

Brigadier General Dennis B. Sullivan

1950-1983 - USAF Ret.



www.theoxcartstory.com
www.roadrunnersinternationale.com/sullivan



Biography

General Sullivan was born in 1927, in Chippewa Falls, WI, where he graduated from McDonell High School in 1944.

In 1946 he entered the U.S. Naval Academy at Annapolis, Md., graduating in 1950 with a Bachelor of Science degree and a commission as a second lieutenant in the U.S. Air Force. He received a master's degree in international affairs from The George Washington University, Washington, D.C., and is a graduate of the Advanced Management Program for Executives, Carnegie-Mellon University in Pittsburgh; the Air Command and Staff College at Maxwell Air Force Base, Ala., and the National War College, Fort Lesley J. McNair, Washington, D.C.

His initial pilot training began in June 1950 in T-6s at Randolph Air Force Base, Texas, and continued in F-80s at Williams Air Force Base, Ariz., and Nellis Air Force Base, Nev.

In January 1952 General Sullivan was assigned to the 80th Fighter-Bomber Squadron, 8th Fighter-Bomber Wing in South Korea, where he flew 100 combat missions in F-80s. After completing his tour of duty in South Korea, he transferred to Truax Field, Wis., and flew F-86 Sabrejets and F-102 Delta Daggers with the 126th, 432nd and 323rd Fighter-Interceptor squadrons. In October 1957 he moved with the 323rd Fighter-Interceptor Squadron to Harmon Air Force Base, Newfoundland, where he continued flying F-102s until September 1960. Following graduation from the Air Command and Staff College in July 1961, General Sullivan served with the 318th Fighter-Interceptor Squadron at McChord Air Force Base, WA., flying F-106s.

From June 1963 to August 1968, General Sullivan was a special projects officer at Headquarters U.S. Air Force, Washington, D.C. He was then assigned to Headquarters Aerospace Defense Command, Ent Air Force Base, Colo., as chief, Test Branch, Weapons Division.



He attended the National War College and concurrently earned his master's degree in international affairs from The George Washington University from August 1969 to August 1970.

General Sullivan served from August 1970 to August 1972 as director of operations and later vice commander of the 9th Strategic Reconnaissance Wing at Beale Air Force Base, Calif., the only Air Force unit flying the SR-71 "Blackbird" strategic reconnaissance aircraft. He then moved to Air Training Command as vice commander of Chanute Technical Training Center, Chanute Air Force Base, Ill., where he served for three years.

In July 1975 General Sullivan took command of the only navigator training wing in the Air Force, the 323rd Flying Training Wing at Mather Air Force Base, Calif. From September 1976 to July 1978, he was assigned as deputy chief of staff for operations at Air Training Command headquarters, Randolph Air Force Base. In this position he was responsible for monitoring and providing staff support to pilot, navigator and survival training programs at 11 bases and several detachments. He then took command of 12th Air Division at Dyess Air Force Base, Texas, and assumed his present duties in September 1981.

General Sullivan is a member of the Society of Experimental Test Pilots and a command pilot with 7,000 hours flying experience. His military decorations and awards include the Legion of Merit with one oak leaf cluster, Distinguished Flying Cross with oak leaf cluster, Meritorious Service Medal and Air Medal with two oak leaf clusters.

He was promoted to Brigadier General Feb. 1, 1977, with date of rank Jan. 24, 1977.

2011 induction to Wisconsin Aviation Hall of Fame - EAA AirVenture Museum in Oshkosh, Wisconsin

**CIA
Intelligence
Star
for Valor
(1968)**





Dutch-23 (Area 51 Groom Lake)

