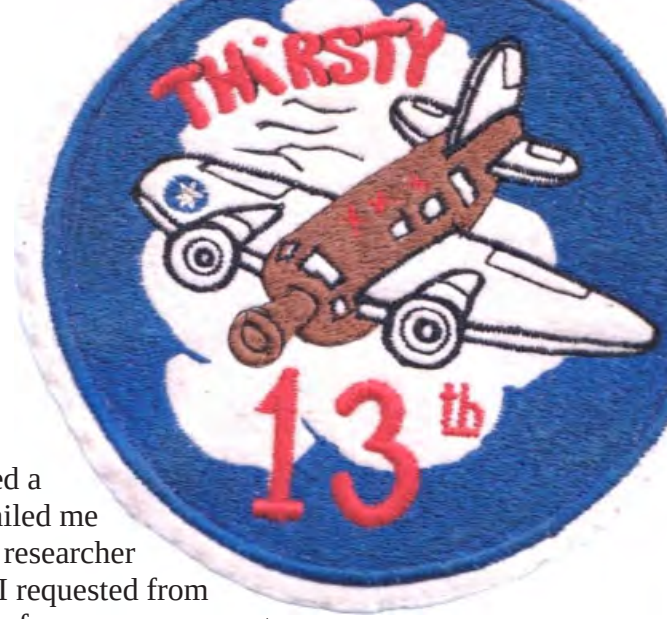


September 2026

Newsletter



Dear Thirsty 13th Relatives and Friends,

After the newsletter May 2, 2026, Ewan Stevenson shared a comment on berths vs. anchorages. Marcel-Luc Claude emailed me photos 5/16, 5/20, 5/24, 6/24, and 7/19. On June 9, contract researcher George Cully in Montgomery, Ala., emailed me documents I requested from Maxwell AFB about the 22nd Replacement Depot, where 25 of our men were sent.

I determined long-sought photo locations in New Hebrides and at Carney Field, found photos of a church in Dulag, and a logbook for a pilot in the post-10/45 13th TCS. I include stories from two members. In history-related activities, on May 4, I ordered a book, *Your Kids and Mine*, about the tours by comedian Joe E. Brown, who we flew, and share excerpts. On April 13, the daughter, Kim, of radio operator Luther Brady visited Dulag Airfield on Leyte, and told me about a park. On June 29, I found stories from a 13th AF HQ person with helpful details about Morotai, others.

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

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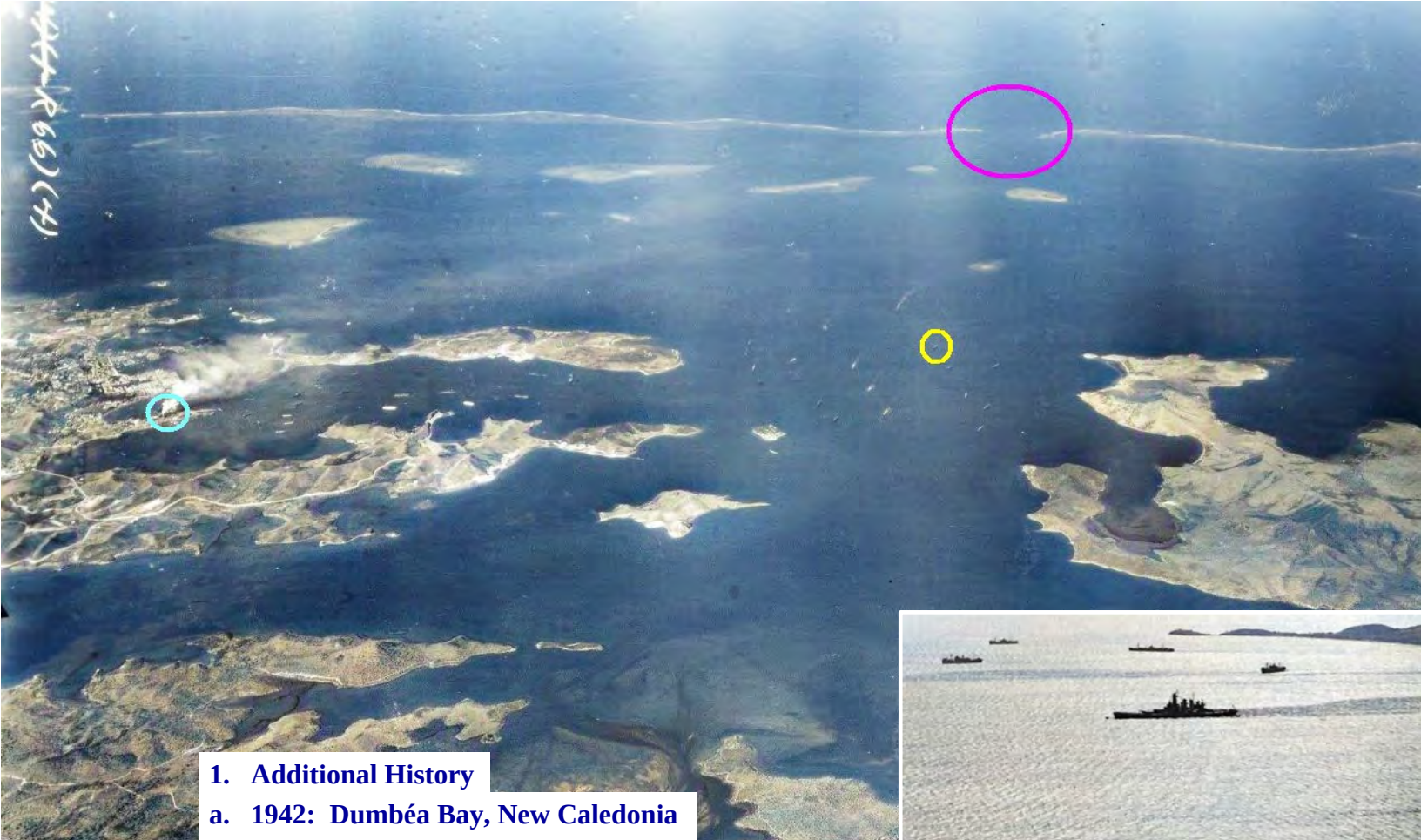
This is the newsletter for the U.S. Army Air Corps 13th Troop Carrier Squadron, 1940-1946, nicknamed "The Thirsty 13th." This is prepared by Seth P. Washburne, the son of John C. Washburne, navigator 11/42-7/43. Please direct any comments to him at (212) 289-1506, sethpw1@gmail.com, or 5200 Meadowcreek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



