EAA AirVenture

Research a Military Unit

July 20, 2015
Hilton Theater

By Seth P. Washburne
The Thirsty 13th
Personal Background

c. Then MBA school, banking jobs in New York.
d. Pilot license in 1983, have owned a Cessna 172.

e. No military experience.
g. My father died when I was 7, and wanted to learn more about him.
h. Was always proud he was in “the Thirsty 13^{th}.”
i. The book took me 2.5 years, 7 days a week, 15 hr/dy.
Overview

A. “The Thirsty 13th Book” features
   • “Perhaps the best military unit history ever”
   • The “State of the Art”

B. How you, too, can write such a book.

C. Q & A
A. The Thirsty 13th Book Features

1. List of people – by specialty, and time frame.
2. List of airplanes - with serial number and nose art
3. Exact locations of all 4 U.S. and 8 overseas camps.
4. Exact locations of airfields, and location on airfield.

Plus:

5. History from inception through the last reunion.
6. The Table of Organization.
7. Camp life for the enlisted men; not just about officers.
8. Then-and-now photos of the “Story Tellers.”
9. Attractive page layouts; photos bleeding off the pages
10. Single column 12-point text.
11. Hardcover, with a stamp, and a dust jacket.
1. **List of the people** – by specialty, and time frame; in front.
   - Decided to leave off rank, because changed overtime.

### 13th Troop Carrier Squadron Roster: Enlisted Ground Crew

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At 12/31/44: 3 Authorized
At 12/31/44: 3 Authorized
At 12/31/44: 7 Authorized
2. **List of the aircraft – and photos of all the nose art**

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A baseball is painted on each side. A screwball is a reverse curveball, thrown like a curveball, but twisting the wrist inward, instead of outward. (Cairns and Laming Collections)

**Barkan (Crew Chief, 12-46-12-43):** "Brewer in the one who came up with the name Screwball. I guess he figured we were a screwy bunch. It was painted on in Sacramento, on both sides. Brewer and Crundleton flew it over. I think it was No. 573."
3. Exact locations of all 4 U.S. and 8 overseas camps

32. Tontouta Camp Walk Around

The 13th TCS camp at Tontouta is shown above in an aerial photo from April 24, 1943. The numbered locations are listed below and described on the following pages.

1. Entrance Area
2. Motor Pool
3. Squadron Headquarters
4. Officers' Area
5. Pilots' Areas
6. Officers' Latrine
7. Navigators' Area
8. Main Road through Camp
9. Mess Hall
10. Forested Area
11. Barren Hillside
12. Area North of the Creek

Camp Location and Roads in 2011

A 2011 satellite image above of the camp land shows it was still undeveloped. The road on the right is Route 1 which goes north to Tontouta Airport, and south to Nouméa. The flooded area was the site of some tents in the 1943 photo, in the lower part of area #10, and several men remembered the flooding here.
4. Exact locations of all 4 U.S. and 8 overseas airfield work areas
B. How You, too, Can Write Such a Book
1. **Get multi-monitors, preferably four**

- Need to look at spreadsheet, internet, word file, file directory, photos, etc., at once; improves productivity.
2. Create a Website

a. Do first, so people find YOU.

b. The #1 person I wanted to find found me; as did my editor.

c. I used MS Expression Web 4.

d. Great to do it yourself, so can edit this, add links.

e. Probably better than Facebook.
3. Get the official documents

Air Force at Maxwell AFB
Montgomery, Ala
From them, consultant, or visit
Marines at Quantico (open base)
Navy records at Navy Yard
4. Create an MS Word File

a. Start writing your manuscript from official docs.

b. Add page numbers, and a table of contents.

c. Don’t try to make it perfect, will rearrange it later.

d. Expect to re-write every page about four times, due to new information you get, so don’t make perfect the first time.

e. Keep second file for “Supplemental information” – sensational details will overshadow all else.
5. Grab a lot from the Internet

a. Copy and paste items and stories from the Internet into your document, but note the source, and when done, for what makes the final cut, get permission, such as that shown below; most is public domain.

b. Make print-screens from Google Maps and insert, just reference.

c. Use sites such as Fold3, criticalpast.

