

April 2025 Newsletter



Dear Thirsty 13th relatives and friends,

On the day of the last newsletter, June 11, 2024, I received an email from colleague Andrew McKie in New Zealand, now retired from the Red Cross. He emailed me a 1955 photo of Kia Ora. I found a photo of Kia Ora in October 2023 at Maxwell AFB, and these are shared.

On September 12, I received an email from our colleague in New Caledonia, Marcel Claude, and he attached a newspaper clipping about a passenger on our reef landing flight. This passenger wrote an account of the reef landing. Excerpts are included herein providing additional details.

From November 5 to February 11, I tried to find relatives of 160 members. I was amazed to reach relatives of 35 more members. The niece of Morris O. Bakken emailed me scans of two letters. The granddaughter of airplane mechanic Homer G. Bowen mailed me a box of photos.

Seth P. Washburne, Squadron Historian
April 19, 2025

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

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

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To enlarge the PDF to fill the width of your screen, press the CTRL key and "+" at the same time.

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

1. Additional History

a. 1942: Reef Landing Additional Details

The book *The Thirsty 13th*, on page 172, and in Appendix 5 on page 762, describes the reef landing when our C-47, returning from Guadalcanal, could not find New Hebrides and landed on a coral reef northwest of New Caledonia. The article at right, from newspaper *The Advertiser* in Lexington, Mississippi, states Vernon M. "Billy" Floyd (1918-2000), a Navy Pharmacist Mate, was on that flight and was recommended for promotion or decoration for his actions.

The first paragraph states he was "the moving spirit at all times for the entire group, at the same time taking care of the sick and injured." The second paragraph states "At the request of many of his friends, 'Billy' has given us his 'report of forced landing.'" It was surprising to find another account of the reef landing. Many details are the same as in the book, but Floyd provides some helpful new details:

- He made a still with a gallon can, presumably full of sea water which would be heated to boiling, and set a pipe above it to collect and condense the steam to water, but it was not needed.
- Big rains on the third and seventh days provided ample water.
- "We had been sitting on top of the plane [not the wing]. If you ever tried to sleep on a ball or the top of a barrel you may get an idea of what we had to contend with."
- "At low tide there was 3' of water (in the plane), and 7' at high tide."
- "Not being able to shave didn't bother me, but [doing without toothbrush and paste for ten days did become very irritating.](#)"
- "On the afternoon of the eighth day, one of the happiest days of my life, we were discovered by two Army planes."

"Just after daybreak on October 21, our plane made a forced landing on a coral reef approximately 150 miles northwest of New Caledonia. There were twenty-five men on this plane, eighteen patients and seven in the crew. The injuries sustained in landing were various. One man received a dislocated clavical, another contusion of the knee, several others had multiple lacerations and I sustained two broken ribs. All of these were treated as best I could with the limited equipment that I had on the plane. After taking stock of our food and water supply we found that we had enough food for two days and two gallons of water. The food was divided equally among the men and water was rationed. Knowing that there wasn't enough water to last, I made a still out of a gallon can and a piece of pipe. This was needed very little for a big rain came on the third night and we caught enough rain water to last until it rained again, which was four days later. Our food gave out on the second day but on the sixth day one of the men shot a fish and believe me, dried, raw fish tastes pretty good after doing without food for four days. All this time we had been sitting on top of the plane for it stayed intact when we crashed. If you ever tried to sleep on a big ball or the top of a barrel you may get an idea of what we had to contend with. At low tide there was three feet of water and seven feet at high tide. Not being able to shave didn't bother me, for I had a two month's beard at the time, but doing without toothbrush and paste for ten days did become very irritating.

"The morale of the men continued to be very good until the seventh or eighth day, though we sang songs such as 'You Are My Sunshine', 'Swing Low, Sweet Chariot', and many other old-fashioned favorites. Later we read passages from the New Testament. This helped the men quite a bit and they rested much easier. On the afternoon of the eighth day, one of the happiest days of my life, we were discovered by two Army planes. They dropped us food, cigarettes and blankets, then signalled that help was coming. All hands were so happy that they were jumping all over the plane and swimming in the water. One man lost his billfold with \$75 in it and thought nothing of it. The next day some sea planes came over to pick us up but the sea was too rough for them to land. So we had to wait another day when we were rescued by a ship. All on board were rescued safely but with few injuries, and more than a little hunger. "I am sure that every one of the men feel the same as I do. I wouldn't take a million dollars for what I have been through and wouldn't give two cents to go through it again, but when the time comes we will all be there kicking.

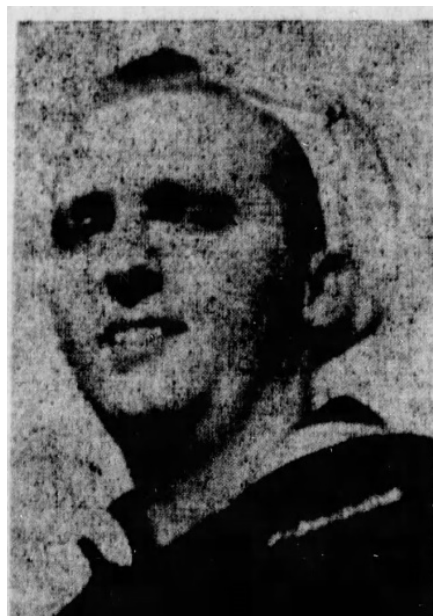
"V. M. FLOYD."

V. M. (Billy) Floyd Ph. M. 1st-C Cited

V. M. (Billy) Floyd, Ph. M. 1-c cited It has been learned that "Billy" Floyd, who with his bride, visited his grandparents, Mr. and Mrs. Ora Martin, in December, has been "recommended for promotion, or decoration, or both, for his conduct during the period October 21 to October 30, 1942. During this time twenty-five persons, including nineteen patients, were occupants of a DC-3 plane which was forced down on a reef about 100 miles northwest of New Caledonia. Floyd, during this period, demonstrated exceptional qualities of leadership, being the moving spirit at all times for the entire group, at the same time taking care of the sick and injured so that all persons were eventually rescued in remarkably good physical shape considering the conditions to which they had been exposed."

These recommendations have been made by Lt. Col. Randolph McPate and Marine Gunner James Bradley of the U. S. Marine Corps. At the request of many of his friends "Billy" has given us his "report of forced landing."

