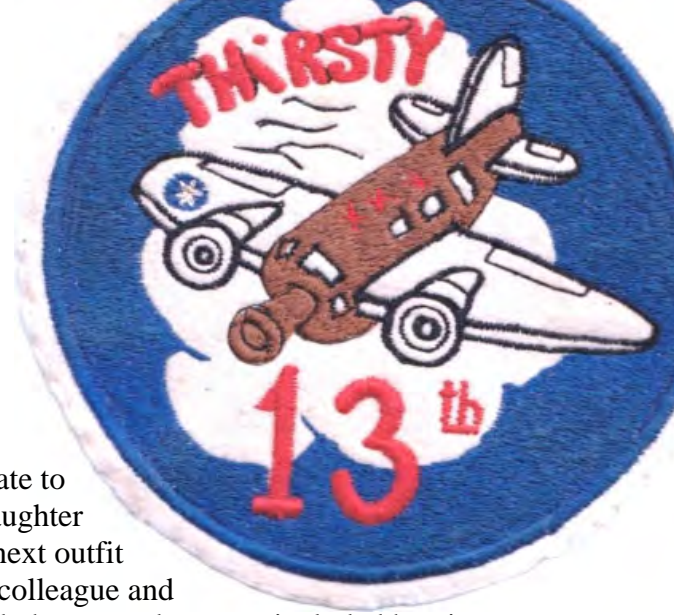


June 2023 Newsletter



Dear Thirsty 13th members, relatives, and friends,

Since the January 2023 newsletter, we have been fortunate to have new information come in. On January 12, the granddaughter of a pilot who flew with our radio operator Caldwell in his next outfit when they crashed in Japan contacted me. I worked with a colleague and found the crash location. On February 19, Hall’s son shared photos, and two are included herein. On April 5, LaLonde’s son emailed me that he had figured out a Thirsty 13th mystery. On May 4, I was in Omaha and visited Amelang’s daughter and found more items of interest. On May 21, Tangney’s nephew’s wife contacted me and shared an interesting story. We lost our last still-living enlisted man on March 31.

I hope this finds you well. With best wishes,

Seth P. Washburne, Squadron Historian
June 10, 2023

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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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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. 1943: New Caledonia Hut Sign IITYWYBAD

Around March 10, 2010, I visited Tustin’s daughter, Lynn, and scanned her dad’s photos. He had the photo above in our Tontouta, New Caledonia, camp, on top of what I referred to as the barren hillside. This is in the style of the huts the men hired natives to build for them. This photo is on the book’s page 215.

From March 2010 until I published the book in November 2011, I wondered what the letters on the sign outside the hut, also at right, stood for, which I read as HITWYBAD. For 13 years this was a Thirsty 13th mystery.

On April 5, 2023, I was thrilled to get an email from LaLonde’s son, Bob, that he figured this out! He determined it was IITYWYBAD and found online it stands for: “If I Tell You, Will You Buy Another Drink.” Solved!

A website says this was a humorous sign in bars, sometimes in the form at right. Someone asks the bartender what it stands for. The bartender replies: “If I tell you, will you buy another drink?” The customer does so.

John Steinbeck in his novel *The Grapes of Wrath*, published in 1939, just four years before 1943, describes a diner on Route 66: “The signs on cards, picked out with shining mica: Pies Like Mother Used to Make. [other sign slogans, eventually...] IITYWYBAD?”

Bob wrote: “When I looked at the translation in the book I thought, does that really mean ‘Hit We Bad?’ That makes no sense. Why wouldn’t the letters be HITWEBAD? Then I looked closely at the third letter you interpreted as a T but looked more like a Y to me. Then I Googled HITWYBAD and it came back with IITYWYBAD. That’s when it looked like the first two letters were II, not HI.”

I may have initially seen it as IITYWYBAD and perhaps this was not yet on the Internet in 2010.

Thank you, Bob LaLonde, for solving this Thirsty 13th mystery!



b. 1944: Premonition by Father of William R. Tangney, Navigator, 11/43-1/10/44

Navigator Tangney had only one sibling, a sister, Dorothy. She had five children, including a daughter Susan and son Bob. Susan told Bob's wife, Anne, a story Susan heard from her grandmother, Helen, Tangney's mother. On May 21, 2023, Anne emailed me with this story:

“On January 10, 1944, Gramps [Tangney's father] all of a sudden got a terrible feeling at work, closed the office depot, and went home to Helen. They were in Bismarck [ND] then. “Billy's in trouble” he said to Helen, and they were anxious the rest of the day but heard nothing. The telegram was sent to Billy's wife, Myrna Lenore (Wiese) Tangney.

