Dear Thirsty 13th members, relatives, and friends,

The last newsletter noted that on May 5 in Phoenix the daughter of 1945 pilot Walter K. Bridges shared with us orders listing 76 members who joined after the latest roster. I spent most of my time through mid-June trying to identify these by a birth date, to find their relatives, and to determine if any of these men were still alive.

On June 23-25 I drove to Fort Smith, Ark., for the burial of 1945 pilot Kenneth Soderland. He received full military honors. I then drove to Kansas City and met for the first time newly-found 1945 crew chief Granville Braham. That Sunday afternoon I drove to Oklahoma, and the son of pilot Leibundguth was great to let me arrive at 7:40 p.m., and scan items until 10 p.m.

Thank you for your interest in The Thirsty 13th.

Seth P. Washburne, Squadron Historian
July 23, 2017

Contents

1. Additional History ........................................................................................................................................ 2
   a. 1943-1944: Items of Howard B. Leibundguth, Pilot, 5/43-4/44 ................................................................. 2
   b. 1944-1945: Photos from Norman Lyle Grant, Personal Equipment, 1/44-9/45 ............................... 5

2. History-Related Activities ......................................................................................................................... 8
   a. New Caledonia Appreciation for America in World War II .............................................................. 8
   b. Biak Camp Area Development ............................................................................................................. 9
   c. Men who transferred from the 63rd to the 13th TCS November 1, 1945 ...................................... 10

3. Members and Relatives ............................................................................................................................ 11
   a. Lost Two ............................................................................................................................................... 11
   b. Found Three ........................................................................................................................................ 12
   c. Latest Dashboard ................................................................................................................................. 13
   d. Closing .................................................................................................................................................. 13

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.

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

To enlarge the PDF to fill the width of your screen, press the CTRL key and “+” at the same time.
Please click the hand symbol to make it easier to scroll down.
1. Additional History

a. 1943-1944: Items of Howard B. Leibundguth, Pilot, 5/43-4/44

Howard B. Leibundguth flew to the South Pacific as a co-pilot of a C-47. He spent 4 nights in Honolulu, then to Christmas Isl., Tutuila (Samoa), Fiji, and New Caledonia. His plane is estimated as #42-23535 (as per page 324).

Leibundguth’s Form No. 5, Individual Flight Record, above, for a flight June 2, 1943, from Tontouta, New Caledonia (“Obey”) to Guadalcanal (“Bevy”) has him start as the co-pilot (“CP”), and change to the pilot seat (“P”) “in flight,” such that he had to find the airfield and make the landing. For the return the next day he again changed to the pilot seat halfway. He did this often from June to August 1943, perhaps following a 13th TCS procedure for checking out new pilots.

Leibundguth also kept his own logbook, reformatted on the next page. He logged more than 1,150 hours, including 580 combat hours, as summarized at right. He averaged 117 hours per month from August to November 1943. He:

