

Explanation of Draft 13th TCS Flights Spreadsheet

By Seth P. Washburne

The morning reports provide names of crew members who departed and returned to the home base each day, as shown at right for September 1, 1943. These are in the order of pilot, copilot, navigator, engineer, radio operator.

| COMPANY MORNING REPORT | | ENDING 2400 | 1 | September 1943 |
|------------------------|------------------------|---|---|----------------|
| STATION APO 502 | | ORGANIZATION 13th T C Sq, 403rd T C Gp, A, C. | | |
| SERIAL NUMBER | NAME | GRADE | | |
| 0-2042755 | Farmer, Roy C | 2nd Lt | | |
| 0-739377 | Berrett, Robert F. | 2nd Lt | | |
| 0-727041 | Moritz, Walter R., Jr. | 2nd Lt | | |
| 14067318 | Morgan, Scage W., Jr. | Pfc | | |
| 32416474 | Hogan, Cecil F. | Sgt | | |
| Dy to D/S APO 932 0700 | | | | |

In the above example, underneath the names it says "Dy to D/S APO 932, 0700." Dy (Duty) means they are in camp where the squadron headquarters is, at the top, in this case APO 502, Tontouta Air Base, New Caledonia. D/S in detached service, meaning a mission. The APO is the first stop, in this case Efate, New Hebrides. 0700 is the departure time. The morning report for the next day, at right, has these same five men returning to Tontouta, at 15:30.

| | | | | |
|------------------------|-----------------------|--------|--|--|
| 0-2042755 | Farmer, Roy C. | 2nd Lt | | |
| 0-739377 | Berrett, Robert F. | 2nd Lt | | |
| 0-727041 | Moritz, Walter E. Jr. | 2nd Lt | | |
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| 32416474 | Hogan, Cecil F. | Sgt | | |
| D/S APO 932 to Dy 1530 | | | | |

The reports do not include: a) missions before 9/1/43, b) mission stops after the first, c) most flights from July to December 1944 when the air echelon was away on Guadalcanal, Los Negros, Wakde, and Noemfoor; d) one-day trips, or e) flights of men while on detached service in Fiji.

During my 12 years of research, I contacted relatives of 151 pilots, 57 navigators, 78 aerial engineers, and 68 radio operators, a total of 354 air crew members. Only 36, just 10%, had flight records. These are listed at right, by those who had Form 5, Individual Flight Records ("IFR," the prior version of the Form 5), and logbooks (handwritten, with the stops of a mission). The hours shown agree with the hours provided in the records. [If your relative was an aircrew member, and you have any records of his flights not here, please let me know.](#)

In the table at right, the last three columns have the hours for missions listed in the morning reports, hours for missions not in these, and the percentage additional hours not in the morning reports. In the bottom right, on average men flew 56% more hours than in the reports, but this varied widely, from 2% to 131%.