The 4/24/43 image above has a purple oval on Dumbéa Pass, a natural coral break. This is where the *Klipfontein* with our ground crew entered Dumbéa Bay. The *Klip* anchored near the yellow circle for 3 nights. It unloaded at the blue circle, the nickel dock which has a smoke stack. Our ground crew's views were similar to those around the USS Washington above and below.

Regarding the map of ship berths in the last newsletter, on May 12, Marcel Claude in New Caledonia emailed me, "After the war, all the fixed buoys as well as the anchors and chains were removed for scrap metal." Marcel's friend, Arnold Russ, who is 97 years old now, purchased the chains and mooring boxes from a Mr. Gubbay in 1952 on behalf of the Vacuum Oil Company. This equipment was loaded onto a ship, EL RETIRO, which sank in 1954 with the metal onboard at the entrance to the Second Canal in the New Hebrides.

On May 5, Ewan Stevenson in New Zealand emailed me, that USN charts off of Guadalcanal and Tulagi were similarly marked with berths but most of those did not have bouys on them and ships used their own anchors. Perhaps some of these Dumbéa Bay ship berths did not have buoys.





b. 1943: Tontouta's 361st Air Base HQ Area

New Caledonia's Tontouta Air Base had two entrances, circled in red and blue at right, with paths outlined to our work area. On the book's page 251, Windham said, "The truck went around the runway; I don't remember ever going across the runway," so we used the south entrance.

Above left is a map, shared by Marcel Claude given to transient air crews identifying buildings by the north entrance. The 361st Base Headquarters and Air Base Squadron had their HQ where underlined in red above. This unit maintained the air base, staged and supplied combat and transport aircraft, and provided barracks for transient air crews.



Flight records show from 10/9/42 - 12/14/42 at least 36 of our 40 pilots and navigators stayed here at least 155 times, about 3 nights per man, while based at Plaine des Gaiacs.

North of the main road are the base chapel, PX, post office, a V-Mail station, and a movie theater. Our members went to a theater west of this but could go here, too.

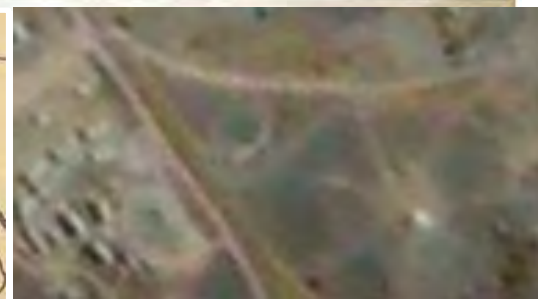
361st Air Base Officers' Club. Ground Officer Norfleet had the card at right (on the book's page 357, with the image below left) that on 9/20/43 he became member #50 of the 361st Air Base Officers' Club, joining perhaps to hold a party there 21 days later.

The note below left is from an invitation from the 13th TCS enlisted men to a First Year (overseas) Anniversary Party at this club 10/11/43. This club is estimated to have been at the word "Club" below center and shown below right in an aerial image, across the street NE of the 361st Air Base Squadron and HQ area.



We the enlisted personnel of the Thirteenth Troop Carrier Squadron, cordially invite you to attend our "FIRST-YEAR ANNIVERSARY" stag party commemorating the initial arrival of the Air Echelon to the South Pacific Area.

The "Bivouac" area will be the 361st Air Base Officers Club, with activities commencing at 6:30 PM., Monday, October 11, 1943.





c. 1943: New Hebrides Pekoa Airfield Parking Area

The 13th TCS's second main overseas camp was at Pekoa Airfield on Espirito Santo in New Hebrides at the yellow arrow above. We were here November 2, 1943, until September 21, 1944. The photo above was on November 30, 1943, and looks west over the airfield and Second Channel.

On the book's page 413, I show the image at right from October 1943 and identified the five areas where our C-47 parked. The area below the word "Revetments" was soon cleared to form the larger white area shown above.

