

May 2026 Newsletter



Dear Thirsty 13th Relatives and Friends,

After the newsletter February 1, 2026, I emailed our colleague in New Caledonia, Eric Gavarone, to ask if he had a map of the ship buoys in Dumbéa Bay in 1942 to determine where the KLIPFONTEIN with 170 members of our ground crew was at anchor 3 nights before unloading. On February 13 he emailed me a map. It is great to now know where they were.

On February 26, our colleague Marcel Claude emailed me aerial photos of New Caledonia, including L'Hotel du Pacifique. On 4/29, a colleague, Greg Imbur, shared a photo of the hotel.

The last newsletter had four small images of pages of a first draft of the squadron yearbook, *Two Years c/o Postmaster*. There were originally six pages, and I found them in my files, and now show them larger. Marcel Claude on 1/30 emailed me a photo of a village pictured in that draft.

On April 3, in a search of the National Archives catalog, I found photos from 1946 of all of the Mindanao airfields where we landed except Anakan, which helped determine their exact locations. On 4/8 in a related search I found a beautiful color photo of our C-47 #43-16307, providing its field number. On 4/11 I found aerial photos from 4/27/45 of three Mindanao airfields including Anakan. On February 7, Finelli's son, Dom, shared stories, incl. that his Mom did much for the reunions.

With best wishes,
Seth P. Washburne, Squadron Historian, May 2, 2026

Contents

1. Additional History	2
a. 1942: Ground Crew Ship Location in Dumbéa Bay	2
b. 1942-43: L'Hôtel du Pacifique	3
c. 1943: Magenta Aerodrome and Tontouta Air Base.....	4
d. 1942-1944: First Six Draft Pages of Book <i>Two Years</i>; Grand Couli Tribe Village....	5
e. 1945: Airfields in Mindanao	6
f. 1942-1995: Stories from Finelli, Mail Supervisor, 9/42-9/45.....	21
g. 1945: C-47 43-16307	22
2. Conclusions and Thanks	22

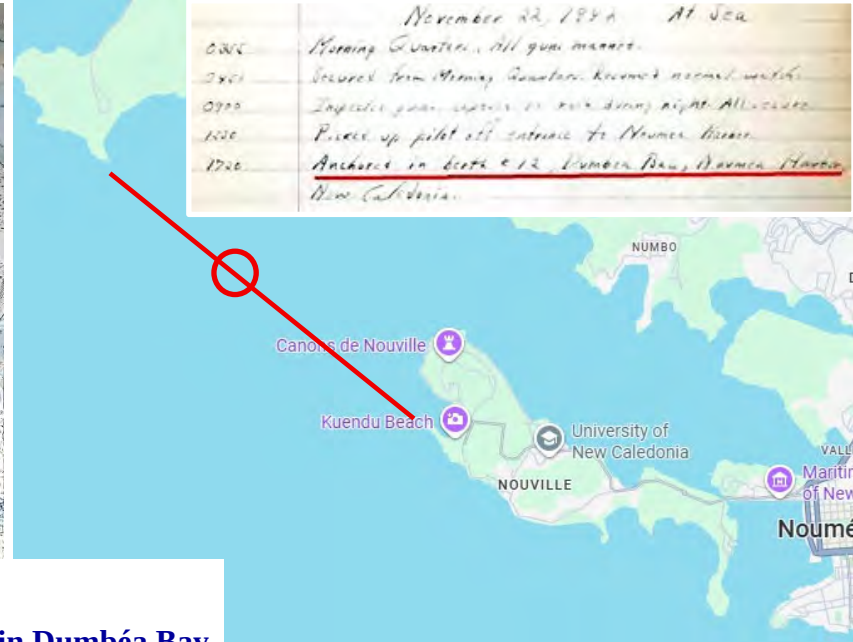
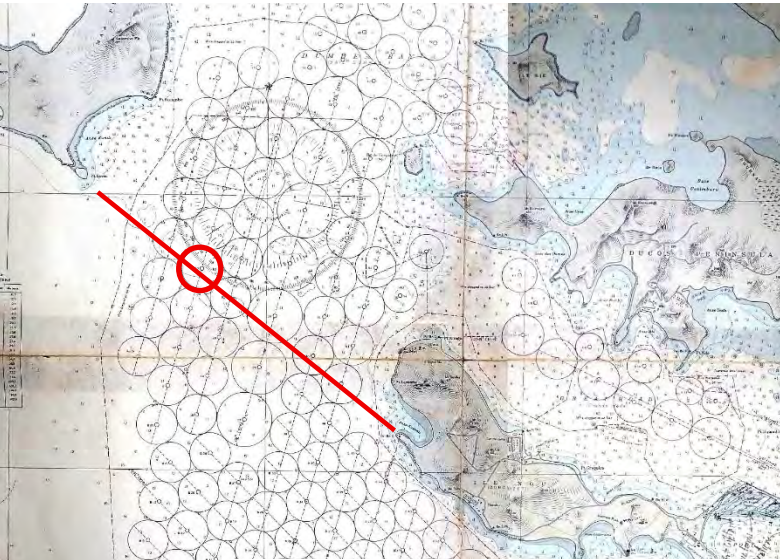
This is the newsletter for the U.S. Army Air Corps 13th Troop Carrier Squadron, 1940-1946, nicknamed "The Thirsty 13th." This is prepared by Seth P. Washburne, the son of John C. Washburne, navigator 11/42-7/43. Please direct any comments to him at (212) 289-1506, sethpw1@gmail.com, or 5200 Meadowcreek Drive, Apt. 2060, Dallas, TX 75248.

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

All contents are copyrighted and the property of the originator. No items may be reproduced without permission.

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.



November 22, 1942 At Sea
 0300 Morning Quarter. All guns manned.
 0400 Secured from Morning Quarter. Received normal weather.
 0900 Inspected gun position in hull during night. All cleared.
 1430 Picked up pilot off entrance to Noumea Harbor.
 1700 Anchored in berth #12, Dumbéa Bay, Noumea Harbor, New Caledonia.

1. Additional History

a. 1942: Ground Crew Ship Location in Dumbéa Bay

On November 3, 1942, the 170 13th TCS's ground crew members listed below left San Francisco on the KLIPFONTEIN for New Caledonia. The ship log, above right, states that on November 22, 1942, at 5:20 pm, it was "Anchored in berth #12, Dumbéa Bay, Nouméa Harbor." The log on Nov 25 at 6:30 am states the ship was underway to the dock to unload.

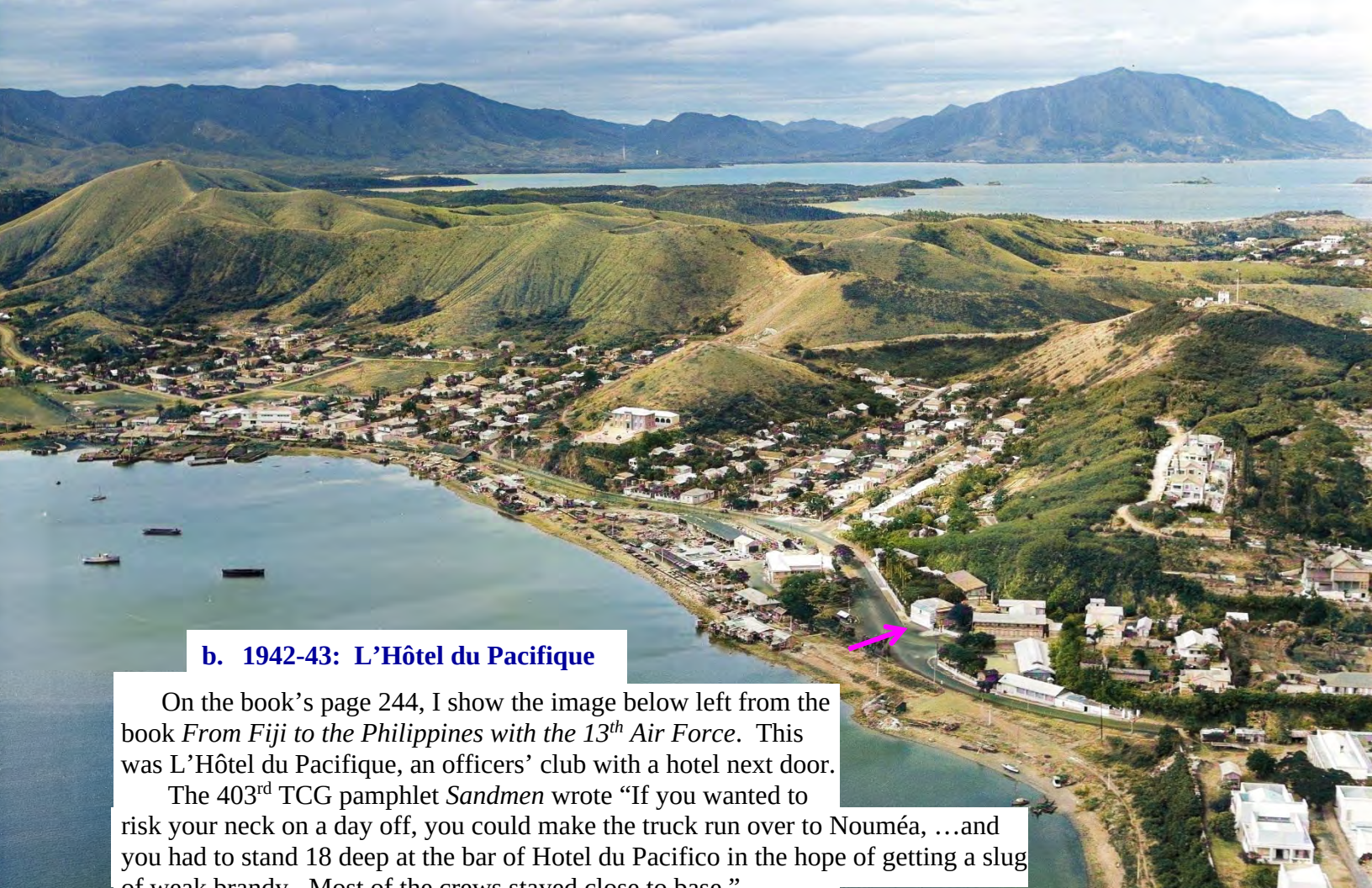


Above left is a map of the mooring buoys. This was ultimately shared with us by the Archives of the Maritime Museum of New Caledonia. Buoy #12, also at right, is circled. The "10"s are fathoms of water depth, meaning 60 feet deep. This is at the location above right, about 40% in from the west along a line between the two points.

