

MILITARY HISTORY

For

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Jan 1951 - Between semesters in my Junior year at the Univ. of Michigan, I had surgery to remove my appendix. For medical reasons, I could not start the 2nd semester, so I lost my draft deferment. I applied for the Naval Cadet Flying Program, but there was a large backlog of applicants for flight training. My application was denied. Then I applied for the Air Force Cadet Flying Program and was accepted. It, too, had a large backlog waiting, but the Air Force accepted me and placed me on a draft deferment until a flying class opened up.

June 1951 - The Air Force cancelled the deferment program and gave me two options:

- 1) - Enlist as an airman by June 29, 1952 and wait until the Flight Class opened up. Once the class open they would transfer me to flight school.

-OR-

- 2) Start the whole process over at a later date, including the written and physical tests.

I decided to take Option 1, and enlisted in the Air Force on June 29, 1951.

June 29 - August 21, 1951 - I took Air Force Basic Training at Sampson AFB, Geneva, New York as a Private.

August 17, 1951 - Promoted to Private First Class.

August 21, 1951 - March 4, 1952 - Awaited Flight School at Vance AFB, Enid, Okla. Basic duties were: refueling and washing B-25 aircraft for the Advanced Flight School. I had a lot of free time, so I worked part-time as a short-order cook at the Airmen's Club for extra money.

March 4 - Sept. 10, 1952 - Began Basic Flight Training in the T-6G aircraft at Stallings AB, Kinston, N.C. This was a civilian operated flight school with civilian flight instructors and class room instructors. Military pilots gave us all check flights and military classes. We did a lot of marching, had classes in military bearing, classes on the aircraft, navigation and instrument flying and weather. Also, had many hours in the Link Trainer simulating instrument flying. In the flying phase, we flew around 6 hours dual time with the instructor pilot before I soloed. Then I did many solo takeoff and landings at 3 different airfields I, also, had to fly one day and one night cross-country navigational flights.

Sept. 21, 1952 - March 16, 1953 - Graduated to Advance Flight Training at Vance AFB, Enid, Okla. flying B-25 aircraft. I had more ground school classes, flight training, night flying, instrument and cross-country flying. Prior to graduating, I was given the option of going to SAC and fly B-29 aircraft or to TAC and fly C-119 aircraft. On March 16, 1953 I was awarded my wings and was commissioned a 2nd Lt.

April 1, 1953 - May 20, 1953 - Attended Combat Crew Training in C-119 aircraft at Miami Int'l Airport, Fla.

June 19, 1953 - Nov. 20, 1954 - Assigned to the 61st TCS at Ashiya AB, Japan, flying C-119 aircraft into Korea, Okinawa, bases throughout Japan, Clark AFB, Philippines, carrying food ammunition, paratroopers, military personnel, etc. Once I carried an atomic bomb from Japan to Okinawa. There were a lot of security guards with bomb called the "Fat Boy". The Korean War ended in July 1953. My last flight into Korea was a full load of ping pong balls, boxed and weighed less than 1,000 lbs. I have no idea who used or what happened to the ping pong balls.

Dec. 1953 - July, 1954 - The French were fighting the Viet Minh in Indo-China. The U.S. had loaned both Air Force and Naval aircraft to the French. The French hired pilots from Civil Air Transport (CAT) Airlines to fly the loaned aircraft. C-119 aircraft from Japan were loaned to the French. The aircraft were flown to Hanoi via Clark AFB, Philippines for repainting in French markings. In December, 1953, the CAT pilots were receiving a lot of ground fire and occurring some damage to the C-119s. The USAF received word that the pilots may quit, so Air Force pilots from Japan were sent to Indo-China as back-up pilots. On December 29, 1953, I flew a C-119 to Hanoi with a stop at Clark AFB to paint the French markings on the aircraft. We were briefed on what our possible role was. Our normal script money was replaced by U.S. green currency, and all old I.D. was removed from us. A .45 cal. pistol was issued to each of us. When asked what it was for, we were told if we ever got shot down in Indo-China, we were to shoot ourselves before capture. My stay in Hanoi was for 25 days. We just sat around playing cards (I learned to play Bridge on these trips to Indo-China). We lived in a straw-roofed, one story, concrete buildings. The U.S. contingent was from 5 to 6 crews, with one senior officer in charge. We were primarily off to ourselves, away from the French and CAT aircrews. We did eat our meals with the French and a few times with the French Foreign Legion. Interestingly, we found the French Foreign Legionnaires were made up from men from Poland, Scandinavian countries, Libya, Morocco, Germany but, no Frenchmen.