Permissioned excerpt from The October Battles, an article by:
Jeff Hunt, Director of the Texas Military Forces Museum, and
Adjunct Professor of History at Austin College

The Battle of Cape Esperance: October 9-12, 1942

“On 9 October in New Caledonia, transports carrying two battalions of the Army’s 164th Infantry regiment sailed from Nouméa harbor for Guadalcanal, escorted by two light and two heavy cruisers and five destroyers. But between Guadalcanal’s Cape Esperance on its northwest
6. Visit the National Archives – still pictures

College Park, Md.
Anyone can access
Fourth Floor “stillpix”
Request boxes
Wear gloves provided
Bring own scanner

Found photo of famous first landing on Munda, and pilot never knew about it.
NARA Stillpics had photos of my dad's camp days after he arrived.

25. Plaine des Gaiacs

Plaine des Gaiacs ("plain de gaiac," with silent s's) translates as "plain of gaiac trees," and is on the west coast of New Caledonia, in the area of the red circle on the map at right. The airstrip coordinates are 21°16' S, and 164°55' E. It was often referred to as PDG.

On October 9, 1942, the 13th TCS echelon, on the last leg of its Pacific Ocean crossing, flew from Fiji to Plaine des Gaiacs. The airfield is pictured above and below (all PDG aerial photos in this section are from the National Archives Collection) from 2,500 feet Nov. 19, 1942.

Tent Camp Location

The metal buildings were hot and crowded, and so after two weeks, perhaps after a prior outfit moved out of the proposed camp area, the men moved to tents. The photo above from northeast of the airstrip looking southwest, on November 19, 1942, shows the 13th TCS airplane parking area in the top, and the hill by the airfield entrance on the right. In the middle a road curves off the main road, passes a hospital, and goes to where the initial 31 13th TCS officers (16 officer pilots, 13 navigators, CO Cullum and MacElvaine) had an estimated 15 tents. The road was the NW border of the officers' area, then turned right, then left, and went down to the road by the enlisted men's tents. These areas are marked on the satellite image below.

Meade (Navigator. 11/42-12/43): "I think [our camp] was a little less than ½ mile off of the main road. The PX officer for the base, he probably had a couple of enlisted men, they were maybe ¼ mile down the road, towards the main road. He would walk over and bring candy sometimes.

"There was a hospital on the road, because we got to know the nurses fairly well. The nurses used to come over just to pass the time of day. I think they would take a jeep.

"There was a big curve to the right after the nurses' quarters, and past the so-called hospital, and the curve turned into the main road. You could walk from the main road to the hospital where the medics were and it was not far to walk, maybe 100-200 yards.

"The stream was on the right going toward the nurses, it was not very close to the road.

"[South of us] I think about ¼ mile of a mile was a wider road than the road we were on.

"[Coming toward the camp] It was a little bit of a hill, [the road] was straight. [After the officers' area] the road kept going straight, then down maybe 50 feet our road intersected the wider road. The enlisted men were on the right side as I recall, after it intersected with the wider road, they were on the wider road."
7. National Archives – “carto” (aerial photos)
   a. Order “cans” of negatives from Kansas salt mine
   b. View on table, or have vendor scan and email them.
   c. Four approved vendors, PhotoResponse was best for me.
   d. Cost is about $25-$50 a photo; consultant photographed roll.
   e. The U.S took a lot of recon photos. My greatest moments.
The area behind the men is shown close-up below, and shows behind them a long building, then two other buildings on the right. Above the men on the far left is an engine lift, and on either side of the tree are field hangers, engine tent frames for working in the rain. The roof of the building has patches, and the left patch is shorter than the others. This was the key to locating the camp in the aerial photo on page 368, shown close-up at right.
8. Create a member list in a spreadsheet

a. Official documents
b. Many units had a yearbook
c. Reunion lists, shared lists
d. Names on photos, orders
- First columns by last name, rank, years, references

<table>
<thead>
<tr>
<th>Name</th>
<th>Last</th>
<th>Initials</th>
<th>First M</th>
<th>Function</th>
<th>Rank / Role</th>
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<td>Allen</td>
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<td>Officer</td>
<td>2nd Lt Pilot</td>
<td>1942</td>
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<td>Jun Nov</td>
<td>6</td>
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- Later columns with contact names, notes.