Sunset there on November 22 was at 6:21 p.m., one hour after they arrived. Our ground crew may have enjoyed the sunset and evening. They then had two full days at the mooring. On November 25, sunrise was 5:02 a.m., an hour-and-a-half before they were underway to the dock.

13th TCS Men on the KLIPFONTEIN Moored to a Bouy at Berth #12 in Dumbéa Bay, November 22-25, 1942

#	Last	Initials	#	Last	Initials	#	Last	Initials	#	Last	Initials	#	Last	Initials	#	Last	Initials
1	Amert	E. R.	29	DeHaan	J. G.	57	Harper	D. R.	85	Meyers	C. M.	113	Rapp	A. C.	141	Storms	C. W.
2	Anderson	C. L.	30	Delaney	J. A.	58	Hays	C. S.	86	Mika	J. F.	114	Reddick	R. H.	142	Strode	E. C.
3	Angle	W. E.	31	Deppe	V. L.	59	Hladczuk	J. V.	87	Miller	G. J., Jr.	115	Reynolds	G. E.	143	Sturgis	B. N.
4	Bacon	E. O.	32	Dewey Jr.	E. K.	60	Holbrook	J. V.	88	Mlynek	F. J.	116	Riskey	J. E.	144	Sydnor	K. W.
5	Bakken	M. O.	33	Duffy	R. C.	61	Hopkins	J. P.	89	Moore	J. R.	117	Robertson	D. C.	145	Szaflir	E. V.
6	Barker	O.	34	Eastburn	A.	62	Kimball	M. E.	90	Morgan	S. W.	118	Robertson	E. G.	146	Taylor	R. C.
7	Bass	W. H.	35	Eatmon	J.	63	Korty	E.	91	Morin	R. A.	119	Samiran	A. R.	147	Termini	R. L.
8	Beacom	D. F.	36	Eaton (Eazl)	W. L.	64	Kuhl	G. L.	92	Myers	R. S.	120	Schauer	J. R.	148	Thaute	L.
9	Belto	E. D.	37	Elam	R. K.	65	Labeledz	C. A.	93	Myres	D. L.	121	Schertz	C. W.	149	Thompson	D. C.
10	Bernhard	J. J.	38	Enfield	C. D.	66	Laine	C. O.	94	Nelson	L. W.	122	Schild	P. T.	150	Thweatt	O. D.
11	Biedenbach	C. J.	39	Fabish	M.	67	Lamothe	W. W.	95	Nogaj	S. R.	123	Schmidt	C. L.	151	Tustin	W. W.
12	Bond	W. B.	40	Ferguson	J. B. Jr.	68	Larger	H. F.	96	Norfleet	M. B.	124	Schmitz	J. D.	152	Tutella	R.
13	Bowen	H. G.	41	Ferguson	M. B.	69	Lawrence	E. F.	97	Norris	S. G.	125	Schroth	A. K.	153	Uhl	D. C.
14	Boyko	W.	42	Finelli	D. J., Jr.	70	LeBlanc	N. J.	98	O'Connor	W. J.	126	Scott	W. M. Jr.	154	Vallley	B. X.
15	Bradford	J. R. Jr.	43	Foster	R. C.	71	Lee	G. T.	99	Oehm	E. R.	127	Scruggs	J. T.	155	Van Ness	O. K.
16	Brouse	R. R.	44	Franklin	E. H.	72	Lord	F. M.	100	O'Shea	J. C.	128	Setliff	O. E.	156	Wade	W. C.
17	Burgess	M.	45	Franklin	L. E.	73	Lyle	J. R.	101	Palmer	W. D. Jr.	129	Shearer	W. J.	157	Wallace	J. T.
18	Byrd	W. W.	46	Fuselier	C. R.	74	MacLeod	J. D.	102	Pasco	V. F.	130	Sidelko	S. W.	158	Wallace	K. D.
19	Cameron	R. J.	47	Gallagher	J. F.	75	Marks	K. G.	103	Paucek	J. L.	131	Sinclair	R. D.	159	Waller	E. A.
20	Carruthers	W. E.	48	Gates	E. N.	76	Martinaga	J.	104	Persen	A. T.	132	Smith	O. E.	160	Weekley	R. B.
21	Chapman	W. H.	49	Gee	W. W.	77	Matela	F. R.	105	Petricola	J.	133	Sodergren	E. W.	161	Wells	R. S.
22	Christie	N. J.	50	Germerschau	F. J. Jr.	78	Mazzone	G. J.	106	Petry	B. E.	134	Souder	L. W.	162	White	W. C.
23	Coker	J. T. Jr.	51	Geuther	W. J.	79	McAllister	F.	107	Phipps	W. A.	135	St. Pierre	R. L.	163	Whitehead	J. W.
24	Collart	H. A.	52	Givens	R. E.	80	McDade	F. J.	108	Pierce	J. W.	136	Stainback	A. M.	164	Wicks	R. M.
25	Cummins	(s J.	53	Goessl	M. E.	81	McGill	C. C.	109	Podolsky	(P E. H.	137	Stallings	D. C.	165	Wilkerson	H. F.
26	Davis	C. E.	54	Goodwin	W. C.	82	McNulty	J. P.	110	Powell	D. L.	138	Steele	D. H.	166	Windham	E. T.
27	Davis	W. D.	55	Gordon	F. R.	83	Mello	M. A.	111	Power	J. K.	139	Stiers	B. P.	167	Wiseman	B. H.
28	Dawson	L. W.	56	Granger	G. E.	84	Melton	R. E.	112	Price	W. L.	140	Storbeck	H. W.	168	Wozniak	M. S.
															169	Yeager	E. E.
															170	Yeomans	W. C.



b. 1942-43: L'Hôtel du Pacifique

On the book's page 244, I show the image below left from the book *From Fiji to the Philippines with the 13th Air Force*. This was L'Hôtel du Pacifique, an officers' club with a hotel next door.

The 403rd TCG pamphlet *Sandmen* wrote "If you wanted to risk your neck on a day off, you could make the truck run over to Nouméa, ...and you had to stand 18 deep at the bar of Hotel du Pacifico in the hope of getting a slug of weak brandy. Most of the crews stayed close to base."

Our pilot Hetzler said "I only went into Nouméa a couple of times, once to a bar on the edge of Nouméa. That looked kind of ratty. The majors were upstairs in a room, and us 2nd lieutenants had the bar."

Above is an aerial view in 1948, and this club is at the pink arrow. This is shown below from ~1945, and at right in 1948. The bar is gone. The hotel was closed, torn down, and rebuilt as it had been, below right.



