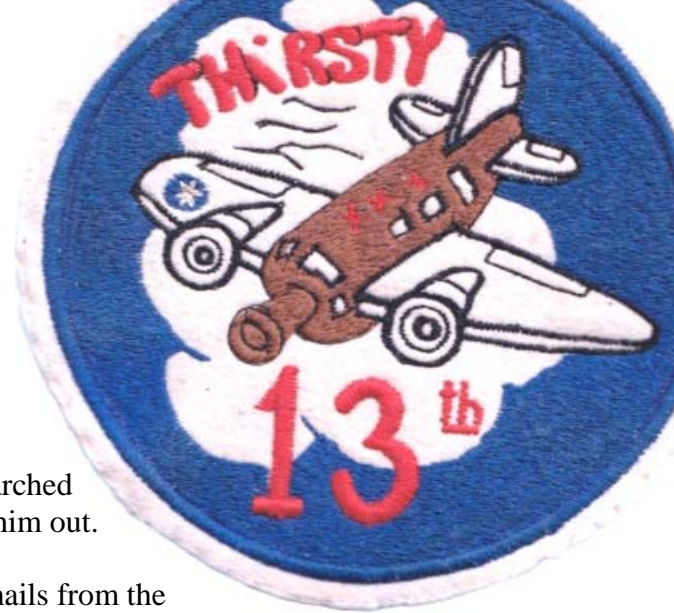


March 2019

Newsletter



Dear Thirsty 13th members, relatives, and friends,

After the last newsletter, January 29, 2019, I again researched our mess cook David Sandler, and believe I finally figured him out.

On February 14 I was pleasantly surprised to receive emails from the son of our pilot Groesbeck with many helpful orders, and his Form 5 flight log. I had a long list of people I wanted to visit, and so then decided to make a scanning trip, to San Francisco February 28, and driving to San Diego, and over to Phoenix, making five visits. We lost three still-living members.

Seth P. Washburne, Squadron Historian
March 30, 2019

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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, sethpw1@gmail.com, or 5200 Meadowcreek Drive, Apt. 2060, Dallas, TX 75248.

Page numbers referred to are in the book “The Thirsty 13th” unless otherwise stated.

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

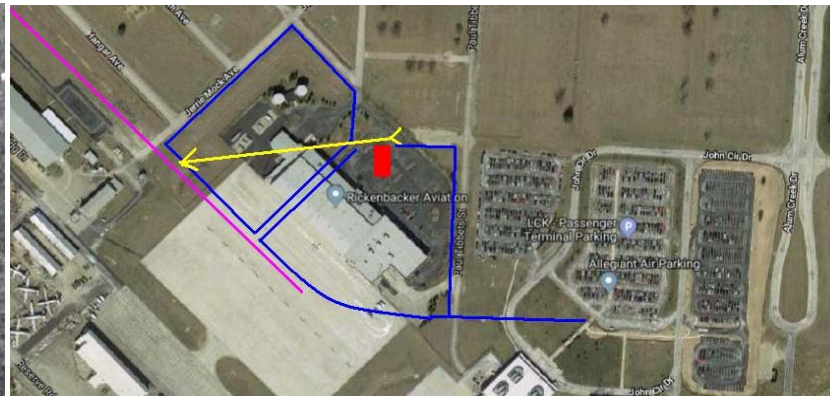
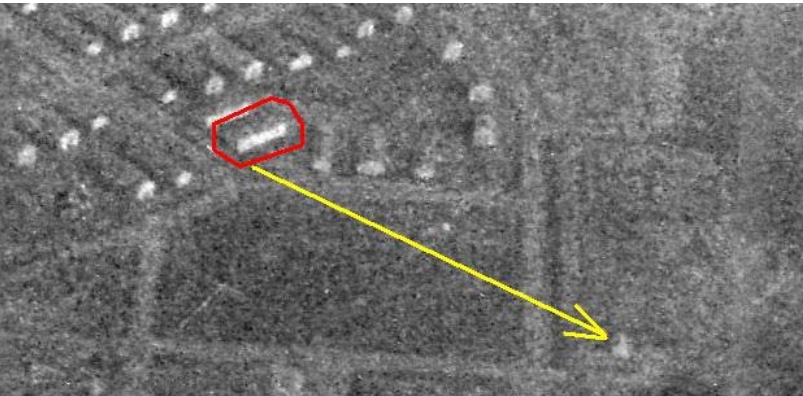
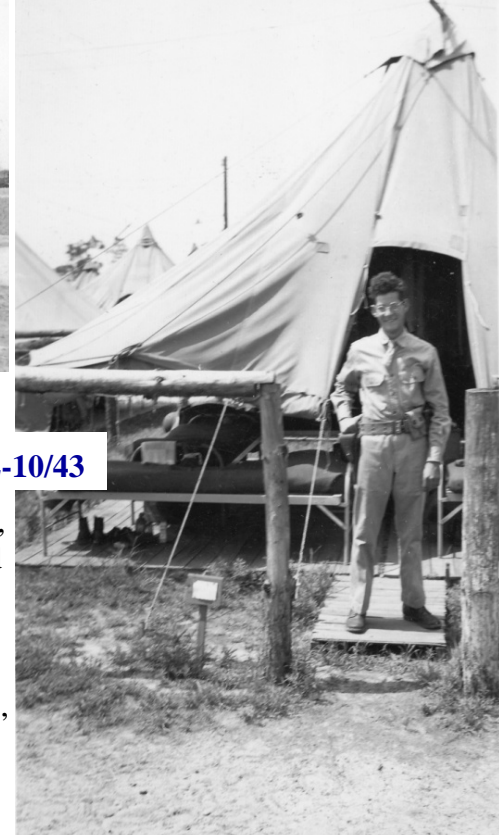


1. Additional History

a. 1942-43: Items from Douglas L. Powell, Radio Operator, 7/42-10/43

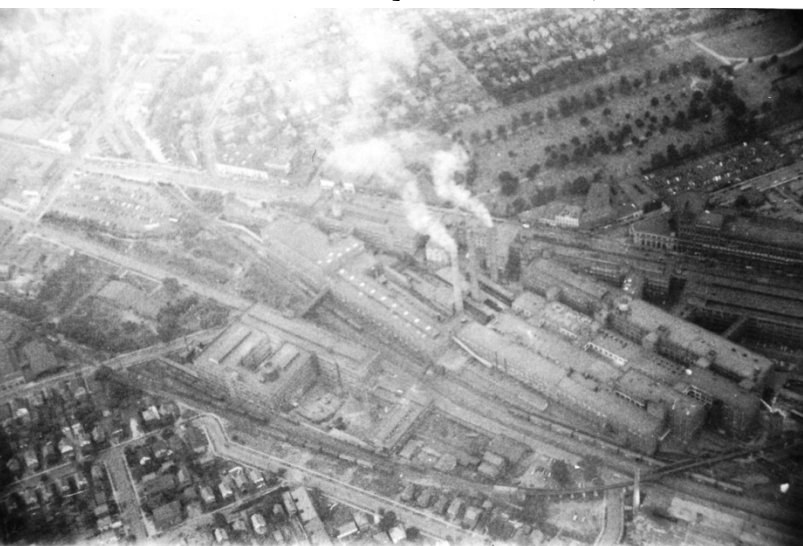
On March 12, 2019, I visited the son, Stuart, of radio operator Powell, and scanned his photos. Powell joined the squadron at Pope Field around July 1, 1942, and had the photo at right of himself in the tent city.