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<thead>
<tr>
<th>Name</th>
<th>M</th>
<th>Home</th>
<th>Relative/Wife</th>
<th>Add'l Notes</th>
<th>Last Com</th>
<th>Visit</th>
<th>Email Street</th>
<th>City</th>
<th>St</th>
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<td>Brauns</td>
<td>1957 1933 Cedar</td>
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<td>Davis</td>
<td>1957, 28 Abbot Lane</td>
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<td>Fraser</td>
<td>1979 2200 Victory Pa</td>
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<td>Jay</td>
<td>5/27/14 left</td>
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</tbody>
</table>
9. **Find the people or their relatives**

First find their addresses, e.g. from:

   b. Ancestry.com – haven’t tried this yet.
   c. Obituaries list relatives, and sometimes city.
   d. Do a lot of Google-ing.
   e. I found 250 of 700 member-families.

Next find their phone number or email – harder!

   a. I used Ixquick for phone – but dropped feature.
   b. Many pay services exist for getting phone #s.
   c. Many landlines disconnected – cell harder to find.
   d. Try to find emails, too.
Finding people - continued

a. Start with “I am trying to find relatives of _____.” If say want to talk to so-and-so, he may have died, they may be divorced, may stir up animosity.

b. Then “I am writing a book about the unit he served in World War II, and trying to gather information. My dad served in the same unit.

c. Type names of relatives, wife, address, relatives phone numbers.

d. Be humble, also excited, try to get them excited, but also expect occasional bad news.
Finding people - continued

a. Interview members on phone – type fast, or record the conversation and type later - will have stories recorded without typing in background. Some museums have push-button, hear story, capability.

b. Expect to spend 2x as long as the call with typing, and expect to rearrange all the sentences.

c. People remember turning left or right.

d. Ask: “Did he keep any mementos from the war, such as any photos or papers?

e. Magic word: “Photo album.”
10. Hit the Road! Visit to Scan Photos

a. This is the true **GOLD MINE**; and is **FUN**.

b. TONS of great photos are all over.

c. Above is rural Ohio home with so much.
My US trips
One man had color slides from 1944; another had color movies.

Victor IV: Zamboanga

Ten days after the start of Victor III, the Eighth Army began Victor IV, going ashore March 10 at Zamboanga in western Mindanao, as shown at right. The Army was unopposed. On March 13 it secured San Roque airfield, above left. The Marines renamed it Moret Field, in honor of Lt. Col. Paul Moret who commanded VMTB-131, but was killed on a Marine transport in New Caledonia in 1943. The 13th TCS landed here soon after it was secure.

The location of the Zamboanga 1945 airstrip is shown above right, at the same location as the 2011 airstrip, one mile northwest of Zamboanga City.

Zamboanga was known in the U.S. for a 19th century song, revitalized before the war, “The Monkeys Have No Tails in Zamboanga.” Pictured below (by Molvar, Goodman Collection) is operations at Moret Field, with the mounted tail of a Japanese Zero (with a red circle), above a sign inspired by this song’s name.
Swimming - Enlisted Men's Area

Almost every day during the first months of the hot season, after dinner, the enlisted men went swimming. They boarded a truck, as shown above left (Ummel Collection) with Korty in the driver's seat, were driven north across the bridge over the Tontouta River shown top center (on November 9, 1943), and turned right onto a path down to the shallows visible by the river.

The satellite image above center shows that in 2011 this was still a swimming area.

There they washed, as shown above right (Tustin Collection) of Tustin with a bar of soap. They also swam and lay out, always naked, as shown below (Ummel Collection).
Amazing what one can find in photos scanned at 600 dpi

Engineering

The photo at right was titled “Engineering on the Line 9144, Mokerng Androm.” It shows unidentified, H. Bell, D. Large, and a blackboard.

September 1944 List of Crew Chiefs and Airplane Time

The engineering board behind the man sitting at the table above is enlarged at right and reproduced below. This shows in the Admiralties in September 1944 the crew chiefs, assistant crew chiefs, and the accumulated hours of all of the then-current squadron airplanes – the total time on the airframe since leaving the factory. They are listed by the third column, “Plane Time,” from the most hours to the least. #506 with 385 hours should be last. #738 (#43-30738, Green Goggled Ghost) has 1,000 more hours than lower-numbered #506 (#42-93586), confirming it was in the squadron first, although it has a higher serial number. These relative times are reflected in the table on page 105.

