

# July 2020 Newsletter



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

Two sons and one daughter of members, plus two veterans, one family historian, and a collector were amazing and wonderful to share items with us. They advanced the squadron history yet again.

The last newsletter, June 29, shared items from Bergstrom, and excerpts from letters by LaLonde in 1943, and I wrote I would include the LaLonde 1944 and 1945 excerpts in this letter, but his son emailed me he found more letters, which added 138 more. I hope to combine them with the prior excerpts, and present them in the next letter or two.

Thank you to Zechar's son, Tim, Nichols' daughter Jenny, Stoltzmann's son Dave, and to Frank Burder, Arch Develin, Robin Baxter, and Linkenhoger's cousin's daughter, Darlene, for sharing more great items and stories.

With best wishes,  
Seth P. Washburne, Squadron Historian  
July 19, 2020

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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.



c. Trip No. 55, 2nd Lieut. HARRY J. SANDS, JR., O-367916, Air Corps, pilot; 2nd Lieut. JACK J. SPIELBERG, O-398701, Air Corps, co-pilot; with Corporal EDWARD T. VAN SICKLE, 6668721, Air Corps, 13th Transport Squadron, mechanic, and Corporal EDWARD L. ZECHAR, 15040016, Air Corps, 13th Transport Squadron, assistant mechanic, in C-39 airplane, number 38-519, to Nashville, Tennessee; Maxwell Field, Montgomery, Alabama; and Lawson Field, Fort Benning, Georgia.



## 1. Additional History

### a. 1940-1943: Items from Edward L. Zechar, Aerial Engineer, 12/1/40-8/27/43

On June 9, 2019, the son, Tim, of one of our founding members, aircraft mechanic Edward Zechar, at right, emailed me scans of his father's items. I was on a scanning trip, went over the trip's items for 11 months, and reviewed Ed's items in detail this June 28.

Zechar had an order June 1, 1941, at right, when we were still a "transport squadron." It puts 22 enlisted men on flying status. Only 2 are radio operators, indicating we had few of these at this time. Zechar, Jurkewicz, and Whitehead went overseas with us. The order also refers to the 10<sup>th</sup> Transport Group, referred to on the book's page 3.

13th Transport Squadron, Air Corps (First priority)		
M.Sgt. John W. Bolch	6646186	(Aerial Engineer)
M.Sgt. Ernest W. Sommer	6638652	(Aerial Engineer)
T.Sgt. Clyde Gambill	6403907	(Aerial Engineer)
S.Sgt. Raymond E. Barnes	6668474	(Aerial Engineer)
S.Sgt. Everett E. Bohn	6661201	(Aerial Engineer)
S.Sgt. Albert Farley	6647440	(Aerial Engineer)
S.Sgt. Alfred E. Hooper	6661271	(Aerial Engineer)
S.Sgt. James A. McPadden	6664232	(Aerial Engineer)
S.Sgt. Frank J. Sieminski	6798077	(Aerial radio Operator)
S.Sgt. Verlin F. Todd	6668101	(Aerial Engineer)
Sgt. Phil B. Padgett	6656603-RAR	(Aerial Engineer)
Sgt. Fred J. Wolfe	6669218	(Aerial Engineer)
Corp. John J. Simmons	6666119-RAR	(Aerial Engineer)
Corp. <u>Edward L. Zechar</u>	15040016	(Aerial Engineer)
Pfc. Raymond C. Abord	15067244	(Aerial Engineer)
Pfc. William B. Surford	17000824	(Aerial Engineer)
Pfc. Roy Daniel	6653928	(Aerial Engineer)
Pfc. David A. Howells	15040037	(Aerial Engineer)
Pfc. <u>Anthony S. Jurkewicz</u>	150689470	(Aerial Engineer)
Pfc. Ballard B. Mills	6667268	(Aerial Engineer)
Pfc. Arnold C. Turner	15043510	(Aerial radio Operator)
Pfc. <u>James W. Whitehead</u>	15064193	(Aerial Engineer)

Headquarters & Headquarters Squadron  
10th Transport Group, Air Corps  
(First priority)

A June 20, 1941, order, above, at Patterson Field, ordered mechanic Van Sickle, and assistant mechanic Zechar, to fly on C-39 #38-519 to Nashville, Montgomery, and Fort Benning, Ga. The pilots are not assigned to a unit, just "air corps." Rosters indicated we did not have any pilots assigned until 1942. The pilot on this flight, Sands, was head of the 403<sup>rd</sup> TCG from August 1943-45.

Zechar was the crew chief on "Hitler's Hearse" when it flew to the South Pacific, and made the historic flights to Guadalcanal in October 1942 which earned the squadron's first unit citation.

