

April 2021 Newsletter



Dear Thirsty 13th members, relatives, and friends,

In December, I found the daughter, Lynn, of Albert Eastburn in Squadron Supply, 1942-1945. She had her dad's large photo album. After the newsletter, March 14, 2021, I emailed Lynn, and asked if I may please meet her at a restaurant to scan this. I flew from Dallas to Los Angeles March 24, and met Lynn and her husband, Fred, March 26 at a restaurant in Glendale, Calif.

Eastburn joined the 13th TCS in February 1942, and left 9/4/45, serving in it for 1,284 days. He is tied for 30th in the squadron for his length of service, which is more than for 96% of the 815 members. He had 695 photos from the 13th TCS. For colorization, I again used algorithmia, but also myheritage.com. [This letter presents exclusively the photos and items from Al Eastburn.](#)

Seth P. Washburne, Squadron Historian
April 18, 2021

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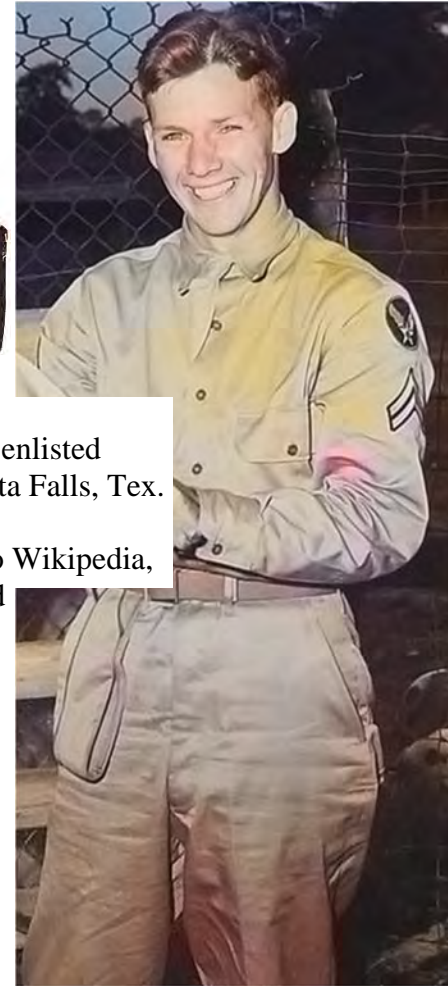
This is the newsletter for the U.S. Army Air Corps 13th Troop Carrier Squadron, 1940-1946, nicknamed "The Thirsty 13th." This is prepared by Seth P. Washburne, the son of John C. Washburne, navigator 11/42-7/43. Please direct any comments to him at: (212) 289-1506, sethpw1@gmail.com, or 5200 Meadowcreek 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: Army Service Forces

Albert "Al" Eastburn was born 8/28/19 and grew up in Philadelphia. He enlisted 1/2/42, 26 days after Pearl Harbor, when 22 years old. He was sent to Wichita Falls, Tex.

Eastburn had the patch above for the [Army Service Forces](#). According to Wikipedia, the Army Chief of Staff General George Marshall had at least 61 officers and agencies reporting to him and wanted only three. Every unit that did not fit into the Army Ground Forces or Army Air Forces became part of this unit, founded March 9, 1942. This was after he joined the 13th TCS.

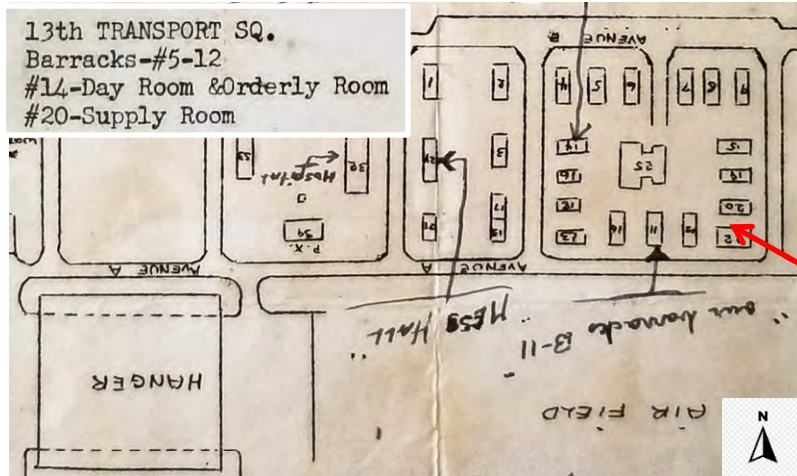
b. February to May 1942: Drew Field, Tampa, Florida