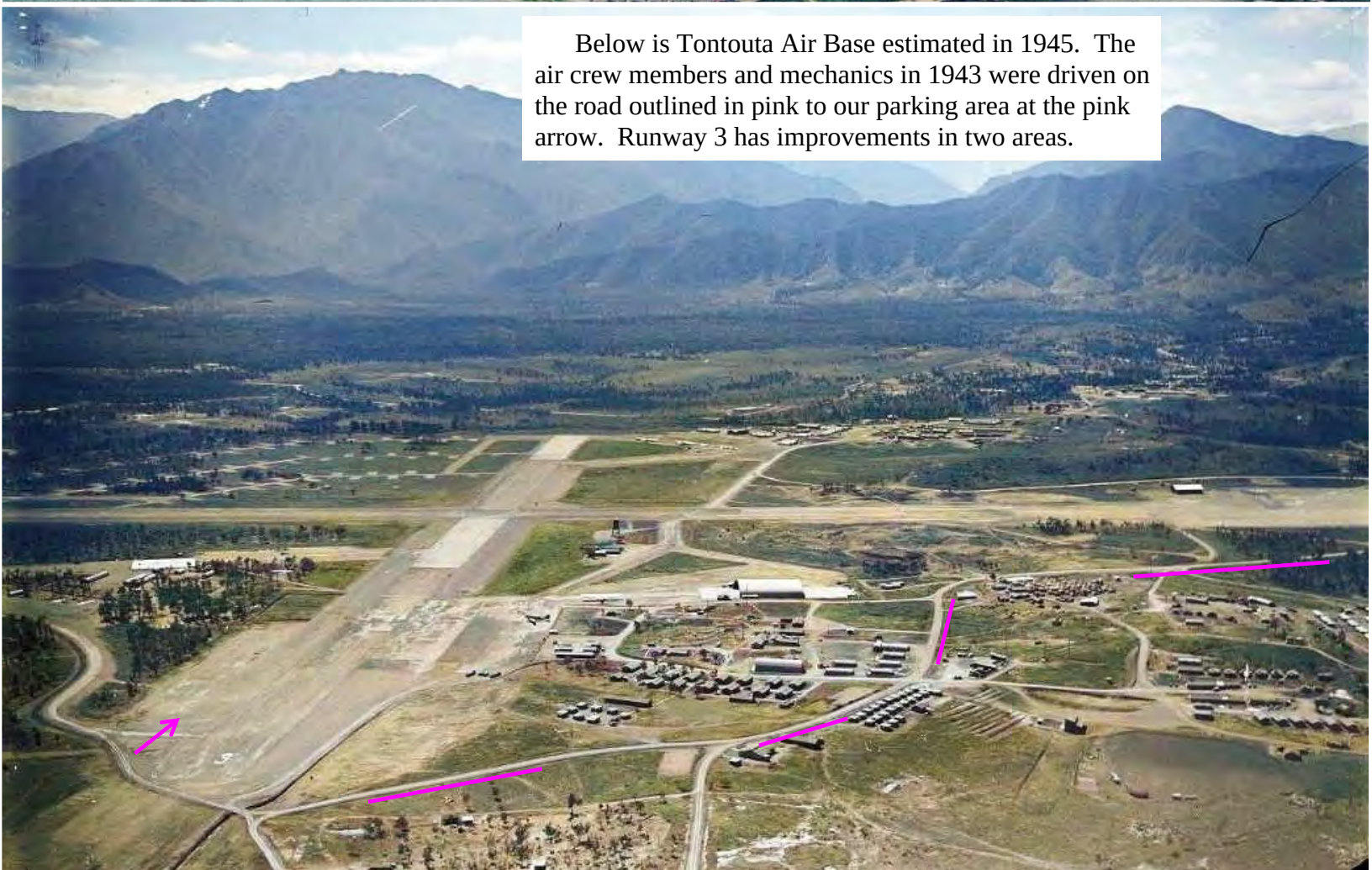


c. 1943: Magenta Aerodrome and Tontouta Air Base

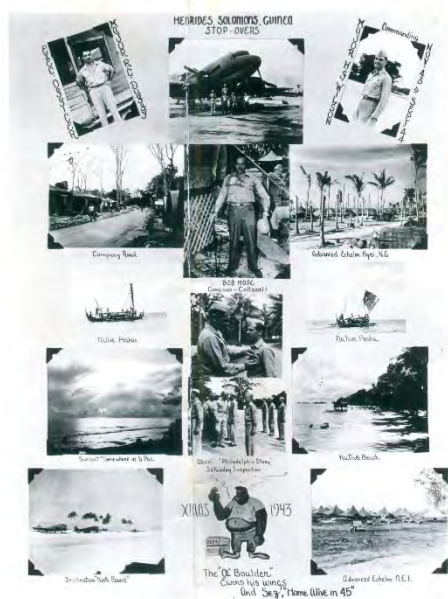
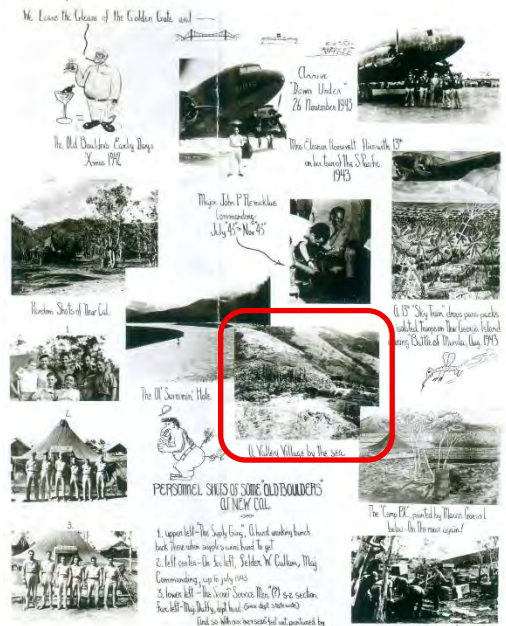
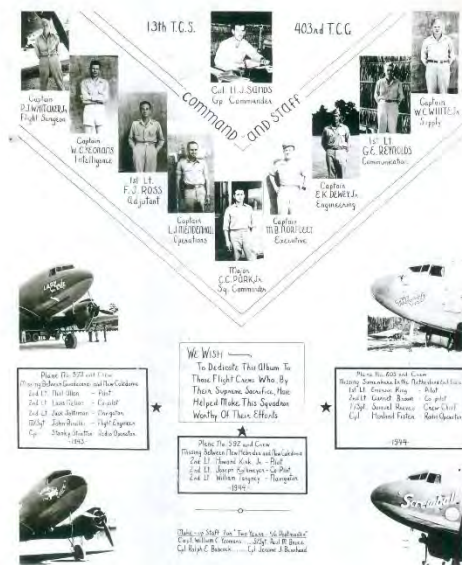
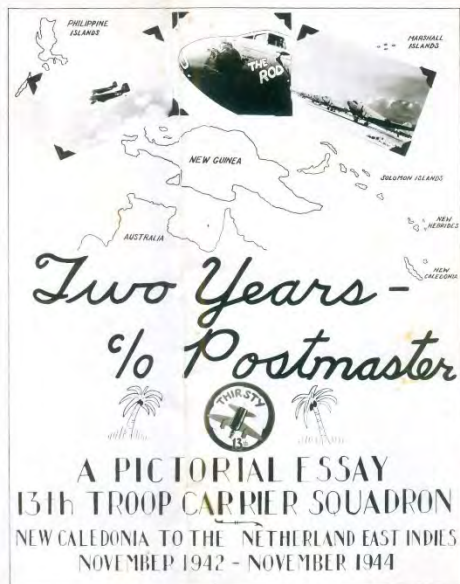
On the book's page 354, I note that on August 25, 1943, Eleanor Roosevelt landed at Tontouta Air Base, and the 13th TCS flew her to Magenta, "an airfield too small for an LB-30," the plane she flew in on. Magenta is shown above in 1945, perhaps improved from 1943.

Magenta is shown below, today, in a view looking west. It is 4,101 feet long, with displaced thresholds of 295 feet on the south end, and 892 feet on the north end. These approximate both ends in 1943, such that in 1943 it was about 2,914 feet long. An LB-30 required 3,500 to 4,000 feet to land. A C-47 could land in 984 to 1,804 feet and take off in less than 1,000 feet.

The above images show in 1943 it also had water at both ends. The north water is now filled in.



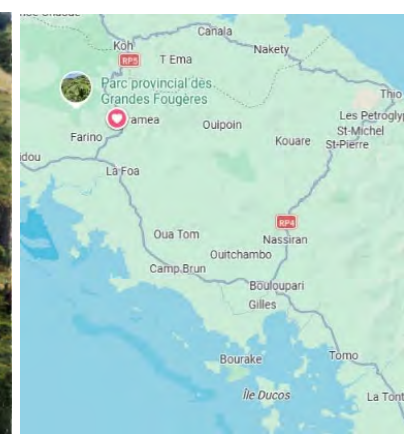
Below is Tontouta Air Base estimated in 1945. The air crew members and mechanics in 1943 were driven on the road outlined in pink to our parking area at the pink arrow. Runway 3 has improvements in two areas.



d. 1942-1944: First Six Draft Pages of Book *Two Years*; Grand Couli Tribe Village

Above are images of the six pages which were the start of the squadron yearbook. The title page top left says "Two Years c/o Postmaster, A Pictorial Essay, 13th Troop Carrier Squadron, New Caledonia to the Netherlands East Indies, November 1942 – November 1944." This provides the time range on which the title "Two Years" was based.

The image top right, in the middle, has the image below left, titled "A Valley Village by the sea." On 1/30/26, our colleague in New Caledonia, Marcel Claude, emailed me a 1943 photo of this village below center, after colorized, and wrote this is a native village in Gran-Couli. This is at the red heart symbol below right, well inland. This view is along the road to Canala.





e. 1945: Airfields in Mindanao



On the book's page 645 is the map above of 14 Mindanao airfields. In the book I describe them from west to east. On 4/3 I found 1946 photos of all of these except Anakan. On 4/10, I found aerial photos 4/27/45 of three airfields, including Anakan. I again describe them from west to east. Mindanao's population was 1 million in 1945 vs. 25 million today. It was more rural then.



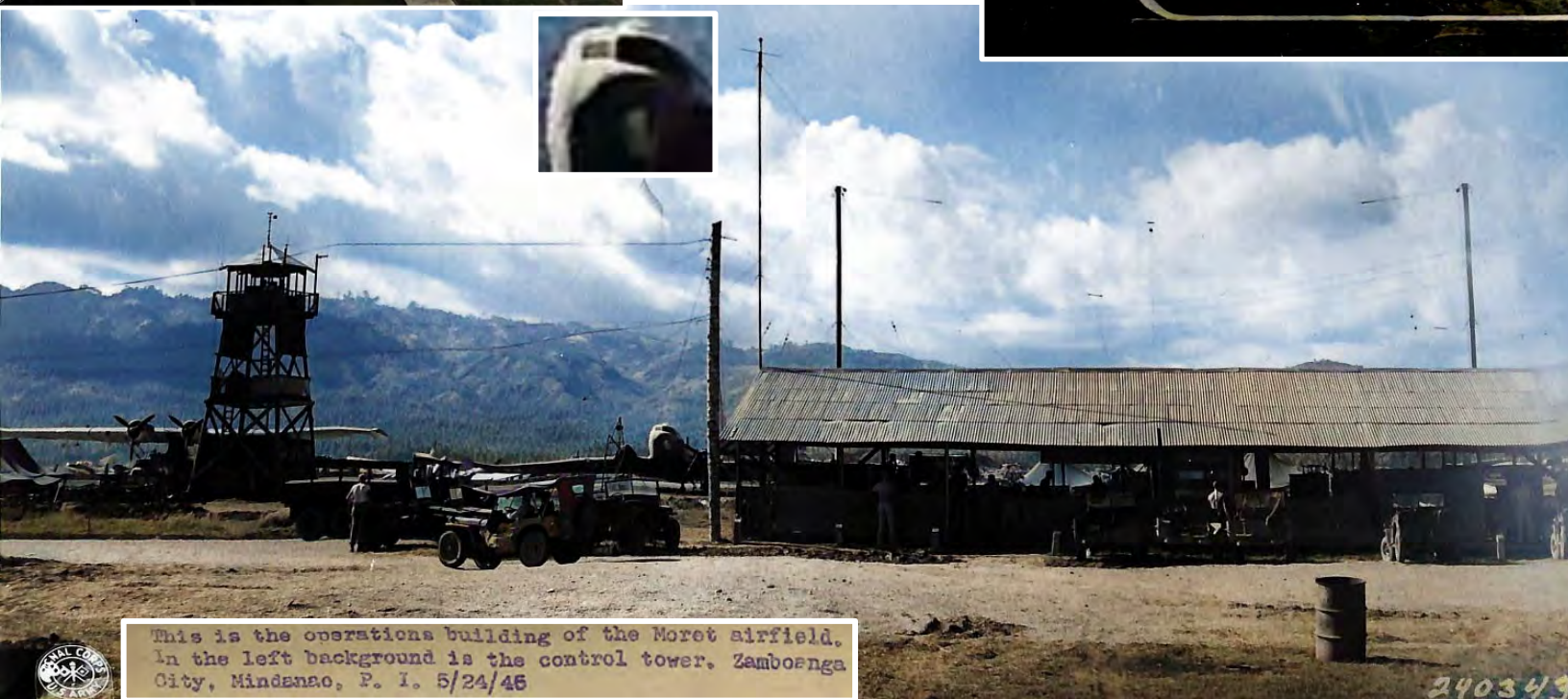
Zamboanga is on the book's **page 635** in a view when Japanese-held. The airfield on 6/30/46 is shown on this page. It was named Moret Airfield.