“Days later when it became known to them that the plane had gone down, they realized that was the day he felt like that. [Pilots Kirk and Kolkmeyer and navigator Tangney disappeared flying Guadalcanal to Espiritu Santo with a 13th Air Depot C-47, mechanic, and radio operator.]

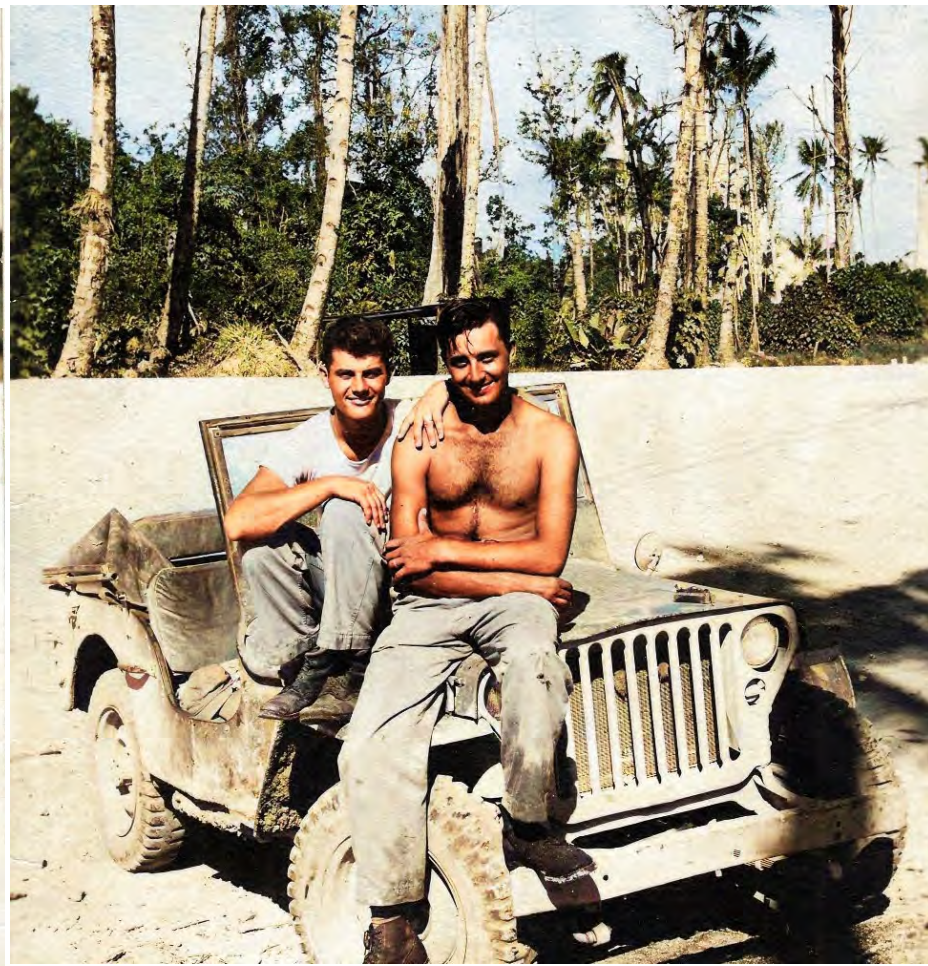
“Gramps always believed his son had called out to him as the plane was going down.”

Tangney's sister Dorothy named her second son William Tangney Berg after her lost brother.

c. 1944-1945: Photos from James H. Hall, Parachute Packing, 2/44-4/45

On February 19, 2023, Hall's son, Larry, emailed me photos of the photos below, then mailed me the originals for me to scan, and I did and then colorized them.

Below left is Hall with a note to his wife: “Ruthie, with love, Jim.” This is at Biak in the enlisted tent area. Below right are Driedger (left) and Stentzel. Driedger met Stentzel at Biak and roomed there with him and Hall, so this is at Biak. Driedger wrote 100 pages single-spaced of stories about his time during the war which added extensively to the 13th TCS history. It is nice to see him in a casual photo. Thank you Larry Hall for sharing these two photos.



