

July 2014 Update



Dear Thirsty 13th Members, Relatives, and Friends,

There are many new items to share with you since the last update in November 2013. Click the hand symbol above in the PDF menu bar to make it easier to scroll down.

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

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

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Please click the hand symbol to make it easier to scroll down.

1. Additional History

Presented chronologically.

a. 1941 - Drew Field Background

Ralph Melton had the photo at right of him and Willie Price, that I assumed was at Drew Field, but I wondered why the sign said "Air Base Detachment."

On January 31, 2014, I received from the historian for Tampa International Airport the history of Drew Field, and it explained why. Below is an excerpt.



History of Drew Field, by Historical Division S-2, Army Air Base, Drew Field

Before its activation, Drew Field represented a nightmare of wild swamp land with the lone municipal hanger and dirt runway the only similarity to a flying field. When 1st Lt. Henry W. Salley came from MacDill Field early in 1940 to make a survey for the Corps of Engineers, his report started the ball of construction rolling and within a short time the War Department decided to make the small country cow pasture into one of the strongest warbird bastions in the country.

In January 1941, Captain James C. Hardwick was transferred to Drew Field from MacDill Field as Commanding Officer. He was accompanied by twenty-two enlisted men, half of whom were detailed for guard duty. It was a rugged existence that the detachment led in the early stages of the construction period. Water supply and waste disposal proved quite a problem in those days, as water had to be hauled in W.P.A. tank-trucks from MacDill Field [also in Tampa].

With the first plan of construction almost completed, Drew Field was nearly ready for occupation, as a sub-base of MacDill Field. On May 7, 1941, Lieutenant Colonel Melvin B. Asp was assigned to the Air Base Detachment Drew Field. The next day he was designated Commanding Officer of the infant base - still a sub-base of MacDill Field. The field proper consisted of one hangar, a paved apron, and a grass covered landing field. Construction of roads, buildings, warehouses, water towers [page 11] and the like took the spotlight in the early days.

Important changes were made in Drew Field, when, **after serving as a sub-base of MacDill Field for five months, from May 7 to September 15, 1941, it was divorced from the latter. It became a full-fledged Army Air Base on its own right.**

The Air Base Detachment changed its name March 19, 1942, when it became the 314th Base Squadron. The organization continued under this set-up until June 13, 1942, at which time it was again changed, this time to the 314th Base Headquarters and Air Base Squadron. At this time the Squadron was responsible for the manning of ordnance, Chemical Warfare, Finance, Quartermaster, Engineers, Base Photo Lab, Special Services, and other departments which went into the make-up of the Base Headquarters.

The Thirsty 13th arrived June 13, 1941, and left May 25, 1942, for Pope Field. Therefore for the first 3 to 9 months the squadron was there it was named "Air Base Detachment Drew Field," and for the last two months the "314th Base Squadron."

b. 1942 - Fortunes de Mer Calédoniennes Found the PBY Engines near the Lana T

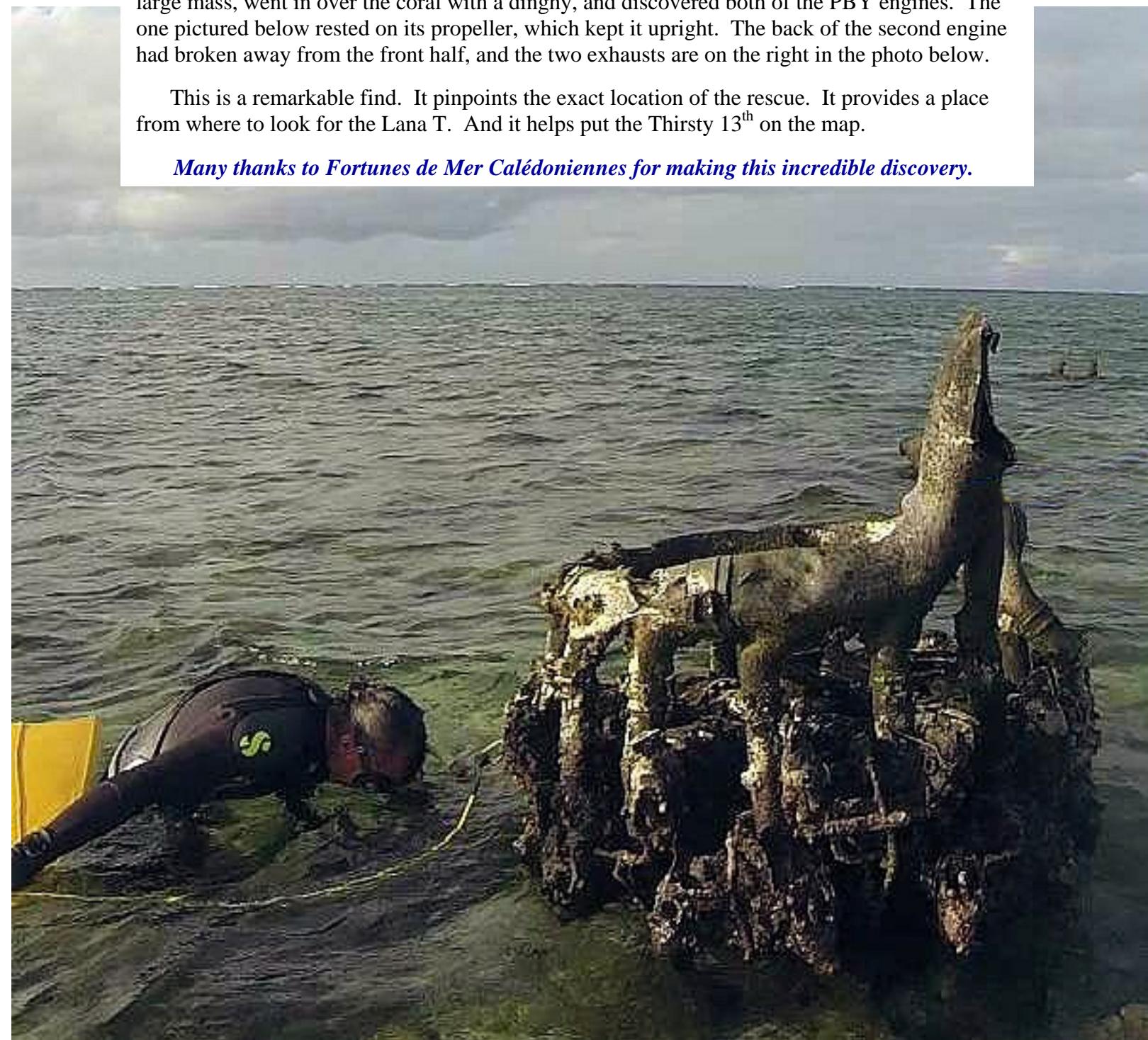
This story was announced June 22, but for those who missed it the highlights are included.

The Association Fortunes de Mer Calédoniennes (“FDMC”) was founded in 1984, and consists of volunteers who search for maritime wrecks, both ships and aircraft, around New Caledonia. To celebrate their 30th Anniversary, FDMC organized a cruise May 1-26, with 18 members on a monohull and two catamarans, to the atolls of Huon and Surprise (page 176) to find seven sailboats lost from 1851 to 1908, and to French Reef to search for four ships lost between 1870 and 1914, and a B-17. They added to their list the Thirsty 13th’s Lana T and the PBY that ran aground in rescuing the survivors (pages 172 and 762).

On May 24, after they returned to Nouméa, Jean-Paul Mugnier of this group emailed me that on May 3 when they reached the end of French Reef, they scanned through binoculars and saw a large mass, went in over the coral with a dinghy, and discovered both of the PBY engines. The one pictured below rested on its propeller, which kept it upright. The back of the second engine had broken away from the front half, and the two exhausts are on the right in the photo below.

This is a remarkable find. It pinpoints the exact location of the rescue. It provides a place from where to look for the Lana T. And it helps put the Thirsty 13th on the map.