- Often flew direct between Tontouta Air Base (“TAB”) and Guadalcanal (“Cac”), starting May 21, 1943, a route considered risky in late 1942.
- On July 1, 1943, landed at the Quoin Hill fighter plane air strip on Efate in New Hebrides, and on July 2 landed at Oua Tom in New Caledonia, the first record of the 13th TCS landing at these airfields.
- On August 8, 1943, flying from Guadalcanal (Bevy) to Espiritu Santo (Ebon) lost an engine 250 miles from Espiritu Santo. This was described by Baldry on page 286, and Leibundguth provides the date. He flew to New Caledonia 5 days later.
- Made his first landing west of Guadalcanal on August 26, 1943, at Segi Point.
- Was on Detached Service at Guadalcanal from October 15-24, 1943, flying one or two roundtrips daily between Henderson Field and Munda (plus Vella Lavella and Segi Point). The unit to which he was assigned has not been determined.
- Moved to New Hebrides October 26, 1943, earlier than the official date of Nov 2, 1943.
- Made his first landing at Ondonga December 2, 1943; Bougainville December 27, 1943; Guadalcanal’s Koli airfield January 3, 1944; Treasury Island January 14, 1944; Bougainville’s Piva airfield January 24, 1944; and Green Island March 15, 1944.
- In 11 months, made 13 trips to Auckland and Sydney:
  - 7 trips to Auckland – 3 for 1 night, and 1 for each of 4, 8, 12, and 16 nights.
  - On his first trip to Auckland spent 3 nights on Norfolk Island.
  - 6 trips to Sydney – 2 for 1 night, and 4 for 2 nights. One stopped in Brisbane.
  - It is unusual to see five trips to Auckland or Sydney lasting for only 1 night.
- Left for the U.S. April 8, 1944, flying first to Plaine des Gaiacs, in northern New Caledonia, a first stop in early 1944 for men arriving from, or leaving to, the U.S.
On November 26, 1943, Leibundguth was copilot of C-47 41-18579, piloted by Skeens, taking off from Henderson Field on Guadalcanal at 8 a.m. for Munda, with 15 passengers and gear, and 400 gallons of gas. They had a blowout of the left main tire, in the tread, not the sidewall, but were almost airborne, and became airborne without difficulty.

Orders were given to circle the field until the gas load was reduced to 100 gallons.

At 11 a.m. a landing was made on the right tire, with the left held off as long as possible, and, when it touched, right brake and slight left engine were applied, keeping the plane on the centerline at all times. “The passengers were brought back to the SCAT mess for lunch, then sent via another plane. The crew were given a cold beer (or two) and the rest of the day off.”

The pilots received a commendation from the 13th AF Commanding General R.L. Owens.
Duffy Letter to Vote for Nixon in 1960

Leibundguth had the letter at right from squadron Executive Officer Duffy to everyone. Richard Nixon had been in Congress since 1946, and was Eisenhower’s Vice President 1952-1960. Duffy notes Nixon “was a member of S.C.A.T. (South Pacific Combat Air Transport, to which the 13th TCS was assigned in 1943-’44), and, from 1943 on, was Operations Officer for S.C.A.T. on Guadalcanal, Bougainville, Vella Lavella, and Green Island” (as noted on page 428). For the 1959 reunion, Nixon sent the telegram at right.

Reunion Letters Sought the Missing

Leibundguth had letters from 1966, 1967, 1968, 1971, 1975, and 1977 about reunions. Most letters encouraged members to find and bring another member. The 1967 letter included a list of the names from the book “Two Years” asking for help to find the men. In November 1966 pilot Stan Donnelly wrote to all of the officers with the note at the bottom of this page that he, too, wanted “to contact 100% of the personnel.”

Other Items

Leibundguth had:

- The list of attendees at the 1973 reunion at right. Most went over in 1942 or early ‘43.
- USAFISPA Special Order 147, assigning:
  - Arnold L. Miller, Leib., and Seeley (ro) from the 13th Air Depot to the squadron 5/27/43, suggesting they flew over together.
  - Peters, Frolatko, A. Cohen, Harmon, and Holland to the squadron.
- His 1/26/44 promotion to 1st Lt after 8 mos.
- 13th AF SO 76 3/16/44 – Auckland rest leave for Bogutski, Bowman, DeCourcey, LaLaonde, Leibundguth, and Richards.
- 13th AF LO 67 3/28/44, sending two crews and planes (previously known, on page 429) to Hamilton Field, Cal., then Stout Field, Indianapolis, to turn in their C-47s at Stout Fld.
- Award orders No.348, 380, and 397 – awards to Davenport, Judd, Leib., Mendenhall.