At the next base, Lockbourne, he had the photo above of a barracks, and a white building along a train track. This is the building in red below, in one of his aerial photos, and in 2019. Powell did not say his barracks was this outlined building, or that east of it, but Burden said the barracks was in or near this block, so this is at least at last an approximation.

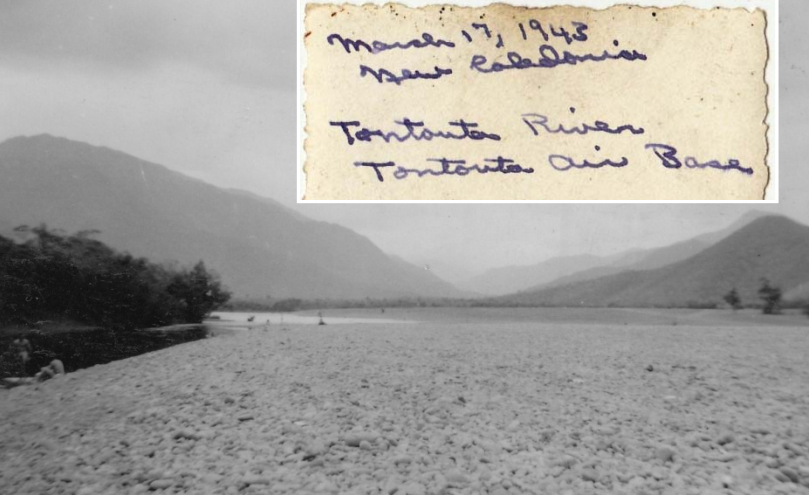


At Lockbourne he had the image at right of towing a CG-4A glider, from the pilot escape hatch, showing the navigator's dome. He flew over Goodyear Plant 1 in Akron, Ohio, below left. A note on the back of one photo provided a new pre-overseas serial number of 41-18432: **SIDE VIEW OF C-47 NO 118432** (This crashed 1/7/43 in Georgia)

From Lockbourne the squadron's ground crew was put on a train to San Francisco, and Powell had the photo below right on this train, of a gasoline truck, and a type of tractor, with the writing below: "To Port Trans., S.F. P. of E. [Port of Embarkation] San Francisco, Cal." In the background is a mountain.



March 17, 1943
New Caledonia
Tontouta River
Tontouta Air Base



In New Caledonia, Powell had the photo above left of the Tontouta River, on March 17, 1943, titled "Swimming Hole." It is from the south side of the river, indicating the enlisted men swam on this side, too (not just the officers). Above right is "Russell Islands." A prior note by Harold Myers said Powell was the assistant radio operator on C-47 41-18590, Billie. On the book's p. 210 photo of radio operators at New Caledonia, Powell is as shown at right.



From Guadalcanal, Powell had the photo below left of the chapel (on the book's page 437), and below right of the graveyard behind it, upon which he wrote "Heroes lie here."



Around July 1, 1943, Powell, went to Auckland, New Zealand, on rest leave for 10 days (returning 7/12/43 per Ummel). He had the photo below left titled "Harbor Auckland" from the War Memorial. He had photos from a picnic on Waiheke Island, 20 miles east of Auckland.

Powell had the photo below center titled "Cpl Norman LeBlanc of the 13th TCS - Overseas buddy, Returned to US Jan 9, 1944." Powell is pictured below right, with the Air Medal, Asia Pacific Ribbon with three campaign stars, and the Good Conduct Medal.

Thank you, Doug Powell, for your diligence and friendships as a radio operator in the 13th TCS.



3. The following named O's and EM of Shipment FG--AD crews as indicated having reported to this Airport of Embarkation ICW par 12 SO #195 Hq 1st Reception and Final Phase Unit TCG, Baer Fld, Ft Wayne, Indiana 2 Nov 1943, WP at the proper time by first available military, naval, or commercial aircraft (APR-2-109401-AAF) from Hamilton Fld, Calif

b. 1943-45: Orders from Bruce R. Groesbeck, Pilot, 11/43-4/45

On February 14-15 I received emails from the son, Bruce, of our pilot Groesbeck, with photos of 13 orders, and his dad's flight hours.

Groesbeck, at left, was born in 1917. His father was an Arapaho Indian, and ran track with Jim Thorpe. Groesbeck lived until 12 on the Wind River Reservation in Wyoming, then moved with his mother to Phoenix. In October 1943 he was at Fort Benning, Ga., with 464:25 flight hours, an experienced pilot. His nickname was Chief.

On November 7, 1943, the Air Transport Command, Station Number 11, at Hamilton Field issued an order with paragraph 3, above, that shipment FG--AD of five air crews, including those at right, had been assembled at Baer Field, for transport overseas.

On November 13, 1943, Thirteenth Air Force Special Order 284 assigned these three groups to the 403rd TCG. As shown below, Kirk, Kolkmeier and Tangney were immediately placed on Detached Service to the 13th Air Depot, so remained in New Caledonia. These three died in our third plane crash, as noted on the book's page 425. They are listed among our fatalities, but this suggests they had not lived in the 13th TCS camp.

AIR TRANSPORT COMMAND
STATION NUMBER 11
PACIFIC WING
AIRPORT OF EMBARKATION
HAMILTON FIELD, CALIFORNIA
7 Nov 1943.