Top right is a not-flat photo of the view SE.

The current airport is at the same location.

At left is the view west. The north taxiway has 50 parking areas. At right is the view east

Below is the operations building, in a view north, on 5/24/45. There is a C-47, perhaps ours. The nose-art is not clear.



This is the operations building of the Moret airfield. In the left background is the control tower. Zamboanga City, Mindanao, P. I. 5/24/45



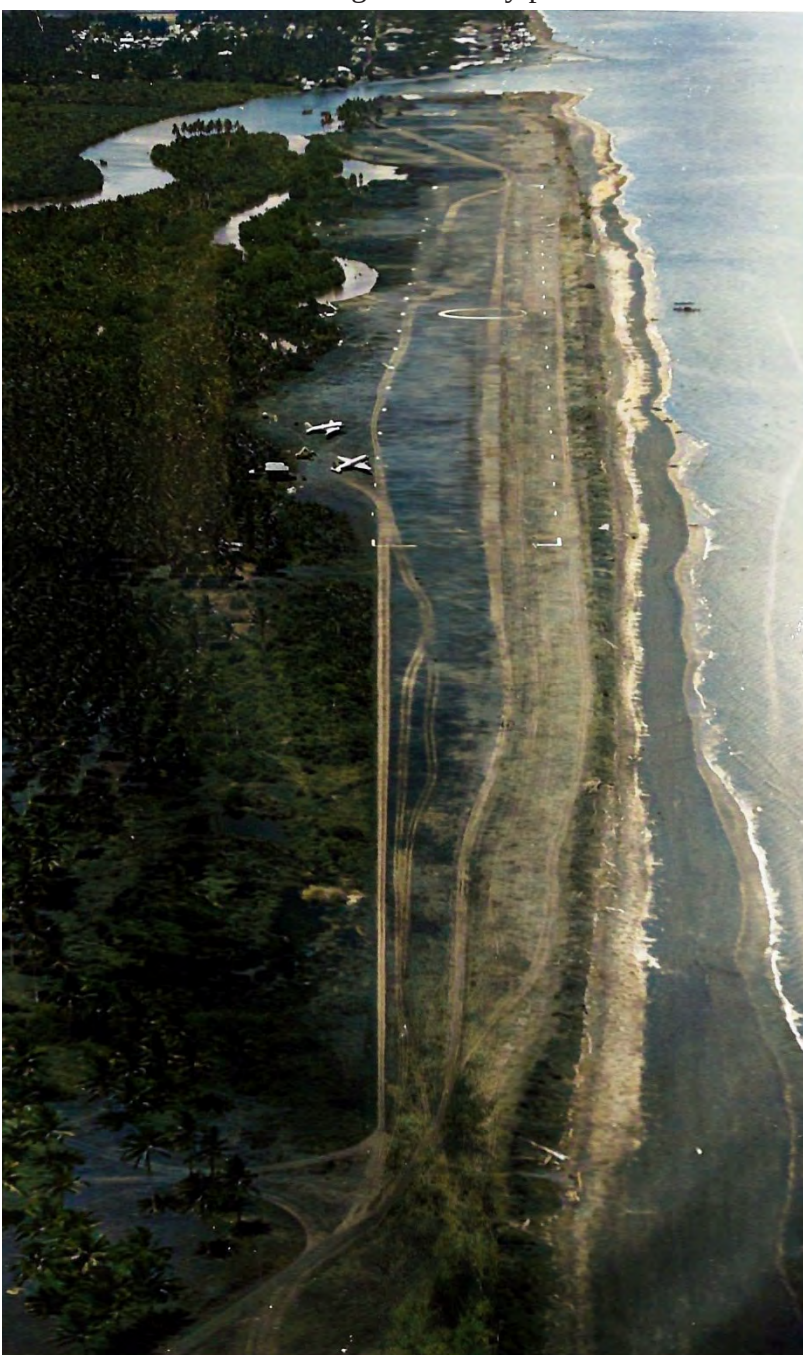
240342

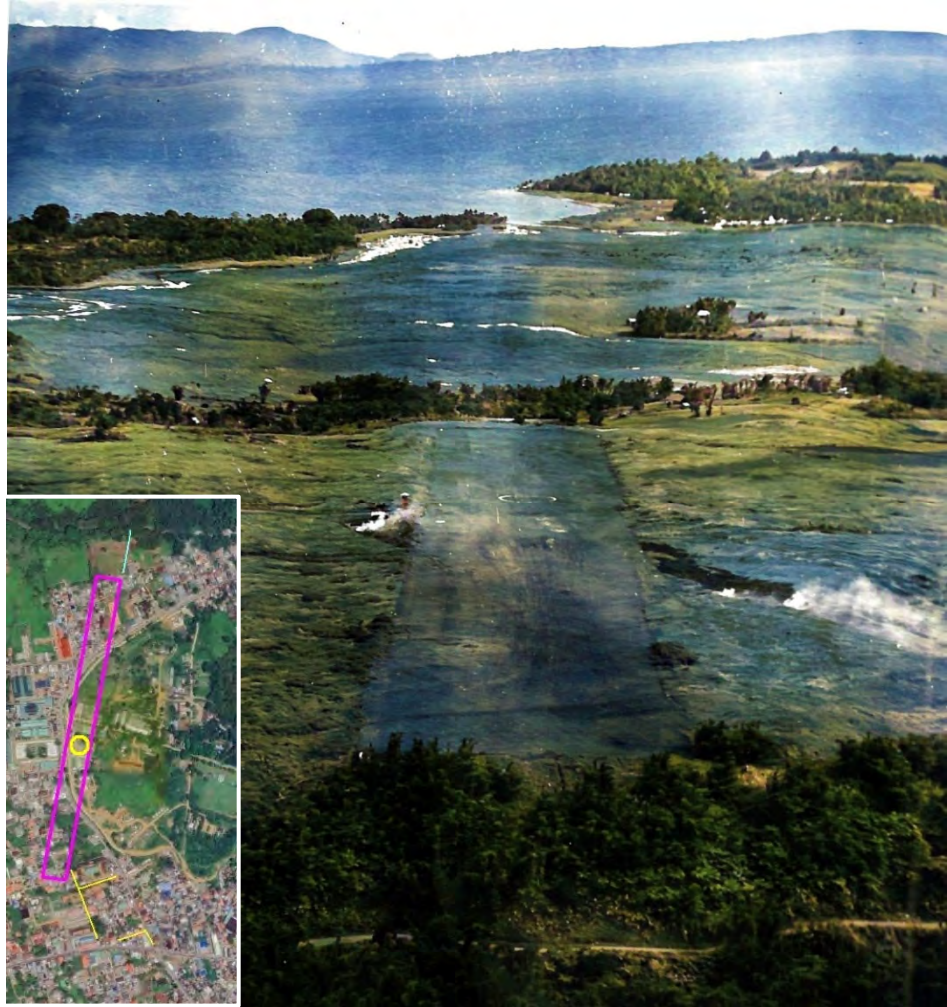
Dipolog. This is on the book's page 638. These photos from 7/5/46 are more detailed.

The photo at right, looks southwest. It shows probably the main parking area, with a C-47. A second C-47 seems to back-taxi on the runway to use the full runway to take off. This is the location of the current airport.

Below left on this same day shows the full length of the runway, and the town across the river. Both ends have displaced thresholds marking the area to target when landing. The large circle or "O" may mean open, or show the mid-point, and is estimated added post-war.

Below right is a wavy photo view northeast.





Dansalan is shown above left on 4/27/45. The location is estimated above center in purple by noting a) the NE edge extended on the blue line reaches a kink in the road, and b) the SE edge is above a curve in the road and some squares marked off with yellow lines. The airfield center was at 8.009N 124.279E. This is 1500 feet east of where I wrote in the book on **page 647**.

Final approach is above right on 7/4/46. The road in the foreground, also in the photo top left, is on a downslope, 100 feet below the runway. On the left seems to be a control tower. Beyond it on the landing field is another large O. In the distance is Lake Llano.

Below is the view north. The mountain is 4 mi. away. At right is Google Earth.