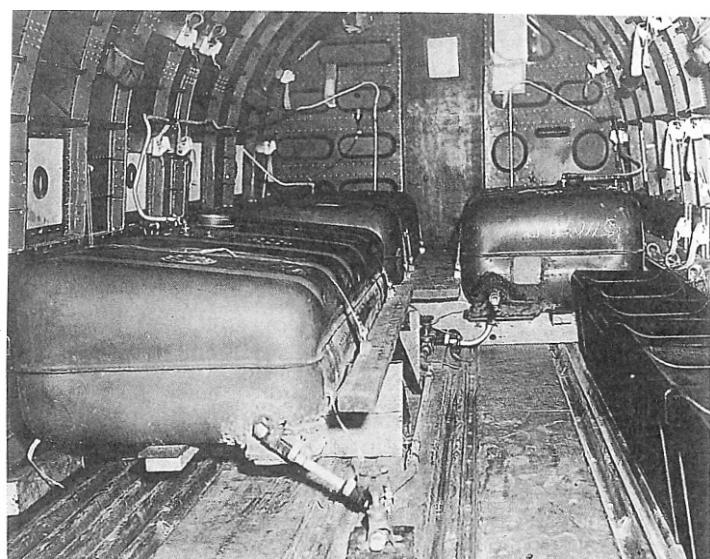
Many thanks to Fortunes de Mer Calédoniennes for making this incredible discovery.



c. 1942 - Onboard Fuel Tanks

Tustin on page 40 states that after they arrived overseas, the supplemental fabric tanks were taken out, and replaced with one regular fuel tank. Recently I found the photo at right (not from the Thirsty 13th), and this shows what a C-47 would look like with regular fuel tanks inside. The Thirsty 13th in 1942-43 had 1 or 2 tanks, not 3, and did not have the raised wood floor.

Each tank held 200 gallons, enough for 2 hours of flight, 300 miles. Burden described these on page 40:



Burden (Crew Chief, 12/40-12/43): "We had metal tanks that were the regular fuel tanks from the wings. They were pretty much against the side walls or barely missed them. There was no raised floor between them, we could walk between them. The two metal tanks stayed there the whole time I was there [until Dec. 1943]. We couldn't get any gas at Guadalcanal."

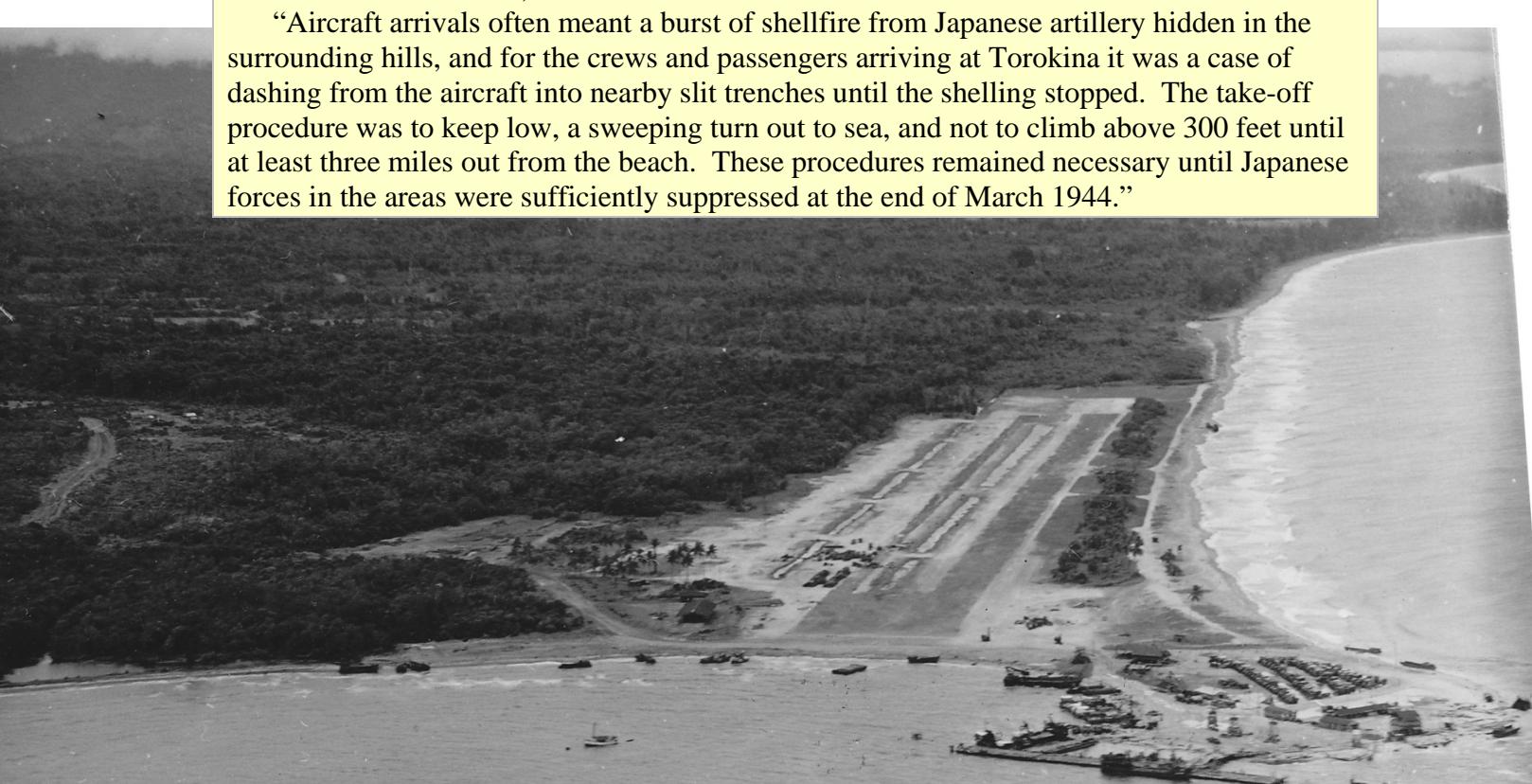
d. 1943 - Bougainville Landing Procedure

Ewan Stevenson of Archaeahistoria in New Zealand in 2013 mailed me a book titled "DC-3, Southern Skies Pioneer," about the history of the DC-3 in New Zealand. In discussing the Royal New Zealand Air Force (RNZAF) experience in WWII, it describes on its page 31 the landing procedure at Bougainville (page 363). The 13th TCS started landing here December 11, 1943.

DC-3 Southern Skies Pioneer (book): "At Bougainville, the Allies initially held tenaciously onto a small pocket of land extending only some two miles inland from the coast. As Japanese anti-aircraft guns outside the perimeter were capable of hitting aircraft straying too high, there was a special landing and takeoff procedure for Torokina airfield.

"The approach to the field was made from out to sea, not above 200 feet for the last mile. Approaching the beach-side strip [pictured below] at right angles, the aircraft headed for a huge disc mounted on a high pole, until the narrow runway was sighted on the left. A smart left-hand turn was made, then over the threshold to land.

"Aircraft arrivals often meant a burst of shellfire from Japanese artillery hidden in the surrounding hills, and for the crews and passengers arriving at Torokina it was a case of dashing from the aircraft into nearby slit trenches until the shelling stopped. The take-off procedure was to keep low, a sweeping turn out to sea, and not to climb above 300 feet until at least three miles out from the beach. These procedures remained necessary until Japanese forces in the areas were sufficiently suppressed at the end of March 1944."





e. 1943 - Flyin Jenny Named for a Comic Strip

The 13th TCS had a C-47 named Flyin' Jenny (above, page 324; I subsequently learned this was #42-23944 as described in the last newsletter). I assumed this was named for the pilot's wife or girlfriend.

On June 23, my friend Ewan Stevenson of Archaeahistoria in New Zealand alerted me that the photo at right, of Flyin' Jenny, was for sale on eBay. The photo is at the Piva Yoke airfield on Bougainville, as confirmed by Ewan. The photo provides a good view of the right-side nose art. I thought I bid well, but lost the bid June 26.

I Googled this name to see if the photo had been scanned on the internet before, or if there were other photos of the plane, and was quite surprised to see the first search result be "Flyin' Jenny comic strip" (at right).

Wikipedia states that this was an "aviation adventure comic strip" with a feminine heroine, named Jenny Dare.