Eastburn joined the 13th TCS in February 1942 at Drew Field, in Florida. He is shown at right after 6/42, now wearing the Army Air Forces patch (the prior Army Air Corps existed from 7/2/26-3/9/42, when it became the US Army Air Forces). His daughter, Lynn, had his corporal stripes, above.

Eastburn is shown at Drew below near a sign "13th Trans Sq. Supply." This is in the direction of the red arrow at right on a map (fr. H. Myers) rotated to have up be north, which listed #20 as 13th Transport Sq. Supply Room.

Eastburn wrote on the back of the 2nd photo below "Motor Pool of 13th Trans. March 1942." This was across from our barracks.

Next is a close-up of the sign on our barracks, showing stylish shading behind the letters. It is nice to see the color of the wings and shield.



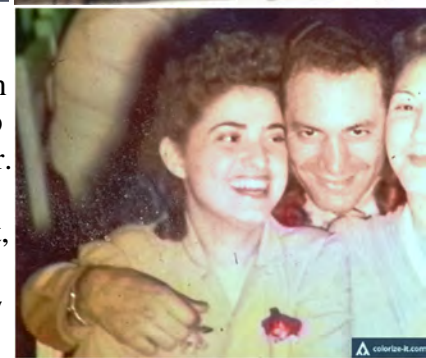
*Motor Pool of 13th Trans.
Drew Field
Tampa, Fla.
March 1942*





Promotion Party at Drew

The book on page 15 has an article describing an April 15, 1942, Promotion Party, and Eastburn had photos. Above left he titled "Our Table," and he is top center wearing his Pfc rank (made Cpl 6/1). Beverages are Coca-Cola and beer. Next is our 3rd commanding officer, 7/13 to 11/30/41, 1st Lt. Larrabee C. Lillie. Above right is our 5th commanding officer, 3/31-6/4/42, Major John C. Bennett, Jr., with his wife. At right is Rinaldi, promoted from S/Sgt to T/Sgt. He was promoted to Master Sgt ~8/1/42 and was Line Chief at Lockbourne and in New Caledonia. He died in our first fatal crash, 1/13/43 (p. 271).



c. June and July 1942: Pope Field, Fort Bragg, North Carolina

Eastburn had the photo at the bottom here in the tent city he stayed in at Pope Field, labelled "Looking down tent street, June 1942." The far end is at right.

In the image below from the 1930s, on the book's page 18, the only west-side building with trees with low branches behind it is underlined, and shown close-up at right. This has a tree growing behind the 7th tent in the row, also below right, its trunk partially hidden by the 7th tent, just as below. Previously, opposite the building was a row of tents, but now this is the path. This seems to be the path below.

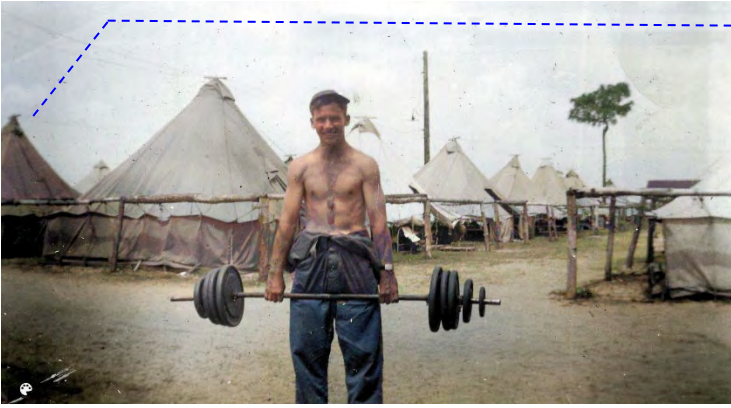


The trunk partially hidden by the 7th tent, just as below. Previously, opposite the building was a row of tents, but now this is the path. This seems to be the path below.



