

My Story: Recollections of Seventy-odd Years
by
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Begun by my father on 2/15/99 (unsure as to date finished), handwritten in ink on lined paper, with a total of 108 pages. He mentions the year 2000 on page 39 and Sept. 13, 2000 on page 86. Dad used his pilot logbooks from his military flying career to help reconstruct his activities and experiences, providing a chronological framework for that portion of his life.

Transcription by Douglas W. Sanford began in June 2020. In limited instances I have added punctuation, corrected spelling, and inserted paragraph breaks. Presumed missing words or minor corrections are placed in brackets []. My added comments are in bold/italic font and are placed within brackets. Otherwise, I largely retained Dad's sentence construction, grammar, and episodes of repeated stories or facts.

I put page numbers in the following document as close as possible to the breaks in Dad's original pages. After pages 34 and 91, Dad numbered the pages incorrectly. In this transcription I have corrected those pages to maintain their consecutive order.

Part 1. This portion of Dad's recollections covers from page 1 to page 86, encompassing the years between Dad's childhood and 1959, when Dad's latest position with the United States Air Force took the family to Hawaii.

Part 2. This portion covers from page 86 to page 108, corresponding to the years between 1959 and 1962, when Dad was still stationed in Hawaii.

PART 2.

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Dad noted the date of "9-13-00" (2000) in the margin of the next entry.

It has been several months since I put to paper of my life at Hickam Field, Hawaii. Now back to the story.

Virginia, the kids and I, settled into a routine of getting the youngsters into their school pattern of activity and the need to acquaint ourselves with the requirements of living on a relatively small island and finding how to do the things that families do. My personal time was spent familiarizing myself with how to navigate myself thru the maze of domains that I'd have to

deal with on the airbase (Hickam) which was the headquarters of the Pacific Air Comm. which my immediate boss was Gen. Emmett O'Donnell, a four-star U.S. Air Force officer,

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commanding. The vast Pacific area from Alaska through Japan, Korea, Okinawa and Taiwan and the Philippine Islands were under the overall command of a U.S. Navy admiral named Felt, with his headquarters at a based named Camp Smith on the hills behind Pearl Harbor, between the ocean and Schofield Barracks (a vast U.S. Army base) and Wheeler Air Force Base, both on the higher elevations of central Oahu of the Hawaiian chain. A four-star Army general, I.D. White, was the overall commander of U.S. Army activities in the Pacific theatre, with headquarters at Fort Shafter, within the limits of the city of Honolulu. The principal U.S. Marine Corps base in the theatre was located at Kaneohe on the east (windward) side of the island of Oahu.

Shortly after my return to Hickam from our extended initial journey for General O'Donnell, I received a panic radio-telephone call from a fellow U.S. Air Force officer who was stranded at Wake Island, some 2000 miles west of Hawaii. He was flying the above-mentioned Army General I.D. White and staff on a tour of army bases in the Far East. Their airplane, a Lockheed Constellation had suffered an engine failure while enroute to Japan. It was a cinch they'd be delayed for at least several days before a replacement engine could be flown to Wake Is. and installed on their airplane. The army general and his staff were completely stranded and anxious to resume their tour of army facilities, especially those in Japan and Korea. Gen.

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O'Donnell gave me the OK to go ahead and rescue his army friend and staff. Within hours, on Nov. 2, 1959, my crew and plane were on our way to Wake Island. We quickly loaded the army

general, his wife and staff onto our airplane and within eight hours had them on the ground at Atsugi, Japan. After a brief crew rest we were refueled and on our way back to Hawaii. For the 49 hours that we were away from home we had spent 33 hours aloft. We received generous expressions of gratitude from all people we had assisted getting to Japan on Nov. 4th, 1959.

Within days we were busily engaged in planning a ten-day tour of Gen. O'Donnell's trip to a variety of bases and locations in the U.S. A review of my pilot's log book records, after leaving Hawaii on Nov. 28th, we stopped at Travis AFB, Calif., Bolling AF Base, D.C., Patterson AFB, N.Y., La Guardia Fld., N.Y., Bolling Field, D.C., Mofline, Neb., Travis AFB, Cal., etc. *[I could not locate an airfield or air force base, or a town named "Mofline" in Nebraska.]* A further review of my pilot's log book, I note that after taking off from Travis AFB at 08/100Z, we are back on the ground at Travis AFB, Calif., at 08/1530Z (GMT). Number 3 engine had failed, and a replacement engine had been installed. We departed Travis at 09/1445Z and arrived Hickam AFB at 09/2400Z, Dec. 9th.