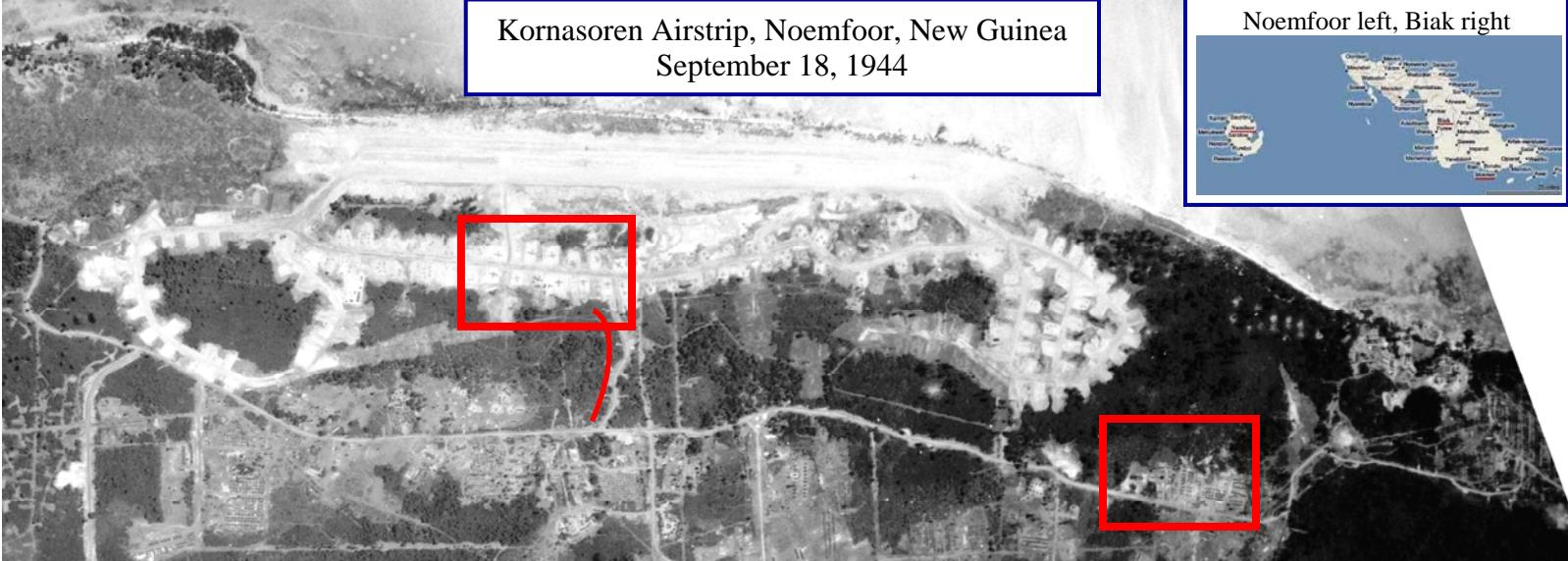


The comic strip was launched in October 1939, and published both daily and on Sunday. It continued to run during the war, with war-related adventures, but the cartoonist died in 1945, and it ended in 1946. "Flyin' Jenny" was a familiar phrase at the time, also referring to the Curtis JN-4 airplane, nicknamed a Jenny, about which a 1921 film was titled "Flying Jenny Airplane." In earlier years a "flyin' jenny" was a carnival carousel, powered by a female mule, or "jenny." The nose art seems to have red hair instead of blond, but the name likely came from this cartoon. The nose art humor seems to be that it depicts Jenny Dare in her undergarments.

I emailed the photo seller, and she said she would sell me a high-resolution scan of the photo, and did, being that shown above. She said the back says "Scat DC-3 Bougainville. We flew to Nouméa in this on way to Sydney." This collection is from Navy bombing squadron VB 305.

Kornasoren Airstrip, Noemfoor, New Guinea
September 18, 1944

Noemfoor left, Biak right



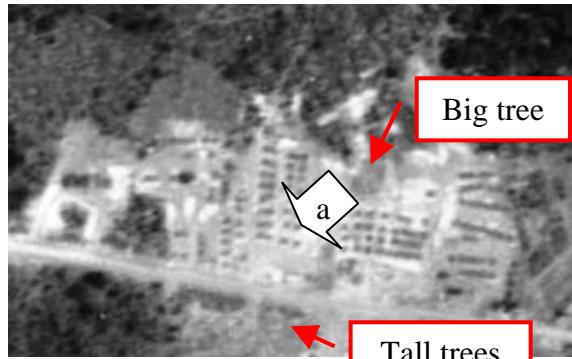
f. 1944 - Air Echelon Noemfoor Camp and On-Airport Location

The squadron had four U.S. camps, four main overseas camps, and four air echelon overseas camps (Plaine des Gaiacs, Los Negros, Wakde, and Noemfoor), and I include in the book the exact locations of all of these except Noemfoor, which is estimated (on page 500). While researching the book I contacted the National Archives and inquired about aerial photos of the Kornasoren Airstrip on Noemfoor, but got the impression they did not have any aerial photos.

In August 2013 Jean-Paul Mugnier in New Caledonia asked for help getting photos from the National Archives, and in submitting a request for him I asked about Noemfoor again. This time I learned they had two images, from July and September 1944. I ordered both, and received the scans January 6. The July 1944 image was pre-invasion, of an undeveloped, Japanese-held area, but the **September 18, 1944, image, above, has incredible detail**.

1944-45 pilot Jenkins states on page 500 that the camp was “half a mile to a mile east of the airstrip, on the left side coming back, but not near the water.” The airstrip in the above image is 1.25 miles long, and the area with C-47s is the left red box, so the road next to this was likely the road the squadron used, if parked in the same area. The only camp on the left $\frac{1}{2}$ to 1 mile east is in the right red box. This area is shown close-up at right.

This aerial photo is from September 18, 1944, and the Thirsty 13th air echelon moved here October 15, 1944, so the tent pattern may have changed. The view of the Thirsty 13th camp below left is estimated in the direction of arrow (a), of a clearing, with a line of trees and telephone poles on the road. These lines mean there were other camps east on this road, in the top photo. Below right is the view of the same jeep in the opposite direction of arrow (a).



I called pilot Jenkins on January 7, and heard the following words, confirming the location.

Jenkins (Pilot, 8/44-11/46): "As we took off, the water was on the right. It was also on the right when we landed [they would not land straight-in from Morotai].

"I'll never forget how King was joking around on the way to the airport [page 502]. He was always joking; he kept us all laughing all the time. Brown was very serious. They taxied to the runway and turned around. I stayed and watched them take off, and I was about half way down the runway [confirming the parking area where indicated on the prior page].

"In driving back to the camp, I turned left. I don't remember that [a big turn to the left and turn to the right as shown on the top of the prior page, east of the camp]. It was fairly straight back to camp. The camp was maybe a mile from the water [or $\frac{1}{2}$ mile], and we were all alone, not with the other 403rd squadrons."

In 2014 Kornasoren was referred to as Numfoor Airport, IATA/ICAO codes FOO / WABF, and appeared in a satellite image as shown below. The runway had magnetic headings 09/27, with magnetic variation in that area of 2° E, so the true headings were 92° and 272° , a slight down-slope to the right. The runway was 5,664 feet (1.1 miles) long, and asphalt.

Notes about it say it is unattended, and trails cross the runway, with pedestrian, animal, and vehicle hazards, probably due to the inhabited area along the water.

As shown below, many of the roads still exist. The estimated Thirsty 13th camp is one of the few still inhabited areas inland, and the road with the S-curve still exists, as inset below.



Unclear Who Stayed on Noemfoor

The squadron aircraft were definitely based at Noemfoor in November-December 1944, and there are many photos and references to the temporary camp there, but it is unclear who stayed there at night permanently, vs. spending only a night or two between flights.

Jenkins' quote on the prior page indicates that he, King and Brown stayed there overnight. Sackett in his quote below states that the air echelon was there as a tenant. Judd recalls only being there late on one night, and never staying overnight. Sand recalls sleeping always at Biak, and being flown to Noemfoor to pick up the airplane, or having the airplane flown to Biak for loading, and meeting it there in Biak. Windham (motor pool) did not recall a large number of mechanics being based over at Noemfoor and hence missing from the Biak camp. But this was at a transition time when the mechanics and air echelon had been separated from the main squadron at Espiritu Santo for a long time – first at Los Negros, then Wakde, and the Biak camp was still being set up, so it may not have been obvious that many men were away.

I expect all of these recollections are correct: that some pilot were assigned to Noemfoor, but many stayed at Biak, which was nearby, the entire time. And some mechanics were there, but they came back to Biak occasionally.

Sackett (Pilot, 11/43-11/45): “You wouldn’t believe how crowded Noemfoor was with fighters and bombers: B-24s. Sometimes they [the B-24s] took off and they went in the drink; they were overloaded, or pilot error.

“I used to have a fraternity brother who was a fighter pilot and his group would cheer every time a B-24 went in the water. I didn’t think that was very nice.

“We were there as a tenant.

“I was in the hospital for about a month during some of this time.

“I remember when I took the first flight out of Noemfoor in darkness; I almost went in the drink myself. Took off at 4 a.m. I don’t have much recollection about that.”

Judd (Pilot, 8/43-5/45): “I remember something happened, there wasn’t any room for us [on Biak]. I have taken off out of there.

“I don’t recall ever staying there, except I flew in there one time with Chief Groesbeck. We went down to some infantry that all the Indians from his tribe were from. They would get all juiced up, and go out hunting with knives. Hunting Japs. They were going for scalps, without using guns. One looked at me and said “I’m going to kill you,” and so I yelled ‘Chief!’ Chief and I were roommates back in camp. I was flying copilot for him that night.