Amelang had the church program below left on the other side of which he wrote a note, at right, the next day to his wife, Alice:

Amelang (Radio Operator 3/45-10/45): "Yesterday being my first Sunday in the squadron area, I went to the chapel for the first time. It is closer than nearly any other tent. I met two fellows who just joined the choir, so I was in the choir!

"We (18 men) sang at a hospital in the afternoon. One ward was a WAC ward. Very nearly empty, though.

"Sunday evening, we had three men, one a negro, talk [address the congregation], besides the chaplain. Sang a lot of old-fashioned songs, ones Mrs. Uhley would never choose for a morning service. I like the chaplain very much. He is from Columbus, Ohio, a young man.

"The fellows (no WACs or nurses there) all seem so sincere, especially the ones (near 40) who stayed after the evening service for an hour's Bible study. Half carry Bibles! The Chaplain said several had voiced a desire to become ministers.

"Other camps' men, too, come to our chapel."

Dear Alice, N.E.I., Apr 23, 45
 yesterday being my first Sunday in the Sqdn. Area I went to the chapel for the first time. It is closer to my tent than nearly any other tent. I met two fellows who just joined the choir, so I was in the choir! We (18 men) sang at a Hosp. in the afternoon. One ward was a WAC ward. He! Very nearly empty, though. Sun. Eve. we had three men, one a negro, talk besides the chaplain. Sang a lot of old-fashioned songs, ones Mrs. Uhley would never choose for a morning service. I like the Chaplain very much. He is from Columbus, Ohio, a young man. The fellows (no WACs or nurses there) all seem so sincere, especially the ones (near 40) who stayed after the evening service for an hour's Bible study. Half carry Bibles!

Love, Max
 (The Chaplain said that several (3) had voiced a desire to become ministers. Other camps' men come to our chapel too.)

The chapel program, below left, has on the left the famous song "Lead on, O' King Eternal." On the program's right side, the Weekly Services schedule shows a choir or choirs rehearsed Thursday at 8 p.m. and Saturday at 7 p.m. There were services in the chapel Thursday at 7 p.m. (Protestant), Friday at 6:30 p.m. (Jewish), Sunday at 9:30 and 10:15 (Protestant), Sunday 10:30 confession and 11:00 (Catholic), and Sunday 7 p.m. (Protestant). This Biak 403rd Group chapel adjacent to our camp had no services Monday, Tuesday, and Wednesday.

Amelang had a separation brochure from Fort Douglas, in Salt Lake City, Utah, with the page below right, stating separation ordinarily took 48 hours. This lists the activities, and they include a physical, clothing issue, counseling, outside agencies, final pay, presentation of discharge certificate, and transportation. Thank you to Karen for sharing these items.

ORDER OF SERVICES
 22 April 1945

FRELUDE

CALL TO WORSHIP:
 "Come let us reason together saith the Lord".

THE DOXOLOGY

INVOCATION Chaplain

HYMN "Lead on O' King Eternal" # 88

HYMN " He Leadeth Me" # 70

SCRIPTURE READING

PRAYER HYMN # 66

PRAYER (with choral resp.)

SPECIAL Ben Hagland

SERMON

INVITATION HYMN # 96

BENEDICTION

Communion services are held each Lord's Day in this Chapel at 1015. If you are a Christian, you are invited to Commune with us.

WEEKLY SERVICES IN THIS CHAPEL

PROTESTANT Sunday

Morning Worship 0930
 Communion Service 1015
 Evening Worship 1900
 Bible Study 2000

Thursday

Midweek Service 1900
 Choir Rehearsal 2000

Saturday

Choir Rehearsal 1900 - ?

CATHOLIC Sunday

Mass 1100
 Confession 1030


JEWISH Friday 1830

WANTED:- CHOIR MEMBERS. Under the direction of Sammy Farris we are privileged to have one of the finest choirs in the Southwest Pacific. This choir is made up of men from various units all over the island. Many of these men are thus removed from our midst without notice and others come in and fill the vacancy.

If you can sing we want you in our choir, regardless of your organization.

Use your talent for the Lord!