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Before the year 1959 would end we were off again to the U.S. mainland on Nov. 28th with the general and a staff of eight senior officers aboard. We had stops and layovers in Calif., D.C., Ohio, New York, Puerto Rico, Colo., and Calif.

The gathering of all senior air command four-star generals at Ramey Air Force Base in Puerto Rico *[Dad regularly spelled this island as "Porto Rico," but I stick with the common spelling.]* in mid-Jan. of each year is a tradition that all flight crews assigned to these generals look forward to. We all know one-another, know their airplanes. It is an opportunity for the USAF Chief of Staff (Gen. Curtis Lemay in this instance) to meet and receive the Chief's guidance for the coming year, to review problems and suggestions of the attendees. And, of

course, to get in a couple of days of mid-winter golf while in sunny Puerto Rico. My contemporaries who piloted the generals were mostly good friends for years. Several dinners and parties were a treat. We all knew we had the best flying assignments we were likely to ever hold in the Air Force.

As soon as the major Air Command chiefs of staff's Jan. 1960 conference in Puerto Rico was over we returned to the mainland (Washington, D.C.). After two days of waiting for Gen. O'Donnell to complete his round of duty in the Pentagon we were off to a brief overnight stop at the U.S. Air Force Academy at Colorado Springs, and then on home to Hawaii with a forty-five minute re-fueling stop in Calif., arrive home on Jan. 21st, '60.

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The next day we began the planning and acquisition of the necessary entry and overflight clearances for a tour of Far East air bases and cities the general needed to make. We were off and westbound five days after our return home from Puerto Rico. With a refueling stop at Wake Is. we put down at the Strategic Air Command B-52 bomber air base on Guam for an overnight stay. The next day it was on to Clark Air Base on Luzon in the Philippines for a 3-day stay. Next on to Hong Kong for two days. Taipei on [the] island of Taiwan was next, two nights there and on back to Clark Air Base again for one night. It's worth mentioning that hostilities in Viet Nam were intensifying and the B-52 bombers were making raids on targets near Hanoi from our Guam airbase. General O'Donnell needed to confer with his deputies there. We then departed the Philippines for Guam and spent about 8 hours on the ground there before retuning to Hickam Field at Honolulu with the usual refueling 45 min. refueling stop at Wake Is. on the way. Home by noon on Feb. 12th, '60.

Six days later we were again headed east back to Washington, D.C. While on the mainland we made stops of some hours at Mitchell AFB, N.Y. and Pittsburgh, Pa. Our stay on the East Coast was over by Feb. 24th. With a Calif. Refueling stop we returned home about noon Feb. 24th (Hawaii time).

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It's a fact of life when flying back-to-back extended trips of many thousands of miles, I becomes essential that the commander of an operation like the previous several months that I had to have on hand at Hickam a highly trained and competent team of mechanics and technicians ready at the end of a mission to grab our airplane, get it washed down and towed into its hangar and truly shaken-down, repairing all the malfunctions (squawks) that had accumulated, complied with all of the required inspections that consume many man-hours of very detailed attention. These inspections of all major and minor engineering components of the airplane that become mandatory upon the airplane having been airborne a specified number of flight hours. Components are replaced with new or factory rebuilt units. Much electronic radio equipment, radar, navigation instrumentation gear is necessarily gone over with a fine-tooth comb (so to speak) before it is again launched on the next long-range flight, or series of flights. Engines are a major component that one must have built-up replacements near at hand that can take its place on the wings in a matter of just a few hours. We were very fortunate to have just the right combination of mechanics who worked under the supervision of Chief Master Sgt. Fletcher who had worked under my control for a number [of] year when I flew the commander of the Air Transport Command at Andrews Air Force Base. My two flight engineers who accompanied all of our missions were super individuals who could tell the ground crew in great detail just where to look and how to get it in "tip top" shape.

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Before the end of Feb. '60, we were off for mainland USA for a brief stay at the Air Force Academy near Colo. Springs. There was no airfield at the Academy. The general, his staff and aide, Major Butterfield upon landing would be met by high ranking officers at the airport and we (the flight crew) did not usually encounter them until shortly before departure. The crew always stayed at the Antlers Hotel in downtown Colo. Springs. This early March trip was over with by March 4th, '60.

