

# February 2018

## Newsletter



Dear Thirsty 13<sup>th</sup> members, relatives, and friends,

This letter provides several photos from radio operator Tom McDaniel, stories retold from radio operator Alex Hershberg, and an interview with a recently-found, still-living, original squadron member, 1945 pilot George Laycock. It was a thrill to speak with him and hear his new stories first hand. Also included are aerial photos of 1945 air fields on Mindanao, used when the squadron earned its second distinguished unit citation.

Thank you for your interest in The Thirsty 13<sup>th</sup>.

Seth P. Washburne, Squadron Historian  
February 6, 2018

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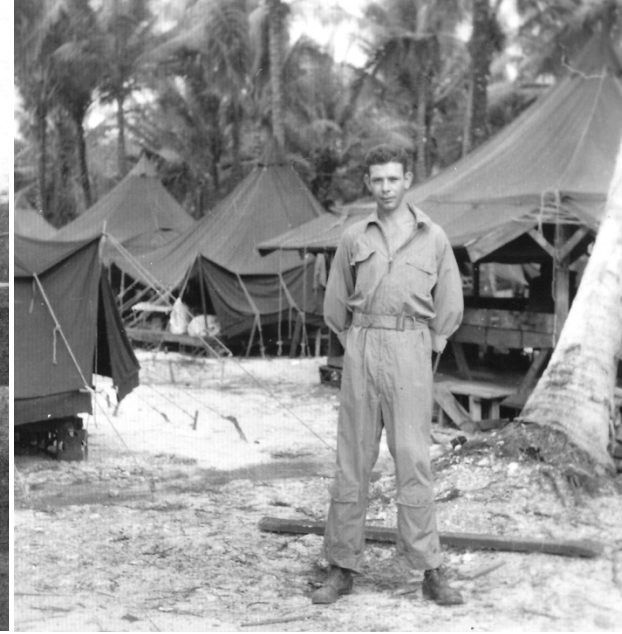
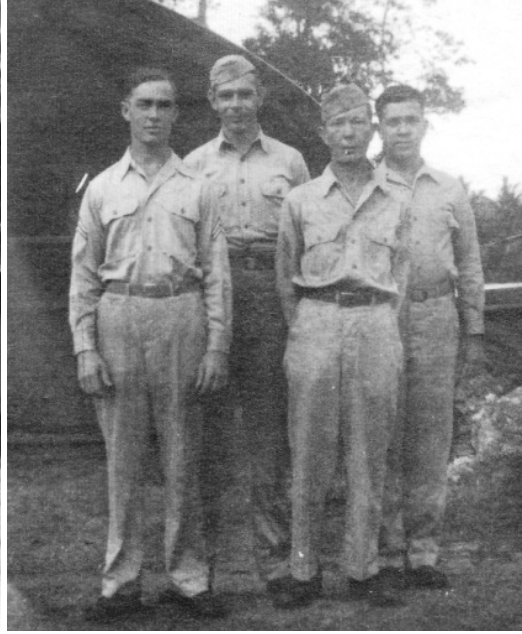
This is the newsletter for the U.S. Army Air Corps 13<sup>th</sup> Troop Carrier Squadron, 1940-1946, nicknamed “The Thirsty 13<sup>th</sup>.” This is prepared by Seth P. Washburne, the son of John C. Washburne, navigator 11/42-7/43. Please direct any comments to him at: (212) 289-1506, sethgw1@gmail.com, or 5200 Meadowcreek Drive, Apt. 2060, Dallas, TX 75248.

Page numbers referred to are in the book “The Thirsty 13<sup>th</sup>” 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. Additional History

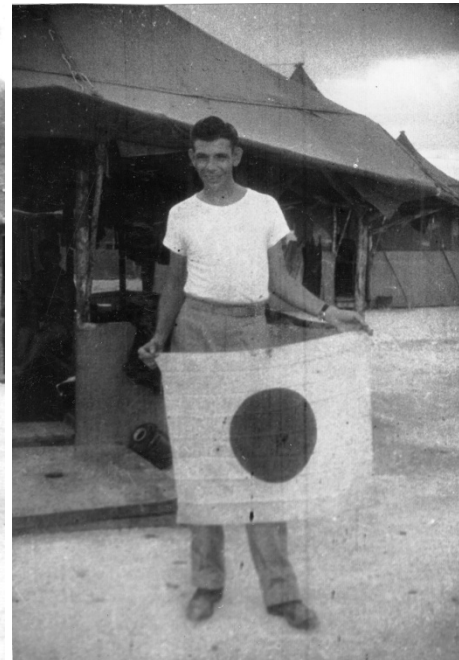
### a. 1942-1945: Photos from Tom McDaniel, Radio Operator, 6/43-9/45

Tom McDaniel was a radio operator from around June 1943 until September 1945. Above left he is on the left in New Caledonia. Funderburk, third, is on our roster, and I could not determine his timeline, and this is the first photo I have seen of him with other squadron members, and so it places him there around July 1943. The second image has McDaniel second, and is in Espiritu Santo, on Squadron Street. The rock on the right with a jeep behind it is on the top of page 377. Above right he is in the Admiralties, on page 460.