<table>
<thead>
<tr>
<th>Crew Chief / Asst. CC</th>
<th>Plane No.</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reeves / Lamien</td>
<td>484</td>
<td>2153</td>
</tr>
<tr>
<td>Osbourne / Allen F.</td>
<td>635</td>
<td>2089</td>
</tr>
<tr>
<td>Clawson / Linkenhoger</td>
<td>605</td>
<td>2044</td>
</tr>
<tr>
<td>Betts / Anacker</td>
<td>606</td>
<td>1977</td>
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<td>5</td>
<td>942</td>
<td>1834</td>
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<td>6</td>
<td>943</td>
<td>1921</td>
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<td>7</td>
<td>944</td>
<td>1856</td>
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<tr>
<td>8</td>
<td>454</td>
<td>1393</td>
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<tr>
<td>9</td>
<td>456</td>
<td>1260</td>
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<tr>
<td>10</td>
<td>506</td>
<td>365</td>
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<tr>
<td>11</td>
<td>738</td>
<td>396</td>
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<tr>
<td>12</td>
<td>229</td>
<td>746</td>
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<tr>
<td>13</td>
<td>235</td>
<td>518</td>
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<tr>
<td>14</td>
<td>238</td>
<td>822</td>
</tr>
</tbody>
</table>

13th TCS Work Area: View Southwest

Ummel on January 31, 1943, after hiking up “Old Baldy” took the photo above (Ummel Collection). This shows main runway 11-29, as well as the shorter runway 02-20, with the 13th TCS area under a cloud shadow. Directly out this cross runway is Kimball Hill.

The 13th TCS line, with Kimball Hill in the background, is shown below (Cairns Collection) between May 22 when #42-23535 arrived, and July 4, 1943, when Cullum left. On the left are line chief Cairns, pilot Fraser, and CO Cullum. The seven aircraft, with the distant planes shown close-up at right, are the tail of #42-23535, the tail of Sally (#41-18578), then Rambling Wreck, Bastard, Snafu, a C-47A (with a large antenna and no air duct on the roof) with no name, estimated to be Sweet Leilani before named, and Hitler’s Hearse.
19. Inspirational Letter from President Franklin D. Roosevelt

The U.S. Army men received from President Roosevelt the inspirational send-off letter below (Collart Collection).

TO MEMBERS OF THE UNITED STATES ARMY EXPEDITIONARY FORCES:

You are a soldier of the United States Army.
You have embarked for distant places where the war is being fought.

Upon the outcome depends the freedom of your lives; the freedom of the lives of those you love—your fellow-citizens—your people.

Never were the enemies of freedom more tyrannical, more arrogant, more brutal.

Yours is a God-fearing, proud, courageous people, which, throughout its history, has put its freedom under God before all other purposes.

We who stay at home have our duties to perform—duties owed in many parts to you. You will be supported by the whole force and power of this Nation. The victory you win will be a victory of all the people—common to them all.

You bear with you the hope, the confidence, the gratitude and the prayers of your family, your fellow-citizens, and your President—

Franklin D. Roosevelt

THE SECRETARY OF THE NAVY,

Washington,

The Secretary of the Navy takes pleasure in commending the SOUTH PACIFIC COMBAT AIR TRANSPORT COMMAND consisting of:

Marine Aircraft Group TWENTY FIVE
Marine Headquarters Squadron TWENTY FIVE
Marine Service Squadron TWENTY FIVE
Marine Transport Squadron ONE HUNDRED FIFTY TWO
Marine Transport Squadron ONE HUNDRED FIFTY THREE
Marine Transport Squadron TWO HUNDRED FIFTY THREE
403rd Troop Carrier Group and the
801st Evacuation Hospital of the Thirteenth Troop Carrier Squadron, United States Army Forces
for service as follows:

"For outstanding heroism in support of military operations in the forward areas of the South Pacific from December 10, 1942, to July 15, 1944. Flying unarmed, land-based planes without escort despite dangers from Japanese land, sea and air forces, treacherous tropical storms and mechanical failures at sea far from base, the South Pacific Combat Air Transport Command delivered bombs, ammunition, gasoline and vital supplies to combat troops in close and direct contact with the enemy. Frequently taken under fire by hostile anti-aircraft guns and fighters while airborne, and by Japanese artillery and Naval gunfire while on the ground at advanced fields, the pilots, aircrew men and ground echelons served with courage, skill and daring in maintaining uninterrupted support of our forces in the forward areas, and contributed essentially to the rout of the Japanese from strategically important bases in the South Pacific. This gallant record of achievement reflects the highest credit upon the South Pacific Combat Air Transport Command and the United States Naval Service."