SEPARATION ORDINARILY TAKES 48 HOURS



Sample Schedule

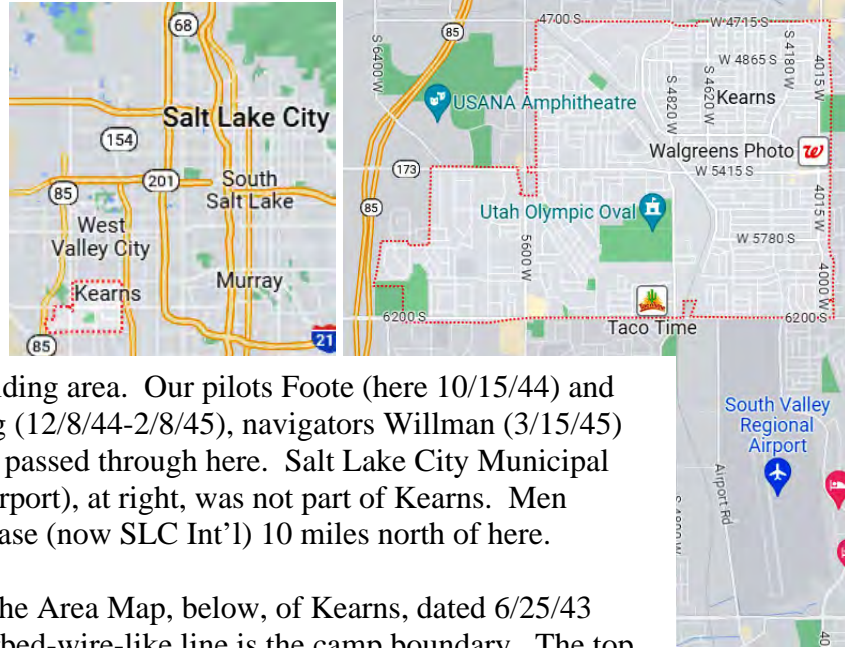
FIRST DAY		Bldg.
Time	Process	
0800	General Orientation	455
0900	Medical History	428
1000	Final Physical	430
1200	Disability Claims	428
1300	Clothing Issue	412
1230	Mass	437
1400	Counseling Orientation	459
1330	Counseling	459 and 460
1430	Outside Agencies	460
1600	Organized Reserves	454
0730	Signing Records	461
1700	Mass	437
SECOND DAY		
0830	Tailor Shop	412
0930	Show-Down Inspection	454
1000	Final Pay	453
1030	Presentation of Discharge Certificate	455
1100	Transportation	440

Your name is placed on a roster with others who check in about the same time. You are scheduled, processed, and discharged as a group.

Rosters begin as follows A 0700; B 0800; C 0900; D 1000; E 1100; F 1200; G 1300; H 1400.

2. History-Related Activities
a. 1943-1945: Kearns Army Air Base

The Army Air Forces had an Overseas Replacement Depot at Kearns, Utah, now a suburb of Salt Lake City as shown at right. This was for Pacific-bound air crews who were being sent overseas by ship, sort of a holding area. Our pilots Foote (here 10/15/44) and Soderland (11/10/44), radio operator Amelang (12/8/44-2/8/45), navigators Willman (3/15/45) and Maginot (3/19 -3/26/45) and many others passed through here. Salt Lake City Municipal Airport No. 2 (now South Valley Regional Airport), at right, was not part of Kearns. Men who flew to Kearns landed at Salt Lake Air Base (now SLC Int'l) 10 miles north of here.