McDaniel was 6' 7", and at Biak appears in the book in the photo at right, in the line for Christmas dinner on page 556, and as tallest on the basketball team on page 575. He met his future wife at a USO dance in early 1943, before going overseas, and so always had her as a pen pal. His daughter said he went out of his way to be kind, and in photos appears very friendly and nice.



Below left is McDaniel with tentmates on Biak. [If you recognize the others in any photos, please let me know.](#) There is no tent next to his, and tents at the east end of row A had notched entrances, as shown below right, and so this is estimated to be tent B-12. In the photo with the Japanese flag, his tent now has a step up to a wood floor.







Above, on the left is the enlisted men's club, with an awning added. On the right is a GMC, CCKW350 series, 2-1/2 ton, 6x6 truck, called the deuce-and-a-half. A preserved one is shown at right. The bumper has the marking specified July 18, 1945, on page 12 of the April 2017 newsletter, of "13\*" for the 13<sup>th</sup> AF, then -403TC-13-17, being our vehicle 17.



Below is McDaniel with other friends on Biak. The photo bottom left is on the southeast corner of tent A4, with a view to the basketball hoop, and the 64<sup>th</sup> camp tents in the distance. *Thank you, Tom McDaniel, for all you did for the 13<sup>th</sup> TCS.*



## b. 1943-1944: Stories Retold from Alex Hershberg, Radio Operator, 12/43-8/45

On January 13, 2018, I spoke for the first time to the son, Mark, of 1943-45 radio operator Alex Hershberg. The book on page 412 lists his flight crew when he flew to the South Pacific in December 1943 as Wilkening (p), Walsh (cp), Wright (n), and Boss (cc). Their C-47, pictured at right at Pekoa in New Hebrides, was named “Green Goggled Ghost.”

One of the priorities in researching the squadron has been to learn the story behind the nose art names, and I have wondered about this one. When I inquired about this to Mark, it was an exciting moment when he said he knew some of the background. He recalled an additional story, too.



Hershberg (Radio Operator, per son Mark): “I was real curious about that name.

“They were flying over [from the states], and the Japanese had fighter pilots following them, and they were like ‘We’re toast, these guys are coming after us and gaining on us,’ and they were dropping altitude and trying to ditch them.

“All of a sudden, the Zeros peeled off. There were about six of them, and they were fast, and all of a sudden, getting up in range they can fire on them, they left them.

“They started joking around ‘We were a ghost,’ ‘We were invisible, so the Japs couldn’t get to us.’ My dad said he was involved in that, and they were all laughing, and joking. So the plane was the ghost plane, because the Japanese couldn’t find them, and then, the green goggled part, I remember him telling me, but don’t recall; maybe it had to do with some of their gear. My dad was a radio operator and tried to tune in, and got some of [the Japanese pilot’s transmissions], and had it translated, and it said they got called off on another mission.

“[On a mission in the Philippines] the entire crew traded with the natives, and he traded his entire uniform for a knife, and flew back in his skivvies! I have a photo of him in his skivvies. He traded all his uniform and everything for that knife! A bunch of the crew did this, and flew back to base like this.”

Thank you, Mark! Great to add these stories.

## c. 1945: Fire Buckets

The last newsletter had a photo from Venezia with an oil drum topped by a bucket, which I suggested was for quickly rinsing hands without going to the wash room.

On January 17, 2018, while reviewing some photos from Finelli, I zoomed in on such an oil drum, at right, and was surprised to see the bucket has the letters “FI-“, as in FIRE. It now seems this was the purpose of these oil drums and buckets. I expect the cloth over the barrel is to create a better seal to keep out bugs and reduce evaporation. Perhaps it was painted red, and added some more color to the camp.





#### d. 1945: Stories from George J. Laycock, Pilot, 6/45-2/47

As noted in the January letter, in December I was excited to find another living squadron member, a pilot from 1945 named George Laycock. On January 21, 2018, we spoke by phone for two hours. He added many great details to the history. I found his training experiences interesting as well, which include our pilots Allen Alexander and George Goudy, with whom he joined the squadron June 12, 1945.

Laycock (Pilot, 6/45-2/47, from phone interview January 21, 2018):

**US Training.** “I went in in April 1943, through Basic. I volunteered for the cadet program, and they sent me to Superior State Teacher’s College [in Superior, Wisconsin]. I was there three months. The first flight I took was in a Piper Cub, up in Superior. The instructor, he tried to get me sick, doing those slow rolls. But I fooled him. I didn’t get sick. The second flight I went on blew a spark plug, out of a two cylinder engine, so he makes a landing next to a road in a field out there. He landed next to a road so they could pick up that plane. I think that Piper Cub did 65 MPH at top speed. But it was like a kite.