All personnel attached to and serving with the South Pacific Combat Air Transport Command from December 10, 1942, to July 15, 1944, are hereby authorized to wear the NAVY UNIT COMMENDATION Ribbon.

JOHN L. SULLIVAN,
Secretary of the Navy
On the road, bring a piece of white posterboard to put behind items to photograph them, outside, to make float on page.

Collecting Pennants

To commemorate where they had been, and the military victories, many men collected and hung in their tents felt pennants. The squadron distributed to everyone a squadron pennant, shown below left. The men are estimated to have purchased the others in the PX or while on rest leave.

Pennants for the squadron and New Caledonia (Tustin and Cairns Collections):

Pennants commemorating visits to or victory at Guadalcanal (Tustin and Cairns Collections):

Pennants commemorating visiting New Zealand (Collart Collection):

Making Shell Jewelry and Gun Cartridge Sculptures

Windham (Motor Pool, 842945): “At the beach at New Hebrides, at low tide we would turn over a rock, and attached to the bottom of the rock would be [ring top cowrie] shells. We would pull them off, and then set them on the sand, or bury them in the sand outside the camp, for several days so the snail inside would crawl out or die and decay. We would go back and get them. Then our medics made us soak them in disinfectant for a day or overnight, the meat would have decayed.

“We would see them in jewelry stores made into necklaces or bracelets, so I made these myself.

“I used spark plug wire, which had shielding on the outside that I took off, that left silver wire. I would push the wire inside, then pack it with cotton, and then add a drop of airplane dope, a type of glue, to keep the wire from sliding [as shown below left].

“I drove a nail through the arm of a chair to twist the wire to make a 3/16”-diameter loop on each end. I made 3 to 4 bracelets and necklaces, and I’d sell them. And I gave one of each [pictured below, all images Windham Collection] to my wife.

“I also made a model of a P-38 [bottom right] using discarded shells, but for this I had to have silver solder.”

Close-up of ring-top cowrie shells and silver wiring  Bracelet  Necklace  P-38
On the road cautions:

a. Be sure to scan to scan black & white on grayscale.

b. Scan using at least 600 dpi – I used 96 dpi at first, and had to return to many homes.

c. Make sure scanner is clean, not just the glass, but also the top part that comes down on the glass.

d. A disintegrating photo album left black paper specs on the underside of the lid of my scanner, which I transferred to the glass, even after cleaned, and I had to return to many homes.

e. Don’t use USPS to mail photos – some lost.
11. Edit all the Photos

a. Rotate so horizons are horizontal, vertical lines vertical – this makes a HUGE difference.

b. Increase the contrast, e.g. Autocorrect many.

c. If B&W and discolored, remove all color.

d. Use white correction; sometimes white out sky.

e. Clean up all photos – to remove spots.

f. I used and loved Microsoft Picture Manager.
12. Other Sources of Information

a. Weather data – for daily high, low; rain, wind.

b. NOAA Solar calculator – angle, time.
c. Overseas museums; other researchers

Enlisted Men’s Red Cross Service Club and Hotel Auckland

In Auckland, the crew chief and radio operator, who were enlisted, stayed apart from the officers. Radio operator Ummel, listed on the rest leave order on the prior page, as shown below left (Ummel Collection) spent April 23, 1943, at the American Red Cross Service Club, 63 Queen Street, in a “Dorm” room, “Bed No. upper 2.” Similarly, on 8/24 his diary noted: “No hotel rooms, stayed at Red Cross,” but then for 8/25/43 he noted: “Got in hotel now.”