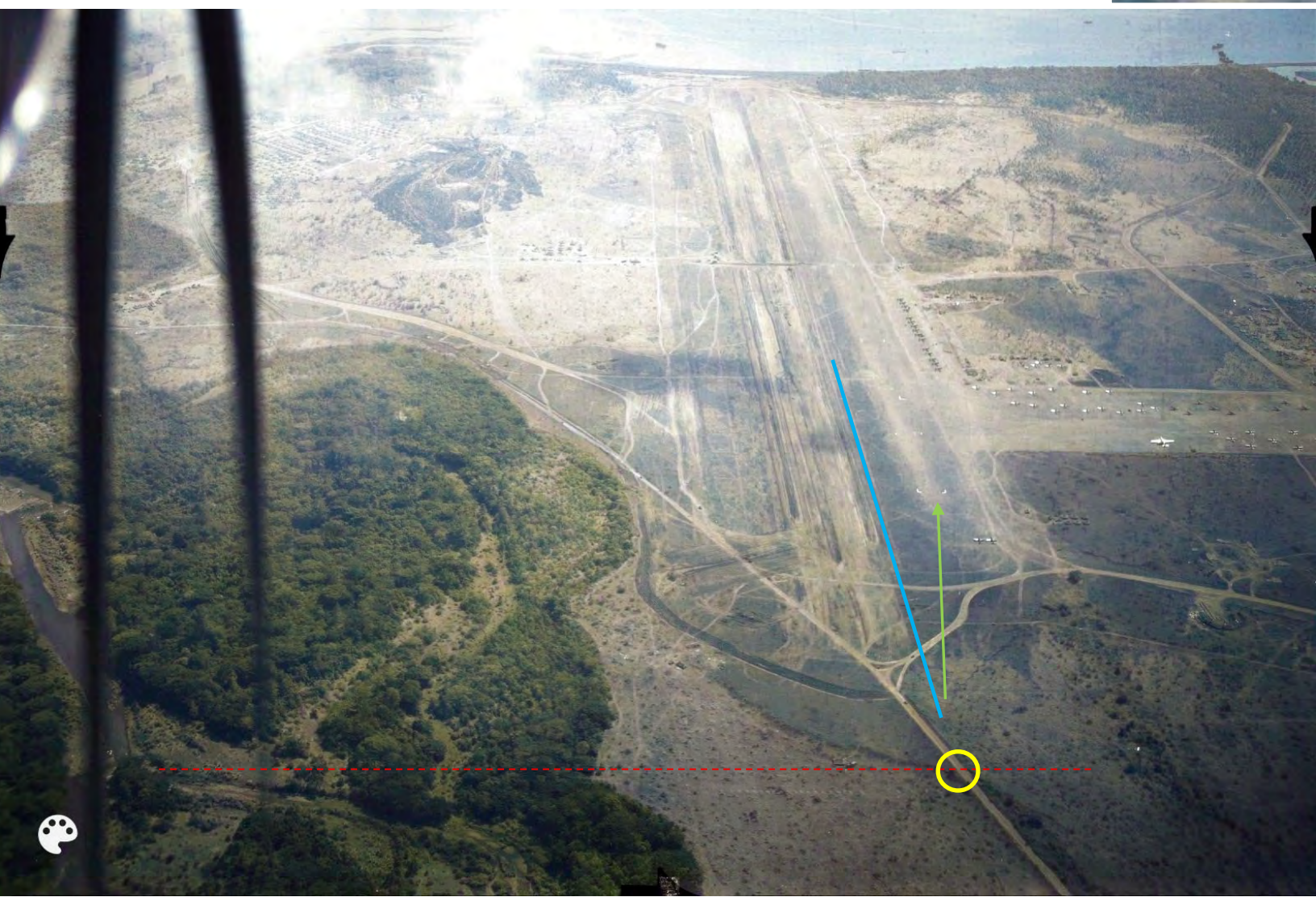




Malabang. On the book's **page 646** I write "The airstrip was in the location of the 2011 airstrip" and show the 2010 image at left. That runway closed in 2023 and is now a road. It is shown above from Google Earth in views SE, above the dashed blue line. The standard width for small US runways is 60-feet, and this runway was 60 feet wide. Above right one can see sections, which are 10-feet-wide and 24-feet-long. As shown in both images above, the centerline was aligned with the intersection of a main road and a diagonal road at the yellow circle.

Below is the view looking southwest on 4/27/45. Malabang was actually an enormous base. Marine Scout Bombing Squaron 133 moved here 4/21/45, and Marine Air Group 24, with dive bombers, on 4/22/45. There was a large general hospital. The 13th TCS flew wounded here from near battlefields. A C-47 is parked above on the right, perhaps where we usually parked.

The dashed red line below estimates the location of the main road above left, crossing the river at a bend. This crosses the diagonal road at the yellow circle, so the recent runway, now a road, centerline can be estimated by the blue line. The 1945 runway started at the white marks, also at right, and so was offset ~100 feet from the road and started further in.





These photos are 4/27/45 looking SE across the base. A large encampment is in this area.



Below is the view NW, showing a large encampment in this area, too.



The SW end of the field is at left, with runway markings on the left.

The current view is below. The purple circle is estimated to be at the same area as at left. The 1945 runway centerline is estimated as the orange line, still offset from the road's extended centerline, in blue.

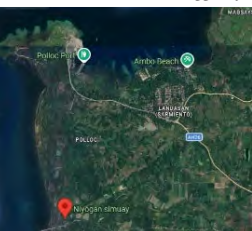


Wounded soldier is placed aboard a C-47
at Malabang Air strip, Mindanao, P.I.,
for evacuation to a general hospital.
4/28/45



13th TCS at Malabang. The image above is at Malabang 4/28/45 and is a wounded person being loaded on our C-47 #43-49768. This C-47 is pictured in the book.

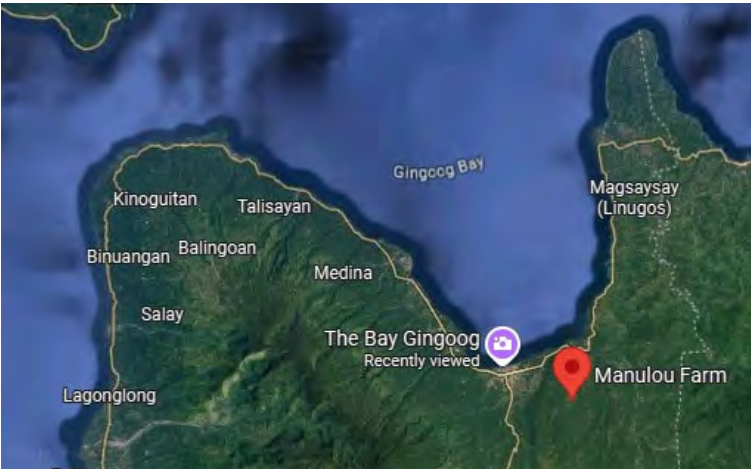
The inside and cargo door are enlarged above right. A wall with vertical poles closes off the tail. On the left is perhaps a lavatory. On the door are a fire extinguisher and probably a raft.



Parang is mentioned on **page 646**. It is below left on 7/4/46. Offshore are shoals, similar to those below right from Google Earth and Google Maps. This airfield is therefore estimated to have been at 7.309N 124.222E, at the red peg at left, 5.6 miles SW of Parang.

There are 36 parking areas on the left taxiway. The runway seems to be Marston Matting, 10-foot-long by 15-inch-wide metal mats, at right.

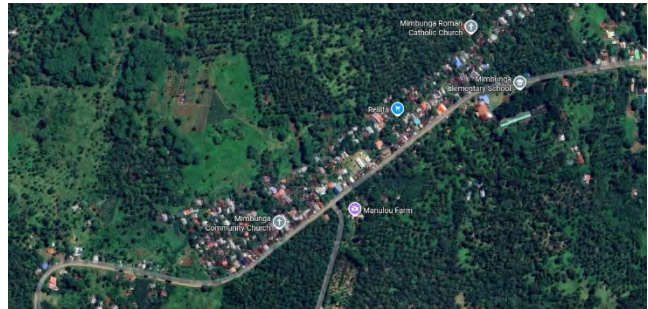


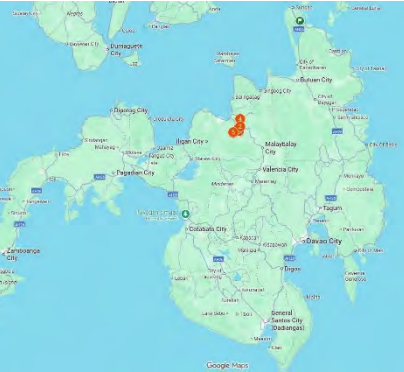


Anakan. I wrote on the book's **page 648** that this was at $8^{\circ}46'N$, $125^{\circ}10'E$, digitally $8.767N$ $125.167E$. The photos here show it was instead 2.8 miles NW at the red peg above, at $8.806N$ $125.154E$. At right is the airstrip on 7/21/38, by a railroad track.



Anakan Airfield, at Gingoog, is shown below on 4/27/45, in a view NW. This is from the image bottom left. The west end of the field is shown below right. The 13th TCS landed here 4/24/45. The railroad track may be gone. The airfield is now filled with homes, bottom right.





Del Monte. The book on **page 648** mentions this area to where we flew missions and also picked up pineapples. This is in north central Mindanao, at the red pegs top left. There were at least six airfields. On the map above center, the location or #4, #5 and #6 are estimated.

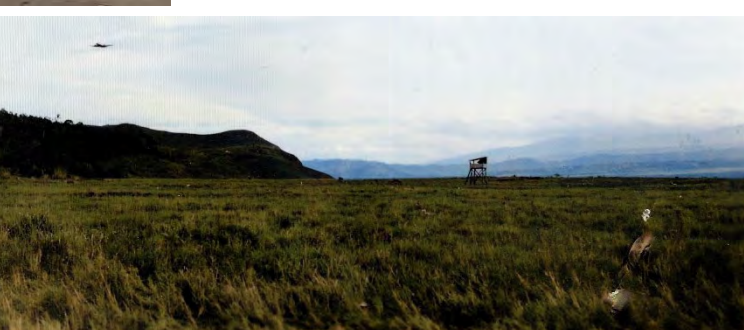


Del Monte #1 is above right on 7/6/46, at 8.394N 124.85E. The view on Google Earth is above left, and the ravines and mountains match. Radio Operator Driedger on page 649 wrote "There were huge canyons on each side of the mesa," and these are visible above right.