The roster for 7/31/42, 8 days before we left Pope Field, had 208 enlisted men. At four men per tent, we required 52 tents, 3.25 back-to-back rows of 16, likely these two, and the one to the right.





Eastburn had the image above of himself titled “Weightlifting about 150 lbs.” He had that at right in the direction of the blue arrow on the prior page, of his tent showing buildings on the right.



Eastburn had the image below titled “USO Club on beach at Myrtle Beach, June 1942,” with the sign enlarged at right. Myrtle Beach is 130 miles south of Pope Field, as also at right. Kathryn Hedgepath, daughter of a B-25 gunner, who gives tours of Myrtle Beach military history locations, on 4/9 emailed me the photo inset below, and the caption says this “was built for military personnel from the nearby Army Air Corp Base,” now the main airport, and was “just south of Wither’s Swash.” The “swash” was the stream in blue in the map below right, so the club was where outlined in red.



This 1941 view shows the oceanfront United Services Organization (USO) Recreation Center, which was built for military personnel from the nearby Myrtle Beach Army Air Corp Base. It was established in 1941 and closed for almost a decade after World War II. This building was located just south of Wither's Swash, and later became 'Moosy's Club House'. The hotel included an arcade. (Courtesy of Jim Grayson.)

Below at this USO club is “Corp. Al Eastburn after bathing at Myrtle Beach, SC, June 1942.”





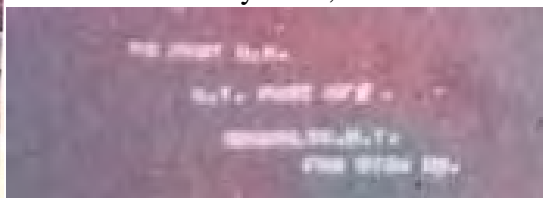
d. August to September 1942: Lockbourne Army Air Base, Ohio

Eastburn had the images here of our gasoline truck, for fueling the C-47s. On the book's page 423, Korty estimated the truck held 10,000 gallons. Goodwin said we took it with us to California, and it was the biggest he ever saw overseas, but we left it in New Hebrides. The order from Pope to Lockbourne listed Eastburn going by train, and I would expect the fuel truck would also have gone on the train, but perhaps it was too long for a train car, and it was driven. The above photo seems to be a stop for the evening on the way from Pope Field to Lockbourne, Ohio, August 8-11. The side of the truck says "Gasoline. U.S. Army Air Forces. U.S.A. W062296." Below right is the view across the street in the opposite direction, with a sidewalk.



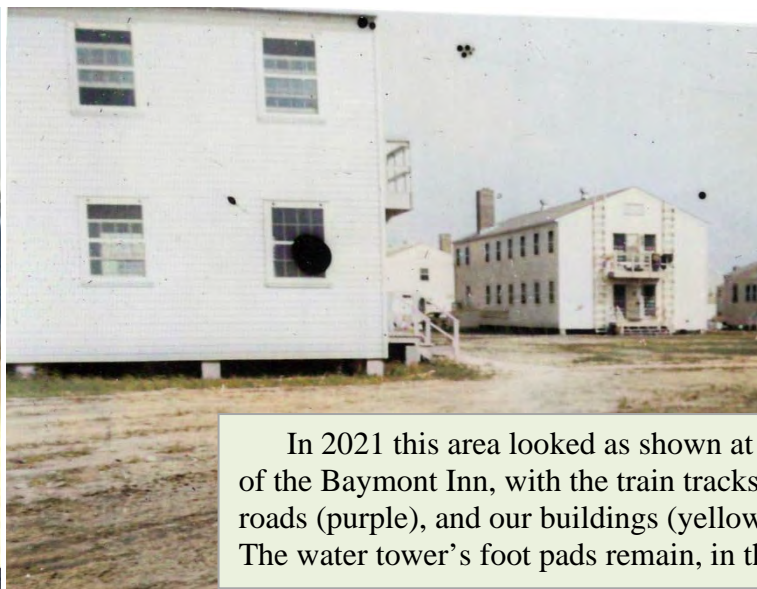
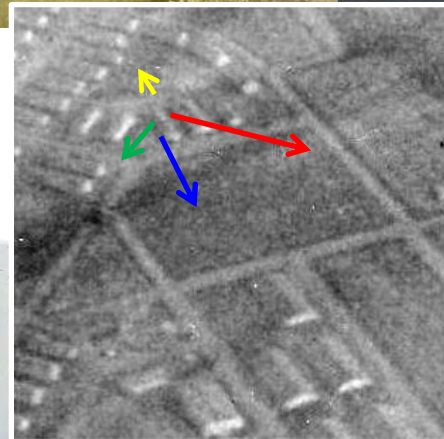
At left, and below, the door seems to say "To Post ---. Ref. Port of E. (Embarkation) ----, --, N.Y., ----."