Zechar signed a Last Will and Testament, below left, 7/27/42, witnessed by DiBias, Grubbs, and Rinaldi. He had a letter, below center, stating the 1959 reunion would be 8/7-9, in Columbus. On the book's page 745 I state the 1959 reunion was in Philadelphia, so perhaps it changed later to Philadelphia. Zechar passed away 9/9/72, and had a certificate, below right, mailed 10/18/72, from President Nixon that the nation recognizes his service and honors the memory of him. We, too, honor the memory of Ed Zechar, as a founding member, for all he did for the 13<sup>th</sup> TCS.



EXHIBIT C  
LAST WILL AND TESTAMENT

I, Edward L. Zechar, of Germanatown, Ohio being of sound and disposing mind, memory and understanding, do make, publish and declare this instrument in writing as and for my last will and testament, hereby expressly revoking any and all former wills and codicils by me at any time heretofore made or published.

First. It is my desire and I hereby direct that my Executors/trix hereinafter named, pay off and discharge all of my just debts as soon after my decease as may be practicable.

Second. All the rest, residue and remainder of my estate of every kind and description, real, personal and mixed, however and whosoever the same may be situated, now owned or that which may hereafter be acquired by me, I give, devise and bequeath unto Mrs. Grace Zechar absolutely and in fee simple.

Lastly. I hereby nominate, constitute and appoint Mrs. Grace Zechar Executor/trix of this my last will and testament, to serve without bond or surety.


WITNESS my hand and seal this Seventy-seventh day of July, 1942  
Edward L. Zechar SEAL

SIGNED, SEALED, PUBLISHED AND DECLARED by the said Testator, Edward L. Zechar, as and for his last will and testament, in the presence of us, who at his request, in his presence, and in the presence of each other, have herunto subscribed our names as attesting witnesses, this 27th day of July, 1942 at Fort Ruff, North Carolina

Name: Bradley Grubbs  
Address: Madisonville, Tennessee

Name: John Rinaldi  
Address: Germanatown, Ohio

Name: William J. DiBias  
Address: 214-19th St. Wheeling, W. Va.



March 23, 1959

Dear Old Boulder,

It's Reunion Time again for the Thirsty 13th! The clan will gather in Columbus, Ohio on August 7, 8, and 9 at the Deshler-Hilton.

A Dinner-Dance is planned for Saturday night and you are urged to bring your wife, sweetheart, or what have you. The girls can always be sent off on a shopping tour, without money, when the Old Boulders gather for some serious elbow bending.


The attendance at previous reunions has been wonderful and we want this one to be the biggest of all.

Fill out the enclosed post card and let us know how many guests you'll be bringing with you.

See you at the Deshler!

Yours in the 13th,  
The Committee

Reunion Committee  
5420 Ridgewood Street  
Philadelphia 43, Pa.



The United States of America  
honors the memory of

EDWARD L. ZECHAR

This certificate is awarded by a grateful nation in recognition of devoted and selfless consecration to the service of our country in the Armed Forces of the United States.

Richard Nixon  
President of the United States



**b. 1941: Photo of Floyd B. Linkenhoger, Mechanic, 6/42-5/28/45**

On June 25, 2020, I received an email from a woman named Darlene, who I contacted on Ancestry on December 18, 2018, that she was going over her mother's photo albums, and found a photo of her mother's first cousin, Floyd Linkenhoger - his name on the back, and she emailed it to me, at right.

Linkenhoger was born in 1921, and enlisted 1/8/42, a month after Pearl Harbor, in Richmond, Va. He joined the 13<sup>th</sup> TCS in June 1942 at Pope Field, as an airplane mechanic. He flew to San Francisco with the original 13 C-47s, and then flew over separately, so was at Plaine des Gaiacs, supporting our historic flights to Guadalcanal. He stayed overseas with us until May 28, 1945.

This is the first photo I have which identifies him. Thank you, Darlene.



*Floyd B Linkenhoger*

**c. 1944: Stories from Francis H. Burder, Pilot, 7/20/44-11/16/44**

Frank Burder is our last surviving pilot who flew before March 1945, and our last source of original stories from 1944. On March 20, 2020, I spoke with him, and he shared the following.

Burder (Pilot, 7/44-12/44): [Did our air crew fly as passengers from Biak to Noemfoor in Nov-Dec 1944?] "I never rode in a plane other than a C-47, and never rode as a passenger, and never had another pilot as a passenger. When we moved around, we flew on our own airplanes.

"My brother-in-law was in Hollandia, in the Seabees, and I asked if on the next trip there I could go. We stayed that night. They had built themselves a house, and built an access panel into the warehouse, so they could go in and get anything they wanted, so we had a big pork chop.