Sources of Flight Hours: Form 5, Individual Flight Records, Logbooks

| | Type | Hours from Source | | | Hours for Mis. | | | |
|----|-------------|-------------------|--------|---------|----------------|---------|--------|------|
| | | Start | End | Net | In MRs | Not In | Add % | |
| 1 | Aos | F5 | 884:55 | 1750:15 | 865:20 | 612:10 | 260:35 | 43% |
| 2 | Bridges | F5 | 427:50 | 1169:20 | 741:30 | 391:40 | 375:15 | 96% |
| 3 | Dewey | F5 | 775:00 | 1003:15 | 228:15 | 208:05 | 6:05 | 3% |
| 4 | Ford | F5 | 707:50 | 1121:50 | 414:00 | 330:10 | 110:05 | 33% |
| 5 | Groesbeck | F5 | 464:25 | 1901:55 | 1437:30 | 869:20 | 684:50 | 79% |
| 6 | Hammet | F5 | 159:05 | 859:50 | 700:45 | 0:00 | 733:55 | n/m |
| 7 | Hetzler | F5 | 395:00 | 1645:10 | 1250:10 | 896:15 | 410:05 | 46% |
| 8 | Kulikoff | F5 | 469:15 | 754:25 | 285:10 | 303:35 | 6:35 | 2% |
| 9 | Laycock | F5 | 340:45 | 528:45 | 188:00 | 167:45 | 48:25 | 29% |
| 10 | Leibundguth | F5 | 346:40 | 1386:45 | 1040:05 | 630:10 | 433:55 | 69% |
| 11 | Lenderman | F5 | 505:25 | 2195:05 | 1689:40 | 1108:30 | 682:50 | 62% |
| 12 | Nelson | F5 | 0:00 | 74:31 | 74:31 | 0:00 | 74:31 | n/m |
| 13 | Nichols | F5 | 455:35 | 730:45 | 275:10 | 34:35 | 264:40 | n/m |
| 14 | Peters | F5 | 516:00 | 1575:50 | 1059:50 | 645:45 | 427:25 | 66% |
| 15 | Plyler | F5 | 627:45 | 1770:45 | 1143:00 | 735:10 | 463:00 | 63% |
| 16 | Soderland | F5 | 621:40 | 991:05 | 369:25 | 279:10 | 138:40 | 50% |
| 17 | Brady | IFR | 47:15 | 633:00 | 585:45 | 462:15 | 131:25 | 28% |
| 18 | Elam | IFR | 0:00 | 1360:15 | 1360:15 | 751:05 | 625:35 | 83% |
| 19 | Miller G | IFR | 0:00 | 1141:45 | 1141:45 | 600:30 | 541:50 | 90% |
| 20 | Payne | IFR | 54:45 | 737:20 | 682:35 | 469:25 | 212:20 | 45% |
| 21 | Alexander J | LB | 48:00 | 106:50 | 58:50 | 0:00 | 65:45 | n/m |
| 22 | Amelang | LB | 0:00 | 161:50 | 161:50 | 123:00 | 38:50 | 32% |
| 23 | Bergstrom | LB | 0:00 | 307:25 | 307:25 | 0:00 | 307:25 | n/m |
| 24 | Carroll | LB | 0:00 | 0:00 | 0:00 | 0:00 | 0:00 | n/m |
| 25 | Creelman | LB | 520:25 | 1035:35 | 515:10 | 288:55 | 230:15 | 80% |
| 26 | Davis L | LB | 0:00 | 424:44 | 424:44 | 246:12 | 180:57 | 73% |
| 27 | Driedger | LB | 0:00 | 1111:19 | 1111:19 | 569:55 | 502:59 | 88% |
| 28 | Freudenthal | LB | 0:00 | 120:45 | 120:45 | 93:45 | 45:25 | 48% |
| 29 | Golomb | LB | 299:40 | 1290:35 | 990:55 | 671:45 | 429:20 | 64% |
| 30 | Harmon | LB | 44:20 | 1555:30 | 1511:10 | 892:20 | 592:55 | 66% |
| 31 | Hedges | LB | 2:05 | 739:00 | 736:55 | 596:30 | 144:50 | 24% |
| 32 | James | LB | 587:25 | 1271:00 | 683:35 | 180:15 | 559:55 | n/m |
| 33 | Maginot | LB | 0:00 | 426:05 | 426:05 | 351:45 | 74:25 | 21% |
| 34 | Myers | LB | 0:00 | 855:20 | 855:20 | 364:30 | 479:15 | 131% |
| 35 | Ricker | LB | 0:00 | 278:00 | 278:00 | 210:40 | 67:20 | 32% |
| 36 | Zarek | LB | 849:35 | 1027:20 | 177:45 | 98:40 | 82:10 | 83% |
| | | | | | | | | 56% |

Missions by Source

As shown at right, my list has 3,113 missions, being 301 from the MAG-25 database (11/1/42-6/30/43), 1,718 from the morning reports, 8 from Maxwell AFB photos, 526 from the Form 5s, 143 from IFRs, and 419 from logbooks. Logbooks provide details on 715 of the 2,021 official missions, 35% of them. I include memo lines, and for spacing, for 3,843 total lines.

| | |
|--------------------|--------------|
| MAG-25 War Diary | 301 |
| Morning Repts | 1,718 |
| Maxwell Files | 6 |
| Official | 2,025 |
| Form 5s | 526 |
| Indiv. Flt Records | 143 |
| Logbooks | 419 |
| Additional | 1,088 |
| Total | 3,113 |
| MR Memos | 492 |
| Noting No Flights | 147 |
| Spacing Lines | 83 |
| Other Notes | 8 |
| Total Lines | 3,843 |

This is a [draft as of May 25, 2020](#) of all of the flights undertaken by the U.S. Army Air Corps 13th Troop Carrier Squadron overseas during WWII, in four PDFs:

1. Flight List 1 – the main list
2. Flight List 2 – details, when available, for each line.
3. An Index of names mentioned, showing their line number.
4. This Explanation section.

