

John Willard "Jack" Swanson, Jr.

F-105 History

31-Dec-63

5732

During the past six months in the 49 TFW, "the most significant problem encountered by the 7 TFS was the lack of available, combat-ready aircrews. During this reporting period, the squadron averaged a shortage of 7 combat-ready aircrews. This problem is a continuing one. The squadron presently has 31 assigned pilots; however, 6 assigned pilots have not reached combat-ready status. This problem exists because frequently the newly assigned pilots require a complete transition and qualification program taking about 5 months time."

One of the pilots who joined the 7 TFS on 31 December 1963 was 1Lt Robert E. Dorrrough, Jr. who trained in F-100s at Luke and arrived in Germany without going through the F-105 school at Nellis. He upgraded to the F-105 at Spangdahlem. "There were 14 students in my F-100 fighter training class at Luke. The top eight got F-105 assignments to Germany, four to the 49th TFW, and four to the 36th TFW at Bitburg. The rest of my class received F-100 slots at various bases. The four going to Spangdahlem were 1st Lts John Swanson [1Lt John Willard Swanson, Jr.] and Needham B. Jones to the 9th TFS, and 1st Lt Thomas C. Lesan and myself to the 7th TFS TAC decided that all eight of us would checkout on the Thud in Germany. The winter weather was so bad in Europe that we finally went to Wheelus AB, Libya, to checkout. I do not know about Bitburg, but the 49th TFW did not receive any two-seat F models until March or April of 1964. That meant we were solo for our first flight in a Thud, with the IP in a chase aircraft. What a thrill! There was no flight simulator, just a cockpit mockup to learn where all the switches and gauges were located. All eight of us checked out with no problems, but we were the only ones to upgrade in-theater."

The squadron commander of the 7 TFS was Lt Col Francis B. "Snake" Clark. (He was called "Snake" because he was tall and slender.)

49 TFW history, 1 July - 31 Dec 1963, AFHRA call # K-WG-49-HI, IRIS # 450713 & Bob Dorrrough, e-mail Mond: February 15, 2010.

31-Dec-63

5736

During the last half of 1963, the 9 TFS, 49 TFW, flew 3,420 hours in their F-105Ds. "All aircrews assigned to the squadron for the full reporting period, as well as those departing for the ZI, renewed their bombing and gunnery qualifications at Wheelus Air Base, Tripoli, Libya. Nine aircrews of this squadron made hi-flights to Brookley AFB, Ala. and return to Spangdahlem AB to exchange aircraft for 'Project Look Alike'."

The squadron's key personnel were:

Lt Col James A. Eaglen - Commander
Maj Donald K. Salmon - Operations Officer
Maj Roosevelt L. "Rudy" Hestle, Jr. - Ass't Ops Officer (promoted from Captain during this period.)
Capt Leo F. Callahan - Weapons Officer
Capt Edmund A. Mackett - Flight Commander
Capt George V. Wish - Flight Commander
Capt Gerald J. Robinson - Flight Commander
Capt Buddie R. Reinbold - Flight Commander

The circular error averages for the squadron's simulated nuclear bombing scores for the past six months were:

Visual Lay Down (VLD) - 324'
Blind Lay Down (BLD) - 823'
Blind Identification Point (RIP) - 1612'
Visual Low Altitude Drogue Delivery (VLADD) - 521'
Visual Target Identification Point (VTIP) - 1770'

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"Best individual CEAs were:"

Lt Col James A. Eaglen - VLD - 119'

Capt George V. Wish - RIP - 350'

Maj Cecil B. Juanarena - VTIP - 350' who was also best "overall squadron bomber". He had departed Spangdahlem in February 1963.

"The following personnel were awarded Select Crew status for the period 1 July 1962 - 31 December 1962: Lt Col James A. Eaglen, Capt Leo K. Thorsness, Capt Duane R. Mill, Capt Thomas R. Maher."

"During this period, a major turnover of aircrews was begun due to the normal rotation of personnel to the Zone of Interior. This turnover will continue for the next eighteen months. Some difficulty was experienced in getting newly assigned replacement pilots upgraded to OR status due to the fact that a majority have never flown the unit assigned aircraft. Further difficulty was encountered as winter weather precluded the flying of a large portion of training and Tac Eval low-level missions during the months of November and December."