"In the morning I flew them around, to show them around. Most of them had never been an airplane at all. That was more normal than abnormal [at that time in 1944].

"[Pilot] Judd told me to get in the left seat – it would be more impressive for my brother-in-law. I was serenely circling the area where they lived, and Judd took the wheel and buzzed down where they lived. I talked to Judd at one of the reunions.

"I went on rest leave to Sydney. You couldn't go non-stop, so we stopped to RON [remain over night] in Rockhampton, the first stop that had any women and children. Everywhere north of that they expected the Japanese to invade. We used to try to get to Rockhampton before they closed the bars, around 5 or 6 pm, so we busted our [arse] to get there, and have dinner.

"They had a beach called Six Mile Beach, because six miles from town. They'd take you there, and bring out a picnic lunch, and a girl, it wasn't much money, not much more than \$10; a steak, eggs, and potatoes were less than \$1. To go to Australia for 10 days you'd take \$300, and would have to struggle to spend that. Had tons of booze, and women; no [local] men left there.

"The Ambassador Guest Home [not found yet], the squadron had rented an apartment there permanently. It was up high, there was a big iron fence between it and the street. There was a story that someone fell out of a high floor and landed on the fence. Just for officers.

"The Old Boulders, they kind of looked down on [some of the new pilots in August 1944]. We never had any transition training to the C-47, and were just out of flying school, we were not very good copilots. We didn't know anything about the airplane. They referred to us as 'the good co-pilots.' There were 21 of us who shipped over there at the same time. Some, like Rufus [Wysong], had been instructors in BT-13s, and had always been in trainers. I was 19."

Thank you, Frank, for your continued help with the squadron history.



SELECTIVE SERVICE  
 Local Board No. 1  
 Howard County  
 SEP 3 1942 001  
 OFFICIAL BUSINESS  
 Ernest Randall Nichols,  
 912 S. Main St.,  
 City.

SELECTIVE SERVICE  
 Local Board No. 1  
 Howard County  
 SEP 3 1942 001  
 Pm. 112, Court House  
 Kokomo, Indiana (With Code)  
 OFFICIAL BUSINESS  
 Ernest Randall Nichols  
 912 S. Main  
 City

NOTICE TO REGISTRANT  
 TO APPEAR FOR  
 PHYSICAL EXAMINATION  
 You are directed to report for physical examination by the local board examiner at the time and place designated below:  
**You have been placed in Class I**  
 Kokomo Armory, 315 E. Markland Ave.  
 at 12:30 P.M., on Wednesday, Sept. 2, 1942  
 This examination will be of a preliminary nature, for the purpose of disclosing only obvious physical defects, and will not finally determine your acceptance or rejection by the armed forces.  
 If you are in favor from your local board area this reporting for the above physical examination will constitute a hardship, you may submit a request to your local board for reference to another local board for preliminary physical examination. Your request must include the following information:  
 1. The reasons for your request for reference to another local board.  
 2. The designation (name and location) of the local board having jurisdiction over the area in which you are now located.  
 Failure to comply with this notice will result in your being declared a delinquent and subjected to the penalties provided by law.  
 D. S. S. FORM 201 (Rev. 4-1-42) Member-Clerk of Local Board.

NOTICE OF CLASSIFICATION  
 Registrant Ernest Randall Nichols Order No. 11264  
 has been classified in Class I-A (Until 19 )  
 by  Local Board  Board of Appeal (by vote of \_\_\_\_\_ to \_\_\_\_\_)  
 President  
 SEP 3 1942  
 (Date of mailing) 19\_\_\_\_  
 NOTICE OF RIGHT TO APPEAL  
 Appeal from classification by local board or board of appeal must be made by filing written notice of appeal, within ten days after the mailing of this notice. Failure to appeal, or requesting more than a written request for postponement within the above ten-day period, shall, if it does so, the local board will file a day and notify him to appear personally before the local board; if this is done, the time to appeal is extended to ten days beyond the day set for the local board for such appearance; see Selective Service Regulations.  
 There is a right in certain discretionary cases, of appeal from appeal board.  
 The law requires you—To keep in touch with your local board. To notify it of any change of address.  
 D. S. S. FORM 97 (Rev. 4-15-42) U. S. GOVERNMENT PRINTING OFFICE

**d. 1944-1945: Items from Ernest R. Nichols, Pilot, 8/23/44-1/16/45**

On April 25, 2020, I received a package from the daughter, Jenny, of our pilot Ernest Nichols. She sent his Form 5 flight records, adding details of 279:10 hours flown with us to our flight log. She also included ten photo album pages, of photos from training and leave in the U.S., including that above left of Nichols, in his backyard in Kokomo, Ind., wearing pilot wings. Nichols had the draft cards above, from his Local Board, Howard County, Selective Service. The first, 9/1/42, was a Notice to Appear for Physical Examination on 9/2/42, at the Kokomo Armory. The second, dated 9/3/42, stated he was classified as I-A. He was called to Active Duty 10/16/42. He completed Preflight in San Antonio, Primary at Coleman, Tex., Basic at Greenville, Tex., and Advanced 2-Engine school at Frederick, Okla., Class 43-B (February).