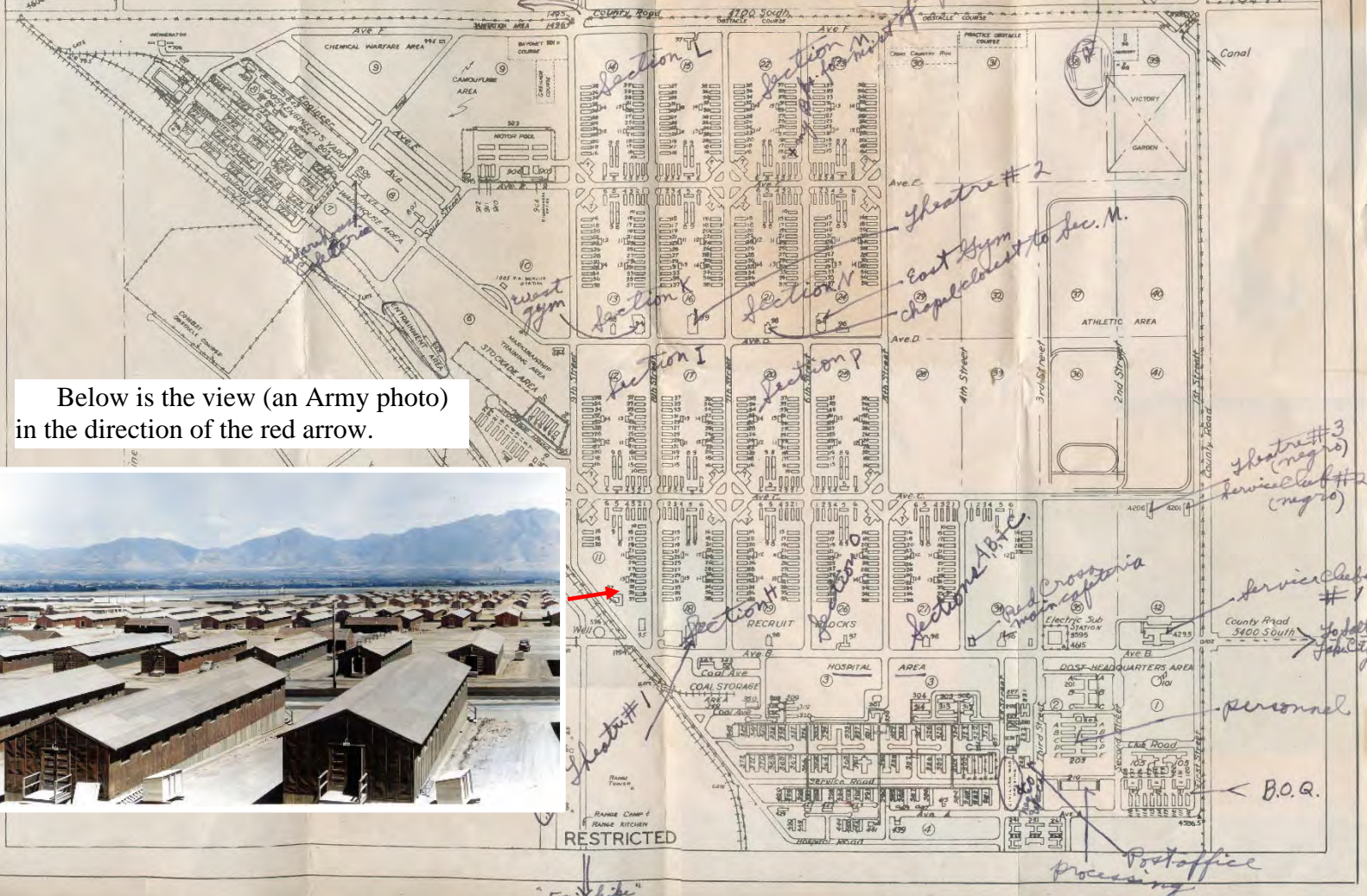


I was surprised to find that Amelang had the Area Map, below, of Kearns, dated 6/25/43 when it was a technical training center. A barbed-wire-like line is the camp boundary. The top left is a warehouse area, then 18 barracks areas, 16 of these having 24 barracks each. Amelang put an "x" on one barracks and wrote "my barracks for most of my stay." He noted and pointed to the warehouse cafeteria, west and east gyms, three theaters, and the "chapel closest to Sec. M." Near the top he wrote "10 mile hike" and at the bottom "5 mile hike" with arrows.

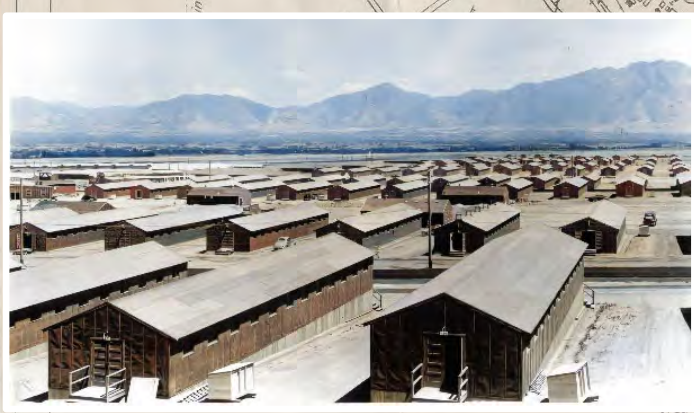
In the bottom right he drew an arrow "To Salt Lake City," by the main gate. This is next to the Post Headquarters, Service Club, Personnel, Processing, the Post Office, Red Cross, and the main cafeteria. In the bottom right is the Bachelor Officer Quarters where our officers stayed. After the war, houses were built, and few signs of the base remain.