- "All hands were so happy that they were jumping all over the plane and swimming in the water. One man lost his billfold with \$75 in it [equal to \$1,447 today] and thought nothing of it."





b. 1942-1944: Auckland Officer Rest Area Kia Ora

The book *The Thirsty 13th*, on page 303, describes a house in Auckland, New Zealand, where our officers went on rest leave. Background on this is that it was owned by the New Zealand Red Cross, and the American Red Cross leased this as early as December 19, 1942.

Nurse Evelyn Firth in Auckland realized in 1914 that nursing facilities would be needed for injured men returning home from World War I. She was made Lady Superintendent of the Epsom Nursing Division of the St. John Ambulance Brigade and recruited nurses through the Red Cross. She set up one recuperative nursing home in a former mansion at 2 Dommet Avenue. A similar one was set up at Narrow Neck on the North Shore. Ms. Firth took care of soldiers suffering from influenza at the Narrow Neck Camp. She caught influenza from them and died at 43 on November 13, 1918. A third facility was opened named for her, the Evelyn Firth Home, also called Kia Ora.

Kia Ora was located at the red peg in the map below. The book *From Fiji through the Philippines with the Thirteenth Air Force* has the watercolor painting of this at right.

On September 17, 2023, while trying to find our Los Negros camp location, I reviewed Fifth Bombardment Group files and found the photo below of Kia Ora during wartime.





On June 11, 2024, Andrew McKie in New Zealand emailed me the photo below of Kia Ora, which looks southwest. This is from 1955. The gate and semi-circular driveway on the east (left) side is in the photo above left. The building behind Kia Ora has a semi-circular window area in 1955, expanded from the building on the left in the photo above right of 1942-43 pilot Bergstrom. The pool was built in 1914, modified in 1954 and 2003.

In 1964, this was replaced by the White Heron Lodge. In 2007, the hotel was replaced by the White Heron Apartments, at right (from Google Earth). Point Resolution Park is still there. Some of the officers who went here are listed in Appendix A.





IOWA—MINNESOTA— OKLAHOMA

Sgt. E. Bacon,
Sgt. M. Bakken,
T/Sgt. T. Locke,
Cpl. J. O'Shea, and
Sgt. C. W. Storms.

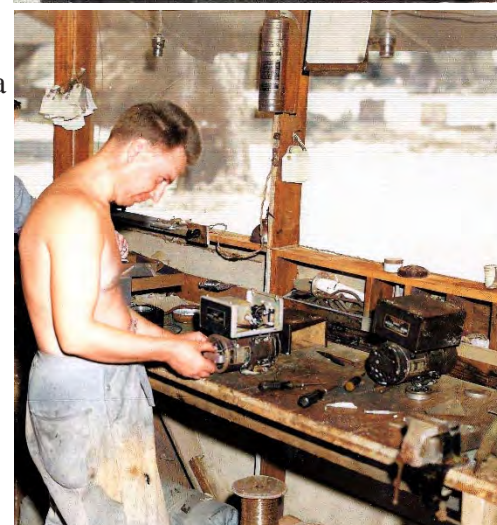


c. 1944: Letters from Morris Owen "Bob" Bakken, Radio Mechanic

Bakken, pictured at right, joined the 13th TCS at Pope Field, NC. He was in radio repair. Troop carrier squadrons were authorized to have three Radio Mechanics (MOS 754), with ranks of staff sergeant, sergeant, and corporal, and he was the corporal, then the sergeant. In the image above from squadron book *Two Years c/o Postmaster*, page 75, he is at Tontouta Air Base in New Caledonia in September 1943, standing second.

On 10/26/43, Bakken moved to Espiritu Santo where he is pictured at right, this photo is also in *Two Years* on page 57. On 9/2/44 he moved to Los Negros, and on 10/25/44 to Biak. Bakken was born 2/13/1909, and in February 1945 was 36 years old. On 3/21/45, he was granted a 90-day furlough to the US, which was extended, and he was relieved in the U.S.

Bakken, wrote letters to his mother (born 1881), to his older sister Elva ("Toots") born 1906, who was the eldest of his siblings, to her husband (Ren Aton), and to others. A letter to his sister 2/19/1944 and to Ren 3/25/44 are below and are helpful. Highlights are in blue.



Bakken (Radio Repair, 7/42-3/45, letter 2/19/44 to sister): Dear Toots, the mail has been good this week as I have had two letters from both you and Mother, besides other letters.

I have been getting fast service, too, as I received your February 11 letter today, which makes for only eight days traveling time. Mother's last letter made that time also.

I hope that my letters come thru that fast, but Mother has been saying that they generally are quite slow, however she said in her last letter that my Jan 31st letter reached her on Feb 4. So that one made good time anyhow [4 days from New Hebrides to Minneapolis, Minnesota].

I've also received 3 letters containing clippings. Thank you a lot for the trouble.

It's possible for mail to make such good time but more often than not the mail gets left behind because of other things with a greater priority. This shouldn't be such a problem on the west to east run, but expect that other things, too, are involved.

Just before sitting down here to write, I heard the finish-up of the "Hit Parade" [radio show]. For the first time I heard Frank Sinatra sing. I don't think he's so hot, but then I guess men don't go for him. [continued next page]



Just before sitting down here to write I heard the finish up of the "Hit Parade". For the first time I heard Frank Sinatra sing. I don't think he's so hot but then I guess men don't go for him.

yesterday was my day off & I spent it as usual by washing clothes. In the afternoon an other fellow & myself hitched hiked to a Navy PX

I'm listening to another musical program and believe that I like it better. This is all coming from San Francisco and is a rebroadcast on the short waves. We get quite a bit of good programs from this station, KWIX. I usually find it hard to concentrate to write when the radio is on, but tonight it doesn't bother. [Roosevelt asked Wesley Isley Dumm to start two stations. The first had his initials, KWID, and this second, in the same building, was KWIX. The tower still stands, at right, south of Amador St. in San Francisco. It was one of 39 stations that broadcast for what became Voice of America. After the war, KWIX was reassigned to a station in Columbia, Mo.]

I'm sorry to learn that the cold weather and poor hotels, etc., are getting you down. I've never experienced anything like this so wouldn't know what it all means. Uncle Jake used to talk about this so there really must be quite a problem, living.

Yesterday was my day off and I spent it as usual by washing clothes.

In the afternoon, an other fellow and myself hitched hiked to a navy PX for a taste of ice cream. I hadn't tasted any for a long time so it tasted quite good to me. Maybe I've been missing something by not going down oftener.