A Gen. MacArthur monument, at left, is now on the road on the west side of the field. This is from where he left for Australia in 1941. The west side of the airfield was the parking area. The white may be water reflecting the sun or clouds. At right, looking south, the runway has an "X."



The image below left is on the book's page 648. It is at this airfield, with the same mountains on the left and right as in the Google Earth view here below right.



Below is another image from NARA of Del Monte #1, on 7/7/46, with tall trees on the mountain.



7/6/46



Del Monte #1 is shown again above in a view due east, also in Google Earth at right. The runway was above the red dashed line.

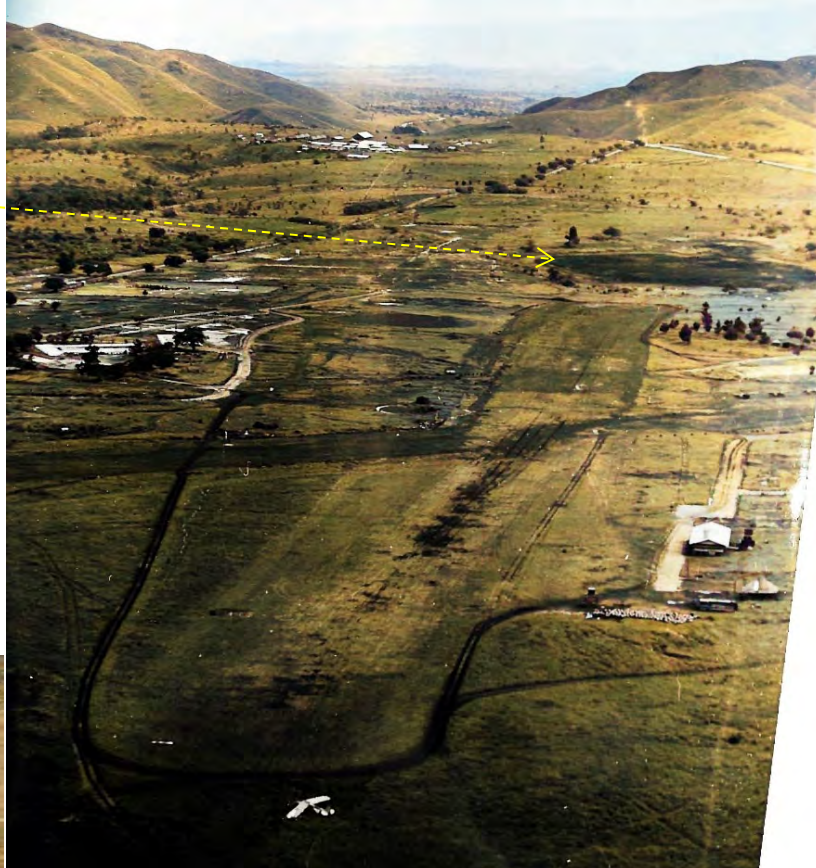
Del Monte #2 was for pursuit planes, i.e., fighters, and so was smaller, and is said to have been east of #1. It was at the yellow dashed line above, 1.5 miles NE of #1. This is below right, at the location on Google Earth below left, at 8.402N 124.866E.





Del Monte #3 was at 8.374N 124.836E, two miles SW of #1, on what was and still is the Del Monte Golf Course. Above is the view north from Google Earth, with the same roads and pond as at right.

Planes turned off on the blackened line to the parking area, below, looking south. This is shown below right looking west. The planes in 1946 are small single-engine high-wing planes.



Del Monte #4 – the book on page 648 has the image at right, from a map 403rd TCG Col. Sands had. This shows a Del Monte No. 4 northeast of No. 1. I could not determine the location of No. 4.



Del Monte #5 – the photo at left has the caption below left as Del Monte #5 in the barangay of Tankulan, the same as #3, but this image did not help to locate it.

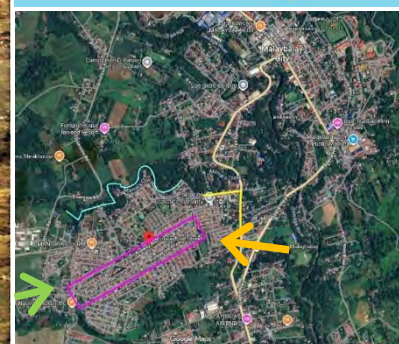
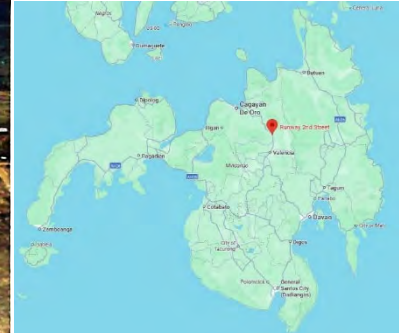
Del Monte #6 – The book's page 648 shows a 433rd TCG May 1945 note that a Del Monte airstrip they landed at was at 8° 20' N, 124° 47' E. This is 5 miles SW of Del Monte #3 on the mesa below right. We need 1945 aerial photos of all of these.

Some sources refer to a narrow 15-to-40-foot wide dirt road called Camp 3 Airstrip as being from WWII, but I find no evidence of this.

It seems the 13th TCS mostly landed at Del Monte #1 and maybe at #2.

252119
Aerial view of the airstrip at Del Monte #5, Tankulan, Bukidnon Province, Mindanao Island, P. I., which is included in a survey of reportable and non-reportable airports in the Philippine Islands. The survey for the Real Estate Division of Chief Engineers' Office at Army Forces Western Pacific Area.
7/7/46



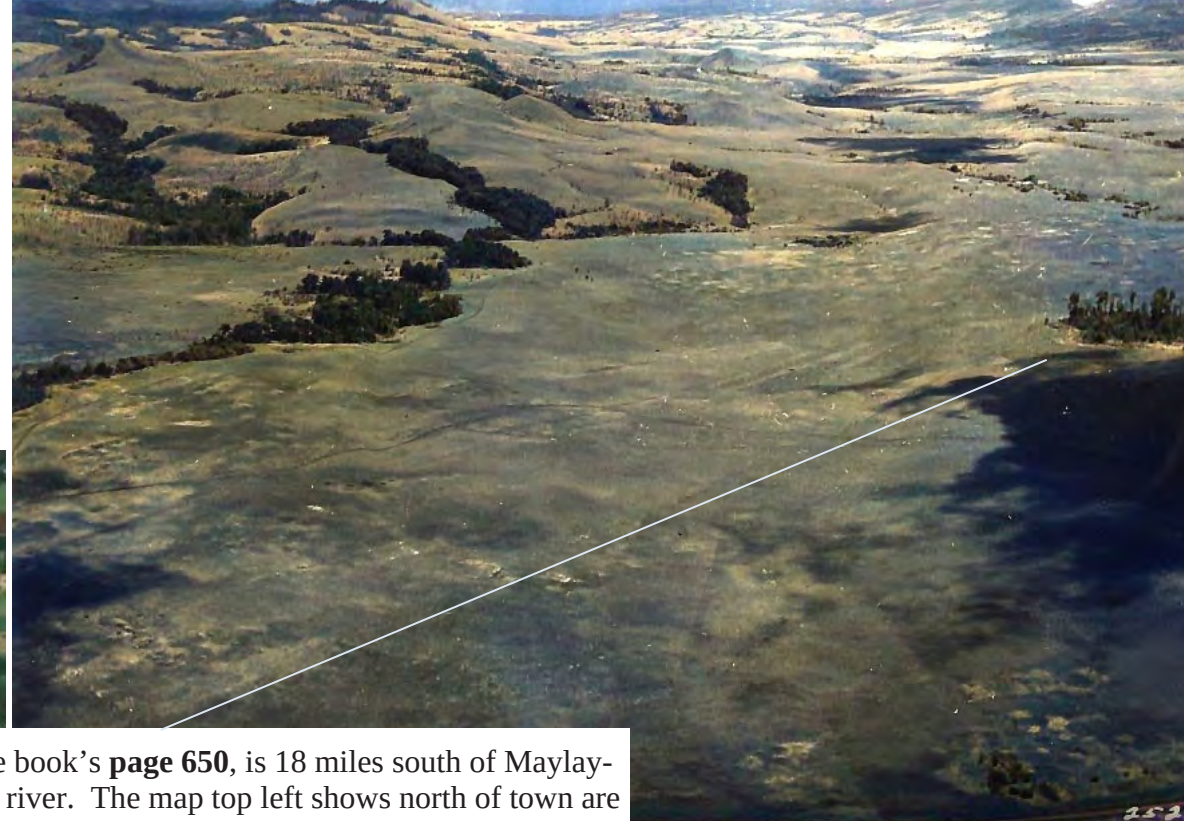
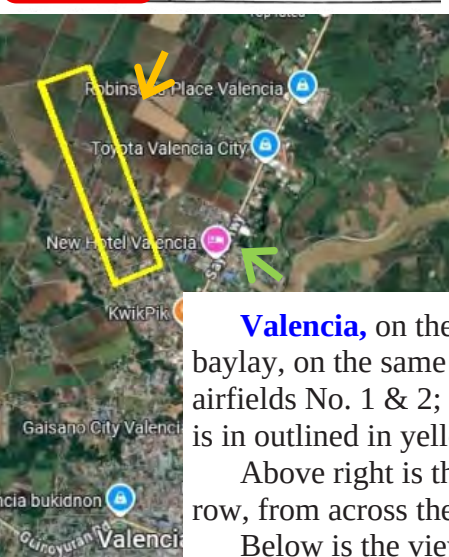
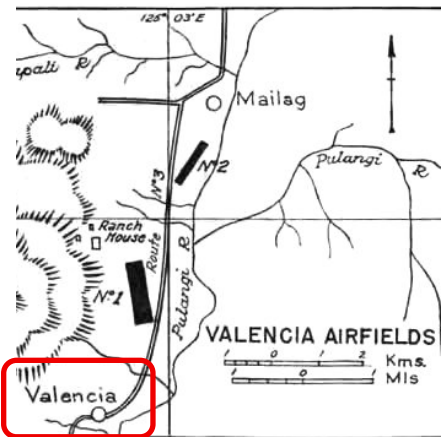


Maylaybalay on page 649 is at the red pin above right. The airfield was SW of town, where outlined in pink. Above left on 7/10/46 is the view in the direction of the green arrow.