A-12 Missions

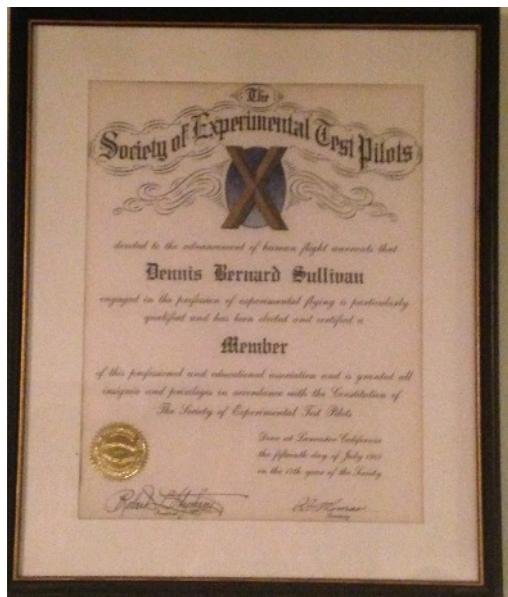
- BX6709 131 19 July 1967 Mission was flown at Mach 3.17 and 82,000 feet for a duration of 4:58 hours. Imagery quality was excellent.
- BX6732 131 28 October 1967 Mission was flown at Mach 3.15 and 83,500 feet for a duration of 3:49 hours. Imagery quality was good.
- BX6734 129 30 October 1967 Mission was flown at Mach 3.20 and 85,000 feet for a duration of 3:44 hours. Imagery quality was good.
- During a flight on 30 October 1967, Oxcart pilot Dennis Sullivan detected radar tracking on his first pass over North Vietnam. Two sites prepared to launch missiles but neither did. During the second pass at least six missiles were fired at the OXCART, each confirmed by missile vapor trails on mission photography. Sullivan saw these vapor trails and witnessed three missile detonations. Post-flight inspection of the aircraft revealed that a piece of metal had penetrated the lower right wing fillet area and lodged against the support structure of the wing tank. The fragment was not a warhead pellet but may have been a part of the debris from one of the missile detonations observed by the pilot.



50th Anniversary - A-12 Oxcart Pilot (CIA Headquarters)



A-12 Oxcart (Area 51 Groom Lake)



Society of Experimental Test Pilots



Planes Flown

FLIGHT TEST & CIA

- A-12 (CIA)
- YF-12
- SR-71 (USAF)
- British Trainers & Fighters

CIVILIAN

- Leerjets
- Westwind Citation
- Mitsubishi Twin Turbo
- Mitsubishi Diamond
- Beach King Air



Planes Flown

Strategic Air Command (SAC)



TOP PHOTO - B-52 STRATOFORTRESS

- B-52
- RC-135
- C-130
- C-45
- KC-135
- C-47

BOTTOM PHOTO - KC-135 STRATOTANKER



Planes Flown

Tactical Air Command (TAC) Fighters



- F-80
- F-86
- F-101
- RF-101
- F-102
- F-106

TOP PHOTO - F-102
MIDDLE LEFT PHOTO - F-101
MIDDLE RIGHT PHOTO - F-86
BOTTOM PHOTO - F-106



Planes Flown

Trainers



- T-6
- T-28
- T-29
- T-33
- T-37
- T-38
- T-43

TOP PHOTO - T-28

MIDDLE PHOTO - T-29

BOTTOM PHOTO - T-38

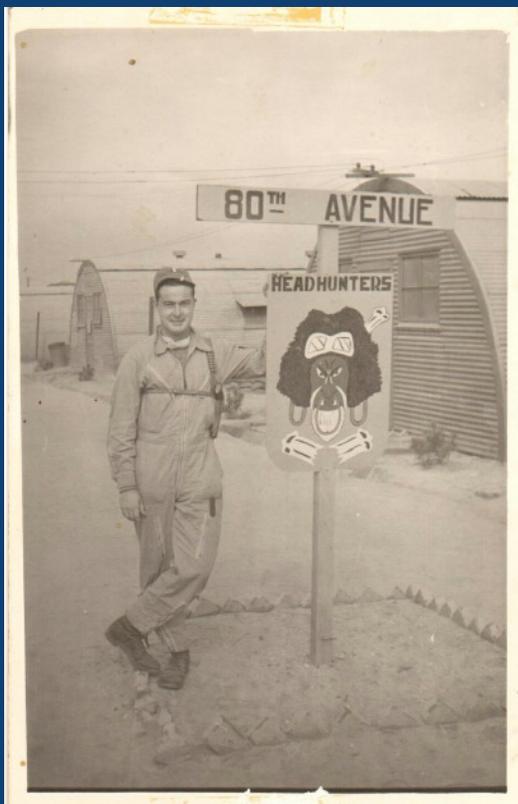


High Wind, Weather Mar Model Plane Meet Here Friday

A high wind and cold weather all but stopped the Exchange Club Model Airplane Contest yesterday. Models were turned over on their backs, plunged into the ground and behaved like unruly colts in the gusty wind. In spite of the unfavorable weather a rubber band model flown by Dennis Sullivan put on a demonstration of stable flying that was a pleasure to watch. Dennis captured the first prize in Class Two rubber powered models with flights of 36.30 and 40 seconds duration. Placing second in this class was Francis Sydejko, who had one flight of 25.3 seconds duration. First and Second prizes in the Class One rubber-band models went to Gordon Quaman and Joseph Sydejko, respectively.

