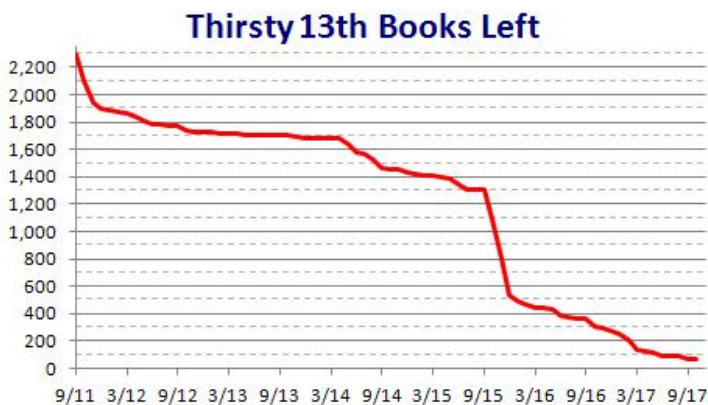
The latest “dashboard” is at right. This last appeared in the July 2017 newsletter. Since then, I:

- Increased the total from 756 to 759, by adding 3: T. J. Anderson, R. Diamond, and McGill.
- Identified 4 (by finding a birth date for): T.J. Anderson, Dawson, Diamond, and Peterson. This “added 3-found 4” resulted in a net find of 1, and the birth dates needed fell from 21 to 20.
- Found death dates for Anderson, E.G. Brown, Dawson, and Diamond.
- Found resting places for E.G. Brown, Dawson, Diamond, Funck, and McDonough.
- Made contact with relatives of Dawson, Funck, Hughes, McDonough, and Peterson.

I was taking a break from actively trying to identify men and find relatives, and so it was nice to still see advances in every category.

e. Thirsty 13th Books Left: 68

A major activity of mine for the past six years has been to distribute the 2,300 printed books. As shown below left, this picked up speed in April 2014, and in October 2015 when I changed to complimentary-for-relatives. This was also a major activity this January to March as I found more relatives, and has continued to the current count of 68 books left.



4. Closing

It is great to finally know the names of landmarks familiar to the pilots of the Thirsty 13th: **Deguala Island, South Rock Point, Malo Island, Cape Quiros, Cape Cumberland, Cape Surville, Marau Island, Marapa Island, Borekua, Gatokae, South Reef, Three Kings, Cape Reinga, and Kaipara Harbor, and, for those who flew to Fiji, Pentecost Island.** Great to find another still-living member in John M. Peterson. Wonderful to see the people of New Caledonia, including the President of the Congress, honoring the American presence, and with an improved memorial. And to see photos of Dawson and Burden, see Antoinette doing well, the fine embroidered handkerchief from Amelang, and Bill Foote’s daughter meeting with his brother.

With best wishes,
Seth

Members and Families Found (of 759 total)

Members [*]	23-Jul	2-Nov	Add	Nd-tot
Birth Date [*]	735 97%	739 97%	4	20
Death Date ^{***}	702 95%	706 96%	4	33
Resting Place ^{**}	605 82%	610 83%	5	129
FindaGrave Link ^{**}	430 58%	434 59%	4	305
Contact	509 67%	514 68%	5	245
Have Book	479 63%	484 64%	5	275

^{*} Birth and death dates incl. 17 and 13 best-estimates.

^{**} Percent and Need for 2nd-4th exclude 20 living.