Nichols wrote out the dates of his moves overseas. He was alerted for overseas duty 5/24/44, and had two weeks leave 5/25-6/8. He left Frederick, Okla., for San Francisco 6/17, arrived 6/20, and sailed 6/23, on the USS General Harry Taylor, from Pier 56, at or near Fort Mason. He had the certificates for crossing the equator, and the 180° longitude line, but also wallet-sized versions, at right.



Nichols arrived at Milne Bay, New Guinea 7/12, and debarked 7/13. He moved to Lae 7/15, and to Nadzab 7/26, the main distribution center. On 8/5/44 he was flown to Guadalcanal, and on 8/23/44 to the Admiralties, where he joined the 13<sup>th</sup> TCS. He was one of the pilots to join in August 1944 who did have multi-engine training.



In the 13<sup>th</sup> TCS, on 11/20/44, he was issued a "Mattress, Air, Type A-3," and on 11/24/44 one "Bedroll, Officer's." On 1/1/45, he was certified as an Unlimited Troop Carrier Pilot. A Record of Combat Time, below left, stated that from 8/23/44 to 1/13/45 he logged 10:30 hours combat time, reflecting that combat time was hard to get in late 1944. He earned the Bismarck Archipelago, New Guinea, and Western Pacific campaign ribbons. On January 16, 1945, he and pilot Schneider were transferred to the HQ XIII Air Force Service Command.

SUBJECT: Record of Combat Time.

TO : Whom Concerned.

1. The following is the combat record of 2d Lt. ERNEST R. NICHOLS, O 711 786, while with this organization.

9-3-44	5:05	Los Negros-Noemfoor.
9-3-44	5:25	Noemfoor-Los Negros.

It was good to learn more about our pilot Ernest Nichols, and add his flight records. Thank you to Nichols for being a pilot in the 13<sup>th</sup> TCS, and to his daughter, Jenny, for sharing these items with us.

*Royal H. Sreens*  
 ROY H. SREENS,  
 Captain, Air Corps,  
 Operations Officer.



### RECEIPT FOR FERRY PILOT

STATION Far East Air Force, Reception Center DATE 8/11/44

Receipt is hereby acknowledged of Airplane Model C-47A

A.A.F. Ser. No. 43-16127

Delivered this date by A.H. Stoltzmann From Baer Field, Ind.

(signed) [Signature]

Receiving Officer or Auth. Agent

Rank and Organization 1st Lt. (P.O.) APO 922



Allen H. Stoltzmann  
Lake Elmo, Minnesota

#### e. 1944-1945: Items from Allen H. Stoltzmann, Pilot, 8/28/44-10/18/45

On June 1, I received an email from the son, David, of 1945 pilot Allen Stoltzmann, that he found some of his dad's WWII items. He mailed me a box of items, and I received this July 7. These included a yearbook for his cadet class at Goodfellow Field, San Angelo, Texas, Class 43-J, with the photo at left, and for his Advanced Pilot School (Twin Engine) at Lubbock Army Air Field in Lubbock, Tex., also Class 43-J, with the photo at right. After graduation, he went to Bergstrom Field, Austin, Tex., and then Fort Benning, Ga., where, on 12/17/43, he was assigned to the 5<sup>th</sup> TCS, the unit from which the 13<sup>th</sup> TCS was formed 12/1/40.



Stoltzmann had a page titled Tally Out from Baer Field, Fort Wayne, Ind., 7/29/44 at 13:10, to deliver C-47A #43-16127. He had the receipt above, 13 days later, 8/11/44, from the Far East Air Force, Reception Center, for this C-47, at APO 922, Townsville, Australia. This C-47 went to the Fifth AF. On the book's page 454, Driedger describes a similar delivery 6/25/44.



Stoltzmann was promoted to an Unlimited First Pilot on December 31, 1944, with 292:40 overseas hours in four months, and 782:20 total time.

