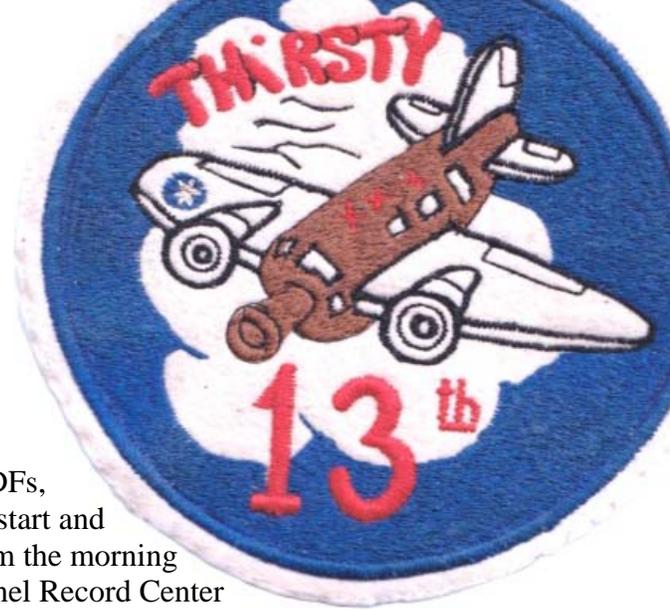


May 2020 Newsletter



Dear Thirsty 13th members, relatives, and friends,

The last newsletter, January 3, included two attached PDFs, the first being a roster, and the second with each member's start and end dates, and dates he moved to other bases. This was from the morning reports I photographed on microfilm at the National Personnel Record Center in St. Louis, June 19-21, 2019. This letter continues, and concludes, reviewing those reports, arranging the names of flight crews by date. I also add in flights from other sources.

Recipients of this newsletter were emailed 4 additional PDFs. One is the list of flights, and a second is details for some of the flights, by the same line numbers. The third has explanatory comments, and the fourth is an index of the 693 men mentioned (of the 815 in the squadron; 122 are not mentioned). These are titled "First Draft" and I hope to add to them in the future.

This letter focuses on what the flight list reveals. I apologize that part 1a is quite detailed, but this should be helpful to relatives of aircrew members. Some flights were added to the master list after this letter was drafted, and the exhibits were not updated, but should be representative.

This letter took 4.5 months to prepare, about 3 months full-time, mostly on the spreadsheets. I started the scanning trip that found this info May 29, 2019, so it took a year to process everything.

With best wishes,

Seth P. Washburne, Squadron Historian

May 25, 2020, Memorial Day

Contents

1. Additional History	2
a. 1943-1945: Morning Report Flight Records	2
b. Code Name Tripoli	17
2. History Related Activities	17
a. A Cyclone Over the Lana T Location on February 10, 2020	17
3. Members and Relatives	18
a. Lost Four More	18
b. Latest Dashboard	19
4. Conclusions	19

**Guadalcanal Flight Times
9/1/43 - 10/21/43**

**Guadalcanal
Depart Times**

9/1	7:00
9/2	6:50
9/3	6:30
9/3	10:00
9/4	7:00
9/4	10:00
9/5	6:45
9/5	6:50
9/5	9:30
9/6	7:00
9/6	10:00
9/7	7:00
9/7	10:00
9/7	10:00
9/8	10:00
9/9	7:00
9/9	7:00
9/9	13:00
9/10	6:35
9/10	9:50
9/11	6:45
9/12	10:00
9/13	6:00
9/14	5:45
9/14	5:55
9/15	10:00
9/16	6:00
9/17	6:00
9/17	6:00
9/18	6:00
9/18	10:00
9/18	13:00
9/19	6:00
9/20	6:00
9/20	10:00
9/21	5:55
9/22	5:30
9/22	10:00
9/23	5:40
9/23	5:55
9/24	5:45
9/24	5:55
9/25	6:30
9/25	10:00
9/25	13:00
9/26	5:50
9/26	10:00
9/27	6:00
9/28	10:00
9/29	6:00
9/29	10:00
9/30	6:00
9/30	6:00
10/1	6:00
10/2	10:00
10/3	6:00
10/3	10:00
10/6	6:15
10/8	7:30
10/9	5:30
10/9	5:50
10/10	5:40
10/11	10:00
10/12	5:35
10/12	5:55
10/12	15:00
10/13	5:30
10/13	10:00
10/14	5:45
10/15	5:30
10/15	5:30
10/16	5:30
10/16	9:30
10/17	6:00
10/18	6:00
10/19	5:35
10/20	5:55
10/20	6:05
10/21	5:45
10/21	10:00

1. Additional History

a. 1943-1945: Morning Report Flight Records

September-October 21, 1943. Our flights in our last two months in New Caledonia were:

- To Guadalcanal direct 1.5 times/day. Takeoff times are shown at left, and summarized at the far right. Initially these were at 7 a.m. and 10 a.m., and on 9/13 go to roughly 6 a.m. and 10 a.m. Returns arrived mostly at noon or 3 p.m., and Guadalcanal was a 6-hour flight, implying takeoff times from Guadalcanal at 6 and 9 a.m. As summarized near right above, for 78 of these trips, 55% (43) were for 2 days, 33% were for 3 days, and 12% were more than 3 days
- To Espiritu Santo, then Guadalcanal, every other day – We made 22 flights 9/1-10/18, in 48 days, daily 9/1-3, and 10/6-10, and sporadically at other times. As summarized at right, 7 of these departed Tontouta at 5 to 7 a.m., 1 at 10, and 14 between 1 and 1:30 p.m. 15 were 2-days, 9 were for 3-days.
- To Auckland every Monday at 7 a.m. for rest leave. These are shown below, in the top section, with a duration of 9-11 days. These stopped 10/18 when we began moving to Espiritu Santo. We also flew to Auckland on Thursday, Friday, or Saturday at 7 a.m. for 3-6 days. These are in the lower part of the table.
- To Brisbane every Friday (two Thursdays) at 7 a.m. for 3 days, and an additional day per week, M, T or W for 3 days. – These are shown below right, perhaps for fresh food.
- Training flights – Men also had these.

Mechanics on the line could expect two daily returns from Guadalcanal, at noon and 3 p.m., two returns at 3 p.m. from Brisbane and Auckland, and a Thursday 2:30-3 p.m. return from Brisbane.

Operations kept track of the flights on a black board. The image below is what the flights for September 1943 would look like if allocated to 13 C-47s (we had 20 in September). The color code is green for Guadalcanal, tan for Espiritu Santo, light blue Sydney, darker blue Auckland, and gray blue for Fiji. On the bottom, “out” is how many C-47s were away. This does not include one-day missions, and training flights.

Days	#
2	43
3	26
4	3
9	2
11	1
12	1
13	1
n/a	1
Total	78

**NH Flights
9-10/43**

Depart Time	#
5:00	1
5:45	1
5:55	1
6:10	1
6:30	2
7:00	1
10:00	1
13:00	8
13:10	2
13:13	1
13:30	3
Total	22

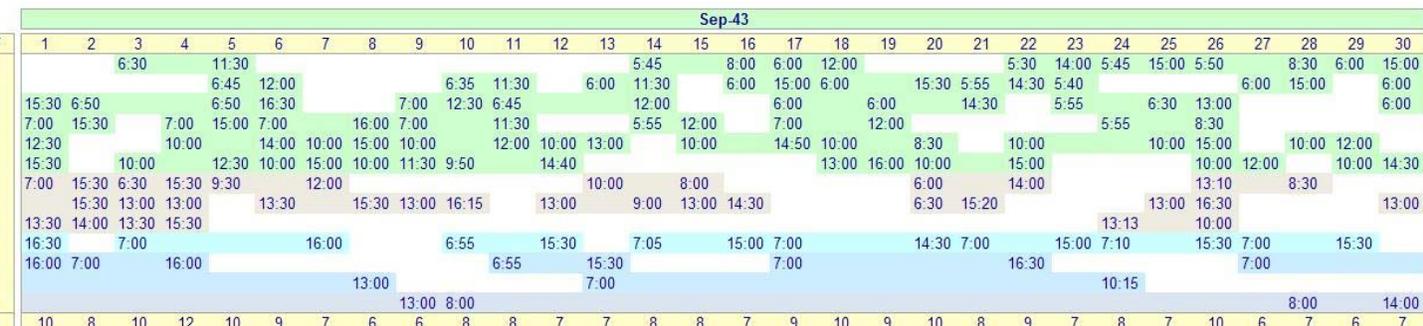
Departure		Return	
Time	#	Time	#
5:30	6	6:00	1
5:35	2	8:00	1
5:40	2	8:30	4
5:45	4	9:00	1
5:50	2	11:30	6
5:55	6	11:45	1
6:00	16	11:55	1
6:05	1	12:00	14
6:15	1	12:10	1
6:30	2	12:15	1
6:35	1	12:20	1
6:45	2	12:30	3
6:50	2	13:00	4
7:00	6	14:00	5
7:30	1	14:15	1
9:30	2	14:30	6
9:50	1	14:40	1
10:00	20	14:50	1
13:00	3	15:00	12
15:00	1	15:20	1
Total	81	15:30	4
		15:35	1
		15:55	1
		16:00	3
		16:15	1
		16:30	2
		16:45	1
		Total	79

Auckland Flights 9/1/43-10/21/43

Date	Day	Time	Days	Return
Every Monday for Rest Leave				
9/6/43	Mon	7:00	10	16:30
9/13/43	Mon	7:00	12	10:15
9/21/43	Tue	7:00	9	15:00
9/27/43	Mon	7:00	11	n/a
10/4/43	Mon	7:00	11	15:35
10/11/43	Mon	7:00	9	15:00
Thur, Fri, Sat for 3-6 day				
9/2/43	Thu	7:00	3	16:00
9/11/43	Sat	6:55	3	15:30
9/17/43	Fri	7:00	6	16:30
10/7/43	Thu	7:00	4	15:00
10/18/43	Mon	7:00	4	n/a
Other				
10/15/43	Fri		22	10:00

Brisbane Flights 9/1/43-10/21/43

Date	Day	Time	Days	Return
Every Friday				
9/3/43	Fri	7:00	5	16:00
9/10/43	Fri	6:55	3	15:30
9/17/43	Fri	7:00	4	14:30
9/23/43	Thu	7:10	3	15:30
10/1/43	Fri	7:00	3	14:30
10/8/43	Fri	7:00	3	15:30
10/15/43	Fri	7:00	3	n/a
10/21/43	Thu	7:00	2	n/a
M, T, W for 3 days (9/21 to Sydney)				
9/14/43	Tue	7:05	3	15:00
9/21/43	Tue	7:00	3	15:00
9/27/43	Mon	7:00	3	15:30
10/5/43	Tue	9:00	3	14:30
10/13/43	Wed	7:05	3	14:30



October 22-31, 1943. The morning reports record no flights for these 10 days, but logbooks and Form 5s list 1-day missions, moving the squadron from New Caledonia to New Hebrides.

November-December 1943. From Espiritu Santo, for Nov. 1 to Dec 31, we flew:

- To Guadalcanal 1.5 times/day. We made 92 missions in 61 days, and takeoff times for 78 are summarized at right. Rather than depart at 6 and 10 a.m., 23% departed at 2 a.m., 7% at 6 a.m., 58% (45) at 8 a.m., 12% other. Return flights landed at all times, many at 11 a.m. and noon, meaning they departed Guadalcanal at 7 or 8 a.m

Guadalcanal Flights 11/1-12/31/43

Departure	#	Return	#
2:00	18	5:30	1
3:00	1	8:00	2
4:30	2	8:30	1
6:00	5	9:00	1
8:00	45	9:15	1
8:30	1	10:30	5
9:30	1	10:45	2
11:00	1	10:50	1
12:00	3	11:00	16
12:30	1	11:10	1
Total	78	11:15	1
		11:30	3
		11:35	1
		12:00	10
		12:30	4
		13:00	3
		14:00	3
		14:40	2
		14:50	2
		15:00	2
		15:05	1
		15:30	1
		16:00	2
		16:30	2
		16:45	2
		17:00	3
		17:30	1
		18:00	1
		n/a	3
		Total	78

Guad. & N.Sol Durat

Days	Missions
1	15
2	46
3	25
4	5
5	1
Total	92

The 92 Nov-Dec 1943 missions' lengths are shown at right, with 15 for 1-day, 46 for 2 days and 25 for 3-days. This surprised me as I thought these were all longer missions, but perhaps that was before or after this period.

- To Auckland every other day. To Auckland we made 33 trips in 59 days, as shown at the far right, still every Monday, but now departing 3 a.m. (vs. 7 a.m. from New Caledonia). Return flights landed mostly at 8:30 a.m., meaning a roughly 1 a.m. takeoff, and night flight. This may have been easier for the navigators, to use the stars.
- To Sydney every Thursday or Friday, at 3 a.m., for 3-4 days. – Rather than fly to Brisbane every Friday, we now flew to Sydney, as shown at right, every Thursday or Friday, plus two other days per week, for a 3-4 day duration, plus on some other days. These flights, too, always departed at 3 a.m..
- We made 17 flights back to New Caledonia, and 7 to Efate.

Flights to Auckland from Espiritu Santo

Departure	Day	Time	Return	Day	Time	Ds
11/2/43	Tue		11/3/43			2
11/4/43	Thu	3:00	11/9/43	Tue	8:30	6
11/6/43	Sat	3:00	11/10/43	Wed	10:00	5
11/8/43	Mon	3:00	11/19/43	Fri	9:30	12
11/11/43	Thu	3:00	11/14/43	Sun	8:30	4
11/13/43	Sat	3:00	11/17/43	Wed	16:00	5
11/14/43	Sun	3:00	11/20/43	Sat	10:00	7
11/15/43	Mon	n/a	11/26/43	Fri	9:30	12
11/18/43	Thu	3:00	11/21/43	Sun	9:00	4
11/20/43	Sat	3:00	11/24/43	Wed	8:35	5
11/22/43	Mon	3:00	12/4/43	Sat	8:30	13
11/25/43	Thu	3:00	11/30/43	Tue	8:30	6
11/28/43	Sun	3:00	12/3/43	Fri	8:30	6
11/29/43	Mon	3:00	12/11/43	Sat	8:30	13
12/1/43	Wed	3:00	12/6/43	Mon	8:30	6
12/2/43	Thu	1:00	12/7/43	Tue	12:00	6
12/3/43	Fri	3:00	12/6/43	Mon	17:30	4
12/4/43	Sat	3:00	12/9/43	Thu	11:00	6
12/5/43	Sun	3:00	12/9/43	Thu	10:30	5
12/6/43	Mon	3:00	12/24/43	Fri	12:30	19
12/7/43	Tue	3:00	12/11/43	Sat	17:30	5
12/8/43	Wed	3:00	12/11/43	Sat	8:30	4
12/9/43	Thu	3:00	12/13/43	Mon	8:30	5
12/11/43	Sat	3:00	12/17/43	Fri	10:30	7
12/13/43	Mon	3:00	12/27/43	Mon	3:00	15
12/15/43	Wed	3:00	12/20/43	Mon	8:50	6
12/16/43	Thu	3:00	12/20/43	Mon	9:00	5
12/19/43	Sun	3:00	12/23/43	Thu	11:00	5
12/20/43	Mon	3:00	1/2/44	Sun	12:30	14
12/25/43	Sat	3:00	12/29/43	Wed	10:00	5
12/27/43	Mon	12:00	1/7/44	Fri	11:30	12
12/30/43	Thu	3:00	1/3/44	Mon	11:00	5
12/31/43	Fri	3:00	1/4/44	Tue	12:00	5

Flights to Sydney from Espiritu Santo

Departure	Day	Time	Return	Day	Time	Ds
11/4/43	Thu	3:00	11/7/43	Sun	9:00	4
11/11/43	Thu	3:00	11/14/43	Sun	11:00	4
11/11/43	Thu	3:00	11/13/43	Sat	9:00	3
11/13/43	Sat	3:00	11/17/43	Wed	8:30	5
11/15/43	Mon	3:00	11/18/43	Thu	8:00	4
11/16/43	Tue	3:00	11/21/43	Sun	9:00	6
11/17/43	Wed	3:00	11/17/43	Wed	9:00	1
11/19/43	Fri	3:00	11/25/43	Thu	9:30	7
11/24/43	Wed	3:00	11/27/43	Sat	8:30	4
11/26/43	Fri	3:00	12/4/43	Sat	8:30	9
12/3/43	Fri	3:00	12/6/43	Mon	8:30	4
12/6/43	Mon	3:00	12/11/43	Sat	8:30	6
12/10/43	Fri	3:00	12/16/43	Thu	11:00	7
12/14/43	Tue	3:00	12/17/43	Fri	10:00	4
12/15/43	Wed	3:00	12/18/43	Sat	8:30	4
12/17/43	Fri	3:00	12/20/43	Mon	8:30	4
12/17/43	Fri	3:00	12/21/43	Tue	9:00	5
12/18/43	Sat	3:00	12/21/43	Tue	10:30	4
12/18/43	Sat	3:00	12/21/43	Tue	8:30	4
12/20/43	Mon	3:00	12/23/43	Thu	11:00	4
12/22/43	Wed	3:00	12/25/43	Sat	11:39	4
12/24/43	Fri	3:00	12/26/43	Sun	11:30	3
12/25/43	Sat	3:00	12/28/43	Tue	13:00	4
12/28/43	Tue	3:00	1/2/44	Sun	17:00	6
12/31/43	Fri	3:00	1/3/44	Mon	11:00	4

In summary, air-crew in Nov-Dec '43 could expect to be assigned to:

- The daily 2 a.m. or 8 a.m., flight to Guadalcanal
- The Monday 3 a.m. 13-day rest leave to Auckland.
- The every-other-day 3 a.m. 4-7 day mission to Auckland.
- A 4-5 day mission to Sydney at 3 a.m., often on Thurs, or Friday.