FG---AD 1
2ND LT BRUCE R GROESBECK 0669710 (P)
2ND LT OSCAR L MITCHELL 0802334 (CP)
2ND LT JOHN J RIORDAN 0463874 (N)
Sgt Ernest Pocza 39587514 (E)
Cpl Edward Leitner 12158856 (R)

FG---AD 3
2ND LT EMERSON P KING 0669736 (P)
2ND LT NORMAN W BARNES 0805551 (CP)
2ND LT JOE W STOUT 0814156 (N)
Sgt Charles W McBride 13130396 (E)
Sgt Paul R Bowman 13153914 (R)

FG---AD 4
2ND LT HOWARD C KIRK JR 0671034 (P)
2ND LT JOSEPH E KOLKMEYER 0684746 (CP)
2ND LT WILLIAM R TANGNEY 0814161 (N)
Sgt Lester Ford 34420997 (E)
Cpl Max Galant 13152555 (R)

2nd Lt H. C. KIRK,	0-671034,	)Shipt #FG-736-	403rd Tr
2nd Lt J. E. KOLKMEYER,	0-684746,	)AD-4, SO #6,	Carr Gp,
2nd Lt W. R. TANGNEY,	0-814161,	)ATC, Sta #11,	APO 708 &
Sgt Lesley Ford,	34420997,	)FW, Ap of Emb,	placed on DS
Cpl Max Galant,	13152555,	)Hamilton Fld,	13th Air Dep
		)Calif, dtd 7	Gp, APO 502.
		)Nov 1943.	

I emailed this order to Kirk's son, Howard Kirk, III, and he appreciated it. I asked if he could please email me a photo of his dad, and he sent that at right. Kirk appears to have been a happy and fine young man, and the 13th TCS is honored he was assigned to us.

The November 13, 1943, order also had the paragraph below that our pilot Baxter was assigned to the 13th TCS November 6, 1943, from the 12th Fighter Squadron, 18th Fighter Group. Baxter, as noted on page 581 drew many cartoons that the squadron enjoyed.



9. So much of Par 4, SO #277, this Hq, dtd 6 November 1943 pertaining to reassignment of 2nd Lt NORMAN E. BAXTER, O-740343, AO, as reads 'reld fr 68th Ftr Sq' is amended to read 'reld fr 12th Ftr Sq, 18th Ftr Gp'.

On November 16, 1943, after the first two air crews above reported to New Hebrides, the 403rd Troop Carrier Group Special Order 217 assigned Groesbeck, Riordan, King, Barnes, and Stout to the 13th TCS. I had not heard of Barnes, and did not now add him to the roster.

This same order noted Pfc Sidney Rosen was part of the 403rd TCG on 11/16/43. My first record of him in the 13th TCS is in April 1945, and so it was surprising he was overseas earlier.

Name	From	To	T via
(13th T C Sq)			
2nd Lt BRUCE R. GROESBECK,	0-669710, P,	APO 703	TD APO 913 GAT
2nd Lt ROBERT F. BARNETT,	0-739377, CP,		(TD not to ex-
2nd Lt EDWIN B. BUCKINGHAM, JR.,	0-809639, N,		ceed 15 days
S/Sgt Andrew G. Rapp,	13037330, E,		upon arrival)
Cpl Bernard X. Vallyely,	14055720,		
	Asst N,		
Sgt Roy M. Wicks,	19038621, RO,		
	(C-47 Airplane #41-19499)		

Name	Rel'd from
13th T C Sq DS 913	
2nd Lt FLOYD H. ABERNATHY, JR.,	0-2042986, P)
2nd Lt LEWIS J. MENDENHALL,	0-740245, CP)
2nd Lt WINSTON A. PAINTER,	0-304969, N)
Cpl Alfred E. Burgess,	14064675, CC)
Sgt John D. Macleod,	12038431, RO)
	(C-47 Airplane #41-13573)

More Fiji Duty Crew Names

The November 16, 1943, order listed a 63rd TCS crew going to Fiji, and the 13th TCS crew at right returning, being Abernathy (p) Mendenhall (cp), Painter (n), A. Burgess (cc), and Macleod (ro), with C-47 41-18578, "Sally." The book on page 316 lists air crews assigned temporary duty at Nadi, Fiji, and this adds another crew to this list. A 12/31/43 order, above, assigned to Fiji: Groesbeck, Barnett, Buckingham, Rapp, Vallyely, and Wicks, in C-47 41-19499, relieving a 63rd TCS crew. They returned to APO 708 "on or about" 1/15/44.

Flight Log

Groesbeck's flight log is summarized at right, with the number of days and hours flown per month. The flights are color-coded with the estimated destinations. These may be the most hours I have ever seen, e.g. for 132 hours in February 1944, and flying 20-22 days per month.

Flight Hours 1943-1945 for 13th TCS Pilot Bruce R. Groesbeck

Nov '43	Dec '43	Jan '44	Feb '44	March '44	April '44	May '44	June '44
17 1:40	2 11:20	1 4:30	1 8:30	10 3:45	2 4:35	1 2:25	2 1:45
18 2:55	6 6:50	2 3:40	2 3:05	11 1:30	3 3:45	2 6:40	4 8:35
19 5:50	7 3:10	3 1:55	5 7:15	13 5:50	6 8:40	3 3:35	6 8:15
20 1:45	11 12:00	4 1:20	7 5:05	14 5:40	10 10:05	5 4:40	7 8:15
21 4:30	16 2:55	5 5:20	8 6:50	15 4:20	11 4:00	6 7:40	8 1:30
23 7:10	19 7:45	6 5:20	9 9:00	16 2:00	12 5:10	7 3:00	9 4:05
24 6:10	20 6:35	7 2:20	10 6:30	18 4:00	13 3:40	8 4:20	13 9:45
25 3:15	21 3:45	8 2:20	11 7:00	19 10:40	15 8:35	10 7:25	14 5:00
26 10:00	23 5:50	10 2:00	12 4:05	23 8:55	16 8:20	11 7:15	29 7:30
27 7:10	24 1:20	11 2:25	15 11:55	24 6:00	17 1:40	13 7:00	30 9:05
28 7:30	25 10:50	13 4:45	17 9:25	25 7:35	18 4:10	14 7:15	
29 3:20	27 7:05	14 4:20	18 2:40	26 7:20	19 8:40	17 7:00	
30 3:10	28 4:35	16 6:00	19 1:20	27 6:00	20 4:00	18 7:30	
	30 2:40	17 4:20	21 8:40	28 8:00	22 7:30	20 6:50	
	31 1:20	18 9:40	22 4:50		23 7:45	21 8:10	
		19 4:45	24 9:55		25 7:40	27 6:55	
		22 11:50	25 7:10		26 8:20	28 7:05	
		24 9:40	26 8:15		27 4:40		
		25 3:20	28 3:05		29 7:40		
		28 4:30	29 8:00		30 8:35		
		29 5:15					
		30 4:00					

