

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 - 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>)

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."

"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

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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 hour 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 Kough, 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 Nickolas 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 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

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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 R. 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 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

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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".

Major Dwight E. Sullivan from Chariton, Iowa, and Major Donald E. Odell from Pontiac, Michigan, flew as Hotrod 01 and Hotrod 02, in a flight of four on a strike mission to Dap Cau RR Yards. Other members in the flight were Maj Floyd E. Heinzig #3 and Capt Anthony C. Andrews #4. 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 both shot down at 10:42 on roll in to the target.

"Maj Odell's aircraft was hit by flak just as he was starting to roll in on target. At almost the same time (about on 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

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two parachutes." (PACAF Intelligence Index)

Maj Odell had accumulated 78.8 hours flying the F-105. Maj Sullivan had accumulated 277.1 hours in the F-105 by the time he was shot down.

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.

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.

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.

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 Dwight E. Sullivan from the 34 TFS who was shot down on the same mission as Capt Andrews 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>)

"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.