

Dwight Everett Sullivan

F-105 History

11-May-67

6560

In the 4520 CCTW at Nellis AFB, NV, F-105 Class 67-E graduated 16 pilots from USAF Operational Training Course number 111506E. The class started on 14 December 1966 and was assigned to the 4526 CCTS. The pilots were TDY en route to their SEA assignments. The student pilots, their previous bases and commands, and their follow-on assignments were:

Maj James D. Gormley - Tyndall AFB FL (ADC). Assigned to the 333 TFS.
Maj Gerald C. Gustafson - Kincheloe AFB MI (ADC). Assigned to the 333 TFS.
Maj Floyd E. Heinzig - Vance AFB OK (ATC). Assigned to the 34 TFS.
Maj Dalton L. Leftwich - Eglin AFB FL (AFSC). Assigned to the 34 TFS.
Maj Dwight E. Sullivan - Topsham AFS ME (ADC). Assigned to the 34 TFS.
Maj John F. Unangst - Hancock Fld, Syracuse NY (ADC). Assigned to the 13 TFS.
Capt George F. Baird - McChord AFB WA (ADC). Assigned to the 354 TFS.
Capt Robert H. Bennett - Kirtland AFB NM (AFSC). Assigned to the 354 TFS.
Capt Hugh W. Davis - Flew F-102s at Richards-Gebaur AFB MO (ADC). Assigned to the 34 TFS.
Capt Hal P. Henning - Laredo AFB TX (ATC). Assigned to the 44 TFS.
Capt William N. Johnson - Moody AFB GA (ATC). Assigned to the 357 TFS.
Capt John H. McKillop - Reese AFB TX (ATC). Assigned to the 333 TFS.
Capt Emmett E. Ott - Selfridge AFB MI (ADC). Assigned to the 13 TFS.
Capt Harry G. Paddon III - Webb AFB TX (ATC). Assigned to the 34 TFS.
1Lt James R. Main - Moody AFB GA (ATC). Assigned to the 357 TFS.
1Lt James G. Thomas - Reese AFB TX (ATC). Assigned to the 333 TFS.

Maj Dwight E. Sullivan "... was born in 1931 in Corydon, Iowa. He enlisted in the U.S. Air Force on October 28, 1951, and entered the Aviation Cadet Program in July 1953, receiving his commission as a 2d Lt on March 24, 1954. After completing Radar Intercept Officer and All Weather Interceptor Training, Lt Sullivan served as an F-89 Scorpion Radar Intercept Officer with the 449th Fighter Interceptor Squadron at Ladd AFB, Alaska, from November 1954 to November 1956, followed by Basic and Advanced Pilot Training. Lt Sullivan was awarded his pilot wings at Webb AFB, Texas, in February 1958. He next completed All Weather Interceptor Pilot Training, and then served as an F-101 Voodoo pilot with the 62nd Fighter Interceptor Squadron at O'Hare International Airport, Illinois, and K.I. Sawyer AFB, Michigan, from August 1958 to May 1963. Capt Sullivan's next assignment was as an F-101 pilot with the 437th Fighter Interceptor Squadron at Oxnard AFB, California, from May 1963 to January 1966, followed by service as an F-101 pilot with the 75th Fighter Interceptor Squadron at Dow AFB, Maine, from January to December 1966." He was then selected to train in F-105s at Nellis. (<http://www.veterantributes.org/TributeDetail.asp?ID=1085>)

Before reporting to Korat with the 34 TFS, Capt Hugh W. Davis attended the PACAF Jungle Survival School, Clark AB, Phillipines. Previously he had flown F-86Ds at Moody AFB and, from June 1958 to November 1959, at Sidi Slimane AB in Morocco. He roomed with Capt Sullivan when he reached Korat. (Lt Col Hugh Warren Davis DD Form 214 & Hugh Davis, e-mail 9 Dec 2011)

Special Orders MD-47 Hq 4520 Combat Support Group, dated 15 Dec 1966 in History of USAF TFWC, 1 Sep - 31 Dec 66, AFHRA Call # K417.0735 Vol III.

30-Jun-67

5117

The 34 TFS history summarized the events that occurred in the squadron during the month of June 1967. "The 34th Tactical Fighter Squadron conducted numerous strikes in the month of June on the enemy's rail system. These critical supply routes were interdicted on numerous spots and heavy damage was inflicted on rolling stock."

The squadron flew 406 combat missions, 402 to North Vietnam and 4 in Southern Laos, for a total combat time of 1047:45 hours.

"Changes have been noted in the enemy AAA defenses. They have strengthened their gun emplacements at key points around the rail yards in an attempt to counter our repeated attacks on that system. MiGs have been reported airborne on nearly all strikes but they appear to be extremely reluctant to engage in aerial combat."

