

# **Captain William Gaddie**

*by David Gaddie*

Date of Birth: 01/31/1919 (Campbellsville, KY)

High School Graduation: June 1938

College: June 1940

Navy 1941 to 1948

CAT/AAM/SAT/AAM: 1948 to 1974

Retirement: 1974(?)

## ***Early Life:***

Captain William Gaddie was from Taylor County, Kentucky. The largest town was Campbellsville.

Bill or “Billy” Gaddie was born in 1920, the youngest of four children born to Everett and Lona Gaddie. His brothers and sisters were Logan Turner, who always went by “Turner”, Margaret, and Mattie Belle. From this group, I have a cousin, Jimmy Gaddie, son of Turner and Russell Gaddie, and Barbara Bowles (Claggett), daughter of Margaret and Flo Bowles.

From what I’ve gathered, Dad initially lived in “town” called Bengal, Kentucky, which appears to be about 5 miles from Campbellsville, off of Somerset Road, and probably moved from there and into the ‘City’ of Campbellsville when he was two years old.

Everett Gaddie, Bill’s Father, was mostly self-employed as a plumber, especially in those days when they were affected and felt the impact of the Great Depression, when he had prior positions as a factory employee in Louisville, Kentucky.

Bill had to go to work very early in his life, and he helped support his family during those lean years of the 1930s. Even when he left home and went into the Navy, he certainly sent money home to provide for his parents to afford a better way of life.

As a teenager, he had a job operating the projectors at the local movie house, so I am sure he had the opportunity to see many films from that time. Once he stated he had seen the 1939 film Gone with the Wind 39 times.

Bill participated in several sports, including tennis, football, and basketball. His main interest was basketball, which he participated in the varsity High School and College teams, and he “lettered” in both, as it appears he was quite talented in the sport.

### *U.S. Navy*

Bill Gaddie attended a two-year curriculum course at Campbellsville College and upon graduating with a Liberal Arts degree in 1940, he applied and was selected to attend Naval Aviation Training as an Officer Candidate, reporting to V-5 USNR Robertson, Aviation Training Base near St. Louis, Missouri, where he had his initial military and aviation training. Upon completion of the initial and elimination training program, Bill reported to NAS Pensacola for his flight training as an Aviation Cadet, which was completed on 6/21/1941, and was commissioned as an Ensign in the United States Navy.

Bill completed the Flight program and was transferred to the Fleet as a regular officer and naval aviator just before the attack on Pearl Harbor in 1941. He was assigned to the Aviation Transport pipeline and then assigned to a PBY squadron.

He went on to the South Pacific, spending the majority of the war in New Caledonia, part of a French territorial island chain, assigned to some Utility Squadrons, mostly VJ-2 and then VJ-9. He must have pissed someone off there because he ended up for a period in Adak, Alaska, assigned as the Squadron Operations Officer and flying the Navy version of the B-26 Marauder, the JM-1. All in all, he made it through the Second World War unscathed and claims not to have seen much combat action.

After the end of the war, William Gaddie remained active in the Navy for around another three years, until 1947-48. By this time, he was a Lt. Commander with eight years with the Navy (now married to my mother since 1945), and he was considering lucrative airlines.

With over 8,000 total flight hours (planes were very slow in those days, it took a lot of time to go anywhere), and experience in a variety of multiengine aircraft, such as the plane he was now flying in the R5D ( Douglas C-54 or DC-4) for an Air Transport Squadron 6 – Asia Division, later designated NATS (Navy Air Transport Service Pacific Command) stationed at the NAS Agana, Guam, Lt. Commander Gaddie’s NATS flights were mostly from Guam to China and mostly into Shanghai.

