

# The Novato Historian

The Quarterly Publication of the Novato Historical Guild, the Novato History Museum, and the Hamilton Field History Museum

Preserving Novato History

## News Section

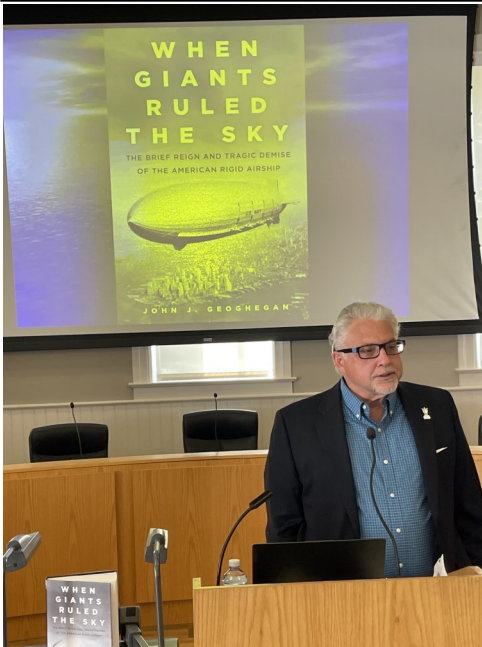
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April—June 2022

The Novato Historian

Volume 46 Number 2



April General meeting at City Hall, over 50 members heard John Geoghegan discuss his new book "When Giants Ruled The Sky"



When we learned that the third-grade classes would not be coming to the Novato Museum this spring, we took Novato's history to the schools. Laurie O'Mara and Sharon Azevedo created a History Box for each of the eight elementary schools. In the box is a binder with pictures of Novato and an explanation for each picture. The box also contains a set of jacks, marbles, a milk bottle, a set of History Cards and two old household tools, such as an eggbeater, coffee grinder or iron. The students can touch these items. Laurie delivered a History Box to each school. The response from the teachers has been positive and grateful.

A third-grade binder is at the Novato History Museum for you to see. The boxes are to be used with the two videos we made last year for the 3rd grade tours. To see the tour videos, go to the Guild's website at [Novatohistory.org](http://Novatohistory.org) and click on Third-Grade Tours. The household tools were donated by Paula Neese at Sentimental Journey.

### Third Grade History Boxes

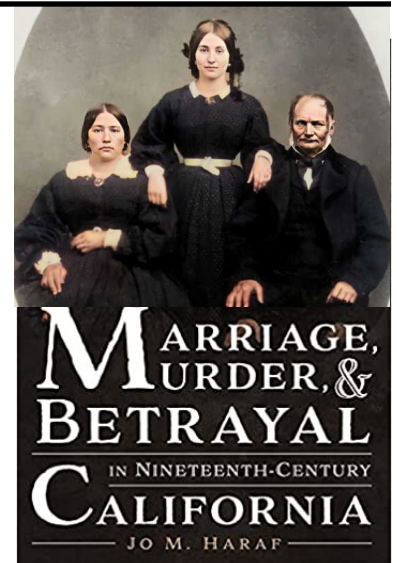


## General Membership Meeting

Meet the Author—Jo M. Haraf

Saturday June 11 10 am to Noon—Novato City Hall

"In 1832, the captain of the brigantine Catalina ordered Scotsman James Black, dying of typhus, abandoned at Monterey, California. Nursed by J. B. R. Cooper's wife, Black survived to hunt the last of California's sea otters, defend San Francisco from invading Russians under General Vallejo, and drive cattle to feed gold rush miners. Black's ranching and dairy empire, founded on a single Mexican land grant, ultimately encompassed 20,000 Marin County acres. Black, his wife, and daughter enjoyed the privileges of the landed gentry until January 1864 when his cherished wife died in their son-in-law's dental chair. An obsessive resentment, excesses of whisky, and a scheming second wife consumed Black's bereavement. Augustina learned after her father's death that she had been written out of his will. For four years and across two counties, she fought her stepmother for a fair portion of her father's \$15,000,000 estate. After multiple notorious trials, Augustina gained a partial victory—but would she receive the land and gold the jury awarded her?"



**The Novato Historian**

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**Guild Mission Statement**

To collect, preserve, and make reasonably available to the public, exhibits and information related to the history of the Novato area..

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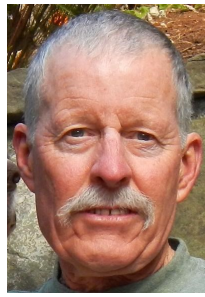
Deadline for the September 2022 issue is August 1st

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Drew Bendickson

**Address Changes**

The Novato Historian is mailed by bulk mail and will not be forwarded by the Postal Service. Please notify us promptly of your address change at Novato Historical Guild, P.O. Box 1296, Novato, CA 94948.



**President's Corner**

**Jim Crumpler**  
**President, Novato Historical Guild**

Looks like that we are on our way back to normalcy (fingers crossed). This began with our first Member's meeting "IN PERSON" on March 12 at Novato City Hall. The speaker was author and Guild member

John Geoghegan. John discussed his latest book, WHEN GIANTS RULED THE SKY: THE BRIEF REIGN AND TRAGIC DEMISE OF THE AMERICAN RIGID AIRSHIP (available from Amazon). This tells the little know story of the U.S. NAVY's dirigible program in 1933-1935. Basically the Airships were being developed to guard the West Coast from attack (radar had yet to be invented) since the airships could stay aloft for days compared to the planes of the day which only stayed up a short time. A very informative and entertaining program...thanks, John.

The Next Membership Meeting will be June 11 at Novato City Hall and feature local author, Jo M. Haraf. Jo will be discussing her newest book. MARRIAGE, MURDER, & BETRAYAL IN NINETEENTH-CENTURY CALIFORNIA. This is the intriguing story of local historical figures James Black and his daughter Augustina Burdell.