From letter to officers by pilot Stan Donnelly, 11/30/66:

If you have any information whatsoever about any former members of the Squadron I would appreciate your giving some leads as to their whereabouts. Such things as the Army serial number, last known job, their last residence or even rumors concerning where they might be will be appreciated and the information will be tracked down in an effort to contact 100% of the personnel.
b. 1944-1945: Photos from Norman Lyle Grant, Personal Equipment, 1/44-9/45

On March 4, 2017, the son, Ken, of Lyle Grant emailed me scans of his dad’s photos. On June 7 I emailed that above left to Brad Wood, Director of the South Pacific WW2 Museum on Espiritu Santo in New Hebrides, and he replied with the next two images, above, from 1942, and two aerials, identifying this as Église de Saint-Michel, in the location top right, just west of Luganville. (Brad owns Santo Hardware, the yellow pin in the top right image, in the lower right.) The church was replaced with a larger church, but provides a location visited by the Thirsty 13th, far from the camp.

Also in New Hebrides, Grant had the photo at left titled “Monument of a cow, the only thing Tojo killed on his last bombing raid on that island.” The story of this raid and monument is on page 293, and so it is great to have a photo to go with it.

Grant had the photo at the near right of the Patient Virgin nose art, before a yellow flower was added to her hair, and the lettering redone in white, at the far right.

Below are Biak tent mates Driedger, Grant, Stentzel, Hall.

At right is Grant on the beach at Biak with a native canoe, wearing a t-shirt with the Thirsty 13th logo – the first example of this t-shirt style.

Granville P. Braham joined the 13th TCS in June 1945 as an airplane mechanic, assigned to C-46 #37. The crew chief went home soon after, and he became the sole mechanic on this C-46. The photos above are north and east of his Biak tent, estimated #C8, the first-ever photos in the rain. He stated the coral did not absorb the water fast enough so “it was like walking in a creek.” At right is dog “Tinker.”

Granville had the photos below of the beach at Biak, from a raised area, and of a native canoe.

At right is C-46 #36 at Biak, showing our parking area, and the air strip in the distance.

The first two photos below are from the first camp at Dulag. The last is from the 2nd Dulag camp, showing more of the area than on page 733 (also in the 2016-05 newsletter).

Granville’s patch, below left, was the most round I have seen. He had a fine letter opener. He expected he purchased the moon stones from people who came around the Dulag camp.
I met Granville Braham June 25, 2017, and he remembered:

Braham (Crew Chief, 6/45-3/46): “[At Biak] we used to take a weapons carrier, and half a dozen of us go out, and took our air mattresses out in the ocean, and then we just kind of come riding in on the waves. They weren’t any big waves, just normal flow into the beach.

“I remember one night we had an air raid siren, and we found out it was somebody who didn’t have his IFF on. They had the spotlight on his plane, and we had to go to a certain area, away from the camp. It wasn’t that far. Maybe 20 of us could fit. It wasn’t covered. It was away from the actual camp, but it was a normal landscape, just a lower area.

“I went on every flight. I took care of it all the time pretty much by myself. I just did the preflight on the planes, and minor maintenance work. Any big thing we had a specialist to handle that – props, engine change, magnetos.

“Most of our flights we had our orders right out of Biak to go to certain places, and come back, usually empty. It was all in one day. Occasionally we did [fly at night], very seldom. No [not much bad weather]; we were pretty lucky.

“We had a whole load of eggs, plane was filled with eggs, and the manifest kind of got a few of those marked off of it, so we could have some ourselves. Sometimes there’d be steak; we’d be hauling steak, food products. One flight we had maybe a half dozen soldiers. All I remember is they said they’d never get on a plane again! They didn’t like the flight.

“We were pretty much low-altitude on flights all the time. Most of them around 5,000 feet I expect, because we weren’t going that far. We did once see how far it would go up. I think we got up to 14 or 15,000. He took it up as far as you could go.

[Granville recalled flying over New Guinea, estimated as the Balim Valley, at tree-top level, and natives hurling spears at the plane, and one hitting it on the nose, which put a small dent in the nose. Pilot Begg in the April 2017 newsletter, page 5, had a photo from a plane in this valley with perhaps a C-46 cowling. Granville recalled the plane being hit by lightning on the nose, and the bolt going out the trailing wire antenna and it “tore up” the antenna.]