***US Navy Training Milestones***

Report to V-5 USNR Aviation Base, Robertson, MO	10/01/1940
Enlistment Service Terminated	01/27/1941
Accepted Appointment as Aviation Cadet	1941
Commissioned as Ensign USNR	06/21/1941
Designed Naval Aviator	09/09/1941
Transitional Training Squad., VP-44 San Diego CA	09/14/1941

**Japanese Bomb Pearl Harbor** **12/07/1941**

Naval Service Chronicle

<b>Squad. #</b>	<b>Squadron Type</b>	<b>Location</b>	<b>Billet</b>	<b>Dates</b>
<b>Location</b>	USNR		Initial/Flight	10/40 -
	Naval Base	Robertson MO	Training	01/41
<b>NAS</b>	Flight School	NAS Pensacola FL	Aviation Cadet/Midshipman	01/41 - 09/41
<b>VP-44</b>	Patrol Bomber Squadron	Fleet Air Det NAS San Diego Coronado	Aviation Training PBY	10/41 - 01/42
<b>VJ-2</b>	Utility Squadron	New Caledonia / NAS Pearl Harbor	<b>PBY</b> Commander/ Exec Officer	4/42 - 8/43
<b>VJ-9</b>	Utility Squadron	New Caledonia	<b>PBY</b> Commander/ Exec Officer	8/43 - 3/44

/ NAS San  
Diego

<b>NAS</b>	Naval Air Station	ADAK Alaska	<b>JM1 Commander Operations Officer</b>	3/44 - 12/45
<b>ATS-11</b>	Air Transport Squadron	NAS Moffett Field, CA	<b>R5D Training</b>	12-45 - 3/45
<b>ATS-5</b>	Air Transport Squadron	Seattle WA	<b>R4D &amp; R5D Flight Operations</b>	12/45 - 5/46
<b>VR-5/ ATS-4</b>	Search and Rescue Squadron	Seattle, WA (TDY)	Flight Instructor	5/46 - 9/46
<b>ATS-6</b>	ATS Asiatic Wing	NAS Agana, Guam/ NAS Alameda, CA	<b>R5D Commander</b>	9/47 - 2/48

### *Navy Flight Hours 1948 (Before CAT)*

<u>Aircraft</u>	<u>Hours</u>
• R5D (DC-4)	4500
• R4D (C-47)	600
• PBY	4000
• JM-1 (B-26)	200
• PV-1 Ventura	150
• BD-2 (A-20)	150
• F4U	100
• SBD	25
• N3N	16

- NAS Adak, Alaska - Operations Officer- 1943
- Air Transport Squadron 6 – next to R5D
- Crew Members ATS-SIX - ASIA DIVISION  
Flights to and from NAS Agana, Guam, and Shanghai, China

- Lt. Cmdr. Gaddie in Shanghai 1948

### **Navy Career Experience Takeaways**

8 years of professional leadership experience

Lieutenant Commander within 4 years 5 months

Over 10,000 hours in multiengine aircraft

4,500 hours in R5D (DC-4)

### ***Civil Air Transport (CAT) 1948 -1958***

As related by William Gaddie, he was on a layover in Shanghai (1947-48), he found out about Civil Air Transport while visiting a local watering hole known as the “German club”, and that they were looking for pilots. It seems he didn’t waste much time resigning from the Navy and joining CAT.

On 1/27/1948, William Donaldson Gaddie was hired as a pilot by CNRRA Air Transport, shortly to be renamed Civil Air Transport.

So starts his career in the airlines from 1948 to 1975, twenty-seven or twenty-eight years, with probably the most interesting flying anyone could imagine. From the initial conflicts in the Chinese Civil War to the last days of Vietnam, Laos, and Cambodia, CAT, Air America, or Southern Air Transport did it all with the reputation as the most shot at airline with the Motto, “Anytime, anyplace, anything professionally”.

Captain Gaddie was initially assigned to Peiping (Beijing) Operations and lived in the vicinity of the Forbidden City at *5 Shan Qian Street, Peking (Peiping, Beijing), China*.

Quote by Captain Gaddie during the **Siege of Taiyuan**. (Perilous Missions by Wm M. Leary) April 22<sup>nd</sup>, 1949. William Gaddie to Operations: “Made passes over Taiyuan 11,000-14,500 feet, each time they had my range close enough to hear the burst. Estimate on gun range up to 15,000 feet. Advise Airdrop not safe.”