Yes, I'm still brushing my teeth (once a day). I've used up all the tooth paste that I brought overseas with me so I'm now on what I received for Xmas.

Our C.O. is gone on a flight so we thought that maybe our usual Saturday morning inspection wouldn't be held. Our luck didn't hold as the adjutant held the inspection anyhow, but it was quite light.

I'll have to sign off now, so cheers. Br [Brother] Bob

Bakken (Radio Repair, 7/43-3/45, letter 3/25/44 to sister's husband): Dear Ren, I received your letter this week, along with three from Toots and two from Mother, so you can see I did all right on the letter situation. Don't condemn yourself too much as a poor letter writer as I am that way myself under more favorable circumstances.

I see you are working hard, not only on your duties of selling but on other things related to your work. If your plans aren't adopted, I hope at least you get a little credit for your efforts. It's so discouraging otherwise, but then if the conscience is satisfied sometimes that is reward enough.

I am glad to hear that you've received such encouraging news concerning your brother. Such a fate as he got is a truly rugged state of affairs. I have never heard much good concerning Jap prisoners, but then, while there's life, there's hope. I'd like very much to be able to get several Japs for you, but the way it looks now, I'll be lucky to even see one. I'm as far behind the front line that it's pitiful.

We have to put in two afternoons a week here now at some form of exercise. Swimming is my choice as that is more desirable than basketball, softball, and the other strenuous sports. It's just too warm and humid here for such activities.

Yesterday afternoon was my last time that I took my exercise. We went to the beach and I like this fine, as I find salt water is more easy to support one than the fresh variety. I can't swim, so try to amuse myself by just trying to.

One of [my] friends was helping me by holding me up by my waist and getting me to making the strokes of swimming. He would then let me go and I'd sink like a rock. He couldn't understand it but I could as that is the way it has been for years.

Tomorrow is my day off so will do my usual weekly washing. When I finish that, I would like to ramble around a bit, but don't think I'll do any of that tomorrow.

If my friend can get off work we may go to the Navy PX for some ice cream in the afternoon. Will have to sign off now so cheers.

B [Brother] Bob.





d. 1943-1945: Photos from Homer G. Bowen, Airplane Mechanic, 5/26/42-9/17/45

Bowen joined the 13th TCS in the U.S., took the ship to the South Pacific, and was at all of our main camps - New Caledonia, New Hebrides, Biak and Dulag, and at all the air echelon camps after PDG - Wakde, Los Negros, Noemfoor, as an Aircraft and Engine Mechanic. He was on Flying Status from 9/26/43 until at least 7/20/45, flying missions in all the battle campaigns.

Bowen had the photo above of *Lady Eve* with a truck backed up to the cargo door to load or unload it. The coral ground and trees look like Espiritu Santo's Peko. The nose does not yet have the star painted on in September 1943, so this is estimated from before mid-September 1943.

He had the photo below of *Rambling Wreck*, also with no nose star. Perhaps the pilot went to Georgia Tech, which since 1895 had fight song *Ramblin' Wreck*, and from 1914-1928 had a mechanical mascot Model T, from 1928-1932 a Model A, then a Ford V8, all similar to this image.





C-47 Col. Bud The First

Bowen had the photo above of the first C-47 named *Col. Bud*. This is estimated to be at Espiritu Santo's Pekoa Airfield. The nose is enlarged below left. It has an airplane symbol on the nose, which the 63rd TCS added to planes it maintained. Under the window, it has the name of the 403rd Troop Carrier Group Commanding Officer, Lt. Col. H. (Harry) J. ("Bud") Sands, Jr. The character is Mighty Mouse, with an MM on the leg in the image below right.

The book *The Thirsty 13th*, on page 591, has a photo of a C-47 with the nose art below right, *Col. Bud II*. This was maintained by the 13th TCS. At that time, in 1945 at Biak, the C-47s had field numbers on their noses, and this C-47 has #1. I wrote on that page that perhaps *Col. Bud* the first was a P-38 which Col. Sands previously flew, but now we know it was this C-47.





At Biak, Bowen had the photo above left which seems to show a smoothed, perhaps cement, sidewalk in front of the tents, on which to walk along the parade ground to the showers. The second and third photos are Bowen in front of his tent. The fence is the boundary of the 403rd camp, which has a new long building there. He is estimated to be in Tent C12.

At right, Bowen or a friend sits on a Landing Vehicle Tracked, an LVT, next to another. This is estimated to be on Los Negros on Manus Island in the Admiralties where the US used LVTs.

Below left is estimated to be at Palawan in the Philippines.



The photo below right is estimated to be where at left, NE of our camp. The current view is below left. This is the closest left-up sloping hill.



Thank you to Homer Grady Bowen for all you did in the Thirsty 13th.



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Type of Materials

File Unit

Morning Reports for January 1940 - July 1943: Roll 1 (1 of 4)

NAID: 424040630

Container ID: Reel 1

Creator: War Department. (1789 - 09/18/1947)

Series: Morning Reports

2. History-Related Activities

a. NARA Put 1943-1944 Morning Reports Online

In June 2019, I visited the National Personnel Records Center in Saint Louis, part of the National Archives and Records Administration (NARA). I photographed microfilm image of the 13th TCS's morning reports. These allowed me to a) get a full roster, and b) make a list of overnight flights.

On January 11, 2025, while doing a search, I noticed that the National Archives has now put the 1943-1944 morning reports online.

If you want to see these for your relative go to the following link and type his name in the search bar, in quotes, last name first, e.g., at left is for Claude S. Hays. The results such as below will each be a 1000-page PDF. Some results will tell you which page of these has the name. If the page number is not provided, you may not want to go through all 1,000 pages.