They sent me to Santa Ana, California, where I took the tests and ended up as a pilot.

I went to Santa Maria, California [for Primary training, where he soloed after 9 hours, on March 3, 1944, and logged a total 65 hours in a PT-13, Stearman]. Then Gardner, California, for Basic [he soloed in a BT-13, Valiant, after 8 hours on May 5, 1944, and logged a total 75 hours], and Luke Field [in Phoenix] for Advanced [he soloed in an AT-6 after 4 hours on July 14, 1944, and logged a total 73 hours]. I graduated September 8, 1944, as a Flight Officer. About half of us were flight officers, and the other half were 2<sup>nd</sup> lieutenants. No, [they did not explain why. Then he was given 15 days rest leave to return home].

Latham was my buddy, and we went to Bakersfield [September 30, to Minter Field] as instructors, because they didn’t need any more pilots at that time. The war, they figured, was won, and they didn’t need any single engine pilots, so they sent us as instructors to Bakersfield. Over there we volunteered for the troop carrier, Malden, Missouri. I figured it’s closer to Chicago than California.

[On October 17, 1944] We went [to Malden], got checked out in 47s, then went through a couple weeks of training. We had to fly copilot for the gliders they practiced towing, and I must have had about 3-4 flights in that thing. And the last one, we were cruising along, and the tow rope comes loose on the plane. And it’s all farm land to land on. And he’s looking for a place to go, and he picks out a cotton field. And he goes in cross-burrow, and the burrows are like landing on a washboard. And I ended up with the seat belt up around my armpits.

I was a co-pilot for [Alan J.] Alexander. Alexander and [George] Goudy were buddies, they went through training together [and also were assigned to the 13<sup>th</sup> TCS].

[On May 1, 1945] We went up to Fort Wayne, Indiana, a staging area, Alexander, Goudy, Manchester, Latham and I. [Not sent in a group of four including a radio operator and crew chief]. [On May 8, 1945] We took a train from Indiana to Frisco. It was a long train ride. We had a seat, and it converted into a sleeper. We ended up [May 13] at the staging area there, McClellan Field. We weren’t there very long, they shipped us right out.

[On May 21] They took about a dozen of us. I guess it was ATC, Air Transport Command, on a B-24. They had it rigged up to take passengers. We made stops in Hawaii first, then we went to Tarawa, Kwajalein, Guam, then New Guinea [this path shown at right, arriving in Nadzab, May 25].



**Biak.** [On June 12] We got shipped to Biak. I don't know why, I don't think they were even expecting us at the 403<sup>rd</sup>. We arrived in the middle of the day. Latham went to the 63<sup>rd</sup> [and Manchester went to the 64<sup>th</sup>]. I first logged time on June 18, 1945. [My tent mates at Biak included] Alan Alexander and Goudy.

At Biak I'd play cards, or went swimming. I mostly played cards. I learned how to play bridge, and poker, shoot dice. I was always broke, never had enough money.

There was a nice beach there. We had that air mattress we'd take out on the beach and go swimming with it. We just walked, it wasn't that far, and walked on the road. I never saw any natives around there or at the beach.

They had movies every night, all over. There were theaters all over the island; I think there must have been 3 or 4 altogether. We could go anywhere. Depending how far it was [we might take a jeep]. A lot of times we'd get a jeep and drive around. But it would depend on what was playing. Anybody could go anywhere, nobody was restricted [others came to our theater, too]. We had a jeep, I think we took it out of our motor pool, and never brought it back, and parked it right in front of our tent [estimated in row E]. The MPs caught up and commandeered it.

They had basketball games, there were really some good players, too. I remember one little guy [Hirsch], he could really shoot a basket. He was really a good player. They had games between the different squadrons. He was one of the best players on our team.

I spent a lot of time in the officers club, until I ran out of money, then wait until the next payday. O'Leary's bar. I remember watching them play ping-pong. That guy Foote who was killed in that crash, he was a good ping-pong player. They used to have pretty good guys playing that table tennis. They used to have tournaments.

We had a lot of Carling's Ale. That was lousy. I think that's why they sent it over, for us to drink, because nobody would drink it in the states. But it was wet.

The cigarettes we'd get would be Raleigh's. Even the Japanese didn't like 'em. Couldn't get rid of the cartons. We'd get cartons of Raleigh's cigarettes, and try to pawn them off on anybody that would buy them. We'd get [other brands] in the 10-in-1 ration pack, all kinds. But no cartons of other types. The only type I'd ever get cartons of would be those Raleigh's.

I remember that crash [July 29], because I could see the flames, at night, and it looked like a fire way out there in the distance. I didn't know what it was at the time.

I remember they used to call the old guys an Old Boulder, but if you were new you were just a pebble.