Dwight Everett Sullivan

F-105 History

"Combat pilot strength stood at 19 line pilots including the commander and operations officer. Three attached pilots, wing staff members, were also available for combat." The acting commander was Maj Earl Johnston and the Operations Officer was Maj Carl W. McKenzie.

"During this month of June, three squadron pilots completed their tour of 100 missions over North Vietnam. Those completing were: General William S. Chairsell, Lt Col Alan G. Nelson, Major Carl W. McKenzie. ... "

Maj McKenzie's 100th mission was his last F-105 flight. He had accumulated 1194 hours in the airplane. His 100th was also the last F-105 flight for Lt Col Nelson. He had accumulated 351 hours in the airplane.

"... Four losses were suffered during the month, three in combat and one for medical reasons." The combat losses were Maj Dewey Smith, MIA due to AAA on 2 June; Maj Clarence J. Kough, Jr. rescued/injured due to AAA on 3 June; and Capt John W. Swanson, MIA due to AAA on 15 June. Capt Jack L. Spearman returned to the States for medical reasons.

By the time he left Korat, Capt Spearman had accumulated 789 hours flying the F-105.

Incoming pilots during June were: Maj Dwight E. Sullivan, Capt Nicholas J. Donelson (a Ryan's Raider pilot reported as having arrived in May 1967), Capt Hugh W. Davis, and Capt Harry Guy Paddon III.

34 TFS history, 1 - 30 Jun 67, USAF microfilm NO584, frame 0075 & F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.

11-Jul-67

5541

Pilots from the 388 TFW struck the Ha Gia highway bridge (JCS 18.36) at location 21-19-40N and 105-52-28E.

Maj Aquilla F. Britt from the 469 TFS was one of the pilots supporting this strike. He was awarded the Air Medal (8 OLC). "... Maj Britt was a member of a flight of F-105 Thunderchiefs assigned to support a strike on the Ha Gia highway bridge by suppressing or destroying any surface to air missile sites or radar controlled guns threatening the strike force. The flight attacked an occupied surface to air missile site inflicting damage to revetments, support equipment, and causing one secondary explosion. ..."

Capt Jack A. Phillips from the 34 TFS flew his 87th mission into North Vietnam. "Pack 6; ammo dump just a little west of Thai Nguyen. ..." Others in his flight were:

Maj Roderick G. Giffin
Capt Robert L. Martin
Maj Dwight Everett Sullivan

Citation to accompany the Award of the Air Medal (Eighth Oak Leaf Cluster) to Aquilla F. Britt provided by his son Bryan Britt & Jack Phillips Mission Summary via e-mail 18 Mar 11.

20-Sep-67

6562

In a published order, Maj George G. Clausen, 34 TFS commander, designated six squadron pilots as qualified Mission Commanders. They were:

Maj George G. Clausen
Maj Roderick G. Giffin
Maj Dwight E. Sullivan
Maj Charles E. Bishop
Capt Lawrence G. Hoppe, who by this time had flown 64 combat missions.
Capt Hugh W. Davis

34 TFS Special Order 47 dated 20 September 1967 provided by Larry Hoppe, May 2010.

21-Sep-67

6563

In a published order, Maj George G. Clausen, 34 TFS commander, designated 29 squadron pilots as Combat Ready in the F-105. The same pilots were listed in a separate order as qualified to be Flight/Element Leaders in F-105s. The

Dwight Everett Sullivan

F-105 History

pilots were:

Maj Almer L. Barner, Jr.	Capt Douglas A. Beyer
Maj Charles E. Bishop	Capt Robert M. Crane
Maj William M. Blakeslee	Capt Hugh W. Davis
Maj George G. Clausen	Capt Nicholas J. Donelson
Maj James E. Daniel, Jr.	Capt Robert M. Elliot
Maj David C. Dickson, Jr.	Capt George W. Hamlin IV
Maj Clyde L. Falls, Jr.	Capt Lawrence G. Hoppe
Maj Roderick G. Giffin	Capt Lawrence R. Klinestiver
Maj David D. Igelman	Capt Irving E. LeVine
Maj William J. L. King	Capt Robert L. Martin
Maj Kenneth W. Mays	Capt Robert B. Middleton
Maj Donald E. Odell	Capt Sam P. Morgan
Maj Dwight E. Sullivan	Capt Harry G. Paddon III
Maj James L. Taylor	1Lt Lee E. Hollingsworth
Maj Raymond W. Vissotzky	

34 TFS Special Orders 45 and 46 dated 21 September 1967 provided by Larry Hoppe, May 2010.

03-Oct-67

850

F-105s from the 388 TFW "heavily damaged the Dap Cau railroad and highway bridge (JCS 16), 20 miles northeast of Hanoi. Pilots also damaged at least three anti-aircraft sites near the bridge." The Rolling Thunder mission was RT56A-153 and the coordinates of the target were 21-12-15N 106-05-42E.