“Chief was well known with his group; he went to high school with them. The tribe was Colorado and Arizona; he was from an Arizona reservation. Groesbeck was married to an Indian girl, his first wife. His second wife was an Army Nurse. He was a real smooth pilot.”

Sand (Pilot, 12/44-2/46): “My recollection is that when I joined the squadron the planes and engineering section were based on Noemfoor, but while it was based on Noemfoor, the squadron was on Biak, and that is where our tents were.

“When we went out flying, initially we had to pick up the planes at Noemfoor. [Later] a squadron plane would fly into Biak [be flown from Noemfoor to Biak] to pick up a crew, and even load it at Biak, and we would fly out of there [Biak].”



g. XIII AF Books, Two-Years Name, Last Order

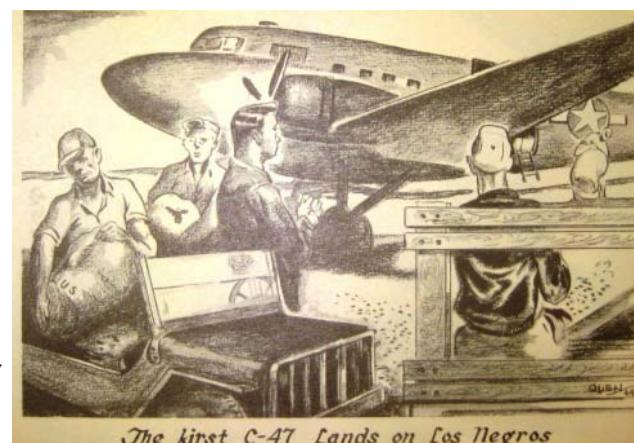
- Thirteenth Air Force Books – on**
February 11, 2014, the Coordinator for Special Collections for the University of Texas – Dallas (UTD) “The History of Aviation Collection” shared with me three of his personal books about the 13th Air Force, in which his father served (these books are not part of their collection). The covers are shown here. I read through each one looking for anything related to the Thirsty 13th. The following points were of interest:



- “Maytag Charlie” – was another name for “Washing Machine Charlie” (page 339), who would fly over Guadalcanal and bomb it on full-moon nights, when the navigation was easy. He bombed Guadalcanal on March 23, 1943, with two flights of three Mitsubishi Ki-21s (Type 97 heavy bombers). They hit just one B-17, but as it burned, it exploded a 500-lb bomb, that damaged 14 other planes, four beyond repairs.
- The photo of Espiritu Santo on page 368 on October 14, 1943, shows four-engine bombers parked in what would on November 2 become the 13th TCS area. I have wondered whose bombers these were, and the book “XIII Bomber Command” has the history below, stating that on May 8, 1943, the 371st Bombardment Squadron of the 307th Bombardment Group (H) was ordered to move to Espiritu Santo. On October 6, 1943, this says Koli Field opened on Guadalcanal, and “the group moved over.” but these may have been the 371st’s bombers still there 8 days after Koli Field opened. As noted on page 367, the 64th TCS moved to this same area August 6, and left October 20, so if this was the 371st’s area, it is not clear how they overlapped with the 64th.

May 8	Orders were received for the journey "down under" to Espiritu Santo. The following day news of a task force heading for Midway reached the 7th Bomber Command. Information was supposedly picked up from a lost Jap carrier-based plane trying to contact the Mother ship. Several crews were ordered to Midway to stand an alert in the event of an attack on that Island. On May 22nd ground personnel shoved off for Espiritu Santo, and seven days later the air echelon followed.
June 13	Ground personnel debarked at Espiritu Santo and set up camp.
June 1943- Jan. 1944	The Squadron's air crews alternated between tours of strike and periods of rest and training.
Oct. 6	Bomber No. 2, later designated as "Koli Field", was opened and the group moved over.

- Studies showed an airdrome was necessary on Bougainville to attack Rabaul and New Ireland, but that the long jump from Guadalcanal could not be made without an intermediate base, hence the taking of Munda. Munda had an ample supply of coral for construction and repair of airstrips.

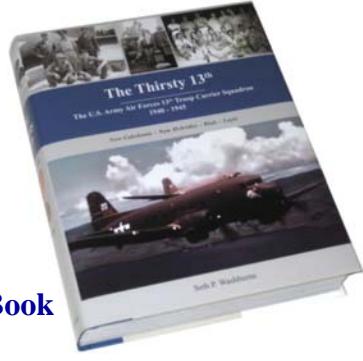


- The XIII Bomber Command book included the illustration above, with caption "The first C-47 lands on Los Negros," reflecting that C-47s were a welcome sign. The 13th TCS made their first landing on Los Negros April 10, 1944 (page 433), with 4 C-47s, accompanied by 10 C-47s of the 64th TCS, and this may have been the first group.
- Biak's Mokmer Airdrome (page 509) and Bosnek Village, five miles east of this, were bombed in May 1944, and ground troops went ashore May 27, 1944 (The Thirsty 13th advance party arrived September 10, 3.5 months later). Biak was strategically important as a forward base within bombing range of Morotai and Palau.
- **Possible inspiration for name “Two Years c/o Postmaster”** – Earlier this year I learned that “C/O Postmaster” was the title of a best-seller in October 1943, about a man in an infantry unit sent to Brisbane, Australia, for training, about his adventures in Australia, and ends when boarding a transport for New Guinea. The Thirsty 13th authors probably knew about this book, and its title may have inspired the name of the Thirsty 13th's 1946 squadron yearbook, “Two Years c/o Postmaster.”
- **1985 - Consolidation with the 913 Air Refueling Squadron, Heavy; both Inactive** – On Wikipedia I was surprised to see the 13th Troop Carrier Squadron Wikipedia page consolidated with the 913 Air Refueling Squadron site, and so in February emailed my contact George Cully in Montgomery, Alabama, to ask if he could go to the Air Force Historical Research Agency at Maxwell AFB and get a copy of the order, dated 19 September 1985, referenced on Wikipedia. He did, and he emailed me this March 3.

The order's Attachment 2 has the notation below. This is a 15-page order listing an estimated 150 consolidations of inactive WWII units with inactive Vietnam-era units, with both remaining inactive. It was not clear why this was done.

* * * This is the last Order, and the “end of the story” time-wise for the 13th TCS * * *

<u>Attachment 2 to DAF/MPM 662q</u>		
Reconstitutions, Redesignations and Consolidations-		
Selected Air Force Tactical Squadrons		
<u>SQUADRONS BEING CONSOLIDATED</u>	<u>STATUS</u>	<u>CONSOLIDATED SQUADRON</u>
13 Troop Carrier Sq 913 Air Refueling Sq, Heavy	Inact 15 Oct 46 Inact 1 Nov 81	913 Air Refueling Squadron, Heavy



2. History-Related Activities

a. Thirsty 13th Book Update

47 More Squadron Member Families Have the Book

In May I noticed that 86 families with which I was previously in contact had still never seen the book, and so I made a point to contact all of these, and even offer it at a discounted price, or complimentary if necessary, to be sure every family that wanted a book had one. The phone number and email failed for 11 of these; I left messages but did not receive a response for 12, and left a message and sent an email but received no response for 17, 40 total. The other 46 member-families all did receive the book in May-June. A relative of Tangney contacted me out of the blue and bought a book, for 47 new families now with the book, listed at right. Special mention goes to:

- William Mattes' son Ken, called me May 30, responding to a phone message I left him, said he wanted to buy a book, and was at hospice with a limited number of days left to live. I told him I wanted the book to be free, but he insisted on paying full price, saying "You put a lot of work into it, and you deserve to get paid." What an amazing guy. Godspeed, Ken.
- Snaman's son Bill I called while he was for some reason driving a dump truck that day, and he immediately said he wanted to buy two books. Then he intentionally paid \$150 for two books, \$35 more than required, and wrote "That's the amount we want to pay for your books. Thanks for your hard work." Thank you, Bill!
- Trueba's daughter paid full price, and sent me free copies of two books she wrote.
- The family of 801st MAES nurse Hazel Hill-Turk, comp'd 1, bought 3 more; thanks!

The family and a friend of pilot Bernard Sand bought 15 books – the second most ever. Blount bought 6 more, and Goodman 4. A 64th TCS crew chief purchased a book.

Thank you to all of you who purchased a book, or accepted a complimentary book.

Book Credit and Special Offer

If you purchased the book for \$75 (or for \$125 and received the \$50 rebate), you may use \$25 credit for each one you purchased toward other ones, e.g. if you bought two for \$75, you can have a third one now for FREE, just the shipping cost.