**Flying.** Sometimes we'd fly three pilots on a mission, and I was always the last one on the totem pole, and I didn't get any first pilot [left seat] time until August, for two months. I was the Sad Sack of the 403<sup>rd</sup>. [Layock was born 10/7/24, the fifth youngest 13<sup>th</sup> TCS pilot, at 20.]

One strip we went, Del Monte, that was some landing strip; it was like a joy ride. It was up and down, and you'd better be airborne before you got to the end, otherwise you'd be down in the jungle. It was on a plateau, I think, and it really dropped off at the end.

**August 14 Surrender Announced.** I had a pint of booze that I brought from the states, and I was saving it for a special occasion. So Alexander, Goudy and I were sitting on Biak. We celebrated that night. [There was a slab of cement where the officers' club had been]. Yeah! That's where I remember, sitting on the slab, and I broke out the bottle, that bottle I had saved, and I handed it to Alexander. I remember that [laughs]. He took a big slug, and he spit it out! It was too good. He was used to drinking that Australian Rum. Latham's father owned a gas station, in Stockton, California. We stopped off there on our way up to Malden, and he gave us them pints of whiskey. I had it in my B-4 bag, packed away [a B-4 bag is shown at right]. They never searched a B-4 bag. It didn't last long. It was only a pint. Something you could hide easy.



**Drop Mission.** The Japs went into the mountains in the north on Luzon. After the treaty was signed, they were dropping leaflets to them to surrender. I flew copilot with a captain, and we went up there to drop a couple of cartons of food and medicine and that. The captain took a little wing around the valley – they had a white “x” on the ground in the jungle – and he didn’t like the mountains around there. So instead of coming in, he let it go about 1,000 feet. They had to push them out, there was a big carton of them. We had a chute on that first one. I don’t know if the chute opened or not. The second one, he rode around and dropped it without a chute, it’s laying in the jungle someplace. He said ‘Let’s get out of here.’ It’s all mountains up there, and he didn’t want to take a chance going down too low, and not being able to get out of there.

**Flying POWs.** After the surrender, I got to fly copilot up to Tokyo [September 13-16, as shown at right] to pick up some prisoners of war, and bring them back to Manila, and talk about a happy bunch of guys. We

had about 20 of them, guys from Australia, New Zealand, a couple from England. They were real skinny. They were real happy, though, they didn’t care; they were on their way home. It was a C-47. I let them up to the cockpit, look around, and had them sign my short snorter.

**Dulag.** Doing our wash was a little young girl, maybe 14 or 15, she needed the money, so we let her do it for us. She was really good. [At the Officers Club in Dulag I would] have a couple Singapore Slings. The bartender was usually a Filipino, a young kid. They had that point system to get back home, and after that came into effect, then the guys started leaving.

Around September 1945 they changed everything. I was transferred from the 13<sup>th</sup> to the 66<sup>th</sup>, and from the 66<sup>th</sup> to the 65<sup>th</sup> - I don’t even remember going to the 66<sup>th</sup>. I think they just transferred me right to the 65<sup>th</sup>. Then from the 65<sup>th</sup> to the 63<sup>rd</sup>. The 63<sup>rd</sup> was what most of the 13<sup>th</sup> was turned into. And then the 63<sup>rd</sup> is when we got up to Clark Field from Leyte.

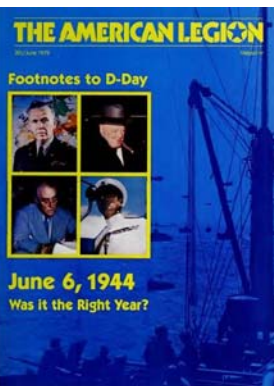
**Promotion to 2<sup>nd</sup> Lt.** I was a flight officer until they did away with that rating, and then made 2<sup>nd</sup> Lt. [After the 13<sup>th</sup> TCS, ~7/46,] they said “Go buy a gold bar, you are now a 2<sup>nd</sup> Lt.”

**Looking back on the Squadron:** “It was the best. From the commanding officer on down, the guys were good pilots, and very friendly. We were all in the same boat, so why not get along, right? I had a good time. I was a punk kid at 18 when I went in. Got out at 22.

**Reunions.** I used to get the American Legion Magazine, and they would post where the reunions were, for all the different outfits, and I’d check that to see if the 403<sup>rd</sup> was in there.” [A search of this magazine’s digital archives for “13<sup>th</sup> Troop” found one result, in the June 1979 issue, below, and, as inset, the listing said to contact Dom Finelli, and provided his address.]