Experienced F-105 pilots who left the squadron during the past six months were:

Capt James C. Morgan

Capt Anthony J. Gangol

Capt Richard E. Strickland

Capt Leo K. Thorsness

New pilots joining the squadron were:

Capt George V. Wish

Capt Gerald J. Robinson

Capt Porter Thompson

Capt Charles E. Van Driel

Capt Edward M. Dobson

1Lt Robert D. Husemoller

1Lt Needham B. Jones

1Lt John Willard Swanson, Jr.

49 TFW history, 1 July - 31 Dec 1963, AFHRA call # K-WG-49-HI, IRIS # 450713.

31-Dec-64

5780

During the past six months, the 9 TFS, 49 TFW, "... flew 2,204 sorties for a total of 3,890:30 hours to train for and maintain proficiency in all phases of gunnery, navigation, instruments, and refueling."

Squadron key personnel were:

Lt Col Louis R. Vogt - Squadron Commander

Maj Donald K. Salmon - Operations Officer

Maj Richard H. Schoeneman - Assistant Operations Officer

Maj Ralph W. Kitchens - Assistant Operations Officer

Capt Robert D. Beckel * - Weapons Officer

The squadron had 25 line pilots. Those names marked with an asterisk (*) became 'Select Crews' during the past six months.

"A" Flight Pilots

Capt Luther W. Manuel - Commander

"B" Flight Pilots

Capt Gerald L. Hawkins * - Commander

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Capt Donald T. Aukerman *
Capt Vernon C. Madsen *
Capt Porter Thompson
1Lt Clifford W. Feiszal
1Lt Needham B. Jones

Capt William Campfield
Capt Merlyn H. Dethlefsen
Capt Buddie R. Reinbold
Capt John Q. Richmond
Capt Jack R. Hall *

"C" Flight Pilots

Capt Edward M. Dobson - Commander
Capt Donald E. Courter *
Capt Lawrence G. Gerum
Capt Thomas R. Maher
Capt George V. Wish
1Lt John Willard Swanson, Jr.

"D" Flight Pilots

Capt Gerald J. Robinson * - Commander
Capt Thomas C. Bunn
Capt Walter J. Brug
Capt William Grieger
Capt William E. Underwood
Capt Thomas M. Madison
1Lt Rowland F. "Frank" Smith, Jr.

"Capt Akerman also received the Squadron Overall Gunnery award."

"Capt Thomas M. Madison received the Air Medal for his handling of an aircraft emergency while he was stationed at Nellis AFB, Nevada."

The squadron had 8 attached pilots

Col John P. Flynn - 49 TFW Deputy Commander Operations
Lt Col Joe W. Pickett - 49 TFW Ass't Dep Comm Operations
Capt Anthony Gardecki - 49 TFW Tactical Evaluation
Capt Leo F. Callahan - 49 TFW Tactical Evaluation
Capt Harry E. Higgins - 49 TFW Combat Operations Center
Capt Charles E. Van Driel - 49 TFW Combat Operations Center
Lt Col Norman P. Phillips - 17 AF Tactical Evaluation
Maj Fred L. Tracy - 17 AF Operations

49 TFW history, 1 Jul - 31 Dec 1964, AFHRA call # K-WG-49-HI, IRIS # 2-8541-3.

18-Feb-65

6790

1Lt Jack A. Phillips arrived at the 9 TFS, 49 TFW, Spangdahlem AFB, Germany, from the 562 TFS at McConnell. His sponsor was 1Lt John Willard Swanson, Jr. who, "... greeted me at Ramstein AB, Germany I had been assigned to the 9th Tactical Fighter Squadron at Spangdahlem AB and Jack was designated as my 'sponsor'. This meant he was responsible for showing me around and helping me get settled. We became better acquainted on the nighttime drive back to Spang and he got me checked into the BOQ. The next few days he helped me with checking in and finding housing for my family."

Jack Phillips, e-mails 18 & 22 March 2011 & Swanson memorial web site at <http://japhillips.com/swanson/>.

30-Jun-65

5830

Since 1 January 1965, the 9 TFS, 49 TFW, "... flew 2724 sorties and totaled 4156 hours to train for and maintain proficiency in all required flying phases. The majority of bombing and gunnery training was accomplished on El Uotia Range by flying 706 sorties (1183 hours) from Wheelus AB, Libya. The remaining bombing and gunnery was performed on Siegenburg, Germany and Suippes, France ranges but the continental flying was mostly devoted to radar low-level navigation, instrument proficiency training, and simulated air strikes in support of army units. Four pilots ferried F-105D aircraft from Mobile Air Force Base, Alabama, to Spangdahlem Air Base to complete the return of 49th TFW aircraft from 'Project Look-Alike'.

