

# David Lyle Burney

## F-105 History

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**30-Sep-66**

6558

In the 4520 CCTW at Nellis AFB, NV, F-105 Class 67-C graduated six pilots from USAF Operational Training Course number 111106E. The class started on 8 April 1966 and had been assigned to the 4526 CCTS. The student pilots and their SEA assignments (where known) were:

Capt David L. Burney - 80 TFS  
1Lt James A. Caldwell -  
1Lt Stephen C. Essinger -  
1Lt Lynn Kesler Powell - 354 TFS  
1Lt Cal W. Tax - 333 TFS  
1Lt David B. Waldrop III - 34 TFS

Lt Cmdr Harley H. Hall was a Navy exchange officer who was an instructor during this class. ([http://www.amazon.com/Left-Alive-Die-Angels-Leader/dp/1613150105/ref=cm\\_cr\\_ar\\_p\\_d\\_product\\_top?ie=UTF8#reader\\_B0087B5KHW](http://www.amazon.com/Left-Alive-Die-Angels-Leader/dp/1613150105/ref=cm_cr_ar_p_d_product_top?ie=UTF8#reader_B0087B5KHW))

*Special Orders MD-34 Hq 4520 Combat Support Group, dated 19 Sep 1966 in History of USAF TFWC, 1 Sep - 31 Dec 66, AFHRA Call # K417.0735 Vol III.*

**04-Mar-67**

924

In an attempt to meet the success of the Navy's A-6 aircraft with their superior radar, HQ PACAF "tasked the 41st Air Division [41 AD] at Yokota Air Base, Japan, to develop a training program for twenty-five F-105 pilots, which would qualify them to fly all-weather combat missions in North Vietnam."

The missions would be flown by the 388 TFW from Korat, RTAFB, Thailand. Upon their arrival at Korat on 24 April 1967, the planes and crews would be assigned to the 34 TFS and then, on 1 June 1967, to the 13 TFS. Once assigned to the 13 TFS, the Ryan's Raider dual-pilot crews were replaced by Wild Weasel crews and the Ryan's Raider pilots were released to fly strike missions in F-105Ds.

Under project "Northscope", technicians of the 441 Armament and Electronics (A&E) Maintenance Squadron at Yokota began modifying four F-105F aircraft. "Within a hectic three days, the unit planners at Yokota developed a plan and initiated ground training on 7 March. The first ten students were instructor pilots assigned to the 41st [Air Division] who had previously volunteered for SEA duty. These pilots completed the training on 17 March in time to serve as the front seat pilots for eight F-105 replacement strike pilots that had been diverted from their assignments to Korat and Takhli in Thailand." ("A Special Report on 'Ryan's Raiders', by Maj Albert L. Michael for Project Corona Harvest, Jan 1970, pgs 3 - 4.)

The first four Ryan's Raider crews, all pilots, were:  
Capt Donald Lester Heiliger with Maj Benjamin Marksbury Pollard  
Capt Nicholas J. Donelson with Capt David W. Forgan  
Capt Peter Potter Pitman with Capt Robert Allan Stewart  
Capt David Burney with Capt Aquilla Friend Britt

The program was originally called "Project Northscope", then "Operation Commando Probe" and finally "Commando Nail". Initial crews, however, referred to the program as "Ryan's Raiders".

Capt Lawrence E. Huggins and Capt Paul W. Hanson from Yokota's 35 TFS were two of the instructor pilots picked to train the initial Ryan's Raider crews at Yokota. Other instructor pilots came from the 80 TFS. Larry Huggins recalled, "PACAF directed the program to be started at Yokota [which] made sense since the other [PACAF F-105] unit was at Kadena and could not fly

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local TA/CM [Terrain Avoidance/Contour Mapping] sorties of any length. Wing Intel was involved before the 35th and 80th squadrons ... Maj Ken Furth, Ops Officer from the 35th was ops OIC.

"I was one of [the] pilots selected to 'set up and teach a night bombing program for SEA in the F-105F'. ... Don Heliger (80th), Nick Donelson (35th), Pete Pitman (35th), and Dave Burney (80th) were the other IPs. ... We were all IPs and were the guys with the best radar bomb scores. Our primary mission at the time was SIOP. Three or four F-105Fs from the 80th and 35th were locally modified with what became known as the Yokota Mod, and we flew them using the TA/CM mods through the local mountains ending up on our bombing target in Tokyo Bay (R-112). ... The Yokota mod birds were restricted from nuc alert since the radar mods had been done at Yokota by our radar techs. These F's were transferred to Korat right after the program ended at Yokota and still had the no nuc restriction carried in their 781s when we flew them at Korat a year later."