Going Overseas	Jul-45	Aug-45	Sep-45
May 8 Ft Wayne to Sacramento	1	1	1
Arrive May 13	2	2	2
	3	3	3
	4	4	4
May 21 to Biak	5	5	5
Arrive May 23	6	6	6
	7	7	7
May 25 >Nadzab New Guinea	8	8	8
	9	9	9
	10	10	10
	11	11	11
	12	12	12
	13	13	13
	14	14	14
	15	15	15
	16	16	16
	17	17	17
	18	18	18
	19	19	19
	20	20	20
	21	21	21
	22	22	22
	23	23	23
	24	24	24
	25	25	25
	26	26	26
	27	27	27
	28	28	28
	29	29	29
	30	30	30
	31	31	31

George flew a lot in 1946, in C-54s, and so is a valuable source of information about the 13<sup>th</sup> TCS post-1945. *Thank you, George, for your service in the 13<sup>th</sup> Troop Carrier Squadron.*



THE AMERICAN LEGION

June 1979

**NEWS**  
FOR LEGIONNAIRES

13th Troop Carrier Sq. (August). D. J. Finelli,  
1027 Bell Ave., Yeaton, Pa., 19050.

## OUTFIT REUNIONS

Army

### Air Force

58th Bomb Group (H) Veterans Asso. (July).  
Walter H. Bolling Jr., Route 3, P.O. Box 67,  
Gonzales, La. 70737.

47th Bomb Group (July). George C. McElhoe,  
6694 Nelson Street, Arvada, Colo. 80004.

### Miscellaneous

Bataan-Corregidor Survivors and other Far East  
POW's (August). Wayne Carringer, Box 46,  
Robinsville, N.C. 28771.

China-Burma-India Veterans Asso. (August).  
Tony Colombo, 3814 East Poinsetta Drive,



### e. 1945: Mindanao Airfields

In December when reviewing the flight log of navigator Maginot, I noticed he landed at Tawi Tawi, in the book on page 641. I realized I had no photos of that airfield, and on December 11 emailed a contractor who scans items at the National Archives in College Park, Md., and asked him to please search for images of this airfield. I expanded this search to 15 airfields. On January 8-17 and 31 I received the scans.

As background, the highest honor a squadron may receive is a Distinguished Unit Citation, also referred to as a Presidential Unit Citation, and the award is the blue rectangle at right, worn on the right side of a uniform, to stand out from awards on the left. The 13<sup>th</sup> Troop Carrier Squadron received two, as noted on the back of the book – one for flights to Guadalcanal from October 1942 to January 1943. The second, as shown on the book's page 666 (awarded to the 403<sup>rd</sup> Group and its squadrons), was for flights April 17, 1945, to June 30, 1945, to Mindanao.



The citation refers to supporting the Eighth Army, and that:

“It became necessary that air transport be used to resupply ammunition, rations, and medical, engineering, signal, and fuel supplies to the rapidly advancing troops. Assigned on sudden notice to take part in the Mindanao operations... C-47 crews of the 403d Troop Carrier Group, frequently subjected to severe enemy ground fire, flew at dangerously low altitudes at minimum air speeds to carry out dropping missions, and made up-lift flights to guerilla-built jungle air strips or badly damaged pre-war landing fields. These hastily-constructed fields, averaging less than 2500 feet in length, made landing and take-off especially hazardous, while the absence of radio communications in many of the areas of Mindanao forced the pilots to determine from visual markings whether the strips were American or Japanese-held. During this period the 403d Troop Carrier Group completed a total of 6,128 flights, delivering a total of 1,696,864 pounds of supplies and equipment in dropping missions, and 9,685,248 pounds in up-lift missions, and evacuating 4,799 battle casualties. In making it possible for the Eighth Army to continue its drives through Mindanao, the personnel of the 403d Troop Carrier Group made a decided contribution to the successful liberation of the islands of the Southern Philippines, and brought great credit upon themselves and the United States Army and Air Forces.”

Everyone in the squadron April-June 1945 received battle credit and a star for the Southern Philippines Campaign for these flights. If your relative was an aircrew member in 1945, he also probably landed at one of the Mindanao airstrips.

The book on page 645 has the map at right of Mindanao, with white boxes around airfields in three areas. This newsletter provides aerial images of airfields in the left box: Dansalan, Malabang, and Parang. Aerial images of other Mindanao airfields, and Tawi Tawi, which was the original area of interest, will be provided in the next newsletter.







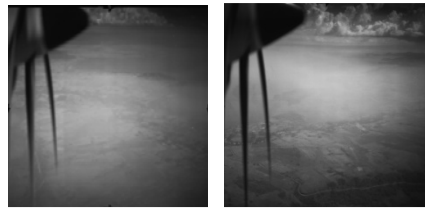
### Dansalan (now Marawi City); Maguire Field

Several squadron members described this as a beautiful area. The town is on a lake, and has a river through it crossed by two bridges, and when one took off to the south they flew over the lake. The 13<sup>th</sup> TCS landed here in April and May 1945. The book on page 647 has a photo from ground level, but I have wanted an aerial view of the entire runway and location.

The images here, from April 27, 1945, show the location perfectly relative to its surroundings, and even include a C-47. The 403<sup>rd</sup> Group was the only unit flying C-47s in Mindanao, and had only the 13<sup>th</sup>, 63<sup>rd</sup>, and 64<sup>th</sup> TCSs, so there is a 1/3 probability this is one of our planes and crews. There is a large building, perhaps the one in which pilot Sand recalled staying overnight (p 647).