The photos below, from navigator Dewey on a different day, show we also parked in the large area. These are in the directions of the blue and red arrows on the aerial below these, also on November 30. The palm tree rows above the C-47 below right are at the same angle in the aerial view.





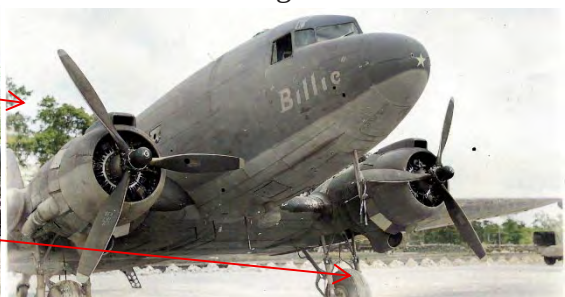
Above (Dewey Collection) is the view in the direction of the red arrow at right before a 2nd road was added.

The aerial at right 11/30/43 has five C-47s on this ramp. On this date we had 20 C-47s vs. an allowed 13, so six were flying to the US 12/4. These may be 5 of those 6.



Stacked-Rocks Location. Below are Mi-Shan (non-13th TCS), then two of Billie, all with stacks of rocks behind them. On the book's page 415, I estimated the below-right location wrongly.

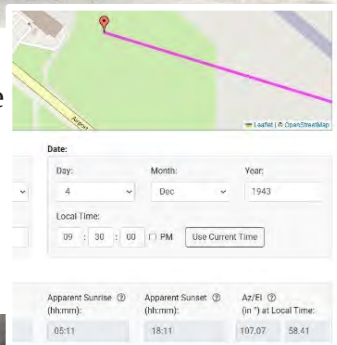
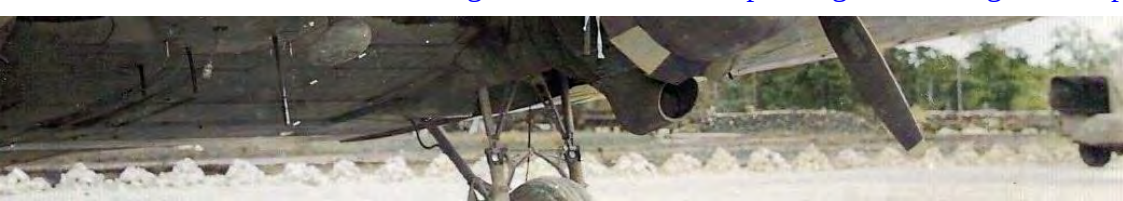
Book Correction. On July 30, I realized the below right photo is on the same day and at the same place as below center, 12/4/43. The tree branches at the red arrows are the same; the left tire, on the right in the photo, has the same line on it, and the propellers are at the same angles.



The bottom of the photo above right is enlarged below. The road diverges from the rocks and a wall is on the right. These are in the aerial photos. The above middle photo is then in the direction of the pink arrow.

The image below right of Bille's pilot, Remaklus, has the same tire mark and three men as above center and so is the same day. The NOAA solar calculator at right shows a consistent sun direction, and Remaklus' shadow, ~58°, indicates 9:30 a.m.

The aerals are four days before the Billie photos, and that may be Billie parked at the pink arrow from where it left to return to the U.S.. [It seems we worked on planes in our area, then brought them here to load passengers and cargo and depart.](#)





BEVY-CARNEY
CARNEY-IRET

d. 1944: Carney Field, Guadalcanal, Transient Air Crew Area

The 13th TCS, from 10/17/42 until 9/1/44 landed on Guadalcanal almost every day. Initially we landed at Henderson Field, code-named Cactus. Carney Field, 7 miles east, was a B-24 base. The morning reports state our destination as APO 709, which was all of Guadalcanal, but some Individual Flight Records, such as above right for Leibundguth specify Carney Field as early as June 12, 1943. An open issue is to determine the transient aircrew barracks location here.

Navigator Dewey was assigned to the 63rd TCS on 8/4/43. After the 13th moved to the Pekoa camp 11/2/43, next to the 63rd, Dewey was assigned to us 11/20. He left for the U.S. on 2/17/44. He had the photo above left of a telephone line crossing a river and barracks on the shore.

Carney Field is shown below on 3/22/44 in a composite I created 11/19/19 from 11 images, colorized, and rotated 31°. The top left portion is enlarged above right showing a telephone line and shoal. Dewey's photo is estimated to be at the pink arrow above, taken from atop an embankment. Dewey also had the photo below right, estimated to be at the second arrow below. The area by the base of the second arrow is estimated to have been our transient area at Carney.



e. 1945: Story from Irving Abramowitz, Radio Operator, 12/7/44-6/10/45

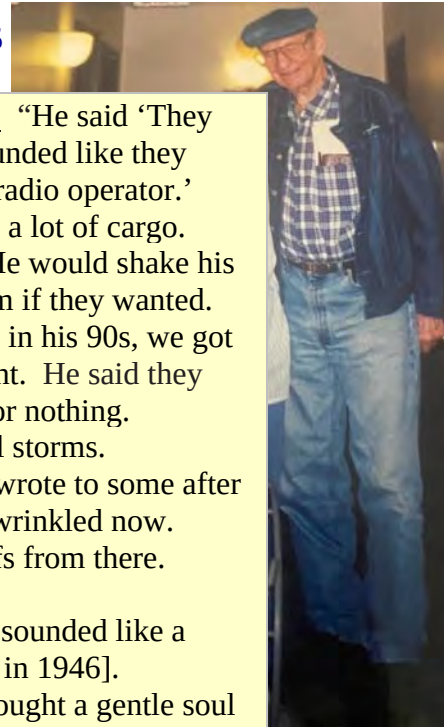
On June 7, the son, Moshe, of 1944-45 radio operator Abramowitz shared the following story:

