

UA

FILE SIGNATURE

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PRIORITY
PRIORITY

55TH SP OP WING/NAHCON PHANOM RTAFB THAI

13AF/13AF/DO/13AF/CLARK AB PI

INFO: 7/13AF/DOA/DO/13AF/UDORN RTAFB THAI

7AF/DOG/2AF SOI NOUT AB RVN

PRIVILEGED DOCUMENT

SECRET 56 00

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Subject: Commander's 48 Hour Mishap Analysis Report (U)

Spad 02, A-1H, SN 52-139775, Flown by Major Otis C. Morgan, 1

[REDACTED] of the OLA, 56 Sp Op Wg, Da Nang AB, RVN, crashed at 1543N,

10819E on 28 July 1970 at 1210 (H). Major Morgan attempted to

extract but was unsuccessful due to Yankee System malfunction. He

was fatally injured following unsuccessful attempt to bail out

manually. Jolly Green 64 landed at the crash site and recovered

the body. Spad 02 was the number two aircraft in a flight of two

A-1H's. Spad 01 was lead aircraft. Normal intelligence, operations,

and weather briefings were conducted prior to going on alert at

0630 (H). Spad 01 flight was scrambled on an armed escort mission

with takeoff at 1130 (H). Spad 01 flight proceeded out the 200

Continued on



Reminded in house

REUBEN M. WARE, Lt Colonel, USAF

Chief of Safety

ICE ORIGINATOR/TELEPHONE TYPIST DATE

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degree radial for 1800 and level off at 8500 feet MSL. At the 60 DME, 6900 feet MSL Spad 02 experienced a propeller regulator problem. The pilot pulled the RPM back and attempted to put a load on the propeller. He jettisoned his external stores and turned for home plate. He was unable to maintain altitude but did establish a shallow glide. At about the 30 DME and 3400 feet MSL Spad 02 made a right turn to intercept the coast line as he had elected to extract over the water in order to avoid being in a hostile environment. At 2300 feet MSL Spad 01 advised 02 to abandon the aircraft. He then observed the canopy to depart the aircraft. Spad 02 had been flying at approximately 115 KIAS in a nose high altitude. He transmitted that his seat did not work. Spad 01 started to read the manual bail out procedure but around 1700 feet MSL Spad 02 started into a steep right bank and impacted the ground. Impact was in an area of known enemy activity. Later in the day, approximately 1600 hours, an attempt was made to put an Air Force team on the ground but was cancelled when the US Army reported hostile forces around the site. On the outbound course Spad 02 overflew three (3) known company size enemy positions. The Ground Liaison Officer (GLO), US Army attached to the 366th TAC Ftr Wing reported that along this flight path the enemy had

CONTROL NO.	TOR/TOO	PAGE NO.	NO. OF PAGES	MESSAGE IDENTIFICATION	INITIALS
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AK47, 51 cal anti-aircraft and SRS 7.62 anti-aircraft capability. They are known to be in the hills or mountain areas, some of which go up to 3100 feet HGL. 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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combat loss. Failure of the Yankee System will be covered in a special investigation. GP-4

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XX FOR OFFICIAL USE ONLY 28/14/52

PRIORITY
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56TH SP OP WG/NAKION PHANOM RTAFB THAI

13AF/IGY/DO/DM/CLARK AB PI

INFO: 7/13AF/DSA/DO/DM/UDORN RTAFB THAI

7AF/DOC/TAN SON NHUT AB RVN

PRIVILEGED DOCUMENT

SECRET 56 CO

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Subject: Commander's 48 Hour Mishap Analysis Report (U)

Spad 02, A-1H, SN 52-139776, flown by Major Otis C. Morgan, [REDACTED] of the 0LAA, 56 Sp Op Wg, Da Nang AB, RVN, crashed at 1543N, 10819E on 28 July 1970 at 1210 (H). Major Morgan attempted to extract but was unsuccessful due to Yankee System malfunction. He was fatally injured following unsuccessful attempt to bail out manually. Jolly Green 64 landed at the crash site and recovered the body. Spad 02 was the number two aircraft in a flight of two A-1H's. Spad 01 was lead aircraft. Normal intelligence, operations, and weather briefings were conducted prior to going on alert at 0630 (H). Spad 01 flight was scrambled on an armed escort mission with takeoff at 1130 (H). Spad 01 flight proceeded out the 200

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SECRET

REUBEN M. WARE, Lt Colonel, USAF

Chief of Safety
TYPIST

ICE ORIGINATOR/TELEPHONE

DATE

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VC
EX

DCO

TUOC

130S

2150S

2250S

60250S

60650S

DCM

DCMM

FMS

AMS

XMS

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DBC

BCA

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ETO

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Reuben M. Ware

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degree radial for climb and level off at 8500 feet MSL. At the 60 DME, 6500 feet MSL Spad 02 experienced a propeller regulator problem. The pilot pulled the RPM back and attempted to put a load on the propeller. He jettisoned his external stores and turned for home plate. He was unable to maintain altitude but did establish a shallow glide. At about the 30 DME and 3400 feet MSL Spad 02 made a right turn to intercept the coast line as he had elected to extract over the water in order to avoid being in a hostile environment. At 2300 feet MSL Spad 01 advised 02 to abandon the aircraft. He then observed the canopy to depart the aircraft. Spad 02 had been flying at approximately 115 KIAS in a nose high altitude. He transmitted that his seat did not work. Spad 01 started to read the manual bail out procedure but around 1700 feet MSL Spad 02 started into a steep right bank and impacted the ground. Impact was in an area of known enemy activity. Later in the day, approximately 1600 hours, an attempt was made to put on Air Force team on the ground but was cancelled when the US Army reported hostile forces around the site. On the outbound course Spad 02 overflowed three (3) known company size enemy positions. The Ground Liaison Officer (GLO), US Army attached to the 366th TAC Ftr Wing reported that along this flight path the enemy had

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