“[Dulag] was not too far from Samar Naval Base. One trip we were loaded with cement in Samar. We were about ready to take off, and I was standing between the pilot and co-pilot, and they said ‘Well, we’re ready to go,’ and I said ‘Wait a minute.’ I had to go back and check the cargo door; I wasn’t sure it was latched. They thought I said ‘I hope you can make it,’ and we just barely made it. [I would stand between the pilots] all the time.

“They had plenty of beer in the Navy, but they didn’t have any liquor. The pilots, we take liquor and trade it for beer, because we didn’t have any beer. [Did we drink very much liquor, or mostly beer in our squadron?] Beer, that’s all. I remember once I went to some bar, I just walked down the road [from the Dulag camp], and there was a bar there, and they had their moonshine, is basically what it was. I never drank. You open up a can of beer and you have to have it at your mouth, it was squirting over everything. It was hot, you know.

“We got a lot of stuff from the Navy there. We wound up getting an ice cream machine.

“The only time we [enlisted] did anything together [with the pilots] was when we went to Japan, and they got me fixed up so I could go in the officers’ quarters’ mess and so forth. They gave me a hat with insignia on it.

“I think we were in [Morotai] there once. [Most flights were direct?] Yep. Only once [to Peleliu and Palawan]. It was getting close to the end, and there wasn’t much going on.

“For me it was a really good experience, because I got to see a lot of places I would never see, and since I wasn’t actually in combat, I never had any problem, which makes it pretty nice. Anything you did, would help out, you felt you were helping [win the war].”
2. History-Related Activities
   a. New Caledonia Appreciation for America in World War II

   On June 8-10 my colleague Marcel Claude in New Caledonia corresponded with me about the appreciation in New Caledonia for the American help in World War II. He wrote about the artifacts in the photos above that: “At the entrance to the University of New Caledonia, on Nou Island, in commemoration of the action of the USA and their armed forces, [are] an amphibious vehicle and a landing craft, exposed in order to be visible to all.”

   At right is Marcel’s photo of the World War II Museum in Nouméa.

   On June 10, 2017, Marcel emailed me the photo below, and wrote: “Here, in the heart of the city of Nouméa, on the place of the bay of the Moselle, is this monument in memory of the action of the American forces during the Pacific War. This monument pays tribute to the soldiers who were killed, wounded, or fought for the safeguard of freedom.”

   The monument includes a portion of a globe, with Australia on the left. It is wonderful that New Caledonia remembers and appreciates the American effort during WWII, including that of the Thirsty 13th, with such a red, white and blue American flag monument, to honor our relatives.
b. Biak Camp Area Development

The Biak camp is shown at right (looking southwest, from the book’s pages 510). It always excited me that the land was undeveloped in 2011, and I daydreamed about buying it someday and recreating the camp, as a place for tourists to stay, in the open tents, and experience how the Thirsty 13th lived. At a minimum I wanted to visit and look for the holes in the coral for the light poles for the basketball court, look for the cement slab which was the officers’ club floor, and look for other squadron remnants, maybe even with a metal detector. By providing relatives of members with this location I also was happy that they could go stand in the exact spot of their dad’s tent.

On April 28, 2017, when visiting the daughter, Judy, of 1945 pilot Bill Foote, I opened up Google Maps, and zoomed in on the camp, and was surprised to see that development has come to Biak. This area, shown below left from page 511 in 2011, just six years later, now looks as shown below right. When one activates “show labels,” the three red buildings off the road on the right include a grocery store, and there is a bank just out of the photo in the upper right.

The new buildings do not cover the entire area. The basketball court area in the middle seems to now be dirt, but the officers’ club slab in the bottom right might still be there. I have always wondered if the buildings in the upper right just east of our camp were from the 403rd, and might at least discover those. The Thirsty 13th Biak Resort, though, now appears less likely.
c. Men who transferred from the 63rd to the 13th TCS November 1, 1945

The orders found in Phoenix May 5, 2017, included 403rd Grp General Order 162 listing all the men in the 63rd TCS who were transferred into the 13th TCS when it was reconstituted Nov 1, 1945, as noted on page 733. At right I typed this list, in case their relatives contact me. Most of these men are far short of the 85 points required to go home.