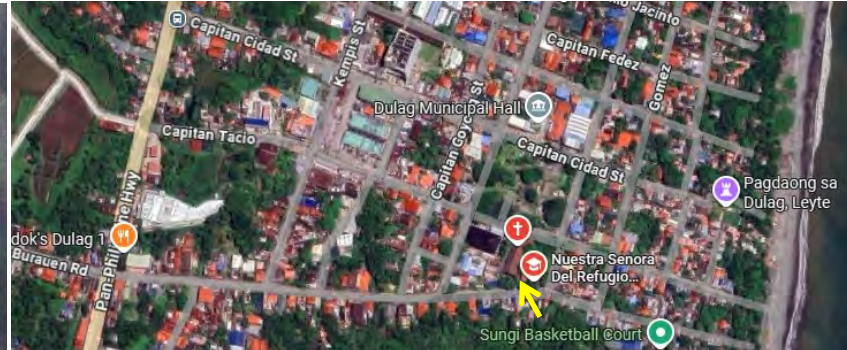
Abramowitz (1917-2007, Radio Operator, 12/44-6/10/45, per his son, Moshe): “He was stationed in New Guinea, at Biak around May-June 1945. He and a group of his buddies were wondering when the war would finally end. “One guy said, ‘Oh, it’ll all be over by 1948.’
“Another replied, ‘Are you crazy? We still have to capture all of the Philippines and then get into mainland China. It’ll be at least 1960.’
“A third replied: ‘Are you kidding? Then you have to get through Japan itself, and the Japanese don’t surrender. It’ll take another ten years after that.’
“As my father told it, these predictions were probably being made over a fair amount of whiskey!”

Moshe added: “In any case, it is a glimpse into what many troops believed at the time. They were convinced they might have to keep fighting for another five, ten, or even twenty years. Looking back, it is remarkable how little they knew about how close the war was to ending.”

f. 1945: Stories from John F. Lehr, Radio Operator, 6/19/45-9/22/45

Lehr (1913-2009, Radio Operator, 6/19/45-9/22/45, per sister’s daughter): “He said ‘They trained me (in Grand Forks or Minot) on radar to see the enemy planes. It sounded like they wanted me to be a gunner, but I wasn’t quite fast enough. So instead I was a radio operator.’
I remember him saying how massive the planes were and they transported a lot of cargo. They would pick up wounded, and he said he felt so badly for the guys. He would shake his head and say how brave they were. He would say the Lord’s Prayer with them if they wanted. He played the harmonica a lot and would have done that over there. Even in his 90s, we got out the harmonica and asked if he could still play it, and he did. All self-taught. He said they enjoyed swimming, but didn’t have a swimsuit so would swim in underwear or nothing. He said it rained all the time [in Biak and Dulag]. And there were tropical storms. He loved to talk to the Philippine natives, and befriended them, and even wrote to some after the war. He had a few pictures of them, but the photos are mostly faded and wrinkled now. He mentioned Manila a lot. He sent his sister silk scarfs and handkerchiefs from there. He wrote lots of letters to his Mom.
[Continuing into 1946] he talked about the “Marianne” islands and said it sounded like a girl’s name [the Marianas, which include Guam; perhaps with a different unit in 1946]. He was proud of his service, loved people, was very humane. I always thought a gentle soul to be in a war situation. But he would do his part in the war proudly.
He was a mail carrier in civilian life and made friends with all the kids and would put candy down the mail chutes for the kids. They called him John the Mailman. He did this mostly on foot. He was proud he never missed a day of work. He was a strong Lutheran and sang in choir. He had a hobby farm near Lakeville, Minn., which was a small community south of Minneapolis but is now a suburb. He had horses and chickens and grew vegetables. He was tall & thin. When I was younger, we used to visit the farm. I was closer to him than anyone in the family. He and (his wife) Clarice had us over in the fall and he had a pumpkin patch, and had the girls write their names on pumpkins, and they went back a month later and the names stood out. He liked to ice skate. We would take a shovel and shovel a path to a pond next to his house in the backyard and he would skate there. My Aunt Marie and my sister and brother would skate with him. He had a sleigh he attached his horses to and would go out in the winter on the snow.”