The aircraft were modified "... specifically for a night/all-weather radar bombing mission. ... The aircraft chosen for the mission ... had [already] been modified for ... Wild Weasel III ... with ER-142 and APR25/26 RHAW equipment. In addition ... the ... aircraft had their R-14A radars modified to allow an expanded scope picture and a faster sector sweep, ... (giving) a much greater duration to the radar return, resulting in a finer target definition on the scope. Additionally, the ... pilot's weapons release switch was wired in parallel to a rear cockpit weapons release switch ... ." The ER-142 radar warning receiver was located in the rear cockpit in the space normally used by the vertical tape altimeter and the airspeed indicator.

At Korat, the aircraft were repainted in an all-around camouflage scheme with tan and green replacing the gray on the bottom of the planes. The colors were applied to the wings and fuel tanks as well.

"The training program was designed to give the rear seat pilot maximum exposure to radar bombing techniques. After a ten-hour refresher course on the R-14A radar, the toss bomb computer (TBC), and radar interpretation techniques, the crews were given twelve flights within a short twenty hours flying time. Each sortie was planned as a radar navigation exercise with simulated bomb runs along the route. The missions were planned at medium altitudes between 10,000 to 15,000 feet above the terrain. The simulated targets were industrial complexes and other prominent cultural radar returns used by Yokota based pilots training for nuclear delivery. The program was indorsed by PACAF with one significant exception -- training missions at the medium altitudes were to be changed to low profiles at 500 to 2,000 feet." (Ryan's Raiders Corona Harvest Report, pgs 4 - 5.)

Major Ben M. Pollard was the senior officer appointed to the program. He had completed F-105 pilot training at McConnell AFB, Kansas, on 13 February 1967 in RTU Class 67FR, followed by jungle survival school at Clark AB in the Philippines. He was told to report to Yokota instead of Korat. "In the first briefing [I] was told, 'The Navy is over North Vietnam in the deep packages ... V and VI at night with the A-6, and the Air Force had no airplane that could do it. Politically, the Air Force was looking bad, and therefore, three-fingered Jack Ryan, (the PACAF) commander, ... said that he wanted us to do the job. He had looked into the B-58s and said we couldn't afford to lose a B-58; we couldn't afford to lose a B-52, and so we were going to have the F-105 do it at night against Package V and VI, single-ship, night, low-level, terrain-avoidance bombing ...."

The group began calling themselves Ryan's Raiders. "We started practicing these missions all over Japan ... . We couldn't hit the broad side of a barn; the terrain avoidance wouldn't work, we weren't trained for this; nobody, even in the States, would ... fly this mission, ... and we were going to go over and check it out the first time in combat!"

The first training class consisted of five crews who initially operated as a provisional squadron

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under Maj Pollard as the senior officer. Capt Larry Huggins and Capt Paul Hanson were initially classroom instructors at Yokota. "Paul and I did not fly with any of these first class guys; we were making strip maps and teaching academics. We started flying after these guys left for Korat."

Maj Pollard continued, "We flew down to Kadena, Okinawa, to check out on bombing accuracy. I was flying [in the rear seat] with Don Heiliger. ... We got there, and they wanted us to immediately go out on this bombing range and check the accuracy of this new radar. ... We got a briefing, and we took off ... in a four-ship, ... two from Ryan's Raiders and two from Okinawa to lead us around the range and area. ... We dropped about three bombs, and then the weather just went to nothing. ... Lightning, pouring down rain ... . We floundered around, broke up into singles and finally got on the ground.

"... We flew three missions the next day. We were doing a little bit better. We were dropping ... 700-foot bombs. We had more ... right to left accuracy than with the normal bombing system, but all of our worst fears in terms of the terrain avoidance system ... we were still having.

"Then we flew back to Yokota and continued our training."

"The initial reliability of the radars was so poor on the heretofore unused systems that very little actual low level radar navigation or bombing was accomplished. In fact, some of the training had to be completed in Korea when bad weather over Japan prevented VFR flying. However, the first four crews were certified to have achieved sufficient radar bombing proficiency to deploy, on schedule, in late April." (Ryan's Raiders Corona Harvest Report, pgs 5 - 6.)