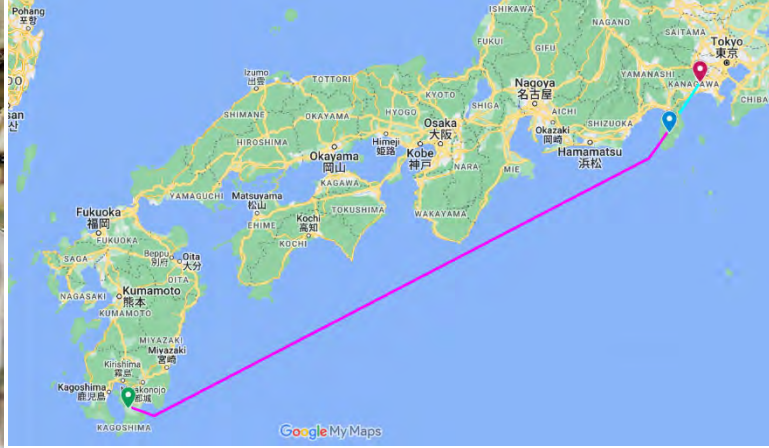
arrived Dec. 8th. 44

AREA MAP			
AAFTTC	KEARNS, UTAH	REVISED	DATE
DRAWN	TROCKED	CHECKED	DATE
J.R.B.	DDO	J.R.B.	JUNE 25, 43



Below is the view (an Army photo) in the direction of the red arrow.





b. 1945: Crash Site Where Radio Operator Caldwell Died

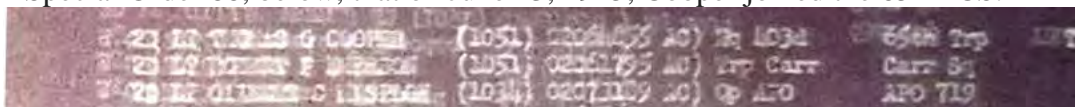
William H. Caldwell, pictured above left at Biak, joined the 13th TCS 12/7/44 as a radio operator. When the squadron broke up September 22, 1945, he transferred to the 65th TCS.

Arthur Driedger, pictured on page 3, told me Caldwell was the back-up radio operator on his plane and was well-educated with a good vocabulary. After Art got orders to go home, and was going to turn in his GI watch, Bill asked to trade watches because his would take months to get repaired, so Art traded. Art wrote: "Well after the war was over, Bill Caldwell hit a mountain near Tokyo and the plane burned. Every October I think of a family near Memphis, Tenn., that lost a friend or relative, even though the war was over."

On Thursday, January 12, at 5:03 p.m., I received a call from Indiana, from a woman named Karen. She said her mother, Susie, at right, was born after her father, Thomas G. Cooper, above right, a pilot in WWII, died in a crash October 20, 1945. Susie knew he "crashed during a heavy storm into the side of Mt. Amagi, Shizuoka prefecture, both engines still running," but all of her life yearned to learn more.



I found on Ancestry.com Cooper's gravestone application stating he had been in the 65th Troop Carrier Squadron. I have all the 403rd Group orders, and found their Special Order 88, below, that on June 13, 1945, Cooper joined the 65th TCS.