How to use the flight list. a) find your relative's last name in the index, listing the lines he is on, b) find that line on PDF-1, c) if the second-to-last column, "Hrs,," is not blank, then look on PDF-2, for the same line number, to see additional details.

The squadron had 815 men, and the index lists 693 men, and so 122 men are not mentioned. These are 37 who were air crew and left before the 9/1/43 start of the reports, or were ground crew and left before we moved to Espiritu Santo; 24 ground crew who served mostly at one base, 18 in for less than 60 days, and 43 who joined after 8/7/45.

Columns Explained for PDF-1

Row – Each row is numbered, including blanks, and the same in PDF-1 and PDF-2. The order on any day sometimes lists the flights by time of departure. In other places, I list the furthest destination first. Departure and Day are obvious.

Time – Departure times are in the morning reports for most flights 9/1/43 to 11/15/44. HC Myers wrote down departure times for his flights, and some are slightly different than in the morning reports, so the latter may be approximates. I assume 6:00 means the aircraft started its takeoff roll at 6 a.m., but am not sure. My photos of the MRs for November 1944 are blurry, and so some of the times are estimates of what they appeared to be for November 1944.

From – At right are explanations of the "from" abbreviations. Biak before 1/22/45 may have been Sorido airstrip, Mokmer after.

To – The list has 3,843 lines. There were 3,113 missions with a 4- or 5-man crew, and 492 memos of other movements, for 3,605 movements. These are summarized below right by the first destination region, and far right by the specific first destination. Most of the flights to New Hebrides continued on to Guadalcanal. Most of the flights to Morotai continued on to the Philippines.

"To" can also be the last stop, e.g. on 12/11/44, the MRs say Myers went to Noemfoor, but his notes say he took off from Biak for Sansapor, and arrived at Noemfoor last.

Missions are color-coded, with Fiji a gray-blue, Auckland a darker blue, Australia a light blue, and a spectrum of warmer colors going west, with Japan in red.

Number of 13th TCS Missions

| # | Destination | Flts |
|----|----------------------|------|
| 1 | CAC | 1041 |
| 2 | Biak | 364 |
| 3 | Leyte | 182 |
| 4 | Noemfoor | 162 |
| 5 | Los Negros | 148 |
| 6 | Morotai only | 146 |
| 7 | Sydney | 138 |
| 8 | Local | 136 |
| 9 | Morotai and beyond | 126 |
| 10 | Auckland | 121 |
| 11 | Biak local training | 102 |
| 12 | Not stated | 93 |
| 13 | Espiritu Santo | 85 |
| 14 | TAB | 67 |
| 15 | Dulag | 61 |
| 16 | Local Training | 46 |
| 17 | Hollandia | 39 |
| 18 | Fiji | 34 |
| 19 | CAC+ | 32 |
| 20 | Palawan | 30 |
| 21 | Finschhafen | 27 |
| 22 | Bougainville | 26 |
| 23 | Okinawa | 25 |
| 24 | Munda | 23 |
| 25 | Wakde | 23 |
| 26 | Espiritu Santo + | 21 |
| 27 | Manila (Nichols?) | 20 |
| 28 | Brisbane | 19 |
| 29 | Samar | 16 |
| 30 | Vella Lavella | 15 |
| 31 | Nadzab | 14 |
| 32 | Townsville | 14 |
| 33 | Darwin | 13 |
| 34 | Efate + | 12 |
| 35 | Cebu | 12 |
| 36 | Mindoro | 12 |
| 37 | Malabang | 11 |
| 38 | Zamboanga | 11 |
| 39 | PDG | 10 |
| 40 | Sansapor | 8 |
| 41 | Segi Point | 8 |
| 42 | Green Islands | 7 |
| 43 | Japan | 7 |
| 44 | Emirau | 6 |
| 45 | Tacloban | 6 |
| 46 | Tanauan | 6 |
| 47 | Treasury | 6 |
| 48 | Clark | 5 |
| 49 | Russell Islands | 5 |
| 50 | Iloilo | 4 |
| 51 | Dipolog | 4 |
| 52 | Horanda (Dobodura?) | 4 |
| 53 | Middleburg | 4 |
| 54 | Ondonga | 4 |
| 55 | Oro Bay | 4 |
| 56 | Milne Bay | 3 |
| 57 | Dulag local | 3 |
| 58 | Mindanao | 3 |
| 59 | Noemfoor local train | 3 |
| 60 | Port Moresby | 3 |
| 61 | Rockhampton | 3 |
| 62 | Saidor | 3 |
| 63 | Valencia, Del Monte | 3 |
| 64 | Efate | 2 |
| 65 | Cairns | 2 |
| 66 | Carney | 2 |
| 67 | Lingayen | 2 |
| 68 | Owi | 2 |
| 69 | Panay | 2 |
| 70 | Tawi Tawi | 2 |
| 71 | Wakde local | 2 |
| | Subtotal | 3605 |
| | No flights recorded | 147 |
| | Lines for Spacing | 83 |
| | Notes | 8 |
| | Total Lines | 3843 |