Mechanics on the line, and friends around the camp, would expect:

- A daily return from Guadalcanal, at 11 a.m. or noon.
- Every-other-day returns from Auckland in the morning.
- Returns from Sydney between 8:30 a.m. and 11:00 a.m.

Summary of Guadalcanal Flights 1/1/44-6/30/44

Time	Mon	Tue	Wed	Thur	Fri	Sat	Sun	Total	%
2:00						2	2	4	1%
3:00		1				1		2	0%
5:00	14	21	22	20	12	17	15	121	29%
5:10	1							1	0%
5:20	1							1	0%
5:30	3							3	1%
6:00	12	13	11	9	12	12	9	78	18%
7:00	10	6	7	9	12	6	16	66	16%
8:00	2	4	2	7		4	2	21	5%
8:15				1				1	0%
9:00	7	10	7	8	13	7	6	58	14%
10:00	8	7	6	9	13	10	8	61	14%
11:00							1	1	0%
12:30				1	1			2	0%
13:00	1							1	0%
15:00			1					1	0%
19:00							1	1	0%
Total:	59	62	56	64	63	59	60	423	100%

January-June 1944. In January-June 1944, we flew:

To Guadalcanal 2.3 times/day. The takeoffs to Guadalcanal for which I have departure times are summarized at right. We made 423 flights in 182 days, 2.3 per day. 29% took off at 5 a.m., 18% at 6 a.m., 16% at 7 a.m., 14% at 9 a.m., and 14% at 10 a.m.; almost hourly, but less at 8 a.m.

On the book's page 338 I quote pilot Hetzler, that from Espiritu Santo we flew to Guadalcanal, spent one night, flew the next day to Munda or wherever in the Northern Solomons, stayed another night on Guadalcanal, and the third day returned to Espiritu Santo, 3 days. Hetzler from 1/1/44 to 7/8/44 made 26 flights to Guadalcanal, and 13 were for 2 days, six were for 3 days, 3 for 4, 1 for 5, and 2 for 6, so half of his were longer trips.

Pilot Judd stated we would go to Guadalcanal and from there get assignments from SCAT for up to 50 hours of flights, which might take several days. Judd from 1/1/44 to 6/30/44 made 23 missions to Guadalcanal, and 11 were for 2 days, 6 for 3 days, 2 for 4, and 4 for 6-14.

I was surprised to see the duration of these trips for early 1944 at right. This slightly changes the picture of our flights to Guadalcanal at this time, to being: 52% for 2-days, and 48%; i.e. only half were for 3 or more days. 20% were for 3-days, and 28%, ~one-fourth, were for more than 3 days.

Guadalcanal Flights 1/1/44-6/30/44 - Duration

Days	Jan	Feb	Mar	Apr	May	Jun	Total	%
2	34	38	44	46	41	17	220	52%
3	16	17	12	17	14	10	86	20%
4	6	2	5	5	10	12	40	9%
5	3	2	6	2	4	13	30	7%
6	1	6	4	6	4	8	29	7%
7	2		1	2	3	2	10	2%
8	1				1	1	3	1%
14					1		1	0%
17					1		1	0%
21					1		1	0%
27					1		1	0%
29					1		1	0%
Total	63	65	72	78	82	63	423	100%

To Auckland 2 times/week In Jan-June 1944 we flew to Auckland 52 times, still departing at 3 a.m., as shown at right (I apologize that the text is small). We flew every Monday the first two months, then every Tuesday for two months, and every Wednesday in May. Our last flight to Auckland was May 24-28, 1944. 403rd Group Operations Orders provided aircraft serial numbers for 39 of these flights.

Flights to Auckland, Jan-May 1944

Departure	Day	Time	Return	Day	Time	Ds
1/3/44	Mon	3:00	1/14/44	Fri	12:00	12
1/4/44	Tue	3:00	1/7/44	Fri	16:00	4
1/6/44	Thu	3:00	1/10/44	Mon	17:30	5
1/8/44	Sat	3:00	1/12/44	Wed	17:30	5
1/10/44	Mon	3:00	1/26/44	Wed	11:00	17
1/16/44	Sun	3:00	1/20/44	Thu	13:00	5
1/16/44	Sun	3:00	1/21/44	Fri	12:00	6
1/17/44	Mon	3:00	2/15/44	Tue	11:00	30
1/23/44	Sun	3:00	1/26/44	Wed	16:30	4
1/24/44	Mon	3:00	1/31/44	Mon	12:00	8
1/25/44	Tue	3:00	2/8/44	Tue	12:00	15
1/30/44	Sun	3:00	2/2/44	Wed	12:30	4
1/31/44	Mon	3:00	2/13/44	Sun	11:30	14
2/7/44	Mon	3:00	2/12/44	Sat	14:00	6
2/7/44	Mon	3:00	2/13/44	Sun	17:30	7
2/8/44	Tue	13:00	2/19/44	Sat	12:00	12
2/14/44	Mon	3:00	2/26/44	Sat	12:50	13
2/17/44	Thu	3:00	2/23/44	Wed	17:30	7
2/19/44	Sat	3:00	2/24/44	Thu	10:45	6
2/21/44	Mon	3:00	3/4/44	Sat	15:45	13
2/24/44	Thu	3:00	3/1/44	Wed	12:00	7
2/27/44	Sun	3:00	3/2/44	Thu	11:30	5
2/28/44	Mon	3:00	3/11/44	Sat	12:00	13
3/3/44	Fri	3:00	3/6/44	Mon	12:30	4
3/7/44	Tue	3:00	3/26/44	Sun	11:50	20
3/7/44	Tue	3:00	3/11/44	Sat	12:00	5
3/9/44	Thu	3:00	3/13/44	Mon	11:20	5
3/11/44	Sat	3:00	3/15/44	Wed	11:57	5
3/13/44	Mon	11:00	4/2/44	Sun	11:30	21
3/17/44	Fri	3:00	3/22/44	Wed	12:20	6
3/20/44	Mon	3:00	3/26/44	Sun	11:30	7
3/21/44	Tue	3:00	4/2/44	Sun	17:00	13
3/25/44	Sat	3:00	3/30/44	Thu	16:00	6
3/28/44	Tue	5:00	4/9/44	Sun	17:00	13
3/28/44	Tue	5:00	4/2/44	Sun	17:00	6
4/3/44	Mon	3:00	4/8/44	Sat	12:00	6
4/4/44	Tue	3:00	4/14/44	Fri	18:00	11
4/11/44	Tue	3:00	4/27/44	Thu	15:50	17
4/11/44	Tue	3:00	4/14/44	Fri	18:00	4
4/18/44	Tue	3:00	5/1/44	Mon	11:00	14
4/18/44	Tue	3:00	4/27/44	Thu	15:50	10
4/23/44	Sun	3:00	4/26/44	Wed	11:00	4
4/26/44	Wed	3:00	5/9/44	Tue	7:30	14
4/26/44	Wed	3:00	5/1/44	Mon	11:00	6
5/3/44	Wed	3:00	5/13/44	Sat	10:30	11
5/3/44	Wed	3:00	5/9/44	Tue	12:30	7
5/10/44	Wed	3:00	5/19/44	Fri	17:00	10
5/10/44	Wed	3:00	5/16/44	Tue	10:30	7
5/17/44	Wed	3:00	5/28/44	Sun	16:45	12
5/17/44	Wed	3:00	5/19/44	Fri	17:00	3
5/24/44	Wed	3:00	6/1/44	Thu	11:15	9
5/24/44	Wed	3:00	5/28/44	Sun	16:45	5

To Sydney 1.1 times/week. We flew to Sydney 30 times, at right, any day of the week, at left. These departed at 3 a.m., or 8 a.m., and were for 3-5 days. After we dropped Auckland for rest leave in May, in June these go to Sydney, leaving Mondays at 9 or 10 a.m.

Flights to Sydney, Jan-May 1944

Departure	Day	Time	Return	Day	Time	Ds
1/2/44	Sun	3:00	1/6/44	Thu	12:45	5
1/5/44	Wed	3:00	1/8/44	Sat	17:00	4
1/7/44	Fri	3:00	1/10/44	Mon	13:00	4
1/9/44	Sun	3:00	1/13/44	Thu	15:30	5
1/11/44	Tue	3:00	1/14/44	Fri	17:00	4
1/12/44	Wed	8:00	1/15/44	Sat	14:00	4
1/13/44	Thu	3:00	1/16/44	Sun	15:10	4
1/15/44	Sat	3:00	1/19/44	Wed	15:00	5
1/18/44	Tue	8:00	1/23/44	Sun	14:00	6
1/21/44	Fri	3:00	1/24/44	Mon	12:00	4
1/22/44	Sat	3:00	1/25/44	Tue	12:00	4
2/1/44	Tue	3:00	2/5/44	Sat	11:00	5
2/3/44	Thu	6:00	2/8/44	Tue	8:30	6
2/4/44	Fri	8:30	2/8/44	Tue	11:30	5
2/5/44	Sat	6:00	2/9/44	Wed	11:05	5
2/6/44	Sun	3:00	2/9/44	Wed	12:00	4
2/9/44	Wed	3:00	2/13/44	Sun	12:00	5
2/15/44	Tue	3:00	2/19/44	Sat	??	5
2/16/44	Wed	3:00	2/19/44	Sat	12:00	4
2/18/44	Fri	3:00	2/21/44	Mon	18:00	4
2/20/44	Sun	3:00	2/23/44	Wed	18:00	4
2/22/44	Tue	3:00	2/25/44	Fri	12:00	4
2/23/44	Wed	3:00	2/27/44	Sun	12:00	5
2/26/44	Sat	3:00	3/1/44	Wed	11:00	5
2/29/44	Tue	3:00	3/2/44	Thu	17:05	3
3/1/44	Wed	3:00	3/5/44	Sun	12:00	5
3/17/44	Fri	3:00	3/20/44	Mon	12:30	4
6/19/44	Mon	9:00	7/1/44	Sat	12:05	13
6/19/44	Mon	9:00	6/25/44	Sun	15:10	7
6/26/44	Mon	10:00	7/9/44	Sun	12:00	14

In summary, aircrew in Jan-June 1944 could expect to be assigned to:

- 2.3 flights per day to Guadalcanal and beyond, departing at 5, 6, 7, 9 & 10 a.m.
- The weekly rest-leave flight to Auckland, departing at 3 a.m. on Monday in Jan-Feb, Tuesday in Mar-Apr, Wed in May.
- The second weekly 4-7 day flight to Auckland, also departing at 3 a.m.
- The once-a-week flight to Sydney, departing at 3 a.m., for 4-6 days.

Day	#
Mon	3
Tue	6
Wed	6
Thur	2
Fri	5
Sat	4
Sun	4
Total	30

Flights to Fiji

Row	Departure	Day	Time	From	Pilot	Copilot	Navigator	Engineer	Radio Oper	Return	Day	Time	Ds	Hrs	Aircraft	Ref
To Fly the General - only gaps 4/19-7/31/43; 11/18-12/2/43																
1	10/10/42	Sat		TAB	Jay	Davis			Beck	1/24/43	Sun		107		-18572	LB
2	1/22/43	Fri		TAB	Carroll	Brandt	Gilbert			3/13/43	Sat		51			LB
3	3/11/43	Thu		TAB	Drake	Ecklund	Hammet			4/19/43	Mon		40	20:35		LB
4	7/31/43	Sat		TAB	Alexander	Conard	Frey	Burden	McDaniel	9/11/43	Sat	13:00	43		579	MR
5	9/10/43	Fri	8:00	TAB	Abernathy	Mendenhall	Painter	Burgess	MacLeod	11/18/43	Thu	13:00	70			MR
6	12/2/43	Thu	6:00	ES	Lenderman	Leonard	Dewey	Watkins	Schmidt	12/18/43		14:00	17	29:35		MR
Now alternating with the 63rd TCS																
7	1/1/44	Sat	6:00	ES	Groesbeck	Barrett	Buckingham	Rapp, Valle	Wicks	1/17/44		14:55	17	26:45	41-194	MR
8	1/31/44	Mon	6:00	ES	Dalmann	Smith	Watland	Lowery (cc)	Power	2/15/44		11:00	16		499	MR
9	2/28/44	Mon	6:00	ES	Allen	Walsh	Wright	Hartline	Conn	3/15/44		13:45	17		654	MR
10	3/27/44	Mon	6:00	ES	Judd	Mitchell	Stout	Barry & Ree	Myers	4/11/44	Tue	11:00	16	39:30	484	LB
11	4/24/44	Mon	6:00	ES	Barrett	Mucci	King	Lawyer (cc)	Bravos	5/9/44		13:00	16		737	MR
12	5/22/44	Mon	6:00	ES	Rode	Wilkening	Houpt	Bell (cc), La	Tharp	6/6/44		12:00	16		943	MR
13	6/19/44	Mon	6:00	ES	Skeens	Nitrauer	Donnelly	Clawson, M	Wicks	7/4/44		14:00	16		605	MR
Dedicated Mission to Look for Lifeboats (estimated duration)																
14	4/19/43	Mon		TAB	Brewer	Fitzgerald	Moritz	Dolney	Ingalls	5/19/43	Wed		31			MX
Missions for 2 to 4 days																
15	1/2/43	Sat		TAB	Bergstrom					1/3/43	Sun		2	10:10		LB
Perhaps assisting looking for lifeboats																
16	4/27/43	Tue	7:15	TAB	Remaklus					4/28/43	Wed	12:15	2		-18582	MG
17	4/28/43	Wed	8:10	TAB	Blankenship					4/29/43	Thu	13:40	2		-18580	MG
18	4/29/43	Thu	7:00	TAB	Baldry					4/30/43	Fri	12:15	2		-18590	MG
19	5/1/43	Sat	7:25	TAB	Sprout					5/2/43	Sun	12:25	2		-18654	MG
20	5/29/43	Sat		TAB			Hammet			5/30/43	Sun		2	11:10		LB
21	6/12/43	Sat		TAB			Hammet		Harmon	6/14/43	Mon		3	20:25		LB
22	6/22/43	Tue		TAB		Peters				6/24/43	Thu		3	20:30		LB
23	7/31/43	Sat		TAB		Peters				8/3/43	Tue		4	25:30		LB
24	8/6/43	Fri		TAB		Peters				8/7/43	Sat		2	14:10		LB
In Morning Reports																
25	9/28/43	Tue	8:00	TAB	Farmer	Hay	Meade	Biedenbach	McCullough	9/30/43	Thu	14:00	3			MR
26	10/2/43	Sat	9:00	TAB	Jay	Dalmann	Cohen	Lach	Power	10/3/43	Sun	14:00	2			MR
27	10/4/43	Mon	9:00	TAB	Brandt	Miller	Richards	Clawson	Goldstein	10/6/43	Wed	11:35	3			MR
28	5/19/44	Fri	6:00	ES	Judd	DeCoursey	Donnelly	LaLonde	DeClerck	5/21/44		16:30	3			MR

10/42-6/44 Crews to Fiji. Aircrew members before June 1944 could also expect a long duration mission to Fiji, as noted on the book's page 316. Fiji crews had 2 mechanics. For 10/6/42 to 8/31/43, the MAG-25 Diary lists many of these flights. For 9/1/43 to 7/4/44, the morning reports provide the crews, and for 1944 the 403rd Special Orders provide the C-47 numbers. These are listed above. I added Fiji flights from logbooks and Form 5s.

Flying Eddie Rickenbacker. In going over files, I noticed the flight log at right (Cairns Collection), for our first crew in Fiji, dated December 2, 1942, for a flight from Nadi to Nausori (Suva), in C-47 41-18572, with pilot C.C. Davis, Crew Chief Wantz, and radio operator Beck, also signed by Eddie Rickenbacker. Rickenbacker was lost at sea from October 20 to ~November 12. He then continued an inspection tour, to Australia, Port Moresby on Thanksgiving, and Guadalcanal, and this is on his way back. The top name is Henry Viccellio, commander of the 70th Pursuit Squadron, sent to Fiji in January 1942, but, according to his son, he had little time in a C-47, and so Davis probably flew left seat.