At right, this fuel truck is at Lockbourne, Ohio, at the location on the next page, coming from the direction of the train unloading area. The colorization made the fenders yellow, and the cab red.





The March 2019 newsletter had the location of our Lockbourne Army Air Base barracks, thanks to a photo from Powell. The images here are from a supply building next to it. Those above are in the directions of the red and green arrows at right, and below are per the blue and yellow arrows.



In 2021 this area looked as shown at right, south of the Baymont Inn, with the train tracks (green), roads (purple), and our buildings (yellow) removed. The water tower's foot pads remain, in the triangle.



e. October 1942: Camp Stoneman, Pittsburg, California

Eastburn had several photos from Camp Stoneman, including that at right of himself. Shadows are about 45°. The ground crew was here for 23 days, October 10 to November 2, 1942, and the NOAA Solar Calculator, below left, for the mid-point, 10/21/42, has this angle around noon, when the sun is south, so this wall faces south.

Our barracks location was estimated in the November 2017 2nd newsletter, where outlined in red below. The three buildings at right are consistent with a view in the direction of the orange arrow.

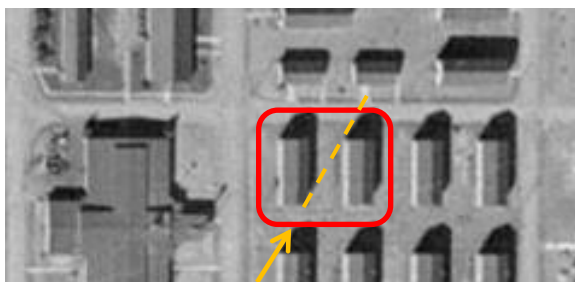


Date:

Day: 21 Month: Oct Year: 1942

Local Time: 12 : 00 : 00 PM Use Current Time

Apparent Sunrise (hh:mm)	Apparent Sunset (hh:mm)	Az/EI (In °) at Local Time:
06:22	17:22	182.56 41.29





f. November 1942 to October 1943: Tontouta, New Caledonia

Eastburn had the image above left, also on the book's page 190, but his is sharper. He titled this "Sq. insignia posted as a road sign at main road junction, May 1943." This is a view looking south at the turn west into our camp. Similar to many of his photos, this one had a number on the back, meaning it was distributed to other men.

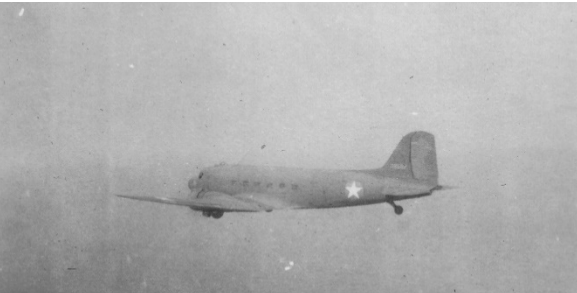
He titled the image above right "Typical crew men of C-47. [mechanics] S/Sgt James A. McNeil, Sgt Robert A. Lawyer, Sgt Vincent R. Kelley, July 1943." This is in our Tontouta camp.

He wrote on the image at right "Best on the hill! This hut built by supply dept for supply officer Norris. Norris in doorway and TSgt Robertson on ground. Built in exactly five days." It is nice that officer Norris lived not on the officers' hill, but in the enlisted men's area, next to the supplies. It looks like a fine hut.