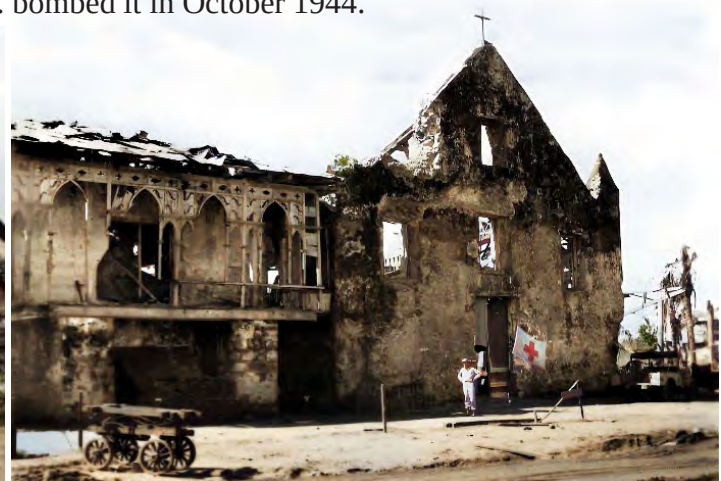


g. 1945: Dulag Church Nuestra Señora Del Refugio

On June 19, 1945, the 13th TCS moved to a camp on Leyte, the Philippines, 3.5 miles west of Dulag. The book's page 716 has the photo at right, now colorized, of a bombed church our men saw. This is Nuestra Señora Del Refugio Catholic Church. The location and church are shown above in 10/44 and today.

Dulag was founded before 1521. Its name might be from nagdudulag, meaning "scattered around," which was said of animal bones on the ground. Alternatively, there was an abundance of dulao, a seasoning herb. A church was founded here by Jesuit missionaries in September 1595. Dulag was a boom town in 1596. The early 1600s saw a typhoon, earthquake, and raids by Moros from Mindanao who destroyed the original church and town in 1613. The Jesuits built a brick church before they left in 1768 and named it the Refugio.

On May 4, I read that prior to MacArthur's return to the Philippines, beginning on October 17, 1944, after flyers were dropped warning Filipinos to move inland, Dulag was heavily bombed by air and sea. It was the main landing site for the US XXIV Corps 7th and 96th Infantry Divisions. Below is how the church looked around 1939 and after the U.S. bombed it in October 1944.



Some vetrans remember MacArthur going ashore here, not at Palo. He is here below left on some date. The church was rebuilt with new walls but destroyed by a typhoon in 2014, and new walls again erected. Below right are "The Ruins," of the left building and the current church.



h. 1945: 138th Replacement Battalion Location in Makati, Manila

After Japan surrendered, September 2, 1945, 13th TCS men in the Philippines were relieved in groups at various times. Two orders, 9/17 and 9/28/45 sent the men at right to the 138th Replacement Depot to wait for a ship to the U.S. Relatives of these men might wonder, “Where was this camp?”

On 2/10/26, I requested 137th and 138th Replacement Battalion monthly reports from the AF Historical Research Agency, AFHRA. I received these on April 3. The 137th monthly reports said their camp was “within a stone’s throw of Red Beach,” where MacArthur went ashore south of Tacloban, but there were no maps or photos.

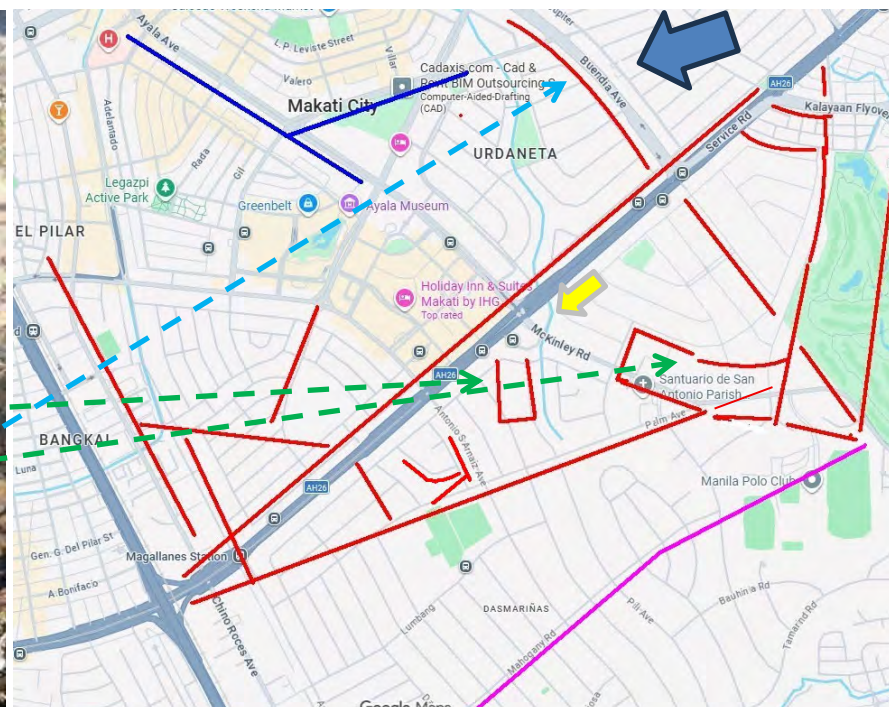
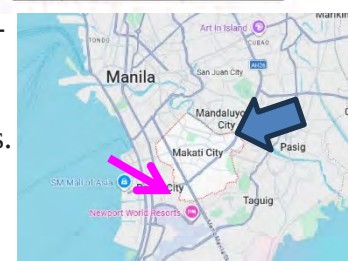
The 138th monthly reports had no location info. On 5/27, I emailed AFHRA to get files for the 22nd Replacement Depot, a parent organization, and on June 8 they replied “Due to severe resource constraints...no action will be taken for this request.” They now do an additional security review for all files even if unclassified years ago. On June 8, I emailed contractor, George Cully and he obtained these for us.

