

PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION			
INFO			

AK47, 51 cal anti-aircraft and SWS 7.62 anti-aircraft capability. They are known to be in the hills or mountain areas, some of which go up to 3100 feet MSL. These enemy positions are located 15 to 25 miles southeast of Da Nang. On the night of 29 July the GLO reported observing ground fire at aircraft departing Da Nang. Plans to visit the crash site have been abandoned on recommendation of the US Army. In a radius of 5 - 10 miles of the site there have been 7 contacts in 5 days. There was a major ground attack on 29 July 400 meters southeast of crash site and other contacts 1500 meters north, 1000 meters southeast, and 7500 meters west. There was a minor contact at the crash site on 28 July shortly after impact. The combined strength of enemy units in the site area is approximately 450 - 500 men. This information collected from the US Army GLO. Crew rest was not a factor. Review of maintenance records revealed 11 OK flights out of 17. The write-ups were minor and none involved the engine or propeller. The weather in the crash area was clear with 10 miles visibility. Major Morgan had completed 5 months in SEA, and had flown 92 combat missions in the A-1. In that there are known hostile forces along the flight path and the fact that they have anti-aircraft capability it is determined that this mishap was a

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SECURITY CLASSIFICATION				REGRAIDING INSTRUCTIONS	

FORM 173-1

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

and/or CONTINUATION SHEET

DECLASSIFIED

PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION			
FO			

combat loss. Failure of the Yankee System will be covered in a special investigation. GP-4

TUGS

1100

21200

22200

602500

606500

DCM

DCMR

FES

AMS

SMS

SA

DXT

DCS

BC

DBC

BCA

BCPT

DP

CBPO

BJA

BCH

BDO

BHS

BTO

CBS

SPS

BOS

BUPS

CONTROL NO.	TOR/TOD	PAGE NO.	NO. OF PAGES	MESSAGE IDENTIFICATION	INITIALS
		4	4		
SECURITY CLASSIFICATION			REGRADING INSTRUCTIONS		

DD FORM 173-1

NOV 63

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

DATE

DECLASSIFIED

28 JULY 70

0205Z	JG-54 OFF AT THIS TIME.	R10
0340Z	JG-65 will be in AT 1245 - STATUS A-1	R10
0341Z	ADVISED MTN CONTROL.	R10
0345Z	MAJ. Dreibelbis of S duty, Capt. Beattie on DDB	
0400Z	Jolly Green Alerting system ops check OK DDB	
0400Z	JG 65 down Logged 3.3	DDB
0435Z	SPAD 02 down 157/20.5/77; NO sign of good chute	DDB
0505Z	Queen Advised JG 64 Landed IN SAFE AREA to recover body	DDB
0520Z	Queen Advised JG 64 ETB 0530	DDB
0535Z	JG 64 down Logged 4.8	DDB
1000Z	WX WARNING #40 By wind v/15625	DDB
1030Z	Capt Beattie off duty Sgt. ARISPE ON	DDB
1150	JG 71 AIRBORNE FUR 2HR LOCAL -	R2
1310	DAAR TO JRCC -	R2
1435	JG 71 ON THE DECK - 3.0	R2
1450	TODAYS TOTAL TIME - 11.1	
1510	Sgt Rodriguez OFF DUTY.	

29 JULY 1970

28/1830Z	MAJ RAPER ON DUTY	gave
1835Z	AT 1800Z QUEEN ALERTED US FOR A FIRST LIGHT MISSION - 110130 20 (A-1E) DOWNED AT 1655Z - VOICE CONTACT - SURVIVOR IN GOOD CONDITION. ENCODED POSITION SET CJ - IN THE CLEAR XE - READ MHXP.	gave
1840Z	NOTIFIED LT/COL BROWN - ALSO TALKED WITH SPADS -	

28 July 1970

**A-1H 52-139776 602 SOS, 56 SOW, USAF, Nakhon Phanom
detached to Da Nang**

Maj Otis Cleveland Morgan (KIA)

Two Skyraiders were shot down on the 28th. The first aircraft was on an escort mission when it was hit by ground fire near Cang Dong, 20 miles south of Da Nang. Maj Morgan did not eject from his aircraft and was killed in the crash.

A-1H 52-135263 1 SOS, 56 SOW, USAF, Nakhon Phanom

Maj Petter B Lee (survived)

The other Skyraider lost on the 28th was flying a night-time Steel Tiger strike over the Trail in southern Laos. Maj Lee had found a convoy of five trucks a few miles southwest of the Ban Karai Pass and commenced to attack his target. On his final pass the aircraft was hit by 37mm flak and the Skyraider's rear fuselage caught fire. He ejected at 4,000 feet and landed on the side of a hill just above a river. Maj Lee climbed up the hill as far as he could and dug in under the foliage for the rest of the night. FAC aircraft orbited near Maj Lee throughout the night and spoke to him via his emergency radio every 30 minutes. A first light rescue attempt had to be postponed due to low cloud and while waiting for rescue Maj Lee radioed the positions of enemy troops and guns to the FAC overhead who then brought in air strikes. By late afternoon the weather had cleared enough for a 37th ARRS HH-53 flown by Maj G C Hitt to make an attempt. The helicopter swept in along a valley protected by smoke screens laid down by the Sandys as more A-1s, F-4s and F-105s continued to pound enemy positions to keep them away from the survivor. Maj Lee was quickly hoisted to safety after more than 18 hours on the ground.