The 388 TFW also struck the Dap Cau bypass bridge one mile south of JCS 16 where one F-105D was lost and its pilot, Maj Robert W. Barnett from the 469 TFS, was captured.

1Lt Earl J. Henderson was a 469 TFS pilot in Bob Barnett's flight. It was his 19th combat mission into North Vietnam.

"Target: Dap Cau Railroad Bridge 15 miles NNE of Hanoi
"Armament: 6x750 .01.

"Never made it to target. Lead aircraft hit by SAM one minute prior to target. Jettisoned everything and turned toward water with him. He bailed out about 1 mile inland. During RESCAP, two MiG-21s made two passes on me. Chased them for 30 miles, fired out of range, no hits."

Lt Henderson received the Silver Star for this mission. "... Lieutenant Henderson was a member of a flight of F-105 Thunderchiefs assigned to attack a target deep in hostile territory. When the lead aircraft in his flight was shot down, he circled the area, giving cover for his downed flight leader. During the rescue operation, he dodged a surface-to-air missile and evaded two attacks by MiG aircraft. Then by maneuvering his aircraft, he gained the advantage and successfully chased the MiGs out of the area and thus prevented their interference in the rescue operation. ..."

Pilots from the 34 TFS participating in the Dap Cau bridge strike were Maj Dwight E. Sullivan, Maj Kenneth W. Mays, Capt Robert B. Middleton flying F-105D 62-4283, Capt Robert M. Crane flying F-105D 62-4359, and Maj David C. Dickson, Jr. flying his 16th combat mission and his 7th in Route Pack 6. Dickson struck a target 8 nautical miles NE of Hanoi. He noted on the band of his post-mission cigar, "Rough. B. Barnett down". Dickson had known Barnett during their assignment to Perrin AFB, TX. (Nat'l Archive records & 20 Apr 09 letter from Carolyn Dickson giving annotation on cigar band dated 3 Oct 67.)

Maj Sullivan received a Silver Star for this mission. "Major Dwight E. Sullivan distinguished himself by gallantry in connection with military operations against an opposing armed force as mission commander over North Vietnam on 3 October 1967. On that date, Major Sullivan led the force of twenty aircraft against the heavily defended military target. Despite heavy anti-aircraft fire and the ensuing attack by numerous surface-to-air missiles, Major Sullivan maintained the force's composure and led the force in on the target, delivered his ordnance with devastating accuracy causing

Dwight Everett Sullivan

F-105 History

severe damage to the target. By his gallantry and devotion to duty, Major Sullivan has reflected great credit upon himself and the United States Air Force." (<http://www.veterantributes.org/TributeDetail.asp?ID=1085>)

Maj Aquilla F. Britt from the 469 TFS was awarded an Distinguished Flying Cross (5 OLC) for extraordinary achievement for a mission he flew this day. "... Maj Britt led a flight on a flak suppression mission in support of a major strike on a high priority military target. Major Britt overcame four SA-2 missiles and heavy hostile fire to personally destroy an active firing site. ..." (Citation to Accompany the Award of the Distinguished Flying Cross (Fifth Oak Leaf Cluster) (Posthumous) to Aquilla F. Britt provided by his son Bryan Britt.)

Lt Col Richard F. B. Gimmi, Jr. and Capt Steven W. Long, Jr., both also from the 469 TFS, flew a mission against a nearby target at 21-09N and 106-46E. Gimmi flew F-105F 63-8268 and Capt Long flew F-105D 62-4387 on this Rolling Thunder RT56A-153 mission. (Nat'l Archives camera records)

Sawadee Flyer, Friday, October 13, 1967, pg 3 & National Archives gun camera records, Archive Control No. NWDNM(m)-342-USAF-42649B & 388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1756 & Earl Henderson, combat diary and award citation.

12-Oct-67

4830

Maj Spence M. "Sam" Armstrong, 34 TFS from Korat, flew his fourth combat mission into North Vietnam.

Mission 4. F-105D 59-1759. Call Sign: "Dallas". Take Off: 0730. Mission Length: 2+50. Flight Lineup:
#1 - Dwight Sullivan [Maj Dwight Everett "Sully" Sullivan, POW 17 Oct 67]
#2 - Me

"2-ship flight fragged against two targets in Laos in the northern part [Barrel Roll]. Cloud decks in this area caused us to be diverted by Cricket to Rt Pack I and a F-100 FAC. We refueled going north out of Korat before the swing down to lower Rt Pack I. Consequently we were almost out of gas and the F-100 FAC was in the NW corner of the package so the flight leader decided to pick out a target of opportunity near Quang Khe. He tried for a suspected truck park and I dropped mine down a road along the river. My bombs hit right on the road and will undoubtedly cause them some grief. An F-105F failed to get a drag chute, blew both tires while taking the barrier and the field was closed for 30 minutes. So back for an emergency refueling so we could stay airborne until the field opened, which we did."