*WarbirdTECH Vol 18 Republic F-105 Thunderchief, pg 46 & 388 TFW history Apr - Dec 67, USAF microfilm NO 583 frame 1617 & Air Force Academy Oral Interview with Col Ben M. Pollard, 5 Nov 92, pgs 13 -15 & Larry Huggins, e-mails 13 and 15 Dec 2004.*

#### 22-Apr-67

926

The Ryan's Raiders crews, led by Maj Ben Pollard, in F-105F training at Yokota AB, Japan, were alerted for deployment to Korat RTAFB, Thailand. Ben Pollard recalled, "... in late April, ... we got the word that we were going south. ... We were going to go to war and there was no warning."

"We flew down to Kadena that next morning ... before we jumped off to Thailand." The crews remained at Kadena overnight.

"The next morning (24 April 1967) we had four flyable airplanes. We had eight Ryan's Raiders aircraft, but only four of them were ready to go, and so four aircraft leaped out the next morning to fly with a tanker across from Okinawa to Korat. ... We were out about ... an hour or two. Number three or number four airplane got a hydraulic leak in their flight control system -- you always flew as pairs over the water -- so ... both of those airplanes turned back, and the other two of us pressed on. We flew on in, flew just south of the DMZ over Da Nang and let down and landed in Korat. We got there about dark."

The four dual-pilot crews were:

Capt Donald Lester Heiliger with Maj Benjamin Marksbury Pollard  
Capt Nicholas J. Donelson with Capt David W. Forgan  
Capt Peter Potter Pitman with Capt Robert Allan Stewart  
Capt David Burney with Capt Aquilla Friend Britt

*Air Force Academy Oral Interview with Col Ben M. Pollard, 5 Nov 92, pg 18.*

#### 24-Apr-67

1276

The first four Ryan's Raiders crews arrived at the 388 TFW, Korat RTAFB, Thailand. They had been training on radar bombing at Yokota since March. These first crews, all F-105 pilots, were:

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Capt Donald Heiliger with Maj Ben Pollard,  
Capt Nicholas J. Donelson with Capt David W. Forgan,  
Capt Peter P. Pitman with Capt Robert A. Stewart,  
Capt Dave Burney with Capt Aquilla Friend Britt.

The four modified F-105Fs that they flew from Yokota were: 63-8269, 63-8312, 63-8345, and 63-8269.

The front seat pilots had been instructor pilots from the 35 TFS and 80 TFS at Yokota. Two of the IPs from the 35th, Capt Paul W. Hansen and Capt Lawrence E. Huggins, remained at Yokota. Larry Huggins explained why. "Paul Hansen did not deploy since he had already flown 100 missions over the north. I was not allowed to deploy because I had just finished revising the 5th AF SIOP target set and had a 'special' TS clearance." (Larry Huggins, e-mail 15 Dec 04.)

The rear seat pilots were recent graduates from McConnell's F-105 RTU. Captains Stewart and Forgan had graduated from F-105 RTU class 67ER on 6 January 1967. Maj Pollard and Capt Britt had graduated from F-105 RTU class 67FR on 13 February 1967.

Eleven other Ryan's Raider aircrew members arrived in May 1967. Four of these crews were:

Capt John F. Rehm with Capt Calvin Markwood  
Capt Donald D. Henry with Capt James Wright  
Capt George Bogert with Maj Donald S. Aunapu  
1Lt William W. Koelm with Capt Al Esser

The group was initially assigned to the 34 TFS under the command of Lt Col Alan G. Nelson, but later operated as a provisional unit within the 13 TFS commanded by Lt Col Gerald F. "Jerry" Fitzgerald. On 1 June 1967, it was integrated as a separate operation of the 13 TFS when Lt Col Jim McInerney took over the squadron. The Ryan's Raiders were guided by Maj Ralph Kuster from the 469 TFS. Jim McInerney explained Maj Kuster's role: "... He was [388 TFW Commander] Colonel Chairsell's 'helper' having served under him at Spang."

Maj Frank L. Yow, Jr., the 388 TFW Weapons Officer, also helped the Raiders. "Maj Ralph Kuster and I worked with them and helped plan the missions although I disagreed with the way they were doing it."

"Because of changes in mission and compromise, the name of the project was changed from the original Project Northscope to Operation Commando Probe to Operation Commando Nail."