We were blessed with more than two weeks of time with our families at Hickam. In late '59 Ginny and I had purchased a lovely three bedroom home in a highly desirable location named Foster Village very close to Hickam and the Pearl Harbor Naval Station. We had within 2 blocks a great swimming pool, elementary and high schools conveniently nearby. We had the usual lanai encircled by a lovely rock garden, fenced yard that held about 8 papaya trees, a banana tree, lime tree (all good producers) and [a] plethora of native flowers and shrubs. We now had a second car which Ginny and the kids could use to attend outdoor movies every night (if they wished) on the base at Hickam. Ginny had learned the ropes of getting to the beaches at Waikiki or others, and shopping in downtown Honolulu. Sunday School was nearby on the base and attended. In so many ways it was an ideal set-up for children and adults as well. We were now into our programmed 4 year tour of duty on the lovely island of Oahu. It was a happy time.

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Before the end of March we were off with a number of generals and colonels in addition to the "boss" (Gen. O'Donnell). This time we had Mrs. O'Donnell in our party, a lovely and kind lady of much poise and compatibility. It was to be back to the Far East again, first to Japan with visits to Misawa airbase in far north Honshu, to Itazuke Airbase near the city of Fukuoka on

the southern island of Kyushu, and to the Tachikawa Airbase near Tokyo. Next came two days at Seoul, Korea, landing at the Kimpo airfield, followed by an overnight stay at Kadena Airbase near Naha, Okinawa.

Gen. O'Donnell in the very early days of World War II was a B-17 pilot stationed on Clark Field on Luzon in the Philippine Is. Just hours before the Japanese forces arrived to take over the Clark Field airport, Gen. O'Donnell flew an overloaded, already war weary, B-17 off Clark Field to Java, eventually on to Darwin Australia as the Japanese moved southward. To my mind he always retained a soft spot in his heart for his old base at Clark, and always seemed to put a step in his itinerary whenever near the Philippines.

After our brief stay at Okinawa (see above) we proceeded again to Clark and spent four days there. There must have been a week-end involved, if not I don't think we'd have spent four full days there. Thereafter it was back northbound to Taipei, Taiwan for four more days before we returned to Hawaii, via Wake Is., on April 14th – Valentine's Day? It was on the above mission that I was informed that appropriate orders had been received from U.S. Air Force Hq. that I was now a Lt. Col.

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My pilot's log and notes do not explain the circumstances, but it is patently evident we were soon off again on April 24th bound for Tokyo. This time it is evident that a U.S. Army contingent of seven generals headed by a 4-star named Magruder, along with an assortment of lesser ranked individuals were without the needed airlift to see them to Japan. Evidently Gen. O'Donnell had assured them that his airplane was ready to take them. Seventeen hours after we picked them up in Honolulu we had them at their desired destination in Japan. After a ten-hour crew rest we returned to Hawaii via Midway Island on April 26th.

On May 7th 1960 Gen. O'Donnell and a contingent of generals and colonels, et al., were planning a series of stops at various stops in [the] USA. On May 8th '60 [a] C-118 (DC-6B) departed Honolulu for stops at Hamilton AFB, Calif., enroute to Washington, D.C. at Bolling AFB, DC. We next landed at Langley AFB, Va. enroute to Dallas, Texas, where I suspect Gen. O'Donnell met with and discussed the professional football team, later to be called the "Cowboys", was the subject of the day. Later we were back in Washington for four days. With stops at Philadelphia and back at Washington we finally departed on the 20th of May for home. With one-hour stops at Travis AFB, Calif. we returned to Hickam on May 20th.

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To describe every mission the Commander In Chief, Pacific Air Command ordered to be flown is too much detail to lay out completely. Hence-forth I will dispense with many facets, dates, times, etc. and try to reduce the volume of writing and repetition of details.

Our next mission for the general and his staff took place over the period May 30th to June 10th '60. We visited the following in order: Wake Is., Guam; Clark AB, P. Is.; Bangkok, Thailand; Taipei, Taiwan; Clark AB, Wake Is. And back to Hawaii.