The Air Force Officers were assigned as Duty Officers, rotated daily, and did not do anything accept Went with the French Duty Officer each night at 10:00 to an old fort, which housed the "whorehouse". Our job each night was to see that all troops were out of the building and to secure the building for the night.

While in Hanoi, we took a jeep and toured the city. Did some shopping, visited the U.S. Embassy, and did lots of sight-seeing. I was surprised that the city was so clean and it reminded me of New England town. We saw very few cars but a lot of bicycles everywhere.

When this 25 day tour was up, I took a C-119 back to Japan via Clark AFB for repainting the U.S. markings.

My next trip to Hanoi was April 3, 1954 for 20 days. Nothing changed for the aircrews, just more card playing and sun-bathing. We did find some good beer to drink. The beer was "Kronenberg" which came in liter bottles. We would buy it in Hanoi for \$6.00 a 16 bottle case. That's 37.5 cents per liter bottle. French champagne and French perfume were at cheap prices, too.

The next trip was to Haiphong on May 11, 1954 for 10 days. The aircraft and flight operations had moved to Haiphong. Our living quarters were a little better as they had tin roofs instead of straw roofs. The city of Haiphong was not as pretty as Hanoi and was a seaport with a harbor full of junks and a few freighters.

On May 26, 1954, I went back to Haiphong for 25 days of sitting around.

I made my last flight to Indo-China on July 23, 1954. The war between the French and the Viet Minh ended on July 20, 1954 when the fort and airfield at Dinh Binh Phu fell to the Communist forces. We flew the C-119 aircraft from Haiphong to Tourane (now called Danang) south along the East coast of Indo-China. The aircrews spent 15 days at Tourane before flying to Clark AFB for repainting and on back to Ashiya, Japan. To my knowledge, no U.S. aircrew flew any actual missions for the French.

September, 1954 - Promoted to 1st Lt.

November 8 - November 16, 1954 - Bob Brady and I ferried a C-119 from Ashiya, Japan to Birmingham, Ala for major overhaul. Our stops were Guam, Johnston Island, Hawaii, Travis AFB, Calif., and Birmingham, Ala. My wife Maureen drove down from Michigan to meet me and we drove back to Michigan for a 20 day leave.

Dec. 10, 1954 - July 15, 1957 - Stationed at sewart AFB, Smyrna, Tenn with the 50th TCS flying C-119 aircraft. We flew a lot of training missions around the U.S., Panama and Bermuda. Dropped paratroops for the jump schools at Ft. Benning, Ga,

Ft. Campbell, Ky and at Fort Bragg N.C. We, also did a lot of instrument training flights and formation flying for proficiency.

June 15, 1956 - Applied for and was appointed to "Regular" Air force. Up until that time I was a Reserve officer. If a person wanted to make the Air Force a career, he had to be in the Regular Air Force to assure staying at least 20 years to be able to retire.

Jan 31, 1956 - April 25, 1956 - Went on temporary duty(TDY) to Moody AFB, Valdosta, Ga. to attend the USAF Instrument Instructors School.

June 15, 1956 - July 15, 1957 - Assigned to the Wing Instrument School. I was responsible for the annual refresher classes and flight checks for all Base pilots. I flew their annual instrument flight checks in the C-119 and C-123 aircraft.

Jan.15 - Jan 25, 1957 - Attended the C-130 aircraft Staff Orientation Course at Lockheed Aircraft Corp., Marietta, Ga.