Also if anyone wants more but feels the price is a bit beyond them now, please let me know and I will be happy to work something out with you at a reduced price. My goal is to be sure everyone who wants a book has a book.

Now on Amazon and eBay

In May I offered the book on Amazon and eBay, at \$50. No orders yet.

Thirsty 13th Book Seen for 1st Times	
1	Hill-Turk 4
2	Mahacek 3
3	Viscusi 3
4	Amert 2
5	Cohen 2
6	Groesbeck 2
7	Snaman 2
8	Stentzel 2
9	Conard 1
10	Curyea 1
11	Cuthriell 1
12	DiPippo 1
13	Finkbeiner 1
14	Gannon 1
15	Geuther 1
16	Hackney 1
17	Hammond 1
18	Higgins 1
19	Killebrew 1
20	Lenderman 1
21	Lorio 1
22	Mattes 1
23	McCarroll 1
24	McNeil 1
25	Meadows 1
26	Miller, A. 1
27	Morey 1
28	Moyle 1
29	Mucci 1
30	Nogaj 1
31	Painter 1
32	Prather 1
33	Pratt 1
34	Preston 1
35	Prichard 1
36	Scofield 1
37	Senta 1
38	Stiver 1
39	Sunderman 1
40	Tangney 1
41	Taylor 1
42	Thear 1
43	Timm 1
44	Trueba 1
45	Waller 1
46	Wells 1
47	Wentworth 1

Jan-Jun Distrib.	
1	Sand 15
2	Blount 6
3	Goodman 4
4	Dewey 2
5	Angelette 1
6	Bernhard 1
7	Hammett 1
8	Mellinger 1
9	Peters 1

Next for the Book

Now for the first time it seems the in-the-squadron book distribution is nearly complete.

Next, I would like to donate books:

- 1 to each of the US camps: Patterson Field, Tampa airport, Pope Field, Lockbourne.
- 1 to each of the 59 Air Force installations in the U.S.
- 1 to each of the 54 Air National Guard organizations in the U.S.
- 12 to each of maybe 40 private museums (for 480 total), especially where they have a C-47/DC-3, and then they can sell them for a 100% profit. Such museums may represent the best market for the books outside of squadron families. This would include the WWII museums in New Orleans and Fredericksburg, Tex.
- Overseas museums and libraries, including one in New Caledonia.

A top air show vendor told me that airshows are typically not a good place to sell books, because most people are on a budget, they don't want to carry around a book the rest of the day, and they are mostly there to see the military jet teams. This person said the main events that would have the target audience are Sun 'n' Fun in April near Tampa, and the EAA Air Expo in Oshkosh, Wis., in July. I contacted EAA and learned they have an "Author's Corner" which is already filled this year, but I may try to get into this for next year.

Volunteers Needed

I would appreciate it if someone would volunteer to look up all of the above listed air bases, find the correct person to whom to send the book, and email me these names and addresses.

Secondly, if anyone wants to fund the postage cost for this distribution that would be great. It is typically \$14 to \$19 per book, including the warehouse fee, depending to where it is going.

Potentially More Information

While contacting the 46 families who had not seen the book yet, I learned that four of these may have some photos, and so there may be an opportunity to obtain more information. There are several areas about which I would like more photos, including the camp at PDG, the camp at Tontouta, e.g. the road through the camp, some missing airplane serial numbers, and some missing nose art.

Two Years c/o Postmaster PDF Now on the Thirsty 13th Website

Long ago I scanned the squadron yearbook "Two Years c/o Postmaster" into two PDF files. I now have a link to these on the website, at the bottom of the movie section, so you may download these to your computer if you do not already have this book. I ran Optical Character Recognition on the files, so search engines might pick up all the names and words in each book.



b. Replacing the 13th TCS Plaque at the National Museum of the Pacific War

This museum in Fredericksburg, Texas, has a Memorial Courtyard with the Memorial Wall shown above. At the arrows is the 5" x 7" plaque, below left, for the 13th TCS. We may replace the plaque with a new one, below right, in the same location, for \$350. The staff is skilled at removing them without cracking them. I would like to do this, because the current plaque:

- a) Is in memory of only the 15 who died overseas, and not the 664 who lived.
- b) Is "In memory of the officers and airmen" drawing an unnecessary distinction, and the word "airmen" I think was not used in the squadron – it seems to be an Air Force rank.
- c) Does not have the squadron patch, and instead has a Thirteenth Air Force patch.
- d) Has dates "1942-1946," so includes 1945-46 when the war was over, but excludes 1940-1942 when the squadron existed and the war was on (WWII started in 1939).
- e) Has "US Army Air Corps" after 13th TCS, suggesting that is more important.
- f) Shows a not-too inspiring C-47 in profile only – some plaques include photos, and so the new one would include pilot Drake landing at Munda in Snafu on page 344.

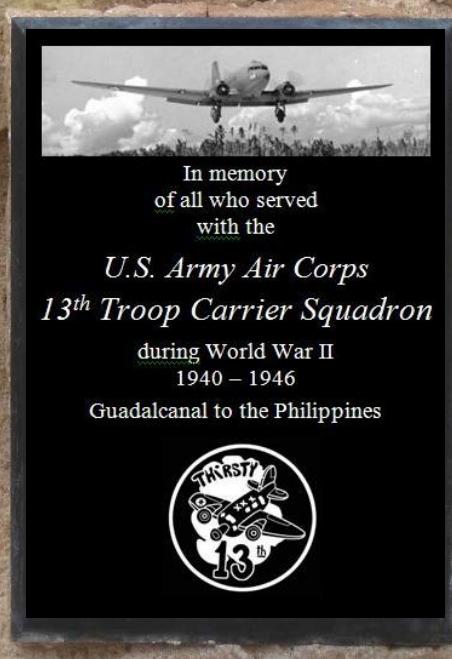


The stated purpose of the Memorial Wall is: "The plaques on these walls commemorate those who served – some who returned...and some who gave their lives," and so the 13th TCS plaque should remember those who returned, too. I designed the plaques below right, and worked with the museum to create a proof. The patch is from the book's cover emboss. Please let me know by July 13 if you prefer #1, #2, or #3, prefer different words, or would like to contribute. I am having the patch stamp redone with a white cloud, dark airplane, white letters, for a 3rd option.

#1 Current



#2 White cloud, black lettering



#3 Black cloud, white lettering





c. 1943 - DC-3 Landing at Magenta Airdrome, Nouméa

In January Marcel Claude in New Caledonia emailed me the photo above of a DC-3 landing at Magenta Airdrome in Nouméa, New Caledonia, in December 2013 (I tried to Photoshop out an airplane in the background). This is to where the 13th TCS flew Eleanor Roosevelt in August 1943, and so the Eleanor Roosevelt landing may have appeared the same. On the left is Mont Mou. There are no other records of the 13th TCS landing here, but it shows it is a beautiful place.

d. 1943 - New Caledonia War Museum Photo Exhibit

As noted in the November 2013 update, last September a WWII Museum opened a New Caledonia. The March 7 edition of the New Caledonia Weekly had the article below about an exhibit from March 10 - April 12 of photographs by Americans in New Caledonia from 1942-45. It did not include the 13th TCS, but shows there is interest in the war years. "The Thirsty 13th" provides one of the most detailed snapshots of the 1942-43 history there.

Hopefully one day there will be an exhibit about the Thirsty 13th at this museum.

It would also be nice someday to create a short paperback in French about the Thirsty 13th in New Caledonia.

Art & Culture

**PERSPECTIVES
ON WAR**

MUSÉE DE LA GUERRE 2^e MONDIALE EN NOUVELLE-CALÉDONIE

Nouméa's World War II Museum is currently hosting an exhibition entitled "Contre-champs, la guerre mise en scène 1942-1945". The exhibition, which runs from 10 March to 12 April, showcases photographs taken by members of the American forces in New Caledonia between 1942 and 1945: well-disciplined troops, comfortable army living conditions, impressive equipment but no bloody battle scenes. The museum has designed the exhibition around five contrasting perspectives on these photographic records of an era. An historian gives her views on the fine lines separating information from propaganda, an artist explores the aesthetic and technical virtuosity of the images, a doctor traces progress in medical knowledge and care, a veteran soldier relives the scenes in memory and young New Caledonians give their first impressions of these historic photographs. Five contrasting perspectives providing fresh insight into WWII in New Caledonia.

