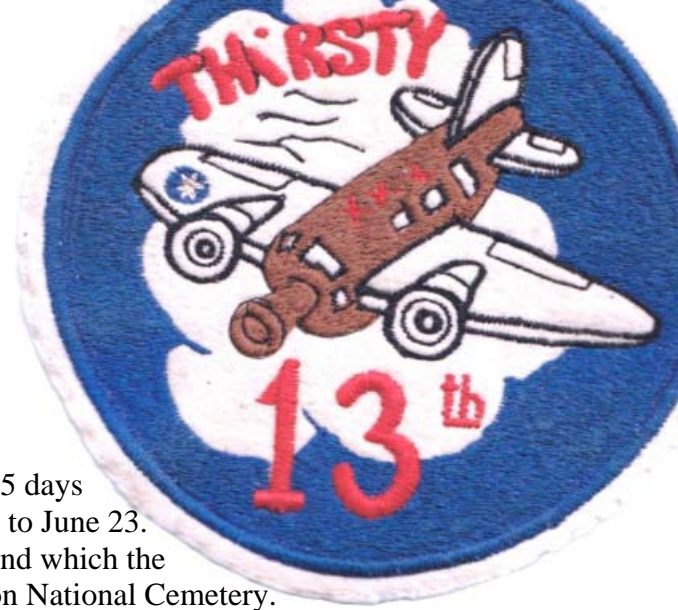


August 2019 Newsletter



Dear Thirsty 13th members, relatives, and friends,

The last newsletter, July 1, presented results of the first 5 days of the 26-day scanning trip in the Eastern US, from May 29 to June 23. This letter covers the next 10 days, and the main event around which the trip was planned, the funeral for Arthur Golomb at Arlington National Cemetery.

Thank you to Stan Nogaj’s wife, Rene, and children Larry and Marlene, for sharing his photos with us. Thank you to the wife, Beverly, and son, Michael, of Alvin Markowitz for sharing many photos. Thank you to John Domarski’s daughter, Carolyn, for sharing her scrapbook about her dad. And thank you to Barry Davis for sharing his dad’s photos. Thank you to the family of Arthur Golomb for inviting me to his burial. Thank you to the granddaughters of Robert Duffy for getting together, and to Harrington MacDonald’s daughter, Stacy, for having coffee together. It was a happy moment to meet each and every one of you.

With best wishes,
Seth P. Washburne, Squadron Historian
August 1, 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, sethgw1@gmail.com, or 5200 Meadowcreek Drive, Apt. 2060, Dallas, TX 75248.

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

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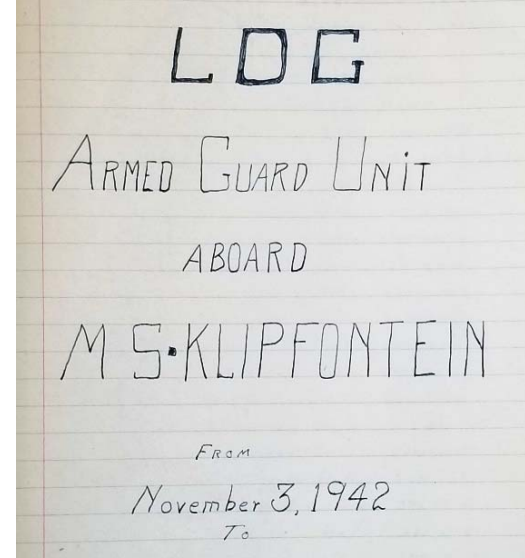
To enlarge the PDF to fill the width of your screen, press the CTRL key and “+” at the same time.

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

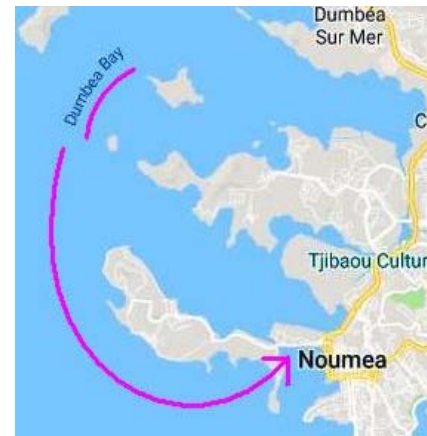
1. Additional History

a. 1942: M.S. Klipfontein Armed Guard Unit Log

For the Klipfontein which carried the ground echelon to New Caledonia November 3-26, 1942, the last newsletter had the daily ship coordinates, found by James Wallace's grandson Christopher Gomez. He also contacted the National Archives and Records Administration (NARA) in College Park, Md., and learned that more information may be in the Armed Guard Unit Log for the ship. On June 4 when I was at NARA I found and photographed this, with the cover page at right, and it had the additional details, below, which used local time:



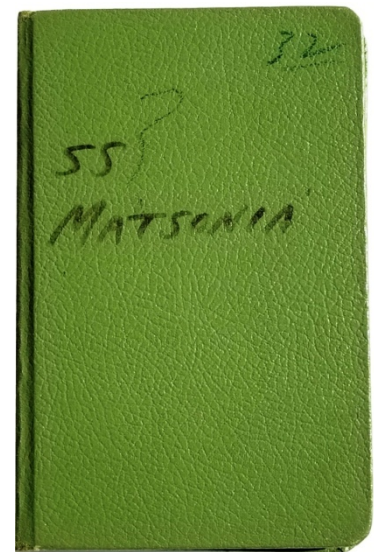
- 11/3/42: 9:00: "Ship in stream at Navy Anchorage," i.e. was anchored in San Francisco Bay, but the anchorage number (there were at least 12) was not provided. 11:26: "Weighed Anchor, ship got under way." 12:00: "Passed under S.F. Bay Bridge."
- 11/13/42: 09:30: "Inspection called off. Equator ceremonies." As noted in the last newsletter, from the convoy coordinates, they crossed the equator the night before, at 9 p.m.
- 11/18/42: 24:00: "Crossed International Date Line."
- 11/21/42: 10:50: "USS Clark joined convoy as additional escort."
- 11/22/42: 15:30: "Picked up pilot off entrance to Nouméa Harbor." 17:20: "[Anchored in berth #12, Dumbéa Bay, Nouméa Harbor.](#)"
- 11/23/42: 15:00: "Reported to Port Director's Office, Nouméa."
- 11/24/42: "Routine port procedure."
- 11/25/42: 06:25: "[Weighed Anchor, Dumbéa Bay.](#)" 06:30: "Got under-way from Anchorage 12." 08:30: "Received ammunition report." 09:00: "[Moored at Grand Quay, Nouméa,](#) alongside MS Pennant for debarking troops." 12:00: "Liberty party left ship."
- 11/26/42: 08:00: "[Started debarkation of troops.](#)"



This explains where they were, at right, from November 22 until debarking 4 days later.

b. 1943: S.S. Matsonia Armed Guard Unit Log

On 10/31/43, the ground crew moved from New Caledonia to the second main overseas camp, Espiritu Santo, on the S.S. Matsonia. On June 4 I reviewed ship files, and found the note below about the ship's voyage from San Francisco. This said they left Nouméa October 31, 1943, at 7 a.m., and arrived at Espiritu Santo at 4 p.m. the next day. On June 6 I reviewed the Armed Guard Unit Log, at right, and it had two additional details, noted below, that on October 31, 1943, they were at anchor at 1 a.m., and left anchorage at 5 a.m., and on November 1 at 5:10 a.m. they had "Good aircraft coverage."



B. The S.S. Matsonia sailed, independently, from San Francisco, California, at 1403, October 12, 1943, and arrived at Noumea, New Caledonia at 1100, October 26, 1943. In port five days. Sailed, independently, from Noumea, New Caledonia October 31, 1943, at 0700, and arrived at Espiritu Santo, at 1600 on November 1, 1943. In port (4)

310100	At Anchor
0500	Left anchorage for sea. G.Q. held.
0545	G.Q. secured - Condition 2 set.
0700	Departure from Noumea. Routine day at sea - 20 M.M. watch set.

010100	At sea - Sailing independently.
0420	G.Q. held.
0510	G.Q. secured - Condition 2 set. (Good aircraft coverage)
1600	Arrival - Espiritu Santo.



c. 1942-1945: Items from Stanley R. Nogaj, Parachute Packing, 8/42-9/45

Stan Nogaj (“No-gay”) was from Rochester, NY, and is pictured above left in February 1941 when 20 years old. He enlisted four months after Pearl Harbor, on 4/27/42, because he wanted to serve. After Basic Training he was assigned to the 13th TCS in August 1942 in Ohio. He was a Parachute Rigger and Repairman for the first 28 months, and his separation paper described this function, below. He then moved to radar repair. The second photo above is from August 1943 in New Caledonia in the photo of squadron members from New York, and next is New Hebrides.