Before they had left Yokota, Capt Donelson recalled, "The crews called it Ryan's Raiders and created a special patch showing an F-105F with a golden screw through the rear cockpit. This represented the dissatisfaction of the pilots that had to occupy the rear cockpit." (Nicholas J. Donelson in River Rats Vol III, pgs 52 - 53.)

The 388 TFW history for the period October - December 1967 described the technical and operational problems encountered by the Raiders. "Several difficulties, some of which are not yet resolved, have complicated the operation of the Raiders. Chief among these was the challenge of electronics. Modifications were made to the R-14 radar. An expanded scope now provides an improved presentation. A fast sweep in the center of the scope allows the operation to have a fast constant paint of the target. New test equipment obtained from Yokota AFB have greatly improved the terrain avoidance and contour mapping capabilities. Still to come are replacement of the rear seat scope by a Cathode Ray Tube and the addition of a radar absolute altimeter. Daily

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improvements reflect the success of the efforts of our Armament and Electronics Squadron and our maintenance in general. Other difficulties encountered include incomplete maps and charts of North Vietnam, (a problem partly resolved by radar photography of these areas), and lack of experience in Raider operations and techniques, which necessitated exchange of information with the A-6 Intruder pilots of the Bonhomme Richard. Daily crew meetings under the inspiring leadership of Major Ralph L. Kuster, his knowledge and experience in the airplane, and devotion to duty, have been most successful in advancing the Raider program." (13 TFS history, 1 Apr - 31 July 1967, USAF microfilm NO584, frames 0038 - 0040.)

*388 TFW history, Jan - Dec 67, USAF microfilm NO583, frames 1449 and 1582 & Corona Harvest Chronology of Significant Airpower Events in Southeast Asia, 1954 - 1967, pg 133 & Frank Yow letter dated Sept 1, 1986 to Bauke Jan Douma.*

### 26-Apr-67

5118

In a secret message to CINCPACAF (General Ryan), Hq 5th Air Force defined the daily reports that they would submit on the progress of crew training for the F-105F "Radar Level Bombing Training" under project "North Scope". The message reflected General Ryan's interest in the details of this program.

The crews were training at Yokota and Kadena and the message identified the "integrated crews" (all pilots) that had formed to date at each location.

At the 41 Air Division, Yokota:

Crew Alpha - Heiliger/Pollard  
Crew Bravo - Donelson/Forgan  
Crew Charlie - Burney/Britt  
Crew Delta - Pitman/Stewart

Crew Golf - Rehm/Markwood  
Crew Hotel - Bogert/Annapu  
Crew India - Koelm/Esner  
Crew Juliett - Henry/Wright

The message reported that "Crews Alpha, Bravo, Charlie, and Delta have deployed to Korat" (where they were assigned to the 34 TFS).

At the 18 TFW, Kadena:

Crew Echo - Beresik/Reece (Reece was identified as a Radar Navigator)  
Crew Foxtrot - Fullam/Scheer

The message listed the flying experience of the crews training at Kadena.

	Total Time	F-105 Time	Out Country Missions
Maj Eugene P. Beresik	3189:10	555:40	0
Capt H. M. Reece	3534:30	18:50	0
Maj Wayne E. Fullam	3398	1133	19
Capt Roger P. Scheer	2263	1250	14

The message provided detailed results of each training sortie in radar-modified North Scope F-105Fs by the crews at Kadena. For example, on 18 April 1967, the crew of Beresik/Reece flew two daylight sorties each at 2000 feet and 500 knots on land range R-178 using the plane's timer and Toss Bomb Computer (TBC) on each sortie. They had made two timer drops and four TBC drops of BDU-33 practice bombs. Their CEA for the timer drops on sortie 1 was 195' and on sortie 2 was

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275'. The CEAs for their TBC drops were 982' and 862' for their first and second sortie, respectively.

On 20 April 1967, the crew of Fullam/Scheer made one sortie under the same conditions flying six TBC drops of BDU-33/Bs. Their CEA was 930'.

*5AF/CC TWX 261015Z Apr 67 to CINCPACAF in PACAF DO Read File for 25 - 26 April 67, AFHRA Call # K717.312, IRIS # 00518453.*

### 05-May-67

5600

The 34 TFS Ryan's Raider crew of Capt David L. Burney and Capt Aquilla F. Britt flew a night North Scope Commando Nail mission against the Thai Nguyen railroad yard (JCS 21.11, BE 616-0409), North Vietnam. They flew F-105F 63-8346 with call sign "Torpedo". "Mission went as planned. Contoured into target. Flight was picked up by search lights, 37-mm, and automatic weapons all of which appeared to be accurately tracking. Released weapons in target area and began evasive maneuvers. No battle damage. ... Bomb appeared to impact on what looked to be rail line." They dropped six 750-lb bombs. They attacked the target at a heading of 110 degrees, 480 knots and 1500 feet MSL.