Maj Sam Armstrong's 100 mission combat log, pp 1 - 2.

17-Oct-67

4775

The Wild Weasel crew of Capt Robert E. Dorrrough, Jr. and EWO Maj Clarence S. "Bud" Summers from the 44 TFS flew their 67th mission over North Vietnam.

"Tues - Flew an early A.M. (#67). Led a two-ship to Pack 1 on another 'Buff' support. No SAM activity down there for some time.

"I was really beat, and spent the rest of the day in the sack. We lost three 'Ds' near Hanoi this afternoon. All from one flight [Hotrod], all from 85-mm. Only one chute was seen." [Capt Dwight Everett Sullivan, Capt Anthony Charles Andrews, and Maj Donald Eugene "Digger" O'Dell, all from the 34 TFS, all POWs.]

Bob Dorrrough's Combat Diary

17-Oct-67

F-105D 600425 34 TFS 388 TFW Korat Hit by 85-mm AAA while attacking the Dap Cau RR Yards. Crashed in RP-6A, North Vietnam. 21-11N 106-05E Maj Dwight Everett Sullivan 34 TFS pilot ejected. POW. Released 14 Mar 73. Call sign: "Hot Rod 01".

The mission was to attack the Dap Cau railroad yards. Hot Rod flight's lineup was:

#1 - Maj Dwight E. Sullivan
#2 - Maj Donald E. Odell
#3 - Maj Floyd E. Heinzig
#4 - Capt Anthony C. Andrews

Dwight Everett Sullivan

F-105 History

All pilots were from the 34 TFS. Three of them were shot down and became POWs.

Witnesses from other flights included Col John P. Flynn, Lt Col Robert W. Smith, and Maj Harold D. Wilson. The flight took off from Korat at 08:40 and Maj Sullivan and Maj Odell were downed at 10:42 on roll in to the target.

An official Air Force history described the losses. "Maj Odell's aircraft was hit by flak just as he was starting to roll in on target. At almost the same time (about one second earlier), the Flight Leader was hit. The two aircraft were close together. At least one of the aircraft disintegrated and both went down. One parachute was seen and one beeper was heard. None of the witnesses knew from which aircraft the parachutes came. All witnesses were either in their bomb runs or were attempting to acquire their targets; consequently, the period of observation for each was necessarily brief. None were sure that there were two parachutes." ("PACAF Intelligence Index of USAF Personnel MIA/PW in Southeast Asia", pg 3-172 and 3-174, AFHRA Call # K717.6031-3.)

In an oral history interview, Maj Dwight Sullivan, "Hot Rod 01", described what really happened. "...It was on my 73rd mission on a railroad yard, up over North Vietnam, about 25 miles northeast of Hanoi. I was leading a force of sixteen aircraft to hit this yard. ... It was on a Sunday morning, it was clear, a beautiful day to fly We rolled in the flights of four and they cross under and two over and we'd go down in formation and they'd drop off. ... As I rolled out, my number [two] just caught the corner of my eye and my number [two] man ran into me. I really wasn't shot down, I was knocked down by my wingman. Needless to say I was a little upset when I got out of the aircraft. I wasn't injured in the bailout that I knew of. But if my wing man could have heard me coming down with that chute he would not have ever wanted to see me again. Anyway, ... I saw him coming down a couple of miles away. They picked us both up."

Capt Tony Andrews, "Hot Rod 04", was shot down on this mission and also became a POW.

By the time of their last mission, Maj Odell had accumulated 78.8 hours flying the F-105. Maj Sullivan had accumulated 277.1 hours and Capt Andrews 168.8 hours.

U.S. Navy CNA Loss/Damage Data Base & "PACAF Intelligence Index of USAF Personnel MIA/PW in Southeast Asia", pg 3-172 and 3-174, AFHRA Call # K717.6031-3 & Dwight Sullivan interview 8 Aug 2005 by Beverly Brown for Veterans History Project.

14-Mar-73

1251

The fourth set of POWs was released from North Vietnam during "Operation Homecoming". Among the 107 military prisoners released on this Wednesday, were 26 F-105 pilots and EWOs who had been shot down between 3 August 1967 (Capt Wallace Grant Newcomb) and 9 August 1968 (Col David William Winn).

Col Roger Dean Ingvalson was one of the F-105 pilots released today. He had been Operations Officer of the 34 TFS and was downed by AAA on 28 May 1968.