Eleven days later on July 20th Gen. O'Donnell and staff officers were off again to the Far East. We visited Wake Is.; Tokyo, Japan; Seoul, Korea; Fukuoka, Tokyo (again); Misawa, Japan; Naha, Okinawa; Hong Kong BCC; Taipei, Taiwan; Wake Is. returning home Aug. 8th 1960.

General O'Donnell was a member of the U.S. permanent Olympic Committee and as such was expected to attend the summer Olympic Games in Rome, Italy in Aug. & Sept. of 1960. The Olympic Games trip was tied in with visits to U.S. Air Force installations enroute to Italy and return. We departed Hawaii on Aug. 20th and made stops at the following places:

Travis AFB, Calif.; McGuire AFB, N.J.; Bolling AFB, D.C.; Argentina NAS, NFLD; London, England; Frankfurt, Germany; Rome, It.; Naples, It.; London, England; Stephensville, NFLD; Washington, D.C.; Moline, Ill.; Travis AFB, Calif.; returning to Hawaii on Sept. 13, 1960.

Needless [to say] a great trip and a thrill to attend the games in Rome.

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Four days after our 22-day trip to Rome, the boss dispatched his right-hand staff officer (Gen. John B. Henry) and sixteen underlings (mostly colonels & majors) to Washington for a special meeting at USAF Hq. in the Pentagon. We departed Hawaii on Sept. 17th and were in Washington less than twelve (12) hours, returning home by noon Sept. 19th.

Two days later, on Sept. 21st, the “boss” needed to be at Hamilton AFB in Marin County, Calif. for a two-day meeting. We were off Hickam at 4 PM on Sept. 21st, we arrived Sacramento, Calif. and remained on the ground approx. one hour before jumping over to Hamilton. We returned to Hickam in [the] early morning of Sept. 25th. I note that a relatively famous World War II fighter pilot had by this time joined Gen. O’Donnell’s staff. He was Col. Francis S. Gabreski, the greatest living U.S. fighter pilot ace at that time. He then thereafter accompanied the general on many trips.

Following the quick turn-around to Calif. (above) I learned that Mr. Joseph Charyk, Under Secretary of the U.S. Air Force was visiting Hickam AFB. The “boss” informed me that his crew was to take the Sect. to Hilo, Hawaii for a very brief stay. Mr. Charyk and his staff of five were flown to Hilo, we (the crew) waited at the airport for approx. seven (7) hours for their return for a quick flight back to Honolulu. Where the passengers went or for what purposes, I haven’t the foggiest.

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General Nathan F. Twining, a retired Chief of Staff of the USAF was later visiting Hickam AFB and needed a flight to drop him off at a small field at the Parker Ranch on the Island of Hawaii. My crew was assigned that task. I had previously flown Gen. Twining while stationed at Washington National some years earlier. I was pleased to see and visit briefly with him. He was delivered to the Kamuela Airport which adjoins the Parker Ranch on Oct. 19th '60. Five days later (on Oct. 24th) we returned to Kamuela to return Gen. Twining back to Honolulu.

Soon we were alerted that the boss and a staff of fifteen officers were to be flown to Washington for briefings and other functions at Hq. USAF. We departed Hickam on Oct. 29th, refueled at Travis AFB Calif., arrived D.C. the following day. While at Washington we made several short hops to Mitchell Field NY, to Philadelphia, Pa., and to Newark, N.J. We returned home to Hickam on Nov. 7th, 1960.

On Nov. 25, 1960 we departed Hawaii for Tokyo with the General and eight staff officers aboard. Refueled as usual at Wake Is. on to Tachikawa AB near Tokyo. Two days later on Nov. 28th we departed for home again, refueling again at Wake Is., arrived home Nov. 29th.

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Dec. 5th, 1960, here we go again westbound to the Far East, with the General and six staff officers on board. This time our first destination was Clark AB in the Philippines, arriving there on Dec. 6th. This time we spend 5 days at Clark. We always stay on the base with much of our free time at the Officers' [Club] swimming pool. Thereafter we spend several days at Tainan, Kung Kuan, and Taipei on the island of Taiwan (Formosa). From there we move to Kadena AB on Okinawa. Thereafter it's on to Wake Is. enroute back to Honolulu, arriving just a week before Christmas. And a lovely time it was, being home with my lovely wife and kids, and we aren't scheduled to leave the islands until Jan. 8th 1961. Old 1960 has been an eventful year, my

job has been a satisfying one, with many hours aloft and seeing many places. I've been blessed with good health and General O'Donnell has no doubt put in a good word for me that obviously had something to do with my promotion to Lt. Col. Now it's 40 years later and "boy," would I love to relive the year 1960 again.