August 16, 1957 - July 28, 1959 - Applied for and was selected to attend the Air Force Institute of Technology(AFIT) to obtain a degree in Aeronautical Engineering at Wright-Patterson AFB, Ohio There were approximately 20 in my classes. The courses I had to take ranged from Thermo-dynamics, Calculus, and Aerodynamics. I Received a Bachelors Degree in Aeronautical Engineering.

January 27, 1959 - Promoted to Captain

Sept 9, 1959 - May 18, 1960 - Applied for and was selected to attend the Air Force Test Pilot School, Edwards AFB, Calif. Flew the T-28, T-34 aircraft and was checked out in the T-33, jet trainer. I flew all three aircraft in flight tests at the school. Future astronauts Jim McDivitt and Ed White were in my class. Future astronaut Tom Stafford was an instructor at the school and he also checked me out in the T-33.

During the last two weeks at the Test Pilot School, we were asked if we would participate in some specialized physical tests. The Air Force was planning to put a laboratory in space (Skylab) and were jointly working with NASA to establish some tests for selecting astronauts. I and 4 or 5 classmates decided to participate. One test was to sit in the altitude chamber and take off our oxygen mask at 100,000 feet and see how long we went before passing out as the chamber climbed on to 130,000 feet. Other tests took place at Brooks AFB, the Air Force Medical Center in Texas. Some of these tests were to check our equilibrium by putting ice water in the ears. Another test was for the heart, by putting our feet in ice. Many different stress tests and, of course, complete physical with EKG, EEG, lots of blood work, and many x-rays. At Wright-Patterson AFB, I was put in a heat chamber at 150°F for 6 hours. Needless to say, I lost 17 lbs during the test.

There were many more tests that I took but have forgotten. The Air Force upon completion of the tests said that I had taken every heart test available in the medical field at that time. I Air Force dropped the "Skylab" Program in 1960.

June 1960- I applied for an astronaut position in the Gemini Program. I was not selected but was told I was in the top seventeen finalists. I later applied for the Apollo Program. I was told I was 30 days too old to be eligible. I requested a waiver, but it was denied. Thus ended my plans to be an astronaut.

June 14, 1960 - May 26, 1966 - I was assigned to Cargo Flight Test, Aeronautical Systems Division, Wright-Patterson AFB, Dayton, Ohio. Iflew many different aircraft, including JC-54D, Jc131B, JC-123, JC-130, C-119C, C-54D, c-130A, YC-123H, C-133, C-97, JC-121, HC-130H, aircraft and UH-1F and CH-3C helicopters in tests of aircraft systems, long range communications, zero-G flight, automatic landing systems, de-icing tests, cold weather systems tests, etc.

I was project manager and pilot on a JC-131B aircraft testing the Regal Automatic Landing System. The test was performed by setting the aircraft up on final approach, engage the Regal System. take hands off the controls and throttles. The aircraft would descend on final at approach airspeed down to flare and touchdown, all automatically. The tests were flown at Atlantic City and Detroit airports.

I was project pilot on the JC-123 aircraft modified for aerial spraying. Tests were ferformed at various aircraft weights on takeoff with one engine failure at takeoff rotation. For various weights, the aircraft was modified with a large water tank and a large dump valve in case the other engine would fail. (The aircraft was modified with under-wing spray bars for Agent Orange spraying in Viet Nam).

I flew a C-131B aircraft in support and tracking the balloon flights by Capt. Joe Kittinger's high altitude balloon flights to 120,000 feet and his parachute jumps from 102,000 feet over the Rocky Mountains betwee Oregon and Wyoming.

I flew a YC-123H aircraft in a project called "Rough Road Alpha". The aircraft was modified with an enlarged main landing gear which extended outward and down. Normal C-123 gear extended straight down. The two engine aircraft was, also, modified with a jet engine under the wing outside of each regular propeller engine. The tests were to determine the shortest distance for off-runway takeoff and landings. The aircraft was, also, modified with a small drag parachute which pulled out a 100-foot diameter parachute. We would extract the parachute at or just before touchdown. This portion of the test was to determine the shortest landing distance. Tests were performed at a sandy, desert site outside Yuma, Ariz.