Stoltzmann wrote a memo describing a landing at Noemfoor 1/25/45. He flew C-47 #244, with co-pilot was Clarence Thompson. He took off from Biak's Mokmer strip at 7:30 a.m., and flew at 1,500 feet, with C-47 #454 in formation on his right, then ahead, which landed first. The Noemfoor tower was called Drawbridge tower. The pattern was left-hand traffic, landing to the west, and he landed "midway between the end of the runway and the tower."

"It was the opinion of both the pilot and the co-pilot that there would be no difficulty in stopping the plane, but due to a then-apparent tailwind of 10-15 knots, and a load of 2,500 lbs, #244 was rolling unusually fast. The pilot called for full flaps, but the co-pilot misunderstood and raised the flaps. Brakes were used to the fullest extent possible with very little results. "The pilot unlocked the tail wheel, and used full power on the right engine in an attempt to turn left and avoid an embankment at the end of the strip. The tail pin did not unlock, and the plane ran through the ditch and the bank at the end of the strip. The left wing tip and the left elevator were slightly damaged. The crew flew back to Biak, and the elevator and wing tip were changed."

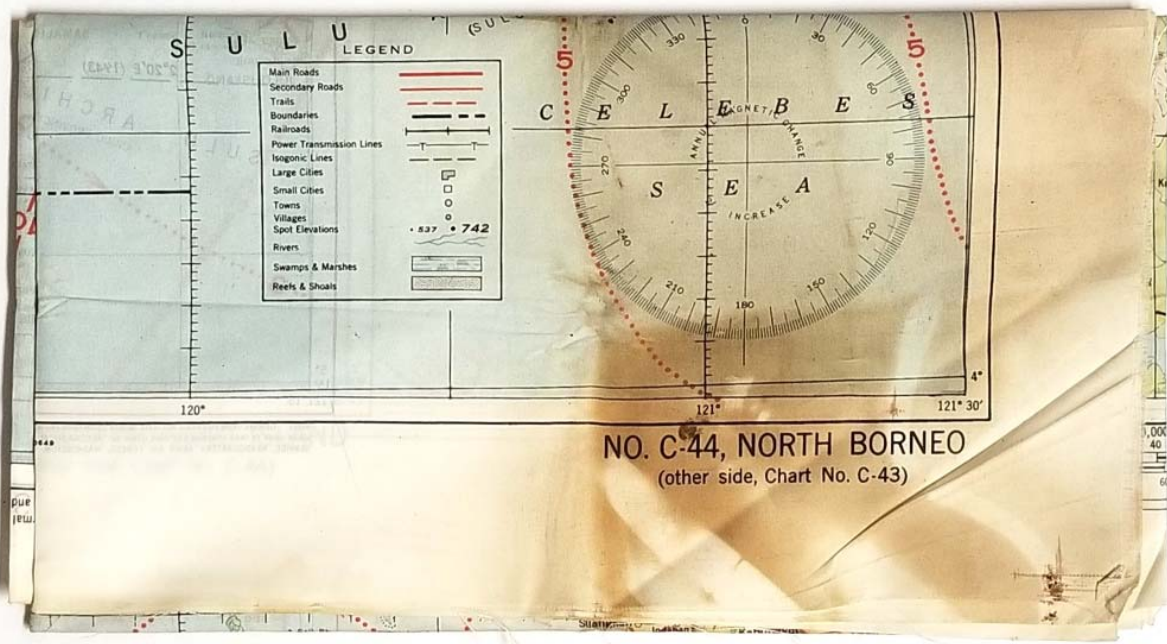
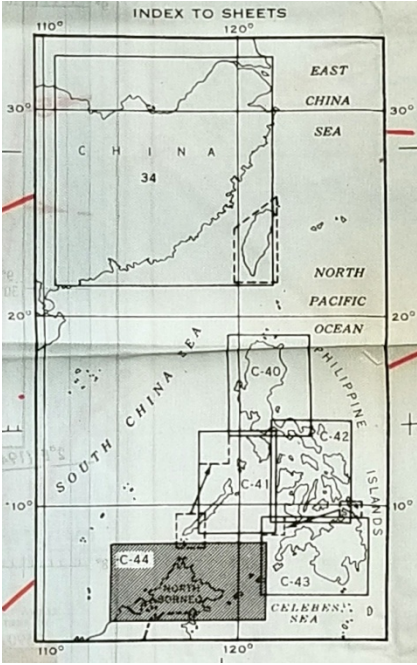
The book on page 567 notes at Biak the men enjoyed watching skits put on by the squadron, and had the image at left from the book Two Years of the program for "Island Happy." I have wanted to see the program, and Stoltzmann is the first to have had this, shown on the next page. The bottom left was performed by enlisted men, and the bottom right by officers. It is fun to see who participated, and nicknames: Stoltzmann - "Swede;" body-builder Graham Rice - "Chesty;"