[Between pg. 98, on which Dad indirectly referenced the year 2000, and page 99, Dad inserted the following table, summarizing the number of visits (flying trips) to various "Ports of Call" in the year 1961.]

PORTS OF CALL			
CALENDAR YEAR 1961			
PLACE	NO. VISITS	PLACE	NO. VISITS
TRAVIS AFB, CAL.	11	YAKOTA AB, JAP.	1
WILLOW GROVE, PA	7	KONA, HAWAII	1
BOLLING AFB, D.C.	14	BONHAM, HAWAII	1
RAMEY AFB, P.R.	1	EDWARDS AFB, CAL.	1
MITCHELL AFB, N.Y.	2	SAN ANTONIO, TX	1
MOLINE, ILL.	5	COLO. SPRINGS, COL.	5
CHICAGO, ILL.	3	GUAM, M.I.'s	3
PALO ALTO, CAL.	1	TAINAN, TAIWAN	1
WAKE IS.	11	HAMILTON FLD., CAL.	1
KADENA AB, OKI.	7	SCOTT AFB, ILL.	1
TAIPEI, TAIWAN	5	LANGLEY AFB, VA	1
CLARK AB, PHI. IS.	5	DAYTO, OHIO	3
HONGKONG, BCC	3	LAGUARDIA FLD., N.Y.	3
BANGKOK, THAI.	3	KWAJALEIN, M.I.'s	1

KORAT, THAI.	1	SAIGON, VIETNAM	2
OSAN, KOREA	2	MACON, GA.	1
KUNSAN, KOREA	2	McGUIRE AFB, N.J.	1
SEOUL, KOREA	2	PHILA., PA.	2
ITAZUKE AFB, JAP.	2	BELTON, MO	1
TACHIKAWA AB, JAP.	7	BIRMINGHAM, ALA	1
MISAWA AB, JAP.	2	SAN FRANCISCO, CAL.	1
LIHUI, HAWAII	1	TAKLI, THAI.	1
LITTLE ROCK, AR	1	DALLAS, TX	2

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Now it's 1961 and it isn't long before we are on the go again. First it's to the senior officers' (all wearing 4 stars) get-together at Ramey AFB, Puerto Rico. This is usually a three-day affair where the Chief of Staff, U.S. Air Force, brings to a conference where he (in this case, Gen. Curtis LeMay) tells his subordinates who command the major air commands of the USAF what he likes and dislikes about the previous year's performance. And what he wants to see become reality in the oncoming year. Their sessions, are to my knowledge, never made public, but snippets of the "Chief's" first priority "wishes and expectations" are often dribbled out to underlings, by the off-the-cuff remarks made by the attendees. Naturally the attendees who golf bring along their golfing gear and have ample opportunity to challenge their contemporaries at the base golf course. Jan. weather at Ramey is quite similar to that of Hawaii. It's great fun for the pilots and aircrew members that bring their generals to Ramey to have great bull sessions at the Officers Club pool or cocktail lounge. Some interesting poker and bridge games somehow

materialize. We discuss the special problems that we pilots have with our airplanes, etc. We learn a lot from one another and all hope to return “next year.”

The 1961 Ports of Call chart on the previous page will give some idea of General O'Donnell's staff airplane's movements during the year. I flew the general's airplane on 16 major missions which required our crew to be away from home for 176 days during the year.

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Additionally there were dozens of days in which we [had] training and proficiency schedules to meet standardization and competency standards. After each mission the airplane was checked and rechecked for operational readiness. After each major maintenance inspection the airplane was thoroughly flight tested by myself and other necessary aircrew members.

Shortly Feb. arrives and we are off again for a 16 day tour of Far East military bases in Okinawa, Philippine Is., Thailand, Korea, Japan, Taiwan. On one our hops between Okinawa and Taipei, Taiwan, we had the top military officers of the Chinese nation (Taiwan) on board as guests. They were General Peng Meng-Chi, Chief of General Staff, Chinese army; Gen. Chen Chai-Shang, Chief of Staff, Chinese Air Force; Admiral Ni Yu-His, Commander in Chief, Chinese Navy; and Gen. Hu, Chinese Air Force, and others. We returned to our home base in Hawaii Feb. 23rd 1961. During the remainder of Feb. we had several short missions to bases on the island of Hawaii and Oahu.