July '44	Aug '44	Sep '44	Oct '44	Nov '44	Dec '44	Jan '45	Feb '45
1 4:05	1 9:50	1 10:55	1 8:40	1 6:15	1 8:45	1 0:45	11 4:30
2 8:25	2 9:40	3 10:15	2 5:05	2 7:30	6 4:35	2 7:45	12 2:00
3 5:35	8 4:15	5 8:25	17 11:00	3 3:35	7 7:50	8 1:55	
5 1:15	10 3:50	7 2:10	18 4:20	4 6:35	13 2:00	9 0:40	
6 1:30	11 6:50	8 7:25	19 4:05	6 0:45	14 6:00	12 1:40	
7 2:25	12 6:10	9 3:55	20 2:35	7 6:00	15 10:55	13 11:00	
8 4:10	14 2:20	11 11:05	21 7:00	8 7:25	16 6:25	15 13:20	
9 6:55	16 4:25	13 6:30	23 7:55	9 7:30	19 0:45	22 3:40	
10 4:30	17 7:55	15 10:00	24 9:00	10 7:05	20 9:40	23 11:30	
13 4:20	18 9:45	18 5:30	26 8:45	11 2:40	22 10:40		
14 4:10	20 7:05	19 5:15	28 8:45	12 0:50	26 7:20		
17 4:40	22 7:05	21 9:45	30 6:35	13 6:55	27 5:45		
18 2:15	26 7:50	23 7:10	31 1:15	14 6:40	28 7:25		
19 2:00	30 7:35	24 5:15		15 10:15			
20 4:15		26 6:20		19 9:15			
22 6:15		27 3:35		20 1:50			
24 2:15		28 10:25		21 6:35			
25 10:45				22 1:05			
26 5:30				26 1:30			
27 4:10				27 7:10			
28 4:20				28 7:50			
30 0:30				30 6:05			

13 64:25	15 88:00	22 103:35	20 132:35	14 81:35	20 127:30	17 104:45	10 63:45
22 94:15	14 94:35	17 123:55	13 85:00	22 121:20	13 88:05	9 52:15	4 11:55

Color Code
Local
Austral/NZ
Fiji
N.Solom.
New Guin.
Morotai
Philippines

In addition to the Fiji duty, a February 16, 1944, order sent on rest leave to Sydney (APO 715), starting 2/28/44 for 9 days plus travel: Groesbeck, Mitchell, Stout, H. Bell, and Wicks.

Groesbeck earned the Air Medal for 100 hours of combat time flights in 1944, and three oak leaf clusters, each representing another 100 hours combat time, for 1/3/44 to 2/12/44, 2/15/44 to 3/26/44, and 3/27/44 to 4/30/44. He logged a total 348 hours combat time, and flew most of this in his first six months. He first flew to the Philippines 1/23/45.

Groesbeck logged 1,437:30 hours in the squadron

Total Hours: 1437:30

Commendation

Groesbeck's papers included a commendation, perhaps the third I have ever seen, for doing something in-flight around February 21, 1944, to save his crew. This was from the XIII Air Force Service Command, Brigadier General George McCoy, Jr., who on March 28, 1944, wrote:

"I have noted with considerable pleasure and satisfaction this evidence of the splendid professional skill you displayed during a moment of stress. Such quick action on your part was largely responsible for the safe delivery of your passengers to their destination. Please accept my personal commendation and appreciation together with that of the Deputy Air Force Commander."

403rd TCG CO Sands wrote this was for "the saving of the lives of your comrades in arms." 13th TCS CO Wilson wrote: "Your flying skill has brought much credit upon yourself, your squadron, and the Army Air Force."

Guadalcanal Temporary Duty with 64th TCS

(13th Tr Carr Sq APO 708)

1st Lt ALBERT A JUDD JR	0740449	P)	-----	TD 64th Tr Carr GAT
2d Lt OSCAR L MITCHELL	0802334	CP)		Sq APO 709.
2d Lt JOE W STOUT	0814156	N)		
Sgt Charles O Laine	11041240	CC)		
S Sgt Joseph K Power	14041974	RO)		
(Airplane #43-15240))		
2d Lt BRUCE A GROESBECK	0669710	P)		
2d Lt BEN J PETMECKY JR	0757269	CP)		
2d Lt DONALD L PYKE	0814132	N)		
Sgt Kenneth L Wentworth	12201510	CC)		
S Sgt Joseph L Paucek	36209048	RO)		
(Airplane #43-15244))		

The book on page 446 notes the squadron sent air crews on detached service to Guadalcanal, APO 709. Groesbeck had an order May 4, 1944, sending the two crews, at left, from the 13th TCS on temporary duty to Guadalcanal, to the 64th camp, with C-47s 43-15240 and 43-15244. An order May 31, 1944, relieved from this duty G. Alexander, E.K. Smith, and Mann (sent separately), and Groesbeck, Petmecky, and Pyke. It assigned Moyle, Leonard, Steele, Oliveros, Hopkins, and Cirincion to replace them.

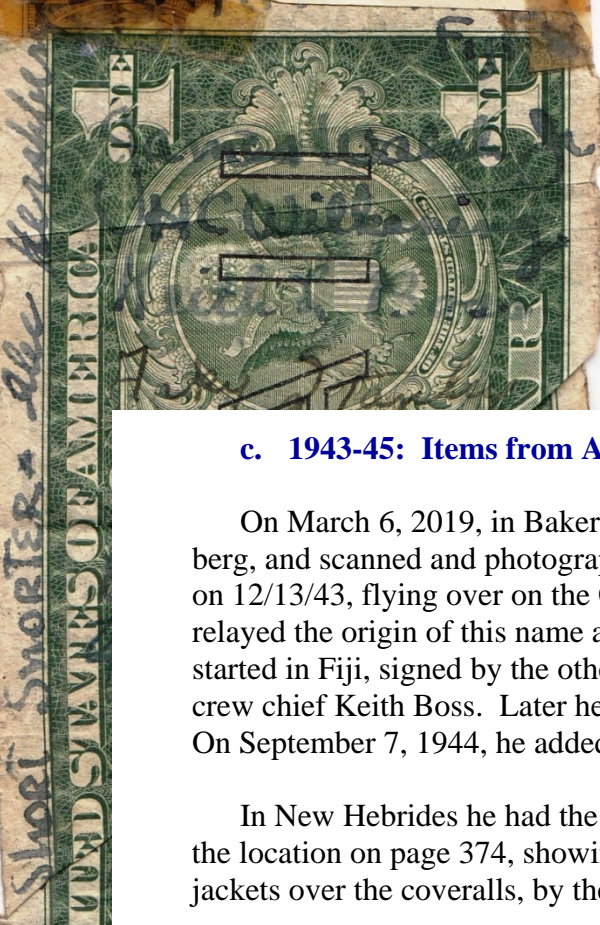
Other Details

Groesbeck:

- Logged few hours at night until November 1944, being: 1:30 in 12/43, 1:30 in 2/44, 3:00 in 9/44, and 1:00 in 10/44, and, then 6:40 in 11/44, 1:20 in 12/44, and 13:15 in 1/45.
- Flew a Stinson L-1 for 2:25 on 1/11/44 in Fiji, and on 11/11/44 flew as the co-pilot for 2:00 on a Nooruyin Norseman UC-64A, perhaps the one at right.
- Became a 1st Lt., and First Pilot (left seat), in April 1944.
- Flew 403rd TCG CO Col Sands' P-38G on 8/28/44 for 0:45.
- Had his last flight 3/17/44, and transferred out 4/10/45.
- He had a FEAF order April 5, 1945, relieving Groesbeck, Leonard, and Small. He was authorized to return with baggage not to exceed 65 lbs. He was initially sent to the 93rd Replacement Bn AAF (Prov) APO 72.