Besides having interesting speakers at our quarterly Member Meetings, we are also "restarting" our MONTHLY Speaker Series. The first Event will be at 7 P.M. on Wednesday, June 8 at Novato City Hall: "Our Hamilton Wetlands Restoration: A Brief History and Where We Are Now." Alycia Matz and Stacey Pogorzelski, with Baylands Stewards, will present a slide show and talk on the efforts to save these beautiful wetlands in Novato's backyard.

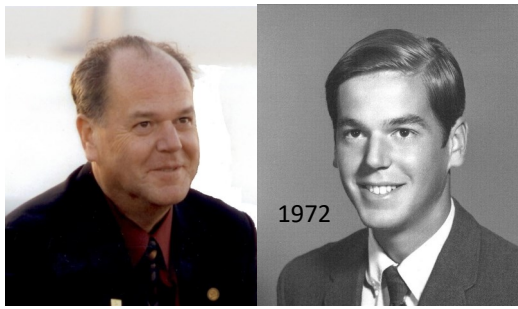
The "Speaker Series" for July will be "Ukraine and Russia." William Kinane's 34-year career with the F.B.I. was spent focused on the former Soviet Union and included serving several years with the American Embassy in Moscow.

A huge THANK YOU to all our volunteers and docents and especially to Kathryn Hansen for doing such a terrific job as President during the difficult time of "ZOOM."



Hamilton Fire Department now the Hamilton Field Museum

(08-322-HF)(2-27-38) FIREHOUSE, HAMILTON FIELD



# Novato – 50 Years Ago

## (April, May & June 1972)

by Michael Read

Go to <https://novatoadvance-ca.newsmemory.com/>  
For 50 years ago stories weekly in the Advance



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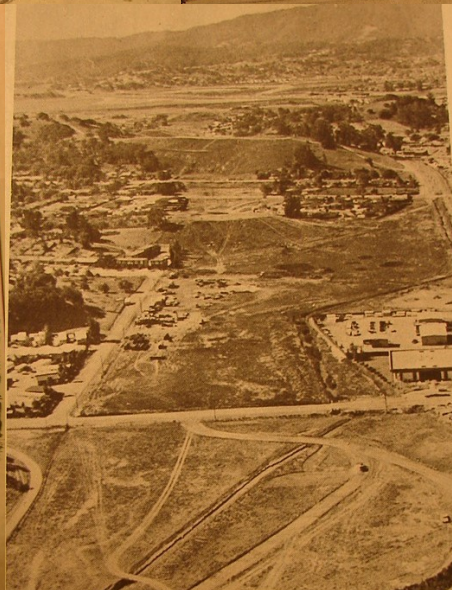
Thurs.-Fri.-Sat.-Sun. - May 25 thru 28  
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Bring The Kids on Down and Have Fun!

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Top pictures are the Western Weekend parade—The first time Nave Patrola was in the parade—middle picture is the building of the 101 by-pass—The moving of the Museum—bottom left is an Easter egg hunt at the skate park at Pioneer—The 2nd annual Downtown Art show

## Down Memory Lane

In 1945 my family moved from Oregon to Hamilton Field. My father had taken a job as a machinist /electrician with the base civil engineering section. Among other duties, he was responsible for repairing and maintaining the refrigeration units in the mess halls and cold storage plant. We lived in military housing as did a number of civilian employees' families. In July, 1950 we moved to Hatch Road in Novato where we lived until I entered the Army in July, 1964. In 1951 my mother became a secretary for the civil engineering section. Among her responsibilities was paying the utility bills for the Wherry housing adjacent to Hamilton Field.



I attended kindergarten and first grade at Meadow Park School, located on the base. My kindergarten teacher was Mrs. Smith, the wife of the principal of Grant Avenue School, W.J.J. Smith who later became the Superintendent of Schools. My first-grade teacher was Mrs. Vaughn, a wonderful, no-nonsense teacher. I was completely in awe of her. During one recess, she assigned me to be the boys' bathroom monitor, charged with making sure all the boys went back to class at the end of recess. She had neglected to tell me when I was to return to class. If she hadn't come and gotten me, I suspect I'd still be there. As I said, I was in awe... Grant Avenue School, formerly across the street from the movie theater, was a delight. Many huge lodge-pole pines grew along the school's perimeter, providing much needed shade when it was hot in the late spring and early fall. These were the days before air conditioning. My second-grade teacher was Mrs. Hulme, and in third I had Miss Lane with whom I had a serious, for a nine-year-old, crush.

In September, 1952 I began fourth grade at Marion Street School (again, no A/C), as Grant Avenue School was closing because it was not up to code for withstanding earthquakes. My fourth through seventh grade teachers were Mrs. Owens, Mrs. Newell, and Mr. Gragg (6<sup>th</sup> & 7<sup>th</sup> grades). At that time, each class was taught by a single teacher. However, that changed in the eighth grade when classes were divided among several teachers. I had Mr. DeTuncq for home room, Mrs. Paul for math and Mrs. Brizard for art.