A review of my pilot's log indicates that March was a pretty quiet month as far as flying is concerned. General O'Donnell plus a staff of seven officers were flown to Washington, D.C. and Mitchell Air Base, New York during the period 26 thru 31 March.

By the 14th of April we [were] back on the mainland at Edwards Air Base, Nevada. Subsequent overnight stops were made at San Antonio and Dallas, Tex., Colorado Springs,

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Colo., and Travis Air Base in Calif.

A few days later Gen. O'Donnell had us enroute to the Far East again, with enroute stops at Wake Is. and Guam. Visits to Taiwan, Clark Air Base on Luzon, P. Is., Okinawa and Tokyo, Japan. Returned to Hickam on May 10th 1961.

Seven days later (May 17th) it was return to the ZI (Zone of Interior). This time our passenger list includes the name Mrs. Lorraine O'Donnell along with his usual list of five or six staff assistants. Stops were made at Moline, Ill., Chicago, Ill., Scott AFB, Ill., Bolling AFB, D.C., Langley AFB Va., Patterson AFB, Ohio, New York, N.Y., Colo. Springs, Colo. and Travis AFB, Cal. Arrived home May 31st.

In June '61 we depart Hawaii on the 11th westbound thru Wake Is. to Tokyo for a two-day stay, and then to Okinawa for a visit to Kadena AB, followed by a two-day stop at Clark Air Base, P.I. Next, we are east bound for a one-day visit to the B-52 base at Anderson Air Base, Guam. Next came a overnite stop at Kwajalein Is. in the Marshall Islands, before returning to Hawaii on June 20th, the 18th anniversary date of my marriage to my beloved Ginny.

By the end of June it's "do the Far East thing" again. We're off on June 30th for visits to Japan; Philippine Islands; Viet Nam, Hong Kong; Taiwan; Okinawa and Wake Is. Returned home on July 14th.

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Before the end of July rolled around we had another somewhat of a whirlwind mission back to mainland USA. Stops at Patterson AFB Ohip; Robins AB at Macon, Ga. and Bolling AFB, D.C. Returned home 2 Aug. via Travis AFB Calif. as usual. Total time away from home: 3½ days.

In mid-Aug. '61 Gen. O'Donnell and his staff had the need to return to Washington, D.C. for a few days to meet with Pentagon officials. Enroute to Washington we dropped Mrs. O'Donnell off at Moline, Ill. (her home-town I believe) for a visit with family and picked her up when enroute back to Hawaii. Returned to Hickam on Aug. 18th.

For almost a month our wonderful DC-6 airplane was undergoing extensive inspections of all major components with at least one engine being replaced due to flight time accumulated. These inspections are extremely thorough and time-consuming. Many mechanical and electronic components have to be removed and repaired as determined by shop analysis. Fuel tanks must be opened for visual inspection of all joint seams for evidence of fuel seepage, etc. Our airplane was test flown several times after this inspection for compliance with all requirements before another long over-water missions with passengers aboard.

On my 42nd birthday anniversary, Sept. 17, 1961 we were again off from Hawaii for an extended series to visits to many mainland bases and cities until returning home on Sept. 26th

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1961. During the trip we landed at Bolling AFB three times; at Philadelphia, four times; Colorado Springs, 1 time; Richards-Gebaur [Memorial] AFB, Kansas [City, Missouri], 1 time for about a day & a half layover. In this instance the cause of our stop & lay-over was the fact that tropical hurricane "Esther" was bearing down on the mid-Atlantic states from the South Atlantic. Hurricane evacuation of all large U.S. Air Force airplanes is the usual precaution exercised. Additional steps were made at Little Rock, Ark.; Colorado Springs, Colo.; and Travis AFB, Cal. two times. By this time (late Sept.) it is apparent we've not visited the Far East for some seventy-two (72) days. Guess what that means?