World War II Museum, Nouméa. Tel 27 48 70 (Address p. 6)



e. 1944 - Third Plane Crash Navigator Tangney Foot Locker

The squadron had an estimated 679 members at one time or another, and I was able to find relatives of 234 men, so one exciting event in my life is when one of the 445 others finds me through the website. Relatives of the 15 men who died in 1942-1945, most without children, were even more difficult to find. Therefore it was a thrill on June 2, 2014, to be contacted by the son, Jim, of a cousin of Tangney, the navigator on the squadron's 3rd plane crash (page 425).

Jim told me he has Tangney's foot locker, and emailed me the photos above. A yellow stencil is on top of the original white stencil. I sent him information obtained by Howard Kirk, son of the pilot on that flight (born after his father died), and Jim replied "That's the most my Mom learned about his disappearance after all these years have passed."

f. 13th TCS Missing Dead have Markers at Manila American Cemetery

In looking up Tangney, I learned about the Manila American Cemetery and Memorial, located southeast of Manila, as shown below left, and in a circle on top of a hill, as shown below right. It has the largest number of graves of any cemetery for US personnel killed during WWII.

It has markers (no remains) for all of the 13th TCS members missing in airplane crashes: Crash 2 (Allen, Nelson, Saltsman, Rinaldi, Stratton); Crash 3 (Kirk, Kolkmeyer, Tangney); and Crash 4 (King, Brown, Reeves, Fister). It does not have Crash 5 victims (Thompson, Foote, Mastrantonio), perhaps because their remains were recovered and returned to the states.



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Home > Search ABMC Burials and Memorializations > William R. Tangney

William R. Tangney

William R. Tangney
Second Lieutenant, U.S. Army Air Forces
13th Squadron, 403rd Troop Carrier Group
Entered the Service From: North Dakota
Service #: 0-814161
Date of Death: January 10, 1944
Wars or Conflicts:  World War II
Memorialized: Tablets of the Missing
[Manila American Cemetery](#)
Marina, Philippines

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g. University of Texas Dallas Library; Carroll V. Glines; Eisenhower Quote

In January 2014 I learned that the University of Texas at Dallas (UTD) had a History of Aviation Collection as part of its library, and that this is a top-4-in-the-U.S. aviation collection, although with little about WWII, other than the Jimmie Doolittle archives. I offered to donate a copy of The Thirsty 13th, and they were happy to accept this. This is three miles from my apartment, so I drove over January 28, 2014, and met with the director, and donated the book.

While reading about this museum online before visiting it, I learned that Carroll V. Glines volunteers there every Tuesday from 10 a.m. until 1 p.m. Mr. Glines in 1966 co-wrote a book about the DC-3, with a chapter “The Gooney Bird Goes to War,” that describes the heroic flights by the Thirsty 13th to Guadalcanal in 1942, and I include an excerpt from this on our book’s page 147, and note it in the Bibliography. When I visited I had the opportunity to speak to Mr. Glines. He didn’t remember anything about writing that chapter, though.

Several writings about the C-47 mention a quote by General Eisenhower that it was one of the four keys to winning WWII – sometimes also listing the jeep, bazooka, and atom bomb. I have several times sought to find the source of this quote, and could not. However on this afternoon at the library I went through a book Mr. Glines co-wrote, and was excited to finally find the original quote, and that it is from Eisenhower’s book “Crusade in Europe.”

Eisenhower: “Four pieces of equipment that most senior officers came to regard as among the most vital to our success in Africa and Europe were the bulldozer, the jeep, the 2 ½ ton truck, and the C-47 airplane. Curiously, none of these is designed for combat.”

h. Type A-2 Jacket

From time to time someone emails me asking if I can recommend a maker of leather jackets so they may purchase one as a present for someone, and I rarely have a good source. In January I learned about WWIIimpressions.com that offers a Type A-2 jacket that looks more accurate than most, but is priced at \$475. It is at: <http://www.wwiimpressions.com/newusarma2.html>. At some point I hope to make up some new Thirsty 13th patches, but that will be a while.

i. Thirteenth Air Force Coins

Russ Cole, when with the Thirteenth Air Force prior to its deactivation in September 2012, told me about limited-edition commemorative coins, and I ordered a batch. I would probably sell one for about \$25+\$5 S&H. If you feel like you have to have one, please let me know. They are about 2" in diameter, and have great detail, as shown below left.



j. Related Research Added to the Website; C-47 Ditching Losses

B-17 Shot Down Over Germany

In May 2008 when I began my Thirsty 13th research, I searched on a website for “Washburne,” and was surprised to find the Missing Air Crew Report for my dad’s brother, about whom all anyone knew was four words: “Shot down over Germany.” I was further surprised when I looked on the Internet for the phone number of one of the men listed, called, someone picked up, and I asked “On July 30, 1943, were you on a B-17 shot down over Germany,” and he said “Yes I was.” I asked if he remembered Dick Washburne, and he said “As fine a gentleman as I have ever known.” It was incredible, 65 years later, to speak to the B-17 tail gunner on the flight on which my uncle was shot down and killed, and learn all about that day.

I found the family of the mechanic, and he had written detailed notes about everything that happened that day, and my Uncle’s last words “Please God, somebody help me,” before the B-17 blew up. This mechanic had requested, and received, from the Air Force all of the official records of that mission. I spent a month creating a PDF. It doesn’t have the nice page layouts of the Thirsty 13th book, but last December I decided to include a link to it on the squadron website.

C-47 Variant C-117D Ditching off of Guam

Last October my brother noted he had never found mention on the internet about a flight he took from Guam in 1978 on a C-117D, which lost power to one engine, and ditched. The plane broke in two, killing two friends of his, but 28 survived. I had researched the Thirsty 13th for my dad, and the above flight for my uncle, and so thought I should research this for my brother.

I found, and exchanged emails with, a pilot, mechanic, two dignitaries, and an admiral’s aide, and one person had most of the official records. Last December I completed a 212-page PDF about this flight, but this is mostly others’ accounts. I added a link on the website to this as well.

Thirsty 13th C-47 Ditching Losses

As noted on the prior page, the Thirsty 13th had three planes disappear without a trace: Crash 2 (Allen, Nelson, Saltsman, Rinaldi, Stratton) and Crash 3 (Kirk, Kolkmeyer, Tangney) probably between Guadalcanal and Espiritu Santo, and Crash 4 (King, Brown, Reeves, Fister) between Morotai and Biak. Shouldn’t they have survived a ditching and been found?

C-117Ds, such as in the prior story, were C-47 which had been modified. That story describes a bad ditching, when, as noted in the warning below, the nose broke off, but still 28 of 30 people survived, and had time to get in the rafts. This suggests that for Allen and Nelson, who had a plane load of passengers, they most likely plunged nose-first into the sea, the plane stayed together and sank to the bottom. For the other two flights with no passengers, the navigator, radio operator, and crew chief, if a bad ditching, may have been trapped as in the C-117D story, but the pilots should have survived, and been able to climb out and swim back and get in a raft. Because they were not found, this suggests that they, too, plunged into the sea nose-first.



The speed of the aircraft at touchdown shall be the same as normal touchdown speeds consistent with aircraft weight and flap configuration. Ditch the aircraft with a 1/2 flap configuration, 5 degrees nose up to provide for bset distribution of landing shock. With a very heavy aircraft, the stall speed will be high and full flaps may be necessary. Under no circumstances should the aircraft be stalled in, as this will result in severe impact damage, cause the aircraft to nose in, and may cause separation of the cockpit section.

k. Thirsty 13th Book Index Errors, Omissions, and Exclusions

As summarized on the next pages, the book's index has 2,610 references, and 32, or 1.2% are incorrect. Five are for 1942 pilot Bruce, because I indexed all who have this for a first name; four were for Hetzler whose hidden tag got copied over to 3 quotes by Colburn and 1 for Huston; 4 were in a group that shifted from page 122 to 123, and there are 9 others, mostly photo credits.

In addition to these 32 errors, there are 122 (4.7%) omissions, where men are mentioned but the page number does not appear with their index listing. These are mostly where I added someone's name to the text later, but forgot to include the index mark, and so are not quotes or photos.

Overall 60% (101 of 168) of the index listings are perfect. 40% (67) have at least one error, being 21 that need to have a reference removed, and the others to have a reference added.

The check I did May 27-28 took about 8 hours, so could easily have been done pre-production, but I recall at the end beginning to get stressed about the airplane restoration, and not having enough energy to go through the index again. My own dad's index has one of each type of error: I indexed a photo he took on page 331, but then deleted his name to save space, so his name does not appear on that page, and his main close-up in his tent on page 202 is not indexed.

The primary people who use the index are relatives looking at the book in your family, and so you can correct the index in your book and that will fix it for the people who matter the most.