The form is a 'FLIGHT REPORT - OPERATIONS' from the War Department, Form No. 1 (dated 12-18-41). It is filled with handwritten entries for flights to Fiji. The top section includes 'DATE' (12-2-42), 'STATION' (Nausori), 'GROUP NO. AND TYPE' (13th TCS), and 'AIRPLANE MODEL' (C-47). The main table has columns for 'CREW', 'NAME - RANK - ORGANIZATION', 'USE AS DIRECTED LOCALLY', 'ALWAYS ENTER DUTY SYMBOLS...', 'TERMINALS AND MISSION', and 'FLIGHT DATA'. The entries include:

- 1st Lt H. Viccellio
- 2nd Lt C.C. Davis
- 1st Lt W.F. Harrison
- 1st Lt C.F. Thompson
- 1st Lt T.D. Roberts
- 1st Lt Eddie Rickenbacker
- 1st Lt R.J. Joppa
- 1st Lt J.C. Davidson
- 1st Lt P.A. Beck
- 1st Lt M. J. Earl

The form also includes a 'CHECKED' section at the bottom right, with a signature and date.

Carney Field, Guadalcanal



July 4-7, 1944. The morning reports list no flights, and on July 5 state, shown below: “Training for air echelon started with formation flying, night flying, instrument flying, and low altitude flying.” Log-books and Form 5s had these.

duties. Jul 5. Training for air echelon started with formation flying, night flying, instrument flying and low altitude flying.

July 8-25, 1944, Detached Service to Carney Field, Guadalcanal. The book’s page 446 has a map showing the locations of Koli Field and Carney, and on November 11, 2019, I realized the labels are reversed; Carney was the northern one. Carney is shown above, looking north. In November 2019 I contacted the National Archives to get an aerial image of Carney Field, to try to determine the location of our camp and parking area. They had one image, but from 11 months before we moved there. I will share it after I try to find these locations. I hope to look at 64th TCS files again at Maxwell for photos of this camp.

On that same page 446, I note 24 officers and 20 enlisted men were assigned detached service to Carney Field. The morning reports provide their names, in the flight list. We sent men to Carney in May and June 1944, and this continued in July. When eight crews returned to Espiritu Santo around July 25, seven more were sent.

July – December 1944. As the war moved further west from our base camp of Espiritu Santo, it saved time to assign our air echelon to the 64th TCS (part of our same 403rd TC Group) at Carney until August 16, and at Los Negros until October 4. The air echelon was then at Wakde until October 18, due to space constraints on Biak. As shown at right, for activity at the camp in Espiritu Santo, **the morning reports recorded outbound flights for only 55% of the days in July and August, 30% of the days in September, and 39% of the days in October.** For November-December, 97% and 90% of the days have outbound flights noted, but almost all are transfers to Noemfoor, with no details of where they went from there. Times for departure and return stop being noted on November 1, 1944. Logbooks and Form 5s provide details for some flights during these six months of July-December 1944.

Number of Days With Flights Recorded In Morning Reports

Month	Days	%
Sep-43	30	100%
Oct-43	20	65%
Nov-43	29	97%
Dec-43	30	97%
Jan-44	31	100%
Feb-44	28	97%
Mar-44	30	97%
Apr-44	30	100%
May-44	31	100%
Jun-44	30	100%
Jul-44	17	55%
Aug-44	17	55%
Sep-44	9	30%
Oct-44	12	39%
Nov-44	29	97%
Dec-44	28	90%
Jan-45	21	68%
Feb-45	22	79%
Mar-45	26	84%
Apr-45	27	90%
May-45	28	90%
Jun-45	27	90%
Jul-45	29	94%
Aug-45	27	87%
Sep-45	17	57%
Oct-45	1	3%



Date	Airplane		Place		
	No.	Pilot	Depart.	T.D.	Dest.
9/17	229	Plyler	DOTI	5:00 AM	Biak
9/15	235	DeCoursey	DOTI	4:00 AM	Ebon
	238				
9/17	454	Lesh Hetzler	DOTI	4:00 AM	Ebon
	456				
	484				
9/17	535	Nasset	DOTI	3:00 AM	Noemfoor
9/15	605	Groesbeck		4:00 AM	Ebon
	606				
	738				
9/17	942	Leonard		4:00 AM	Ebon
9/17	943	Judd		4:00 AM	Ebon
9/17	944	King		4:00 AM	Ebon
	210				
	P-38				
9/17	506	Hopkins		5:00 AM	Biak

The images above are on the book's page 467, being an operations board at Los Negros, in the Admiralties, on September 17, 1944. These flights are not in the morning reports, because they originated away from our headquarters at Espiritu Santo. They were added to the flight list.

Rest Leave to Sydney and Mackay in July 1944 - January 1945

Rest Leave to Sydney, 7/44-12/44

On page 4 herein, I noted in June 1944, after dropping Auckland for rest leave, rest leave went to Sydney on Mondays at 8 a.m. As shown at right, this continued in July 1944. August to October had a total of only 4 flights to Sydney, leaving any day, 2 at 5 a.m. From 11/20-12/30 we sent six groups to Sydney for rest leave. We also made shorter duration trips to Sydney and Rockhampton.

#	Departure	Day	Time	From	Return	Day	Time	Ds	Ref
1	7/3/44	Mon	8:00	ES	7/15/44	Sat	n/a	13	MR
2	7/11/44	Tue	8:00	ES	7/24/44	Mon	17:30	14	MR
3	7/17/44	Mon	14:00	ES	7/31/44	Mon	13:30	15	MR
4	7/24/44	Mon	8:00	ES	8/4/44	Fri	na	12	MR

August - December

5	8/15/44	Tue	n/a	Guad	8/26/44	Sat		12	MR
6	9/14/44	Thu	5:00	ES	9/30/44	Sat	n/a	17	MR
7	10/2/44	Mon	5:00	Biak	10/16/44	Mon	>Wak	15	MR
8	10/21/44	Sat		Biak	11/6/44	Mon		17	LB
9	11/20/44	Mon		Noe	12/5/44	Tue		16	F5
10	11/30/44	Thu		Biak	12/15/44	Fri		16	MR
11	11/30/44	Thu		Biak	12/15/44	Fri		16	MR
12	11/30/44	Thu		Biak	12/15/44	Fri		16	MR
13	12/10/44	Sun	14:00	Noe	12/24/44	Sun	13:30	15	LB
14	12/30/44	Sat		Biak	1/15/45	Mon	n/a	17	LB

Shorter-Duration Missions

15	7/10/44	Mon		LosN	7/16/44	Sun		7	LB	
16	9/1/44	Fri	3:00	ES	9/4/44	Mon	8:30	4	MR	
17	9/15/44	Fri		Fr Sant	LosN	9/21/44	Thu		7	LB
18	9/23/44	Sat	14:00	LosN	9/28/44	Thu	13:30	6	LB	

To Rockhampton

19	10/2/44	Mon		LosN	10/4/44			3	LB
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On the book's page 506, I quote our October 1944 historical report, that we sent two ground officers and ten enlisted men to Mackay, Australia, and that it was added as a rest leave spot. The morning reports name the men sent, and these are on line 2, below. The morning reports list only 7 rest leaves to Mackay, for 65 men. All but 3 are non-flying men, e.g. from supply, the motor pool, etc. Our October 21, 1944, flight to Sydney stopped at Mackay on the way down, but not returning. We have no other flights to Mackay.

Page 506, about rest leave in Mackay, has a photo of Tharp and Harp. Radio operator Tharp went to Sydney December 15 (the only one sent that day, and so not on the missions listed above) until January 6. Aerial Engineer Harp was on the December 10-24 flight on line 13 above, so their photo is from December 15-24, in Sydney, not Mackay. Perhaps Mackay was preferred for non-aircrew members. I want each person to know where his or her dad or relative was, and so am glad to present below exactly who went to Mackay, and on what days.

Mackay, Australia, Rest Leaves

#	Date	Day	Return	Ds	Off	Enl	Who
1	9/5/1944	Tue	9/15/1944	10		2	Anderson C., Harper D.
2	10/15/1944	Sun	11/1/1944	17	2	10	Ross Yeomans; Bass, Darnell (ret'd 11/7), Fuller (cc), Gordon, Mlynek, Price, Souder (ret'd 11/7), Sturgis, Tutella, Zdon (ret'd 11/13)
3	11/7/1944	Tue	11/23/1944	16	0	5	Cameron, Gates, Eatmon (ret 12/3), Sidelko, Walsh (ret 12/3)
4	11/22/1944	Wed	12/5/1944	13	2	4	Norfleet, Reynolds (both ret 12/4); Melton, Myres, Podolsky, Risky
5	11/23/1944	Thu	12/5/1944	12	0	12	Bernhard, Brouse, Ferguson, Mazzone, Moore, Nogaj, O'Shea, Staggs, plus DeAmbra, Enfield, Fabish, Persen which four ret'd 12/8
6	12/4/1944	Mon	12/18/1944	14	2	18	Mahacek, Timm both ret'd 12/17; Chapman, Delaney, Deppe, Finelli, Holland (cc), Labeledz, Myers (ro, ret'd 12/19), Samiran, Scruggs, Shearer, Sodergren (cc), Stainback, Stallings, Storms (ret'd 12/19), Van Ness, Wells, Wilkerson, Windham.
7	1/23/1945	Tue	2/11/1945	19	0	8	Byrd, DeHaan, Larger, Lawrence (ret'd 2/9), McAllister, Robertson, Wallace
				Ave/Total:	14	6	59

January 1945

Flights in January 1945 are summarized at right. The attached PDFs provide the crew names. As noted on page 7 herein, the departure and return times were no longer recorded.

Line 1 is our first landing in the Philippines, as noted on the book's page 594. The morning reports list a second plane flew there January 7, 5 planes January 8, and 1 on January 9. Most of these probably went to Tacloban, but were titled "Leyte."

The morning reports have many missions to Morotai for 4-6 days, and so these are assumed to have continued on to the Philippines, and are listed as "Morotai +."

We had at least 89 departures, for 2.9 per day, with 61 of these, two-thirds, being to the west. We had many one-day missions and others not recorded.

On the book's page 603 I noted that "many flights continued to be to New Guinea." For January, 12 of our 89 flights flew east, along the coast of New Guinea, to Hollandia, Finschhafen, Dobodura, and Port Moresby, with three all the way back to Guadalcanal.

We made 5 flights to Townsville, Australia, for 3-5 days, assumed to be "fat can runs," for higher-end food items such as steak.

We made 7 flights to Sydney, five of these being for 15-16 days, on a Friday, Saturday, Monday and Tuesday. The 1/29/45 flights seem to return to our prior policy of rest leaves starting on Monday.

January 1945 Flights - Continued

#	Departure	Day	From	To	Return	Day	Ds	Hrs	Ref
75	1/5/45	Fri	Biak	Guadalcanal	1/7/45	Sun	3		LB
76	1/5/45	Fri	Biak	Guadalcanal	1/7/45	Sun	3		LB
77	1/7/45	Sun	Biak	Guadalcanal	1/7/45	Sun	1	10:20	LB
78	1/6/45	Sat	Biak	Townsville	1/10/45	Wed	5		MR
79	1/9/45	Tue	Biak	Townsville	1/13/45	Sat	5	20:20	MR
80	1/12/45	Fri	Biak	Townsville	1/14/45	Sun	3		MR
81	1/14/45	Sun	Biak	Townsville	1/16/45	Tue	3		MR
82	1/28/45	Sun	Biak	Townsville	1/30/45	Tue	3		MR
83	1/9/45	Tue	Biak	Sydney	1/24/45	Wed	16		MR
84	1/13/45	Sat	Biak	Sydney	1/20/45	Sat	8		MR
85	1/19/45	Fri	Biak	Sydney	2/3/45	Sat	16		MR
86	1/19/45	Fri	Biak	Sydney	2/3/45	Sat	16		MR
87	1/29/45	Mon	Biak	Sydney	2/12/45	Mon	15		MR
88	1/29/45	Mon	Biak	Sydney	2/12/45	Mon	15		MR
89	1/29/45	Mon	Biak	Sydney	2/12/45	Mon	15	32:15	MR

January 1945 Flights

#	Departure	Day	From	To	Return	Day	Ds	Hrs	Ref
1	1/6/45	Sat	Biak	Leyte	1/7/45	Sun	2		MR
2	1/7/45	Sun	Biak	Leyte	1/11/45	Thu	5		MR
3	1/8/45	Mon	Biak	Leyte	1/9/45	Tue	2		MR
4	1/8/45	Mon	Biak	Leyte	1/11/45	Thu	4		MR
5	1/8/45	Mon	Biak	Leyte	1/12/45	Fri	5		MR
6	1/8/45	Mon	Biak	Leyte	1/11/45	Thu	4		MR
7	1/8/45	Mon	Biak	Leyte	1/12/45	Fri	5		MR
8	1/9/45	Tue	Biak	Leyte	1/14/45	Sun	6	37:00	MR
9	1/22/45	Mon	Biak	Leyte	1/23/45	Tue	2		MR
10	1/22/45	Mon	Biak	Leyte	1/23/45	Tue	2		MR
11	1/22/45	Mon	Biak	Leyte	1/23/45	Tue	2	15:10	MR
12	1/23/45	Tue	Biak	Leyte	1/29/45	Mon	7		MR
13	1/23/45	Tue	Biak	Leyte	1/25/45	Thu	3		MR
14	1/27/45	Sat	Biak	Leyte	Various				MR
15	1/27/45	Sat	Biak	Leyte	1/28/45	Sun	2		MR
16	1/27/45	Sat	Biak	Leyte	1/28/45	Sun	2		MR
17	1/27/45	Sat	Biak	Leyte	1/30/45	Tue	4		MR
18	1/28/45	Sun	Biak	Leyte	1/30/45	Tue	3		MR
19	1/28/45	Sun	Biak	Leyte	1/31/45	Wed	4		MR
20	1/30/45	Tue	Biak	Leyte	2/1/45	Thu	3		MR
21	1/30/45	Tue	Biak	Leyte	1/31/45	Wed	2		MR
22	1/11/45	Thu	Biak	Tacloban	1/13/45	Sat	3	14:40	LB
23	1/12/45	Fri	Biak	Tacloban	1/15/45	Mon	4	37:25	LB
24	1/23/45	Tue	Biak	Tacloban	1/24/45	Wed	2	4:15	MR
25	1/24/45	Wed	Biak	Tacloban	1/25/45	Thu	2	15:35	LB
26	1/28/45	Sun	Biak	Tacloban	1/29/45	Mon	2	16:40	MR
27	1/18/45	Thu	Biak	Dulag	1/23/45	Tue	6	34:10	MR
28	1/18/45	Thu	Biak	Morotai+	1/21/45	Sun	4	16:30	MR
29	1/18/45	Thu	Biak	Morotai +	1/22/45	Mon	5		MR
30	1/18/45	Thu	Biak	Morotai +	1/23/45	Tue	6		MR
31	1/18/45	Thu	Biak	Morotai +	1/22/45	Mon	5		MR
32	1/18/45	Thu	Biak	Morotai +	1/21/45	Sun	4		MR
33	1/18/45	Thu	Biak	Morotai +	1/22/45	Mon	5		MR
34	1/18/45	Thu	Biak	Morotai +	1/23/45	Tue	6		MR
35	1/18/45	Thu	Biak	Morotai +	1/22/45	Mon	5		MR
36	1/25/45	Thu	Biak	Morotai +	1/28/45	Sun	4	25:55	MR
37	1/25/45	Thu	Biak	Morotai +	1/27/45	Sat	3		MR
38	1/25/45	Thu	Biak	Morotai +	1/27/45	Sat	3		MR
39	1/25/45	Thu	Biak	Morotai +	1/30/45	Tue	6	34:05	LB
40	1/1/45	Mon	Biak	Morotai	1/2/45	Tue	2	8:45	LB
41	1/2/45	Tue	Biak	Morotai	1/3/45	Wed	2	25:10	LB
42	1/2/45	Tue	Biak	Morotai	1/2/45	Tue	1	7:25	LB
43	1/2/45	Tue	Biak	Morotai	1/3/45	Wed	2	7:50	LB
44	1/3/45	Wed	Biak	Morotai	1/4/45	Thu	2		MR
45	1/3/45	Wed	Biak	Morotai	1/4/45	Thu	2		MR
46	1/6/45	Sat	Biak	Morotai	1/6/45	Sat	1	6:55	LB
47	1/8/45	Mon	Biak	Morotai	1/8/45	Mon	1	7:05	LB
48	1/9/45	Tue	Biak	Morotai	1/9/45	Tue	1	7:00	LB
49	1/10/45	Wed	Biak	Morotai	1/10/45	Wed	1	6:50	LB
50	1/17/45	Wed	Biak	Morotai	1/18/45	Thu	2		MR
51	1/17/45	Wed	Biak	Morotai	1/17/45	Wed	1	7:30	LB
52	1/18/45	Thu	Biak	Morotai	1/18/45	Thu	1	7:50	LB
53	1/25/45	Thu	Biak	Morotai	1/26/45	Fri	2		MR
54	1/25/45	Thu	Biak	Morotai	1/25/45	Thu	1	7:15	LB
55	1/31/45	Wed	Biak	Morotai	1/31/45		1	6:50	LB
56	1/1/45	Mon	Biak	Noemfoor	1/2/45	Tue	2		MR
57	1/1/45	Mon	Biak	Noemfoor	1/2/45	Tue	2		MR
58	1/1/45	Mon	Biak	Noemfoor	1/2/45	Tue	2	7:00	MR
59	1/1/45	Mon	Biak	Noemfoor	1/2/45	Tue	2		MR
60	1/2/45	Tue	Biak	Noemfoor	1/3/45	Wed	2		MR
61	1/2/45	Tue	Biak	Noemfoor	1/3/45	Wed	2		MR
62	1/15/45	Mon	Biak	Local	1/15/45	Mon	1	2:45	LB
63	1/16/45	Tue	Biak	Local	1/16/45	Tue	1	1:30	LB
64	1/22/45	Mon	Biak	Local	1/22/45	Mon	1	0:15	LB
65	1/24/45	Wed	Biak	Local	1/24/45	Wed	1	1:50	LB
66	1/13/45	Sat	Biak	Hollandia	1/14/45	Sun	2		MR
67	1/13/45	Sat	Biak	Hollandia	1/14/45	Sun	2	3:55	MR
68	1/20/45	Sat	Biak	Hollandia	1/21/45	Sun	2	12:20	LB
69	1/6/45	Sat	Biak	Finschhafen	1/7/45	Sun	2		MR
70	1/9/45	Tue	Biak	Finschhafen	1/10/45	Wed	2		MR
71	1/15/45	Mon	Biak	Finschhafen	1/15/45	Mon	1	5:10	LB
72	1/23/45	Tue	Biak	Dobodura	1/23/45	Tue	1	12:00	LB
73	1/21/45	Sun	Biak	Port Moresby	1/24/45	Wed	4	20:40	MR
74	1/30/45	Tue	Biak	Port Moresby	2/1/45	Thu	3		MR

February 1945 Flights

February 1945

We had at least 83 flights in February 1945, as summarized at right.