Maj Konrad W. Trautman was one of the POWs released today. He had been shot down on 5 Oct 1967 while assigned to the 13 TFS. After his release he told the story of his life. "Hi! I was born March 18, 1927 in Oberlin, Pennsylvania (near Harrisburg). Mom and Dad were immigrants from the 'old country'" and I cherish my German ancestry. As a child the joy of flying caught my heart and it was "love at first sight." On March 18, 1944, I enlisted in the Army Air Corps Reserve as an Aviation Cadet. That summer, between washing and gassing up planes at the local airport, I soloed and earned my Private Pilot's License.

"June 20, 1945, I entered active duty, but the pilot training program was terminated. Then, as a G.I. I was stationed in the United States, Alaska, and Germany. In the fall of 1948 I again enlisted in Aviation Cadets for pilot training. March of 1949 I reported to Randolph Field, Texas for Primary/Basic Training flying the T-6, then to Advanced Training at Las Vegas, Nevada flying the P-51D "Mustang." In March 1950 I received my 'bars and wings.'

"Off to Neubiberg Air Base, Germany (near Munich) with the 86th Fighter-Bomber Wing flying the P-47N, the F-84E, and the F-86F Sabrejet, with 90 days TDY to Taegu, Korea, flying 20 combat missions in the F-84E. In July 1953 I returned stateside and with mixed emotions, I decided to leave the Air Force in November.

Dwight Everett Sullivan

F-105 History

"In July 1954, I married Angela, and soon lovely Diane became our new joy. I became active in the Pennsylvania Air National Guard flying the old 'Mustang' But civilian life was not for me and in August 1955 I was voluntarily recalled to active duty and assigned to the 1737th Ferry Squadron at Dover AFB, Delaware. While there in December 1957, another man entered the family, a large 9 lb. son, Konnie, 'joined up' to make our family a 'flight of four.' Subsequent assignments at Olmstead AFB, Pennsylvania (1958 to 1959); Clark AB, Philippines until July 1961; then 4 years at Custer AFS, Battle Creek, Michigan. In July 1965 I was assigned to a GCI (radar site) in Fort Yukon, Alaska. After a one year remote tour I was reassigned to South East Asia. So it's off to Korat RTAFB, Thailand, via F-105D 'Thunderchief' training school at McConnell AFB, Wichita, Kansas.

"I arrived at Korat in May 1967. While on a bombing mission, not far from Hanoi, on October 5, 1967 (my 62nd mission), my aircraft was hit by flak. In minutes I ejected and was captured within 15 minutes. That night I 'checked in' to the infamous Hanoi Hilton." (<http://www.pownetwork.org/bios/t/t034.htm>) "He was briefly hospitalized to recover from his injuries at Andrews AFB, Maryland, and then received an Air Force Institute of Technology assignment to complete his bachelor's degree at Penn State University, followed by Air Command and Staff College at Maxwell AFB, Alabama. His final assignment was at Sheppard AFB, Texas, where he served as Assistant to the Center Commander, Deputy Commander of the 3785th Field Training Group, and Commander of the 3760th Technical Training Group from August 1976 until his retirement from the Air Force on December 1, 1981." (<http://www.veterantributes.org/TributeDetail.php?recordID=1200>)

Col James E. Bean was released in this group. He had been the 388 TFW Deputy Commander for Operations. He was shot down on 3 January 1968 while flying with the 469 TFS. "He was briefly hospitalized to recover from his injuries, and then attended the Industrial College of the Armed Forces before retiring from the Air Force on September 18, 1974."

Col John P. Flynn was in the group of POWs. He had been the 388 TFW Wing Vice Commander when he was shot down on 27 October 1967. He flew with the 34 TFS.

Maj Raymond Walter Vissotzky from the 34 TFS, shot down and captured on 19 November 1967, was another F-105 pilot released today.

Maj Dwight E. Sullivan from the 34 TFS was also released from Hanoi today. "... He was briefly hospitalized to recover from his injuries at March AFB, California, and then attended Air War College at Maxwell AFB, Alabama, from August 1973 to August 1974. His final assignment was as Assistant Deputy Commander for Logistics and then Deputy Commander for Maintenance with the 47th Flying Training Wing at Laughlin AFB, Texas, from August 1974 until his retirement from the Air Force on June 1, 1978." (<http://www.veterantributes.org/TributeDetail.asp?ID=1085>)

Capt Anthony Charles Andrews from the 34 TFS, shot down on 17 October 1967, was one of the 26 F-105 pilots released today. "My home town is Chico, California, where I was born and remained until after finishing two years of college. Next I attended the University of California at Berkeley where I finished as an Electrical Engineer in 1963. My Air Force career started that Fall. "Anthony Andrews left the Air Force after his return home. He now works for a major airline." (<http://www.pownetwork.org/bios/a/a041.htm>)

Maj Donald E. "Digger" Odell from the 34 TFS was in today's POW release. He had been downed in the same flight as Maj Sullivan and Capt Andrews. The POW Network included his story.