Page 778 of the book shows white space around the Bibliography, where I could have added 7 more lines, for 14 entries in 2 columns, and the 90 net fixes (122-32) above would have taken at least 10 entry lines, and probably more than 14, but may have fit. This space constraint is the reason I did not index men in most of the rosters by job function, and in the tables of when men arrived by year. I apologize for not fixing these errors and omissions before publication.

The book index, in addition to errors and omissions, also excludes 34 men who should have been indexed, because I was in touch with their families, as summarized on page 21. The index on page 774 is titled "Index of Quotes and Contributions [e.g. photos]," and so initially was not meant to be an index of all men referred to. The 168 men indexed includes 101 whose families' photos are included (listed on page xiv), and 30 members quoted who did not have photos. I added 37 men with no quotes or photos because I was in touch with their families, but not 34 more with whom I was also in touch. This was an oversight, in part because I was space constrained. I should have indexed Kirk, who shared items referred to on page 425, and Gannon, Plyler, Schauer, and Thear who shared items, though these were not included. I deeply apologize.

Bound books must have a number of pages that is a multiple of 16, and I was at 800, so I could not add one or two more pages but would have had to add 16 pages. The index only needed 1-2 more pages, so I would have had to add 14 pages throughout, but always 2 at a time to avoid messing up the left-right page layouts. I could have taken out 2 pages somewhere, but thought I had the perfect amount of information, so did not have room to add more names. I should have left out the 20 who did not get the book, but did not know this ahead of time.

An index is attached with the corrections and additions, so you may note the changes for your relative. It still does not have the roster or year-arrived references, though.

Thirsty 13th Book Index References (before changes), and Number to be Removed or Added, if Any

Name	Refs	Rem	Add	Name	Refs	Rem	Add	Name	Refs	Rem	Add	Name	Refs	Rem	Add
Driedger	76	1	1	Burder	22	1		Rice	9		1	Smith E. K. Jr.	4		
Ummel	74	1	10	Carroll	22		1	Waller	9			Stoltzmann	4		
Burden	70	1	2	Gilbert	22			Yeomans	9			Vallely	4		
Soderland	66	1	2	Golumb	22			Abernathy	8	2	2	Wells	4	1	
Cairns	65	1	3	Ecklund	21			Baxter	8		1	Amert	3		
Cullum	64	2	10	McCullough	21			Cowles	8			Bogutski	3		
Tustin	64		2	Bruce	19	5	1	Hammett	8		1	Hill-Turk	3		
Harp	61		1	Colburn	19		2	Maguire	8			Jacklin	3		
Norfleet	55		6	Deppe	19			Matela	8			Jurkewicz	3		
Sprout	54		2	Whitaker	19			Walsh E.	8	1	2	Killebrew	3		
Goodman	52		1	Harmon	18		2	Meadows	7			Lenderman	3		
Goodwin	46		1	Leonard	18			Szafir	7		1	Mattes	3		
Windham	43	1	3	Remaklus	18	1	5	Wallace J.	7			Rode	3		1
Peters	40	1	2	Ross	16		3	Zarek	7		1	Small	3		
Fuselier	39			Bergstrom	15			Buchen	6	1		Taylor R.	3		
Moritz	39		1	Billie	15		2	Dewey H.	6			Van Ness	3		
Zieman	37		2	Kilzer	15			DiBias	6			Watts R.	3		
Korty	36			Larger	15		2	Fitzgerald	6			Angelette	2		
Meade	35		3	Lindberg	15			Frey	6			Angle	2		
Sand	35	1		Petmecky	15			Power	6			Burdiss	2		
Creelman	34	2		Wilkening	15		1	Reddick	6			Carrasco	2		
Sackett	33		1	Bradford	14			Ricker	6			Cuthriell	2		
Bernhard	31			Lippitt	14			Trueba	6		1	DeClerck	2		
Jenkins	31		1	Myres	14			Allard	5		2	Giglio	2		
Blount	29		1	Jay W.	13			Cohen	5			Markey	2		
Cole	28		3	Shook	13		2	Dalmann	5		1	Nogaj	2		
Melton	28			Versdahl	13			Davis A.	5			Pettis	2		
Samiran	28			Brouse	12			Edwards	5			Prather	2		
Surnack	28		2	Collart	12		1	Geuther	5			Vanderford	2		
Drake	27			Mann W.	12	2		Knoll	5			Bravos	1		
Finelli	27		2	Mendenhall	12		1	Lange	5			Conard	1		
Hetzler	27	4		Schmitz	12		1	Lesh	5			Curyea	1		
Watts C.	27		1	Allen F.	10			McCarroll	5			Drago	1		
Mogush	26			Hinton	10			Reimer	5		1	Fabish	1		
Judd	25		1	Myers H.	10			Smalldridge	5			Huston	1		1
Laming	25			Wysong	10			Stiver	5			Labedz	1		
Molvar	25		1	Beacorn	9		1	Wright H.	5			Langlois	1		
Baldry	24		2	Groesbeck	9			Anderson E.	4			Painter	1		
Petty	24			LaLonde	9			Biedenbach	4			Pasco	1		
Washburne J.	24	1	1	Levine	9			Kolas	4		1	Rinaldi	1		6
Goddin	23			MacElvaine	9		4	Lorio	4			Woodall	1		1
Blankinship	22			Nasset	9		1	Shearer W.	4			Zerovich	1		

Totals 1647 17 68

616 9 30

255 4 15

92 2 9

References:	2610
Remove	32 1.2%
Add	122 4.7%

Thirsty 13th Book Index Corrections
 (First those with the three or more of either)

Name	Remove	Add	Name	Remove	Add
Bruce	ix, x, 86, 123, 335	122	Harmon		436, 501
Cullum	155, 410	55, 135, 199, 202, 271, 284, 334, 404, 406, 749	Harp		27
Hetzler	567, 574, 576, 722		Huston		722
MacElvaine		134, 135, 142, 184	Jenkins		685
Meade		vii, 165, 309	Judd		668
Norfleet		137, 202, 309, 357, 528, 656	Kolas		184
Remaklus	123	50, 57, 122, 200, 334	Larger		78, 240
Rinaldi		38, 139, 271, 273, 298, 694	Mann	413, 429	
Ross		310, 422, 725	Mendenhall		668
Ummel	12	78, 293, 296, 297, 322, 327, 393, 405, 441, 467	Molvar		646
Windham	451	190, 353, 377	Moritz		309
Abernathy	114, 305	109, 149	Nasset		50
Allard		79, 558	Peters	324	78, 443
Baldry		155, 408	Reimer		448
Baxter		528	Rice		528
Beacorn		399	Rode		528
Billie		416, 759	Sackett		668
Blount		656	Sand	723	
Buchen	ix		Schmitz		21
Burden	123	vii, 106	Shook		136, 195
Burder	104		Soderland	vii	vi, 469
Cairns	123	78, 122, 753	Sprout		120, 326
Carroll		297	Surnack		487, 695
Colburn		vi, 530	Szafir		408
Cole		vi, 51, 109	Trueba		686
Collart		423	Tustin		428, 725
Creelman	499, 635		Walsh	574	528, 724
Dalmann		443	Washburne	331	202
Driedger	675	vii	Watts		155
Finelli		182, 761	Wells	384	
Goodman		646	Wilkening		668
Goodwin		vii	Woodall		438
Hammett		148	Zarek		560
			Zieman		109, 758

If your name is not listed here, then your index listing was complete as stated.

As noted on page 774, names were not – and still are not – indexed in the rosters on pages 56-78, or in tables of men by the years they joined. If you are going to modify the index for your loved-one, you may want to make your own listing and also add their mentions in these other rosters and tables.

Thirsty 13th Book Index Exclusions

The index was only meant to list pages on which men's photos or quotes were, not all references to a member. Of the 168 men indexed, 101 shared photos (page xiv), and 30 are members quoted who did not have photos to share. 37 others, in italics below, were indexed later because I was in touch with their families, even though they have no photos or quotes in the book, but the men are referred to. It would have been good to also have indexed those shaded in green below, with whose families I was also in touch, but I was space constrained, and did not think of this. If I had known that the 13 in italics shaded in purple in the first section would not get a book I could have left them out, but it was impossible to know this ahead of time. Eight families contacted me after publication, and so I could not have known to index their relative.

In the third section below, 24 men (through Weis) are not referred to (other than in the rosters and year-arrived tables), but 14 of their families have the book, and 10 do not. Lesh, Kirk, Schauer , Gannon, Plyler, and Thear (underlined) shared photos or items that did not make it into the book. 40 families do not have the book, mostly because their phone or email now fails.

This is a summary of the 234 families I located. There were 679 men in the squadron, and so 445 are still not found. I apologize again to the relatives of those in green that they are not indexed, but, again, the index was initially only meant to index photos and quotes, and then I ran out of room.