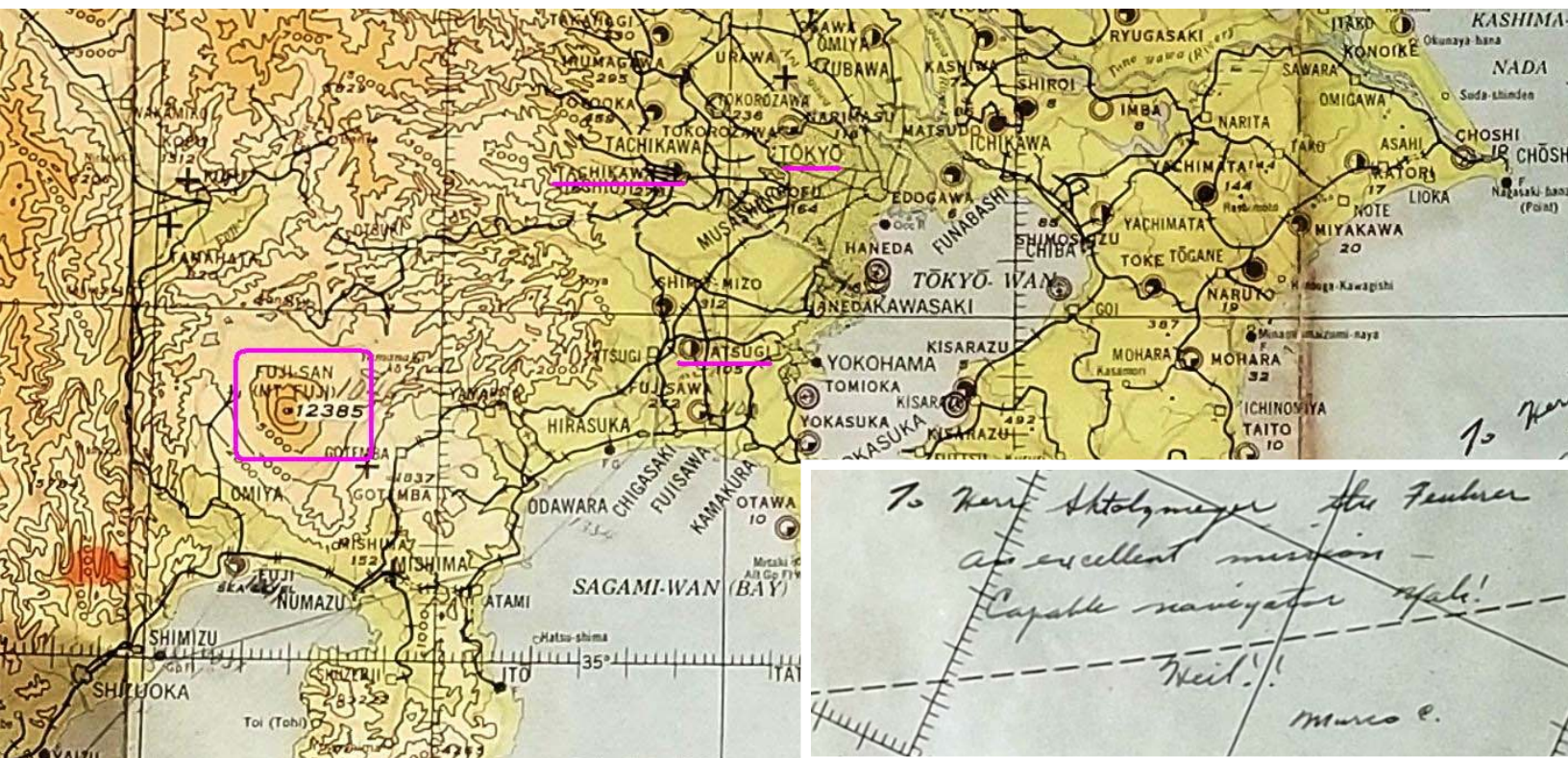
Stoltzmann had map C-44, the area shaded above left, of North Borneo, and Tawi Tawi, southwest of the Philippines, and it was printed on silk, above, like a scarf. This felt very soft.

He had an order 4/23/45 for a flight to Cairns, providing the C-47 serial number, 43-16211.