Capt Britt was awarded the First Oak Leaf Cluster to the Distinguished Flying Cross for this mission. "... Captain Britt was instrumental in introducing the Air Force concept of night all weather bombing to the hostile forces in North Vietnam. Encountering heavy anti-aircraft fire and blinding searchlights, Captain Britt delivered all ordnance on this vital Joint Chiefs of Staff target. Relying solely upon instruments and radar, Captain Britt successfully evaded the deadly target defenses. ..."

*388 TFW TWX 062151Z May 67, in PACAF DO Read File, 6 - 8 May 67, AFHRA Call # K717.312, IRIS # 898714 & Citation to Accompany the Award of The DFC (1st OLC) to Aquilla F. Britt provided by his son Bryan Britt.*

### 10-May-67

5538

The 34 TFS Ryan's Raider crew of Capt David L. Burney and Capt Aquilla F. Britt flew the first night North Scope Commando Nail mission against the Vu Chua Rail Yard (BE 616-01833) at 21-26-15N and 106-20-35E in North Vietnam. Capt Britt was awarded the Silver Star for this mission. "... Flying 500 to 1,000 feet above the ground in adverse weather the single ship F-105F encountered intense antiaircraft fire while still sixty miles from the target. Undaunted, and maneuvering solely on instruments, Captain Britt pressed on to the target where he experienced heavy antiaircraft fire. Disregarding his own personal safety, Captain Britt accurately placed his bombs on this vital target and obtained numerous secondary explosions. ..."

*Citation to accompany the Award of the Silver Star to Aquilla F. Britt provided by his son Bryan Britt.*

### 21-May-67

5125

The 34 TFS Ryan's Raider crew of Capt David L. Burney and Capt Aquilla F. Britt flew a night North Scope mission in F-105F 63-8353 using call sign "Buckshot". They dropped six 750-pound bombs using BTIP and the TBC on target 1501, the Quang Khe Ferry Complex in RP 1, North Vietnam. "Calibrated terrain avoidance after takeoff. Refueled with White Anchor 65, started low-level navigation from CH 89. Dropped bombs on target and observed at least one dud. Returned to home base."

*388 TFW TWX 210245Z May 67 to 7 AF in PACAF DO Read File for 20 - 22 May 67, AFHRA Call # K717.312, IRIS # 00518470.*

### 22-May-67

5128

The 34 TFS Ryan's Raider crew of Capt David L. Burney and Capt Aquilla F. Britt flew a night North Scope mission in F-105F 63-8293 using call sign "Garage". They dropped six 750-pound bombs on target 1463, the Nui Caay Seeding Segment in North Vietnam. Due to aircraft system malfunctions, they dropped their bombs at 20,000 feet from an MSQ radar signal. "Unable to

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calibrate terrain avoidance due to inop TA and CM. Refueled on Red Anchor. Diverted to 1463 due to inop Doppler and no video returns in middle of radar scope - radar unusable for navigation or bombing."

*388 TFW TWX 22035Z May 67 to 7 AF in PACAF DO Read File for 20 - 22 May 67, AFHRA Call # K717.312, IRIS # 00518470.*

### 24-May-67

5131

The 34 TFS Ryan's Raider crew of Capt David L. Burney and Capt Aquilla F. Britt flew a night North Scope mission in F-105F 63-8281 using call sign "Seabird". They dropped six 750-pound bombs on target 195, the Dong Cuong Railroad Yard 23 NM north of Yen Bai, North Vietnam. "Calibrated TA and CM after takeoff. Refueled on Red Anchor. Began low-level navigation at Channel 97. Was in weather to target. Encountered several thunderstorms en route to target. Picked up Firecan and Fan Song Low upon egress. Released bombs in general target area and returned to home base. Due to poor radar resolution, was unable to positively identify target."