" I was born and raised in Pontiac, Michigan but now call Mt. Clemens, Michigan my home. On 6 September 1952 I enlisted in the Air Force and I received my wings and commission via the Aviation Cadet Pilot Training Program on 1 August 1955. I served a tour (3 years) as an AF Basic Instructor Pilot. Then I served in Germany flying F-86's and F-102's for 3 years. I returned to the United States in June 1962 where I was assigned to flying F-106's for almost 5 years. My SEA assignment came in December 1967 and I proceeded to McConnell AFB, Kansas for combat crew training in the F-105D. I completed this training in July 1967 and after 30 days leave with my family, I departed the U.S. I had been assigned to the 34th TFS, 388th Tac. Ftr. Wing at Korat, Thailand and departed "The Good Ole USA" on the 17th of August 1967. I arrived at my new assignment on 31 August 1967, after a short stop at Clark AFB for Jungle

Dwight Everett Sullivan

F-105 History

Survival School.

"I was shot down on 17 October 1967 on my 17th mission. Our target that day had been the railyards at Dep Cau, North Vietnam, which was located about 18 miles NE of Hanoi, the capital of North Vietnam, where I was a prisoner for 5 1/2 years. I was shot down by enemy anti-aircraft fire up on roll in on target.

"I am married to the former Miss Shirley Danielski of Detroit, Michigan. We have four children Carol, age 14, Barbara, age 13, Paul, age 10, and David, age 7.

"I have approximately 3 years of college and have attended Oklahoma State University and the University of Maryland.

"My future at this moment is still somewhat undecided as to whether or not I'll stay in the military service or seek employment on the outside. I've had several offers not only from the Air Force, but also from private industry.

"I realized almost immediately what it meant to be an American. I looked back over my life and for the first time, it dawned on me how much we, as Americans, take for granted in our every day way of life. Not only our freedoms, our form of government, but even the little day-to-day niceties such as running water and sanitation facilities that contribute to our day-to-day happiness. Then I realized just how wonderful it was to be an American. I looked back and saw that even I was guilty of taking things for granted, and I saw how much more I could have done to ensure our process of government and way of life, as well as becoming aware of the contributions I could have made to my own community. You really become aware of what America means in this world, especially when now, all of a sudden, you are deprived of the freedoms and guarantees that come with being an American. I'll be the first to admit that our form of government may not be perfect, but I defy anyone to show me a better form of government or one which has built as great a nation as America in less than 200 years! I would not wish to bring harm to my fellow American or wish him discomfort, but I feel confident that if he or she were subjected to that form of government, to the type of existence that we have experienced, he or she would return as the most patriotic American that ever walked upon this earth! I realize now just how thankful and proud I am to be a citizen of this country. As we used to say to one another while in captivity: "I sure feel sorry for them (our Vietnamese guards and Officers), for someday we will leave this place and they will have to stay."

"I am very proud to have served with such dedicated, patriotic and proud Americans in the camps of North Vietnam. I only hope that we as Americans will not forget those who made the ultimate sacrifice ... that being those who gave their lives; or those many who are now confined to VA hospitals. Let us also pursue the plight of the MIA's who have not been accounted for - many who had been among us there in one camp or another!

"Donald Odell retired from the United States Air Force as a Lt. Colonel. He still lives in Michigan."
(<https://www.pownetwork.org/bios/o/o001.htm>)

Also released was Capt Thomas E. Norris from the 469 TFS shot down on 12 Aug 1967.

Capt Carl William Lasiter was released today. He was from the 34 TFS and had been shot down by a MiG-21 on 4 February 1968.

Capt Jay Criddle Hess was released today. He had been with the 357 TFS when he was shot down on 24 August 1967. He returned to March AFB on March 17, 1973. Hess was a prisoner of war for more than five years after enemy fire downed his F-105 bomber. A photo of his daughter running to greet him was printed in the Los Angeles Times. The photographer was Ben Olender. "Heidi Hess, 9, runs to greet her father, Air Force Maj. Jay C. Hess, at March Air Force Base following his release by the North Vietnamese. ... On the weekend of March 17-18, 60 former POWs were flown from the Philippines to three bases around the United States. Maj. Hess was one of 20 former POWs flown to March AFB." (<http://framework.latimes.com/2010/11/11/welcome-home/>)

Maj Elmo C. Baker was released today. He was in the 357 TFS when he was shot down on 23 Aug 1967. "Upon his return, 'Mo' Baker was awarded numerous medals, badges and decorations which included, the Silver Star with 3 OLC, the Bronze Star with Device, the Distinguished Flying Cross with 3 OLC, the Air Medal with 10 OLC, Purple Heart

Dwight Everett Sullivan

F-105 History

and the Legion of Merit. Although Baker's wife divorced him upon his arrival home, his two children chose to live with him. In reflection, he says the medical follow-up was very good, but the Air Force was VERY inept at helping the returnees re-adjust. He says they were usually assigned staff work, with little regard for command experience gained in captivity. They were given no help on getting their careers back on track." (1997 update in <http://www.pownetwork.org/bios/b/b074.htm>.)

