

DOCUMENT RETAINS CLASSIFICATION
EXCERPT DECLASSIFIED IAW EO 13526
BY SAFE PAPER AFHRA

DATE 6 Feb 2017

56TH SPECIAL OPERATIONS WING

APRIL - MAY - JUNE 1970 Group
VOLUME II ~~Excluded from aut~~
(UNCLASSIFIED TITLE) ~~downgrading~~
~~declassification~~

RETURN TO
USAF Historical Archives
ASIS(AHAF-A)
Maxwell AFB, Ala 36112

K-206-56-H1
APR - JUN 1970
V. 2
30 AUG 1991

~~TOP SECRET~~
~~OFFICIAL USE ONLY~~

EXEMPTED FROM
DECLASSIFICATION IAW EO 12958
REVIEW DATE 6/2/81 REVIEWER 69
REFER TO AFHRA
EXEMPTION (S): 1 2 3 4 5 (6) 7 8 9

~~TOP SECRET~~
~~REVIEW ON~~
2 DEC 1981

PROJECT CORONA HARVEST
DO NOT DESTROY
No 0239206

RESTRICTION REMOVED BY
AFHRA SAFEPAPER.

EXTRACT ONLY

DATE: 6 Feb 2017

451143

3-5644-2

Copy 1 of 5 copies
and 70- 0014

~~CONFIDENTIAL~~ SEA

HISTORICAL DATA RECORD
(RCS: AU-D5)

REPORTING PERIOD
From: 1 May 70
To: 31 May 70

FROM: OLAA, 56th Special Operations Wing
APO San Francisco 96337

TO: 56SOW (WHD)

I. MISSION

a. Primary mission is twofold:

(1) To fulfill search and rescue requirements in Vietnam and Eastern Laos.

(2) To provide tactical air support for studies and observations groups as directed by higher headquarters.

b. Secondary mission: To serve as in-country asset as required by higher headquarters.

II. PERSONNEL STATUS

	Officers	Airmen	Civilians	Total
Assigned	12	48	Ø	60
Authorized	15	46	Ø	61
Attached	Ø	Ø	Ø	Ø
MIA	Ø	Ø	Ø	Ø
KIA	Ø	Ø	Ø	Ø

III. EQUIPMENT STATUS

Nomenclature	No. Asgd	Gains	Losses	Reasons
A-1H aircraft	10	1	Ø	Change of models through rotation of aircraft.
A-1J aircraft	Ø	/0	Ø	
Auxilliary Power	5 (A-1)	Ø	Ø	
Unit	1 (MD-3)	Ø	Ø	
Pick-up, 3-pax	1	Ø	Ø	
Pick-up, 6-pax	1	Ø	Ø	
Van, Multi-stp	2	Ø	Ø	
Jeep	1	Ø	Ø	

IV. SIGNIFICANT STATISTICS:

Combat Sorties 208

OR Rate 93.6

NORS Rate 3.0

NORM Rate 4.3

Air Accident Rate - 0

Ground Accident Rate - 0

V. NARRATIVE

During the period 1 May to 31 May SPAD pilots responded to sixty requests for tactical air support and thirteen requests for troops in contact. They flew ten search and rescue missions and nineteen missions on SAR airborne alert, and flew twenty-one non-combat missions for a total of 236 sorties. SPAD airstrikes resulted in the following bomb damage assessment: Twelve confirmed KBA, nineteen secondary fires, nineteen secondary explosions, five military structures destroyed, twenty-eight bunkers destroyed or damaged, six fighting positions destroyed, two gun positions destroyed, and three trucks damaged.

SPAD pilots participated in five search and rescue missions during the month, the most significant of which was the effort for Falcon 93, an F-4 Phantom shot down deep in hostile territory while attacking a classified target designated by the Joint Chiefs of Staff. 1st Lieutenants A.J. Roberts III and Donald L. Engebretsen responded to the Mayday and remained on scene until running dangerously low on fuel after which they were replaced by 1st Lieutenant Maurice A. Coleman, Jr. and Major Peter D. Williams, the Deputy Commander of the SPADS, who remained on scene until the successful completion of the rescue and escorted the Jolly Green helicopters to and from the SAR area.