It was great to learn more about Groesbeck, who appears often in the Thirsty 13th history. He was one of our top pilots in 1944. The orders provide helpful details about others, e.g. Kirk, and about our missions, too. Thank you, Bruce, for sharing these items, and a posthumous thank you to pilot Groesbeck for his outstanding service to the squadron and the U.S. in WWII.

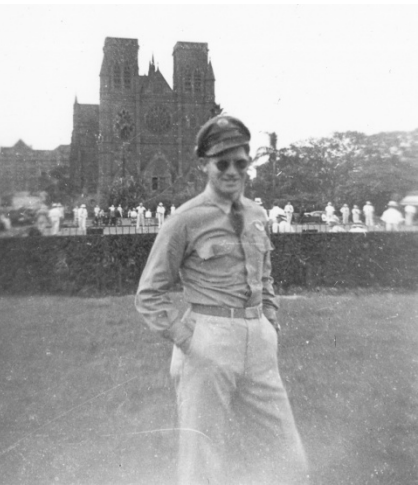


c. 1943-45: Items from Alex Hershberg, Radio Operator, 12/43-8/45

On March 6, 2019, in Bakersfield, Calif., I met the son, Mark, of radio operator Alex Hershberg, and scanned and photographed his items. Hershberg joined the squadron in New Hebrides on 12/13/43, flying over on the Green Goggled Ghost, and in the February 2018 newsletter Mark relayed the origin of this name as told to him by his father. He had the short snorter above left, started in Fiji, signed by the other crew members on that flight, pilots Walsh and Wilkening, and crew chief Keith Boss. Later he added signatures of Watland (n), Harmon (ro), and Hughes (p). On September 7, 1944, he added a bill signed by F.J.W. Barry (cc), and Reimer (n).

In New Hebrides he had the photo above center, of mechanic Versdahl and unidentified, at the location on page 374, showing the wearing of coveralls. Above right they have their flight jackets over the coveralls, by the camp entrance, showing we had a sign by that entrance.

From rest leave in Sydney, estimated in 1944, Hershberg had the photo below left in front of St. Mary's Cathedral next to Hyde Park (steeple were added in 2000). The next two photos show the wearing of rank on the sleeve with a prop and wings, as explained on the next page, and yet another version of the squadron patch. This has an "h" which is not capitalized, and a different cloud pattern, extending below the 13.



From Biak, Hershberg had the photo at left, perhaps of him, by what is estimated as tent E11, based on the fence on the right, separating our camp from the 403rd Group beyond it, and a telephone pole in a similar image. At right are estimated to be his tentmates. Please let me know if you recognize any of them. He had a photo of the nose of the Patient Virgin C-47, suggesting he was assigned to this.





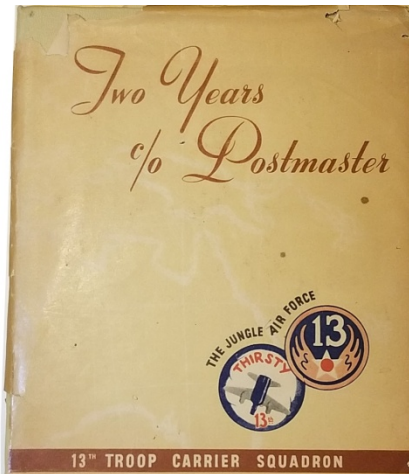
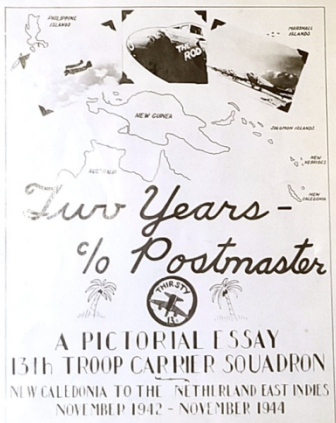
Hershberg's artifacts included, above left, a silk sign for parents to hang in a window indicating their son is "Serving in U.S. Air Corps." His jacket is above center, with the prior patch now replaced by a regular one. This shows his shoulder patch, above right, with the prop and wings.

Below is his cap, made by Jones Brothers Pty Limited, Surry Hills, Sydney. He had the fine boomerang below from Sydney, and the Army knife at right. He had a fine collection of coins, including a 5-centavo coin from the Philippines. His wool uniform had his wings, and ribbons, including the Asia Pacific Campaign, with one silver and one bronze star, for six battles. His Type A-2 flight jacket was made by the Rough Wear Clothing Co., Middletown, Pa.



Hershberg had the three main history books – a draft of *Two Years*, the published *Two Years c/o Postmaster*, and *From Fiji to the Philippines*.

Thank you to Alex Hershberg for being a radio operator in the squadron from November 1943 until August 1945, and to Mark for sharing his items.