Maj Robert Lewis Stirm was also released today. From the 333 TFS, he had been hit by a SAM on 27 October 1967. "I attended San Mateo Park School, San Mateo High School, and San Mateo Junior College, California. I then went to the University of Colorado where I studied Mechanical Engineering. I entered Aviation Cadets in the summer of 1953." (<http://www.pownetwork.org/bios/s/s117.htm>.)

A photo of Stirm's family greeting him on the ramp at Travis AFB on 17 March 1973 was taken by Associated Press photographer Slava "Sal" Veder. The photo, titled "Burst of Joy", received a Pulitzer Prize for feature photography in 1974. (http://www.smithsonianmag.com/history-archaeology/Coming_Home.html)

Also released was Col Richard A. Dutton, a Wild Weasel pilot from the 333 TFS, who had been shot down on 5 November 1967. "... Now I am home and my biggest job is to become a father instead of 'that man Mama's been telling us about.'" (<http://www.pownetwork.org/bios/d/d063.htm>)

Capt William Wallace Butler from the 469 TFS, shot down on 20 Nov 67, was one of the F-105 pilots released today. "Capt Butler was briefly hospitalized to recover from his injuries at Travis AFB, California, and then received an Air Force Institute of Technology Assignment to attend the University of California from September 1973 until he left active duty on June 30, 1974. After leaving the Air Force, Bill completed his Doctor of Veterinary Medicine degree" (<http://www.veterantributes.org/TributeDetail.php?recordID=1708>) "I'll give you more information on myself and current status now. My physical condition overall is excellent. I've gained back a few needed pounds and suffer no serious illnesses or malformations, as some of the men that you've probably seen. Being with my wife, Julie, again, is truly wonderful, as we are both still happily in love. Our two children, Peter, 6, born 8 months before I left the USA, and Sheila, 5, born 4 months after I left, are the greatest! I think 'Daddy' is still a novelty around the house, but we are having a ball getting to know one another. My plans for the future are as yet uncertain. Things have changed a lot in America, and I'll need some time to adjust and decide on a future for our family." (<http://www.pownetwork.org/bios/b/b111.htm>)

Col David W. Winn was the 355 TFW Assistant Deputy Commander for Operations flying with the 357 TFS when he was shot down on 9 Aug 1968. "I was born in Austin, Minnesota, and had a totally unspectacular childhood. I went off to Carroll College, just outside of Milwaukee, to get two years of college in order to qualify for the Army Air Corps. When the age and college requirements were dropped following Pearl Harbor, I dropped school, and graduated from pilot training in February 1943.

"During the next five years, I flew nearly all the fighters we had, but my World War II combat flying was in Martin B-26's and the photo version of the P-38. I instructed gunnery for three years at Williams Field, Arizona in P-47's, P-51's and P-80's until 1948, when I switched to the Minnesota Air National Guard to look for a wife and an education.

"Without achieving either, I was recalled to active duty in February 1951. But Mary Flumerfelt married me on Flag Day in 1952, and the Air Force Bootstrap program got me a University of Minnesota degree in Journalism in 1958.

"We had a most rewarding year in Yorkshire (flying Hawker Hunters and English Electric Lightnings, Mk. II) plus eight months at Fighter Command Headquarters at Stanmore on exchange with the R.A.F. Mary finally added a daughter, Helen, to our family of sons, David Jr., Frank and Peter, while we were in England.

"After two puzzling years in the Pentagon, my prejudices were totally shattered by a very rich year at the National War College at Ft. McNair, during which I completed graduate studies in international relations.

"The post, post-graduate training in Hanoi was next. I was a two-time loser, having been downed in April 1968 and again on 9 August.

Dwight Everett Sullivan

F-105 History

"I don't know how to put those 55 months at Hoa Lo and the Plantation into words right now - maybe someday. For me, that experience has to marinate awhile." (<http://www.pownetwork.org/bios/w/w072.htm>)

"He was promoted to the grade of brigadier general April 2, 1973, with date of rank March 30, 1973."