For their actions in an extremely hostile and heavily defended area they being recommended for the Silver Star (Lt. Roberts) and Distinguished Flying Crosses (all others).

In STEEL TIGER, operations remained essentially the same and no new tactics were devised. Worsening weather with the shift in the monsoon made close air support of long-range reconnaissance teams increasingly difficult. Operations centered near the main areas of Ben Het, the A Shau Valley and the Demilitarized Zone. On one mission 1/Lt Donald L. Engebretsen and 1/Lt Warren C. Blanchard Jr. were diverted to support a reconnaissance team that had made contact with a hostile force. One team member had been killed in action and another was missing. Although the SPADS were already low on fuel they remained in the area until other assets could arrive, making repeated low-level passes and delivering their ordnance to within fifteen meters of the friendly troops enabling the team to break contact and regroup to wait for the rescue helicopters. Lieutenants Engebretsen and Blanchard are credited with saving the reconnaissance team from almost certain destruction.

Four new replacement pilots arrived during the month; Major Otis C. Morgan, 1/Lt Kenneth Brown, 1/Lt Joel T. Morrison, and 1/Lt Dane A. Morvant. All four have recieved their local check-out and are fully qualified to fly the SPAD mission. Major Morgan has been assigned the responsibility of administrative officer and flight commander in addition to being an instructor pilot. The other three pilots have also been assigned various duties.

Administrative problems arose during the month with the departure of the regular administrative clerk. An insufficient replacement overlap resulted in a considerable slowdown in the flow of outgoing paperwork. The condition still exists to a somewhat lesser degree, although it could have been entirely averted by assigning a qualified clerk/typist far enough in advance to effect a smooth transition. Awards and decorations, in addition to being a major clerical problem, continue to remain as much as six months pending, due to administrative difficulties at the parent support unit.

The unit received inspections by the Seventh Air Force safety team during its recent visit to Danang. The overall rating was satisfactory with only minor discrepancies noted in ground and explosives safety and life support facilities. Suggestions were made to help improve the unit's limited facilities with satisfactory results.

The unit aircraft OR rate continued to be well above the PACAF standard, attributing to the general high motivation and morale of the SPADS.

COMMANDER'S REMARKS

The most pressing problem foreseen at this time is the replacement of qualified pilots. Four of the unit's twelve pilots will depart in June. This includes the Commander and one Flight Commander. All four are SAR on-scene command qualified (low lead), and two are instructor pilots/SEFE qualified. Planning information has been forwarded to the parent 56th Special Operations Wing well in advance (January 1970). In July an additional seven pilots will depart. Sound planning and programming of pilot personnel is required by the parent unit at this time.

to insure that SAR - qualified pilots are assigned and to maintain continuity in key positions and additional duties.

VII. ROSTER OF KEY PERSONNEL

Commander: Lt Colonel James W. Wold
Deputy Commander: Major Peter D. Williams
Operations Officer: Major Peter D. Williams
Maintenance Superintendent: MSgt Paul J. Homlish Jr. (also NCOIC, OLAA)
Weapons Superintendent: MSgt Govan O. Huggins (also First Sergeant)

Warren C Blanchard, Jr.
WARREN C. BLANCHARD, JR., 1st Lt., USAF
OLAA-56 SpOpWg
Historian
14 June 1970

James W. Wold
JAMES W. WOLD, Lt Col, USAF
OLAA-56 SpOpWg
Commander
14 June 1970

~~CONFIDENTIAL~~

HISTORICAL DATA REOCD
(RCE: AU D3)

REPORTING PERIOD
From: 1 June 70
To: 30 June 70

FROM: OLAA, 56th Special Operations Wing
APO San Francisco 96337

TO: 56SOW (WHD)

I. MISSION

a. Primary mission is twofold:

(1) To fulfill search and rescue requirements in Vietnam and Eastern Laos.

(2) To provide tactical air support for studies and observations of groups as directed by higher headquarters.

b. Secondary mission: To serve as in-country asset as required by higher headquarters.