Inspected, repaired, rigged, and packed parachutes, and made repairs to flight clothing. Examined all parts of the parachute and harness for dirt, tears, rips, and strain; Used sewing machine or needle and thread to make repairs.

He and Wentworth built a sailboat, and this is below left, in New Hebrides in 1944. The next photo is in the Biak camp in a view west toward the enlisted men’s club, with a shirt with the Thirsty 13th logo. Below right he shows how he had the patch sewn on a shirt. Nogaj was a local all-star baseball player before the war, and is pictured on the book’s page 577, at right, on the squadron’s softball team. He had an impressive short snorter, with 26 bills, including the square 2 francs note at right.



His family added the brick at right to the Webster, NY, Veterans Memorial in honor of Stanley Nogaj and his WWII service. (This is next to a memorial brick for his son, Larry, who is also a veteran).



Thank you to Stan Nogaj for being a vital part of the 13th TCS, and with us all the time overseas, from August 1942 to September 1945.





d. 1943-1945: Photos from Alvin I. Markowitz, Operations, 8/43-9/45

Markowitz, at right, was 6 foot 3", from Brooklyn, and entered service as a 19 year old. He arrived overseas still 19, on October 26, 1943, and joined the squadron in Espiritu Santo. The book "Two Years" writes of him and "the Operations Gang:" "Theirs is a responsibility known and appreciated by all pilots, who have depended on them for flight schedules, posting of monthly time, awards and decorations, training schedules, and maintenance of records."



He had the photo above from Espiritu Santo, looking east on Squadron Street, similar to an image on the book's page 376. Left of the tree the men wear white T-shirts, and look at the bulletin board (where Operations posted flight schedules), but right of the tree the men seem to all be in coveralls. This would distinguish the airplane mechanics during the work day.

He had many photos of his hut mates, including that below left, with him 2nd in front. In the next photo the back row moves to the front, Markowitz takes the photo, and the prior cameraman is now top left. The next two photos by the hut seem to have five new people.



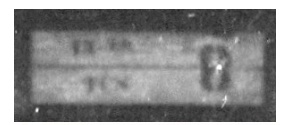
Markowitz had the individual photos below, estimated also of his hut mates. He is the first one to have had many dedicated photos of tent mates. Please let me know if you recognize anyone.



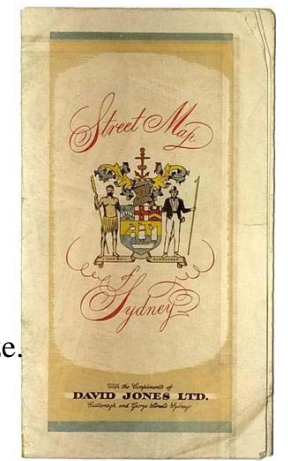


Los Negros,
Admiralties
Sep 1944

Also in New Hebrides, Markowitz had the photos above, showing a Marston mat leading to his hut entrance, and the sign over the entrance, at right, perhaps hut 6. The next photo shows the hut has a cement floor. Next is the Operations building.



In August 1944, he moved to the air echelon camp in the Admiralties. He had an order September 2, 1944, sending him, Bakken, and E. Franklin to Sydney, and titled the photo at left "Los Negros, September 1944," estimated with the C-47 which flew him to Sydney, he being on the right. He had the street map at right of Sydney, by David Jones Ltd. stores.



At Biak, Markowitz had the photo below left by his tent, and the background is a clearing and oil drums, so is estimated as tent D2. Next shows how men raised their beds above the tent wall for a breeze. The Thirsty 13th sign at Biak has the fence now angled through it.

His wife, Beverly, relayed a story Al told. "The native women walked around with no tops, so the fellows gave them T-shirts to wear. Well, the next time they saw them, they were wearing the T-shirts, but they had big holes cut out [for their breasts]"!