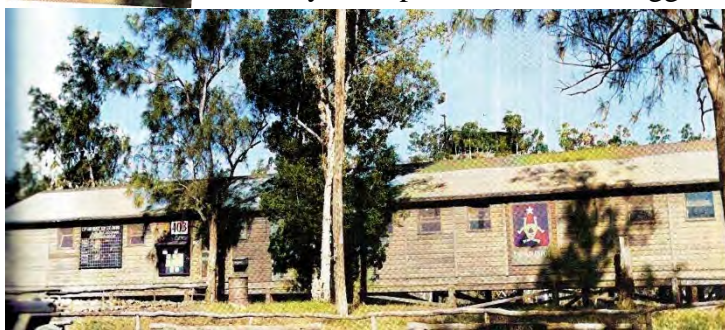
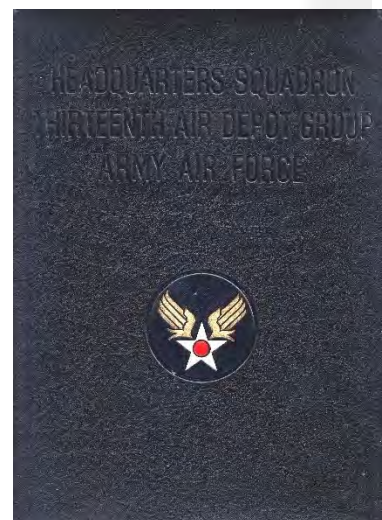
<https://catalog.archives.gov/search-within/85713825>

b. XIII Air Depot Yearbook Scanned

On February 5, I received an email from a man in Philadelphia who thought his dad may have been in the 13th TCS, because he worked on C-47s at New Caledonia's Tontouta Air Base. I determined he was in the Headquarters Squadron of the Thirteenth Air Depot Group, and the 28th Depot Repair Squadron. I ordered the book at right about the XIII Air Depot Group, which had his father's name in it. I scanned it and put a link on the Thirsty 13th website. I retyped the 284 names and addresses in the back so they would be clearer. Google crawled over this, and a Google search on any of these names will show the book scan in the results. I ordered the monthly reports and summarized what the 28th Depot Repair Squadron did. It mostly repaired and modified B-25s.

This book had four helpful photos, below, in the order they appear.

- The 403rd TCG HQ – from 7/27/43 to 9/15/43. They were next to the Air Depot HQ.
- Galant (ro) – Ford (cc), at right, in a photo I already had, and Galant landed at Tontouta 11/18/43 and were assigned to the 13th TCS but at the same time placed on Detached Service to the depot. On 3/12 and 4/3/44, they were relieved and assigned to the depot.
- Eggers (cc) and EB Johnston (ro) – they landed at Tontouta 11/19/1943 and were assigned to the 13th TCS. After 7 days, on 11/26/43, they were placed on detached service to the 13th AD. On 4/3/44, they were relieved and assigned to this depot. It is good to finally have photos of Galant, Eggers and Johnston, their names familiar to me for years.



Kime, Edward Jr 33423076 pfc
Atchd fr 403d Trp Carr Gp per par 6 SO
#89 Hq 403d Trp Carr Gp

Kime, Edward Jr. (MD) 33423076 pfc
Atchd fr Hq 403d Trp Carr Gp this sta to
reld atchmt and ret to Hq 403d Trp Carr

3. Members and Relatives

a. Removed 11 Men – Our New Total is 804 Members

On December 2, 2024, in a search for relatives of members, I noticed that Kime is listed on morning reports June 15 and Sept 15, above, as attached from the 403rd but not joined. He left the US 7/26/43 and was overseas almost two years before attached to the 13th TCS, and so this was not his main overseas unit, and it was more likely the 403rd. I removed him from our roster.

On 2/10/25, I connected for the first time with the son of glider mechanic Harold L. Francis. The 403rd order below left states he is relived from the 66th TCS, from which he was on Detached Service to the 25th Liaison Squadron and is assigned to the 13th TCS. At the 13th TCS level, the morning report below right lists men in four categories. Men underlined in green are assigned and joined (“jd”). Those in red were already on detached service with the 25th and do not join us. Attachment 4 is below left, and states “Their records are not present.” I removed from our roster paragraph 2’s F/O Sloan, Pfc Gray, Pfc Tylutki (not shown here) and para. 4’s F/O Cohan and Pfc Francis. I expect if they were present, and I asked them, they would say their unit was the 25th LS.

7. The fol G in asgato and twl are dir. WP TDM. (Auth: Thirteenth AF
May 80-48).

Name	Relief fr	Assd to	Trl Via
Pfc (559) Harold L Francis	18194747	66th Trp Carr Sq (011 Ech) EDMCR 7 Aug APO 920 45 DS w/25th Liaison Sq APO 159.	THIA

APO 920
8 August 1945

The following Flight Officer and Enlisted Men were assigned DS
w/25th Liaison Squadron APO 159 from the 66th Troop Carrier Squadron
Glider Echelon:
O. Y. IEM MOS
FLT O STANLEY J COHAN (1026) T130276 A2 Race Comp 6
Pfc (559) Harold L Francis 18194747 1

There is no further information available regarding the above since their
records are not present.

The five-man flight crew at right of Kirk, Kolkmeier,
Tangney, Ford, and Galant, after flying a C-47 to New Caledonia,
were assigned to us but placed on detached service with
the 13th Air Depot and never joined us. The first 3, after dying
in a crash, are eulogized on the depot book’s page 5-6 and the
last two are in that book’s photos. Their unit was the 13th AD.
I removed these, too, to have only those who served in the 13th.

MORNING REPORT ENDING 2400 8 August 1945
ORGANIZATION 13th Trp Carr Sq 403d Trp Carr Gp
STATION OR LOCATION Blak Island - Schouten Islands

NAME	SERIAL NUMBER	GRADE	MOS	CODE
AS OF 7 Aug 45 per par 2 SO #107 Hq 403d				
Trp Carr Gp EDMCR 7 Aug 45 Not yet depart				
ed				
4 Flt O and 5 EM asgd and jd fr 65th Trp				A
Carr Sq (011 Ech) this sta per par 7 SO				
#107 Hq 403d Trp Carr Gp Roster atchd as				
atchmt 1 EDMCR 7 Aug 45				
Flt O and 2 EM 65th Trp Carr Sq (011 Ech)				B
asgd DS w/25th Liaison Sq APO 159 per par				
7 SO #107 Hq 403d Trp Carr Gp Roster atchd				
as at atchmt 2 EDMCR 7 Aug 45				
Off 1 Flt O and 9 EM asgd and jd fr 66th				A
Trp Carr Sq (011 Ech) this sta per par 7				
SO #107 Hq 403d Trp Carr Gp Roster atchd				
as atchmt 3 EDMCR 7 Aug 45				
Flt O and EM 66th Trp Carr Sq (011 Ech)				B
asgd DS w/25th Liaison Sq APO 159 per par				
7 SO #107 Hq 403d Trp Carr Gp Roster atchd				
as atchmt 4 EDMCR 7 Aug 45				
0-671034 Kirk, H C (1022) 2nd Lt 20				
0-654746 Kolkmeier, J. R. (1022) 2nd Lt				
0-614161 Tangney, W. R. (1014) 2nd Lt				
34420997 Ford, Lesley (750) Sgt				
13152555 Galant, Max (755) Cpl				
Above 3 Off and 2 EM, D/S APO 502, asgd				
per par 3, SO 218, Hq. 403rd T 3 Gp, APO				
708 fr 13th AF, APO 719.				

b. Found Start Dates for 156 Men who Joined in 1941-42

On February 10, while writing up Marks, and looking at a June 1942 roster, shown in part below, I was surprised to notice in the last section that when there is a code 20, the next numbers are the day, month, and year the man joined. For Marks, 27 6 2 means June 27, 1942. Previously I knew he joined in June because he first appeared on the June roster, but now I have the date.