This transfer is summarized below, including 17 original 13th TCS members, in blue, just 10%. Other original members were transferred back in at later dates.

**Summary**

<table>
<thead>
<tr>
<th>Function</th>
<th>13th TCS</th>
<th>Tot</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pilots</td>
<td>6</td>
<td>55</td>
</tr>
<tr>
<td>Navigators</td>
<td>4</td>
<td>23</td>
</tr>
<tr>
<td>Crew Chiefs</td>
<td>6</td>
<td>29</td>
</tr>
<tr>
<td>Radio Operators</td>
<td>2</td>
<td>22</td>
</tr>
<tr>
<td>Aircraft Mech's</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>R&amp;R Mechanics</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>Other Ground</td>
<td>1</td>
<td>9</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>17</td>
<td>168</td>
</tr>
</tbody>
</table>

The book on page 733 says the 13th TCS was inactivated on October 15, 1946. To tell the complete story of the 13th TCS it would be good to learn about the history from Nov 1, 1945, to Oct 15, 1946. This was a different squadron, though, with a different mission, with the war was over, and I think did not use the name “The Thirsty 13th” anymore.

Adding the history of this reformulated unit might dilute the story of the original squadron, and so I plan to continue to focus on the original 13th TCS.
3. Members and Relatives

a. Lost Two

Albert A. Judd, July 11, 2015

On June 4, 2017, I called Al Judd and the line was disconnected, and then called his daughter, Sherylann, and learned he passed away two years ago. Al was awarded the Air Medal with 6 oak leaf clusters, equivalent to more than 700 hours of combat time, in a 3-way tie for the 8th most combat hours in the squadron of the squadron’s 117 pilots. He is shown above left, then above center at Biak, and above right with me at a mini-reunion November 4, 2011.

Judd has 17 great quotes in the book, which helped explain the unit’s history. One of my favorites is on page 481 when he stated about buzzing around in a P-38: “After all those years of thinking I was a hotshot, I realized I wasn’t. I was really happier in the C-47.”

Victor L. Deppe, June 5, 2017

On June 6, 2017, I received an email from the daughter, Sharon, of Victor L. Deppe, that he passed away. She wrote: “He always said that he had a great life and enjoyed meeting you when writing the book. He was turning 96 next month and passed away in his sleep.” He is shown below left (in the center) at Espiritu Santo where he was an engine mechanic, then at Biak with the Old Boulders April 1, 1945, and when I met him September 7, 2009.

I met “Vic” only once, but called him many times after that, and always loved talking to him, because he was always upbeat, and never complained about anything. He had many great stories which helped with the history, especially about the time in the U.S., with 18 quotes in the book.

Vic’s words were the very last quote I included in the book, letting him summarize the entire squadron history for everyone, on page 751: "I was in a lot of units in 25 years in the service, but that was the best I was ever in." Thank you, Vic, for all you did in the squadron, and all of your help to future generations. Bless the memory forever of Al Judd and Victor Deppe.
b. Found Three

For the 76 squadron members added from the Walter K. Bridges orders, I found birthdates for 68 men, but death dates for only 62. On June 1, 2017, I focused on the 6 without death dates, and searched to see if any of these were still alive, and was amazed and delighted to find three:

- **Granville P. Braham** (Crew Chief, ~6/45-2/46) – I emailed him photos (from the recent collection of R. Begg) of the C-46 #37 to which he was assigned, and he was happy to have these, and I sent a book. I visited him, above, on June 25, 2017, and heard the stories on page 7. It was great to see he had his squadron patch – never sewn on anything. I took him to the Roasterie coffee shop, with a DC-3 mounted over it, and recorded more stories.

- **John Komo Jr.** (C-47 Crew Chief, 12/7/44~5/45) – He was one of two crew chiefs for a C-47, and took turns going on the missions. He remembered the enlisted men’s club at Biak. He was then sent to Buffalo, NY, to learn about the C-46, and the war ended.