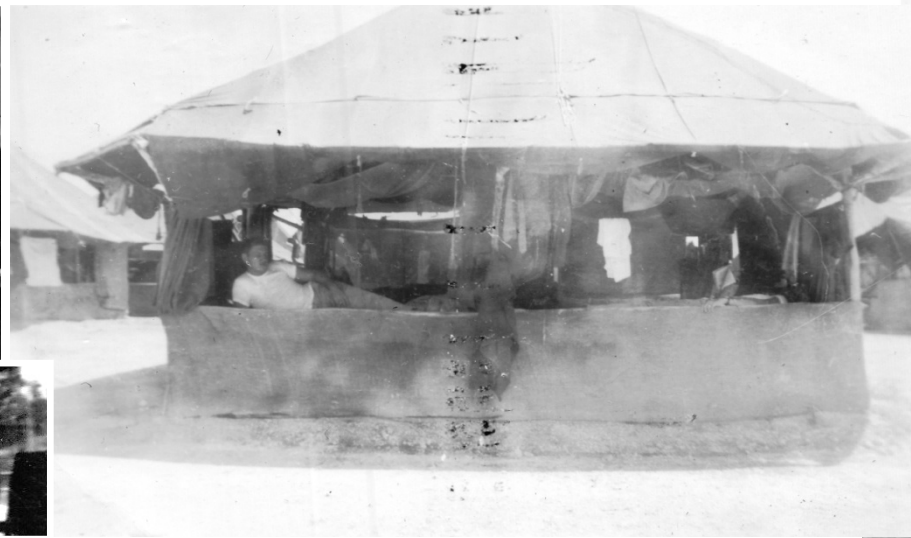
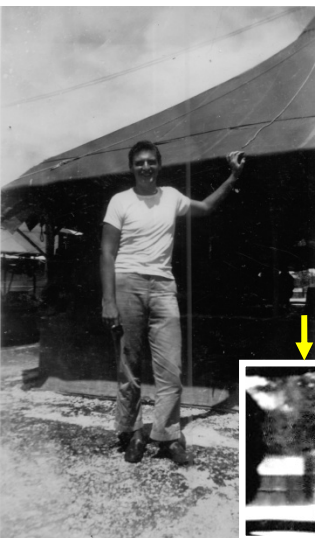
Markowitz was also at the camp at Dulag on Leyte. On 9/22/45 he went to the 66th TCS but on Sunday, 11/18/45 was in the 63rd, which became the new 13th, and had the pass at right to visit Tacloban for 5 hours.

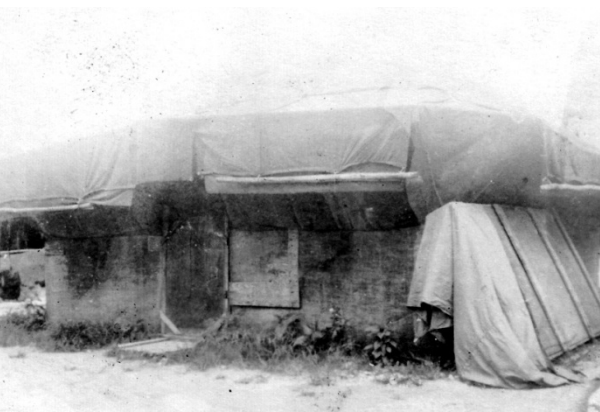
ENLISTED MAN'S TEMPORARY PASS		
Alvin Markowitz (Name)	Cpl (Grade)	32873221 (Army serial No.)
63d Troop Carrier Sq (Organization)	APO #19 (Station)	
is authorized to be absent—		
From 1200 - 18 Nov 45	To 1700 - 18 Nov 45	
To visit Tacloban		
Signed <i>Chas J. [Signature]</i>		
*W. D., A. G. O. Form No. 7/709c (OVER) 26 June 1943		
*This form supersedes W. D., A. G. O. Form No. 7, 8 September 1942, which may be used until existing stocks are exhausted.		

He arrived back in San Francisco on the USS Cottle 12/17/45, and had a letter describing "What the press calls Operation Santa Claus," an effort to return points-eligible men to the U.S. by Christmas. He worked for the Dept. of Defense (for 38 yrs.), and carried a wallet-sized version of his service record, at left. He also had a fine patch, at right.



Thank you to Al's wife, Beverly, and their son, Michael, for sharing these items, and to Alvin Markowitz for helping schedule all the missions of the Thirsty 13th!





e. 1944-1945: Photos from John G. Domarski, Pilot, 12/44-5/46

Domarski, at right, was from McKeesport, Pa., and completed Advanced Flying School March 14, 1944, in Marfa, Tex. He joined the 13th TCS December 7, 1944, at Biak. He had the photos above, titled “My Castle Biak Island Nov 1944 – May 1945,” “Finkbeiner and Yours Truly,” and “Ed Freudenthal.”

From the next camp, on Dulag in Leyte, he had the photos below, first of himself with the Thirsty 13th patch on his jacket, by the path through the officers’ area. Next is the squadron operations sign from Biak, now next to a Quonset hut in the Dulag camp. Below right is the flight line at Dulag, with a C-46, then a profile of our C-47 #34, inset, showing it had no nose art.