II. PERSONNEL STATUS

	Officers	Airman	Civilians	Total
Assigned	12	47	0	59
Authorized	15	46	0	61
Attached	0	0	0	0
MIA	0	0	0	0
KIA	0	0	0	0

III. EQUIPMENT STATUS

Nomenclature	No. Asgd	Gains	Losses	Reasons
A-1H	10	0	0	
A-1J	0	0	0	
Auxilliary Power	5 (A-1)	0	0	
Unit	1 (MD-3)	0	0	
Pick-up, 3-pax	1	0	0	
Pick-up, 6-pax	1	0	0	
Van, Multi-stp	2	0	0	
Jeep	1	0	0	

GROUP 1
Downgraded at 5 year
intervals; declassified
after 12 years

~~CONFIDENTIAL~~

IV. SIGNIFICANT STATISTICS:

Combat Sorties 244 576.4 hours

Air Accident Rate - 0

Ground Accident Rate - 0

V. NARRATIVE

During the period 1 June to 30 June 1970 Spad pilots responded to five requests for support for troops in contact, flew sixty-eight missions in support of ground operations, flew nine search and rescue missions, twenty-five missions on SAR airborne alert, and fourteen non-combat missions for a total of 244 Sorties. Spad air strikes resulted in the following bomb damage assessment: Nine sustained fires, twelve secondary explosions; fifteen instances of small arms and automatic arms fire silenced; twenty - seven military structures destroyed or damaged ten bunkers destroyed or damaged; two supply sampans damaged; one raft destroyed; and three KBA.

Spad pilots participated in four search and rescue efforts during this period. The most significant was the effort for Seafox 02 A & B the crew of an F-4 Phantom downed within 100 meters of one of the most heavily defended route segments in Southeast Asia. 1st Lieutenant Joel T. Morrison and his wingman 1st Lieutenant Kenneth J. Brown departed from DaNang before sunrise for first light rescue attempt. They arrived on scene only to find a 600 foot broken to overcast cloud layer with steady rain. Lt. Morrison worked his way under the clouds and maneuvered Among the ridge lines until he located the survivors. During this time he was fired upon from several positions by heavy automatic weapons and anti-aircraft artillery which he attacked without regard to his own welfare

~~CONFIDENTIAL~~

downgraded and
intervals; declassified
after 18 years

~~CONFIDENTIAL~~

and silenced. He then led his wingman and the Jolly Greens to the area and flew protective cover while the pickup was made. Lt Morrison's courage and determination in the face of almost overwhelming odds were instrumental in the successful rescue. For his heroic action he has been recommended for the Silver Star.

Steel Tiger operations saw no significant changes. Operations were somewhat restricted by increasing weather activity in the area of operation but the sortie rate managed to remain fairly high. On one mission 1st Lieutenant Donald L. Engebretsen and Capt Terry F. Bolstad were flying in support of a reconnaissance team extract when one helicopter began receiving intense small arms and automatic weapons fire and was extensively damaged. While the helicopters held off, the Spads attacked the gun positions from all sides placing several types of ordnance to within 10 meters of the team on several low passes. When they finished, the helicopters returned for the pickup without receiving any further hostile fire.

With the onset of air operations in Cambodia OLAA gained a commitment to have two SAR configured aircraft and two crews on alert at Pleiku AB, RVN. Coordination was made with II corps DASC to scramble the A-1s in the event of a SAR. In addition, II Corps DASC received permission to utilize the SAR aircraft for close air support for reconnaissance team operations in Cambodia. Maintenance crew members from NKP led by TSgt Hilgemeier supported the aircraft. They are to be commended for the highly competent job they performed with limited equipment and facilities.

On 19 June; two more aircraft along with four maintenance men and two crew chiefs were dispatched to Pleiku to assist in the Bung Lung Ba Kev evacuation. The most significant problem of the Pleiku operation was an

~~CONFIDENTIAL~~

GROUP 4
Downgraded at 5 year
intervals; declassified
after 12 years

~~CONFIDENTIAL~~

extreme shortage of maintenance support. As of 15 June all specialist support was pulled out of Pleiku leaving only transient alert and VNAF maintenance. This required that airplanes with any major problems would have to recover at DaNang. Fortunately this did not occur and LOAA was able to support the operation except for a few limited exceptions. Four additional pilots were required for three days to cover 24 hour alert commitments at Pleiku. No night sorties were flown, however, And on 30 June two aircraft were sent to Bien Hoa to be on SAR alert only. While at Pleiku, Spad pilots flew 8 SAR airborne alert missions, 15 missions under the control of II DASC, and one mission on an actual SAR. The SAR involved an unsuccessful search for an missing VNAF helicopter 220 miles southwest of Pleiku.