I found exact dates for 156 men who joined from 3/1/41 to 7/31/42. There were no rosters for August or September 1942, so for the 48 men who joined then we know only their month.

SERIAL NUMBER	NAME OF INDIVIDUAL	GRADE	DUTY	AGE IN SERVICE	SUB UNIT		PARENT UNIT		CURRENT DOW OR ENLISTMENT DATE	STATUS	
					NO.	TYPE	NUMBER	TYPE		DAY	MO
13046620	MATELA FRANK R	PVT	AC	13	8		61	6	1	2027	62
13046623	MARKS KENNETH C	PVT	AC	13	8		61	6	1	2027	62

c. Reviewed 160 Members For Contacts

As shown in the table at right in the first column, as of 1/25/24 there were 160 members for whom I had never contacted a relative (after removing the 11 on the prior page). These were:

- 52 members for whom I had sent a message through Ancestry.com or left a voicemail.
- 21 members for whom I could not contact a relative but had a name and planned to try again.
- 87 members for whom after 10+ tries it seemed very unlikely I would ever find a relative.

From 2015 until 2021, I searched for relatives usually from October to December but did not do so in 2022 or 2023. I have wanted to try again, and did so for 3 months, November 5 to February 11.

I started with the 87 members who I had classified as “Very Unlikely” I would find a relative. I was astounded to hear back from a relative for 16 in this category, move 51 to “Pending Reply,” meaning I contacted someone, and leave only 20 in Very Unlikely. Next, I searched on the 21 in Try Again. I heard back from 5 and left messages for 12, leaving only 4 in Try Again. This was huge progress, to reduce the total 108 in Try Again and Very Unlikely to 25.

In January and February, I went over the 52 in Pending Reply. I heard back from 15, left 36 in pending reply to a new message, and moved 1 to Very Unlikely, for the totals above in the last column. For these 52 previously in Pending Reply, as shown at the bottom, I had sent Ancestry messages to 19. These were still marked “Delivered,” and never changed to “Read,” as shown below. I had emailed 1 and left voice messages for 32.

Delivered, 06:51 PM

Read, 10:53 AM

The increase below in red of 47 in Pending Reply is 18 for whom I found a number but don't yet want to spend 6 hours each writing up the member's service, 13 for whom I left an Ancestry message marked Delivered (not Read), 12 Ancestry messages marked “Read,” 13 I texted, 4 I emailed, and I sent a letter to 2. The number for whom the last contact was a voice mail fell 15.

Also, below in red, 30 of the 47 added to Pending Reply are direct descendants of members, which with the prior 21 means 51 members have descendant I might find. For 48 members, the contact is a nephew or niece or the descendant of one of these.

The 35 members for whom I found a relative are listed at right. These start with Holbrook, who served in this unit for 4 years less one month. The shortest was Lamborn, for 16 days. He and others who joined in late 1945 are still forever on the rolls, as they were assigned to the 13th TCS and joined before October 31, 1945, when it was disbanded, and reformed. I could have passed on finding relatives of these short-duration men but wanted to provide their relatives with where their relative was.

	1/25	Moved To				4/19
	2024	Found	Pend.	Try Ag.	V.Unlik.	2025
Pending Reply	52	15	36	0	1	99
Try Again	21	5	12	4		4
Very Unlikely	87	16	51	0	20	21
Total	160	36	99	4	21	124

13th TCS Members For Whom a Relative was Found
s=son, d=daughter, sd=son's daughter, ne=nephew, ni=niece

Joined	#	Last	Re	Role	Joined	Left	Days
1941	1	Holbrook, J. V.	ne	cc	8/41	7/45	1423
& '42	2	Paucsek, J. L.	ne	ro	2/42	2/45	1069
	3	Bowen, H. G.	sd	cc	5/42	9/45	1205
	4	Marks, K. G.	ds	cc	6/42	9/45	1178
	5	Sodergren, E. W.	ne	cc	7/42	9/45	1144
	6	Bakken, M. O.	ni	rr	7/42	3/45	964
	7	Foster, F. J.	dd	roo	8/42	12/43	496
	8	Moore, J. R.	ss	para	9/42	8/45	1058

1943	9	Folatko, R. L.	d	p	5/43	4/44	317
	10	Geier, F. R.	s	per	6/43	10/45	832
	11	Barrett, R. F.	st	p	8/43	3/45	567
	12	Chambers, F. L.	d	ops	9/43	6/45	641
	13	Hines, H. G.	d	rr	11/43	3/44	119
	14	Wooldridge, J. E.	ni	mail	12/43	9/45	649

1944	15	Arthur, C. R.	d	rr	2/44	10/45	602
	16	Taylor, J. M.	d	ops	2/44	9/45	575
	17	Lowell, J. S.	s	p	8/44	4/45	222
	18	Sterns, P. L.	ss	ccx	12/44	5/45	156
	19	Rodgers, L.	dd	ccx	12/44	5/45	173
	20	Vitek, L. V.	ne	ccx	12/44	9/45	286
	21	Schenk, J. G.	d	ccx	12/44	9/45	282

1945	22	Friedman, E. W.	ne	rr	1/45	9/45	235
	23	Ryan, E. F.	ni	ccx	3/45	9/45	180
	24	Blackwell, W. S.	ni	ro	3/45	9/45	180
	25	Richard, L. H.	d	cc	6/45	9/45	95
	26	Lehr, J. F.	ni	rox	6/45	9/45	95
	27	Evans, K. M.	s	rox	6/45	8/45	52
	28	Haseleu, E. R.	s	hyd	7/45	9/45	63
	29	Martin, W. B.	d	eng	7/45	9/45	74
	30	Farmer, G. W.	ni	gm	8/45	10/45	59
	31	Francis, H. L.	ds	gm	8/45	9/45	46
	32	Lamborn, R. B.	s	p	9/45	9/45	16
	33	Brindle, E. E.	ne	ccx	9/45	9/45	18
	34	Parrish, L. J.	s	ccx	9/45	10/45	31
	35	Law, B. S.	sd	ccx	9/45	10/45	25

Change in Pending & # Sons & Daughters	Pending Reply			Sons and Daughters			Neph/Ni
	Was	Chg	Now	Was	Chg	Now	Now
Could call		18	18		10	10	8
Ancestry - Delivered	19	13	32	3	9	12	20
Ancestry - Read		12	12	1	4	5	7
Texted		13	13		12	12	1
Emailed	1	4	5		3	3	2
Letter		2	2		1	1	1
Left Voice Message	32	-15	17	17	-9	8	9
Total	52	47	99	21	30	51	48

Latest Dashboard

The latest dashboard is at right, going back to 11/24/23.