- **Ruel E. Lefler** (Glider mechanic, ~6/45-9/45) – I spoke to him and his son.

19 Still-Living Members

Below is a list of our 19 still-living members, enlisted then officers, sorted by age. On June 3 our eldest, Walter R. Moritz, turned 99. A belated Happy Birthday, Walter.

<table>
<thead>
<tr>
<th>#</th>
<th>Last</th>
<th>First</th>
<th>Role</th>
<th>Joined</th>
<th>Left</th>
<th>Born</th>
<th>Home Now</th>
<th>State</th>
<th>Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Braham</td>
<td>Granville P.</td>
<td>Crew Chief</td>
<td>6/46</td>
<td>9/46</td>
<td>11/5/1925</td>
<td>Shawnee MI</td>
<td>KS</td>
<td>91.7</td>
</tr>
<tr>
<td>2</td>
<td>Komo</td>
<td>John, Jr.</td>
<td>Airplane Mechanic</td>
<td>12/44</td>
<td>4/46</td>
<td>6/6/1924</td>
<td>San Anselmo</td>
<td>CA</td>
<td>93.2</td>
</tr>
<tr>
<td>3</td>
<td>Mattes</td>
<td>William R.</td>
<td>Engineering Clerk</td>
<td>4/43</td>
<td>11/45</td>
<td>5/30/1923</td>
<td>Fombell</td>
<td>PA</td>
<td>94.1</td>
</tr>
<tr>
<td>5</td>
<td>Lefler</td>
<td>Ruel E.</td>
<td>Glider mechanic</td>
<td>6/45</td>
<td>9/45</td>
<td>1/5/1923</td>
<td>Sunnyvale</td>
<td>CA</td>
<td>94.5</td>
</tr>
<tr>
<td>6</td>
<td>Campos</td>
<td>Juventino</td>
<td>Duty Soldier</td>
<td>7/44</td>
<td>12/45</td>
<td>7/5/1922</td>
<td>San Anselmo</td>
<td>TX</td>
<td>95.0</td>
</tr>
<tr>
<td>7</td>
<td>Coker</td>
<td>John T. Jr.</td>
<td>Radio Operator</td>
<td>6/42</td>
<td>6/44</td>
<td>9/12/1921</td>
<td>Okemah</td>
<td>OK</td>
<td>95.8</td>
</tr>
<tr>
<td>8</td>
<td>Samiran</td>
<td>Arthur R.</td>
<td>Ordnance</td>
<td>6/41</td>
<td>9/45</td>
<td>6/25/1921</td>
<td>Abilene</td>
<td>TX</td>
<td>96.0</td>
</tr>
<tr>
<td>9</td>
<td>Payne</td>
<td>John W.</td>
<td>Crew Chief</td>
<td>4/45</td>
<td>11/45</td>
<td>11/22/1920</td>
<td>Powell</td>
<td>OH</td>
<td>96.6</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>#</th>
<th>Last</th>
<th>First</th>
<th>Role</th>
<th>Joined</th>
<th>Left</th>
<th>Born</th>
<th>Home Now</th>
<th>State</th>
<th>Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Burder</td>
<td>Francis H.</td>
<td>Pilot</td>
<td>7/44</td>
<td>11/44</td>
<td>12/7/1924</td>
<td>Cadillac</td>
<td>MI</td>
<td>92.6</td>
</tr>
<tr>
<td>2</td>
<td>Goddin</td>
<td>Wellington</td>
<td>Pilot</td>
<td>8/44</td>
<td>10/45</td>
<td>5/27/1924</td>
<td>Key West</td>
<td>FL</td>
<td>93.1</td>
</tr>
<tr>
<td>3</td>
<td>Cobumb</td>
<td>Arthur</td>
<td>Pilot</td>
<td>8/44</td>
<td>10/45</td>
<td>11/6/1923</td>
<td>Pembroke</td>
<td>FL</td>
<td>93.7</td>
</tr>
<tr>
<td>4</td>
<td>Sand</td>
<td>Bernard F.</td>
<td>Pilot</td>
<td>12/44</td>
<td>2/46</td>
<td>10/20/1923</td>
<td>Waterloo</td>
<td>IA</td>
<td>93.7</td>
</tr>
<tr>
<td>5</td>
<td>Zarek</td>
<td>Harry J.</td>
<td>Pilot</td>
<td>3/46</td>
<td>9/45</td>
<td>7/27/1923</td>
<td>Homestead</td>
<td>FL</td>
<td>93.9</td>
</tr>
<tr>
<td>6</td>
<td>Anderson</td>
<td>Ewood “Bill”</td>
<td>Pilot</td>
<td>1/46</td>
<td>5/46</td>
<td>1/2/1923</td>
<td>Roseville</td>
<td>MN</td>
<td>94.5</td>
</tr>
<tr>
<td>7</td>
<td>Brown</td>
<td>Eugene G.</td>
<td>Pilot</td>
<td>2/43</td>
<td>2/44</td>
<td>8/31/1922</td>
<td>Los Gatos</td>
<td>CA</td>
<td>94.8</td>
</tr>
<tr>
<td>8</td>
<td>Peters</td>
<td>Karl E.</td>
<td>Pilot</td>
<td>5/43</td>
<td>12/44</td>
<td>3/17/1920</td>
<td>Faxon</td>
<td>OK</td>
<td>97.3</td>
</tr>
</tbody>
</table>