As the Chinese Communist pushed southward from Northern Chinese strongholds, it became necessary to mover flight operations south and Captain Gaddie was reassigned to Canton Operations until October 1949 when he and his

wife Lera Gaddie found an apartment on Victoria Peak in Hong Kong until Bill Gaddie was furloughed and the beginning a period of leave in the United States.

On August 2<sup>nd</sup>, 1950, Captain Gaddie received a cable from CAT, recalling him to flight status in Asia. He relocated himself and his family to pilot aircraft as a Captain for CAT flight operations out of Tokyo, in post-war Japan.

*CAT needed to depart from Mainland China when the Nationalist Chinese left in defeat and the Communists came to power. CAT followed Chiang Kai-shek's Nationalists to Taiwan and set up operations there in 1949. This airline almost went 'tits up' a couple of times during this period and would have if the CIA hadn't stepped in, as well as the saving grace of the Air Force contact between CAT and the U.S Air Force, namely "Operation Book-lift". Finally, with some dubious backing, the airline began to get back on its feet, became the national (flag) carrier for the Republic of China, and prospered with the help of the Korean War, support military airlift, and CIA operations.*

Bill Gaddie was given a choice and chose to fly out of Japan. So, in 1950, with the recent birth of their daughter Diana, the Gaddie family began their residence in Tokyo, in post-war Japan, which would be their home until 1975.

FEAMCOM & FEAF COMMANDS Tachikawa AFB / Fuchu AS –  
CONTRACT with CAT

Post-war commands of SCAP

- FAR EAST ASIA MATERIAL COMMAND
- FAR EAST AIR FORCES

Subsequent Tachikawa Air Force Commands after FEACOM/FEAF, as associated with Operation Book-lift: 315th Air Division, Fifth Air Force

Tachikawa Air Base/Tachikawa City (Tokyo) Japan

Gaddie family home from 1955 to 1975, & firmly and financially established in Japan.

- At Tachikawa air base, the airline had a strip of tarmac, an operations building, and a hangar on the west side near the Officers Club, roughly on the northwest quadrant of the airfield.
- Central America, Honduras (Guatemala, etc.) "Customer" Special Op 1954 (TDY)
- Capt. Gaddie-29 Missions over **Dien Bien Phu** Air Drops to the French Garrison in C-119s from March to May 1954. Civil Air Transport had set up operations on Tachikawa Air Force Base for military Operation Booklift

contracts and other Special Operations (NAS Atsugi), also at the then Tokyo International Airport, called Haneda, for passenger service.

- 2/22/1958 -- **Indonesia 1958** Padang, Sumatra, on 15 February, which was joined by the PERMESTA group of rebels from northern Sulawesi on 17 February 1958. On 21 February 58, government aircraft bombed the PRRI's radio station at Padang, and one day later, the PERMESTA camp in Manado. In the meantime, the CIA had set up training camps in the Philippines, and military supplies were shipped to the PRRI and PERMESTA. On 22 February 1958, CAT-46 "146" piloted by **Capt. William Gaddie**, plus a second C-46 piloted by Capt. Paul Holden was loaded at Okinawa with pallets of arms and supplies for the Indonesian rebels. - **By Dr. Joe F Leeker**

Beginning in 1955, Bill Gaddie and family, now of three children, built a 3-bedroom western style house in (Takamatsu Cho) Tachikawa City in an area adjacent to the East-side quadrant near the sprawling Air Force Hospital at Tachikawa AFB.

Captain Gaddie, by this time, was flying out of Tachi in support of Operation Booklift and other "Special Operations" for the "Customer," which at times necessitated departures out of NAS Atsugi. The destinations he seemed to fly to had neat names such as Itazuki, Iwakuni, Ashia, Iwo Jima, Itami, Chitose, Wakkanai in Japan proper; Naha, Kadena in Okinawa and Kimpo, the "milk Runs" to Osan, Kimpo or Seoul in Korea, and then places such as Manila and Clark AFB in the Philippines.