These images were cropped from those below, and to still find the detail is great.

The location is drawn at right, similar to that in the book. The undeveloped land south of the field is floodplain, and is water in the image below. The U.S. turned over Maguire Field and nearby Camp Keithley to the Philippine Government on March 26, 1949, and provincial capital buildings are on the west side of the field.







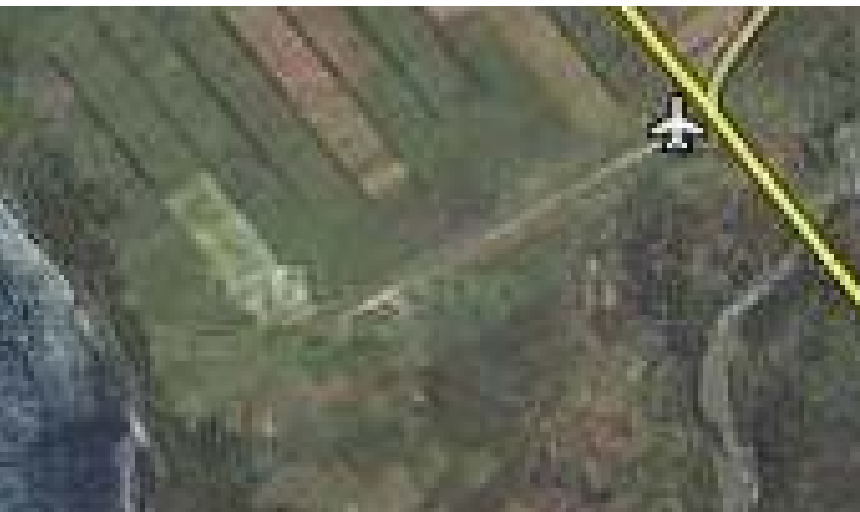
## Malabang

MALABANG	MINDANAO 124°51' E. 7°45' N.	4/15/45	JEEP GAS 3 PASS.	via LEYTE
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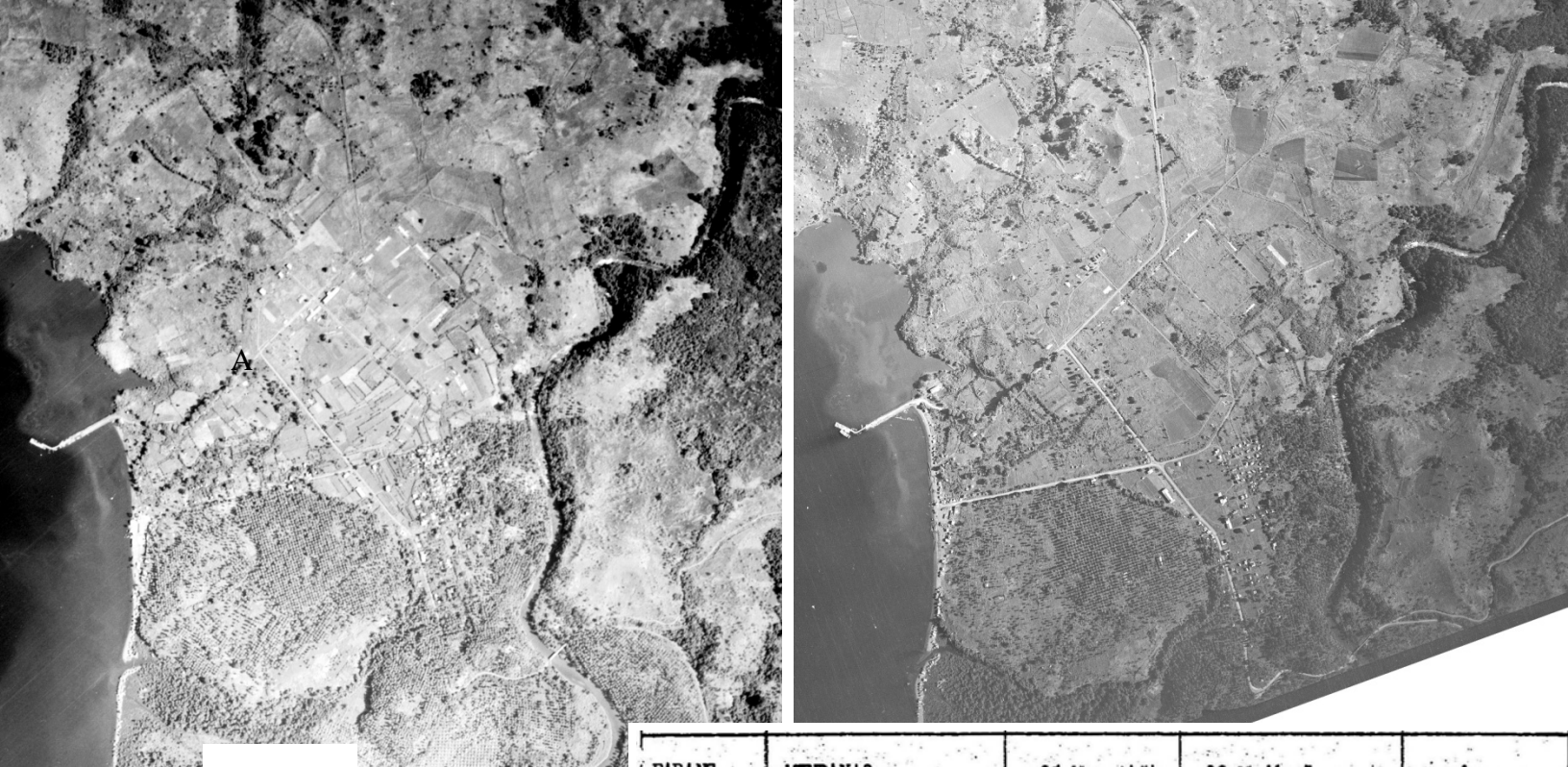
Goodman on page 650 tells a story about flying wounded to a hospital here, and having to make a short field takeoff, to the left in the photo above, because the Japanese were in the area just off the left end of the airstrip. I thought this was a small airfield, but zooming in, below, one can see it was a very large base. We first landed here April 15, and this photo is April 27, 1945.