"From" Abbreviations

| | |
|-------|-------------------|
| Auck | Auckland |
| Biak | Biak |
| Dul | Dulag |
| ES | Espiritu Santo |
| Guad | Guadalcanal |
| LosN | Los Negros |
| Man | Manila |
| Mor | Morotai |
| Nadi | Nadi, Fiji |
| Noe | Noemfoor |
| Okin | Okinawa |
| PDG | Plaine des Gaiacs |
| Samar | Samar |
| Sans | Sansapor |
| Syd | Sydney |
| TAB | Tontouta Air Base |
| Wak | Wakde |

Number of 13th TCS Missions

| | | | |
|----|---------------------|------|------|
| 1 | Guadalcanal | 1048 | 29% |
| 2 | New Guinea | 767 | 21% |
| 3 | Philippines | 395 | 11% |
| 4 | Morotai | 272 | 8% |
| 5 | New Hebrides | 256 | 7% |
| 6 | Australia | 189 | 5% |
| 7 | Bismark Archipelago | 161 | 4% |
| 8 | New Caledonia | 123 | 3% |
| 9 | Auckland | 121 | 3% |
| 10 | Northern Solomons | 114 | 3% |
| 11 | Fiji | 34 | 1% |
| 12 | Japan | 32 | 1% |
| | Not stated | 93 | 3% |
| | Total | 3605 | 100% |
| | No flights recorded | 147 | |
| | Lines for Spacing | 83 | |
| | Notes | 8 | |
| | Total Lines | 3843 | |

1/9/TF0630²235 Col. Clink - McHugh
BARRY

Pilot, etc. Some morning reports listed only one pilot, so the other appears as “n/a,” the name is not available. The other pilot may have been from another unit. As shown above, for a 1/9/45 mission from Myers logbook, he wrote the pilot as “Col. Clink.” This might have been Col. Sands from the 403rd, as we did not have any colonels in our squadron.

If two pilots are not listed, e.g. if from a Form 5 or logbook, I put the name I had in the pilot column, rather than as the co-pilot, but he may have been the co-pilot. When two engineers or two radio operators were listed, I usually listed the higher-ranked first.

An “e” after the pilot column means the crew arrangement is estimated. Sometimes more than 5 men were sent on a mission, in more than one plane, and the others are on adjacent line. I could not tell who was paired with who, so I estimated the groupings.

Roughly 172 men had the same last name as someone else, with 93 duplicate last names. Many of these men have initials added. The Buchen twins, James and John, did not have middle initials, so they are Ja and Jo. Pilot Alexander GW, who went by Bill, is listed as Alexander G, due to space constraints. Pilot 2nd Lt. Brown CL appears on 12 missions from 2/14/44-5/15/44, but always as a third pilot, seemingly as a passenger, or observer, and so is listed under “Other.”

If I could not fit the names in the six boxes, I sometimes combine them across boxes. A semicolon separates men of different function: pilot, navigator, engineer, and radio operator.

Return – “Various” means this varied for the crew members. “Up” is the “to” leg, “ret’d” is the return leg. “n/r” means did not fly the return, second-leg, flight. An arrow, “>” before a date indicates the man stayed at the destination until this date, when he returned to the home base. Same-day trips are not mentioned until 8/20/45, and 8/21/45.

Time – obvious. Ds – is the number of days elapsed, including the first and last day.

Hrs – “Hrs” is the total hours of all of the legs, when available from a logbook of Form 5. Some air crew members flew as passengers for some legs, and their logbooks deduct this time. I inserted “0.01” when some information was available, to alert readers to look at PDF-2.