After several attempts to get the gasoline models in the air the judges decided to postpone this class until Sunday afternoon at 2 P. M., when several tiny gas powered planes will take to the air.

CIRCA 1938



CERTIFICATE OF RECOGNITION

MACH THREE PLUS CLUB

This will certify that
Col. Dennis B. Sullivan

has exceeded three times the speed of sound
in level flight flying in a Lockheed aircraft

SR-71

F-12

CERTIFICATE NO.

23

APPROVED

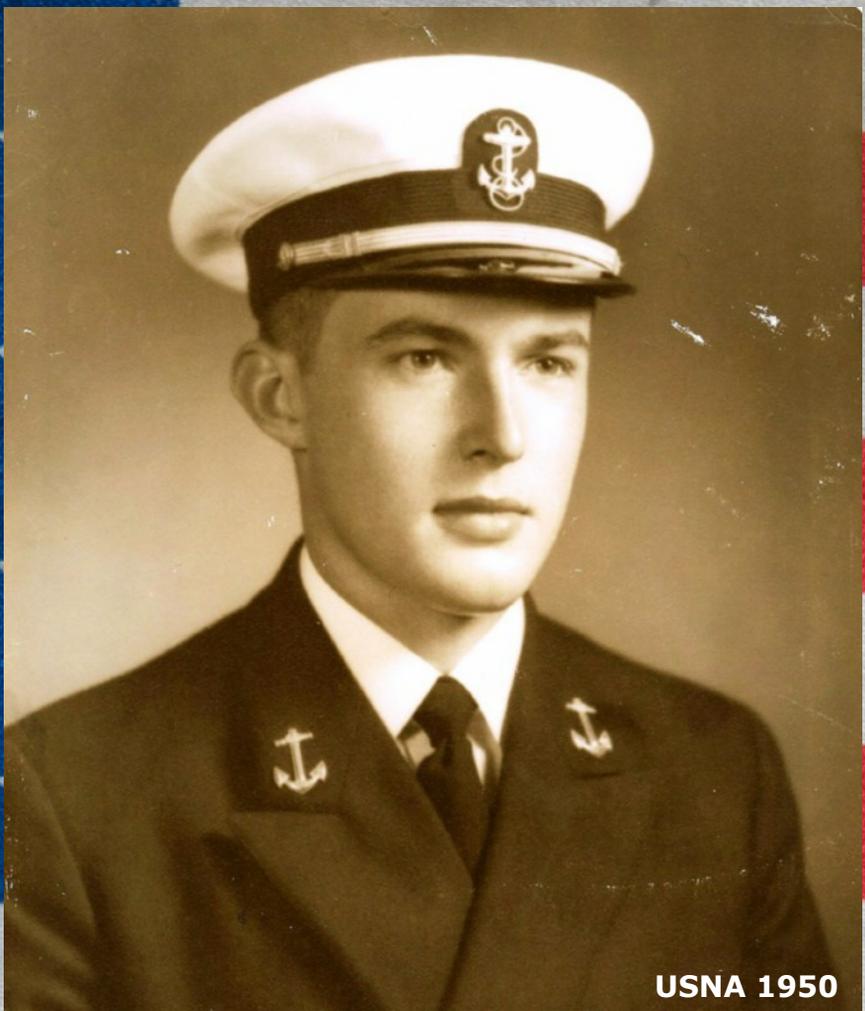
C. L. "Ally" Johnson



HIGH FLIGHT

By - John Gillespie Magee, Jr.

*Oh! I have slipped the surly bonds of earth,
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds, --and done a hundred things
You have not dreamed of --Wheeled and soared and swung
High in the sunlit silence. Hov'ring there
I've chased the shouting wind along, and flung
My eager craft through footless halls of air...
Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy grace
Where never lark or even eagle flew --
And, while with silent lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.*



USNA 1950