"Five [squadron] pilots attended the Air Ground Operations School at Ramstein Air Base, Germany, and qualified as

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Forward Air Controllers. Forward Air Control duty tours were fulfilled by 10 pilots with units of the Second Armored Cavalry Regiment, Nuremberg, Germany, and the Third Infantry Division (Mechanized), Wuerzburg, Germany. Also two pilots were Range Officers at Siegenburg Range... and one pilot at Suippes Range ..."

The pilots assigned and attached to the 9 TFS were:

Maj Richard H. Schoeneman - Squadron Commander
Maj Lloyd C. Smith - Operations Officer
Maj Ralph L. Kitchens - Assistant Operations Officer

"A" Flight

Capt Donald C. Armstrong - Flt Commander
Capt Luther W. Manuel
Capt Jack R. Hall
Capt Jackie D. Stokes
Capt Porter Thompson
1Lt Rowland F. "Frank" Smith, Jr.
1Lt Steven J. Savonen

"C" Flight

Capt Thomas M. Madison - Flt Commander
Capt Gerald L. Hawkins
Capt William E. Underwood
Capt George C. Forstner
1Lt Clifford W. Fieszal

"B" Flight

Capt William Campfield - Flt Commander
Capt William Grieger
Capt Richard B. Bugada
1Lt Needham B. Jones
1Lt James T. Hannam

"D" Flight

Capt Edward M. Dobson - Flt Commander
Capt George V. Wish
Capt Walter J. Brug, Jr.
Capt Robert D. Beckel
Capt Lawrence G. Gerum
1Lt Jack A. Phillips
1Lt John Willard Swanson, Jr.

Attached Pilots

Col John P. Flynn - 49 TFW Deputy Commander Operations
Lt Col Joe W. Pickett - 49 TFW Asst. Deputy Commander Operations
Capt Leo F. Callahan - 49 TFW Tactical Training
Capt Anthony Gardecki - 49 TFW Tactical Evaluation
Capt Harry E. Higgins - 49 TFW Combat Operations Center
Capt Gerald L. Robinson - 49 TFW Combat Operations Center
Capt Charles E. Van Driel - 49 TFW Combat Operations Center
Lt Col Norman P. Phillips - 17 AF Tactical Evaluation
Capt William Bryan - 17 AF Operations

49 TFS history, 1 Jan - 30 Jun 1965, AFHRA Call # KWG-49-HI Jan - Jun 1965, declassified extract.

17-Jan-67

1090

F-105 pilots of the 421 TFS and 34 TFS, 388 TFW, struck the Thai Nguyen Railroad classification yard (JCS 21.11) at 21-33-33N and 105-51-05E. Returning pilots reported, "... 8 - 10 large sections exploded and numerous smaller explosions. CBU impacts were on flak sites northwest of target. Whole area covered with black and brown smoke. Of 14 rail lines, 1 is serviceable and 1 possibly serviceable, 12 pieces of rolling stock derailed and damaged. Repair and service area heavily damaged. Fairly accurate 37/57/85-mm also heavy barrage. Heaviest flak from northwest of the target. Saw MIGs inbound but they could not get behind the flights."

"Three of the strike flights were flown by members of the 34 TFS. The Force Commander was Maj Carl W. McKenzie [the squadron's Operations Officer] ... and the Deputy Commander was Maj William E. Augsburg

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Flight assignment was as follows:

"Dallas" - Maj McKenzie, Capt William W. Kennedy, Maj Augsburger, Capt Jackie R. Youngblood.

"Blackjack" - Maj Leo F. Callahan, Maj Earl Johnston, Maj Robert G. Miner, Capt John W. Swanson, Jr.

"Flapper" - Maj Homer T. Terry, 1Lt Gary G. Catren, Capt Alan J. Fick.

"Flak in the target area was described as light to moderate 37/57-MM. Bomb damage was extensive as supported by bomb damage assessment photos."

Homer Terry described the mission. "We ... received orders from the White House to take out the railroad marshalling yard adjacent to the steel mill by a maximum effort of forces from Korat and Takhli; 16 aircraft each from Korat and Takhli. Korat was in first and I was leading the fourth flight. We rolled into our dive bomb runs and were off target in very quick order. I had a problem! When I pushed my bomb release button, my bombs did not release. As I started to pull off target, I ejected my entire rack. No one ever asked about the collateral damage that was inflicted on the roundhouse.