*388 TFW TWX 240640Z May 67 to 7 AF in PACAF DO Read File for 23 - 24 May 67, AFHRA Call # K717.312, IRIS # 00518489.*

### 01-Jun-67

4107

Lt Col James E. McInerney, Jr. replaced Lt Col Gerald F. "Jerry" Fitzgerald as commander of the 13 TFS. Lt Col Fitzgerald had just completed 100 missions over North Vietnam as well as 13 missions over Laos. On this same date, the Ryan's Raider crews in the 34 TFS transferred to the 13 TFS.

Lt Col McInerney, along with his EWO Capt Fred A. Shannon, had reported in to the squadron in March 1967 after they both had completed Wild Weasel Class 67WVIII-8 at Nellis. Lt Col McInerney was the squadron's Wild Weasel Operations Officer. He continued transitioning the Wild Weasel crews into the Ryan's Raider operation and releasing the Ryan's Raider back-seat pilots into the strike force as F-105D pilots.

Most Ryan's Raider back seat pilots transferred as strike pilots to other 388 TFW squadrons. For example, Capt David L. Burney and Capt Aquilla F. Britt transferred from the 34 TFS to the 469 TFS. Maj Francis "Frank" P. Walsh a rear seat pilot transferred to the strike mission in the 13th.

However, pilots Maj James B. Register and Maj Kenneth D. Oliver remained with the Ryan's Raider Commando Nail mission when they transferred to the 13 TFS and flew together. The Ryan's Raider crews of Capt George A. Bogert, and Capt Donald S. Aunapu, Capt Tom T. Walker and Capt Neil F. Blake also transferred to the 13 TFS as did the crew of Maj James R. Bassett and Capt Konrad W. Trautman.

*388 TFW history, Apr - Dec 67, USAF microfilm NO 583, frame 1494 & Jim McInerney, e-mail 1 Nov 2004 & Nancy Fitzgerald 5 Nov 85 letter to Bauke Jan Douma.*

### 02-Aug-67

1416

Air Force planes attacked four targets along the Northwest Rail Line (RR 1) in RP-6A, North Vietnam.

F-105s from the 388 TFW struck the Vinh Yen railroad yard (ART 5555) (BE 616-01399) at 21-18-30N and 105-36-25E. This yard was previously struck on 29 July when BDA photos showed the yard serviceable with 12 pieces of serviceable rolling stock. This time, "BDA photos on 11 August showed the through line serviceable with 17 pieces of rolling stock in the yard." One of the Korat pilots on this strike was Capt David L Burney from the 469 TFS flying F-105D 61-0124.

The Cham Phuong railroad yard (BE 616-G0321) at 21-45-53N and 104-50-50E, previously struck on 29 July, was struck again on 2 August. "BDA photos on 2 August showed the yard serviceable

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with 14 pieces of rolling stock (2 damaged)."

The Diem Xuan railroad yard (BE 616-M2360) at 21-17-20N and 105-27-54E was struck on 2 August. "Pilots reported the yard interdicted." The yard was struck again on 11 August.

The Hoi Tinh railroad bridge (BE 616-01357) at 21-17-20N and 105-31-15E was struck on 2 August. "Pilots reported the bridge was damaged."

*388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1756 & PACAF 16 August 67 Rolling Thunder briefing to CINCPAC for period 24 Jul - 13 Aug 67 & Nat'l Archived record NWDNM(m)-342-USA-42649.*

### 09-Oct-67

4828

In the afternoon, two 2-ship flights from the 34 TFS attacked targets in North Vietnam.

Maj John O. Rollins, flying his 100th mission, led Maj Spence M. "Sam" Armstrong in F-105D 61-0132 on his second combat mission into North Vietnam. "Cambo" flight took off at 15:25 for a mission lasting 1 hour 50 minutes. "2-ship flight fragged against a natural river ford in Laos just west of Vietnam but was unable to go to target due to heavy cloud coverage in eastern Thailand and Vietnam. Instead we received a Combat Sky Spot (CSS) and dropped our 12 bombs together from level flight at 18,000 ft. Target was Mu Gia Pass. Could not see impact because of clouds. Came back to Korat and made low pass in trail and tactical pitchup to honor Maj Rollins completing his 100 missions."