I attended the JC-121 ground school at Martinsburg, WVa. I, also, attended the CH-3C helicopter ground school at Sikorsky Aircraft Plant, Stratford, Conn. I was checked as a pilot in the C-12 aircraft, CH-3C and the UH-F helicopters. I flew a mission to the Ascension Island via Recife, Brazil to perform long range communications with rocket launches from Cape Kennedy, Fla. Ascension Island is a small island in the middle of the Atlantic Ocean midway between South America and Africa.

Dec. 1 - 4, 1964 - Flew a B-26K for inflight icing/deicing tests. These tests were in preparation of the aircraft going to Vietnam.

Dec. 3, 1965 - March 14, 1966 - Checked out as pilot in a HC-130H aircraft. I was the co-project manager for the flying systems and all-weather tests. Tests included system operation during inflight icing and deicing, cold weather storage and inflight operation. Since this aircraft had inflight capability of inflight ground pickup of personnel on the ground, we did inflight air rescue pickup at Edwards AFB, CA and later at Eilson AFB, Fairbanks, Alaska at temperatures of -55°F.

March 30 - April 8, 1966 - Flew a JC-121C to Hickam AFB, Hawaii to perform tests on Long Range Communications via radio relay signal by "bounce-off" the moon to Austrailia and Washingyo, D.C. This was the forrunner of transmitting via satellites. March, 1965 - Applied for a Masters Degree thru AFIT in Engineering Management. Was selected the Rensselaer Poly-Technical College, N.Y.

April, 1966 - My school was changed from RPI to the Institute for defense Analysis (IDA), Arington, VA, to study Defense Systems analysis. This was not a degree program. I asked AFIT if I could get a degree while at IDA. They determined I could get a Masters Degree in Economics by taking extra courses at the University of Maryland plus write a thesis. After taking morning classes at IDA, I commuted to College Park for afternoon classes at the University of Maryland. I wrote my thesis, attended classes, plus kept up my flying on weekends at Andrews AFB, MD all in 13 months. Upon graduation, I was supposed to be assigned to the Pentagon as a systems analyst. The Air Force decided I needed tour in Vietnam first.

March 16, 1967 - Promoted to Major.

July 27, 1967 - August 17, 1967 - Went thru the Air Force Survival Course at Fairchild AFB, WA.

August 24 - October 23, 1967 - Went through Combat Crew Training in C-130E aircraft at Sewart AFB, Smyrna, Tenn.

October 24 - Nov. 22, 1967 - Leave.

Nov. 24, 1967 - Feb. 13, 1969 - Assigned to the 50th TCS, at Ching Chuan Kang AB(CCK), Taiwan. Flew the C-130E aircraft into Okinnawa, Vietnam, Thailand, Phillipines, Japan and into other bases in Japan and Korea. Airlifted ammunition, food, support supplies, Army paratroopers, Vietnamese people and unfortunately, military personnel killed in action(KIAS). I found that the primary reason of flying the C-130 in Vietnam was to show the U.S. government and the American people that we were winning the war. to do that, the maximum tonnage we hauled each day was at a maximum. I don't remember ever flying with an empty aircraft in Vietnam.

To cite some examples:

I hauled a load of New York strip steaks(about 20,000lbs) to a base nearest the DMZ, called Quang Tri. When we landed we told the transportation officer what we had on board. He laughed and said he could not use the steaks as all the troops were out in the field 25 miles away. The troops had no kitchen facilities and were on "K" rations and he had no refrigeration facilities. I called our headquarters in Saigon and was told to leave the load anyway. The outside temperature was in the 80sF and I'm sure the steaks all rotted. The transportation officer said for us to take 8 or 9 cases back to our base, Tuy Hoa, and have a cook-out on the beach for all the flight crews.