Note: 35 others have no death date, and, at this 2.7% rate (19/(756-35)), one of these 35 may be alive.
c. Latest Dashboard

The 76 new names from the Walter K. Bridges orders have now been added to the dashboard, increasing the total number of members ever in the squadron overseas from 680 to 756.

The latest dashboard is below right, with the light blue column showing progress with the prior list, and the darker blue columns for the new names. For previously not-found Roland Mariani I noticed a Bridges order had his middle initial, “G,” and finally identified him.

For the 76 newly added members, I was able to identify (find birthdates for) 68 men, death dates for 62, resting places for 42, and FindaGrave pages for 35. Previously I had identified all but 14 men, and this went down by one for Mariani, but up by 8 for the new men, to 21. The number of unknown deaths went up by a net 11, to 35. Five of those found were best-estimates, not confirmed.

New contacts were made with relatives of 4 members from the prior list, in blue below, and 22 of the 76 more, for 26 total:

- Bair, C.M.
- Bissonnette, E.T.
- Braham, G.P
- Buckingham, E.B.
- Bussler, R.A.
- Catenza, G.A.
- Cernick, E.P.
- Donner, B.C.
- Foster, R.
- Garner, C.J.
- Komo, J.
- Lefler, R.E.
- Marchant, A.J.
- McGinnis, G.M.
- McMahon, R.C.
- Meyers, S.
- Noakes, H.E.
- Noto, N.J. Jr.
- Palmer, T.M.
- Pearson, G.D.
- Roberts, J.B.
- Schenke, E.F.
- Tillman, R. R.
- Truman, R.S.
- Wycoski, L.

The February 5, 2017, newsletter noted I had passed 400 contacts, getting to 406. On June 12, 2017, I reached 500, and, as shown in the table above, have now reached 509. 22 of these 103 more were from the new names, and so relatives of 81 previously-known (and longer-time) members were found since February 5. The number contacted including non-responsive is maybe 530. These 100-125 contacts found in 130 days were about 1 per day.

I believe I have done all I can to identify members and find relatives, and will stop. I hope to search again someday, though, in case new information is added to Ancestry.com or FindaGrave.

d. Closing

Thank you to Granville Braham and the son of Leibundguth for letting me visit, to the son of Grant for sharing many photos, to Brad at Santo Hardware for identifying the church location, to Marcel Claude in New Caledonia, and to all others who were thoughtful to share items.

The following photos are from the June 23, 2017, final farewell to pilot Ken Soderland.