Eastburn had the photo below left of the Orderly Room, with commanding officer Cullum in his flight jacket, then Lyle, Enfield, Mazzone and Brouse. He had that below right, also on the book's page 193 without names, with Cullum, Lyle, "Pvt. Malloy, Pvt. Brouse, 1st Sgt. Mazzone, and Sgt. Enfield." He wrote this was "May 1943," but, as inset, Malloy joined 6/28/43. Cullum left 7/7/43, so this was ~6/30/43. Behind them are the huts on the officers' hill. Eastburn had 145 more photos from this camp, 32 which I scanned, which help define the camp layout.





Tontouta Air Base



Eastburn wrote on the back of that top left "Taken on flight to Guadalcanal, Nov 1942," and the same for that below it, but December 1942. The lower one is #41-18582, Snafu. These photos had numbers on their backs, so may have been distributed to other squadron members.

Above right is our #41-18581, Comanche Belle, titled "Our crew and passengers, Jan 1943." This is on our line at Tontouta, and in the middle, with a navigator's case, looks a bit like my dad.

Below left are "Ken Marks, [Franklin] 'Bugs' Allen," perhaps nicknamed for Bugs Bunny.

The last newsletter noted that Lester Ford had the first photo of the left side of The Nomad which I had ever seen. To my surprise, Eastburn, too, had the left side of The Nomad, at right. Ford's photo was still helpful, in showing it went to the 13th Air Depot. This is Ralph Wells (electrical) and Roy C. Taylor (motor pool), in "Feb 1943." (The myheritage site gives tan clothing a blue tint, which Algorithmia does not.)

*#5 Ken Marks
"Bugs" Allen*





Above was titled, at right, "C-47s of the 13th Troop Carrier Sq lined up 'on the line.' Catfish in Foreground. June 1943." Second on the left is "Pudgie," then four are unreadable. On the right are three tails, for a total of 9 C-47s. We had 19 at this time.

C-47's of the 13th Troop Carrier Sq
#35 lined up "on the line": Catfish
in the foreground
Tontouta Air Base
New Caledonia June 1943

Below, in May 1943, is Snafu, and our gasoline truck, showing this had internal tanks.



Below, also in May 1943, was titled "One of the original planes of the 13th Troop Carrier Sq.," and is Sad Sack. Beyond it is The Nomad's right side.



Below is "C-47 transport taking off Tontouta, June 1943." It does not have a serial number on the tail as ours did, so may not be ours, but is a good view of the tail-up takeoff mode.





g. November 1943 to September 1944: New Hebrides

The above left two images are crew chief John Meadows in our Espiritu Santo camp. The walkway may have been white coral. This is a view north toward "Squadron Street." Meadows is on the path to the mess hall. The airfield is beyond the Dallas-style huts. Above right is Eastburn in a skirt made of cotton or nylon, shown on page 15 herein.

Below left is Eastburn, titled "A gentleman with unnecessary clothes. Attired as a guy should be." Below right is a badminton court behind the Dallas huts, with on the right Fuselier and Samiran.





Pekoa Airfield

ro = Radio Operator
cc = Aerial Engineer, crew chief

Above is "Original crews gone home," six crew chiefs and six radio operators, listed on page 114, who were on six of the first 13 C-47s flown to the South Pacific 10/4/42. On 12/10/43 they flew on their six planes back to the U.S. Standing are Mihalega (ro), Foster (ro), McNeil (cc), Goldstein (ro), Burden (cc), and Merriott (ro). Crouching are McCullough (ro), Beck (ro), Vaughn (cc), Wantz (cc), Williams (cc), and Cairns (cc). They are under C-47 Billie / Baby Shoes.

These men (and the other 7 ccs and 7 ros, 26 pilots and 13 navigators) made the historic flights in October and November 1942 from Plaine des Gaiacs to Guadalcanal which helped win that battle and earned the squadron its first Distinguished Unit Citation. They are shown up-close below.

Mihalega (ro) Foster (ro) McNeil (cc) Goldstein (ro) Burden (cc) Merriott (ro)



McCullough (ro) Beck (ro) Vaughn (cc) Wantz (cc) Williams (cc) Cairns (cc)



This was titled "Pudgie waiting to return to the states, December 1943."

The image below, on the Peko parade ground, had no description. Please let me know if you recognize anyone. Eastburn is 4th in the front row.