The image below, in the book, a Google satellite image from 2010, had an airplane symbol, reflecting that it was still used as a landing field. The image at right, from 2018, no longer has an airplane symbol, and it appears to now be a local road.







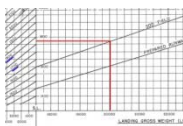
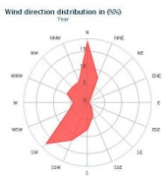
**Parang**

PARANG	MINDANAO 07°21'N- 124°15'E	28 May '45	22 Medical Evacuees	via LEYTE IS.
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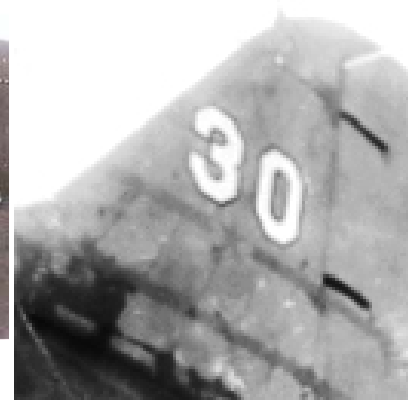
The image above left is from February 15, 1945. This shows probably a US-built dock, and Army Camp Ludlow. The coordinates, above, for the airstrip in the 13<sup>th</sup> TCS May monthly report, were just offshore southwest of here. I searched the entire area for a field long enough for a C-47 to land and take off, and did not find any possibilities. The 13<sup>th</sup> TCS first landed here May 28, 1945, and so I expect the field was not cleared in February. There is no airport today.

The National Archives has only one other image, from April 21, 1948, and I ordered this, above right. The only area in 1948 which seems to have traces of a prior airstrip is in the top right. This is below, 2<sup>nd</sup>. This is along a stream, and so might be flatter than other areas.

The 1948 image shows a shape similar to an airfield, an unusual shape for a farmer's field. A tree in the upper part of the 1945 image has been removed. A cultivated field near the bottom is abandoned. It is aligned with the prevailing winds, at right, which average 4 mph. It is about 2,000 feet long trees-to-trees, but the DC-3 operating manual, at right, says at a 20,000 lb gross weight, on a sod field, at sea level, the landing distance to clear a 50' obstacle with no headwind is 1,700 feet, so is possible. This is estimated to have been the 1945 landing field. Below right, in 2018, it is overgrown, but the top part has an outline of a long rectangle similar to an airstrip.







## 2. History Related Activities.

### a. Orthochromatic Film vs. Panchromatic

On December 14, 2017, I found the USAAF Nose Art Research Project website, and corresponded with website owner Ray Bowden, in the U.K. Ray is the author of five books, with website <http://www.usaaf-noseart.co.uk/>.

Ray emailed me the nose art above left for the 63<sup>rd</sup> TCS's #43-15232, and I replied with the two photos above of our Patient Virgin, with a similar swimsuit from the July 2017 newsletter, and noted I thought the title was repainted in brighter letters at Biak. Ray replied December 17:

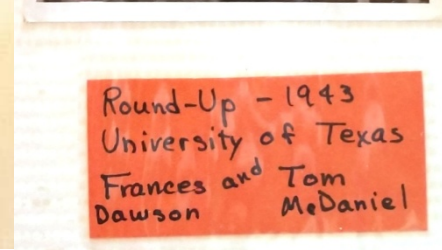
"I think the difference is that the first one showing darker titling was shot using orthochromatic film, while the second with lighter lettering was shot with panchromatic film. Ortho film did not react to the red spectrum, and turned anything with the slightest trace of red in it darker in tone. "The yellow paint used by the USAAF went dark because it contained a little red in it. "Panchromatic film (a later development) recognized ALL colors, thus yellow appeared lighter in the eventual print. It's a bit technical, but it explains a lot when studying photos taken in the WW2 era, especially nose art, because both types of film were in common use at that time."