"Takhli followed close behind us. Neither base suffered an aircraft loss. Photo recon showed the marshalling yard was obliterated, but about ten days later recon photos showed the North Viets had laid several tracks back into place and the steel mill had not yet suffered any great loss of production from the actions we had taken." (Homer Terry memoir, "Destroying The Steel making Capability of NVN #2", via e-mail 27 March 2010.)

As Flapper Lead, Maj Terry was awarded the Distinguished Flying Cross for this mission. "Major Homer Terry distinguished himself by extraordinary achievement while participating in aerial flight as an F-105 pilot in Southeast Asia on 17 January 1967. On that date, while attacking a high priority target, despite concentrated and accurate ground fire, continuous missile warnings and MiG warnings, he delivered his ordnance with unerring accuracy causing extensive damage to the target. ... "

Maj Raymond D. Anderson from the 421 TFS was awarded a Silver Star for gallantry for flying on this mission. (7AF SO G-374 14 Mar 1967)

The F-105F Wild Weasel crew of Capt Jerry N. Hoblit and EWO Capt Thomas W. Wilson, Jr. from the 357 TFS at Takhli, were each awarded a Silver Star for supporting a mission near Hanoi on this date. They decoyed SAM sites to protect the force, bombed one site, and suppressed two others with anti-radiation missiles. (E-Mail, Tom Wilson to Ron Thurlow, 7 Jul 2003.)

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frame 1218 & Homer Terry, letter to Ron Thurlow, undated.

18-Jan-67

1512

Four flights of F-105s from the 388 TFW "... struck the Don Muc Railroad Bridge (21-27-12N 106-14-01E). Especially significant, was the fact that the entire strike force was flown by pilots of the 34 TFS. This was the first time in the history of the 388 TFW that one of its assigned squadrons conducted a complete strike from within its own resources."

"The Force Commander was Lt Col Richard M. Heyman, Jr., and the Deputy Force Commander was Capt David E. Weaver. Flight assignment was as follows:

"Muskrat" - Lt Col Heyman, 1Lt Donald O. Austin, Capt Weaver, 1Lt Catren.

"Rip" - Maj William E. Augsburger, Maj Clarence Kough, Jr., Maj Edward C. Jones, Capt Alan J. Fick.

"Tamale" - Maj McKenzie, Capt Kennedy (two members were forced to air abort).

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"Cheeta" - Maj Callahan, Maj Johnston, Capt John W. Swanson, Jr. (one member air aborted)."

"The flights reported heavy AAA in the target area and also 15 NM from the target during ingress and egress. Heavy 85 mm was encountered during the ingress and egress to the target. BDA photos ... substantiated pilot observations as two spans of the bridge were destroyed, leaving it in an unservicable condition."

Maj Augsburger was awarded a Silver Star for galantry for flying this mission. (7th AF SO G374 14 March 1967)

388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frames 1218 and 1219.

28-Jan-67

6791

After completing Jungle Survival School at Clark AB, Phillipines, Capt Jack A. Phillips arrived at the 388 TFW at Korat from his assignment with the 9 TFS at Spangdahlem. He was assigned to the 34 TFS. When he arrived at Korat, he was met by Capt John Willard (Jack) Swanson, Jr., a friend and F-105 pilot from Spangdahlem AB, Germany, who was already at Korat. At Korat, "... we were not only assigned to the same squadron, but we had side by side rooms, too."

Jack Phillips, e-mail 18 March 2011 & Jack Phillips web site in memory of Jack Swanson at <http://japhillips.com/swanson/>

12-Mar-67

1274

Twenty-one F-105s and four F-4Cs struck the Viet Tri Thermal Power Plant (JCS 82.17) for the first time. Pilots reported one large secondary explosion with orange fire from the generator hall/boiler house and numerous fires. The coal treatment building and the transformer yard were heavily damaged. "... We estimate it will take approximately 18 months to repair this plant." However, the plant was struck again a week later, on 19 March.

Three flights from the 34 TFS, 388 TFW, struck the Viet Tri Power Plant at coordinates 21-17-57N and 105-25-26E. Flight lineup was:

"Finch"

- #1 - Maj William E. Augsburger, mission commander
- #2 - Maj John R. Whaley
- #3 - Maj Robert W. Johnson
- #4 - Capt John W. Swanson, Jr.

"Nelson"

- #1 - Lt Col Joseph C. Austin
- #2 - Capt David C. Carter
- #3 - Maj Donald F. Fryauf
- #4 - Maj Earl Johnston.