During the month of June four pilots left the unit, including the commander, Lt Col James W. Wold. The others were Capt Paul D.D. Houppert, unit administrative officer, and 1st Lieutenant A.J. Roberts III, unit supply officer, and 1st Lieutenant James W. Seith, unit awards and decorations officer. Arriving during the month were Major Otis C. Morgan, now administrative officer, Capt Terry F. Bolstad, now awards and decorations officer, and 1st Lieutenant Thomas K. Stump, now unit maintenance officer. There was no overlap of these flying personnel during the month which meant LOAA was extended near the limit of its operational capability, especially with the additional commitment of the Pleiku operation. The Spads maintained a consistently high OR rate thanks to maintenance and armament crews that never seem to lose their esprit de corps or motivation.

~~CONFIDENTIAL~~

GROUP 4
Downgraded at 5 yr
intervals; declass
after 12 years

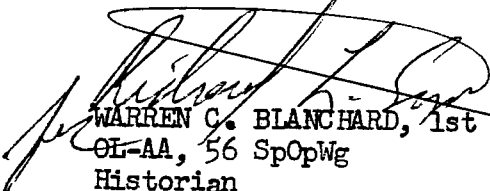
VII. ROSTER OF KEY PERSONNEL:

Commander: Lt Col Melvin G. Swanson

Deputy Commander/Ops Officer: Major Albro L. Lundy

Maintenance Superintendent: MSgt Paul J. Homlish Jr. (also NCOIC OIAA)

Weapons Superintendent: TSgt Goven O. Huggins (also Acting First Sgt)


WARREN C. BLANCHARD, 1st Lt,
OL-AA, 56 SpOpWg
Historian
6 July 1970

GROUP # .
Downgraded at 5 year
intervals; declassified
after 12 years

HISTORY
OF
56TH SPECIAL OPERATIONS WING

JULY - SEPTEMBER 1970
VOLUME II
(Unclassified Title)

~~EXEMPTED FROM~~
~~DECLASSIFICATION~~
~~REVIEW DATE 5/96 REVIEWER 67~~
~~REF ID: A12345~~
~~EXEMPTION USE 12345~~
DEC 1981
~~REVIEWED ON 12/1/81~~

PROJECT CORONA HARVEST
DO NOT DESTROY
No. 0248377
CATALOGUED

RETURN TO
Historical Research Division
ASI/HOA
Maxwell AFB, AL 36112

K-UB-56-NA
Jul-Sep 1970
V 2

30 AUG 1991

SEA TEAM
Date: 12 Aug 91 Init: WW

COPY # 1 OF 5 COPIES

DOCUMENT RETAINS CLASSIFICATION
EXCERPT DECLASSIFIED IAW EO 13526
BY SAFE PAPER AFHRA

DATE 6 Feb 2017

3-5799
451146

~~SECRET~~

HISTORICAL DATA RECORD
(RCE: AU D3)

REPORTING PERIOD
From: 1 July 70
To: 31 July 70

FROM: OLAA, 56th Special Operations Wing
APO San Francisco 96337

TO: 22001 (WUN)
CORONA HARVEST
NOT DESTROY
249152
RECEIVED
CATALOGED

I. MISSION

a. Primary mission is twofold:

(1) To fulfill search and rescue requirements in Vietnam and Eastern Laos.

(2) To provide tactical support for studies and observations of groups in their long range reconnaissance function as directed by MACSOG.

b. Secondary mission: To provide tactical air support for in-country operations as directed by higher headquarters.