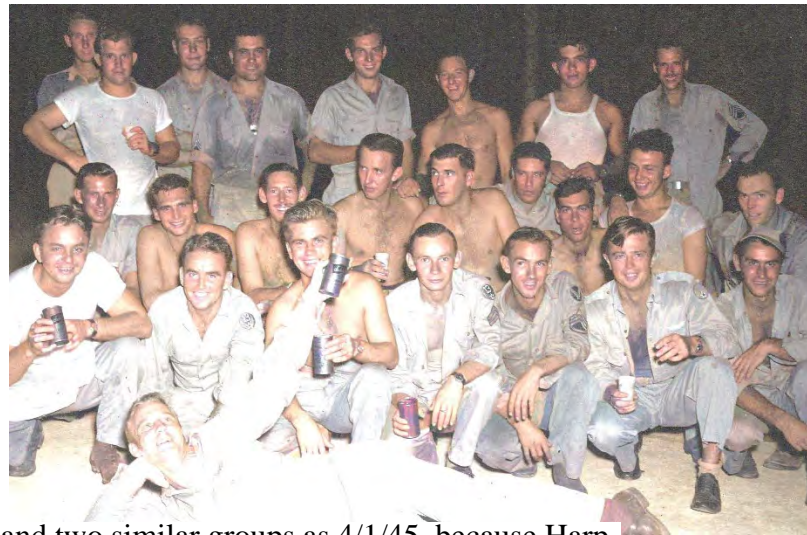


h. October 1944 to August 1945: Biak



At Biak, Eastburn had the photo above from the top of the enlisted men's club, looking east, with the enlisted men's tents on the left, the showers in the center, and above them the ridge next to Mokmer airstrip. Above right is Eastburn by his tent, C2.

The book on page 670 has the image at right, but no names. Eastburn had the names:
Back row: S/Sgt R. Bell, Cpl Price, S/Sgts Versdahl, Fernandez, Wells, and Wilkerson, Sgt Boyko (then with the 403rd), S/Sgt Fuller.
Middle Row: Sgt E.H. Franklin, Sgt Power, **1st Lt Barrett, T/Sgts Rapp, Whitehead**, Robertson, and **Clawson**, Sgt D. Myers, Cpl Beacorn.
Front Row: Pfc Sidelko, Cpl McNulty, **S/Sgt Anacker**, Sgt Matela, S/Sgt Biedenbach, **1st Lt Lesh**, Sgt G. Miller, Front: **1st Lt Mitchell**.
The 7 in blue, plus Bechstein, Harmon, Power, Vaughan, and Versdahl left for the states 3/4/45.



In the book on p. 668-670 I have the date of this and two similar groups as 4/1/45, because Harp wrote this on his, but this is now estimated as 3/3/45, as a going-away party by the Old Boulders.

The image below left was titled "Handing over guns at bar in Duffy's Tavern. Opening night of dance floor." Below right is "Bar scene in our club. Bartender Cpl. McWhorter, Customer S/Sgt Biedenbach, Bartender Pfc Sidelko, Customers Sgt Viscusi, Cpl Markey, Cpl Stainback, Pfc Cuthriell, Sgt. Melton." Eastburn always wrote the ranks of the men.

*Bar scene in our club.
 Bartender - cpl. mcwhorter
 Customer - S/Sgt Biedenbach
 Bartender - Pfc. Sidelko
 Customers - Sgt Viscusi
 cpl. markey
 cpl. Stainback
 Pfc. Cuthriell
 Sgt Melton.*



January 1945 Aircrew Mission Biak to Leyte

At right are Allard (p), Edwards (ro), Schneider (p), Mucci (p), Malloy (ro), Bravos (ro), i.e., 3 pilots and 3 radio operators. The May 2020 flight list has these on three crews sent January 8-11/12, 1945, Biak to Leyte: Mucci-Allard-Tustin-Edwards, Lesh-Forste-Wentworth, Bravos, Mitchell-Schneider-Locke-Malloy. Perhaps the other three pilots (Lesh, Forste, Mitchell) were together, and the mechanics (Tustin, Wentworth, Locke) were working on a plane.



(This has excess blue tint, and the trousers were probably tan)

C-46 #44-77405, and No. 24. In the image below, on the left is our work area at Biak. This C-46 is #44-77405, a new number if ours. Below this (distorted to red) is C-46 #24, which Amelang (ro) in his diary wrote was #44-78349. It has white bars on the left and right sides of the nose.





i. Artifacts and Documents

Eastburn had the sketch above left, about 5.5” in diameter, on paper.