Poor Mrs. Brizard had numerous pranks played on her by her angelic students. Most memorable was when Larry Sanders attempted to hit her with a spit ball. Unfortunately, Larry was inexperienced in the art of spit



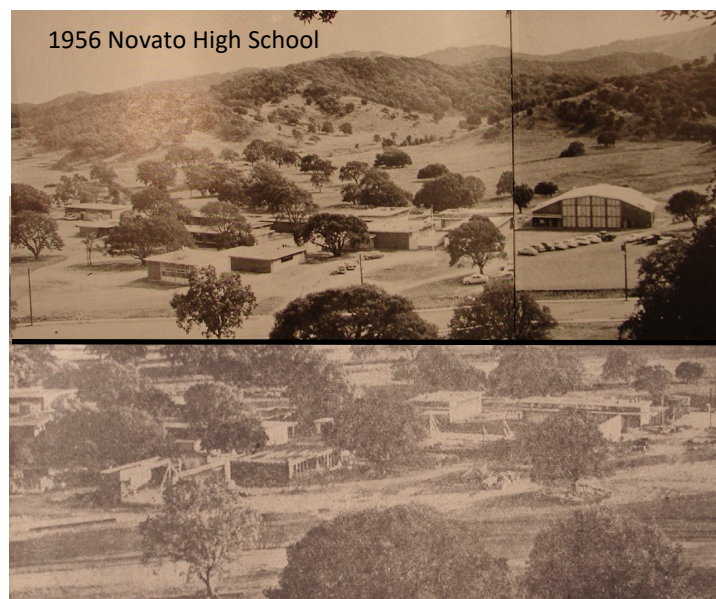
ball construction, and wound up hurling a semi-liquid mass at her while she wrote on the blackboard. It hit her right and slowly dribbled down, to the convulsive laughter of the class. Apparently, Mrs. Brizard was a bit upset by the incident, which resulted in a couple of kids being slapped, and others threatened. Order was restored by the principal, Mr. Farris.

Apparently, her health was not the best, because she kept a bottle of cough medicine in her lower right desk drawer. She frequently drank spoons full of the stuff, which must have been extremely effective. I don't remember her ever coughing.....

Until the mid to late '50s, kids in Novato went to San Rafael High School. However, by '57 Novato High School was established. Those of us entering as Freshman, were the first graduating class ('61) who attended NHS for all four high school years. All 133 of us. All in all, NHS had a number of superb teachers. As students, we benefitted greatly from their subject knowledge and teaching skills. A day does not pass that I do not employ things I learned from them.

The above is submitted to the Novato Historical Guild in response to their interest in the early experiences of folks who attended school at Hamilton Field and Novato. I hope this meets your needs.

Sincerely, Nevin D. Holmberg (NHS '61)  
320-490-7129  
Howard Lake, MN





## Colonel Jesse A. Irwin and the Transformation of the 349<sup>th</sup> Military Airlift Wing at Hamilton Field

Written by Dr. Michael Blodgett, Historian, USAF 349th Air Mobility Wing

Produced by Barbara Irwin Gildea

The period from 1968 to 1970 profoundly affected the 349<sup>th</sup> Military Airlift Wing, which was then headquartered at Hamilton Field in California. The Wing was mobilized at the beginning of 1968 because of crises in Vietnam, Korea and the Middle East. It was demobilized in 1969, only to face a major reorganization. The Wing was moved from Hamilton Field to Travis Air Force Base (AFB), and it was designated an associate wing of the 60<sup>th</sup> Military Airlift Wing (MAW). One thing this meant was that it lost its aircraft—it would now share aircraft with the 60<sup>th</sup> MAW. Training and flying schedules now had to be worked out with the 60<sup>th</sup> MAW. Also, the 349th MAW pilots needed to be retrained on the C-141, which was entering service to replace the C-124 Globemaster II they had been flying. There was also the question of rising anti-war sentiment—by 1970, some Airmen of the 349<sup>th</sup> MAW were actively participating in anti-war protests in nearby San Francisco. Fortunately, the 349<sup>th</sup> was commanded in 1968 and 1969 by Colonel Jesse A. (Art) Irwin. It was his leadership that ensured the transition of the 349<sup>th</sup> to Travis AFB was managed successfully.

In order to understand just how significant the 1968-1970 transition of the 349<sup>th</sup> MAW was, we need to understand the development of the 349<sup>th</sup> MAW from its inception. It was originally established as the 349<sup>th</sup> Troop Carrier Group (TCG) at Sedalia Army Air Field in Missouri (this is now Whiteman Air Force Base) in 1943. It was flying the C-46 Commando, a two-engine transport aircraft. Through 1943 and most of 1944, the Group remained in the United States. It was only in March of 1945 that it was transferred to England, then in April of 1945 to France. Nazi Germany was collapsing by this time, so the 349<sup>th</sup> TCG spent most of its time flying supplies to forward air bases and rescued allied prisoners of war back to rear-area hospitals. This changed in May of 1945. With the surrender of Nazi Germany, allied troops had to be sent into areas still controlled by the German military. The British 1<sup>st</sup> Airborne Division was

tasked with taking the surrender of German soldiers in Denmark and Norway, and the 349<sup>th</sup> TCG given the mission of flying the 1<sup>st</sup> Airborne into the airfield at Aalborg. At issue was that there was no certainty the German soldiers would follow the orders of their government and surrender. Fortunately they did, but there were tense moments for both the pilots of the 349<sup>th</sup> TCG and the British 1<sup>st</sup> Airborne as they landed at Aalborg.

With the surrender of Germany complete, the 349<sup>th</sup> TCG was returned to Bergstrom Field in Texas. There the unit had two missions. First, was training to deploy to the Pacific to support a potential invasion of the Japanese homeland. But it was given the additional mission of training Chinese aircrews on how to fly and maintain the C-46. The United States government was well aware that after the surrender of Japan a civil war would break out between the Nationalists and Communists in China, and that the Nationalists would need superior training and equipment to win that war. As it turned out, Japan surrendered without invasion, and in September of 1945 the 349<sup>th</sup> TCG was inactivated at Bergstrom Field then immediately activated at Hamilton Field in the Reserve as the 349<sup>th</sup> Troop Carrier Group (Medium). It continued to fly the C-46 Commando.