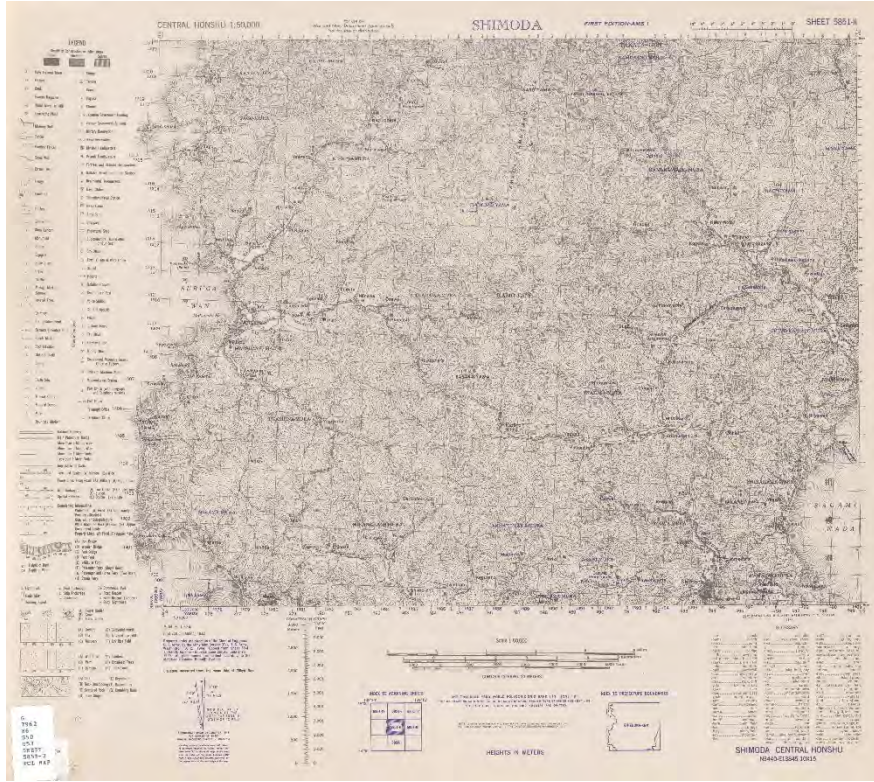
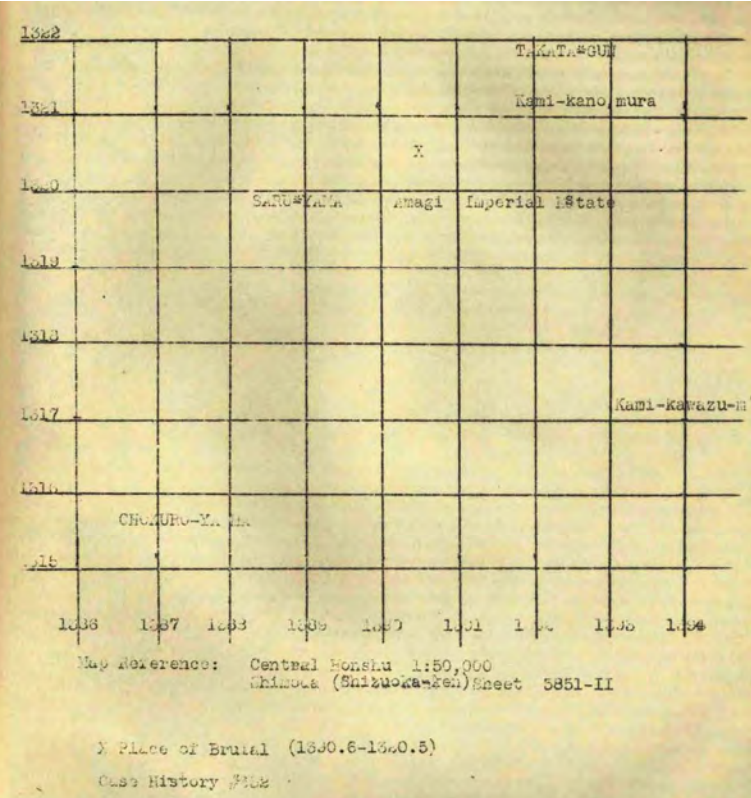


I emailed Karen this and the location of the 65th TCS on Morotai when Susie's dad joined the 65th.

I emailed Maxwell AFB consultant George Cully and requested the 65th TCS October 1945 monthly report. George found it and emailed it to me, but it did not mention the crash. The 65th TCS was renamed the 63rd TCS on November 1, 1945, and so I looked at the 63rd TCS November monthly report and found the crash mentioned there. This provided the partial serial number 8453. I determined from the Joe Baugher serial number website this was C-46 #44-78453. The report also provided the route, Kanoya to Atsugi, mapped above center. I provided these to Karen.

The 5-man crew was pilot 2nd Lt. Ludlow E. Richter, co-pilot 2nd Lt. Cooper, navigator Hugh J. Buchanan, mechanic Sgt. Robert McSwain, and here listed was our prior radio operator Bill Caldwell, so this was the plane he died on. There were no passengers, and it was a mail plane.

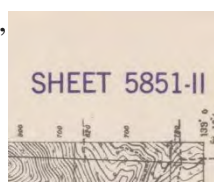
George Cully said he would send a note to his contact at "the DoD casualty shop" to try to find more information. On January 18, George's contact found a 9-page detailed report! I forwarded it to Karen for her mother, Susie.