On Oct. 7, 1961 we get started rectifying the deficiency. During the next 18 days we visit: Wake Is.; Okinawa; Taiwan; Hong Kong; Tokyo; Seoul, Korea; Osan, Korea; Fukuoka, Japan; Misawa, Japan; Tachikawa, Japan, and Wake Is., again, on the way home. This was a fairly typical mission getting the commanding general of the Pacific Air Forces to the locations deemed necessary for his purposes. It generated fifty-seven (57) flying hours in the DC-6 and [for] my crew. The most satisfying part is coming home to our wives and children.

General O'Donnell was always very thoughtful about expressing his appreciation and thanks for his crew's efforts and attention to detail about getting to where he wanted to go, and on a predetermined schedule. He took considerable pride in his airplane, its appearance and polish. He frequently bragged, (some of his staff and aide-de-camp informed me) on his crew's

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ability to meet their long-established ETA's (estimated time of arrival). That is, to cut the engine when the wheels were chocked at the arriving stations right on the minute as announced long before arrival. General O'Donnell had another much-appreciated habit that any professional air-crew commander would be everlastingly grateful for, that is his absolute refusal to ever even put his butt into either pilot's seat of an airplane in which he had essentially zero qualification. Far too often, senior and general grade officers who possess pilot ratings are far too anxious to occupy one of the pilot seats of an airplane they have not had an opportunity to be trained [in] and demonstrated competence to fly that model.

U.S. Air Force transport airplanes are scheduled on a hours-flown basis to be delivered to a major overhaul and corrective maintenance facility. Our C-118A [*C-118A Liftmaster in the U.S. Air Force was the same as the DC-6 airplane.*] was no exception. Its turn to be delivered to a major overhaul and heavy maintenance came in mid-November of 1961. My crew and a few

headquarters personnel who needed to get to the mainland left Hawaii Nov. 15th and turned the plane over to the overhaul facility at Birmingham, Ala. the next AM. My crew and I flew out to the West Coast via commercial air and caught a scheduled Air Force transport back to Hawaii.

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We took possession of another equivalent C-118 airplane for Gen. O'Donnell's needs until we could retrieve his. The only mission of significance I see in my logs was a 16 day trip to the Far East from Nov. 25 thru Dec. 11th, with stops at Guam, the Philippines, Viet Nam, Thailand, Okinawa and Wake. Is. As luck would have it on our way from Luzon to Viet Nam one of our engines failed before we reached Saigon. I arranged by radio with a USAF source in Japan to have a replacement engine airlifted to Saigon. My Flight Engineer with some help from local mechanics removed the failed engine and replaced it with the one from Japan the following day. After more stops at Bangkok, Okinawa, and Wake Island we returned back to Hawaii on Dec. 11th, 1961.

Our first 1962 mission away from Hawaii started on Jan. 5th with Gen. O'Donnell and a staff of various ranks numbering sixteen. With stops at Wash. D.C., McGuire AFB, N.J., and Bolling AFB, D.C. by Jan _th. *[Unspecified date]*

We left Bolling after several hours and took our borrowed C-118 to Birmingham, Ala. where we exchanged it for our own airplane that had been flown to Birmingham for heavy maintenance on Nov. 15th. We reacquired "our" plane and returned back to Wash., D.C. to pick [up] the General and a few staff officers before returning home. It was a pleasure to have our own airplane back. We made stops at LaGuardia, N.Y.; Willow Grove, Pa.; Dallas, Tex.; Colo. Springs, Colo.; and Travis AFB, Cal. before returning to Hickam AFB on Jan. 14th, 1962.

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My time between returning home in mid-Jan. and my next official mission was a welcome couple of weeks to be at home with my family.

On very short notice we learned that Gen. O'Donnell's U.S. Army equal, General James F. Collins, overall commander of the U.S. Army facilities and personnel in the Pacific area, and his staff of seven were in need of airlift to Clark A.B. in the Philippines. We, my crew, were assigned the task of getting them to Luzon ASAP. We lifted off at 7 PM Feb. 3rd and with brief refueling stops at Wake, Is. And Andersen AFB, Guam we set them down at Clark A.B. at 4 PM Feb. 4th. Our return to Hawaii was with just 1 stop to refuel at Wake Is. Feb. 6th.

Mid-Feb. was taken up with a number of so-called "local" flights at Hickam administering instrument proficiency flight checks to junior pilots and test flights of airplances after maintenance.