On June 25<sup>th</sup>, 1950, North Korean forces poured across the border into South Korea. The United States quickly intervened, but the post-war demobilization had left it short of units. The 349<sup>th</sup> TCG was called to active duty on the first of April, 1950, but instead of deploying to Korea as a unit, its personnel and aircraft were parceled out to bring other units up to strength. Thus, Airmen of the 349<sup>th</sup> TCG served in Korea, but the 349<sup>th</sup> TCG itself did not. It was demobilized on the second of April 1950. While the Korean War raged, the 349<sup>th</sup> was given a new mission. It was re-designated as the 349<sup>th</sup> Fighter-Bomber Wing in 1952 and equipped with World War Two-vintage F-51 Mustangs and P-80 Shooting Stars. This decision, however, led to a complaint by the Army, which insisted the Air Force maintain enough transport capacity to carry Army paratroopers. So in 1957 the 349<sup>th</sup> was again re-designated as the 349<sup>th</sup> Troop Carrier Group (Medium), now flying the C-119 Flying Boxcar. The Group was now also calling itself the Golden Gate Group, as when they were returning from a flight over the Pacific they would cross over the Golden Gate Bridge and then turn north to make their final approach into Hamilton Field.

The period from 1957 to 1968 was rather hectic for the 349<sup>th</sup> TCG. In October of 1962 President Kennedy revealed to the public that the Soviet Union was on the verge of stationing nuclear-equipped missiles in Cuba. The Joint Chiefs of Staff gave President Kennedy three options—one, he could launch a nuclear strike on the Soviet Union immediately, secondly, he could use the Navy to isolate Cuba, and third, he could order an invasion of Cuba. President Kennedy rejected the first option out of hand—he was not going down as the President who ordered the deaths of hundreds of millions of Soviet citizens. He eventually chose option two, but the option of invasion always remained on the table. That meant that Army and Air Force units had to be moved to the Gulf Coast. To aid this movement, the 349<sup>th</sup> TCG was called to active service, and immediately began flying Army units to ports in Florida and Texas. When the Soviet Union backed down and agreed to withdraw missiles already in Cuba, the 349<sup>th</sup> TCG was then tasked with ferrying troops back to their bases. In November 1962, their job done, the 349<sup>th</sup> TCG was

demobilized.

In 1963, the 349<sup>th</sup> TCG was re-designated the 349<sup>th</sup> Troop Carrier Wing (TCW), though with no change in mission or structure. The Wing was again deployed in December of 1964, this time to aid the civil authority in Montana. A massive blizzard had hit Montana, isolating several counties. With the roads closed, farmers could not get hay to their cattle in distant fields. This had the potential to be a massive economic loss to ranchers in Montana, so the Governor asked the Federal Government for help. Hay was provided by the Department of Agriculture, and C-119s from the 349<sup>th</sup> TCW were dispatched to Malstrom AFB in Montana. Flying from Malstrom, aircrews of the 349<sup>th</sup> TCW dropped 65 tons of hay to starving cattle. The temperatures were well below freezing, and no one was quite sure where the cattle were, so pilots essentially had to fly low until they located a herd, then circle as their loadmasters pushed bales of hay out the back of the aircraft. By the time roads were reopened on the 21<sup>st</sup> of December, the Wing had provided 17 tons of hay to thousands of cattle.

When the Wing aircraft returned to Hamilton Field, however, they were immediately thrown into another disaster relief effort. Massive storms had caused flooding in the Pacific Northwest and Northern California. The cities of Eureka and Arcata were completely cut off, and refugees from the outlying areas had flooded into those cities. They needed food and tents, but could not be reached by ground. So the 349<sup>th</sup> was tasked with flying supplies into Eureka and Arcata. They were flying in foul weather, but the most dangerous aspect of the mission was the airfield at Arcata. It had an extremely short runway, as one loadmaster who was part of this mission related to this writer, and the C-119s were heavy. This meant that pilots barely had enough length on the airfield to safely land their aircraft, but they managed it with no major accidents in the process. The airlift continued until the 20<sup>th</sup> of June 1964, by which time 248 tons of food and tents had been airlifted into Arcata, along with 126 workers. The Wing also flew mail into Arcata, earning it a letter of thanks from the United States Postal Service.

1965 saw aircrews from the 349<sup>th</sup> TCW deployed again, this time to the Dominican Republic. A civil war had broken out there, and President Johnson feared that Cuba was aiding the rebels. Determined to stop what he saw as Communist aggression, he deployed the 82<sup>nd</sup> Airborne Division

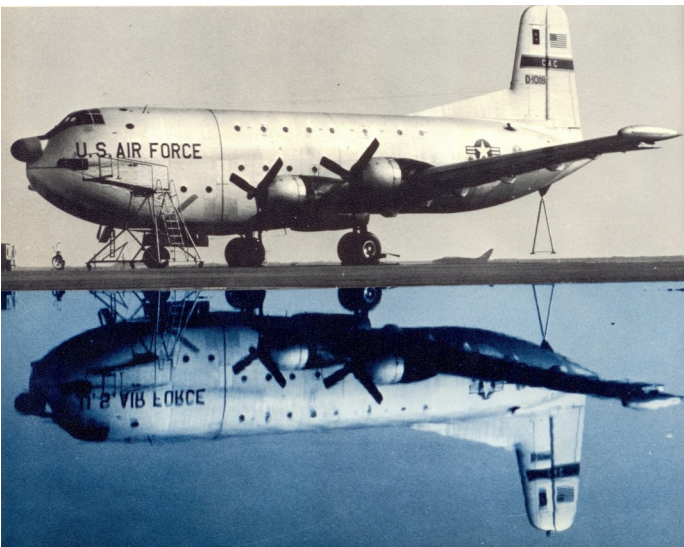
to the Dominican Republic on the 30<sup>th</sup> of April, 1965. To support this deployment, aircrews from the 349<sup>th</sup> were staged in Puerto Rico, flying supplies and ammunition to American troops in the Dominican Republic. On one occasion a C-119 loaded with ammunition flew a daylight mission into the Dominican Republic. As the loadmaster related to me, they lost all radio contact just prior to landing at San Isidro Air Base. Forced to land without communications with the tower, they managed to land safely but when the loadmaster got out to chock the wheels, he discovered the reason why they had lost communications—their radio antennae had been shot off. Then he noticed several bullet holes in the fuselage of the aircraft. For the rest of the intervention, crews from the 349<sup>th</sup> TCW decided to fly into the Dominican Republic at night when they were less of a target.