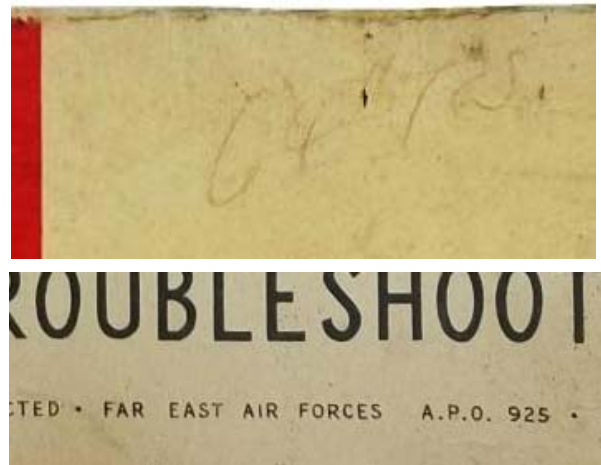
Stoltzmann flew from Okinawa to Tokyo's Tachikawa air strip on 9/19/45, as described on the book's page 722, and had a navigator's log. This noted they departed at 9 a.m., the weather was "CAVU all the way" (ceiling and visibility unlimited); they flew at 9,000 feet, with a ground speed of 167 to 175 knots, a true heading of 49°, and arrived at 1:48 p.m.

He had the map, shown in part below, showing Mt. Fuji quite close to Tokyo, and close to their path. Tachikawa airfield is underlined, on the west side of Tokyo. At other times we landed at Atsugi, also underlined. Navigator Cirincion wrote, below, on the map: "To Herr Stoltzmann, the Feuhrer. An excellent mission - capable navigator. Yah! Heil! Marco C."

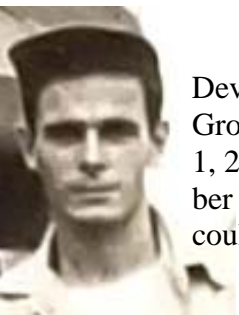
Thank you to Allen Stoltzmann for being a pilot in the 13<sup>th</sup> TCS, acting in Island Happy, and saving these items, and thank you to his son, David, for sharing these with us.







**f. 1945: Additional Items from Franklin Archer Develin, 64<sup>th</sup> TCS Engineer**



On June 26, 2014, I received an order for my book from Arch Develin, who said he had been in the 64<sup>th</sup> TCS – in our same 403<sup>rd</sup> Group, and across the fence from us at Biak. I visited Arch August 1, 2014, and included some of his stories and photos in the November 2014 letter. In January 2020 I was in NJ, and asked him if I could stop by and say hi, at right. On February 15 Arch turned 96.

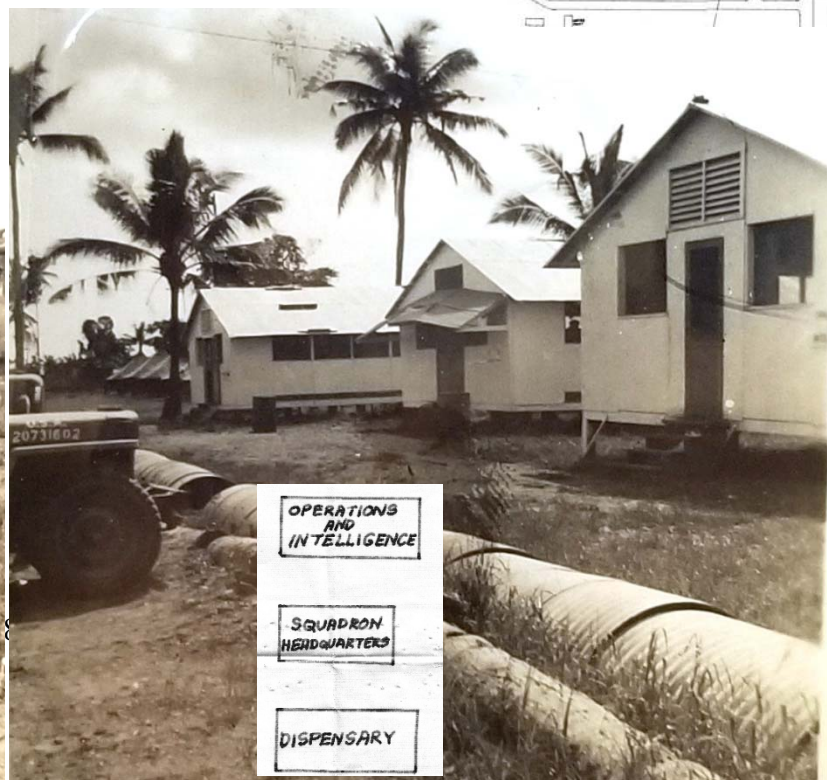


Arch had the mug above for the 1<sup>st</sup> Troop Carrier Command, providing the pronunciation of this unit, often written with a Roman numeral as I Troop Carrier Command. He had a C-46 maintenance troubleshooting manual with “64<sup>th</sup> TCS” written on it, above. This manual was issued by the Far East Air Forces, APO 925.