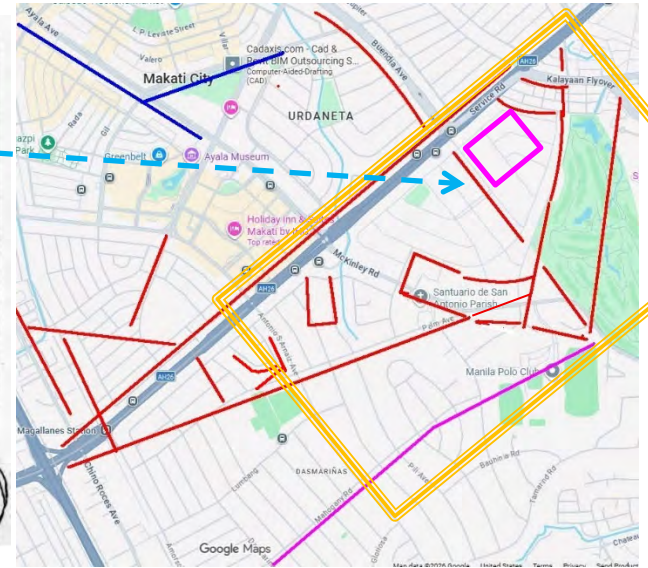
The 22nd Repl. Depot file was 1705 pages. It did not have additional details for the 137th. For the 138th, it had the map and aerial photo on the next page.

To understand the 138th map, it is helpful to first identify some roads. The aerial photo below left is in the direction of the blue arrow at right and shows the US bombing of Nielson Field on 9/21/44 or in January 1945. It shows then-existing roads. This is southeast of Manila as shown at right. The stream (overgrown area) at the yellow arrow below left is below right. Dashed green and blue arrows are same spots.

Below right, in the top is Makati City, and blue lines mark prior runways. Ayala Avenue was Nielson Field’s main runway, 12/30, and Paseo de Roxas was 07/25. The pink arrow at right is the direction of an aerial photo on the next page.

#	Last	Initials
Order 9/17/1945		
1	Belto	E. D.
2	Bowen	H. G.
3	Franklin	E. H.
4	Marks	K. G.
5	Miller	G. J., Jr.
6	Morin	R. A.
7	Sinclair	R. D.
8	Sodergren	E. W.
9	Valley	B. X.
10	Wilkening	H. C.
Order 9/28/1945		
11	Angelette	A. M.
12	Boss	K. L.
13	Bravos	M. M.
14	Buchen	James
15	Cirincion	M. E.
16	DeClerck	R. R.
17	Gold	B.
18	Hamasian	M.
19	Holland	W. G.
20	Lamb	A. B.
21	Osman	R. B.
22	Rice	G. C.
23	Sackett	C. L. Jr.
24	Stallings	B.
25	Strand	R. F.





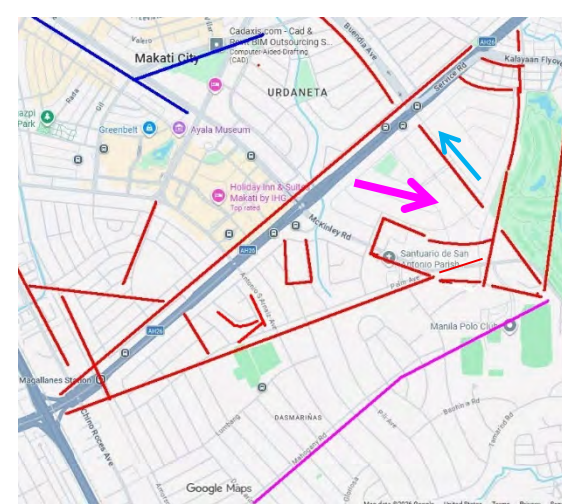
Map. The map above left labeled 22nd Replacement Depot has a legend with an arrow upward marked “N?” This is actually the area outlined in gold above right. Above the top road are the words Nielson Field. Below this is “Highway No. 54,” which is Manila’s ring road, now the AH26, above right, going NE. On the top and left are arrows “To Manila,” and on the left is an arrow pointing south “To Fort McKinley,” now Fort Bonifacio, just south of this. Above left, the center E-W road is actually not parallel to Highway No. 54, but angled, above right in red.

The map above left has the 138th Replacement Battalion area on the right. This had two companies, the 612th and 613th, per the lines below, and these areas are together above left. Today they would have been where outlined in purple above right, in the top right. The 22nd files noted the 22nd was between Nielson Field, north of it, and Nichols Field, west of it.

612th Repl Co (Avn) APO 714
613th Repl Co (Avn) APO 714

138th Repl Bn (Avn)
138th Repl Bn (Avn)

Aerial Photo. The 22nd Depot files had the aerial photo below, with a title, “Dep – Repl – 22nd, 1 Nov 1945.” There is water across the top, such that one might think it is a view NW. The near sides of the tents are all in shade, though, and at this autumn time of year the sun was below the equator, and Manila is at 14.5° N, about the same as Guatemala, so this is instead a view toward the water Southeast. It is in the direction of the pink arrow below right. This does not show the 612th and 613th Companies where our 25 men were, which was up the road at the blue arrow, but one can assume it was an organized facility like these are.