There were other accolades for the 349<sup>th</sup> TCW and for Hamilton Field during these years. In 1964 the 349<sup>th</sup> TCW achieved 100,000 flight hours without a significant accident. This truly put the 349<sup>th</sup> in the elite of Air Force Wings. The dining facility at Hamilton Airfield also won the Betty Crocker Award for best Air Force Dining Facility two years running, and its food was consistently regarded as excellent. Pilots who were flying missions to Alaska and the Pacific would allegedly plan their trips specifically so that they had to land at Hamilton, just in order to eat at the dining facility.

Since its establishment at Hamilton in 1945, the 349<sup>th</sup>, in its various incarnations, had established itself as a consistent contributor to the defense of the United States and had put down strong roots in the local community. This would change as a result of global events in the mid-'60's. Global events came to dominate the thinking of the 349<sup>th</sup> TCW because it was now assigned a new aircraft—the C-124 Globemaster II. The C-119 had been a small aircraft with limited range, used mostly for moving troops and supplies to the front lines. The C-124, on the other hand, was a huge aircraft that moved outsized cargo between continents. Thus, with a change in aircraft came a change in mission, and yet another change in nomenclature—the unit was re-designated the 349<sup>th</sup> Military Airlift Wing.

1967 was a year that would have profound implications for the United States. Britain, which had, during much of the Cold War, defended the Indian Ocean and Persian Gulf from Soviet adventurism, decided it no longer had the wealth to play the role of Western interests in the region anymore. It formally announced this in 1968, but already in 1967 American policymakers were worried about defending the Persian Gulf. Then in June of 1967 Israel went to war with its neighbors, and beat them handily. With the United States engaged in Vietnam, we had no forces to commit to the defense of the Persian Gulf. But the Johnson Administration decided that Israel and Iran, if given sufficient help, could defend Western interests in the Persian Gulf.

Then, in January of 1968, the United States was faced with simultaneous crises in Korea and Vietnam. In Korea, the North Korean government had seized an American intelligence-gathering vessel, the USS Pueblo. There were some members of the Johnson Administration who wanted to go to war with North Korea over the incident, or at least bomb North Korean targets in retaliation. Then, over the Tet New Year Festival in Vietnam, the Viet Cong launched a full-scale uprising that caught the American command unawares. Resources needed



to be rushed to both Vietnam and Korea, and support needed to be provided to Iran and Israel. Because of these needs, the 349<sup>th</sup> Military Airlift Wing was called to active duty. Most of its ground personnel—the mechanics, for instance, were deployed to South Korea in the event of hostilities there. Its pilots flew mostly into South Vietnam, delivering replacements and supplies to forces there. A small detachment of aircraft deployed to the Royal Air Force base at Mildenhall in England, where they supported operations in Iran.

It was against this historical background that Colonel Jesse A. Irwin took command of the 349<sup>th</sup> Military Airlift Wing. Colonel Irwin had already come to the attention of the Air Force command when, in December of 1965, he organized and commanded Operation Blue Light, the deployment of the 3<sup>rd</sup> Brigade of the 25<sup>th</sup> Infantry Division from Hawaii to Pleiku in South Vietnam. Pleiku was a major corridor through which Viet Cong forces were threatening Saigon and troops had to be moved into the region quickly. Sea transport would simply take too long. The 3<sup>rd</sup> Brigade was then airlifted into Pleiku in what was the largest airlift of Army forces until Desert Shield in 1990. Colonel Irwin had proven himself in this stressful command situation, and he was in fact the perfect person to guide the transition of the 349<sup>th</sup> Military Airlift Wing.

On the first of June, 1969, global conditions had stabilized and the 349<sup>th</sup> MAW was demobilized. There were accolades—the Wing received the Air Force Outstanding Unit Award for its efforts while mobilized, and 73 Air Force Commendation Medals were presented to individual Airmen for their actions during the mobilization. The Wing also received its 22<sup>nd</sup> Air Force Top Safety Award. But now, under Colonel Irwin's leadership, it would be drastically transformed.

One of the first incidents Colonel Irwin intervened in was a fatal accident report. One of the Wing's C-124s, while on the ground at Clark AFB, had its nose gear collapse, killing an Airman. After investigation, the Air Force command decided that the blame for this accident lay with poor organizational maintenance on the part of the Wing. Colonel Irwin protested strenuously. The C-124 was an old airframe, he pointed out, and was already being retired from the Air Force. He pointed out that proper procedures had been followed at Clark AFB, and that the maintenance records of the C-124 in question were up to date and showed no faults in the maintenance of the aircraft. Colonel Irwin would,

eventually, lose this fight..

Another issue that Colonel Irwin faced involved reorganization of Military Airlift Command. From 1969, separate Reserve Military Airlift Wings would be reassigned to Active Duty partners. The Reserve units would now be known as Military Airlift Wings (Associate) (MAW(A)). The immediate impact of this change was the requirement that the 349<sup>th</sup> MAW (A) physically move from Hamilton Field to Travis AFB, where it would be associated with the 60<sup>th</sup> MAW. This meant, of course, that agreements had to be made with the 60<sup>th</sup> MAW to provide hanger space for the 349<sup>th</sup> MAW(A) personnel. But at Hamilton, there were other issues. The Wing employed many civilians and full-time Reservists who had homes in the communities around Hamilton. Many of them were unwilling to move to Travis AFB. Positions had to be found for these people, and replacements found for the positions they were vacating. This was a severe disruption to the efficient running of the Wing, as many of the civilians held positions in fields like finance that had a direct impact on the Wing to function, and who had skills that were not easily replaced.