Flights 1-12 are to Mindoro February 19-23, and 28, with four planes sent February 23, and 4 on the 28th.

Flight 13 to Cebu is described by Driedger and Maguire on page 622. It is not in the morning reports.

Flights 23-24 are the two round trips from Morotai to Tanauan by Wysong and John Buchen, which Wysong wrote about in a letter on page 625, when he found two C-47s which were airborne but lost at night, which he guided to Noemfoor. Lenard Davis provided all of the hours in his diary. Davis' 14.0 hours on 2/16 is the same time Wysong wrote about in his letter. This mission is not in the morning reports, and they were not assigned while at an away base.

Three C-47s flew together to Samar February 20.

There were 6 flights back to Finschhafen, and three flew together to Guadalcanal.

We sent 12 planes to Darwin, Australia, departing 2/3 to 2/6, and logbooks for four of these show they next flew to Noemfoor, Sansapor or Morotai.

We had 3 rest leaves to Sydney, Feb 8 and 17. These were our last rest leaves there for a duration of more than 9 days.

February 1945 Flights - Continued

#	Departure	Day	From	To	Return	Day	Ds	Hrs	Ref
65	2/3/45	Sat	Biak	Darwin	2/4/45	Sun	2	16:55	MR
66	2/3/45	Sat	Biak	Darwin	2/4/45	Sun	2		MR
67	2/3/45	Sat	Biak	Darwin	2/4/45	Sun	2		MR
68	2/4/45	Sun	Biak	Darwin	2/5/45	Mon	2	16:30	LB
69	2/5/45	Mon	Biak	Darwin	2/6/45	Tue	2		MR
70	2/5/45	Mon	Biak	Darwin	2/6/45	Tue	2	15:25	MR
71	2/5/45	Mon	Biak	Darwin	2/6/45	Tue	2		MR
72	2/6/45	Tue	Biak	Darwin	2/7/45	Wed	2		MR
73	2/6/45	Tue	Biak	Darwin	2/7/45	Wed	2	10:10	MR
74	2/6/45	Tue	Biak	Darwin	2/7/45	Wed	2		MR
75	2/6/45	Tue	Biak	Darwin	2/7/45	Wed	2		MR
76	2/6/45	Tue	Biak	Darwin	2/7/45	Wed	2	15:45	MR
77	2/13/45	Tue	Biak	Townsville	2/15/45	Thu	3		MR
78	2/13/45	Tue	Biak	Townsville	2/15/45	Thu	3		MR
79	2/13/45	Tue	Biak	Townsville	2/15/45	Thu	3		MR
80	2/8/45	Thu	Biak	Sydney	2/23/45	Fri	16		MR
81	2/11/45	Sun	Biak	Sydney	2/17/45	Sat	7	33:40	MR
82	2/18/45	Sun	Biak	Sydney	3/8/45	Thu	19		MR
83	2/18/45	Sun	Biak	Sydney	3/8/45	Thu	19		MR

#	Departure	Day	From	To	Return	Day	Ds	Hrs	Ref
1	2/19/45	Mon	Biak	Mindoro	2/21/45	Wed	3	26:45	MR
2	2/22/45	Thu	Biak	Mindoro	2/24/45	Sat	3		MR
3	2/22/45	Thu	Biak	Mindoro	2/24/45	Sat	3		MR
4	2/23/45	Fri	Biak	Mindoro	2/24/45	Sat	2		MR
5	2/23/45	Fri	Biak	Mindoro	2/24/45	Sat	2	7:30	MR
6	2/23/45	Fri	Biak	Mindoro	2/25/45	Sun	3		MR
7	2/23/45	Fri	Biak	Mindoro	2/25/45	Sun	3	18:10	MR
8	2/23/45	Fri	Biak	Mindoro	2/25/45	Sun	3		MR
9	2/28/45	Wed	Biak	Mindoro	3/3/45	Sat	4		MR
10	2/28/45	Wed	Biak	Mindoro	3/3/45	Sat	4	41:40	MR
11	2/28/45	Wed	Biak	Mindoro	3/3/45	Sat	4		MR
12	2/28/45	Wed	Biak	Mindoro	3/3/45	Sat	4		MR
13	2/12/45	Mon	Biak	Cebu	2/17/45	Sat	6	33:10	LB
14	2/1/45	Thu	Biak	Leyte	2/4/45	Sun	4		MR
15	2/1/45	Thu	Biak	Leyte	2/3/45	Sat	3	11:30	MR
16	2/1/45	Thu	Biak	Leyte	2/3/45	Sat	3		MR
17	2/1/45	Thu	Biak	Leyte	2/4/45	Sun	4		MR
18	2/16/45	Fri	Biak	Leyte	2/18/45	Sun	3		MR
19	2/17/45	Sat	Biak	Leyte	2/18/45	Sun	2	16:00	MR
20	2/19/45	Mon	Biak	Leyte	2/21/45	Wed	3		MR
21	2/24/45	Sat	Biak	Leyte	2/26/45	Mon	3		MR
22	2/4/45	Sun	Biak	Tacloban	2/5/45	Mon	2	23:20	MR
23	2/14/45	Wed	Biak	Tanauan	2/16/45	Fri	3	13:01	LB
24	2/14/45	Wed	Biak	Tanauan	2/16/45	Fri	3	14:01	LB
25	2/20/45	Tue	Biak	Samar	2/24/45	Sat	5		MR
26	2/20/45	Tue	Biak	Samar	2/24/45	Sat	5	23:30	MR
27	2/20/45	Tue	Biak	Samar	2/24/45	Sat	5	38:10	MR
28	2/27/45	Tue	Biak	Samar	3/2/45	Fri	4	19:25	LB
29	2/18/45	Sun	Biak	Morotai+	2/21/45	Wed	4		MR
30	2/18/45	Sun	Biak	Morotai+	2/21/45	Wed	4		MR
31	2/18/45	Sun	Biak	Morotai+	2/21/45	Wed	4		MR
32	2/18/45	Sun	Biak	Morotai+	2/21/45	Wed	4		MR
33	2/18/45	Sun	Biak	Morotai+	2/21/45	Wed	4		MR
34	2/18/45	Sun	Biak	Morotai+	2/21/45	Wed	4		MR
35	2/24/45	Sat	Biak	Morotai+	2/26/45	Mon	3	10:15	MR
36	2/24/45	Sat	Biak	Morotai+	2/26/45	Mon	3	8:20	MR
37	2/24/45	Sat	Biak	Morotai+	2/26/45	Mon	3	20:05	MR
38	2/1/45	Thu	Biak	Morotai	2/1/45	Thu	1	7:30	LB
39	2/8/45	Thu	Biak	Morotai	2/8/45	Thu	1	6:05	LB
40	2/10/45	Sat	Biak	Morotai	2/10/45	Sat	1	7:10	LB
41	2/10/45	Sat	Biak	Morotai	2/10/45	Sat	1	7:25	LB
42	2/10/45	Sat	Biak	Morotai	2/10/45	Sat	1	7:25	LB
43	2/12/45	Mon	Biak	Morotai	2/12/45	Mon	1	8:30	LB
44	2/12/45	Mon	Biak	Morotai	2/12/45	Mon	1	11:40	LB
45	2/16/45	Fri	Biak	Morotai	2/16/45	Fri	1	7:00	LB
46	2/19/45	Mon	Biak	Morotai	2/19/45	Mon	1	7:45	LB
47	2/9/45	Fri	Biak	Sansapor	2/11/45	Sun	3	24:20	MR
48	2/15/45	Thu	Biak	Sansapor	2/17/45	Sat	3		MR
49	2/2/45	Fri	Biak	Local	2/2/45	Fri	1	2:00	LB
50	2/18/45	Sun	Biak	Local	2/18/45	Sun	1	2:00	LB
51	2/23/45	Fri	Biak	Local	2/23/45	Fri	1	1:50	LB
52	2/1/45	Thu	Biak	Hollandia	2/1/45	Thu	1	7:40	LB
53	2/10/45	Sat	Biak	Finschhafen	2/10/45	Sat	1	3:35	LB
54	2/11/45	Sun	Biak	Finschhafen	2/11/45	Sun	1	11:00	LB
55	2/11/45	Sun	Biak	Finschhafen	2/11/45	Sun	1	11:10	LB
56	2/26/45	Mon	Biak	Finschhafen	2/27/45	Tue	2		MR
57	2/26/45	Mon	Biak	Finschhafen	2/27/45	Tue	2	24:45	MR
58	2/27/45	Tue	Biak	Finschhafen	2/28/45	Wed	2		MR
59	2/3/45	Sat	Biak	Oro Bay	2/3/45	Sat	1	12:15	LB
60	2/15/45	Thu	Biak	Horanda	2/16/45	Fri	2	12:25	MR
61	2/20/45	Tue	Biak	Dobodura	2/21/45	Wed	2	12:55	LB
62	2/2/45	Fri	Biak	Guadalcanal	2/4/45	Sun	3		MR
63	2/2/45	Fri	Biak	Guadalcanal	2/4/45	Sun	3		MR
64	2/2/45	Fri	Biak	Guadalcanal	2/4/45	Sun	3		MR

March 1945

We made at least 98 flights in March, at right and below.

1945 pilot Ken Soderland wrote an account on the book's page 640, of flying from Biak to Tacloban, then to Dipolog for 3 days in a row, to evacuate hospital patients and others, while a Japanese army unit approached the town. His official flight record, Form 5, says he left Biak 3/23 or 3/24, did evacuations 3/25-3/27, and returned to Biak 3/28, and so this is shown at right on line 32. The morning reports only list him on a flight 3/27-29 to Morotai, at right on line 56. This again reflects some inaccuracy in the morning reports.

We had four flights back to Los Negros, below, three to Guadalcanal, and one all the way back to Tontouta, New Caledonia. Our last takeoff from New Caledonia (Tontouta or PDG) is estimated to have been April 1, 1945.

Flights in March 1945 - Continued

#	Departure	Day	From	To	Return	Day	Ds	Hrs	Ref
75	3/27/45	Tue	Biak	Noemfoor	3/27/45	Tue	1	1:30	LB
76	3/7/45	Wed	Biak	Local	3/7/45	Wed	1	2:20	LB
77	3/8/45	Thu	Biak	Local training	3/8/45	Thu	1	2:30	LB
78	3/9/45	Fri	Biak	Local training	3/9/45	Fri	1	1:45	LB
79	3/11/45	Sun	Biak	Local training	3/11/45	Sun	1	2:20	LB
80	3/12/45	Mon	Biak	Local training	3/12/45	Mon	1	1:45	LB
81	3/16/45	Fri	Biak	Local training	3/16/45	Fri	1	1:10	LB
82	3/17/45	Sat	Biak	Local training	3/17/45	Sat	1	1:50	LB
83	3/20/45	Tue	Biak	Local training	3/20/45	Tue	1	1:00	LB
84	3/21/45	Wed	Biak	Local training	3/21/45	Wed	1	1:45	LB
85	3/3/45	Sat	Biak	Hollandia	3/3/45	Sat	1	4:20	LB
86	3/20/45	Tue	Biak	Hollandia	3/21/45	Wed	2	4:40	MR
87	3/14/45	Wed	Biak	Finschhafen	3/14/45	Wed	1	11:15	LB
88	3/11/45	Sun	Biak	Los Negros	3/12/45	Mon	2	9:50	MR
89	3/18/45	Sun	Biak	Los Negros	3/20/45	Tue	3		MR
90	3/20/45	Tue	Biak	Los Negros	3/21/45	Wed	2		MR
91	3/21/45	Wed	Biak	Los Negros	3/22/45	Thu	2	10:05	MR
92	3/3/45	Sat	Biak	Guadalcanal	3/5/45	Mon	3	21:30	MR
93	3/9/45	Fri	Biak	Guadalcanal	3/16/45	Fri	8		MR
94	3/9/45	Fri	Biak	Guadalcanal	3/16/45	Fri	8		MR
95	3/30/45	Fri	Biak	Tontouta, NC	4/3/45	Tue	5		MR
96	3/10/45	Sat	Biak	Brisbane	3/13/45	Tue	4		MR
97	3/10/45	Sat	Biak	Brisbane	3/15/45	Thu	6		MR
98	3/6/45	Tue	Biak	Sydney	3/12/45	Mon	7		MR

We had two flights to Brisbane for 4-6 days, and one to Sydney for 7 days, perhaps for supplies.

Golomb recorded 9 local training missions, in part to become a first pilot. We started receiving C-46s, in March, and many men probably also trained on these in March.