Ref - F5 is a Form 5, IFR the Individual Flight Record, and LB is from a logbook. MG is the MAG-25 War Diary, and MR the morning reports. MM are morning report movements that are not a 4- or 5-man flight crew. MX is from a document at Maxwell AFB.

Values in pink are ones I altered from the morning reports, and some are estimates.

Columns Explained for PDF-2

Ref 1, Ref 2 – the first and second sources of details.

A/C – the airplane serial number when available. If estimated, it starts with a tilde, e.g. ~229, but Excel writes the tilde raised, as a superscript, as [~]229.

Day 1-4 – Due to space constraints, I could only show the first 4 days’ details, but have up to 8 days of details when available.

Notes

For 10/42-6/43 – For this date range, the source is the MAG-25 War Diary, and it does not include the copilot, navigator, engineer or radio operator. My dad, John Washburne, is not listed. I added in just one flight with him, from a letter pilot Baldry wrote.

For 7/43-8/43 – the MAG-25 War Diary stops listing our flights 6/30/43, and so the only source for July-August 1943 is logbook entries, from Hammet, Harmon, Leibundguth, and Peters, still with no other crew members.

For 10/21-10/31/43 – The squadron was moving from New Caledonia to New Hebrides, and seems to have suspended military missions, so the morning reports list no flights. The Form 5s of Leibundguth, Lenderman, and Peters list hours logged, and Hetzler's logbook provides details, for many flights moving us to New Hebrides.

For 7/8-8/16/44 – We received assignments out of Guadalcanal, and so the morning reports do not include the subsequent missions, only those from the home base, Espiritu Santo. Perhaps the 64th TCS reports include our flight assignments. Logbooks and Form 5s list many flights.

For 8/16/44-10/4/44 – On August 16 the air echelon moved to Los Negros, and flights from there, too, are not in the morning reports. Some flights returned to Espiritu Santo, and are recorded when they returned to Los Negros, as if originating from Espiritu Santo.

For 10/4/43-10/18/43 – The air echelon was on Wakde, and so the morning reports list no flights, but again the logbooks and Form 5s list some flights.

For 10/18-10/31/44 – The air echelon was at Biak for two weeks, and some flights are noted.

For 11/1-12/31/44 – The air echelon was on Noemfoor, and no flights are in the morning reports for 29 of 30 days in November, and for all 31 days in December, only transfers to Noemfoor and back. It is unclear who flew as aircrew, and who flew as passengers.

For Jan-Feb 1945 – Many days have no flights recorded, yet logbooks and Form 5s list flights.

Other Points

This is marked "Draft," and I did not check all the font colors, and shading colors. I didn't include a spacing break before April 1945, but I discovered this after creating the Index. I hope to add to this in the future with other logbook entries, or from other sources. We still do not know what exactly we hauled on most missions, and so I hope to someday find the flight manifests.

I hope this allows relatives of some men who did not keep logbooks to learn where their relative flew, from the morning reports, or other crew members who did keep logbooks.

Please email me with any questions or suggestions, at sethpw1@gmail.com. Thank you.

Seth P. Washburne – see next two pages if interested in how this came together.
May 25, 2020

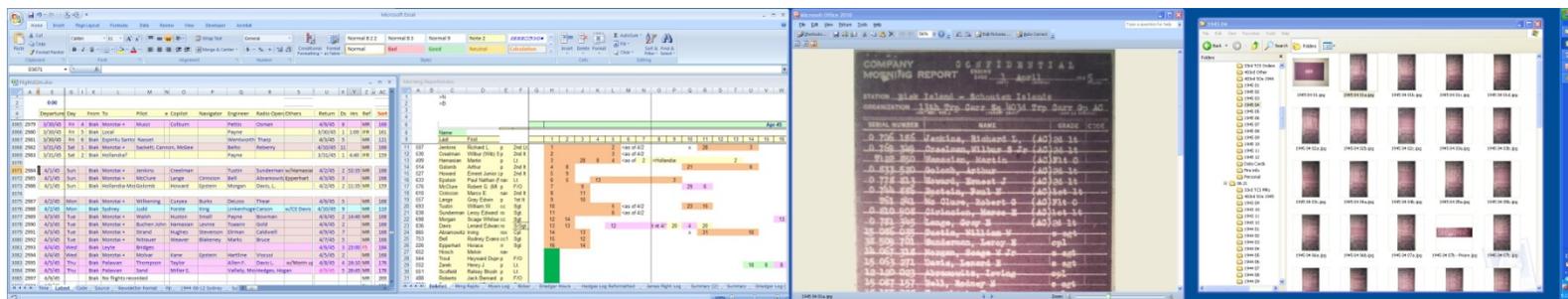
Timeline for Creating the Flights Spreadsheet

By Seth P. Washburne

This was an enormous undertaking. I started January 3, and most days worked on it from when I got up in the morning, until I went to sleep at night, 7 days a week. The following are the tasks by date.