Gasoline truck driver Collart stayed July 14, 1943, at the Hotel Auckland, in Room 339, and was issued the pass shown below right (Collart Collection). Hotel Auckland is shown at right (its sign is atop the building on the corner) and was at 65 Queen Street. The Red Cross facility at 63 Queen Street would be the shorter building to the left of it.

LaLonde (Crew Chief, 6/43-9/45, diary entry 8/17/43): “Just returned from a trip to Auckland, stayed there for two days. It really is a nice place, lots of bays and green fields, many cows and sheep, nice farms with white houses. The cars all run on the wrong side of the road and they are very small.

“Stayed at Hotel Auckland, drank beer and ate ‘steak & eggs,’ a good combination. The people all are very friendly and nice, a short type. They are rough looking, and all in a big hurry. Went across the bay in a ferry and took a bus drive through Milford [a north-Auckland suburb], and played a round of golf with some New Zealanders. Had a nice time.

“People dress and all things seem odd, about 1928, and buildings are quaint and odd looking. The trains never seem to stop.”

The photo above is in the direction of Arrow (a) at right. Hotel Auckland was one block south of where some officers stayed at the Waverly Hotel at Queen Street and Customs Street. The part of the hotel on the corner and on Fort Street still stood in 2011, renamed Queen Street Backpackers, a lodge, as shown at right.

HOTEL AUCKLAND
Guest Card

Date: 8-17-43
Room: 339

Resident: Guests may only entertain friends in the Lounge.
Persons other than Resident Guests are not allowed above first floor.

J. A. Dunn
Manager
13. Perform Read-throughs, Editing it all
- 32 “read throughs”
- Each took 2 weeks: 4 days to read, 10 to input edits.
- 23 old printouts stacked.
14. **Work with an Editor**

a. Mine was similarly a son of a squadron member.

b. He found me by finding the website.

c. A small town newspaper writer from Marion, Ka.

d. I was initially skeptical – but he was off-the-charts fantastic, an utterly amazing Godsend.

e. We spent 12 hours on phone going over comments – just the first day. 10 more hours the second!

f. Overall he made 1,400 edits – some counted once but made 20 times, and cleaned up 120 photos.
15. Page Layouts

a. #1: **Bleed all photos off the pages** – no 1” margin!

b. Crop out sky and ground, to make square photos be rectangles and stretch across the page.

c. I put photo captions in the text, *not* with the photo.

d. Use 12 point, single column text – easier to read.

e. I only included headshots when related to a story.

f. My book printer could work from a PDF.

g. Move some appendix items into main body of book.
3. Squadron Headquarters

The view in the direction of Arrow (d) on page 190 is shown above (Ummel Collection).

A closer view of the center tents is shown below (Cullum Collection), titled “Squadron Headquarters,” with the tents of intelligence, the orderly room, and personnel. The fourth tent is estimated to be operations, where a flight crew would meet before going on a flight. Outside the orderly room are a bulletin board and flagpole. Just ahead of the man walking is a dirt area, which is the south road up to the officers’ area.

Windham (Motor Pool, 8/42-9/45): “On the right [entering the camp, from the opposite direction of these photos] were three tents, the guard shack, then operations, and another. The officers were on the right side of this, up on top of the hill.”

Meade (Navigator, 11/42-12/43): “The operations tent was by a series of huts. I think it was on the edge of the motor pool. Operations was manned mostly by enlisted men. We used to wander over there, see who we were flying with, and half of the time he [Lindahl] would meet us outside and say you were flying tomorrow. He was a real nice fellow.”

The photos above (Cairns Collection), the left of an SBD Dauntless escort, were both titled “Close to Munda, 1943.” That below was titled “Formation flying for security.” The middle plane has a white tail stripe, so is the 13th TCS’s Hitler’s Hearse, Lady Eve, or Billie.
Engineering

The long building with the roof patches at the northwest end of the parade ground is shown above (Larger Collection). In April 1944, with a sign in the top left saying “Engineering.” Engineering included all of the mechanics who flew on the planes and worked on them out on the line, and several men who worked inside. Below in this building in March 1944 are sheet metal specialists Holland, O’Shea, and deAmbra repairing a cargo door, and propeller mechanic Knoll.