The NE end, 1.5 miles from the airstrip had a mountain peak 400 feet high. It seems they landed to the NE, so only the near end of the runway has Marston Mats, at right, for landing.

The image below is in the direction of the orange arrow. It seems planes turned off the runway at the circle and parked in the cross areas. There are twelve large revetments.



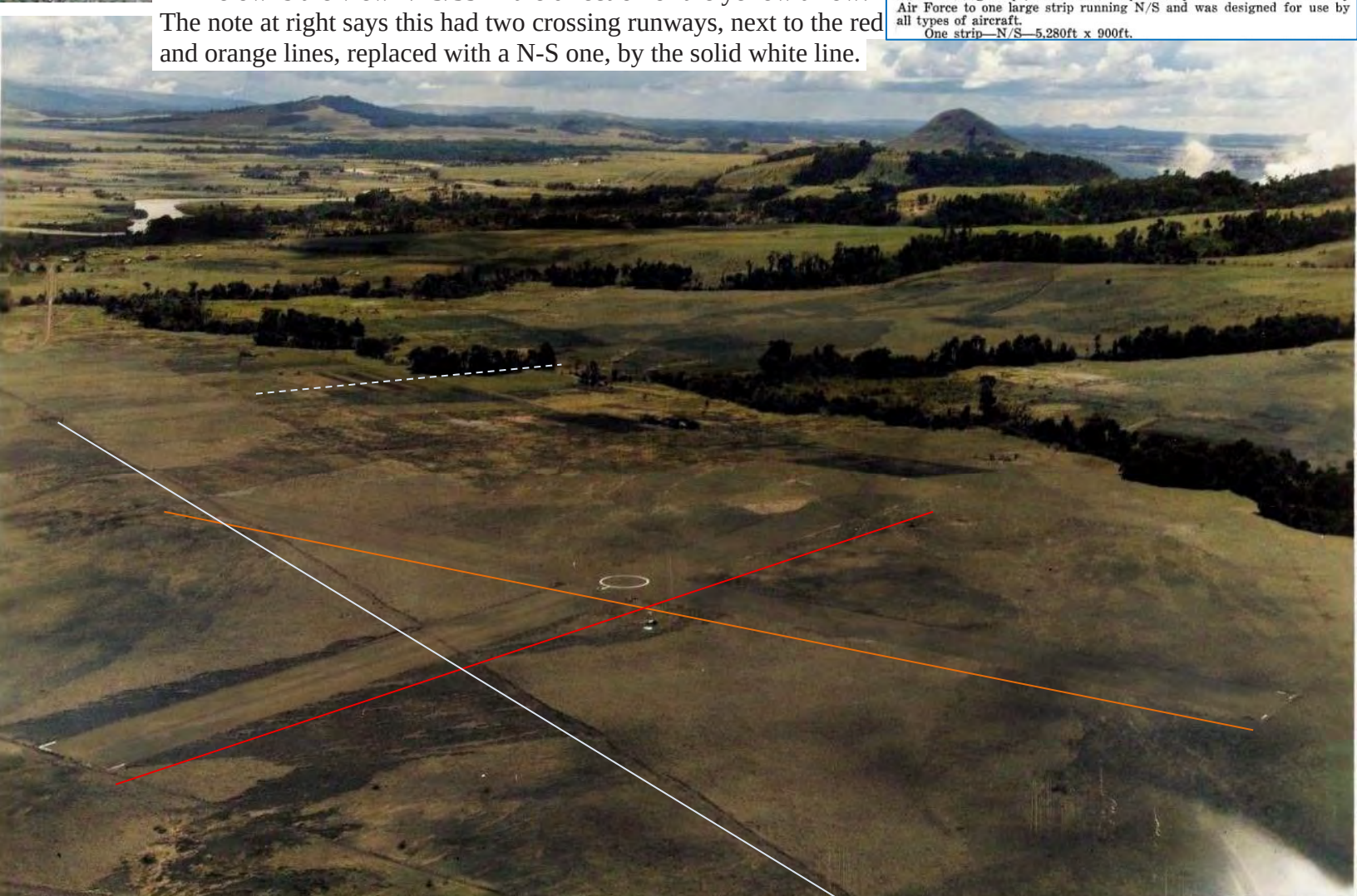


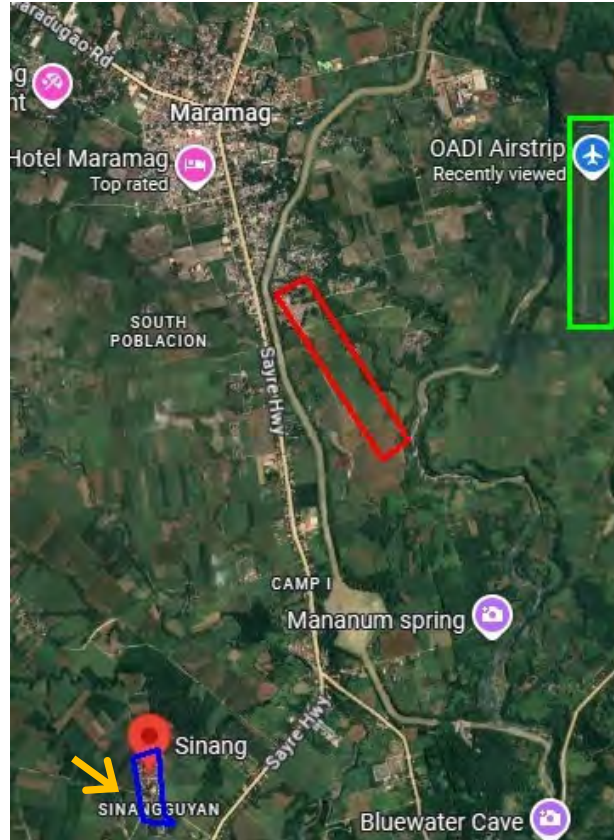
Valencia, on the book's page 650, is 18 miles south of Maylay-baylay, on the same river. The map top left shows north of town are airfields No. 1 & 2; #2 is estimated for smaller planes. #1's location is in outlined in yellow at left. Some roads align with the old runway.

Above right is the view 7/10/46 in the direction of the green arrow, from across the road, in the lower right, enlarged at right.

Below is the view 2/15/39 in the direction of the yellow arrow. The note at right says this had two crossing runways, next to the red and orange lines, replaced with a N-S one, by the solid white line.

Valencia No. 1 (Elevation 1,032 feet)—7° 59' N, 125° 2' E—Photo 174:
 Located two miles north of the barrio of Valencia on the west side of Route No. 3 in Bukidnon Province.
 Originally built as a national emergency landing ground with two short crossing strips, it was later improved by the United States Army Air Force to one large strip running N/S and was designed for use by all types of aircraft.
 One strip—N/S—5,280ft x 900ft.

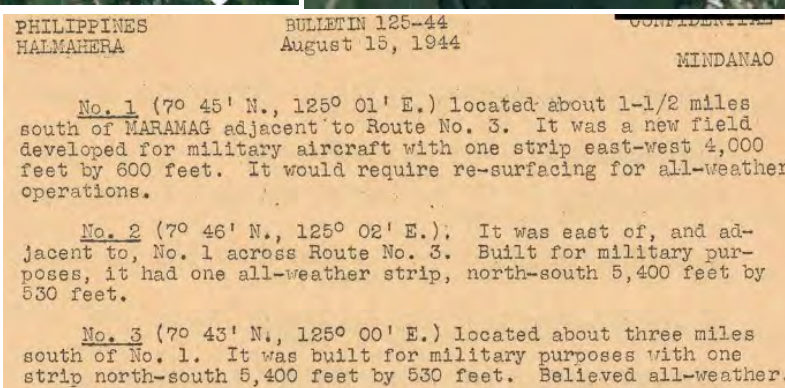




Maramag is noted on the book's **page 648**.

It is 13 miles south of Valencia, on the same river. The map above left shows the locations of its airstrips #1 in blue and #2 in red. The town was between these and moved north. The above center satellite view has the same roads, river bends.

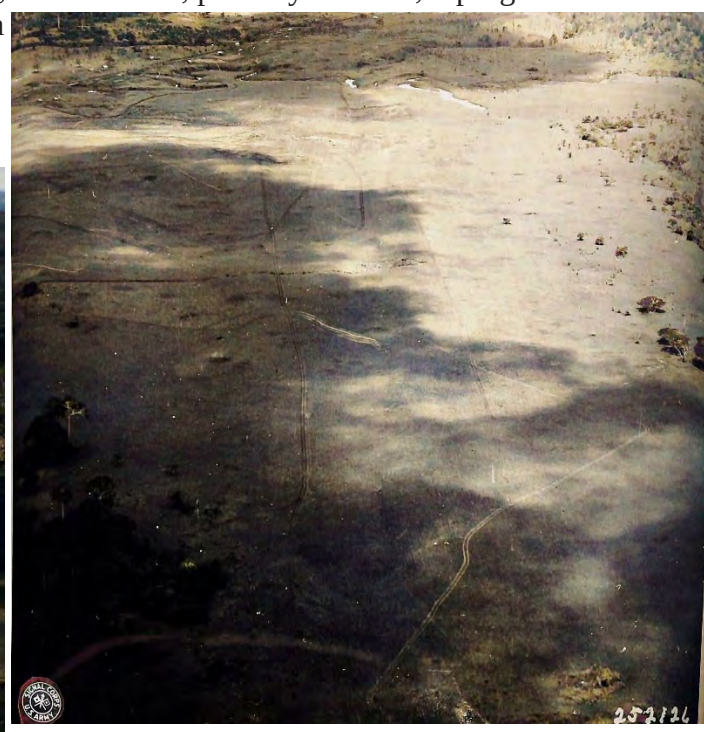
Bulletin 125-44 at right from 8/15/44 uses different numbers. Its #1 became #2 in red above, #2 is outlined in green above, now their airport, and the Bulletin's #3 is #1 on the map.