Flight Hours 1943-1944 for 13th TCS Pilot Harold T. Aos

Dec '43	Jan '44	Feb '44	March '44	April '44	May '44	June '44	July '44	Aug '44	Sep '44	Oct '44	Nov '44
24 Joined	2 8:55	4 3:05	1 3:30	1 7:45	1 7:35			1 9:40	4 10:30	1 6:35	1 7:00
28 1:45	3 3:40	5 9:00	2 4:00	2 9:40	2 3:50	Medical	Medical	4 2:15	5 5:55	3 6:45	2 0:45
29 11:50	4 2:00	7 9:05	6 6:30	3 4:00	4 2:45	Leave	Leave	5 6:15	8 4:15	4 3:00	4 1:30
	5 1:45	8 3:40	7 6:40	5 4:25	5 8:20			6 8:45	9 4:10	8 2:55	
Color Code	7 11:15	10 9:30	8 0:40	6 9:05	6 7:05			7 4:10	10 1:15	11 8:35	
Local	9 9:25	11 4:45	9 1:00	7 4:10	9 9:50	7 8:10		11 7:40	11 9:15	12 1:40	
Austral./NZ	10 4:00	12 3:50	10 4:30	8 7:30	10 7:05	8 7:20		14 6:35	12 4:35	13 3:30	
Fiji	13 8:10	14 10:30	13 3:50	9 4:40	11 1:20	9 7:30		15 6:45	23 2:10	14 5:30	
N. Solom.	14 5:50	24 5:05	14 10:10	11 10:40	15 7:45	12 4:20		16 4:45	24 4:35	15 8:35	
New Guin.	15 6:15	25 3:15	17 9:55	14 10:55	16 8:05	13 4:15		17 3:55	28 9:25	18 4:00	
Morotai	16 7:05	26 3:40	18 5:10	15 1:20	17 7:35	17 7:30		22 6:50	30 6:15	19 8:35	
	19 1:05	29 4:35	19 1:30	16 2:00	18 4:00	18 3:25	17 2:00	23 0:45		20 1:15	
	21 10:10		20 7:00	18 1:00	19 2:50	19 4:10	18 2:35	25 7:00		22 10:20	
	22 3:25		21 5:00	19 0:30	23 0:50	21 7:50	19 3:15	26 1:00		25 7:20	
	23 4:00		22 8:45	20 3:50	24 4:10		20 4:05	27 5:40		27 3:40	
	26 1:00		24 1:05	21 8:25	25 4:00		22 3:10	28 5:35		28 0:45	
	29 8:50		25 1:35	22 4:20	26 4:10		23 8:10			29 7:00	
	30 3:40		26 6:35	23 8:15	27 3:50		24 6:00			31 4:05	
	31 1:05		27 10:20	24 6:05			25 3:50				
				25 3:50			28 3:45				
				26 5:10			29 3:55				
				28 5:30			30 0:35				
				29 5:35			31 9:35				

Days and hours flown per month:

3 13:35	19 101:35	12 70:00	19 97:45	23 128:40	18 95:05	9 54:30	12 50:55	16 87:35	11 62:20	18 94:05	3 9:15
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Total Hours: 865:20 <in the 13th TCS. Total hours 11/4/44: 1,750:15

d. 1943-44: Items of Harold Trygve Aos, 12/43-11/44

Aos (the last three letters of a Norwegian name, pronounced "ose") was one of the original pilots of the 64th TCS (part of the same 403rd TCG as the 13th TCS), and from July 14 to 26, 1943, flew C-47 42-23724 to New Caledonia. On December 24, 1943, he was one of four pilots moved to the 13th TCS in exchange for four pilots to the 64th.

Aos kept a logbook of all his flights while in the 64th TCS, showing destinations, but when he joined the 13th TCS discontinued this. His Form 5, recreated above, though, shows that for his first 5 months he averaged 98.5 hours per month. He was grounded for medical reasons May 28, 1944, and again in June, but for August-October averaged 81 hours.

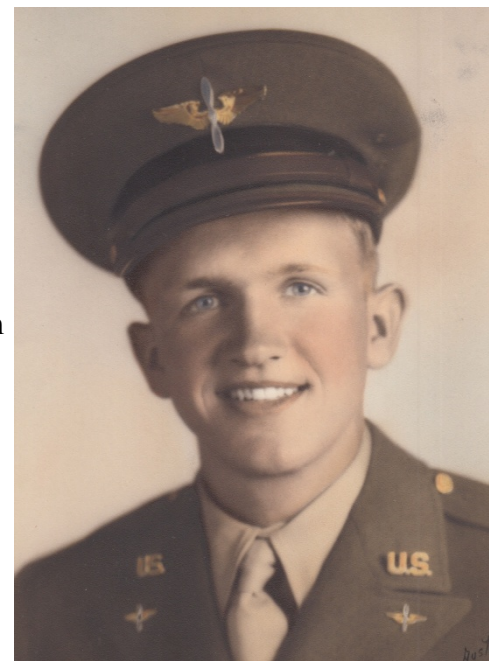
He was promoted to First Pilot on Feb 1, 1944, after signed off by Miller, Leibundguth, and W.E. Smith. He had flown with Leibundguth: January 7-9 to Sydney, January 13-16 Espiritu Santo to Munda with many stops in between, and passed flying tests with Leibundguth January 19.


Aos had no photos from overseas, and only four documents, with most from training in the U.S., but his Form 5 was interesting in that:

- The time logged as First Pilot and co-pilot each day is identical in most cases, suggesting this was split evenly by Operations.
- He flew Col. Sands' P-38G for 0:45 on August 16 and August 23, and flew 1:15 on September 10.

He had the instrument pilot certificate at right signed by J.E. Allen and CO Parks.

Thank you to Pilot Aos for flying 865 safe hours with the 13th TCS.





This is to certify that

HAROLD T. AOS, 1ST LT.
(NAME AND RANK)

ARMY OF THE UNITED STATES
HAS MET THE REQUIREMENTS FOR THE
INSTRUMENT PILOT CERTIFICATE
(WHITE)

AS PRESCRIBED BY AAF REG. 50-3

4 NOVEMBER 1945
(EXPIRATION DATE)

John E. Allen *Charles D. Parks*
(CHECK PILOT'S SIG.) (ORG. C. O. SIG.)

APO 920 **13TH T.C. SQ.**
(STATION) (ORGANIZATION)

TOTAL PILOT TIME TO DATE **1750:50**

PILOT TIME LAST 12 MONTHS **865:15**

WAR DEPARTMENT
A. A. F. Form No. 8
(REVISED 10-1-43)

16-37015-1 GPO



2. History-Related Activities

a. 1942: WWII History Magazine Article about the Lana T

58 Rescue Plane Down
 When the C-47 Skytrain *Lana Turner*, filled with wounded, went down in the Coral Sea off Guadalcanal a desperate search ensued.
 By Kevin M. Hymel

On April 10, 2018, well-regarded author Kevin Hymel emailed me “I recently wrote an article for WWII Quarterly Magazine based on the primary accounts of the crash of the C-47 Lana Turner in your book,” and asked if I would please share some of the photos, and I did. This was in the December 2018 issue. On February 6, 2019, I received from Kevin the magazine with the cover, index, and article above. Thank you, Kevin, for helping popularize the Thirsty 13th.

b. 1942-45: Correction about Overseas Bars

In the January 2019 letter on page 2, about Elam, I wrote that the bars on his sleeve denoted rank, but on March 6, 2019, in Bakersfield, Calif., when speaking with the son Bruce, of 1944-1945 pilot Groesbeck, he mentioned that the sleeve bars denote time passed. In researching this online, each bar is for six months in a combat zone. Elam’s five bars therefore indicate he was overseas for at least 2.5 years, and indeed he was overseas for 2.75 years.



c. 1945: Bangsamoro Approved in Southwest Mindanao in January 2019

The 13th TCS from January to June 1945 supported the Southern Philippines Campaign, flying mostly in Mindanao to support the Eighth Army ground units, and guerilla forces, eliminating the last Japanese resistance. Many air crew members recalled the Muslims there, referred to as Moros, especially in the areas in red at right.