Birthdates declined by 11 for the 11 men removed from the roster, and 1 for Joseph F. O'Connor - while searching for his relatives I realized I had the wrong one. Now one member is unidentified. Leonard R. Greene was estimated, and I confirmed I have the right one.

Contacts increased by 29, being +35 for members in the table on the prior page for whom I found a relative, +1 for Watland who contacted me in January 2024, less 7 because I had found relatives of 7 of the 11 men I removed. Contacts are now at 680 of 804, 84.57%.

Death dates similarly decreased by 11 for the 11 men I removed, and 1 more for O'Connor, but increased by 1 for Burder. I need 1 more for O'Connor, plus for 1 for Albert Arthur Fitzpatrick, b. 3/25/1925. He, in San Diego, and his daughter, previously in Monterey, can't be found.

Resting places decreased by 5. David Levine used his step-father's last name, Sandler, during the war. I changed him in our roster from Sandler back to Levine. I found his cemetery marker, with last name Levine. I found that Howard A. Shearer gave his body to the U of Cincinnati Medical Center, and he does not have a marker. His dates are noted on a cemetery website, but were wrong, having the dates for a Howard E. Shearer. I contacted the cemetery January 25, and they corrected his dates. The decrease by 5 is +9 for Augustine, Burder, Edelstein, Fernandez, Gallant, WG Hall, Hays, D. Levine, and H. Shearer, less 11 for the men removed, less 2 for Wesley G. Holland and John Smith as I realized I had the wrong grave locations for them, and less 1 for O'Connor. For Friedman, I learned his ashes are not in a Memphis cemetery where he has a marker but instead were scattered off of Dana Point, Calif.

Find-a-Grave memorials decreased by 3, which is +8 for TJ Anderson, Cole, Edelstein, Levine, Pogue, JT Wallace, Weaver, and DE Wilson, less 10 of the 11 removed, and less 1 for Smith. I previously did not have a Find-a-Grave memorial for Wesley Holland or O'Connor.

4. Conclusions and Thanks

It was interesting to learn that in the reef landing some men slept on the curved top of the plane, and that V.M. Floyd missed his toothbrush. Thank you, Marcel Claude, in New Caledonia, for sharing that newspaper article.

It was good to see the 1955 aerial of Kia Ora. Thank you, Andrew McKie.

Bakken's letters showed that mail could get from New Hebrides to Minneapolis in four days and swimming was an approved exercise. Thank you to his niece for sharing these letters.

A BIG thank you to Bowen's granddaughter, Krista, for sharing his photos from the squadron.

It was a thrill to reduce the number of members with no relatives contacted from 160 to 124, and to reduce the number of members classified as Very Unlikely to find a relative from 87 to 21. I plan to try again to reach the other 103, being 99 now in Pending Reply and 4 in Try Again.

With best wishes,
- Seth

Contacts and Resting Places Found (of 804)

Members:	24-Nov-23	19-Apr-25	Chg	Need
Birth Date*	815 100%	803 100%	-12	1
Contacts	651 80%	680 85%	29	124
Death Dates*	813 100%	802 100%	-11	1
Resting Places*	760 93%	755 94%	-5	48
On FindaGrave* **	611 80%	608 83%	-3	124

* Death Dates percent and "Need" exclude 1 possibly living

** FindaGrave percent and "Need" exclude 71 with ashes

Appendix A: Some of the 1942-1944 Officers who went to Kia Ora for Rest Leave

This excludes copilots and navigators 10/42-8/43 when only the pilots' names were recorded.