The 13<sup>th</sup> TCS on September 22, 1945, sent roughly one-fourth of its men to the 64<sup>th</sup> TCS Dulag camp, at the location in my May 2016 letter, diagrammed at right. Arch had the photos below in the directions of the arrows, of himself and the 64<sup>th</sup> buildings, identified below. The 13<sup>th</sup> TCS moved next door to this camp, as noted on the book’s page 733. It is amazing to me that Arch was right there in this camp.



Thank you to Arch Develin for being an aerial engineer in the 64<sup>th</sup> TCS, and for sharing his stories and items with us.







**2. History Related Activities**

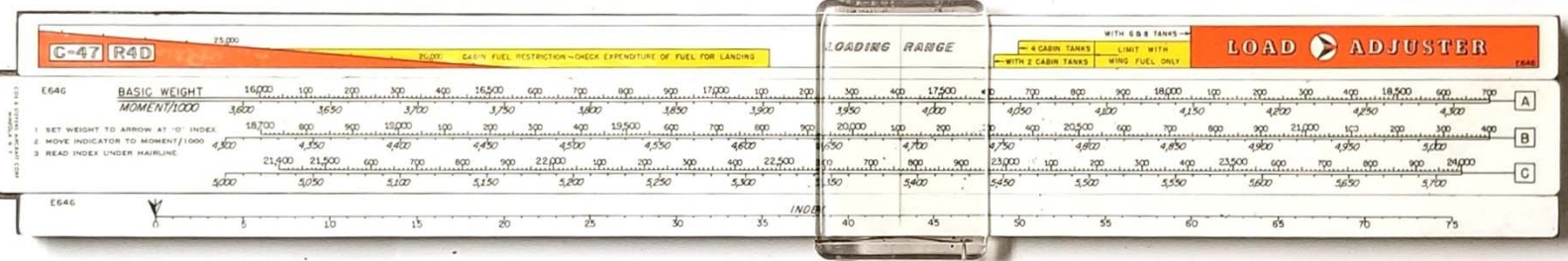


**a. 1942: Original Load Adjuster for C-47 #41-18590, Billie**

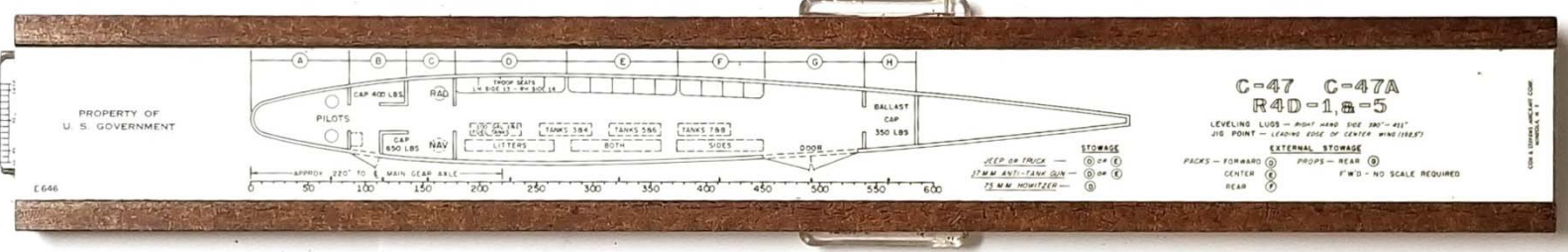
On December 29, 2018, I received an email from a Robin Baxter in the U.K., who wrote: "I have a C47 load adjuster which says the aircraft serial 41-18590 which I believe is aircraft number N86553. Do you know anything about this aircraft?" This was one of the original 13 C-47s the squadron flew overseas, and the one I purchased. Robin indicated he is a collector, and bought it in the US. On October 23, 2019, to my surprise with no notice, this arrived in the mail from Robin.



This is a slide rule, shown below. Online I found War Department Technical Bulletin TB ENG 33A, Disassembly and Loading of Standard Engineer Equipment for Transport in C-47 Cargo Plane, July 22, 1944, with an appendix on how to use this same 1942 adjuster. At the end of a calculation, if the hairline on the Indicator (the transparent piece) is in the white area at the top, then the load is safe; yellow means use caution, red means the center of gravity is unsafe.



The slide may be pulled out to reveal a diagram behind it, and may be turned over for more calculations. The back face, below, of the base is a floor plan of compartments and stations.



**3. Conclusions**

A big thank you again to Tim, Darlene, Frank, Jenny, Dave, Arch, and Robin, for sharing items and stories, to add to the squadron history. With best wishes, Seth