Muslim missionaries arrived in Tawi Tawi in 1380 A.D., and the Sultanate of Sulu was founded in 1457 to rule the Sulu Archipelago, the red islands at right, and other sultanates were formed in Mindanao. Muslims fought a war of independence from Christian majorities for 400 years, and alongside the US against the Japanese.

The Philippine government has been at war with the Moro Islamic Liberation Front (MILF) and related groups since the 1970s. In 1989 the region highlighted in red on the map, the Autonomous Region in Muslim Mindanao (ARMM) was created. In 2018 it was recommended this be replaced with the Bangsamoro (“Nation Moro”) Autonomous Region. The public voted on this January 21, 2019, and it passed in many regions. The ARMM was handed over to the BAR on February 25, 2019. It includes the provinces named below right.

On the map at right, the 13th TCS flew over the lake in Lanao del Sur, and to Tawi Tawi. At the top of the lake in Lanao del Sur is a beautiful town of Marawi. In May 2017 a local Muslim group loyal to ISIL waged a war in the city which caused great destruction and loss of life, until ended by the official Army in October 2017. The US has had advisories against travel here for years. This is only part of the area the 13th TCS secured in the Southern Philippines Campaign, but it is nice to know that it may have peace again. Hopefully it will become a safe place to visit.





3. Members and Relatives

a. West Coast Scanning Trip

On February 28, 2019, I flew from Dallas to San Francisco, to start a 14-day scanning trip with five stops above left. I hoped to make seven more Thirsty 13th visits, but one member passed away, one was in weak health, one son passed away and his wife discarded her father-in-law's items (!), Colorado had a "bomb vortex" blizzard the last day when I wanted to fly up there, and two sons and one daughter were not reachable, but I believe I found all that is available.

National Archives San Bruno

On March 1 I visited the National Archives branch in San Bruno, above right, near San Francisco Airport. Our colleague in New Caledonia, Marcel Claude, in 2016 let me know this site had the US Navy files from the Pacific bases. The 13th TCS was under Navy control until mid-1944, so this was worth looking into. I was there from 10 a.m. until 2 p.m., and reviewed many boxes of files, at right, and found some useful items but not mentioning the 13th TCS, e.g. landing procedures, which I will share in a later letter.



Hershberg

On March 6, in Bakersfield, Calif., I met at Milt's Diner the son, Mark, below left, of radio operator Hershberg. Mark lives about 1 hour east of Bakersfield, and so was great to wait for me in town (then had a 1.5 hour drive home due to heavy rains). Last year Mark shared the story of the name of our C-47 "The Green Goggled Ghost," which was huge, and otherwise would never have been known. He brought his dad's two uniforms, flight jacket, and much more. It was a thrill to see his dad's great photos and artifacts, and to put on his dad's jacket, below.

Groesbeck

Groesbeck's son Bruce emailed me scans of his dad's documents in February, but I was in Bakersfield and so wanted to meet him, and he was great to come out and join us later in the evening, below right, on the right.



Pando

On March 8, in Fullerton, I met the daughter and son, Pam and Tom, pictured at right, of Gilbert Pando. He is on our roster of enlisted men, above, as having been in the squadron prior to May 15, 1945. His items showed he went overseas September 1, 1943, with the 403rd Troop Carrier Group, which oversaw the 13th TCS, and returned December 1, 1945, 2 years later. His specialty was a cryptographer, to decode and encode classified messages, but also filled other roles.



It was not clear when he was in the 13th TCS. A May 2, 1945, article has him back in the 403rd, and he had no items clearly from 13th TCS, so they are not included earlier. It was still great to see his items, including the bracelet he made of aluminum, below left, with the name Pamela, though she was born years later, four copies of the 403rd history "Sandmen," and a 403rd Group 1990 reunion photo, below right, including Colonel Sands (on the book's page 348).



Aos

On March 8, 2019, in Yorba Linda, Calif., I met the daughter, Evelyn ("Evy"), of 1943-1944 pilot Aos, and her husband, Clyde. She had her dad's flight logs, other documents, and several photos. It was an honor to meet Evy, and to learn more about her dad. He had been an original pilot in the 64th TCS, flying one of their planes to the South Pacific, making that daring flight, flew for them for four months, then flew for us for 12 months, being a main pilot in the 13th TCS in 1944.



Powell

On March 12, 2019, in Mesa, Arizona, around 6:30 p.m. I knocked on the door of Stuart Powell, and was delighted to meet him. He had a large box of family photos, and within this a cigar-box-sized box of his dad's WWII photos. We sat on the floor, at right, and it was amazing to see these. He had many helpful ones, as noted on on page 2.



SERIAL NUMBER 3464 **1. NAME (Print)** DAVID — LEVINE **ORDER NUMBER** 1209

2. ADDRESS (Print) 58 NE 7th St. MIAMI DADE FLA.

3. TELEPHONE **4. AGE IN YEARS** 21 **5. PLACE OF BIRTH** NEW BRUNSWICK **6. COUNTRY OF CITIZENSHIP** V.S.A.

7. NAME OF PERSON WHO WILL ALWAYS KNOW YOUR ADDRESS MRS. LILLIE LEVINE **8. RELATIONSHIP OF THAT PERSON** MOTHER.

9. ADDRESS OF THAT PERSON 110 Seaman St. NEW BRUNSWICK N.J.

10. EMPLOYER'S NAME NONE

11. PLACE OF EMPLOYMENT OR BUSINESS

I AFFIRM THAT I HAVE VERIFIED ABOVE ANSWERS AND THAT THEY ARE TRUE.

REGISTRATION CARD D. S. S. Form 1 10-17105 *David Levine* (Registrant's signature)

REGISTRATION CARD—(Men born on or after January 1, 1922, and on or before June 30, 1924)

SERIAL NUMBER 16 **1. NAME (Print)** David Sandler **ORDER NUMBER** 12906

2. PLACE OF RESIDENCE (Print) YMCA, 220 Golden Gate Ave., San Francisco, Calif.

3. MAILING ADDRESS Same

4. TELEPHONE **5. AGE IN YEARS** 20 **6. PLACE OF BIRTH** San Diego Calif.

7. NAME AND ADDRESS OF PERSON WHO WILL ALWAYS KNOW YOUR ADDRESS Joe Pattarsch, St. James Hotel, 6th St., San Diego, Calif.