The Gaddie family became fully established in the Tokyo area and provided U.S. Military Bases in and around the Kanto Plains under the SOFA agreement with Japan. Initially, the children were able to attend DOD schools on base, but eventually progressed to attending private Catholic schools in Tokyo, St. Mary's International School for the two sons and Sacred Heart School for the daughter.

Bill Gaddie, along with Capt. Dave Davenport had established itself with local businesses and investment firms in Tokyo that had interests in the U.S., Japan, and Okinawa. He began the process of investing his CAT pay with these import-export business concerns, to include Zimmerman Trading Co., Japan Ltd. and Barclay & CO., Inc., both with offices in San Francisco, CA, as well.

By 1954, when CAT split into two separate legal entities, CAT Ltd. The commercial carrier for Taiwan and CAT Inc., with the Book-lift contract with the Air Force, along with “Special” operations requested by the CIA. By 1959, CAT, Inc. was renamed Air America, Inc. (AAM), which carried on with the legacy Operation Booklift contract. Captain Gaddie just needed to trade out his CAT hat gold insignia and wings with the Air America silver hat insignia and wings on the same uniform and continued forward with the same routine flight schedules.

In 1961, Captain Gaddie was provided with the opportunity to fly the DC-6 under the Southern Air Transport (SAT) contract, based in Tachikawa AFB. By 1964, he was sent to train in Seattle for Boeing 727C, which he flew out of Yokota Air Base Operations through 1973, with a 10,000 foot runway, located about 5 miles north of Tachikawa Air Base, which was too short a runway to accommodate any jet transport aircraft. One of the three 727C aircraft was utilized to replace CAT Limited’s Convair 880 Mandurian Jet.

By 1973, Southern Air Transport had finished in the Far East and ended all operations there. Capt. Gaddie was reassigned to AAM operations in Bangkok and was there until the end of the Vietnam conflict, Laotian and Cambodian operations in support of CIA special operations flying the C-47, C-46, and C-45 aircraft.

***Capt. Gaddie: CAT/ AAM/ SAT Milestones***

Date of Employment CAT (CNRRA)	1/27/1948
China (CAT)	1948-1950
Japan (CAT)	1950-1958
Asst. Chief Pilot (CAT)	1/03/1957
Air America (AAM)	1958-1961
Transferred from AAM to SAT	9/11/1961
AAM assumed all obligations of Air Asia Co., Ltd	2/15/1970
Retirement from AAM	5/10/1974

***Japan / CAT/AAM/SAT – Takeaways***

- Operation Booklift (CAT's lifeline) 1950-1974
- Career spanning over 25 years with the Airlines as a Captain
- Rated as a Captain and flying the Boeing 727C / 1965 -
- Successful business ventures in Tokyo and Asia as an investor
- Business Associates and friends in Tokyo: BARCLAY AND CO. AND ZIMMERMAN TRADING

Total Flight time, 04/1/1974

Civil: 22,550

Military: 8,000

Total: 30,500

### ***Milestones after Retirement AAM***

Gaddie's Hardware Inc. 1975-1980 Fort Myers, Florida

Partnership San Carlos Plaza (Commercial Property)

WLG Inc. (DG Hardware 1989-2005)

**In Summary**, Captain William Donaldson Gaddie had a very successful career as a professional pilot with CAT and the associated airlines and the U.S. Navy. He was with the "Company" for the duration. Realistically, CAT, AAM, and SAT were the same organization, tied at the hip with all these pilots, engineers, and navigators listed on the same Seniority List. Bill Gaddie was a sharp, forward-thinking mogul doing business in the U.S., Asia, specifically when he lived in Tokyo. He was a great pilot (probably better than most), a Great Dad dedicated to his family, and an outstanding businessman. He was successful in whatever he tried, and he was always well thought of by his fellow CAT pilots and other administrative management personnel.