Flights in March 1945

#	Departure	Day	From	To	Return	Day	Ds	Hrs	Ref
1	3/4/45	Sun	Biak	Leyte	3/5/45	Mon	2	16:20	LB
2	3/6/45	Tue	Biak	Leyte	3/9/45	Fri	4		MR
3	3/8/45	Thu	Biak	Leyte	3/11/45	Sun	4		MR
4	3/8/45	Thu	Biak	Leyte	3/11/45	Sun	4		MR
5	3/9/45	Fri	Biak	Leyte	3/11/45	Sun	3		MR
6	3/9/45	Fri	Biak	Leyte	3/11/45	Sun	3		MR
7	3/9/45	Fri	Biak	Leyte	3/10/45	Sat	2	10:30	F5
8	3/9/45	Fri	Biak	Leyte	3/11/45	Sun	3	17:00	LB
9	3/11/45	Sun	Biak	Leyte	3/12/45	Mon	2		MR
10	3/11/45	Sun	Biak	Leyte	3/13/45	Tue	3		MR
11	3/12/45	Mon	Biak	Leyte	3/16/45	Fri	5	17:20	MR
12	3/12/45	Mon	Biak	Leyte	3/16/45	Fri	5	32:40	MR
13	3/12/45	Mon	Biak	Leyte	3/14/45	Wed	3		MR
14	3/14/45	Wed	Biak	Leyte	3/16/45	Fri	3	7:45	F5
15	3/16/45	Fri	Biak	Leyte	3/18/45	Sun	3		F5
16	3/17/45	Sat	Biak	Leyte	3/26/45	Mon	10		MR
17	3/19/45	Mon	Biak	Leyte	3/20/45	Tue	2	16:05	LB
18	3/20/45	Tue	Biak	Leyte	3/22/45	Thu	3	9:55	F5
19	3/21/45	Wed	Biak	Leyte	3/26/45	Mon	6		MR
20	3/22/45	Thu	Biak	Leyte	3/24/45	Sat	3		MR
21	3/28/45	Wed	Biak	Leyte	4/2/45	Mon	6	46:40	MR
22	3/28/45	Wed	Biak	Leyte	3/29/45	Thu	2		MR
23	3/28/45	Wed	Biak	Leyte	3/31/45	Sat	4		MR
24	3/28/45	Wed	Biak	Leyte	3/31/45	Sat	4		MR
25	3/1/45	Thu	Biak	Tanauan	3/2/45	Fri	2	19:55	LB
26	3/21/45	Wed	Biak	Tanauan	3/22/45	Thu	2	15:30	LB
27	3/23/45	Fri	Biak	Tanauan	3/24/45	Sat	2	23:25	LB
28	3/24/45	Sat	Biak	Palawan	3/27/45	Tue	4	38:55	MR
29	3/30/45	Fri	Biak	Palawan	4/1/45	Sun	3	25:55	MR
30	3/16/45	Fri	Biak	Zamboanga	3/20/45	Tue	5	19:10	MR
31	3/5/45	Mon	Biak	Dipolog	3/10/45	Sat	6	28:05	LB
32	3/23/45	Fri	Biak	Dipolog	3/28/45	Wed	6	48:10	F5
33	3/5/45	Mon	Biak	Morotai +	3/10/45	Sat	6		MR
34	3/5/45	Mon	Biak	Morotai +	3/10/45	Sat	6		MR
35	3/5/45	Mon	Biak	Morotai +	3/7/45	Wed	3		MR
36	3/5/45	Mon	Biak	Morotai +	3/11/45	Sun	7		MR
37	3/7/45	Wed	Biak	Morotai +	3/10/45	Sat	4		MR
38	3/14/45	Wed	Biak	Morotai +	3/19/45	Mon	6		MR
39	3/15/45	Thu	Biak	Morotai +	3/17/45	Sat	3		MR
40	3/17/45	Sat	Biak	Morotai +	3/20/45	Tue	4		MR
41	3/18/45	Sun	Biak	Morotai +	3/20/45	Tue	3		MR
42	3/18/45	Sun	Biak	Morotai +	3/23/45	Fri	6		MR
43	3/18/45	Sun	Biak	Morotai +	3/21/45	Wed	4		MR
44	3/21/45	Wed	Biak	Morotai +	3/23/45	Fri	3		MR
45	3/22/45	Thu	Biak	Morotai +	3/24/45	Sat	3		MR
46	3/22/45	Thu	Biak	Morotai +	3/24/45	Sat	3	17:15	MR
47	3/22/45	Thu	Biak	Morotai +	3/28/45	Wed	7		MR
48	3/22/45	Thu	Biak	Morotai +	3/27/45	Tue	6		MR
49	3/25/45	Sun	Biak	Morotai +	3/26/45	Mon	2		MR
50	3/25/45	Sun	Biak	Morotai +	3/26/45	Mon	2		MR
51	3/25/45	Sun	Biak	Morotai +	3/28/45	Wed	4		MR
52	3/25/45	Sun	Biak	Morotai +	3/28/45	Wed	4		MR
53	3/26/45	Mon	Biak	Morotai +	3/30/45	Fri	5		MR
54	3/26/45	Mon	Biak	Morotai +	3/29/45	Thu	4		MR
55	3/26/45	Mon	Biak	Morotai +	3/27/45	Tue	2		MR
56	3/27/45	Tue	Biak	Morotai +	3/29/45	Thu	3		MR
57	3/29/45	Thu	Biak	Morotai +	3/31/45	Sat	3		MR
58	3/29/45	Thu	Biak	Morotai +	4/2/45	Mon	5		MR
59	3/30/45	Fri	Biak	Morotai +	4/1/45	Sun	3	26:50	MR
60	3/30/45	Fri	Biak	Morotai +	4/2/45	Mon	4	28:50	MR
61	3/30/45	Fri	Biak	Morotai +	4/6/45	Fri	8		MR
62	3/31/45	Sat	Biak	Morotai +	4/10/45	Tue	11		MR
63	3/1/45	Thu	Biak	Morotai	3/2/45	Fri	2	16:50	LB
64	3/4/45	Sun	Biak	Morotai	3/4/45	Sun	1	7:30	LB
65	3/6/45	Tue	Biak	Morotai	3/6/45	Tue	1	7:15	LB
66	3/12/45	Mon	Biak	Morotai	3/13/45	Tue	2	7:15	LB
67	3/13/45	Tue	Biak	Morotai	3/13/45	Tue	1	7:25	LB
68	3/14/45	Wed	Biak	Morotai	3/14/45	Wed	1	3:35	LB
69	3/16/45	Fri	Biak	Morotai	3/16/45	Fri	1	7:25	F5
70	3/27/45	Tue	Biak	Morotai	3/28/45	Wed	2		MR
71	3/27/45	Tue	Biak	Morotai	3/28/45	Wed	2		MR
72	3/27/45	Tue	Biak	Morotai	3/28/45	Wed	2		MR
73	3/28/45	Wed	Biak	Morotai	3/28/45	Wed	1	9:45	LB
74	3/29/45	Thu	Biak	Morotai	3/29/45	Thu	1	7:15	LB

April 1945

We made at least 87 flights in April, at right and below.

Line 22 has the mission 4/28-5/1 from which were the pictures on page 636 of Jacklin, Allard, Levine, Miller, Brady.

Soderland on page 659 wrote in a letter “Back again from a 7-day trip,” and his logbook shows this, 4/29-5/5, but the morning reports, on line 24, show him gone only 3 days.

Line 30 has the mission described on the book’s pages 655-6 by ground officer Norfleet and pilot Mendenhall, about flying to Tawi Tawi April 21, and then to a Mindanao guerilla air strip.

Line 31 is a mission described in radio operator Art Driedger’s diary, in which he wrote “On April 19 I had my first trip into Tawi-Tawi at the southern end of the Sula Archipelago. Tawi Tawi had a huge volcanic plug on it.”

On the book’s page 643, pilot Stoltzman describes a drop mission on the island of Negros, in the Philippines, on April 10, 1945. The morning reports have him completing a prior mission and returning to Biak March 29, and do not mention him again until an April 17 mission east to Bougainville. He was not assigned temporary duty to another unit, or stationed at a base away from our camp, and so it is unclear why the morning reports fail to mention this mission, too.

We made five flights to Hollandia, and one to Nadzab, New Guinea. We made 12 flights back to Bougainville, and eight to Guadalcanal. These flights back to the Solomons were in groups of two on April 21, 23, 24, and 27, and in a group of three on April 14.

We flew to Sydney three times, on a Monday, Tuesday, and Thursday.

Flights in April 1945 - Continued

#	Departure	Day	From	To	Return	Day	Ds	Hrs	Ref
77	4/14/45	Sat	Biak	Guadalcanal	4/15/45	Sun	2	10:30	MR
78	4/14/45	Sat	Biak	Guadalcanal	4/15/45	Sun	2	16:10	MR
79	4/16/45	Mon	Biak	Guadalcanal	4/18/45	Wed	3	22:00	MR
80	4/18/45	Wed	Biak	Guadalcanal	4/19/45	Thu	2		MR
81	4/20/45	Fri	Biak	Guadalcanal	4/21/45	Sat	2		MR
82	4/24/45	Tue	Biak	Guadalcanal	4/26/45	Thu	3	22:10	MR
83	4/24/45	Tue	Biak	Guadalcanal	4/26/45	Thu	3		MR
84	4/27/45	Fri	Biak	Guadalcanal	4/28/45	Sat	2		MR
85	4/2/45	Mon	Biak	Sydney	4/10/45	Tue	9		MR
86	4/19/45	Thu	Biak	Sydney	4/26/45	Thu	8		MR
87	4/24/45	Tue	Biak	Sydney	4/27/45	Fri	4		MR

Flights in April 1945

#	Departure	Day	From	To	Return	Day	Ds	Hrs	Ref
1	4/12/45	Thu	Biak	Cebu	4/17/45	Tue	6		MR
2	4/12/45	Thu	Biak	Cebu	4/18/45	Wed	7		MR
3	4/8/45	Sun	Biak	Leyte	4/11/45	Wed	4		MR
4	4/11/45	Wed	Biak	Leyte	4/17/45	Tue	7		MR
5	4/16/45	Mon	Biak	Leyte	4/17/45	Tue	2	7:40	MR
6	4/16/45	Mon	Biak	Leyte	4/20/45	Fri	5		MR
7	4/19/45	Thu	Biak	Leyte	4/21/45	Sat	3	30:10	MR
8	4/19/45	Thu	Biak	Leyte	4/23/45	Mon	5		MR
9	4/19/45	Thu	Biak	Leyte	4/20/45	Fri	2		MR
10	4/22/45	Sun	Biak	Leyte	4/28/45	Sat	7		MR
11	4/22/45	Sun	Biak	Leyte	4/26/45	Thu	5		MR
12	4/22/45	Sun	Biak	Leyte	4/25/45	Wed	4		MR
13	4/23/45	Mon	Biak	Leyte	4/26/45	Thu	4		MR
14	4/23/45	Mon	Biak	Leyte	4/24/45	Tue	2	14:15	MR
15	4/23/45	Mon	Biak	Leyte	4/25/45	Wed	3		MR
16	4/23/45	Mon	Biak	Leyte	4/26/45	Thu	4		MR
17	4/25/45	Wed	Biak	Leyte	4/26/45	Thu	2		MR
18	4/25/45	Wed	Biak	Leyte	4/28/45	Sat	4		MR
19	4/27/45	Fri	Biak	Leyte	4/28/45	Sat	2		MR
20	4/27/45	Fri	Biak	Leyte	4/30/45	Mon	4		MR
21	4/27/45	Fri	Biak	Leyte	4/28/45	Sat	2		MR
22	4/28/45	Sat	Biak	Leyte	5/1/45	Tue	4	26:25	MR
23	4/28/45	Sat	Biak	Leyte	5/3/45	Thu	6		MR
24	4/29/45	Sun	Biak	Leyte	5/1/45	Tue	3		MR
25	4/29/45	Sun	Biak	Leyte	5/2/45	Wed	4	51:35	MR
26	4/29/45	Sun	Biak	Leyte	4/30/45	Mon	2		MR
27	4/10/45	Tue	Biak	Tanauan	4/11/45	Wed	2	15:55	MR
28	4/10/45	Tue	Biak	Dulag	4/12/45	Thu	3	16:50	MR
29	4/22/45	Sun	Biak	Dulag	4/28/45	Sat	7	0:01	LB
30	4/14/45	Sat	Biak	Tawi Tawi	4/23/45	Mon	10		MR
31	4/16/45	Mon	Biak	Tawi Tawi	4/20/45	Fri	5	29:50	LB
32	4/5/45	Thu	Biak	Palawan	4/9/45	Mon	5	26:45	LB
33	4/5/45	Thu	Biak	Palawan	4/8/45	Sun	4	24:10	MR
34	4/17/45	Tue	Biak	Palawan	4/20/45	Fri	4	22:10	MR
35	4/18/45	Wed	Biak	Palawan	4/23/45	Mon	6	45:25	LB
36	4/20/45	Fri	Biak	Zamboanga	4/21/45	Sat	2	17:15	MR
37	4/26/45	Thu	Biak	Zamboanga	4/30/45	Mon	5		MR
38	4/27/45	Fri	Biak	Malabang	5/1/45	Tue	5	26:05	MR
39	4/1/45	Sun	Biak	Morotai +	4/2/45	Mon	2		MR
40	4/1/45	Sun	Biak	Morotai +	4/3/45	Tue	3		MR
41	4/2/45	Mon	Biak	Morotai +	4/6/45	Fri	5		MR
42	4/3/45	Tue	Biak	Morotai +	4/4/45	Wed	2		MR
43	4/3/45	Tue	Biak	Morotai +	4/7/45	Sat	5		MR
44	4/3/45	Tue	Biak	Morotai +	4/9/45	Mon	7		MR
45	4/3/45	Tue	Biak	Morotai +	4/4/45	Wed	2		MR
46	4/4/45	Wed	Biak	Morotai +	4/5/45	Thu	2		MR
47	4/8/45	Sun	Biak	Morotai +	4/9/45	Mon	2		MR
48	4/8/45	Sun	Biak	Morotai +	4/13/45	Fri	6		MR
49	4/9/45	Mon	Biak	Morotai +	4/12/45	Thu	4		MR
50	4/10/45	Tue	Biak	Morotai +	4/11/45	Wed	2		MR
51	4/11/45	Wed	Biak	Morotai +	4/14/45	Sat	4	25:20	MR
52	4/17/45	Tue	Biak	Morotai +	4/20/45	Fri	4		MR
53	4/21/45	Sat	Biak	Morotai +	4/26/45	Thu	6	24:25	MR
54	4/23/45	Mon	Biak	Morotai +	4/25/45	Wed	3		MR
55	4/26/45	Thu	Biak	Morotai +	5/1/45	Tue	6		MR
56	4/15/45	Sun	Biak	Morotai	4/15/45	Sun	1	7:00	LB
57	4/17/45	Tue	Biak	Local training	4/17/45	Tue	1	3:00	LB
58	4/22/45	Sun	Biak	Local training	4/22/45	Sun	1	1:50	LB
59	4/28/45	Sat	Biak	Local training	4/28/45	Sat	1	5:00	LB
60	4/1/45	Sun	Biak	Hollandia-Morotai	4/2/45	Mon	2	11:30	LB
61	4/7/45	Sat	Biak	Hollandia	4/12/45	Thu	6		MR
62	4/16/45	Mon	Biak	Hollandia	4/16/45	Mon	1	6:30	LB
63	4/17/45	Tue	Biak	Hollandia	4/21/45	Sat	5		MR
64	4/9/45	Mon	Biak	Nadzab	4/9/45	Mon	1	8:15	MR
65	4/14/45	Sat	Biak	Bougainville	4/16/45	Mon	3		MR
66	4/17/45	Tue	Biak	Bougainville	4/18/45	Wed	2		MR
67	4/17/45	Tue	Biak	Bougainville	4/18/45	Wed	2		MR
68	4/17/45	Tue	Biak	Bougainville	4/18/45	Wed	2		MR
69	4/21/45	Sat	Biak	Bougainville	4/22/45	Sun	2		MR
70	4/21/45	Sat	Biak	Bougainville	4/22/45	Sun	2		MR
71	4/23/45	Mon	Biak	Bougainville	4/24/45	Tue	2		MR
72	4/23/45	Mon	Biak	Bougainville	4/24/45	Tue	2		MR
73	4/27/45	Fri	Biak	Bougainville	4/29/45	Sun	3		MR
74	4/30/45	Mon	Biak	Bougainville	5/1/45	Tue	2	17:30	MR
75	4/30/45	Mon	Biak	Bougainville	5/1/45	Tue	2		MR
76	4/30/45	Mon	Biak	Bougainville	5/1/45	Tue	2		MR

May 1945

We made at least 102 flights in May, at right and below.

On the book's page 573 I quote a letter from pilot Colburn, in which he wrote: "Over here a [basket] ballgame takes precedence over the war, and so the entire squadron is grounded the day before and the day of the game." On May 25 was an Island League game between the 13th TCS and the 403rd Cloud Busters, and sure enough, there were no flights May 24-25, not in the morning reports, logbooks or Form 5s.

On the book's page 650, Goodman tells a story about flying wounded in Mindanao from Valencia to Malabang, around May 12. The morning reports have his only flights in May being May 10-11 to Morotai, and May 13-16 to Hollandia, each probably with some stops beyond. The morning reports do not mention his Valencia flights.

We made 5 flights to Hollandia, 5 to Finschhafen, 4 to Los Negros, and 2 to Bougainville, and 1 to Guadalcanal. Flight 95, below was the beer run by pilot Blount, with exact details from radio operator Hedges.

We had at least 7 flights to Australia: two to each of Cairns, Townsville, and Brisbane, and one to Sydney. Townsville had been added as a rest leave spot.