On 9/22/45, when the 13th TCS was disbanded, Domarski transferred to the 64th TCS, but may have transferred back to the recreated 13th TCS. He had the photos below, of Manila, and then of its Nielsen Field, showing it was mostly rural. He had the silk flag at right, with the words “In Memory of My Service, Philippine Island,”

Domarski had 17 photos of Fort McKinley in Manila, where it appears he was based, 23 of Manila ruins, 5 on a PT boat, 30 of non-13th TCS aircraft, and 20 photos around Tokyo from a trip there, but these are estimated to be with the 64th TCS, so are not included here. He left Manila on the SS Marine Cardinal, and arrived in San Francisco June 19, 1946. Thank you to John G. Domarski for being a pilot in the 13th TCS, and to his daughter, Carolyn, for sharing his photos with us.





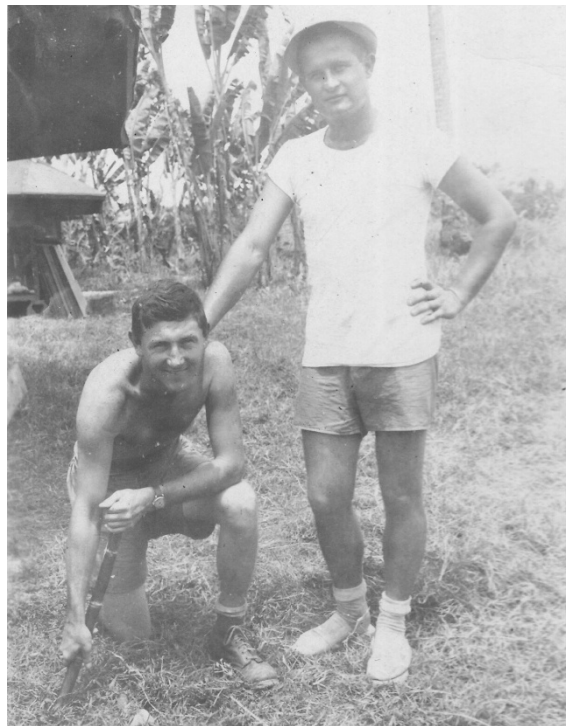
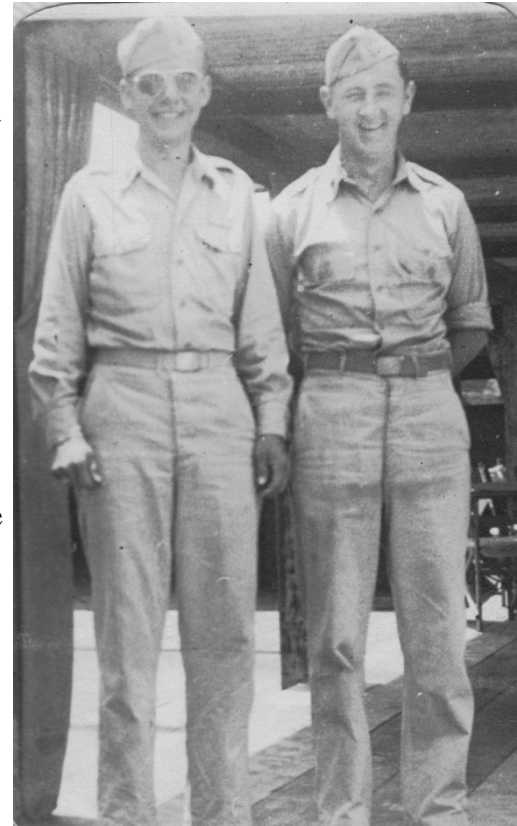
f. 1945-1946: Photos from James W. Davis, Pilot, 3/45-9/45

Davis had photos from Waikiki Beach in 1944, and so did not take a troopship to the South Pacific, so either flew or was flown. He had the photo above left titled “Crew of our plane ‘Hoosier Traveler.’” This is an older C-47, with old engine inlets, and oil leaks on the belly seams. It appears in a 374th TCG book, and was probably then transferred to a training unit at Nadzab, where Davis flew it before he transferred to the 13th TCS. Above right is pilot Trueba on the Biak officers’ club patio. At right are Trueba and Davis.

Below left are Trueba and pilot Kulikoff estimated at the Biak invasion beach. Below center are Davis and Kulikoff in the Dulag camp, showing in the background wood boards against a tent. He wrote on the back of a photo, about Trueba and Kulikoff “We were all good friends.”

The photo below right is at Clark Field, to where the squadron moved in January 1946, and shows a tower behind the Quonset hut, which may help in identifying the location of our huts there.