Nevertheless the Gen. and his staff will come up with a reason to go somewhere. It's the duty of my crew and I [to] take them where they want to go, and when. Gen. & Mrs. O'Donnell plus five colonels needed to go to the Far East. We're off [from] Honolulu Int'l. at 11 PM enroute to Itazuke A.B., Japn, via Wake, Is. The USAF had a fighter aircraft wing at Itazuke. After a day at Itazuke we went to Tokyo , Japan for two days. Then it was off to Northern Hokkaido, Japan at Misawa A.B. where the USAF has a fighter wing. After a day at Misawa we return to Tokyo, and leave for home the next day, returning Feb. 27th, 1962.

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Annually, the U.S. Air Force chief of staff directs that all commanders of subordinate major air commands join him at a suitable air base for a 3-day conference on the commander-in-chief's wishes, [concerning] plans and expectations for the upcoming year. These conferences take place early in each year. During the period when I was piloting high ranking generals to

these conferences was in the period 1950 to 1959. General Curtis LeMay, like his predecessor, held these get-togethers on the tropical island of Puerto Rico at Ramey Air Force Base, a very famous early B52 base.

The 1962 Commander's Conference was, as usual, held at Ramey AFB Puerto Rico during the period 8 thru 10 March. Accompanying Gen. O'Donnell were several general officers and colonels. We left Hawaii on March 3rd and visited several Zone of Interior (within [the] continental U.S.) bases at Bolling AFB, D.C., Langley AFB, Va. & Colo. Springs prior to arriving at Ramey. Three days later we returned to the U.S. and made twelve stops at air bases and cities before returning to Honolulu on the 17th of March 1962.

During my first 3½ years as Gen. O'Donnell's pilot, a very handsome U.S. Air Force fighter pilot by the name of Major Alexander P. Butterfield, was the general's military aide-de-camp. We two worked very closely together to organize schedules, who was to be aboard accompanying the general, where to stop, etc. It would always be thru Alex Butterfield that I would learn of the general's thinking about subsequent missions, dates, etc. I would submit itineraries and related [information] to Gen. O'Donnell thru Maj. Butterfield. In due time a comprehensive mission plan would be published and provided, on a need-to-know basis, to all concerned. Otherwise, these papers were not to be discussed in public because of security

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considerations.

Major Butterfield was a highly experienced jet fighter pilot. He was assigned duty flying fighters in Viet Nam and our contacts became very infrequent. Many years later I visited with him in Canberra, Aust. He was by then (probably 1968) a colonel assisting the Australian Air Force to become competent to use a new jet fighter airplane, the F111. After I left Hawaii and

became a Fairfax County resident I saw and talked to Alex. He was then a colonel in the Pentagon, and later working in the White House in the Nixon administration.

During the Watergate scandal hearings before the Senate Committee chaired by Sen. Irving of N.C., along with other White House staff, Alex Butterfield was in the hot seat and was asked by the committee staff attorney during televised TV broadcasts, if he (Butterfield) knew of any classified recording systems within the White House. Alex knew that his boss, Bob Haldeman, Nixon's Chief of Staff, had been questioned the previous day, and that Haldeman did know of the recording system that recorded almost every utterance and conversation known had by the president. Since Haldeman & Butterfield had been sworn not to discuss either's testimony, he had no way to go except [to] tell the committee that there was such a system in use. Butterfield's testimony eventually led to the undoing of the Nixon presidency and administration. This instance of telling the truth led to certain senators holding a grudge against Butterfield. Alex was later appointed Administrator of the Federal Aviation Administration (FAA), by Pres. Ford, I believe.

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In [April] Gen. & Mrs. O'Donnell, plus one of their sons took a brief vacation on the island of Kauai. My log book shows that our crew flew them over to Lihue in mid-April. How they returned to Oahu, I don't know. Probably via commercial air.

At any rate things were happening. The Coral Sea Celebration in Australia & New Zealand was approaching. This is [the] celebration that is held in honor of the critical victory of U.S. and Australian & New Zealand forces over the Japanese fleet that took place in the Coral Sea off the NE coast of Australia and adjacent to New Guinea and New Zealand. This critical sea victory turned the tide of Japan's advance toward choking Australia and preventing invasion

of more islands south and east of Guadalcanal. U.S. aircraft were active participants. The Pacific Air Commander's senior air General is always invited to participate in most all of the festivities.