"Possum"

- #1 - Maj William C. Eagle
- #2 - Capt Jack A. Phillips flying his 17th & 18th missions into NVN. He was awarded an Air Medal.
- #3 - Maj Harry Pawlik
- #4 - Maj James N. McClelland.

The flight was probably recycled for RESCAP.

""Finch" flight acted as flak suppression and each member had a preselected gun emplacement to attack. The two strike flights carried two 3,000-pound bombs each and were to attack the boiler room and generator hall. Gun emplacements attacked were completely neutralized and the only ground fire encountered came from a suspected

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hospital area north of the target."

Pilots from the 469 TFS also flew on this strike.

"Pilot BDA reported complete destruction of the target. The photo aircraft covering this strike was shot down by a surface-to-air missile while egressing the target area."

The photo aircraft, "Neptune 2", was RF-4C 65-0877 from the 11 TRS, 460 TFW, from Tan Son Nhut. Capt Edwin Riley Goodrich, Jr. was KIA and 1Lt John Walter Clark became a POW.

An attempt to rescue the downed RF-4C crew was called off. "At 12/0309Z, Neptune Two was reported down at coordinates 20-55N and 104-45E [65 miles west of Hanoi]. No report of either chute or beeper. High performance aircraft as well as A-1Es made a search of the area with negative results. At 12/0429Z, the forces were withdrawn after SAMs were launched against the jets. At this time, 7th AF directed the SAR activity on this mission be suspended." (Rescue Opening Report 2-3-19 12 Mar 67, TWX 120719Z Mar 67 from 3 ARR GP OL 2, Udorn RTAFB, Thailand, in AFHRA Folder Call # K318.2411-5, IRIS # 1017063.)

"With no BDA available another strike was scheduled and pilots reported the target destroyed before they dropped their ordnance. Film strips taken from KA-71 strike cameras verified the boiler room and generator hall 50% destroyed with the remaining portion totally gutted."

PACAF Rolling Thunder briefing to CINCPAC for the period 20 Feb - 19 Mar 1967 & 388 TFW history Jan - Dec 67, USAF microfilm NO 583, frame 1226

02-May-67

1470

There were 5 USAF strikes against the Northeast Railroad (RR 2) on 2 May. Four F-105s damaged the Vu Chua railroad bridge south (BE 616-01150) at 21-26-35N and 106-21-28E by dropping 24 750-pound bombs.

Four more F-105s dropped their 24 750-pound bombs on the Vu Chua railroad yard south (BE 616-01833) at 21-26-15N and 106-20-35E. Pilots reported seeing 26 railcars in the yard. "Korat pilots dropped 750-pound bombs on the main Vu Chua complex, 43 miles northeast of Hanoi. Bomb damage assessment was hampered by heavy clouds in the area. Pilots pulled up into low clouds before they could observe the impact of their ordnance."

Eight F-105s, in two strikes, dropped 48 750-pound bombs on the rail line in the vicinity of 21-33N and 106-30E, approximately 1/2 mile south of the Cau Nung railroad bridge (BE 616-00707).

Also, pilots of four F-105s reported cutting rails at 21-26N and 106-19E after dropping their 24 750-pound bombs.

"The large Yen Bai railroad yards, 76 miles northwest of Hanoi, were struck by other 388 TFW pilots."

"Rattler" flight from the 34 TFS struck Kep railroad yards. "The strike was composed of the following pilots: Lead - Maj James N. McClelland, #2 - Capt John W. Swanson, Jr., #3 - Maj Carl W. McKenzie, #4 - 1Lt Donald O. Austin. The purpose of the strike was to cut the rail lines. Ordnance selected for this strike was 6 x 750-pound bombs per aircraft. Heavy thunderstorm activity was encountered during ingress - egress and during the pre - post strike air refueling. The immediate target area was obscured by clouds and so the flight commander elected to attack the rail lines four miles northeast of the yard, which was visible. 'Rattler' flight cut the railroad in three places with very accurate bombing. This was accomplished in the face of extremely heavy AAA fire and SAM launches." (34 TFS history, 1 - 30 May 67, USAF microfilm NO584, frames 0072 - 0073.)

Rolling Thunder briefing to CINCPAC for the period 24 Apr - 7 May 1967 & 388 TFW history, Apr - Dec 1967, USAF microfilm NO463 frames 1478 and 1479.