13th Troop Carrier Squadron Officers in Auckland, 10/26/42 to 6/1/44											
		1		2		3		4		5	
Name	Role#	Departure	Return	Departure	Return	Departure	Return	Departure	Return	Departure	Return
1 Abernathy	(p) 2	12/6/43	12/24/43	1/16/44	1/20/44						
2 Alexander G	(p) 2	2/21/44	3/4/44	4/23/44	4/26/44						
3 Alexander J	(p) 4	10/26/42	10/28/42	10/11/43	10/19/43	11/6/43	11/10/43	11/20/43	11/24/43		
4 Allen JE	(p) 8	9/2/43	9/4/43	9/27/43	10/7/43	11/14/43	11/20/43	12/2/43	12/7/43	12/11/43	12/17/43
		1/3/44	1/14/44	3/17/44	3/22/44	4/26/44	5/9/44				
5 Aos	(p) 2	2/14/44	2/26/44	4/11/44	4/14/44						
6 Barnes	(p) 1	11/20/43	11/24/43								
7 Barrett	(p) 3	11/22/43	12/4/43	3/7/44	3/26/44	5/17/44	5/19/44				
8 Baxter	(p) 5	11/18/43	11/21/43	12/5/43	12/9/43	1/10/44	1/25/44	3/9/44	3/13/44	5/17/44	5/28/44
9 Bergstrom	(p) 8	11/9/42	11/13/42	12/3/42	12/5/42	3/2/43	3/5/43	3/29/43	4/2/43	6/5/43	6/7/43
		8/24/43	9/1/43	11/8/43	11/19/43	12/3/43	12/6/43				
10 Blankinship	(p) 1	10/25/43	11/5/43								
11 Blount	(p) 3	1/16/44	1/20/44	2/19/44	2/24/44	4/4/44	4/14/44				
12 Bogutski	(n) 5	9/21/43	9/29/43	11/4/43	11/9/43	11/22/43	12/4/43	2/17/44	2/23/44	3/21/44	4/2/44
13 Brandt	(p) 2	9/11/43	9/13/43	10/18/43	10/21/43						
14 Brown CL	(n) 2	4/3/44	4/8/44	4/18/44	5/1/44						
15 Brown E	(p) 7	8/24/43	9/1/43	11/8/43	11/19/43	11/28/43	12/3/43	12/9/43	12/13/43	1/6/44	1/10/44
		1/23/44	1/26/44	1/31/44	2/13/44						
16 Buckingham	(n) 5	11/20/43	11/24/43	12/7/43	12/11/43	12/25/43	12/29/43	2/14/44	2/26/44	5/3/44	5/7/44
17 Cady	(p) 1	5/3/44	5/13/44								
18 Cannon	(p) 2	4/18/44	4/27/44	5/3/44	5/13/44						
19 Carey	(n) 5	11/13/43	11/17/43	12/11/43	12/17/43	2/21/44	3/4/44	4/23/44	4/26/44	1/10/44	1/25/44
20 Cirincion	(n) 4	1/6/44	1/10/44	1/25/44	2/8/44	3/9/44	3/13/44	5/17/44	5/28/44		
21 Cohen A	(n) 6	9/17/43	9/22/43	11/8/43	11/19/43	12/4/43	12/9/43	1/4/44	1/7/44	2/8/44	2/19/44
		3/7/44	3/11/44								
22 Conard	(p) 6	10/11/43	10/19/43	11/13/43	11/17/43	12/4/43	12/9/43	12/16/43	12/20/43	3/3/44	3/6/44
		5/24/44	5/28/44								
23 Copeland	(n) 4	12/9/43	12/13/43	12/30/43	1/3/44	1/31/44	2/13/44	4/11/44	4/14/44		
24 Cover	(n) 5	12/31/43	1/4/44	1/24/44	1/31/44	2/19/44	2/24/44	3/28/44	4/2/44	5/3/44	5/13/44
25 Dalmann	(p) 7	9/17/43	9/22/43	11/11/43	11/14/43	11/22/43	12/4/43	12/15/43	12/20/43	12/30/43	1/3/44
		1/16/44	1/20/44	2/21/44	3/4/44						
26 Davenport WF	(n) 4	10/4/43	10/14/43	12/2/43	12/7/43	12/13/43	12/27/43	2/7/44	2/11/44		
27 Davis CC	(p) 3	9/21/43	9/29/43	10/28/43	11/3/43	11/18/43	11/21/43				
28 DeCoursey	(p) 3	2/7/44	2/11/44	3/7/44	3/11/44	3/21/44	4/2/44				
29 Dewey EK	(go) 4	2/4/43	2/6/43	9/13/43	9/24/43	10/18/43	10/21/43	3/28/44	4/2/44		
30 Dewey H	(n) 3	12/19/43	12/23/43	12/27/43	1/7/44	1/30/44	2/2/44				
31 Donnelly	(n) 5	12/5/43	12/9/43	1/8/44	1/12/44	2/7/44	2/13/44	3/17/44	3/22/44	3/28/44	4/9/44
32 Drago	(p) 1	5/10/44	5/16/44								
33 Drake	(p) 1	8/30/43	9/8/43								
34 Duffy	(go) 1	5/9/44	5/12/44								
35 Farmer	(p) 2	10/7/43	10/10/43	10/25/43	11/5/43						
36 Folatko	(p) 5	10/7/43	10/10/43	11/15/43	11/26/43	12/8/43	12/11/43	2/14/44	2/26/44	3/11/44	3/15/44
37 Fraser	(p) 1	10/18/43	10/21/43								
38 Frey	(n) 3	10/11/43	10/19/43	11/6/43	11/10/43	11/25/43	11/30/43				
39 Gilbert	(n) 1	9/13/43	9/24/43								
40 Greenwald	(go) 1	2/19/44	2/24/44								
41 Groesbeck	(p) 2	12/2/43	12/7/43	2/28/44	3/11/44						
42 Hamilton	(p) 1	3/28/44	4/9/44								
43 Hammet	(n) 9	11/11/42	11/14/42	12/18/42	12/20/42	1/5/43	1/12/43	2/4/43	2/6/43	4/23/43	4/30/43
		5/25/43	5/26/43	6/5/43	6/7/43	7/22/43	8/3/43	8/27/43	8/29/43		
44 Hay	(p) 4	9/6/43	9/15/43	11/28/43	12/3/43	12/27/43	1/7/44	1/23/44	1/26/44		
45 Hendricks	(p) 2	2/8/44	2/19/44	4/26/44	5/1/44						
46 Hetzler	(p) 5	11/29/43	12/11/43	12/30/43	1/3/44	1/24/44	1/31/44	3/13/44	4/2/44	5/17/44	5/19/44
47 Hopkins EB	(p) 1	4/26/44	5/1/44								
48 Houpt	(n) 3	11/15/43	11/26/43	3/13/44	4/2/44	5/10/44	5/16/44				
49 Jay	(p) 2	9/21/43	9/29/43	11/25/43	11/30/43						
50 Johnson RE	(n) 3	8/30/43	9/8/43	10/28/43	11/3/43	11/14/43	11/20/43				
51 Judd	(p) 7	9/11/43	9/13/43	11/4/43	11/9/43	11/15/43	11/26/43	12/25/43	12/29/43	2/8/44	2/19/44
		3/3/44	3/6/44	5/24/44	6/1/44						
52 Kilzer	(n) 1	3/3/44	3/6/44								
53 Kimball	(go) 1	8/24/43	9/1/43								

This list excludes co-pilots and navigators
10/42-8/43 when records only list the pilot.