JOE E. BROWN DROPS IN ON GUADALCANAL

From Winston Turner, a "News" war correspondent
GUADALCANAL, March 2.—Joe E. Brown, film

2. History-Related Items

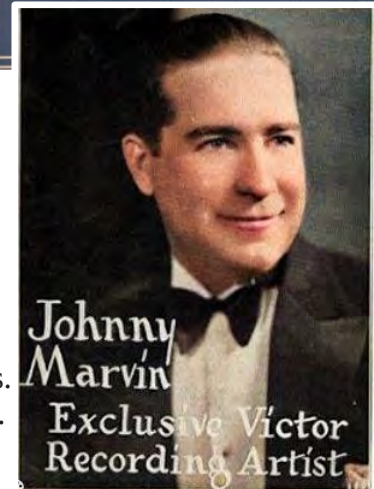
a. 1943: Joe E. Brown's Pacific Tour

The book's page 238 has a quote from pilot Sprout that he flew comedian Joe E. Brown with famous songwriter Johnny Mercer. On May 4, I searched on Joe E. Brown, and learned he wrote a book, titled *Your Kids and Mine*, about his entertaining the troops, published in 1944. I received this May 6. He does not mention Mercer, and - **Book Correction** - instead travelled with Johnny Marvin.



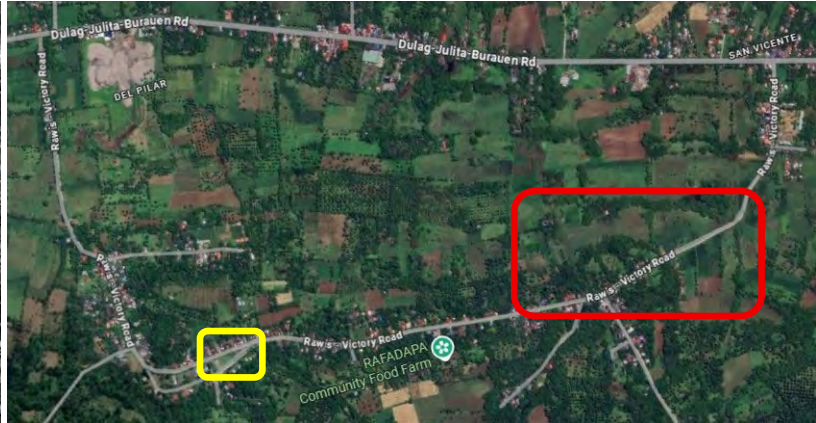
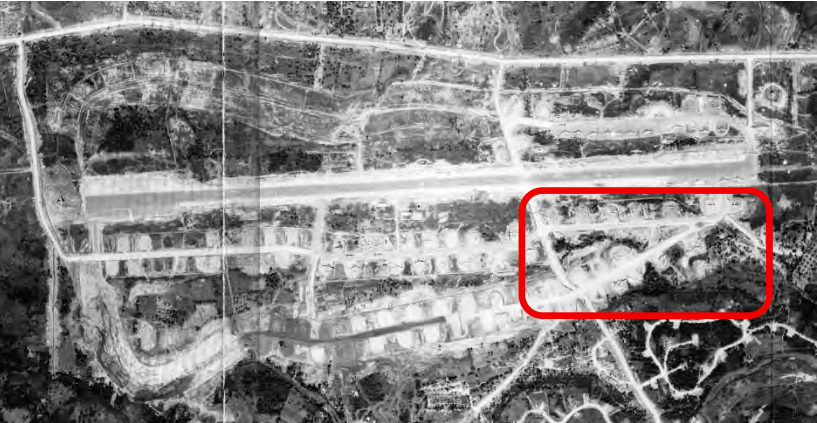
Johnny Marvin, at right, born July 11, 1897, was almost 46 in 1943. He was a singer and composer of songs, including for the ukulele. He made recordings from 1924-1944 as a member of ASCAP. He also acted in cowboy films.

Brown and Marvin at their own expense left Los Angeles for Honolulu on January 11, 1943, and entertained troops in Honolulu January 13 to ~February 14. A March 2, 1943, article, above, said he had already been to Guadalcanal for 2-3 days. They returned to Los Angeles ~April 7, 1943. Brown then went to Africa & China.



Joe E. Brown's 1944 book has the map above and has the following excerpts:

- [Around October 1942, his son,] Don, an Air Force pilot, told him "I believe I'm going to be sent to Australia in a little while. Gosh, Dad, I wish we were going to take you with us." "Later when I was out there alone, I sometimes thought of that. I'd see a lad down in the audience who looked like my son, and I'd remember. I did meet him out there hundreds of times, - not his body, but the spirit of my son and the cheerfulness and straightforwardness."
- "One night a telegram came [that Don was killed in bomber training in Palm Springs], and all the reason for laughing seemed gone out of the world. But I had to go past that point. Whether I ever again felt like laughing or not didn't matter; the world needed laughter as it never needed it before. So I went out again." [Fortunately, he had a 2nd child, a son Joe L.]
- [In Alaska] "The men said over and over: 'He came up here... and he didn't even have to. Maybe the folks back home haven't forgotten us after all.' I never in my life saw kids who needed fun as badly as those boys did."
- "One bomber didn't come back from that mission [to Rabaul]. It was the one to which I had been assigned [after he asked to go on a mission, but was then bumped]." P87.
- "To the Medical Corps, especially, must go out great thanks, and to the nurses - ...It's important that these nurses stay 'pretty;' it does something to our men to come out of hell and find such women, sane and efficient - and smiling. ...what these girls stand for is the assurance that the good world remains, that it hasn't been wiped out by bombs and blood."
- "Quite aside from the good [the show] does the boys physically to relax in laughter, it gives them something to write home about. The boys know the letters they send home are dull and think, 'I'll wait until I can write a good letter.' He feels dumb and now he feels guilty and wrong. Habitual guiltiness is a destructive emotion. When something like a show happens, it gives him something interesting he can send home. Feeling that you've got something worth saying amplifies any man into something useful and alive." P120.