He had the cartoon above right, by an unknown artist, of the “Supply Office,” with caricatures of Rhodenbaugh, Robertson, McAllister, Eastburn, Dawson, and J. Ferguson. Dawson joined in 9/42, and left for the states 8/14/43, due to his appendix, and Rhodenbaugh was initially a mechanic, so this is estimated to be from January to August 1943 in New Caledonia.

He had the skirt at right, made of cotton or nylon. He also had a:

- 1942 06 01 – promotion to corporal.
- 1942 11 – crossing the equator King Neptune certificate.
- 1943 09 04 – AP story retyped about the Distinguished Unit Citation.
- 1944 10 01 – 403rd Special Order 189 – assigning our Gilbert Pando, when with the 403rd, to TD at APO 565, Hollandia, and Salvatore Carollo, then with the 64th at APO 709 to TD at Biak. It promoted W. Angle and Larger to T/Sgt; Eastburn, Luras, and Miller to Sgt; and Babcock, Mattes, Podolsky, Schissler, and Zdon to Cpl.
- 1945 01 20 – 403rd Special Order 11 – sending Eastburn from Biak to TD at APO 926, Morotai. It relieved Abramowitz, Carollo, A. Davis, Doukas, and Reberry from SD with the 403rd Communications Section.
- 1945 12 – Certificate of Appreciation from Hap Arnold.

Eastburn was on the ship to New Caledonia in 1942, and Lynn had the story below. He was on the first ship back, with those who joined in the US and who were relieved 9/4/45, as shown on the order shown in part below (from Sidelko), with 90 points, taking the ship on page 726.



Eastburn (Squadron Supply, 2/42-9/45. [per daughter Lynn](#)): “In 1972 I took a ship from San Francisco to Hawaii and told my dad the first night out was terrible. He said ‘Yeah, it’s like that when you go under the Golden Gate Bridge. It gets sort of rough.’

“I was surprised he knew that, but then realized he did this in 1942.”



2. Members and Relatives

a. Meeting March 26, 2021, with Al Eastburn's daughter Lynn

On March 26, 2021, I met the daughter, Lynn, of Al Eastburn, and her husband, Fred, above (they unmasked for the photo), and saw her dad's photo album. We met at the Panera Bread in Glendale, Calif. Lynn and Fred arrived at 8:44 a.m., at the same time as I did. I set up my laptop and scanner, above right, in a secluded area in the back.

Al's album, at right, had 50 pages, with photos on 2 sides, for 100 pages. Some pages, as shown at right, were packed with 11 photos.

The album had 695 photos from the 13th TCS, plus 5 from his prior unit at Wichita Falls, for 700 total. I had 244 of these, for 451 new images. Due to time constraints, I skipped scanning some, such as men in front of tents, as shown at right, and scanned 179 of the 451 I did not have, 40%. These were 106 images of camps, 41 of aircraft or airfields, and 32 of excursions, USO shows, or squadron parties. He wrote on the backs of many images, and I scanned backs of 109 images, for 288 scans. We met from 8:45 until 2:15, for 5.5 hours. I hope someday to scan more of these.



3. Conclusions and Thanks

- Eastburn's items:
- At Drew added views of our motor pool, supply building, commanding officers, and Rinaldi.
- At Pope identified our tent row and showed the Myrtle Beach USO club.
- At Lockbourne added images of the fuel truck, and from a supply building next to our barracks.
- At Camp Stoneman, added an image consistent with the estimated barracks location.
- At New Caledonia added images in the camp and at the airfield.
- At New Hebrides added images in the camp and at the airfield, including 12 original ccs and ros.
- At Biak added images in the camp and at the airfield, including of a new C-46.

A big THANK YOU to Al Eastburn for his service in the 13th TCS, for 3.6 years, longer than 96% of the members, from 22 to 26 years old, and seeming to bring a positive, up-beat spirit. Thank you to him for also collecting 695 photos, and writing on the backs of many of them, identifying many others' relatives. And thank you to his daughter, Lynn, and husband Fred, for taking time to meet with me, and sharing these items with us. With best wishes – Seth