With a takeoff time of 16:00, Capt David L. Burney flying F-105D 61-0126 led "Laredo" flight. It was his 95th mission. "Laredo 02" was Capt Jacob C. Shuler flying his second combat mission in 60-0409. The flight's spare was Capt Robert M. Crane in 60-0428. Their three targets were:

Primary: 19-37N and 103-27E  
Secondary: 20-02N and 103-43E  
Tertiary: 16-59N and 106-56E

Jake Shuler described the flight in his log. "Proceeded directly to Orange Anchor and refueled with OA 52. 'Rainbow' flight from Takhli was on the tanker when we got there and we were told that all four of us were to orbit with tanker for possible rescap. Before I finished my one gulper, we were notified to go to primary target. Had comm problems with Cricket but finally was turned over to Firefly 17 and 18 (an A-1E and an Air America O-1E). Rainbow flight was already there and the A-1E dropped some 500# bombs to mark the target for them and they got 100% on target, 50% coverage. I still had not acquired the target but Dave had. Firefly 18 told us that he would mark our target with Willie Peter and as he rolled in, I caught sight of him but did not pick up the WP just before Dave rolled in. I rolled in and pickled 9000' above the target. We got 100% on target and 75% coverage and the FAC was pleased. Saw the bomb craters but couldn't see much. We came on home and landed uneventfully.

"Maj James Clements [469 TFS, POW] was shot today by a MiG-21. A chute was seen but no voice contact or beeper. This was the seventh aircraft we have lost since I have been here. Maj Barnett (SAM), Maj Clements (MiG-21), Capt Trautman, Maj Fullum (85), Joe Howard (MiG-21) and his GIB all in Route Pack Six. A Weasel went in in route pack five for unknown reasons and another Weasel ran off the end of runway due to a chute & hook fail and no utility hydraulic pressure. Logged 2+05".

Lt Col Rufus Dye, Jr. flew his 2nd combat mission as "Cleveland 02". His target was a Ba Nam highway segment in RP-1. Due to weather, he dropped his bombs by Sky Spot.

*Maj Sam Armstrong's 100 mission combat log, pg 1 & Jake Shuler combat mission spreadsheet and "Mission*

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*#2 Narrative" via e-mail 28 July 2010 & Rufus Dye, Mission History log.*

**11-Oct-67**

8067

Under mission number RT56A-161, Capt David L. Burney from the 469 TFS flying F-105D 59-1743 bombed an underground storage area NE of Hanoi at 21-26N 106-09E.

*Archive Control Number NWDNM(m)-342-USAF-42649B*

**14-Oct-67**

1437

The "Xom Trai and Hoa Loan boatyards, 28 and 32 miles west-northwest of Hanoi, were bombed for the first time by USAF F-4 and F-105 aircraft."

F-105s from the 388 TFW struck the Hoa Loan boat yard.

On his 24th combat mission, Maj David C. Dickson, Jr. from the 34 TFS attacked the Vinh Tho boat yard, his 13th mission to Route Pack 6.

Also from the 34 TFS, Capt David L. Burney flying F-105D 60-0464 led "Laredo" flight, a two-ship armed reconnaissance into the lower route packs in North Vietnam. Capt Jacob C. Shuler was "Laredo 02" flying 61-0161 on his 4th combat mission. Their target locations were:

Primary: 20-19N and 104-01E  
Secondary: 19-19N and 103-29E  
Tertiary: 17-01N and 106-58E

"Took off at 0700 with Dave Burney in the lead again, his 99th mission. Envied him all the way. Refueled on OA 70. One disconnect. Dave said I was pushing him. Will try his technique next time. We were diverted from our primary target due to weather by Cricket and sent to the mouth of fish to contact Firefly 13 and 14. They had just hit a truck park and gotten one secondary explosion. We rolled in and Dave got a road cut. I accidentally cut the stab-aug off on the way down the slide and pickled. During the recovery, I experienced a slight porpoise but no problems. The FAC said I got one secondary explosion and one secondary road cut. To be honest, my bombs landed short of where I aimed. Russ Temperley had joined up with us [Capt Russell Edwin Temperley, 469 TFS]. He had been an unused airborne spare for the gaggle. RTB was normal. Many flights returning from strike and rushed GCI/GCA. I could not get radio contact with GCA final and completed a TACAN approach. During penetration, I exhibited some poor instrument techniques."

*Chronology of Seventh Air Force 1 July 1967 - 30 June 1968, pg 5 & 388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1756 & Jake Shuler combat mission spreadsheet and "Mission #4 Narrative" via e-mail 28 July 10.*

**15-Sep-68**

8065

Former Ryan's Raider pilot Capt David L. Burney flew the F-105 for the last time. Since his first flight on 1 March 1966, he had accumulated 602.2 hours in the Thunderchief.