Flights in May 1945 - Continued

#	Departure	Day	From	To	Return	Day	Ds	Hrs	Ref
72	5/20/45	Sun	Biak	Middleburg	5/20/45	Sun	1	4:15	LB
73	5/2/45	Wed	Biak	Local training	5/2/45	Wed	1	2:00	LB
74	5/4/45	Fri	Biak	Local training	5/5/45	Sat	2	3:30	LB
75	5/7/45	Mon	Biak	Local training	5/7/45	Mon	1	3:45	LB
76	5/10/45	Thu	Biak	Local training	5/10/45	Thu	1	5:00	LB
77	5/12/45	Sat	Biak	Local training	5/12/45	Sat	1	0:50	LB
78	5/13/45	Sun	Biak	In C-46	5/13/45	Sun	1	3:15	LB
79	5/17/45	Thu	Biak	Local training	5/17/45	Thu	1	0:55	LB
80	5/18/45	Fri	Biak	Local training	5/18/45	Fri	1	1:15	LB
81	5/13/45	Sun	Biak	Hollandia	5/16/45	Wed	4		MR
82	5/13/45	Sun	Biak	Hollandia	5/16/45	Wed	4		MR
83	5/21/45	Mon	Biak	Hollandia	5/29/45	Tue	9		MR
84	5/23/45	Wed	Biak	Finschhafen	5/26/45	Sat	4	11:05	MR
85	5/23/45	Wed	Biak	Finschhafen	5/26/45	Sat	4	18:15	MR
86	5/26/45	Sat	Biak	Finschhafen	5/29/45	Tue	4	47:20	MR
87	5/26/45	Sat	Biak	Finschhafen	5/29/45	Tue	4		MR
88	5/27/45	Sun	Biak	Finschhafen	5/28/45	Mon	2	10:45	MR
89	5/6/45	Sun	Biak	Los Negros	5/7/45	Mon	2		MR
90	5/12/45	Sat	Biak	Hollandia+	5/16/45	Wed	5	28:20	MR
91	5/12/45	Sat	Biak	Los Negros	5/15/45	Tue	4		MR
92	5/16/45	Wed	Biak	Los Negros	5/17/45	Thu	2		MR
93	5/2/45	Wed	Biak	Bougainville	5/4/45	Fri	3		MR
94	5/2/45	Wed	Biak	Bougainville	5/4/45	Fri	3		MR
95	5/7/45	Mon	Biak	Guadalcanal	5/11/45	Fri	5	23:30	MR
96	5/9/45	Wed	Biak	Cairns	5/11/45	Fri	3		MR
97	5/22/45	Tue	Biak	Cairns	5/24/45	Thu	3	16:05	MR
98	5/6/45	Sun	Biak	Townsville	5/14/45	Mon	9		MR
99	5/22/45	Tue	Biak	Townsville	5/25/45	Fri	4		MR
100	5/17/45	Thu	Biak	Brisbane	5/22/45	Tue	6		MR
101	5/17/45	Thu	Biak	Brisbane	5/22/45	Tue	6		MR
102	5/17/45	Thu	Biak	Sydney - , on	5/24/45	Thu	8		MR

Flights in May 1945

#	Departure	Day	From	To	Return	Day	Ds	Hrs	Ref
1	5/1/45	Tue	Biak	Leyte	5/7/45	Mon	7		MR
2	5/2/45	Wed	Biak	Leyte	5/5/45	Sat	4		MR
3	5/2/45	Wed	Biak	Leyte	5/7/45	Mon	6		MR
4	5/4/45	Fri	Biak	Leyte	5/7/45	Mon	4		MR
5	5/5/45	Sat	Biak	Leyte	5/7/45	Mon	3	15:50	MR
6	5/7/45	Mon	Biak	Leyte	5/14/45	Mon	8		MR
7	5/8/45	Tue	Biak	Leyte	5/9/45	Wed	2		MR
8	5/8/45	Tue	Biak	Leyte	5/10/45	Thu	3		MR
9	5/10/45	Thu	Biak	Leyte	5/11/45	Fri	2		MR
10	5/10/45	Thu	Biak	Leyte	5/11/45	Fri	2		MR
11	5/11/45	Fri	Biak	Leyte	5/13/45	Sun	3	23:15	MR
12	5/11/45	Fri	Biak	Leyte	5/15/45	Tue	5	32:50	MR
13	5/11/45	Fri	Biak	Leyte	5/12/45	Sat	2		MR
14	5/11/45	Fri	Biak	Leyte	5/12/45	Sat	2		MR
15	5/11/45	Fri	Biak	Leyte	5/12/45	Sat	2		MR
16	5/14/45	Mon	Biak	Leyte	5/16/45	Wed	3	24:30	MR
17	5/15/45	Tue	Biak	Leyte	5/16/45	Wed	2		MR
18	5/27/45	Sun	Biak	Leyte	6/6/45	Wed	11	50:00	MR
19	5/29/45	Tue	Biak	Leyte	6/1/45	Fri	4		MR
20	5/31/45	Thu	Biak	Leyte	6/8/45	Fri	9		MR
21	5/16/45	Wed	Biak	Samar	5/21/45	Mon	6		MR
22	5/30/45	Wed	Biak	Samar	6/4/45	Mon	6		MR
23	5/2/45	Wed	Biak	Palawan	5/4/45	Fri	3	23:00	MR
24	5/12/45	Sat	Biak	Palawan	5/13/45	Sun	2	24:15	MR
25	5/15/45	Tue	Biak	Palawan	5/16/45	Wed	2	17:30	MR
26	5/23/45	Wed	Biak	Palawan	5/26/45	Sat	4	28:40	MR
27	5/28/45	Mon	Biak	Palawan	5/29/45	Tue	2	17:50	MR
28	5/29/45	Tue	Biak	Palawan	5/30/45	Wed	2	18:55	MR
29	5/29/45	Tue	Biak	Palawan	5/31/45	Thu	3	23:15	MR
30	5/30/45	Wed	Biak	Palawan	6/1/45	Fri	3	29:35	MR
31	5/8/45	Tue	Biak	Zamboanga	5/10/45	Thu	3	18:15	MR
32	5/26/45	Sat	Biak	Malabang	5/28/45	Mon	3	20:35	MR
33	5/5/45	Sat	Biak	Morotai +	5/8/45	Tue	4		MR
34	5/7/45	Mon	Biak	Morotai +	5/14/45	Mon	8		MR
35	5/8/45	Tue	Biak	Morotai +	5/11/45	Fri	4		MR
36	5/8/45	Tue	Biak	Morotai +	5/14/45	Mon	7		MR
37	5/9/45	Wed	Biak	Morotai +	5/14/45	Mon	6		MR
38	5/10/45	Thu	Biak	Morotai +	5/11/45	Fri	2	16:55	MR
39	5/13/45	Sun	Biak	Morotai +	5/14/45	Mon	2		MR
40	5/13/45	Sun	Biak	Morotai +	5/15/45	Tue	3		MR
41	5/16/45	Wed	Biak	Morotai +	5/20/45	Sun	5		MR
42	5/16/45	Wed	Biak	Morotai +	5/22/45	Tue	7		MR
43	5/18/45	Fri	Biak	Morotai +	5/22/45	Tue	5	35:20	MR
44	5/18/45	Fri	Biak	Morotai +	5/22/45	Tue	5	41:05	MR
45	5/18/45	Fri	Biak	Morotai +	5/20/45	Sun	3		MR
46	5/18/45	Fri	Biak	Morotai +	5/20/45	Sun	3		MR
47	5/20/45	Sun	Biak	Morotai +	5/26/45	Sat	7		MR
48	5/21/45	Mon	Biak	Morotai +	5/27/45	Sun	7		MR
49	5/23/45	Wed	Biak	Morotai +	5/26/45	Sat	4		MR
50	5/26/45	Sat	Biak	Morotai +	5/28/45	Mon	3		MR
51	5/26/45	Sat	Biak	Morotai +	5/30/45	Wed	5		MR
52	5/26/45	Sat	Biak	Morotai +	6/1/45	Fri	7		MR
53	5/28/45	Mon	Biak	Morotai +	6/3/45	Sun	7		MR
54	5/30/45	Wed	Biak	Morotai +	5/31/45	Thu	2	18:55	MR
55	5/30/45	Wed	Biak	Morotai +	5/31/45	Thu	2	20:45	MR
56	5/31/45	Thu	Biak	Morotai +	6/5/45	Tue	6		MR
57	5/12/45	Sat	Biak	Morotai	5/15/45	Tue	4		MR
58	5/18/45	Fri	Biak	Morotai	5/18/45	Fri	1	7:30	LB
59	5/19/45	Sat	Biak	Morotai	5/19/45	Sat	1	6:25	LB
60	5/19/45	Sat	Biak	Morotai	5/19/45	Sat	1	6:30	LB
61	5/19/45	Sat	Biak	Morotai	5/19/45	Sat	1	7:10	LB
62	5/19/45	Sat	Biak	Morotai	5/25/45	Fri	7	51:50	MR
63	5/20/45	Sun	Biak	Morotai	5/20/45	Sun	1	6:30	LB
64	5/20/45	Sun	Biak	Morotai	5/21/45	Mon	2		MR
65	5/22/45	Tue	Biak	Morotai	5/22/45	Tue	1	6:30	LB
66	5/22/45	Tue	Biak	Morotai	5/23/45	Wed	2	17:25	MR
67	5/23/45	Wed	Biak	Morotai	5/24/45	Thu	2	17:35	MR
68	5/23/45	Wed	Biak	Morotai	5/24/45	Thu	2		MR
69	5/30/45	Wed	Biak	Morotai	5/30/45	Wed	1	0:01	LB
70	5/30/45	Wed	Biak	Morotai	5/30/45	Wed	1	7:05	LB
71	5/31/45	Thu	Biak	Morotai	5/31/45	Thu	1	6:30	LB

June 1945

We made at least 75 flights in June, as shown at right.

Flights 15-21 show five crews flew to Palawan June 17, and two more on June 18 and 22.

Lines 24-31 are eight flights to Malabang. Pilot Golomb referred to some of these as “the Malabang shuttle.”

Line 25 is a flight which radio operator Lenard Davis called “the meat run,” to Malabang, a supply base.

We had four flights to Hollandia, one to Oro Bay, and one to Los Negros.

We had one flight to Townsville, for 5 days. Our last-ever flight to Sydney was June 3, 1945, for 7 days.

Flights in June 1945

#	Departure	Day	From	To	Return	Day	Ds	Hrs	Ref
1	6/26/45	Tue	Biak	Panay	6/28/45	Thu	3		MR
2	6/10/45	Sun	Biak	Cebu	6/14/45	Thu	5	0:01	MR
3	6/4/45	Mon	Biak	Leyte	6/5/45	Tue	2		MR
4	6/6/45	Wed	Biak	Leyte	6/12/45	Tue	7		MR
5	6/9/45	Sat	Biak	Leyte	6/10/45	Sun	2	16:00	MR
6	6/15/45	Fri	Biak	Leyte	6/18/45	Mon	4	25:15	MR
7	6/15/45	Fri	Biak	Leyte	6/20/45	Wed	6		MR
8	6/19/45	Tue	Biak	Leyte	6/26/45	Tue	8		MR
9	6/20/45	Wed	Biak	Leyte	6/23/45	Sat	4		MR
10	6/23/45	Sat	Biak	Leyte	6/26/45	Tue	4	35:00	MR
11	6/24/45	Sun	Biak	Leyte	6/29/45	Fri	6	21:10	MR
12	6/24/45	Sun	Biak	Leyte	7/1/45	Sun	8		MR
13	6/28/45	Thu	Biak	Leyte	7/4/45	Wed	7	54:45	MR
14	6/11/45	Mon	Biak	Samar	6/15/45	Fri	5	34:30	MR
15	6/17/45	Sun	Biak	Palawan	6/21/45	Thu	5	47:15	MR
16	6/17/45	Sun	Biak	Palawan	6/21/45	Thu	5		MR
17	6/17/45	Sun	Biak	Palawan	6/22/45	Fri	6		MR
18	6/17/45	Sun	Biak	Palawan	6/23/45	Sat	7		MR
19	6/17/45	Sun	Biak	Palawan	6/29/45	Fri	13		MR
20	6/18/45	Mon	Biak	Palawan	6/23/45	Sat	6	49:10	MR
21	6/22/45	Fri	Biak	Palawan	6/26/45	Tue	5	43:25	MR
22	6/25/45	Mon	Biak	Mindanao	7/1/45	Sun	7		MR
23	6/23/45	Sat	Biak	Del Monte	6/28/45	Thu	6	45:40	MR
24	6/4/45	Mon	Biak	Malabang, Iloilo	6/7/45	Thu	4	33:05	MR
25	6/6/45	Wed	Biak	Malabang	6/7/45	Thu	2	8:16	MR
26	6/6/45	Wed	Biak	Malabang	6/9/45	Sat	4	16:25	MR
27	6/16/45	Sat	Biak	Malabang	6/19/45	Tue	4	25:25	MR
28	6/18/45	Mon	Biak	Malabang Shu	6/23/45	Sat	6	47:50	MR
29	6/26/45	Tue	Biak	Malabang	6/27/45	Wed	2	13:40	MR
30	6/28/45	Thu	Biak	Malabang	7/4/45	Wed	7	51:50	MR
31	6/29/45	Fri	Biak	Malabang Shu	7/2/45	Mon	4	29:50	MR
32	6/1/45	Fri	Biak	Morotai +	6/6/45	Wed	6		MR
33	6/2/45	Sat	Biak	Morotai +	6/8/45	Fri	7		MR
34	6/3/45	Sun	Biak	Morotai +	6/8/45	Fri	6	56:10	MR
35	6/5/45	Tue	Biak	Morotai +	6/6/45	Wed	2		MR
36	6/6/45	Wed	Biak	Morotai +	6/8/45	Fri	3		MR
37	6/7/45	Thu	Biak	Morotai +	6/13/45	Wed	7		MR
38	6/8/45	Fri	Biak	Morotai +	6/10/45	Sun	3		MR
39	6/8/45	Fri	Biak	Morotai +	6/14/45	Thu	7		MR
40	6/10/45	Sun	Biak	Morotai +	6/14/45	Thu	5		MR
41	6/10/45	Sun	Biak	Morotai +	6/15/45	Fri	6		MR
42	6/11/45	Mon	Biak	Morotai +	6/16/45	Sat	6		MR
43	6/14/45	Thu	Biak	Morotai +	6/17/45	Sun	4	30:05	MR
44	6/14/45	Thu	Biak	Morotai +	6/19/45	Tue	6		MR
45	6/14/45	Thu	Biak	Morotai +	6/20/45	Wed	7		MR
46	6/15/45	Fri	Biak	Morotai +	6/17/45	Sun	3	20:05	MR
47	6/15/45	Fri	Biak	Morotai +	6/17/45	Sun	3		MR
48	6/18/45	Mon	Biak	Morotai +	6/23/45	Sat	6		MR
49	6/21/45	Thu	Biak	Morotai +	6/26/45	Tue	6		MR
50	6/22/45	Fri	Biak	Morotai +	6/24/45	Sun	3		MR
51	6/24/45	Sun	Biak	Morotai +	6/28/45	Thu	5		MR
52	6/26/45	Tue	Biak	Morotai +	7/1/45	Sun	6	46:00	MR
53	6/26/45	Tue	Biak	Morotai +	7/5/45	Thu	10		MR
54	6/26/45	Tue	Biak	Morotai +	7/4/45	Wed	9		MR
55	6/1/45	Fri	Biak	Morotai	6/1/45	Fri	1	7:10	LB
56	6/3/45	Sun	Biak	Morotai	6/3/45	Sun	1	7:20	LB
57	6/3/45	Sun	Biak	Morotai	6/3/45	Sun	1	8:10	LB
58	6/4/45	Mon	Biak	Middleburg	6/4/45	Mon	1	7:20	LB
59	6/21/45	Thu	Biak	Noemfoor	6/21/45	Thu	1	8:00	LB
60	6/1/45	Fri	Biak	Local training	6/1/45	Fri	1	3:43	LB
61	6/5/45	Tue	Biak	Local training	6/5/45	Tue	1	0:45	LB
62	6/8/45	Fri	Biak	Local training	6/9/45	Sat	2	6:40	LB
63	6/16/45	Sat	Biak	Local training	6/16/45	Sat	1	2:15	LB
64	6/21/45	Thu	Biak	Local training	6/21/45	Thu	1	2:45	LB
65	6/22/45	Fri	Biak	C-46 Training	6/22/45	Fri	1	2:50	LB
66	6/25/45	Mon	Biak	Local training	6/25/45	Mon	1	3:00	F5
67	6/30/45	Sat	Biak	Local training	6/30/45	Sat	1	0:30	F5
68	6/2/45	Sat	Biak	Hollandia	6/2/45	Sat	1	10:35	LB
69	6/27/45	Wed	Biak	Hollandia	6/28/45	Thu	2		MR
70	6/27/45	Wed	Biak	Hollandia	6/28/45	Thu	2		MR
71	6/29/45	Fri	Biak	Hollandia	7/3/45	Tue	5		MR
72	6/8/45	Fri	Biak	Oro Bay	6/9/45	Sat	2		MR
73	6/21/45	Thu	Biak	Oro Bay	6/22/45	Fri	2	0:01	MR
74	6/11/45	Mon	Biak	Townsville	6/15/45	Fri	5	9:15	MR
75	6/3/45	Sun	Biak	Sydney	6/9/45	Sat	7		MR

July 1945

We made at least 74 flights in July, as shown at right.

Lines 1-2 are two of our drop missions in northern Luzon, described on pages 686-687, which pages quote the historical reports that these were flown many times from July 27 to 31.

On page 687, Molvar described a drop mission from Lingayan, but the morning reports show his return from Leyte, not his going up there.

Lines 35-41 are flights to Palawan. The photo on page 634 of pilot Creelman at Palawan was probably his July 3-5 mission there, on line 35, with pilot Eddie White. In the photo on that page, it is probably White who is in the doorway with Creelman, not Smith as stated. Line 38 is a mission to Palawan which L. Davis referred to as a "mail run."