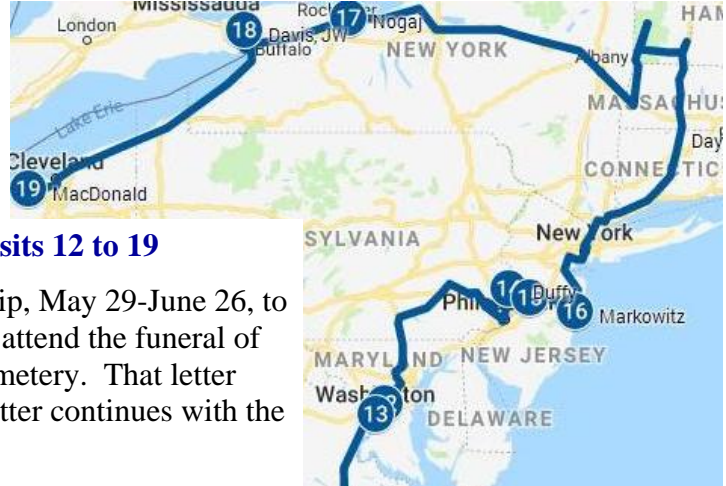
Thank you to Davis for being a pilot in the squadron in 1945, and to his son, Barry, for sharing his photos with us.



2. Members and Relatives

a. June 2019 Eastern US Trip – Days 6 to 15. Visits 12 to 19

The last newsletter described the start of a 26-day trip, May 29-June 26, to meet relatives of Thirsty 13th members, scan items, and attend the funeral of 1944-45 pilot Arthur Golomb at Arlington National Cemetery. That letter covered the first 5 days, and first 11 visits. This newsletter continues with the next 11 days and 8 visits.



Days 6-7 (June 3-4): 1 Visit: #12, The National Archives in College Park, Md.

I have made four prior visits to NARA for Thirsty 13th items, and so have most of the relevant photos, but being in Washington again for the funeral decided to revisit here, for three searches. First, I wanted to find logs for the ships Klipfontein and Matsonia, and these are on page 2. Second, I wanted details on the troop train that took the ground crew from Ohio to California. I looked through index pages and pulled one box, but could not find this.

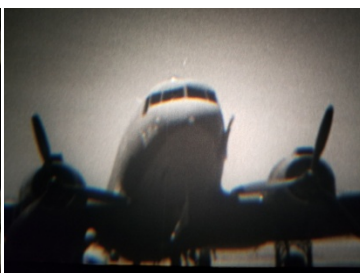
The third goal was to search again for movie clips. I reviewed cards such as that below left, each describing a film clip, these filed under “Airplanes, Military – C-47.” I reviewed cards with the annotation in the cards’ upper right corner “13th So. Pacific,” for the 13th Air Force. This one below, under the first item, noted it is “C-47 taxiing on runway toward camera, turns left to MS, Name ‘Hitler’s Hearse,’” which was one of our originals. One then fills out a request form, and these are pulled at certain times. The reels arrive on a cart, 15 can be out at once, and one moves to another room, below right, to view these, and wears gloves. The films are not originals.

AIRPLANES, MILITARY -- C-47		AAF COMBAT FILM LIBRARY	
AAFCS NO: 277		CCU No: 13th So. Pacific	
Reel No:		Date Photo'd: 7/8/43	
Footage: 414'	Neg.-Pos.	CROSS REFERENCES	
TITLE: EVACUATION OF WOUNDED IN SOUTH PACIFIC		SOUTH PACIFIC	
1) 27EB30164-271 LS C-47 taxiing on runway toward camera; turns left to MS; Name "Hitler's Hearse" on nose; trees & clouds bg.		AIRCRAFT: C-47;	
2) 272-518 MS Group unloading wounded on stretchers from C-47 to ambulance (Excellent shots)		STATIONARY	
		TAXIING	
		UNLOADING	
		AIRCRAFT-NAME: HITLER'S HEARSE	



I found cards listing 38 reels with movie clips of C-47s from the 13th Air Force, and requested these. It took many hours over two days to load the reels, find the relevant segments out of 3 to 10 per reel, look closely for indications a plane was ours, photograph or record relevant parts, make notes, and rewind and put the reels back in the cans. There were many aerial images of airfields, and great C-47 clips, including formation flying to Munda, and drop missions, but most were of the Marines, 63rd or 64th TCS, or not identifiable. Only 3 were definitely the 13th TCS.