13th Troop Carrier Squadron Officers in Auckland, 10/26/42 to 6/1/44, continued

		1		2		3		4		5		
	Name	Role#	Departure	Return	Departure	Return	Departure	Return	Departure	Return	Departure	Return
54	King EP	(p) 2	3/17/44	3/22/44	4/26/44	5/9/44						
55	King ES	(n) 1	5/17/44	5/19/44								
56	Lawrence	(p) 1	3/25/44	3/30/44								
57	Leibundguth	(p) 7	6/16/43	6/20/43	8/30/43	9/8/43	10/27/43	10/30/43	12/6/43	12/24/43	1/30/44	2/2/44
			2/19/44	2/24/44	3/21/44	4/2/44						
58	Lenderman	(p) 5	8/1/43	8/3/43	8/21/43	8/23/43	10/4/43	10/14/43	11/6/43	11/10/43	12/19/43	12/23/43
59	Lenderman (u)	(p) 1	1/25/44	2/8/44								
60	Leonard	(p) 3	12/19/43	12/23/43	2/27/44	3/2/44	3/7/44	3/26/44				
61	Lesh	(p) 4	1/8/44	1/12/44	1/25/44	2/8/44	4/23/44	4/26/44	5/24/44	6/1/44		
62	Lippitt	(n) 2	8/24/43	9/1/43	11/28/43	12/3/43						
63	Lorio	(n) 1	4/18/44	4/27/44					This list excludes co-pilots and navigators 10/42-8/43 when records only list the pilot.			
64	Lyle	(go) 1	10/11/43	10/19/43								
65	Mann WP	(n) 3	12/16/43	12/20/43	1/16/44	1/20/44	4/18/44	5/1/44				
66	Manning	(p) 1	12/7/43	12/11/43								
67	McMahon	(p) 2	11/25/43	11/30/43	1/3/44	1/14/44						
68	Meade	(n) 2	10/25/43	11/5/43	11/18/43	11/21/43						
69	Mendenhall	(p) 6	12/9/43	12/13/43	12/20/43	1/2/44	1/24/44	1/31/44	3/7/44	3/11/44	4/11/44	4/27/44
			5/24/44	5/28/44								
70	Miller AL	(p) 8	9/13/43	9/24/43	11/14/43	11/20/43	12/4/43	12/9/43	12/13/43	12/27/43	12/31/43	1/4/44
			2/24/44	3/1/44	3/28/44	4/9/44	5/3/44	5/7/44				
71	Mitchell	(p) 2	12/1/43	12/6/43	2/28/44	3/11/44						
72	Moritz	(n) 3	9/11/43	9/13/43	10/7/43	10/10/43	10/18/43	10/21/43				
73	Moyle	(p) 5	1/6/44	1/10/44	1/16/44	1/20/44	1/31/44	2/13/44	3/23/44	3/27/44	5/17/44	5/28/44
74	Mucci	(p) 2	3/25/44	3/30/44	5/17/44	5/28/44						
75	Nelson	(p) 1	12/5/42	12/8/42								
76	Nitrauer	(p) 1	5/3/44	5/7/44								
77	Norfleet	(go) 2	3/3/44	3/6/44	5/27/44	5/31/44						
78	Oliveros	(p) 4	12/11/43	12/17/43	1/17/44	2/5/44	3/25/44	3/30/44	5/10/44	5/19/44		
79	Page	(n) 5	9/27/43	10/7/43	12/6/43	12/24/43	2/24/44	3/1/44	4/11/44	4/27/44	1/17/44	2/5/44
80	Painter	(n) 4	9/2/43	9/4/43	12/8/43	12/11/43	12/20/43	1/2/44	1/23/44	1/26/44		
81	Park	(p) 6	1/4/44	1/7/44	1/10/44	1/25/44	2/17/44	2/23/44	3/9/44	3/13/44	3/28/44	4/2/44
			5/24/44	6/1/44								
82	Peters	(p) 8	7/14/43	7/16/43	9/13/43	9/24/43	10/28/43	11/3/43	12/5/43	12/9/43	12/13/43	12/27/43
			4/4/44	4/14/44	5/10/44	5/16/44	11/18/43	11/20/43				
83	Petmecky	(p) 1	4/11/44	4/14/44								
84	Plyler	(p) 1	4/11/44	4/27/44								
85	Pyke	(n) 3	1/16/44	1/20/44	3/3/44	3/6/44	3/28/44	4/9/44				
86	Remaklus	(p) 2	9/27/43	10/7/43	11/11/43	11/14/43						
87	Reynolds	(n) 1	2/7/44	2/11/44								
88	Richards	(n) 3	11/11/43	11/14/43	11/29/43	12/11/43	3/21/44	4/2/44				
89	Riordan	(n) 3	12/1/43	12/6/43	3/7/44	3/26/44	4/26/44	5/1/44				
90	Rode	(p) 5	12/3/43	12/6/43	12/27/43	1/7/44	2/27/44	3/2/44	4/3/44	4/8/44	4/18/44	5/1/44
91	Sackett	(p) 4	12/15/43	12/20/43	12/31/43	1/4/44	1/30/44	2/2/44	4/4/44	4/14/44		
92	Shook	(n) 2	9/6/43	9/15/43	12/3/43	12/6/43						
93	Skeens	(p) 5	11/29/43	12/11/43	12/16/43	12/20/43	1/8/44	1/12/44	2/7/44	2/13/44	3/13/44	4/2/44
94	Small	(n) 5	12/15/43	12/20/43	1/3/44	1/14/44	2/27/44	3/2/44	3/25/44	3/30/44	5/10/44	5/19/44
95	Smith EK	(p) 3	3/11/44	3/15/44	4/3/44	4/8/44	4/18/44	5/1/44				
96	Smith W	(p) 5	9/6/43	9/15/43	11/4/43	11/9/43	12/8/43	12/11/43	12/20/43	1/2/44	2/7/44	2/11/44
97	Steele JB	(n) 2	3/20/44	3/26/44	4/26/44	5/9/44						
98	Stout	(n) 3	2/28/44	3/11/44	5/24/44	5/28/44	1/10/44	1/14/44				
99	Walsh J	(p) 2	2/7/44	2/13/44	5/10/44	5/19/44						
100	Watland	(n) 2	3/11/44	3/15/44	5/10/44	5/19/44						
101	Whitaker	(go) 2	10/18/43	10/21/43	3/3/44	3/6/44						
102	White WC	(p) 2	9/6/43	9/15/43	4/26/44	5/1/44						
103	Wilkening	(p) 4	12/25/43	12/29/43	2/24/44	3/1/44	3/28/44	4/2/44	4/26/44	5/9/44		
104	Wilkerson	(p) 1	5/3/44	5/7/44								
105	Wilson HF	(p) 5	1/4/44	1/7/44	1/23/44	1/26/44	2/17/44	2/23/44	3/20/44	3/26/44	4/11/44	4/27/44
106	Woodall	(p) 6	9/2/43	9/4/43	9/17/43	9/22/43	10/4/43	10/14/43	12/1/43	12/6/43	1/17/44	2/5/44
			5/3/44	5/15/44								
107	Wright HW	(n) 1	4/4/44	4/14/44								
108	Yeomans	(go) 1	1/31/44	2/1/44								