Another example involved a load of Budweiser beer. First, I should explain that each new pilot, had to be checked in the theater on standard communications and do landings at different bases before he could have an aircrew of his own. Since I was an instructor pilot, I had the job checking out new pilots in the theater. New pilots flew in the pilot's seat and I flew in the co-pilot's seat. on this mission I had a new pilot fresh out of a desk job in the Pentagon. We were taking 28,000lbs of Budweiser beer to a small airfield on theLaotian border. The Army troops were in an old French fort, 2,000 feet from the airstrip. As we approached, I called them to say we were inbound. They called back saying they were under a mortar attack and not to land. Again I called Saigon and was told we had to land and take off our load. The Army troops asked what we had onboard for them. I told them about the beer. They just laughed and said that only 7 troops were there and with an unworkable refrigerator. Because of the mortar attack, we had to land downwind, down a sloping runway. After touchdown with both of us on the brakes and in maximum reverse, we ended up past the runway, staring at a fence and looking down into a 100 foot ravine. Ten more feet and we would have ended in a heap down the ravine. Bu using maximum reverse, we backed back on the runway. We then noticed there was a light coating of sand on the runway. That's why the anti-skid brakes did not work. We off-loaded on the small ramp by unlocking the pallets of beer and with a burst of thrust, the pallets rolled out onto

the ramp.

One of my fellow pilots 5 days later, he picked up the beer and took it back to where I originally picked it up.

Another time, I picked up a severely damaged Army radar antenna and hauled it around to different bases for 3 or 4 days. Taking it to a base and the next day picking it up and hauling it to another base.

As I said before, the purpose was to get as much tonnage for reporting purposes.

On one mission, we picked up around 60 Marines to take to a base at Hue. The base was under a mortar attack. When we extended the landing gear for landing, the left wheel hydraulic line broke and the aircraft caught fire. We landed using only reverse thrust to stop on the runway. I ushered the Marines off and with onboard hand fire extinguishers, put out the fire while still on the runway. The base commander, an Army colonel said the airfield was under a mortar attack and for us to get airplane off the runway or he would bulldoze it off. I told him that we were fixing the leak and would be ready for takeoff in 10 minutes. Our discussion became rather heated as I told him not come near my aircraft. The leak was repaired and we took off for our Base. I was awarded the Air Force Distinguished Flying Cross and the crew was awarded Air Medals for making a successful landing, saving the Marines, saving the aircraft and crew and averting a possible disaster.

About every 3 months, we were sent to Bangkok, Thailand to resupply bases, fly military personnel and to act like an airline in Thailand. It was considered like an R & R for the crew since we were out of the combat zone. This temporary duty to Thailand usually lasted 2 weeks. We lived in an older hotel leased by the U.S. Government.

One of my flights was to Udorn AB, Thailand. From that base we flew all night in a "race track" pattern over Laos, starting at an altitude of 15,000 feet and as fuel burned off, we would end up at 21,000 feet. We had on board a self contained module containing 5 communications. We were the airborne "Command and Control for directing USAF aircraft over North Vietnam. Our call sign was "Hillsboro". Two days later we did the same mission with a call sign of "Alleycat".

One flight in March, 1968, I landed at Udorn AB, Thailand with an engine starter out. I met an old friend, Don Westbrook, and he offered to take me in a two-seat A-1E single engine prop plane on a mission over Laos the next day. He was due to rotate back to the States as he had his required 100 missions. I understand one of his buddies

was scheduled to fly the mission but became sick. So, Westbrook said he would take the mission even though he had all his missions in. He told me the mission was a piece-of-cake with no threat of combat. He said if I wanted to go with him to be at Base Ops at 6:00 a.m. the next morning. I told him I would go with him my aircraft wasn't fixed by 3:00 a.m.. My plane was repaired and I took off at 3:00 a.m. back to Bangkok. I learned a month later that he disappeared on that mission and to this day he is listed as missing in action(MIA). No one knows what happened to him or his aircraft. Looking back at the situation, I could have been with him and be MIA.

When flying out of Vietnam, my home Base was either Tuy Hoa or Cam Ranh Bay Airbases.