We made only one flight to New Guinea – to Finschhafen. We made three flights back to Los Negros.

We had one flight to Rockhampton, and one to Townsville. These were each for 5 days, including travel time, and so are estimated to have been more "fat cat" runs.

Flights in July 1945

#	Departure	Day	From	To	Return	Day	Ds	Hrs	Ref
1	7/30/45	Mon	Biak	Lingayan (Drop)	Various			36:05	MR
2	7/30/45	Mon	Biak	Lingayan (Drop)	8/3/45	Fri	5	48:40	MR
3	7/18/45	Wed	Biak	Cebu (and Dar)	7/22/45	Sun	5	35:10	MR
4	7/1/45	Sun	Biak	Leyte	7/5/45	Thu	5		MR
5	7/1/45	Sun	Biak	Leyte	7/7/45	Sat	7		MR
6	7/11/45	Wed	Biak	Leyte	7/16/45	Mon	6		MR
7	7/13/45	Fri	Biak	Leyte	7/17/45	Tue	5		MR
8	7/14/45	Sat	Biak	Leyte	7/15/45	Sun	2		MR
9	7/14/45	Sat	Biak	Leyte	7/23/45	Mon	10	5:45	LB
10	7/15/45	Sun	Biak	Leyte	7/18/45	Wed	4		MR
11	7/15/45	Sun	Biak	Leyte	7/22/45	Sun	8		MR
12	7/16/45	Mon	Biak	Leyte	7/22/45	Sun	7	46:55	MR
13	7/17/45	Tue	Biak	Leyte	7/23/45	Mon	7	29:15	MR
14	7/17/45	Tue	Biak	Leyte	7/18/45	Wed	2		MR
15	7/17/45	Tue	Biak	Leyte	7/24/45	Tue	8		MR
16	7/17/45	Tue	Biak	Leyte	7/24/45	Tue	8	32:35	MR
17	7/18/45	Wed	Biak	Leyte	7/24/45	Tue	7		MR
18	7/19/45	Thu	Biak	Leyte	7/24/45	Tue	6		MR
19	7/20/45	Fri	Biak	Leyte	7/26/45	Thu	7		MR
20	7/20/45	Fri	Biak	Leyte	7/28/45	Sat	9		MR
21	7/20/45	Fri	Biak	Leyte	7/30/45	Mon	11		MR
22	7/24/45	Tue	Biak	Leyte	7/28/45	Sat	5		MR
23	7/24/45	Tue	Biak	Leyte	7/29/45	Sun	6		MR
24	7/26/45	Thu	Biak	Leyte	8/1/45	Wed	7		MR
25	7/27/45	Fri	Biak	Leyte	7/31/45	Tue	5		MR
26	7/27/45	Fri	Biak	Leyte	8/1/45	Wed	6		MR
27	7/27/45	Fri	Biak	Leyte	8/1/45	Wed	6		MR
28	7/28/45	Sat	Biak	Leyte	7/29/45	Sun	2		MR
29	7/28/45	Sat	Biak	Leyte	7/29/45	Sun	2		MR
30	7/29/45	Sun	Biak	Leyte	8/5/45	Sun	8	49:15	MR
31	7/29/45	Sun	Biak	Leyte	Various				MR
32	7/30/45	Mon	Biak	Leyte	8/2/45	Thu	4		MR
33	7/31/45	Tue	Biak	Samar	8/7/45	Tue	8	0:01	MR
34	7/16/45	Mon	Biak	Dulag	7/18/45	Wed	3	15:55	MR
35	7/3/45	Tue	Biak	Palawan	7/5/45	Thu	3		MR
36	7/5/45	Thu	Biak	Palawan	7/10/45	Tue	6	58:50	MR
37	7/8/45	Sun	Biak	Palawan	7/9/45	Mon	2	0:01	MR
38	7/12/45	Thu	Biak	Palawan-Mail	7/17/45	Tue	6	0:01	MR
39	7/12/45	Thu	Biak	Palawan	7/13/45	Fri	2	17:20	MR
40	7/13/45	Fri	Biak	Palawan	7/14/45	Sat	2		MR
41	7/21/45	Sat	Biak	Palawan	7/26/45	Thu	6	33:40	MR
42	7/1/45	Sun	Biak	Zamboanga	7/4/45	Wed	4	0:01	MR
43	7/30/45	Mon	Biak	Zamboanga	8/5/45	Sun	7	62:35	MR
44	7/1/45	Sun	Biak	Valencia	7/6/45	Fri	6	52:05	MR
45	7/4/45	Wed	Biak	Morotai +	7/8/45	Sun	5		MR
46	7/4/45	Wed	Biak	Morotai +	7/9/45	Mon	6		MR
47	7/5/45	Thu	Biak	Morotai +	7/10/45	Tue	6		MR
48	7/5/45	Thu	Biak	Morotai +	7/12/45	Thu	8		MR
49	7/7/45	Sat	Biak	Morotai +	7/12/45	Thu	6	41:50	MR
50	7/7/45	Sat	Biak	Morotai +	7/13/45	Fri	7	54:05	MR
51	7/7/45	Sat	Biak	Morotai +	7/11/45	Wed	5		MR
52	7/8/45	Sun	Biak	Morotai +	7/14/45	Sat	7	49:35	MR
53	7/9/45	Mon	Biak	Morotai +	7/12/45	Thu	4		MR
54	7/9/45	Mon	Biak	Morotai +	7/15/45	Sun	7		MR
55	7/11/45	Wed	Biak	Morotai +	7/17/45	Tue	7		MR
56	7/6/45	Fri	Biak	Morotai	7/6/45	Fri	1	8:25	LB
57	7/11/45	Wed	Biak	Morotai	7/11/45	Wed	1	6:45	LB
58	7/25/45	Wed	Biak	Morotai	7/27/45	Fri	3	21:45	MR
59	7/28/45	Sat	Biak	Morotai	7/28/45	Sat	1	8:00	LB
60	7/29/45	Sun	Biak	Morotai	7/29/45	Sun	1	7:25	LB
61	7/6/45	Fri	Biak	Local training	7/6/45	Fri	1	0:50	F5
62	7/8/45	Sun	Biak	Local training	7/8/45	Sun	1	1:05	F5
63	7/15/45	Sun	Biak	Local training	7/15/45	Sun	1	2:00	LB
64	7/15/45	Sun	Biak	Local training	7/15/45	Sun	1	4:15	LB
65	7/17/45	Tue	Biak	Local training	7/17/45	Tue	1	0:30	LB
66	7/19/45	Thu	Biak	Local training	7/19/45	Thu	1	1:00	LB
67	7/20/45	Fri	Biak	Local training	7/20/45	Fri	1	3:05	LB
68	7/27/45	Fri	Biak	Local training	7/27/45	Fri	1	2:15	LB
69	7/6/45	Fri	Biak	Finschhafen	7/7/45	Sat	2		MR
70	7/7/45	Sat	Biak	Los Negros	7/8/45	Sun	2		MR
71	7/8/45	Sun	Biak	Los Negros	7/10/45	Tue	3	9:35	MR
72	7/11/45	Wed	Biak	Los Negros	7/13/45	Fri	3	9:50	MR
73	7/23/45	Mon	Biak	Rockhampton	7/27/45	Fri	5	21:45	MR
74	7/10/45	Tue	Biak	Townsville	7/14/45	Sat	5		MR

August 1945

From August 1-18 we made at least 40 flights, below left. Many of these were to move the squadron from Biak to Dulag, e.g. lines 27-30 on August 18. The morning report August 17 stated "Movement to Leyte commences in accordance with XII AF Movement Order 43."

Lines 1-2 (in the image below left) show we made two missions to Okinawa, both before August 14 when Japan announced they would surrender. Line 34 is the only mention of Peleliu on Palau, on August 10, though the men said we flew there many times. Two planes flew from Biak back to Wakde.

From Dulag

After the squadron headquarters moved to Dulag August 17, we made at least 55 flights, at right. Lines 1-17 are 17 missions to Okinawa. Lines 18-22 have us landing in Manila: 3 times at Nichols, and 2 times at Clark. Lines 33-55 show we made at least 23 flights back to Biak, estimated to be for bringing more of our men and supplies up to Dulag.

Flights August 1-17 from Biak, and Dulag

#	Departure	Day	From	To	Return	Day	Ds	Hrs	Ref
1	8/8/45	Wed	Biak	Okinawa	>Dulag			46:55	MR
2	8/13/45	Mon	Dulag	Okinawa	8/20/45	Mon	8	19:10	LB
3	8/3/45	Fri	Biak	Iloilo	Various			45:45	MR
4	8/5/45	Sun	Dulag	Cebu	8/6/45	Mon	2	1:35	LB
5	8/1/45	Wed	Biak	Leyte	8/4/45	Sat	4		MR
6	8/1/45	Wed	Biak	Leyte	Various				MR
7	8/3/45	Fri	Biak	Leyte	8/8/45	Wed	6		MR
8	8/3/45	Fri	Biak	Leyte	Various				MR
9	8/4/45	Sat	Biak	Leyte	8/11/45	Sat	8	50:10	MR
10	8/5/45	Sun	Biak	Leyte	8/10/45	Fri	6		MR
11	8/6/45	Mon	Biak	Leyte	Various	>Dula			MR
12	8/6/45	Mon	Biak	Leyte	Various			75:15	MR
13	8/7/45	Tue	Biak	Leyte	Various	>Dula			MR
14	8/9/45	Thu	Biak	Leyte	8/15/45	Wed	7		MR
15	8/11/45	Sat	Biak	Leyte	8/15/45		5		MR
16	8/11/45	Sat	Biak	Leyte	Various	>Dula			MR
17	8/11/45	Sat	Biak	Leyte	Various	>Dula			MR
18	8/11/45	Sat	Biak	Leyte	Various	>Dula			MR
19	8/13/45	Mon	Biak	Leyte	8/14/45	>Dula	2	11:10	MR
20	8/13/45	Mon	Biak	Leyte	Various	>Dula			MR
21	8/13/45	Mon	Biak	Leyte	Various	>Dula			MR
22	8/13/45	Mon	Biak	Leyte	Various	>Dula			MR
23	8/14/45	Tue	Biak	Leyte	8/16/45	Thu	3		MR
24	8/14/45	Tue	Biak	Leyte	8/16/45	Thu	3		MR
25	8/15/45	Wed	Biak	Leyte	>Dulag			7:00	MR
26	8/15/45	Wed	Biak	Leyte	>Dulag				MR
27	8/15/45	Wed	Biak	Leyte	>Dulag				MR
28	8/16/45	Thu	Biak	Leyte	>Dulag				MR
29	8/16/45	Thu	Biak	Leyte	Various	>Dula			MR
30	8/8/45	Wed	Dulag	Samar	8/9/45	Thu	2	1:15	LB
31	8/2/45	Thu	Biak	Dulag	Various			16:20	MR
32	8/15/45	Wed	Biak	Dulag	>Dulag			6:30	MR
33	8/16/45	Thu	Biak	Dulag	8/18/45	Sat	3	18:55	LB
34	8/10/45	Fri	Biak	Peleliu	8/10/45	Fri	1	0:01	LB
35	8/5/45	Sun	Dulag	Biak	8/5/45	Sun	1	8:50	LB
36	8/15/45	Wed	Dulag	Biak	8/15/45	Wed	1		MR
37	8/15/45	Wed	Dulag	Biak	8/17/45	Fri	3	23:50	F5
38	8/7/45	Tue	Biak	Local training	8/7/45	Tue	1	1:20	LB
39	8/7/45	Tue	Biak	Wakde	8/7/45	Tue	1	2:00	LB
40	8/7/45	Tue	Biak	Wakde	8/7/45	Tue	1	3:05	LB

Flights August 18-31 from Dulag

#	Departure	Day	From	To	Return	Day	Ds	Hrs	Ref
1	8/18/45	Sat	Dulag	Okinawa	8/19/45	Sun	2	0:01	LB
2	8/18/45	Sat	Dulag	Okinawa	8/22/45	Wed	5	18:50	LB
3	8/19/45	Sun	Dulag	Okinawa	8/20/45	Mon	2	14:15	MR
4	8/21/45	Tue	Dulag	Okinawa	8/21/45	Tue	1	12:40	MR
5	8/22/45	Wed	Dulag	Okinawa	8/23/45	Thu	2	13:00	MR
6	8/22/45	Wed	Dulag	Okinawa	8/23/45	Thu	2		MR
7	8/22/45	Wed	Dulag	Okinawa	8/27/45	Mon	6		MR
8	8/22/45	Wed	Dulag	Okinawa	Various			0:01	MR
9	8/23/45	Thu	Dulag	Okinawa	8/26/45	Sun	4		MR
10	8/23/45	Thu	Dulag	Okinawa	8/30/45	Thu	8		MR
11	8/24/45	Fri	Dulag	Okinawa	8/26/45	Sun	3		MR
12	8/25/45	Sat	Dulag	Okinawa	8/26/45	Sun	2		MR
13	8/26/45	Sun	Dulag	Okinawa	8/27/45	Mon	2		MR
14	8/27/45	Mon	Dulag	Okinawa	9/4/45	Tue	9	48:50	MR
15	8/27/45	Mon	Dulag	Okinawa	9/5/45	Wed	10	29:55	MR
16	8/28/45	Tue	Dulag	Okinawa	8/29/45	Wed	2	15:30	MR
17	8/29/45	Wed	Dulag	Okinawa	8/30/45	Thu	2		MR
18	8/27/45	Mon	Dulag	Manila (Nichols)	8/30/45	Thu	4		MR
19	8/27/45	Mon	Dulag	Manila (Nichols)	9/1/45	Sat	6		MR
20	8/29/45	Wed	Dulag	Manila (Nichols)	8/31/45	Fri	3		MR
21	8/17/45	Fri	Dulag	Clark	8/17/45	Fri	1	0:01	LB
22	8/26/45	Sun	Dulag	Clark	8/26/45	Sun	1	5:40	LB
23	8/28/45	Tue	Dulag	Iloilo	8/28/45	Tue	1	7:40	LB
24	8/26/45	Sun	Dulag	Cebu	8/26/45	Sun	1	4:50	LB
25	8/20/45	Mon	Dulag	Samar	8/22/45	Wed	3		MR
26	8/24/45	Fri	Samar	Samar	8/24/45	Fri	1	1:25	LB
27	8/18/45	Sat	Dulag	Okinawa (esti)	8/21/45	Tue	4	20:10	F5
28	8/18/45	Sat	Biak	Dulag	>Dulag			8:00	LB
29	8/18/45	Sat	Dulag	Okinawa (esti)	>Dulag			16:20	F5
30	8/27/45	Mon	Dulag	Palawan	8/27/45	Mon	1	8:35	LB
31	8/24/45	Fri	Dulag	Del Monte	8/25/45	Sat	2	5:05	LB
32	8/25/45	Sat	Dulag	Malabang	8/25/45	Sat	1	6:40	LB
33	8/17/45	Fri	Dulag	Biak	8/18/45	Sat	2	15:05	LB
34	8/19/45	Sun	Dulag	Biak	8/20/45	Mon	2		MR
35	8/19/45	Sun	Dulag	Biak	8/20/45	Mon	2		MR
36	8/20/45	Mon	Dulag	Biak	8/21/45	Tue	2	13:10	MR
37	8/20/45	Mon	Dulag	Biak	Various				MR
38	8/20/45	Mon	Dulag	Biak	Various				MR
39	8/21/45	Tue	Dulag	Biak	8/22/45	Wed	2		MR
40	8/21/45	Tue	Dulag	Biak	8/22/45	Wed	2		MR
41	8/23/45	Thu	Dulag	Biak	8/24/45	Fri	2	15:40	MR
42	8/23/45	Thu	Dulag	Biak	8/24/45	Fri	2	16:10	MR
43	8/23/45	Thu	Dulag	Biak	8/24/45	Fri	2	15:45	MR
44	8/23/45	Thu	Dulag	Biak	8/24/45	Fri	2		MR
45	8/23/45	Thu	Dulag	Biak	8/25/45	Sat	3		MR
46	8/25/45	Sat	Dulag	Biak	8/26/45	Sun	2	16:05	MR
47	8/25/45	Sat	Dulag	Biak	8/26/45	Sun	2		MR
48	8/25/45	Sat	Dulag	Biak	8/26/45	Sun	2	15:45	MR
49	8/26/45	Sun	Dulag	Biak	8/27/45	Mon	2	14:55	MR
50	8/28/45	Tue	Dulag	Biak	8/29/45	Wed	2	15:30	MR
51	8/29/45	Wed	Dulag	Biak	9/1/45	Sat	4		MR
52	8/30/45	Thu	Dulag	Biak	8/31/45	Fri	2	7:55	MR
53	8/31/45	Fri	Dulag	Biak	9/1/45	Sat	2	15:35	MR
54	8/31/45	Fri	Dulag	Biak	9/1/45	Sat	2	14:45	MR
55	8/31/45	Fri	Dulag	Biak	9/1/45	Sat	2		MR

September 1945

Our September flights are at right. Lines 1 to 6 are missions to Japan, the first is to Kyushua, which appears on Soderland's Form 5, and he wrote about it on the book's page 720, but this is not in the morning reports. The next five are to Tokyo. Lines 7-18 are flights to Manila's Nichols Field, and beyond – many of these, too, flew to Japan. We had one flight to Panay, one to the Samar supply base east of our location on Leyte, and one to Mindanao.