This is a huge help. On page 589 I include the tail photo above right, and say it appears the serial number, which was between the two lines, was painted over, but perhaps not. Those two lines were gold, and appear dark, so this was probably orthochromatic film. Thank you, Ray!

## 3. Members and Relatives

### a. Scanning Trip to Austin

On January 15, 2018, I drove from Dallas to Austin, Tex., and met the daughter, Barbara, below left, of 1943-45 radio operator Tom McDaniel. We met at the Oasis at Lake Travis, a restaurant overlooking the lake. It was great to meet her, and to feel a connection to her dad. She brought her photo album, and shared many photos. It was nice to see a page with a newspaper clipping and the words "13<sup>th</sup> Troop Carrier Squadron." At right, his future wife invited him to a dance at the University of Texas, shortly after meeting at a USO event.







Glider Pilots	Cohan	S. J.	Manne	C. J.	Noakes	H. E.	Oliver	H. S.	Rogers	R. H.
	Donner	B. C.	Marchant	A. J.	O'Connor	J. F.	Olwick	R. H.	Sloan	C. C.
Glider Mechanics	Augustine	J. E.	Berryman	R. A.	Carpenter	C. C.	Lefler	R. E.	McCall	R. D.
	Bair	C. M.	Brumm	R. L.	Funck	E. R.	Margroff	C. M.	Ottoman	J. L.

### Glider Pilots and Glider Mechanics Moved off of the Main Roster

On December 13, 2017, I received in the mail a copy of stories written up by glider mechanic Robert D. McCall, from his son, Scott. He wrote: “In the spring of 1944, the U.S. made a big push to take Biak back. It was about six months later that the glider squadrons arrived.” The Battle of Biak was May 27, 1944 – June 22, 1944, so this suggests the glider squadrons arrived in Biak around November to December, 1944. McCall continues: “We set up five-man tent squadrons in an area that had been bulldozed clear of all vegetation. This was the start of a nine-month stay on the island.” This suggests the glider units at Biak were in a different area than the 13<sup>th</sup> TCS, and moved to the Philippines in August or September 1945. Furthermore, the squadron monthly reports list the number of men in the squadron at the end of each month, and I can tie out with the exact number of men in the squadron while assuming zero for the glider mechanics and pilots.

Based on the foregoing, I decided to move the 20 glider pilots and mechanics off of the main roster, to a separate roster. It appears they were assigned to the 13<sup>th</sup> TCS in early September 1945, and transferred out on September 22, 1945, and so were in the original 13<sup>th</sup> TCS for perhaps only two weeks. Most of their overseas experiences and history were then with their glider squadrons.

In the September 2017 newsletter I noted I learned that Sherrill from 1942 was transferred to Officer Candidate School at the last moment, and so did not go overseas with us. I kept him on the roster, but have now removed him from the overseas roster. He remains on the U.S. roster.

#### d. Latest Dashboard

The latest dashboard is at right. The total number of members is 737 instead of 758, after removing the 20 glider pilots and mechanics, and Sherrill. The “Need” number previously was 13, including glider pilot O’Connor, but he was both found and removed, and then I identified Beckman, so the “Add” was effectively two. Our percent identified now rounds off to 99%. The daughter of Ruhl shared with me his final resting place. I contacted and sent books to the sons of two pilots:

John W. Harpster

Edward R. Miller

#### 4. Closing

Thank you to Tom McDaniel’s daughter Barbara for getting together and sharing many photos. Thank you to Alex Hershberg’s son Mark for revealing the story behind the nose art name “The Green Goggled Ghost” and the story about the crew trading their uniforms for native wares and flying back to base in their skivvies. Thank you to George Laycock for sharing great stories that help us understand what life was like on Biak, and on several missions. And thank you to Ray Bowden for explaining about orthochromatic film. With best wishes,

- Seth

**Members Identified and Contacts Found (of 737)**

Members*	14-Jan***	6-Feb	Add	Need
Birth Date*	725 98%	726 99%	1	11
Death Date***	696 97%	697 97%	1	20
Resting Place**	611 85%	612 85%	1	105
FindaGrave Link**	427 60%	427 60%	0	290
Contact	552 75%	554 75%	2	183
Have Book	515 70%	517 70%	2	220

\* Birth and death dates incl. 6 and 4 best-estimates.

\*\* Percent and Need for 2<sup>nd</sup>-4<sup>th</sup> exclude 20 living.

\*\*\*The glider echelon of 20 is removed from prior totals.