Below left is the view on 5/14/45 of #1 in the direction of the orange arrows above. This view has the same road and river bends as in Google Earth at left. The runway area is now called Sinangguyan, and is shown, partially filled-in, top right.

At right is a 7/46 view north of #3, a small airport.

13th TCS notes don't say which we landed at. #1 seems to be the main one.



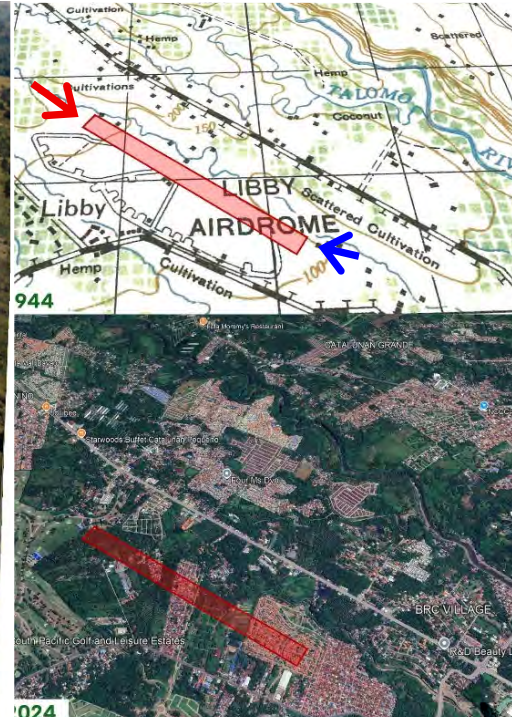


Davao City. This is on the book's **page 651**. The airfield is above on 7/6/46. The white areas above left are filled-in craters from US bombs when it was Japanese-held.

Above right, in the lower right, the shoreline begins curves north. At right is the view from Google Earth, looking north, with the same shoreline and mountains. The 1945 airfield was where the current airport is but the airstrip was at the east end, and at an angle, perpendicular to the corner of the shoreline.



Libby. **Page 652** has the location of Libby and a 1944 aerial when Japanese-held. Below left and center are views S & N 7/6/46 in the directions of the red and blue arrows below right. In the foreground below left are four C-47s. Below right are a map and view of this recently.



This was the view of SE at Libby. The mountains are across the water.



Airstrip at Farm 7, ~~Madawm~~ Davao Province, Mindanao Is., P.I., taken during a survey of reportable and non-reportable airports in the Philippine Islands for Real Estate Division of Chief Engineers' Office of Army Forces Western Pacific Area. 7/7/46

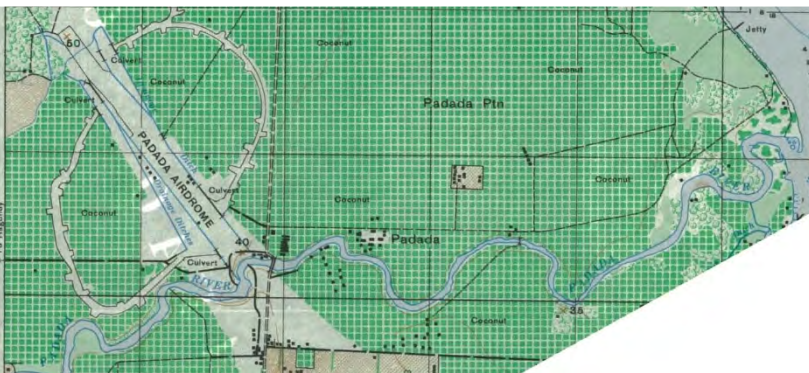
Farm 7. The book's page 653 notes this was a widened portion of the main road to Davao City.

The second monthly letter for November 2017 showed the location. At right is Farm 7 on 7/7/46.

A pilot noted the cut trees at each end made it easier to land and take off here.

Padada. Page 654 shows a pre-war and 2011 aerial view of Padada and provides the location as 6.693N 125.345E. The online map below left and satellite view below right of the river confirm this.

The photos at the bottom look NW and SE on 7/10/46. The river at the south end is shown enlarged below right, matching the today image.



f. 1942-1995: Stories from Finelli, Mail Supervisor, 9/42-9/45

Finelli (Mail Supervisor, 9/42-9/45), per his son, Dom, 2/7/26:

1942: Pop's journey to the South Pacific began on November 3, 1942, on a troop ship bound for New Caledonia. He hated that trip. The convoy ran into bad weather enroute, and so much of the time was spent below decks. Pop said he felt every wave on the trip.

For the rest of his life, he hated boats. Even when I bought one he wouldn't go out on it. The closest he ever got was taking my kids down to the boat and crabbing off of it while it was in the boat slip.

He'd help me clean it, wax it, cover it, and store it for the winter, but he never went for a ride.

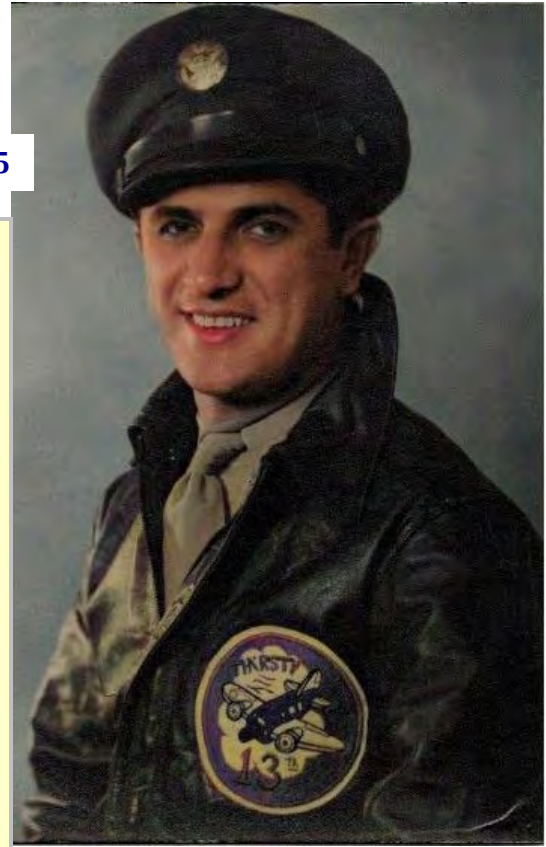
1943-45: Entertainers also made the rounds among the troops. As the Special Service NCO, Pop organized fun things for the men, so he got to see and meet some of the great entertainers of the time like Bob Hope, Jerry Collona and Frances Langford.

1944: At Biak, while setting up the camp, Pop and some of his buddies got fired upon by a sniper. Pop said that, thanks to the Marines, the sniper didn't live long enough after that to hurt anyone.

1945: When I was a kid, I asked my Dad what happened to all his army stuff [clothes, mess kit]. He said "I threw it all overboard on the ship home so all I had was the stuff I was wearing." When he got to the states the train to the east coast was a five-day trip. He was then mad at himself, having to wear the same clothes for five days. He didn't care that much about his situation, he was just glad to be in the states and anxious to see my Mom after over 3 years. He got a new set of clothes at [separation center Fort] Indiantown Gap [Pa.] to wear when he arrived home.

1946-1995: Beginning in 1946, Pop and The Major [Duffy] organized reunions that they had every two years. In truth, my Mom [her maiden name Rose Reilly] did most of the legwork, typing the invitations, addressing the envelopes, and keeping the list of who was attending. **[Thank you, Rose!]** The men knew and appreciated all of their hard work to keep them together for so long, so much so, that they insisted that, instead of driving, he and my Mom [pictured below] fly to the last couple of reunions they attended and bought their tickets.

1995: For Pop [below left, standing, behind Norfleet], the reunions lasted until he died in 1995. The invitation for the 1995 reunion included Pop's obituary and I still remember all the nice notes my Mom received. At that reunion they had a short memorial for Pop."



Pictured below left are Dom Finelli and Norfleet.
Below center and right are Rose and Dom Finelli.





g. 1945: C-47 43-16307

On 4/8/26, I searched on Parang Cotabato Airfield WWII, and images, hoping to find an aerial of the Parang airfield, and saw the image above. The double gold lines on the tail, with a star in the middle of the top line, means this is a 13th TCS C-47, as does the field number, 33, as this was in the range 20-35 assigned to us. The full number is 43-16307, painted on as 316307.

I determined this number in 2011 as radio operator Clark Ummel we had "307." It is in the table of our C-47s numbers on the book's page 105. It flew overseas in August 1944.

In the book I estimated the field number was 29, but this shows it was 33, so it is great to learn the field number. There is no nose art. This is a C-47B with a longer inlet atop the engine. The navigator's window and drift meter below it are visible. The green paint faded to brown. The caption said Mindanao, April to August 1945, supporting the 24th Infantry Division. They are flying at cloud level. The forward cargo door is removed, not just the jump door. In the doorway is the person at right. Light comes in a window on the right side of the plane.



2. Conclusions and Thanks

It was great to learn the location of the Klipfontein for its first three nights in Dumbéa Bay – thank you, Eric Gavarone, and the Musée Maritime de Nouvelle-Calédonie. Great to see photos of the Hotel du Pacifique, Magenta Aerodrome, Tontouta, and the Gran-Couli tribe – thank you, Marcel Claude. Great to have aerial photos confirm the Mindanao airfield locations and views. And Finelli's son, shared great stories - thank you, Dom. With best wishes, - Seth