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15-Jun-67

F-105D 610213 34 TFS 388 TFW Korat Hit by 37-mm AAA while attacking the Dong Khe RR siding in RP-3, NVN. Crashed at sea 145 miles north of the DMZ. 19-04N 105-45E Capt John Willard Swanson, Jr. 34 TFS pilot ejected. Rescue attempts were unsuccessful. MIA. Call sign: "Goose 04". "Down in water, good chute, beeper..." (388 TFW history)

Capt John W. Swanson, Jr. flew as Goose 04, in a flight of four, on a strike mission to Dong Khe RR Siding, North Vietnam. Other members in the flight were Lt Col Mervin M. Taylor, Maj Paul F. Koeltzow, and Capt David C. Carter. The flight took off from Korat at 06:36 and Capt Swanson was shot down at 07:59.

"On roll in on target, Number 04 (Capt Swanson) called, 'Four is hit,' then 'Goose 4 is hit.' The aircraft was hit at 1903N/10535E. He leveled off and headed out to sea with Number 03 following. Number 03 urged 04 to stay with the aircraft. Approximately 2 miles out to sea, Capt Swanson's aircraft nosed down, and Number 03 called him to get out. Capt Swanson ejected and a chute was observed and beeper signals were heard. Number 03 circled and returned. The chute was in the water and was gradually sinking by the time Number 03 returned to the area. Number 03 made two low passes over the area but did not observe Number 04 in the water. Several small boats were in the area at the time of ejection. Number 03 was not certain how close the boats were at the time the chute hit the water. Upon his return after a turning maneuver, the boats were heading away from the chute at a distance of from one-half to one mile. Since Capt Swanson could not be located in the water and hostile mortar fire from the shore was being directed toward SAR aircraft, SAR efforts were terminated at 0945 hours." ("PACAF Intelligence Index of USAF Personnel MIA/PW in Southeast Asia", pg 3-102, AFHRA Call # K717.6031-3.)

A rescue report described the joint Navy/ USAF search efforts for Capt Swanson. "The search objective is for the pilot of an F-105, who was downed due to hostile action, approximately 4 miles at sea south of the North Vietnam coastal village of Dang Xuam, 145 miles north of the DMZ.

"An HC-130 of the 39 squadron was alerted at 0053Z by the F-105 flight leader to coordinate with Navy SAR. A parachute and helmet liner was sighted. A Navy helicopter lowered a swimmer into the water, but the chute sank prior to the swimmer being able to determine if the pilot had gotten out of the chute. Search suspended at 0245Z by the Navy. Negative sighting of pilot, negative leads. There were several boats in the area which a Navy helicopter looked over. Pilot is not believed to be aboard small craft. Hostile mortar fire from shore hampered the search.

"39 Squadron flew 1 sortie for 1+50; USN A-1Hs flew 6 sorties for 4 +00 and SH-3s flew 2 sorties for 1+30; F-105s flew 6 sorties for 4 hours. A total of 15 sorties for 11+20 was flown." (Hand written Rescue Open/ Suspending Report, Mission 1-3-89, 15 June 67, in AFHRA folder Call # K318.2411-5, IRIS # 1017062.)

A TWX message added a few more details. "... Crown 4 received initial notification from Goose Lead. Aircraft was downed due to hostile action. Aircraft a combat loss. ... Sighted parachute and helmet liner. USN lowered swimmer from Clementine 2 to investigate chute but chute sank as swimmer entered the water and swimmer was unable to determine if pilot had gotten out of chute. Search continued until 0245Z, negative results. USN terminated SAR at 0245Z. Negative sighting of pilot, negative leads. ... On scene commander, Barn Owl 568, recommended terminate SAR. Search suspended at 15/ 0245Z." (Rescue Opening/ Suspending Report, Mission 1-3-89, 15 Jun 67, TWX 151000Z Oct 67 from OL 1 3 ARRGP Son Tra RVN, in folder AFHRA Call # K318.2411-5, IRIS # 1017062.)

Capt Swanson was born 1 April 1938 at Princeton, Illinois, and entered the service from Arlington, Illinois. At the time of his loss, he had accumulated 834.6 hours in the F-105. He was declared dead on 4 April 1978. His body was not recovered. His name appears on the Vietnam Memorial Wall on panel 21E line 109.

388 TFW History, Apr - Dec 1967, USAF microfilm NO583 & F-105 Pilot Flying Hour report dated 18 Nov 85 provided by the USAF Safety Center to Bauke Jan Douma.