1. January 3 to February 8 (36 days, less 6 days vacation, 30 days): I started right after the last newsletter, to create a flight list. This was a flying unit, so it seemed this should be created. When I created the morning report spreadsheet, I had already created groupings of crews, vertically, and timelines away. So I copied each of these, and transposed them to be horizontal. It took only maybe 30 minutes to add listings from the MAG-25 War Diary for 1942-43. I calculated C-47s home at night, and other stats. I drafted much of what became the May 2020 newsletter, looking for patterns, creating exhibits.
2. February 8 to 22 (14 days): I added in hours and routes from the Form 5s, IFRs, and logbooks I had recreated in spreadsheets. I revised the newsletter.
3. February 22 to March 10 (16 days): I decided I should go back to the 36 original Form 5s, IFRs, and logbooks, and be sure I tie out to the exact hours they have, so wrote lookup formulas in the spreadsheet, and went through all 36 of these, about 2 a day, to tie out. Some men had 20 months to review, each with 25 or 30 lines entries, in 1 to 3 columns.
4. March 10-15 (5 days): After 2 months, I was eager to finalize this and send it out, but realized I should do a double check of the entire flight list against the morning reports, day by day, from 9/1/43 through 10/31/45. This was going to be a huge job.

I use four computer monitors, and so, as shown below, I opened the flight list on the first monitor, and the morning reports on the second. I sorted each day of the morning reports (I have numbers in each cell in the order the men are listed), and then made sure my flight list had all the flights. On my first pass in January, I did not include all the men who moved as passengers, and this time decided to add them, which made this take longer. On my fourth screen I had my directory of morning report images, and opened these on the third screen. It took 5 full days to get through the first year, to 9/7/44.



On March 15 I sent an email asking everyone to look again for records. I received new records for Nichols, and added these. I had 2,542 mission lines.

5. March 15-20 (5 days) – I continued comparing my list to the morning reports, through 11/30/44. This was very slow, because previously I did not include movements of

personnel to Noemfoor and back, but now I added this in. It took six full days to review October and November 1944 morning reports, to be sure all was in the flight list. Often, to review one day took 20 minutes, to be sure the morning report data was in the flight list. At that pace, reviewing 3 days took one hour, and 30 days, 1 month, took 10 hrs, an entire day of mine. but with other distractions sometimes several days

6. March 21-April 17 – I took a break to focus on other issues.
7. April 17 - 26 – Again I went full time, comparing the flights to the morning reports, and it was again very slow. On April 18 I was excited to get out of 1944, finishing 12/31/44. On April 21 I finished reviewing January 1945. On April 22 finished February 1945. On April 23 finished May 1945; April 24 finished through August 10, and April 25 to 8/25, and on April 26 finally reviewed through 10/31. 10 days to review the 11 months.

I now had 3,617 lines, and so, since March 15 added 1,075 lines, each with many men.
8. April 27 to May 1- Again some other personal time.
9. May 1-2 – In my reviews I started putting the daily flights in order in October 1944, but now had to go back to earlier flights, and check their daily order.
10. May 3-16 – Now was clean-up items, and checks. While doing the checks, I made a list of 96 things to go back and check, e.g. should I combine two lines, etc. This was less tedious, and more fun fortunately. I checked the men with the same last names, and added initials. I sorted each column, and looked for inconsistencies. I worked on the print format. I finally had finished the flight list. Then creating the index was a huge but fun creative task. Then write up this introduction, and revise the newsletter.
11. May 16-23 – I had to devote full time to a legal issue.
12. May 23-25. I finally was able to return to this, and get it wrapped up and out. I wanted to finish it before May 29, the one year anniversary of when I went on the trip that found this information. Memorial Day seemed like a great day to send it out.

This letter almost did me in. But I think it was a necessary step, to create a flight list, because this was a flying squadron.