Lines 23-41 show we continued to make many flights back to Biak; we sent 3 planes on each of Sept. 2, 9, and 10.

No flights were recorded in September after September 22, when most men were transferred out of the squadron.

On September 30, our remaining aircrew members were 22 officers (pilots and navigators) and 17 enlisted men (aerial engineers and radio operators). These were relieved for transfer back to the US on October 15 & 16, respectively.

October 1945

For October 1945, we had at least the four flights below. Lines 1-2 are missions to Okinawa, and perhaps on to Japan. Lines 3-4 are from Golomb's flight log. Line 3 is him getting the minimum 4 hours required for flight pay and I expect all the 39 aircrew members flew 4 hours to get this. Line 4 is a mission to the Philippine island of Negros, west of Leyte.

Flights in September 1945

#	Departure	Day	From	To	Return	Day	Ds	Hrs	Ref
1	9/3/45	Mon	Dulag	Kyushu, Japan	9/6/45	Thu	4	27:05	F5
2	9/4/45	Tue	Dulag	Tokyo	9/13/45	Thu	10	50:50	MR
3	9/13/45	Thu	Dulag	Tokyo	9/20/45	Thu	8	42:30	MR
4	9/14/45	Fri	Dulag	Tokyo	9/21/45	Fri	8	27:20	MR
5	9/16/45	Sun	Dulag	Tokyo	9/26/45	Wed	11	53:30	MR
6	9/19/45	Wed	Dulag	Tokyo	9/26/45	Wed	8	58:25	MR
7	9/1/45	Sat	Dulag	Manila (Nicho)	9/2/45	Sun	2	9:55	MR
8	9/3/45	Mon	Dulag	Manila (Nicho)	9/5/45	Wed	3		MR
9	9/3/45	Mon	Dulag	Manila (Nicho)	9/6/45	Thu	4		MR
10	9/3/45	Mon	Dulag	Manila (Nicho)	9/10/45	Mon	8		MR
11	9/6/45	Thu	Dulag	Manila (Nicho)	9/9/45	Sun	4		MR
12	9/10/45	Mon	Dulag	Manila (Nicho)	9/15/45	Sat	6		MR
13	9/11/45	Tue	Dulag	Manila (Nicho)	9/13/45	Thu	3		MR
14	9/13/45	Thu	Dulag	Manila (Nicho)	9/18/45	Tue	6		MR
15	9/14/45	Fri	Dulag	Manila (Nicho)	9/20/45	Thu	7		MR
16	9/16/45	Sun	Dulag	Manila (Nicho)	9/26/45	Wed	11		MR
17	9/17/45	Mon	Dulag	Manila (Nicho)	9/23/45	Sun	7		MR
18	9/19/45	Wed	Dulag	Manila (Nicho)	9/26/45	Wed	8		MR
19	9/12/45	Wed	Dulag	Panay	9/12/45	Wed	1	2:45	LB
20	9/1/45	Sat	Dulag	Samar	9/1/45	Sat	1	4:55	LB
21	9/3/45	Mon	Dulag	Local training	9/3/45	Mon	1	1:00	LB
22	9/16/45	Sun	Dulag	Mindanao	9/17/45	Mon	2	13:35	MR
23	9/2/45	Sun	Dulag	Biak	9/3/45	Mon	2		MR
24	9/2/45	Sun	Dulag	Biak	9/3/45	Mon	2		MR
25	9/2/45	Sun	Dulag	Biak	9/6/45	Thu	5		MR
26	9/4/45	Tue	Dulag	Biak	9/5/45	Wed	2	16:25	MR
27	9/5/45	Wed	Dulag	Biak	9/6/45	Thu	2	16:00	MR
28	9/6/45	Thu	Dulag	Biak	9/7/45	Fri	2		MR
29	9/6/45	Thu	Dulag	Biak	9/7/45	Fri	2		MR
30	9/8/45	Sat	Dulag	Biak	9/8/45	Sat	1	6:50	LB
31	9/9/45	Sun	Dulag	Biak	9/12/45	Wed	4	12:40	MR
32	9/9/45	Sun	Dulag	Biak	9/10/45	Mon	2		MR
33	9/9/45	Sun	Dulag	Biak	9/10/45	Mon	2		MR
34	9/10/45	Mon	Dulag	Biak	9/12/45	Wed	3	14:55	MR
35	9/10/45	Mon	Dulag	Biak	9/11/45	Tue	2		MR
36	9/10/45	Mon	Dulag	Biak	9/12/45	Wed	3		MR
37	9/12/45	Wed	Dulag	Biak	9/12/45	Wed	1	2:45	LB
38	9/13/45	Thu	Dulag	Biak	9/13/45	Thu	1	4:30	LB
39	9/15/45	Sat	Dulag	Biak	9/17/45	Mon	3		MR
40	9/21/45	Fri	Dulag	Biak	9/22/45	Sat	2		MR
41	9/22/45	Sat	Dulag	Biak	9/26/45	Wed	5	22:15	MR

Flights in October 1945

#	Departure	Day	Time	From	To	Pilot	e Copilot	Navigator	Engineer	Radio Oper	Return	Day	Ds	Hrs	Ref
1	10/2/45	Tue		Dulag	Okinawa	DeCoursey	e Nitrauer	Lorio	Zerovich	Edwards	10/7/45	Sun	6		MR
2	10/2/45	Tue		Dulag	Okinawa	Jacklin, We	e Molvar, Wa	w/Timm, Shearer, Walst	Hammond		10/7/45	Sun	6		MR
3	10/1/45	Mon		Dulag	Local training	Golomb					10/1/45	Mon	1	4:00	LB
4	10/4/45	Thu		Dulag	Negros	Golomb					10/4/45	Thu	1	1:55	LB

Other Notes

Aircraft Serial Numbers - We have aircraft serial numbers for many flights. Navigator Dewey wrote these for 15 flights. The 403rd Group issued orders with aircraft serial numbers for 39 Auckland flights. Myers wrote these out for his flights (in a prior newsletter).

Aircraft assignments. I hoped to be able to determine to which aircraft each crew chief and radio operator was assigned, but this was not possible.

Flying other aircraft types. Several men in their logbooks or Form 5s had one-time flights in other aircraft, e.g. an AT-6, UC-61A, UC-64A, and a B-24J.

8	CP	T-5			1:40	C-47	1	OBEY-Tripoli
8	P	T-5			1:35	C-47	1	Tripoli-EBON

b. Code Name Tripoli

Lenderman's Form 5 has the entry above, that on July 8, 1943, he flew from Obey (Tontouta, New Caledonia) to code name Tripoli for 1:40, and then Tripoli to Ebon (Espiritu Santo) for 1:35. The total time of 3:15 is almost the same as the 3:10 Lenderman logged flying this route July 4, and there are no islands half-way, suggesting this meant the pilot and co-pilot switched in-flight. The "1" after C-47 means there was 1 landing at Tripoli, but I expect this was an error or convention.

Leibundguth wrote in his logbook, as shown below, that on 1/20/44 he first flew from Espiritu Santo (Ebon) to Guadalcanal (Bevy), to Koli Field, Guadalcanal, to Munda (Shag). On the second line, he returned back east from Munda (Shag) to Guadalcanal (Bevy), to code word Tripoli, to Espiritu Santo (Ebon). The total time for this return was 6:20, and three other flights on this route in May and July, perhaps with a tail wind, averaged 5:45, so there could have been time to land somewhere. But there were no islands with airfields between Guadalcanal and Espiritu Santo, and so this, too, seems to suggest Tripoli meant a midair switching of pilots. Also it would not be possible for Tripoli to be both south and northwest of Espiritu Santo.

20				EB-SU	
21				SHAG-SU	EBON
				Tripoli	

2. History Related Activities

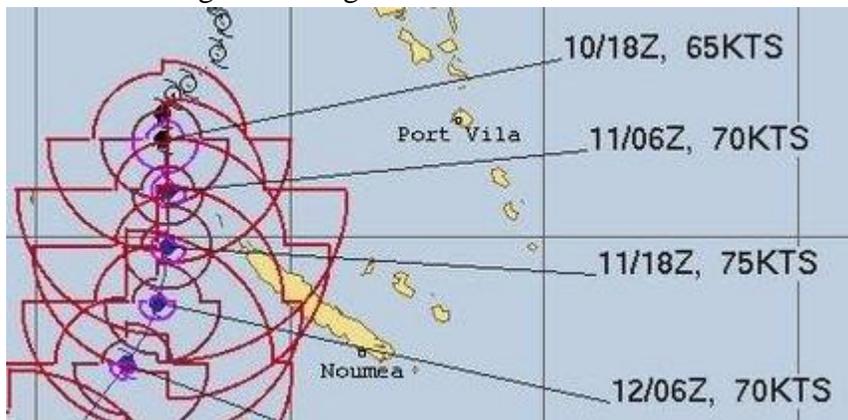
a. A Cyclone Over the Lana T Location on February 10, 2020

The squadron's first plane crash was the Lana T, landing on a coral reef in northwestern New Caledonia in October 1942. In 2014, a group of underwater explorers in New Caledonia looked for the Lana T, and found the two engines from a PBY that went to rescue the Lana T, and ran aground on the reef. It has been my hope that remnants would be found for the Lana T, as well.

On February 10, I received an email from Marcel Claude in New Caledonia, with the images below, of a tropical cyclone, named Uesi. The eye is exactly on top of where the Lana T landed.

This was a Category 3 cyclone, meaning winds of 70 to 100 mph. As shown below right, the second note which is centered over the Lana T location, there it had winds of 70 knots, 81 mph. I expect many cyclones have passed close to, or over this, in the last 78 years since 1942, but this was definitely a direct hit. Hopefully the Lana T engines and other parts didn't move too much.

Thank you to Marcel Claude for thinking of us and sharing these images.



3. Members and Relatives

a. Lost Four More

Arthur Samiran, June 25, 1921 – October 16, 2019, in Supply

After I sent the last newsletter, January 3, I received a reply that the email of Arthur Samiran failed. I Googled his name and “obit,” and was saddened to learn that he passed away last October.

Arthur joined the 13th TCS June 30, 1941, in Tampa, Florida. His dad had been in the Air Corps at Patterson Field in Dayton. He stayed until September 4 1945, 7th-longest serving of all of our members.



I spoke to Art many times on the phone in 2008-2011, and he added many helpful stories. I visited him October 29, 2009, at right. I last spoke to him on September 1, six weeks prior to his passing. I asked him if he remembered the train route to San Francisco, but he did not recall.

I regret that in the almost exactly 10 years from when I visited Arthur until his death, I never drove back to visit him again, despite my being eager to talk to him again in person. He lived in Abilene, Texas, a 2 hour drive west from Fort Worth, where I lived from November 1, 2011, until April 30, 2013, and a 3 hour drive from where I have been in Dallas for the last seven years. I had problems with the restoration of Billie and related items, which diverted my attention.

The next earliest member alive joined 11/20/43, and so, with Arthur’s passing, the opportunity to hear stories from before November 1943 is gone, unless someone has letters or recordings.

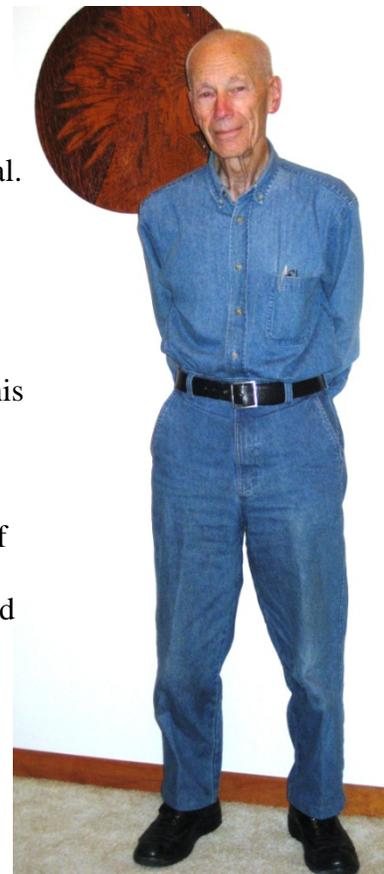
Thank you to Arthur Samiran for being a friend to many who were friends to me, like Jerry Bernhard and Claude Fuselier, and contributing to the squadron and its history.

Bernard Sand, October 20, 1923 – January 17, 2020, Pilot 12/44-9/45

On Saturday, January 18, I received an email from the son, Paul, of 1944-45 pilot Bernard Sand, that Bernard passed away the day before at a Veterans Hospital. I had emailed Paul a few days before asking about his dad. I suggested that, when the day comes, Paul include in the obit that Bernard was in the 13th, and Paul did.

The funeral mass was Monday, January 27, and his burial the next day. I was busy catching up after being away for a week, and then when I looked at flights they were \$750, so I did not fly up, but had wanted to pay my respects, and meet his 10 children, 26 grandchildren, and 19 great-grandchildren.

I visited Bernard in Waterloo, Iowa, on November 5, 2009, and took the photo at right. I spoke to him many times while writing the book, and the book has 34 of his quotes, and helpful photos of some of his items. I spoke to him occasionally since the book to ask questions, or relayed these through Paul. Thank you, Bernard Sand, for being a pilot in the 13th TCS, and adding to the squadron history.



Ruel Lefler, January 5, 1923 – July 10, 2019, Glider Mechanic, 8/8/45-9/22/45

Lefler was a glider mechanic, who was assigned to the 13th TCS on August 7, 1945, and transferred out September 22, and so was in for about 5 weeks, near the war's end. In the last newsletter I added him for the first time to the official roster. On February 18 I searched on my still-living members, and noticed he passed away last July. I contacted him and his son June 1, 2017, and sent an email, but did not follow up. On February 19, 2020, I contacted his daughter.

Edward Kime, June 1, 1923 – November 2, 2019, Medic, 6/17/45-9/15/45

I did not learn about Kime until the morning reports last summer. He was listed as attached, not assigned, but was counted in the squadron's headcount, so I added him to the roster recently. On February 19 I emailed a church in Prescott, Ariz., which had held a mass for his wife, asking about his status, and on February 20 received a reply that he passed away last November.

b. Latest Dashboard

In the last newsletter I added 110 men to the roster, and did not have birth dates for (had not identified) 7 of these, which boosted my Birth Dates "Need" column, at right, from 4 to 11.

The amazing Stephen Burriss, who lives on a farm in Kansas, and provided incredible help before, has created a large database of Air Corps officers, and wonderfully looked up all of the men I added as being unidentified. Amazingly, Steve first identified one of them, Robert L. Brunner, providing a death date! I could then find a birth date, and contact a relative.

On January 10, Steve emailed me a link to the newsletter "DR AHEAD" of the Air Force Navigators Observers Association for July 2013, which noted the passing of Robert B. Johns, of Georgia. Ancestry had six possibilities, and this identified the correct one! Steve solved 2 of our 7 new missing, 28% of them, and so the "Add" column above is 2, and the not-yet-identified in the "Need" column dropped to 9. THANK YOU, STEVE BURRIS!

Death dates went by four for our recent passings, and two for the two Steve found, by 6. Resting places went up by 4, for Samiran, Sand, and Lefler, plus Sutton, about whom his niece emailed me. Contacts went up by one for Sutton's niece (he had no children). Still-living is now 9, plus possibly some of the 16 with no confirmed death date. I did not try to find more contacts.

4. Conclusions

As described in the October 2019, newsletter, on June 19, 2019, at 8:33 a.m., on the 22nd day of a 26-day Thirsty 13th scanning trip around the Eastern U.S., I entered the NPRC in St. Louis, moments after the picture at right, in that letter. I spent 3 days, and photographed 4,313 microfilm images. [With the completion of this letter, I am finally emerging from and leaving the NPRC.](#) This concludes reviewing the findings from the May 29 – June 26, 2019, trip.

With best wishes, Seth

Members Identified and Contacts Found (of 815)

Members ¹ :	3-Jan		25-May		Add	Need
Birth Date*	804	99%	806	99%	2	9
Death Date***	784	97%	790	98%	6	16
Resting Place**	690	86%	694	86%	4	112
FindaGrave Link**	489	61%	489	61%	0	317
Contact	601	74%	602	74%	1	213
Have Book	532	65%	532	65%	0	283

* Birth and death dates incl. 5 and 4 best-estimates.

** Percent and Need for 2nd to 4th exclude 9 living.