Below are screenshots from 18CS-277 with Hitler’s Hearse, 18CS-702-1 with both Billie and Pluto (the 13th TCS star visible on both nose tips), and 18CS-698 with our #606. I may have these reproduced by a contractor, to get more even light and higher sharpness. I kept good notes, and hope to look another time under different headings for clips showing the squadron.





Day 8 (June 5): Arlington National Cemetery Burial of Arthur Golomb

The October 2018 Newsletter included a page about the passing of one of our top pilots, above right, Arthur Golomb, who lived to 94 years old, November 6, 1923, to April 27, 2018. He was a favorite of mine, upbeat and confident, and with a great memory for details. On June 5 he joined this country’s most-highly honored, at Arlington National Cemetery, and it was top-notch, every step of the way.

Art’s family invited me and my wife to attend. As shown above, we first parked in a line in a special area for the 2 p.m. burials, beyond the tourist entrance. When directed to all drive in, there were four parking rows, with #1 being “Golomb, A.”

After a meeting with the coordinator, and a prayer, we returned to the cars, and drove in line to Columbarium 7. There a six-man body bearer detail and firing party stood at perfect attention.

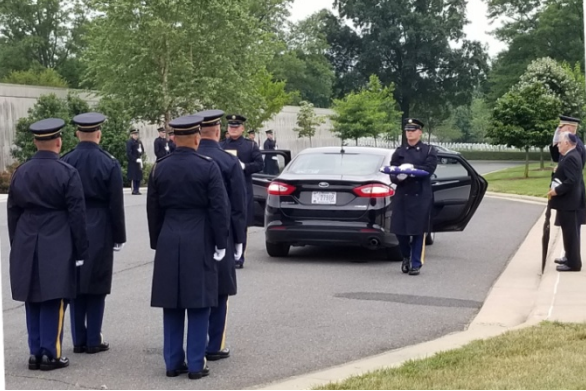


At exactly 2:05 p.m., perfectly on cue, as his loved-ones watched, America’s most prominent aircraft, pride of the US Air Force, a B-52 bomber, was heard in the distance, beyond the trees. Slowly and majestically it approached, at about 1,000 feet, with a whirl from its engines, and flew over Art’s ashes, to say “We, the Unites States of America, remember you, Arthur, and thank you.”

As the B-52 passed overhead, I felt as if it had picked up Art’s spirit, and was taking him up in the air with it, to Valhalla, to join the nation’s heroes, and couldn’t help feeling very happy for him, and proud of him, and wanted to let out a cheer “Yeah!” It was very special.

I found online messages that this was a surprise sight to people all over DC, one writing that a B-52 was new. B-52s are only based 1,200 miles away at Barksdale AFB in Louisiana, and 1,600 miles away at Minot AFB in ND.





The detail removed the urn and flag from the lead car, and in perfect step carried these to the shelter above right. They unfolded the flag and held it over the urn as the chaplain spoke. The 7-man firing party was called to attention, and fired a three rifle volley (3-shots each, 21 total). A bugler played taps. The flag was then carefully folded, and presented, in this case to Art's daughter, Julia, below right, next to his wife, Beatrice, daughter Melissa, and son Eric. The flag was presented with the words: "On behalf of the President of the United States, and a grateful nation, please accept this flag as a token of the honorable and faithful service of your loved one."



Last was to walk to Arthur's inurnment site in Columbarium 7, for the placing of the ashes. A rabbi conducted a short service, and led reciting the Kaddish and El Malei Rachamim Memorial Prayer, which was an emotional moment, and concludes: "The Lord is his heritage, may he rest in his resting place in peace. Amen." His son Eric placed his ashes in their final resting place. The rabbi then performed the tradition of shoveling dirt onto the urn as a final ritual.



Arthur's plaque will be engraved at a later time. His brother served in the Army in Europe, and is inurned on the same wall.

At 5:30 p.m. we met for dinner in Washington, and at right are Arthur's wife, Bea, and his brother's wife, Flo. It was great of Arlington and the Air Force to so honor Arthur and the Thirsty 13th.





Day 9 (June 6): 1 Visit, #14 – Driving 5:40, 225 miles

I requested the logs for the Matsonia at the National Archives at the end of the day June 4, but on the morning of June 5 learned my request did not include the location, so I had to resubmit it. I came back around noon June 5, but they were behind and still did not have it. I returned a third time this morning, above left, the first person there, and finally photographed the log, on page 2.