Then there was the question of the transition to the C-141. Everyone recognized the C-124 was old and needed to be replaced. But now Colonel Irwin needed to train Wing pilots on the C-141. Many of these pilots had already transferred from the C-119 to the C-124, and weren't interested in learning a new aircraft. There was also the fact that the airlines were hiring, and the pay offered by the airlines was tempting. There was also the problem of flying time. Up until the move to Travis AFB, the 349<sup>th</sup>, regardless of what aircraft the Wing was flying at the time, had always owned their own aircraft. With the move to Travis AFB, however, they gave up their aircraft and flew aircraft owned by the 60<sup>th</sup> MAW. This created a tremendous problem, as pilots need to fly a certain number of training hours—separate from mission hours—to maintain their currency. Colonel Irwin now found himself in a position of not only having to encourage pilots to stay and convince them to retrain, but to negotiate with the commander to the 60<sup>th</sup> MAW for flying time for his pilots. It is a tribute to Colonel Irwin that the records show no significant drop in the numbers of pilots in the Wing in the next few years, and no significant drop in readiness of pilots to fly, indicating that the conversion to the C-141 went smoothly.

Colonel Irwin also faced rising anti-war sentiment. Even as early as 1965, there had been some Americans opposed to the War in Vietnam, but the numbers of such Americans rose dramatically in 1968 and 69. Reserve Wings depend on their ability to recruit competent, enthusiastic young men and women from the larger population. With the larger population now turning against the War in Vietnam, it is clear that recruitment and manning was a concern. The 349<sup>th</sup> MAW(A) was losing trained Airmen, some of whom were volunteering for active-duty assignments in Vietnam and some who, out of opposition to the war, were leaving the Air Force. The Wing had also, in the past, been able to recruit trained Air Force veterans who wanted to leave active duty but remain with the Air Force. It is clear that there were fewer such





veterans during the late '60's and early '70's. That meant that more young men and women had to be recruited and trained, which was expensive. It again is a tribute to Colonel Irwin's leadership that the Wing, although it did suffer from some under-manning during and after his command, always remained fully functional and capable of performing its missions.

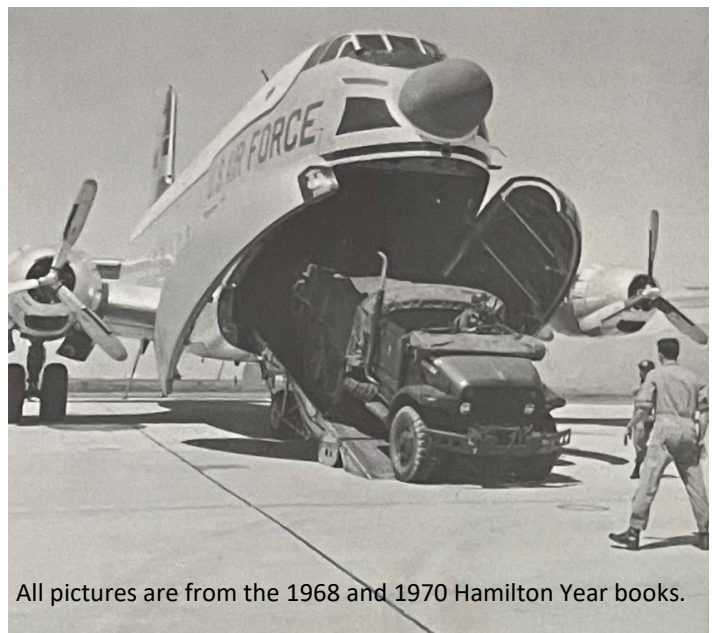
The most direct challenge to Colonel Irwin's authority came during 1969. When the Wing had been called to active duty in 1968, there were a small number of individuals who publicly opposed the war in Vietnam and the mobilization of the 349<sup>th</sup> MAW. After de-mobilization, several Airmen became more vocal in their opposition to the war. On October 12<sup>th</sup>, 1968, the 'GIs and Vets March for Peace' was held in San Francisco. The anti-war protests put the Armed Forces in a difficult position. After all, the members of the Armed Forces had the absolute right to participate in politics, but to do so in a way that did not imply official support for their participation. Thus, in March of 1968 the Secretary of the Air Force issued a directive that Airmen could not wear their uniforms while participating in political events. On October 12<sup>th</sup>, an Airman from the 349<sup>th</sup> MAW(A) violated that directive.

Airman Locke had appeared on television prior to the March directive to promote the October peace march. This was, in fact, the event that forced the Secretary of the Air Force to issue his declaration. Despite being specifically warned about the directive, Airman Locke went to the October 12<sup>th</sup> peace march in uniform. On his return to Hamilton Field, he was questioned about his efforts that day, and enough evidence was gathered for a General Court Martial. In February of 1969 Locke was found guilty of violating a direct order and sentenced to one year of hard labor, forfeiture of all pay and allowances, reduction to the grade of airman basic and a bad conduct discharge.

Colonel Irwin, then, faced many challenges in his time as commander of the 349<sup>th</sup> MAW(A). The question must always be: How successful was he in implementing those changes? Let us consider briefly the history of the 349<sup>th</sup> MAW (A) in the decades following Colonel Irwin's departure. In October 1973, another war broke out between Israel and its neighbors. In the first week of the war, Israel found itself