"In August 1973 General Winn was appointed vice commander, Sheppard Technical Training Center, Sheppard Air Force Base, Texas. He then became deputy commander of the 22d NORAD Region, Canadian Forces Base North Bay, Ontario, Canada. He served in this position from August 1974 to August 1976, when he became chief of staff, Headquarters NORAD/ADCOM, at Peterson Air Force Base, Colo." On May 27, 1977, he became "... commander of the North American Air Defense Command Combat Operations Center located in Cheyenne Mountain near Colorado Springs, Colo." (USAF biography on-line at <http://www.af.mil/AboutUs/Biographies/Display/tabid/225/Article/105193/brigadier-general-david-w-winn.aspx>.)

Winn retired as a Brigadier General on July 1, 1978.

*"Honor Bound" by Stuart I. Rochester and Frederick Kiley, pg 585 &
<http://www.veterantributes.org/TributeDetail.asp?ID=1030>.*

25-Jun-74

3948

Three former POWs, who had been shot down while flying their F-105Ds, flew their T-38 "Champagne Flights" at Randolph AFB, Texas. They were the thirty-fourth, thirty-fifth, and thirty-sixth F-105 pilots to begin re-qualification flight training. Lt Col Donald G. Waltman had been shot down on 19 December 1966. His T-38 call sign was "Freedom 107" and he received a follow-on assignment to F-111s at Nellis AFB, Nevada. Col Dwight E. "Sully" Sullivan, shot down on 17 October 1967, flew as "Freedom 108". His follow-on assignment was as the Director of Logistics, Laughlin AFB, Texas. Lt Col James A. Clements had been shot down on 9 October 1967. His T-38 call sign was "Freedom 109" and he was assigned as a T-38 instructor pilot at Sheppard AFB, Texas.

"Home With Honor", Commemorative book by the 560th Flying Training Squadron, July, 1976, pp 87 and 88.

08-Dec-19

8160

Retired Air Force Colonel Dwight Everett Sullivan (Sully), 88, a resident of Sun City West, AZ passed away on Sunday, December 8, 2019. He was born on January 22, 1931 in Chariton, Iowa, to John Everett Sullivan and Adda Marie Sigler. Dwight graduated from high school in 1949 in Corydon, Iowa. He attended Simpson College prior to entering the Air Force in 1951.

He entered the Aviation Cadet Program in 1953 and received his commission and navigator wings in 1954. After two years in Alaska, he entered pilot training and graduated in 1958. His first assignment was flying F86-D's out of O'Hare Field in Chicago. Following this, he had tours of duty in Michigan, California, and Maine, flying the F101-D.

He entered the F-105 upgrade program at Nellis AFB, Nevada as was assigned to Korat, AFB, Thailand. On October 17, 1967, Dwight was shot down and became a prisoner of war in Viet Nam until his release in 1973.

After returning to the States, Col. Sullivan attended the Air War College and was then assigned to Laughlin AFB in Del Rio, Texas as Deputy Commander of Maintenance, where he retired in 1978.

After retirement from the USAF, he was employed as General Manager of the Budweiser distributorship in Del Rio, Texas. He retired from the beer business in 1987 and accompanied his wife, Ada, to London, England where she was employed as a teacher for the Defense Department for three years.

Dwight and Ada returned to the States in 1990 and resided in Texas and Iowa before moving to Sun City West, Arizona in 2000.

Colonel Dwight E. Sullivan was a command pilot. His military decoration include 2 Silver Stars, 2 Legions of Merit, 2 Bronze Stars, 2 Distinguished Flying Crosses, 7 Air Medals, 3 Air Force Commendation Medals, and 2 Purple Hearts.

In 1974, Colonel Sullivan married the former Ada Thompson Vipond of Duluth, Minnesota. They have a blended

Dwight Everett Sullivan F-105 History

family of eight children, 14 grandchildren, and 16 great-grandchildren. Dwight is survived by his wife, Ada, of 45-years, his sister, Wanda Brown from Iowa, sister Donna Herndon (Jim) from California, his sons Steven (Jan) from Texas, Brad from Alaska, Scott (Liz) from Nevada, and daughters Dianne (Walter) from Texas, Laura (Michael) from California. Step-sons include George Vipond from Texas, Clark Vipond from Arizona, and John Vipond (Leslie) from Arizona.

A Celebration of Life will be held to honor Sully's extraordinary life with his family and friends at 2:00pm, Sunday, December 29, 2019 at Dignity Memorial - Surprise Funeral Care in Surprise, Arizona, with reception following (<https://www.dignitymemorial.com/obituaries/surprise-az/dwight-sullivan-8955711>). Interment services with military honors will be held at National Memorial Cemetery of Arizona on Monday, December 30, 2019 at 10:00am (<https://www.cem.va.gov/cems/nchp/nmca.asp>).

<https://www.dignitymemorial.com/obituaries/surprise-az/dwight-sullivan-8955711>.