8. EMPLOYER'S NAME AND ADDRESS Unemployed at present

9. PLACE OF EMPLOYMENT OR BUSINESS

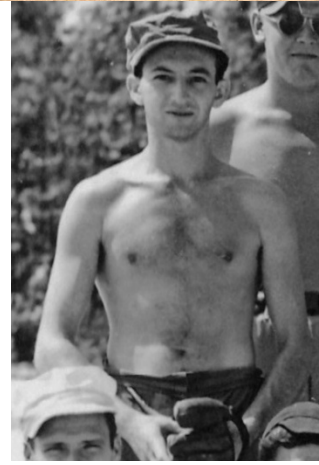
I AFFIRM THAT I HAVE VERIFIED ABOVE ANSWERS AND THAT THEY ARE TRUE.

D. S. S. Form 1 (Revised 6-1-42) (over) c10-21630-3 *David Sandler* (Registrant's signature)

b. 1945: Identifying 1944-45 Mess Cook David Sandler as David Levine

The last newsletter noted there were four squadron members identified by a birth date, but with no death date, one being mess cook David Sandler, pictured here, and I had spent 20 hours on him. The facts from the squadron about him are:

- i. His serial number on three orders was 39108957 – and the enlistment form says he was a native of California, living in San Francisco, born in 1922, completed 2 years of high school, worked as a baker, and enlisted 10/8/42.
- ii. An address on the May 15, 1945, roster of 36 So.3rd St., San Diego. This is actually 3rd Ave, and does not have a south, so perhaps was 3650 3rd Ave.



Sgt Sandler, David 36 So 3rd St San Diego Calif

Ancestry has a draft registration card above right 7/1/42, for David Sandler, born February 13, 1922, in San Diego, living at the YMCA in San Francisco. His contact is Joe Patterson, at the St. James Hotel on 6th Street in San Diego. Patterson's registration card has the same St. James Hotel address, and he was born in 11/20/1914, so was 7.5 years older than Sandler, and married. His contact was his brother, "Nelton," using the same hotel address, and his application for a headstone marker said he enlisted in the Marines 1936, and was discharged 1938. He died 6/2/1951, and Nelton died 2/2/2013. They were not related to Sandler. [The St. James Hotel was built in 1913, and I stayed there March 10, 2019, at right.]



Ancestry has only one other item about David Sandler, the entry below from a Pan Am flight to Hawaii September 17, 1947. This has him born "12 Feb 22 San Diego," not 13 Feb, but is probably the same one, and above his name is the address "110 Seamen St., New Brunswick, NJ."

110 Seamen St. New Brunswick N.J.
 W. SANDLER DAVID 0952X02279 25 US 12 FEB 22 SANDIEGO CALIF 145

As shown above left, that address was on a registration card 10/16/40 for a David Levine, then living in Miami, also born on February 13, but in 1919 instead of 1922. Levine's mother's maiden name was Sandler. A BIRLS file has Levine enlisted 1/8/42 (vs. Sandler 10/8/42), in the Air Force, was released 12/29/45, and re-enlisted 2/18/47 to 5/23/52, but there is no detailed enlistment record for Levine from when one starts service. He lived in California in 1952 when his social security card was issued, and died in San Diego 7/1/85. The signatures below, from the cards above, other than the D-loop, have the same slant, "a" lead-in, and "vi" with 2 peaks, not 3. The registration cards on the back have both with brown hair and brown eyes, and Levine on 10/16/40 was 5'6", 135 lbs, vs. Sandler on 7/1/42 was 5'8, 155 lbs. but perhaps he grew.

David

David
 (Registrant's signature)

Sentence was suspended in the case of David Sandler, 110 Seaman St., charged by Policewoman Mary Macaro with operating an unlicensed vehicle. Sandler, who said he came here from California about two weeks ago, claimed that his car registration was among valuables taken from his suitcase during a recent stay at a veteran's hospital. He produced a letter from the Motor Vehicle Department showing that his car was properly licensed.

There are no records on Ancestry of a David Sandler being born in California, or anywhere, in 1922, other than the draft registration card on the prior page, and Sandler's enlistment and Hawaii flight, i.e. no independent birth records, and he appears on no census. In 1947 he used the same home address in New Jersey as David Levine did in 1940. An article at right from the Central New Jersey Home on March 6, 1957, said Sandler was then living at 110 Seamen Street in New Brunswick, NJ, after arriving two weeks before from California. I conclude from all of this that Sandler was really Levine.

If Sandler was Levine, then his story is as follows. For a 1940 census April 27, 1940, he is listed as Davey at the New Jersey address. By October 6, 1940, at 21.5, Levine lived in Miami, where he registered for the draft with his correct information. In 1941 he moved to San Diego, and was friends with Patterson, an ex-Marine 7.5 years older than him, who lived at the St. James Hotel, and then in 1942 moved to San Francisco, and lived at the YMCA, and was a baker. On 7/1/42 he registered again for the draft, but **changed his name to his mother's maiden name, changed his age to be three years younger, changed his birth place to California, and listed his friend Patterson as his contact.** Levine ended his first enlistment in December 1945, which is consistent with Sandler being in the squadron in the Philippines in late 1945.

After the war he continued to use the name Sandler, re-enlisted 2/18/47, was sent on a Pan Am flight to Hawaii 9/17/47 while still in the Army, but now gave his NJ home address. That enlistment ended 5/23/52, and he got a social security number in California in 1952. He moved from California to New Jersey in mid-February 1957. At some point before 1985, now using the name Levine, he moved back to San Diego, where he died in 1985. I searched Ancestry on Levine's parents and siblings, but found no family trees.

c. Losses in Action

On March 2, 2019, while in San Francisco, I called the daughter, Teresa, of 1945 airplane mechanic John Komo (12/44-4/45), at right, who I spoke to in 2017, to visit him, and learned he passed away Christmas morning. He is pictured at right.



On March 24 while preparing this newsletter, I searched on others, and realized William R. Mattes, at right, clerk in Engineering 4/43-11/45, passed away 5/26/2018. He has some helpful quotes in the book.



I also learned that 1945 pilot Bill Anderson died 8/8/17. He, too, has quotes in the book. Our number of still-living members declined from 18 to 15.

d. Latest Dashboard

The latest dashboard is below. I did not add in Barnes listed on Groesbeck's order, because I expect he soon rotated out. We added death dates for Sandler, Anderson, Komo, and Mattes.

4. Conclusions

Thank you to the sons and daughters of Hershberg, Groesbeck, Pando, Aos, and Powell for making time to get together with me, and for sharing family treasures to advance the history. - Seth

Members Identified and Contacts Found (of 703)

Members:	29-Jan	28-Feb	Add	Need
Birth Date*	697 99%	697 99%	0	6
Death Date***	675 98%	679 99%	4	9
Resting Place**	609 89%	612 89%	3	76
FindaGrave Link**	443 64%	444 65%	1	244
Contact	568 81%	568 81%	0	135
Have Book	519 74%	519 74%	0	184

* Birth and death dates incl. 3 and 3 best-estimates.

** Percent and Need for 2nd to 4th exclude 15 living.