b. 1945: Dulag Airfield Monument

On April 13, the daughter, Kim, of 1944-45 radio operator Luther Brady, visited Dulag Airfield on Leyte where we were based starting around July 19, 1945. Kim told me of a park honoring the field. I found these photos online.

On the book's pages 717 and 718 I have the images above of Dulag airfield in 1945 and the present, rotated -16°. I estimated we parked in the red box area. In the yellow box is the park.

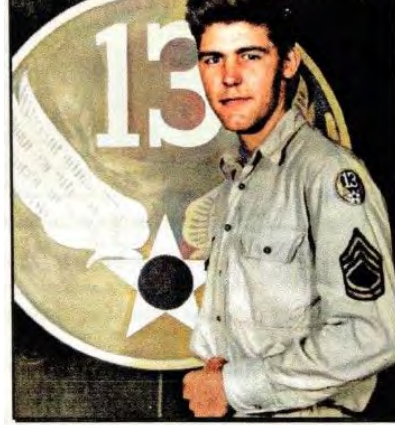
Below left is the aerial view looking west and the display is where outlined in yellow. This park has a plaque, below and at right, for Baranquay (neighborhood) Rawis. This states the airfield was constructed by the Japanese Imperial Army using free labor from the Dulagnons. The US took it over after invading here October 18, 1944. "Fighter and bomber planes were stationed here," plus cargo planes.

The park is shown at right. There is a raised concrete platform and a model airplane. The plane is similar to a Japanese zero, bottom right, with a red dot, but a Zero's tail is triangular.



c. Notes From WWII South Pacific Letters by Samuel P. Boylston, Jr.

On June 27, 2026, I googled “13th Troop Carrier Squadron” and scanned all the 29 pages of results, many being my newsletters. I found a Library of Congress PDF, *World War II South Pacific Letters* by Samuel P. Boylston, Jr., at right, who was in the 13th Air Force Headquarters. He was an artist who cartooned his envelopes sent home. He mentions the 13th TCS on page 19 only in naming the units of the 13th Air Force. Among interesting points, though, were:



- The US rationed cloth, so prohibited trouser cuffs and flaps over suit jacket pockets, p21.
- Esprit Santo, including our Pekoa Airfield, had coconut crabs with a leg span of 3.3 feet. These climbed coconut trees and cracked open shells. They migrated to the sea Oct-Nov.
- On Guadalcanal: “Our bananas are getting ripe. It’s really something to go out in the jungle and look for [bananas] and bring them back.” Also, “If there were only a small town or any small touch of civilization it would be better.”
- On Guadalcanal, some of the natives made grass skirts.
- For a rest leave, his baggage had the tags at right.
- Los Negros was fringed with sharp coral reefs, so swimmers wore shoes to walk over this to pools with exotic fish.
- In September 1944, 13th AF B-24s from Noemfoor struck Borneo refineries.
- On Morotai, he found some sugarcane and chewed it.
- Near Morotai, Halmahera island had 90,000 Japanese troops, and was heavily fortified. Japan bombed Morotai 82 times from September 15, 1944, to February 1, 1945, and destroyed 42 US planes and damaged 33. On Wednesday, November 22, 1944, the day before Thanksgiving, ten Ki-21 bombers at night destroyed 15 aircraft, and killed several; On December 24, a raid destroyed several B-24s. The 13th TCS started landing on Morotai on October 5, 1944. On the book’s page 502, Emerson King took off from Morotai in the early evening of November 11 and was never heard of. Pilot Blount suspected King tried a barrel roll, but now it seems possible a Japanese fighter plane may have shot him down.
- “By showing orders authorizing their stay in Brisbane, enlisted men were given admission to the American Red Cross. The Red Cross provided sleeping quarters, a restaurant, recreational facilities, and a library.”
- In August 1945, the 13th AF HQ moved to Leyte, near the village of Tolosa, a former camp of the Far East Air Force, after FEAF moved up. They faced San Pablo island.



3. Conclusions and Thanks

Thank you to Ewan Stevenson for commenting about the berths, to Marcel Claude for sharing a story and numerous photos – especially the 11/30/43 aerials of Pekoa, and maps, and to Moshe Abramowitz and Lehr’s niece for sharing stories. It was great to learn the locations of a) the 361st Air Base Officers’ Club, b) Billie at Pekoa, c) a Carney Field overnight area, d) the Dulag church, and e) the 138th Replacement Depot. The Joe E. Brown and Boylston stories, and Kirkpatrick’s logbook, also added to the history. With best wishes, - Seth