running out of ammunition—no one had ever considered how much ammunition modern warfare required—and on the verge of losing to Egypt and Syria. A massive airlift was begun by the United States, which included pilots from the 349<sup>th</sup> MAW(A). These pilots proved to be as tough, dedicated and competent as their Active Duty counterparts, and proved the capability of the Air Force Reserve. During the '70's aircrews from the 349<sup>th</sup> MAW(A) also flew Operation Deep Freeze missions, which required them to take cargo and scientists from the United States to New Zealand, and then ultimately to Antarctica. In 1989 pilots from the 349<sup>th</sup> flew the 7<sup>th</sup> Infantry Division into Panama, and then in 1990 flew missions in support of Desert Shield. Through the '90's, the 349<sup>th</sup> flew into Mogadishu, sometimes under fire, to support American efforts in Somalia, and supported humanitarian efforts in Rwanda. The operational tempo increased even further after September 11<sup>th</sup> of 2001. The Wing supported Operations Enduring Freedom in Afghanistan and Iraqi Freedom in Iraq, with about one-third of its manpower mobilized for those two missions. 349<sup>th</sup> personnel also provided support for the peacekeeping mission in Darfur in 2009 and humanitarian missions to Haiti in 2010. Most recently, 20 medical Airmen from the 349<sup>th</sup> Medical Group (one of the four subordinate Groups of the 349<sup>th</sup> Air Mobility Wing, as it is now known) deployed to New York City in 2020 to help overwhelmed local medical personnel care for COVID patients, and in August 2021, 54 Wing personnel, including 11 aircrews, flew in support of Operation Afghan Refuge.

The 349<sup>th</sup> MAW(A) could not have successfully conducted its missions in the '70's and beyond had it not been properly trained, equipped and led during its transition to Travis AFB. Colonel Irwin was instrumental in making that transition a success. He faced obstacles in terms of adapting to a new aircraft, the anti-war sentiment and the need to forge a relationship with the 60<sup>th</sup> MAW. But his success in those matters ensured that the 349<sup>th</sup> MAW(A) would be able to successfully serve the United States in the decades after 1969.



All pictures are from the 1968 and 1970 Hamilton Year books.



# NOVATO'S TREASURES

## The Runway Models



Hamilton AFB display in the  
Novato Museum February 2000

Opening day at Hamilton Museum May 10, 2010



By Michael Corlett—One of the more popular exhibits at the Hamilton Field History Museum is the 30-foot-long display case featuring seventeen airplane models.

The display was conceived by docent John Trumbull several years before the museum opened. Since the museum would never be large enough for real aircraft, he believed it would be necessary to use models to show how aviation changed during the forty years Hamilton was an active military airbase. The models to be displayed would be ones that were most closely associated with Hamilton Field.

Trumbull, a model aircraft enthusiast himself, a member of the Society of Antique Modelers, enlisted the help of well-known local modeler Edwin Ewry of Mill Valley. Trumbull gave a list of the aircraft models he wanted to display to Ewry, who researched the model kits. Most of the kits were not "off the shelf" items. The models had to be exact replicas, high quality, and 1:48 scale. (One inch equals four feet). Most kits were found in the U.S., but others were manufactured in other countries.

Ewry then researched the colors, insignias, and markings for the dates each aircraft was stationed at Hamilton. Ewry procured, assembled, and painted each one.

It was a year and one-half project that came together just as the museum opened in 2010.

Trumbull designed the acrylic display case. Directly behind each model is a placard listing the specifications of that aircraft and the dates it was at Hamilton. Next to every second model is a scaled replica of a six-foot-tall person to give the viewer a sense of the actual size of the aircraft.

Viewing the exhibit from right to left along the display, you can follow the evolution in size, shape, and propulsion of many of the military aircraft stationed at Hamilton Field from 1935 to 1975.

**The Guild’s Money and Volunteers at Work**



Before & After Picture February 2021

In the upstairs Archive at the Novato History Museum is a collection of old photo albums, business ledgers, government documents and club memorabilia. The before picture shows that these artifacts were exposed to light and dust. In spring of 2021 a small group of volunteers began the work of protecting these historic artifacts. They were inventoried, put in acid free boxes and the boxes labeled. See the After picture. The Guild provided the funds and volunteers to complete this task. Come see the interesting artifacts in the museum’s archive.



Built in 1922, Peoples Garage now part of Beercraft at 7888 Redwood Blvd.

**Welcome New Guild Members**

**Novato Historical Guild Membership Report March 2022**

**Individual Membership**

- Susan Chipman
- Carol Dacquisto
- Lynn L. Dawson
- Jim Duckworth
- Christine Koenig
- Eric Koenig
- Al Mendoza

- Darlene L. Pursell
- Frank Rettenberg

**Family Membership**

- James and Sandra Bates
- Donald Brand & Sylvia Jenvold
- William and Jane Bradfield
- Frank and Robin Bruno
- Richard and Sylvia Hagerman
- Bruce and Gail Mack
- Bill and Kyla Medigovich
- Mark and Cheryl Paddack
- Donald and Virginia Pierce
- Peter and Peggy Rubens
- Ruth and Dave Thompson
- Rich and Susan West

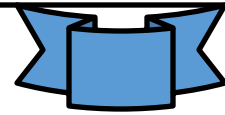
**Patron**

- Moses Jacob, DC
- Susan & Frank Zanca

**Life Membership**

- Allen Shirley

If you have questions about membership, call Lane Yee, Membership Chairman, 415 – 898 – 0444



**Please support our Guild Business Members:**

- Aero Heating & Sheet Metal, Inc
- A.D. Scott Building
- Andrew McAgnon Landscaping
- Bank of Marin
- Elegance Hamilton Hill
- Memory Care and Assisted Living
- Goltermann Real Estate and Construction
- H & J Tire
- Indian Valley Golf Club
- Marin Color Service
- Marin Landscape Materials
- Marin Volvo/Saab
- Mclsaac Dairy
- Nave Enterprises
- Novato Builders Supply, Inc.
- Novato Grove Druids #113
- Pini Hardware
- Planet Home Lending-Bill Hoopes
- Trumbull Manor Inc.
- Valley Oak Wealth Management
- Valley Memorial Park Cemetery & Funeral Home
- Zenith Instant Printing



Built in 1922, Novato Grammar School at 999 Grant Avenue and Redwood Blvd.