I hoped in Lancaster, Pa., to meet for the first time Taylor Cloud, a radio operator in 11/43, but his daughter emailed me June 2 that he, at 95.5 years old, was not up to a visit. Instead I visited my grandparents' grave in Baltimore, then a teacher I had, living in Redding, Pa.

From 4:40 p.m. to 5:40, north of Philadelphia, in New Wales, we met the two granddaughters, Julia and Jennifer, above, toasting their granddad, of Robert Duffy, Thirsty 13th Executive Officer from 9/42 to 1/45. It was great to learn more about him, that he had a weekend farm in Sellersville, Pa., with a bar with a sign over it: "Duffy's" – just like in the Thirsty 13th. We spent the night at the Bellevue Stratford Hotel in Philly, site of the 1952 reunion.

Day 10 (June 7): 2 Visits, #15-16 – Driving 5:30, 224 miles

We first drove to Saint Joseph University, which my wife attended, then to a boarding school I attended for high school, the Hill School in Pottstown, Pa.

The first Thirsty 13th visit this day was to the daughter, Carolyn, below left, of John Domarski, pilot 12/44-9/45, in Fairless Hills, Pa. She scanned and emailed me images of 44 of her dad's photos in February 2018, and I wanted to scan the originals. She has them in a beautiful scrapbook. Many photos are after he left the 13th TCS, but there were many good ones, on page 6.

The second visit was to the wife, Beverly, of Alvin Markowitz, in operations 8/44-9/45. She said no one had ever contacted her or her husband about the squadron since he came home from the war, so she was excited about my visit. She made no other plans all day, and prepared a big bowl of fruit, and crackers and three cheeses for snacks. It was a complete delight to meet her, and her son, Michael, who took time off from work to be with us. I had no plans for the rest of the day, so it was great to finally relax and enjoy meeting them. It was great to learn more about Alvin Markowitz, and to see his photo album, with images I had never seen before, on page 4. Thank you so much to Beverly and Michael for getting together and sharing these items.



Days 11-13 (June 8-10): 0 Visits. Driving 0, then 5:47, 269 miles, and 5:32, 227 miles

We spent Saturday, June 8, in New York City, visiting places special to us, then the Freedom Tower, and new High Line Hudson Yards. On Sunday I had hoped to visit the daughter of mechanic Mullin near Boston, but she was out of town, so we spent the morning in New York, and then drove to Vermont. On Monday I hoped to visit the son of a 1945 navigator in Pittsfield, but did not hear back from him, and the son of Evans near Albany, to photograph the rest of his dad's letters – I photographed half in 2017 then ran out of time, but he called Sunday and said he had to go to the hospital. We spent Monday in Vermont, then started west, to Utica for the night.

Day 14 (June 11): 2 Visits, Driving 5:14, 239 miles

We first drove 130 miles to Webster, NY, near Rochester, to visit the wife of Stanley Nogaj, and his son, Larry, and daughter, Marlene, from 11:08 a.m. to 1:38 p.m. His wife, Rene, at 94 was delightful. Marlene took time out from work to come over to meet me, which was very nice. They had many photos and a long short snorter, with some of these on page 3. Afterwards Larry drove us over to see Lake Ontario nearby. It was great to learn more about Stan Nogaj, and to meet Rene, Larry and Marlene, who I first contacted years ago.



We continued on, 91 miles, to Niagara Falls, to visit the son, Barry, of 1945 pilot James W. Davis from 3:50 to 5:26 p.m. He is the one who said he does not listen to his landline messages, because he gets so many robocalls, and only checks emails every couple of months, so this was a surprise visit. I found him mowing his lawn, and was delighted he was home, and he was happy to see me, and invited us in.



Afterwards we went to see the falls, and stayed on the Canadian side.

Days 15 (June 12): 1 Visit, Driving 6:48, 385 miles

This day was initially going to involve 3 visits, but the son, Jeff, of Roy Taylor, near Columbus, texted me May 28 that he went through his boxes of photos again, and found no more war-related ones from those he scanned and emailed me in 2015. I was going to visit the daughter of Baker in Ohio, but that was unconfirmed, so I decided to knock on her door June 16. Instead I made one stop, to meet the daughter, Stacy, at right, of 1944-45 airplane mechanic Harrington MacDonald, at a Bob Evans west of Cleveland from 1:30 to 3:15. She had scanned and emailed me her dad's photos in December 2017, so this was just to say hi. It was lots of fun to meet her, and to learn more about her dad. Thank you, Stacy, for getting together.



The next newsletter will cover days 16-21, visits 20-28.