Referred to and Indexed						Referred to but Not Indexed		Not Ref'd to; Has Book
Has Book			No Book			Has Book		
1 Abernathy	38 Dewey H	75 Laming	112 Remaklus	149 Baxter		1 Clark	Contacted	1 Anderson
2 Allard	39 Drago	76 Langlois	113 Rice	150 Bogutski		2 Finkbeiner	After Publish.	2 DiPippo
3 Allen F Jr.	40 Drake	77 Larger	114 Ricker	151 Burdiss		3 Germershausen		3 <u>Gannon</u>
4 Amert	41 Driedger	78 Lenderman	115 Rinaldi	152 Carrasco		4 Johnson AK		4 Hackney
5 Anderson	42 Ecklund	79 Leonard	116 Ross	153 Dalmann		5 <u>Kirk</u>		5 Hammond
6 Angelette	43 Edwards	80 Levine	117 Sackett	154 DiBias		6 Mahacek		6 Higgins
7 Angle W.	44 Fabish	81 Lindberg	118 Samiran	155 Jurkewicz		7 McNeil		7 Payne
8 Baldry	45 Finelli	82 Lippitt	119 Sand	156 Lange		8 Mellinger		8 Persen
9 Beacorn	46 Fitzgerald	83 Lorio	120 Schmitz	157 <u>Lesh</u>		9 Morey		9 <u>Plyler</u>
10 Bergstrom	47 Frey	84 MacElvaine	121 Shook	158 Pettis		10 Moyle		10 Pratt
11 Bernhard	48 Fuselier	85 Maguire	122 Soderland	159 Reimer		11 Mucci		11 Sunderman
12 Biedenbach	49 Geuther	86 Mann W	123 Sprout	160 Rode		12 Preston II		12 <u>Thear</u>
13 Billie	50 Giglio	87 Markey	124 Stiver	161 Shearer		13 Prichard		13 Wentworth
14 Blankinship	51 Gilbert	88 Matela	125 Stoltzmann	162 Small		14 Rapp		14 <u>Wozniak</u>
15 Blount	52 Goddin	89 Mattes	126 Surnack	163 Smalldridge		15 Schauer		No Book
16 Bradford	53 Columb	90 Carroll	127 Szafir	164 Smith		16 Scofield		15 Balch
17 Bravos	54 Goodman	91 McCullough	128 Taylor R	165 Valley		17 Senta		16 Cannon
18 Brouse	55 Goodwin	92 Meade	129 Trueba	166 Versdahl		18 Snaman		17 Carson
19 Bruce	56 Groesbeck	93 Meadows	130 Tustin	167 Walsh		19 Stallings		18 Coyle
20 Buchen	57 Hammett	94 Melton	131 Ummel	168 Wilkening		20 Stentzel		19 DeHaan
21 Burden	58 Harmon	95 Mendenhall	132 Van Ness			21 Timm		20 Haynes
22 Burder	59 Harp	96 Mogush	133 Vanderford			22 Viscusi		21 Laine
23 Cairns	60 Hetzler	97 Molvar	134 Wallace J			23 Wilkerson		22 Pogue
24 Carroll	61 Hill	98 Moritz	135 Waller			24 Zechar		23 Wallace
25 Cohen A	62 Hinton	99 Myers H	136 Washburne					24 Weis
26 Colburn	63 Huston	100 Myres D	137 Watts C					
27 Cole	64 Jacklin	101 Nasset	138 Watts R					
28 Collart	65 Jay W	102 Nogaj	139 Wells					
29 Conard	66 Jenkins	103 Norfleet	140 Whitaker					
30 Cowles	67 Judd	104 Painter	141 Windham					
31 Creelman	68 Killebrew	105 Pasco	142 Woodall					
32 Cullum	69 Kilzer	106 Peters	143 Wright					
33 Curyea	70 Knoll	107 Petmecky	144 Wysong					
34 Cuthriell	71 Kolas	108 Petty	145 Yeomans					
35 Davis A	72 Korty	109 Power	146 Zarek					
36 DeClerck	73 Labedz	110 Prather	147 Zerovich					
37 Deppe	74 LaLonde	111 Reddick	148 Zieman					

3. Members and Relatives

a. Small World

“Pepper” Wysong, son of 1944-45 pilot Rufus Wysong, looked at the videos of the pilots at the November 4, 2011, reunion, and was astounded to see 1944-45 pilot Welly Goddin. Pepper worked directly for Welly from 1986-1998 doing home renovations in Alexandria, Va. For twelve years he worked directly for someone who flew with his dad 40 years before. Pepper’s dad Rufus saw many of the renovation work orders, but neither Rufus or Welly ever realized they had both been in the same squadron at the same time.

b. Losses in Action

1944-45 Pilot Wib Creelman, Jr., June 9, 2013

In June 2008, when I began researching the squadron, I learned of an air show in Reading, Pa., two hours from where I lived at the time in New York, and where there would be a C-47. I also wanted to meet pilot Wib Creelman who lived in Allentown, Pa., and so asked Wib if he would like to go with me, and he said he would. I picked him up at his home on Saturday, June 7, 2008, and we had a fun day. Pictured on this day below left is Wib at his first time back in a C-47 cockpit since 1945. We planned to meet radio operator Art Driedger at the show, and did.

I called Wib many times for quotes – 34 mentions in the book, visited him two more times, and he was one of the reasons I made a book, rather than an ebook – so Wib could show it off to his friends at the senior center he later moved to. When I show people the Story Tellers section of the book, I often point to his photos, below, of how he looks about the same as in 1945.

After not being able to reach him in late 2013, I searched the Internet for his name, and was sad to find his obit. He passed away on the same second-weekend-in-June that we met, exactly five years earlier. His good friend in the squadron, Bill Goodman, passed away three days later, as noted in the last update. Wib was the first person I ever met in the squadron, and very kind.

1944-45 Pilot Gene Cowles, November 12, 2013

I visited Gene in Denton, Tex., on February 15, 2011, plunked a draft of the book in his lap, and enjoyed watching him page through it. He provided many good quotes, and so I included his photo as one of only six on page 779. He is also on the website’s home page.

These men, too, were absolute gems, and are greatly missed.



4. Conclusions

Highlights for the past eight months include:

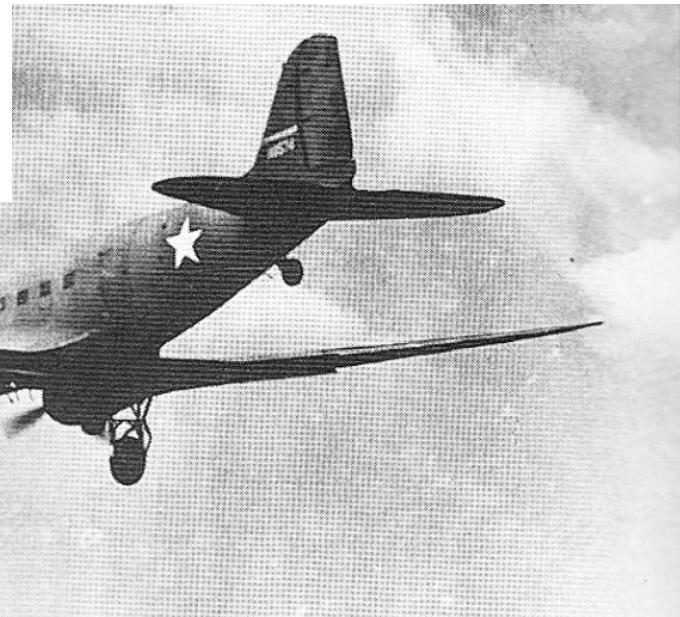
- **The Thirsty 13th history was greatly enhanced, and put on the map, by FDMC's remarkable discovery of the PBY engines on the reef north of New Caledonia.**
- **The Noemfoor camp and airfield parking area have finally been found.**
- **47 additional squadron members now have the book in the hands of their relatives.**
- **The squadron plaque at the Museum of the Pacific War may be replaced.**
- Index errors and additions have been identified and an update distributed.

Please get back to me if you:

- a) Have a strong preference for plaque #1,#2, or #3.
- b) Would like to volunteer to find contacts at Air Force and Air Guard locations to where to send free books.
- c) Would like to contribute to the new plaque (\$350 total) or postage to send books.

Thank you for your interest in the Thirsty 13th!

Seth P. Washburne
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The Thirsty 13th's Hitler's Hearse landing at Henderson Field, Guadalcanal, 1943.
From: C-47/R4D Skytrain Units of the Pacific and CBI, by David Isby, Osprey Publishing.