**Novato Historical Guild Speakers Series Free Event:**

June 8, 2022, 7:00 p.m., Novato City Hall (old church building) 901 Sherman Ave.

“Our Hamilton Wetlands Restoration: A Brief History and Where We Are Now”

Alycia Matz and Stacey Pogorzelski, with Novato Baylands Stewards, will present a slide show and talk on the efforts to save these beautiful wetlands in Novato’s backyard. (free event)

July 13, 2022 7:00 p.m., Novato City Hall (old church building) 901 Sherman Ave.

“Ukraine and Russia”

William Kinane’s 34-year career with the F.B.I. was spent focused on the former Soviet Union and included serving several years with the American Embassy in Moscow. He will shed a light on understanding this part of the world. (free event)

2022 Board Meetings  
 Second Tuesday of the Month  
 Margaret Todd Senior Center  
 1560 Hill Road  
 Time: 1:30 – 3:00 PM

Jan. 11	July (no meeting)
Feb. 8	Aug. 9
March 8	Sept. 13
April 12	Oct. 11
May 10	Nov. 8
June 14	Dec. 13

Membership Meetings

March 12	10 – 11:30
June 11	10 – 11:30
Sept. 10	10 – 11:30
Dec. 10	10 – 11:30

Guild members are welcome to attend the Board meetings. Please check with the President, Jim Crumpler at (415) 897-5705, in case a meeting has been changed.

**MEMORIAL GIFTS**  
 You may make a gift of appreciated securities (stocks, bonds, mutual funds) to the Novato Historical Guild. Your gift is not only tax – deductible, but if you have held the shares for more than one year, your tax deduction will equal the full value of the securities on the date of the gift.

**MEMORIAL PLAQUE GIFTS**  
 You may honor a friend or loved one by having his or her name engraved on an individual brass plate on the Memorial Plaque in the History Museum. Please call the Museum at (415) 897- 4320. All contributions are tax deductible. Plaques cost \$250 per person named.

**In Memoriam**

Bernadette DeSouza  
 David Price Jones  
 Walter "Chick" Hale

The Guild Extends Sympathy To:

The DeSouza relatives on the loss of Bernadette DeSouza

Kay Jones and family on the loss of David Price Jones

The Hale family on the loss of "Chick" Hale

**Volunteer Opportunities:**

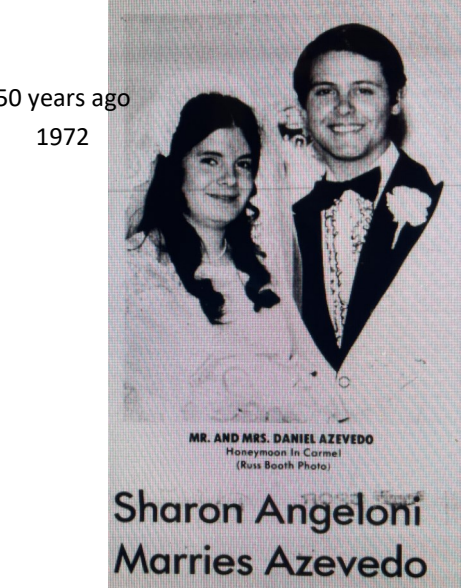
The Novato Historian has an opening on the Editorial Board. If you like writing and/or editing this is the position for you. Please contact the Guild at [info@novatohistory.org](mailto:info@novatohistory.org) or

Ask for Michael Read at 415-717-1412

**Contact Us**

**Hamilton Field History Museum**  
 Manager: Ray Dwelly  
 Museum phone: 415-382-8614  
 Email: [Hamilton\\_museum@att.net](mailto:Hamilton_museum@att.net)  
<https://www.facebook.com/HamiltonFieldHistoryMuseum/>

**Novato History Museum**  
 Manager: Susan Magnone  
 Museum phone: 415-897-4320  
 Email: [info@novatohistory.org](mailto:info@novatohistory.org)  
<https://www.facebook.com/NovatoHistoryMuseum/>



**Membership Form**

Please mail checks to Novato Historical Guild. P.O. Box 1296. Novato. CA 94948.

Yes, I want to join the Novato Historical Guild and help preserve Novato history!  new  renewal

- Student (full time) membership \$10 year
- Individual membership \$20 year
- Family membership \$30 year
- Patron membership \$100 year
- Supporting membership \$200 year
- Life membership, individual \$350
- Life membership, joint \$500
- Benefactor \$1000 year
- Business membership \$50 year
- Corporate membership \$1000 year
- Free for 90+

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_

Additional donations? \_\_\_\_\_

Interested in volunteering? \_\_\_\_\_

Email address: \_\_\_\_\_



Novato Historical Guild  
P.O. Box 1296  
Novato, CA 94948



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## ◆ YOU ARE INVITED ◆

### General Membership Meeting ~ Novato Historical Guild

Saturday, June 11, 10:00 to 11:30 A.M.

#### **In person meeting**

Hello Guild Members, you are invited...

The June Membership meeting is Saturday, June 11, 10-11:30 a.m. at the Novato City Hall, 901 Sherman Ave., Novato.

Author, Jo Haraf will be discussing her most recent book, MARRIAGE, MURDER, & BETRAYAL. The story of one of Marin's largest land holders James Black and his daughter who became Mary Burdell.

Hope you can make it, bring some friends. Looking forward to seeing you there.

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Come visit the Novato Historical Guild at our booth this year at the  
Novato Festival of Art, Wine & Music  
June 18th and 19th

**Novato History Museum**  
**Hamilton Field History Museum**

**815 DeLong Avenue**  
**555 Hangar Avenue**

**(415) 897-4320**  
**(415) 382-8614**

### **COME VISIT AND BRING A FRIEND!**

The Museums are open three days a week -- Wednesday, Thursday, and Saturday - Noon to 4 p.m.  
Closed Major Holidays