*F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.*

**12-Jun-69**

7095

The 474 Combat Support Group published an order listing 73 officers assigned to Nellis who were credited with combat missions over North Vietnam. Many were F-105 pilots and EWOs.

"The following officers, organization indicated, TAC, this stn, have flown the number of Out-Of-Country Combat Missions as indicated below in SEA. Authority: AFM 36-11 & AFM 35-9."

The 11 officers from the 4525 FWW were:

## David Lyle Burney F-105 History

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NAME	MISSIONS
Maj Robert K. Hanna	91
Maj Jimmy L. Jones	122
Maj Llewellyn Kenison	6
Maj Rezk M. Mohamed	76
Maj Glenn E. Peake	100
Maj Leonidas D. Richardson	30
* Maj Billy R. Sparks	145
Maj Harris J. Taylor	100
Capt Byron P. Favre	33
Capt Anthony W. Platek	100
Capt Michael D. Thomas	100

\* Maj Sparks last flew the F-105 on 16 July 1969. He had accumulated 2066.9 hours in the airplane, placing him as the 65th pilot with the most F-105 flying hours.

Those assigned to the 4536 FWS (F-100s) were:

Maj James A. Braster	15
Maj William H. Fletcher	50
Maj John L. Mesenbourg	100
Maj J. L. Pennington	1
Maj Joe C. Robinson	4
Maj Edward P. Schmit, Jr.	2
Maj Bernard W. Stewart	2
Capt Athos E. Guillot, Jr.	15
Capt Samuel H. Holmes	96
Capt Paul F. Kimminau	59

Those assigned to the 4537 FWS (F-105s) were:

Maj George W. Acree II	133
Maj William Baechle	100
Maj Gene I. Basel	79
Maj Anthony Gardecki	100
Maj Robert N. Johnston	100
Maj James P. Padgett	100
Maj John O. Rollins	100
Maj Robert M. Thompson	100
Maj William E. Underwood	100
Maj Richard D. Westcott	100
Capt Robert C. Bigrigg	100
Capt Philip M. Drew	161
Capt John E. Geiger	100
Capt Joseph C. Howard	69
Capt George E. Kennedy	100
Capt Robert F. Lewis, Jr.	100
Capt Donald J. Mattasolio	100
Capt Richard E. McDowell	100
Capt Charles F. O'Donnell	49
Capt Roger L. Peden	80
Capt Norman E. Powell	100
Capt George H. Vipond	100

## David Lyle Burney F-105 History

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Officers assigned to the 4538 FWS (F-4Cs) were:

Lt Col Emmett S. Walden, Jr.	51
Maj Samuel O. Bakke	102
Maj Lloyd W. Boothby	101
Maj James T. Craig, Jr.	100
Maj Edwin T. Hawks, Jr.	60
Maj Rex D. Howerton	100
Maj David A. Jacobsen	90
Maj Maurice B. Johnston, Jr.	23
Maj William L. Kirk	100
Maj Dale G. Nelson	1
Maj Norman A. Ruby	83
Maj Kenneth R. Ryckman	100
Maj Thomas S. Swalm	105
Maj Daurice C. Vest	42
Capt Jerry D. S. Bolt	104
Capt David L. Burney	100
Capt William S. Gordon III	116
Capt Marvin M. Gradert	27
Capt Roger A. Hermeling	100
Capt Jerry W. Jameson	100
Capt Richard K. Koehnke	100
Capt Richard S. Ritchie	77
Capt Donald E. Simanski	100
Capt Norman E. Wells	100
Capt Robert K. Wilson	101

Other officers on the list were:

Capt Albert C. Vollmer	82	474 TAC Hospital (Recovering from injuries)
Maj Thomas L. Hennagan	41	474 TFW
Maj Willam C. Coltman	6	430 TFS
Maj Willard M. Lindsay	35	Det 1, 4538 FWS
Maj George L. Pritchard	1	Det 1, 4538 FWS
Maj John L. Winkler	15	Det 1, 4538 FWS

*474 Combat Support Group Special Order P-121 dated 12 June 1969 provided by Norm Powell via e-mail 7 Jan 2012.*

**30-Aug-18**

8066

David Lyle Burney was born on February 7, 1937 and passed away on August 30, 2018. Funeral Home Services for David are being provided by Murphy Funeral Homes of Arlington, VA.

<https://www.dignitymemorial.com/obituaries/arlington-va/david-burney-7978036>