A2. Author’s Inspiration: John Clarke Washburne, 1920-1967

This book began as a way to learn about my father, who passed away from cancer on the first day of summer, June 21, 1967. He left me with only reverence for him. He was:

- **Smart**
  - Graduated from Yale University, in Philosophy.

- **Adventurous**
  - Crewed on the cruise ship *Uruguay* from New York to Buenos Aires during a college break.
  - After graduating from college in 1941, rode his bicycle from New Haven, Conn., to Winnetka, Ill., over 850 miles of mostly dirt roads (as pictured at left).
  - Hiked much of the Pennine Way in England in 1967, two years after this national path opened.

- **An Army officer in World War II & the Korean War**
  - In the 12th TCS he navigated a plane to England.
  - In the 13th TCS logged over 426 hours as a navigator, earned the Distinguished Flying Cross, two Air Medals.
  - In the Air Transport Command, 1944-45, SW Pacific.
  - In the Army Reserves, 1950-1952 (pictured at left), based in Japan and flew to Korea with the 437th TCW.

- **Fond of spending time in the countryside**
  - In 1955 moved to Michigan to work in cost accounting for Ford Motor Co., and bought a home in Franklin with acres of farmland, that he named Walnut Hill (right).
  - In 1965 moved to Birmingham, Michigan, where he taught Sunday School, worked with Junior Achievement, and raised.

- **A caring and fun father to his children**
  - Married in 1953, and with his beloved wife Nancy raised children Gracie, Elke, and Seth (this author, pictured below).
16. Publishing

a. Publishers seem to like high-volume books, in black and white. Unit histories are low-volume.
b. Expect to self-publish, i.e. pay for this yourself.
c. Mine expensive due to 800 pages, color on every page, hard cover, dust jacket, and printed in U.S.
d. My printer, Sheridan Books, Inc., of Ann Arbor, Mich., charged ~$21,000 set-up, which included ~300 books, but only $12 per additional book.
e. At $12 variable cost, I ordered another 2,000, for a total ~$45,000 to print up 2,300, gave away 300 to contributors, so my ave cost for 2,000 was $22.50.
f. Sales price reduced from $125, to $75, to $50.
17. Fulfillment Services

a. From the printing factory, my books were trucked across town to Publishers Storage and Shipping Company ("PSSC") in Ypsilanti, Mich.
b. Set up a “Buy Now” button on website, and list the book on Amazon. When I receive an order, I type it in a spreadsheet, and email it to PSSC. They pull the book off the shelf, box it, and ship it out, charging about $1.40/book for a “pick and pack” fee, which is low, but the insurance and storage costs total about $70 a month.
c. Amazon takes a cut of about 20%.
d. I expect the Second Edition to be a PDF.
18. Motivation
   a. I found it motivational to be think this was the most important thing in the world.

19. Satisfaction
   a. This book has been one of the most fulfilling things I have ever done in life.
   b. The Thirsty 13\textsuperscript{th} squadron now won’t be forgotten.
   c. History lives on after us.

20. Post-Publishing Positives
   a. After publishing, you might continue to get info.
   b. Finding other families can be a lifetime hobby.
   c. I put out a newsletter with latest history twice a year.
21. **Conclusions**

   a. Writing history is one of the most fulfilling things, as it:  i) is a product that can last forever, a family heirloom ii) honors hundreds of people, and thousands of relatives, iii) brings people back to life.

   b. There are enormous amounts of photo albums, scrapbooks, orders, and souvenirs in the homes of veterans’ relatives, most of it not understood, so of little value to them, but which a researcher can weave into an extraordinarily detailed history, of immense value.

   c. Go!
EAA AirVenture  
Research a Military Unit  
Seth P. Washburne  
Summary and Q&A

1. Get multi-monitors, preferably four
2. Create a Website
3. Get the official documents
4. Create an MS Word File
5. Grab a lot from the Internet
6. Visit the National Archives – still pictures
7. National Archives – “carto” (aerial photos)
8. Create a member list in a spreadsheet
9. Find the people or their relatives
10. Hit the Road! Visit to Scan Photos
11. Edit all the Photos
12. Other Sources of Information
13. Perform Read-throughs, Editing it all
14. Work with an Editor
15. Page Layouts
16. Publishing
17. Fulfillment Services
18. Motivation
19. Satisfaction
20. Post-Publishing Positives
21. Conclusions