March 1, 1969 - June 29, 1971 - Stationed at the Flight Test Center Edwards AFB, SA. I flew tests on many different aircraft. One set of tests were on an AC-119 aircraft to check stability and control, airspeed calculations and stall characteristics for the aircraft modified with several guns, cannons and a howitzer sticking out the left side of the fuselage. The aircraft was configured for use in Vietnam.

I, also flew a C-121 aircraft to verify the aircraft's Handbook for airspeed calculations at various airspeeds.

May 5 - August 12, 1969 - Attended KC-135 Combat Crew Training at Castle AFB, Merced, CA. After completing the course, we went to Oklahoma City(Tinker AFB) and picked up a KC-135 and flew it back to Edwards AFB. Flew tests on the KC-135 at various takeoff weights to determine take-off and climb characteristics and airspeed with the loss of an outboard engine at rotation(takeOff committed). At very heavy weights climbout was difficult as we would only be at 200 feet altitude at 25 miles out from the runway. SAC was having some major accidents on take-off with a loss of an engine. We verified the "Dash One" manual data for take-off and climbout airspeeds. Obviously, SAC's problem was with pilot technique.

October 3 - Nov. 3, 1969 - Flew to France as the project pilot to fly with French test pilots on an operational suitability tests on the French new Breguet 941 aircraft. This was a two-engine, short field take-off and landing aircraft. The tests were flown at an off-runway site at Mont-de-Marsan, France. This site was near the Pyrenees Mountains at the border of France and Spain. I presented the results of my findings to a Joint Committee of the Air Force Chief of Staff and the Department of Defense at the Pentagon.

Nov. 3 - Dec. 15, 1969 - Attended the C-5A pilot Training School and simulator at Altus AFB, Okla. The C-5A was at that time the world's largest airplane. I flew as co-pilot on

several C-5A flight tests. On one flight, we flew to see how the aircraft systems worked on an endurance flight. With an augmented crew, we took off from Edwards AFB, flew to over Washington State, east to Maine, on South to Miami, FLA., on to San Diego, back to Washington State and finally to Edwards AFB non-stop. Total flight time was around 22 hours. We started at 16,000 feet altitude and ended up at 24,000 feet altitude as the fuel burned off. The aircraft had a fuel capacity of 50,000 gallons of JP-5 fuel. That's about 325,000lbs of fuel. A normal crew is 6, but we carried 6 extra crew members for this flight.

Nov. 2 - Nov.30, 1970 - I was project pilot on C-5A tests for heavy equipment air drops and paratroop jumps at Pope AFB and Ft. Bragg Army base, N.C. I flew the tests with a Lockheed Aircraft Corp. pilot. The maximum heavy equipment we dropped was 200,000lbs, all at one time. The equipment was on pallets and an extraction parachute would be released which extracted 3-100 feet diameter parachutes which when inflated pulled the the released pallets out. The maximum paratroops that jumped on another test was 290, all in trail of each other, all at one time. Because of so many paratroops, they landed on drop zones that were 5 miles long.

Jan. 4 - Feb. 4, 1971 - I flew the C-5A on more of the same tests as I did in November, 1970 at Pope AFB and Ft Bragg, N.C.

Feb. 10- June 1,, 1971 - I flew several more performance flight tests on the C-5A.

June 30, 1971 - Retired from the U.S. Air Force at a rank of Major.

In my Air Force career, June 29,1951 - June 30,1971, I flew 42 different aircraft, logged a total of 9,800 hours of flight time, flew 165 combat missions and logged 825 hours of combat time.

Military Awards and Medals:

Distinguished Flying Cross
Air Medal with 6 Oak Leaf Clusters
Air Force Commendation Medal
Navy Presidential Unit Citation
Air Force Outstanding Unit Award
Good Conduct Medal
Korean Service Medal
Armed Forces Expeditionary Medal
National Defense Service Medal with 1 Bronze Star
Republic of Vietnam Campaign Medal
Vietnam Service Medal with 1 Bronze Star

Military Awards and Medals (Contiued)

Air Force Longevity Service Award with 4 Oak Leaf Clusters
Republic of Korea Presidential Unit Citation
United Nations Service Award
Korean War Service Medal