The detailed report had a story from a villager: “Mr. Hirai, who lives in Nakaharata village near the scene of the crash, states that the 20th of October was a very foggy, wet day. The plane came across the village flying very low and sounded like it was having engine trouble. It crashed near the top of a mountain, but because the weather was so poor and the plane was burning so fiercely, the bodies were not removed until the 24th and 25th of October.” No bodies burned, and the men were identified by names on their shirts. It was not due to a “heavy storm” but due to low clouds and engine trouble or the navigator estimating they had passed this peninsula.

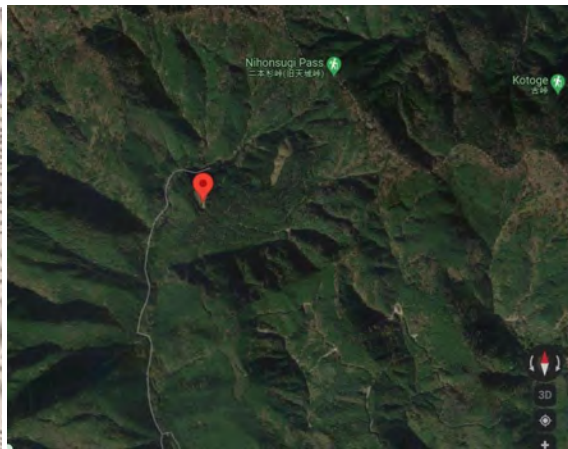
The DoD “casualty shop” report had the graph above left with an X over the internment site, which was 100 yards north of the crash site. It is an overlay for a map with the reference above of “Sheet 5851-11.” I emailed George Cully and asked if his DoD contact knew where to find this. On February 13, George emailed me the image above right of this map! His colleague found this online in the University of Texas Austin’s Perry-Castañeda Map Collection.

5851-II



George’s colleague spent time to do the overlay and determine the location. I, too, did this, and the “X” is roughly where shown below left, corresponding to the area below center, over a clearing, below right, such as farmers in Asia have on their property for burying relatives. This is about five miles west of Mount Amagi in the original report but part of the same range.

I emailed this information to Karen on February 13. Karen’s Mom (Susie) was thrilled to finally learn these details about her dad she never met. Karen took her Mom and family on a vacation that week where Susie, at right, at 78, on February 15 ziplined. I was glad to help this family and at the same time learn about our radio operator William H. Caldwell.



3. Members and Relatives

a. Cole's Son Russ Visited Me Twice

On September 30, 2022, 1942 radio operator Cole's son Russ, above, visited me. The August 2022 newsletter quoted Dolney's son saying: "One story was that they were flying low, and the pilot would see sharks coming, and Dad would sit in the open doorway and use a Tommy Gun on sharks to pass the time." Russ told me his dad told him that he had done the same. Russ was in Dallas again February 12 and brought over a pizza from "Cole Brothers" (unrelated to him), above right, and we watched the Superbowl.



b. Last Still-Living Enlisted Man Passed Away March 30: Joe Gagliardi

On March 31, 2023, Gagliardi's daughter emailed me he passed away March 30. He was our last enlisted man. We have two members left: pilots Burder (b. 12/7/24) and Fitzpatrick (b. 3/25/25).

c. WWII Author Larry J. Hickey died August 14, 2021

In December I received an email offering Larry J. Hickey's books for sale as Christmas presents. It seemed odd to not come from him, so I Googled him. I was saddened to learn he passed away August 14, 2021.

I contacted Larry in 2009 while writing my book and bought one of his. He advised me to move my pictures into the page margins because "You aren't paying for the ink" and this made my pages look great. Also, I loved the paper he used in his book and so used the same printer he used. It is thanks to Larry that the book *The Thirsty 13th* is of a high quality. I met him February 18, 2012, at right. Eternal thanks and blessings to you, Larry.



d. Visited Lewis Max Amelang's Hometown and Grave

On May 7, 2023, when leaving Omaha, I drove south to Louisville ("Lewis-ville"), Neb, to see the town where Amelang lived. Below left is his house in 1992, looking similar to today, on top of a high hill in town. Next is the Cornhuskers Country Music Theater where, as a hobby, he was Vice President and sometimes performed on guitar and sang. A sign on that building is "In Memory of Max Amelang." Then his grave (12/14/16 to 11/28/06) and me. It has the "World War Two, 1945," marker at right.



4. Conclusions and Thanks

Thanks to LaLonde's son for determining IITYWYBAD. Thanks to relatives of Tangney, Hall, Amelang, Cooper and Cole for sharing items. With best wishes, - Seth.