II. PERSONNEL STATUS

	Officers	Airman	Civilians	Total
Assigned	12	47	0	59
Authorized	15	46	0	61
Attached	0	0	0	0
MIA	0	0	0	0
KIA	1	0	0	1

III. EQUIPMENT STATUS

Nomenclature	No. Asgd	Gains	Losses	Reasons
A1H/J	12	2	1	Bien Hoa (Cmbt Loss)
Auxilliary Power	5(A-1)	0	0	
Units	1(MD-3)	0	0	
Pick-up (3Pax)	1	0	0	
Pick-up (6Pax)	1	0	0	
Van Multi-purpose	2	0	0	
Jeep	1	0	0	

~~SECRET~~

GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years

~~SECRET~~

IV. SIGNIFICANT STATISTICS:

a. Combat Sorties Total 240

1. SAR Support & Excercise	80
2. SOG Support & Excercise	108
3. In-Country Strike	0
4. Misc. (Ferry, FCF, etc.)	42

b. Total Combat Hours 548.70

c. Aircraft Accidents 1 (Combat Loss)

d. Aircraft Incidents 0

e. Explosive Incidents 0

f. Explosive Accidents 0

g. Ground Accidents 0

H. Munitions Expended

CBU-25	461
LAU-3 (HE&HA)	8
CBU-22	20 est.
LAU-59 (WP&HE)	100
BLU-32	274
20MM	35,300
7.62MM	100,000 est.
M-47	4

i. Significant BDA- No significant BDA reported.

V. NARRATIVE

During the period of 1 July to 31 July Spad pilots responded to four Search and Rescue efforts with 18 sorties. In addition Spad pilots supported the SOG mission with 108 combat sorties; the remaining 42 sorties were for ferrying aircraft between NKP and DaNang and for local FCFs.

a. Significant Missions:

(1) On 11 July a search and rescue mission was successfully comp-

~~SECRET~~

GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years

~~SECRET~~

leted for Playboy 45 Alpha and Bravo. The Navy A-1 had been downed by enemy fire in the Ashau Valley in the Republic of Vietnam. Spads 11, 12, 01, and 02 were launched to support the SAR effort. Major Otis C. Morgan as Spad 11 was the initial on-scene commander, placing himself in an extremely hostile environment, Major Morgan made numerous low passes in an attempt to locate the downed airmen. After many passes to determine the location of the downed airmen and after using Spad 01 and 02 for strike aircraft, Major Morgan determined the environment was safe for a pickup attempt. Major Morgan with Major Albro L. Lundy as his wingman directed the Jolly Green helicopter into the SAR area for the pick-up. While the helicopter was making the pick-up Spads 01 Major Peter D. Williams, and Spad 02 Capt Robert M. Senko, made numerous passes to suppress hostile ground fire. As alpha was picked up the ground fire became so intense that the helicopter was forced to retreat. Major Morgan and the remaining Spads continued to provide suppressive cover to assure the safe egress of the Jolly Green. At this time Major Morgan turned on scene command to a Sandy from NKP and the successful rescue of Playboy 45 bravo was completed.

(2) On 11 July Major Peter D. Williams and Captain Robert M. Senko as Spads 01 and 02 were scrambled from Da Nang in support of a United States Army Helicopter operation. The mission was scheduled as an infiltration of a long range reconnaissance team in an extremely high threat area. After arrival in the area, the Spads were first used against an active 50 calibre anti-aircraft position that posed a threat to the mission. However, on their first pass, three more heavy automatic weapons positions opened fire. Still

GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years

~~SECRET~~

they delivered the ordnance at tree-top levels and placed it precisely on the first gun position and silenced it. Then Major Williams and Captain Senko utilized the area around the landing zone. Again low altitude passes were employed to deliver ordnance with pinpoint accuracy. When the operation was started Major Williams and Captain Senko stayed high, but close to the area to support the helicopters. The first helicopter had just delivered his troops on the landing zone, when they reported gunfire all around their position. The helicopter immediately retruned and as quickly began taking ground fire from three sides. Major Williams and Captain Senko were immediately called in for gun suppression and began another series of passes. Braving a withering hail of enemy gun fire the Spad pilots delivered their ordnance precisely once more. Deteriorating ceilings forced them down to continually lower altitudes. Becuase of the delicate proximity of the firendly forces to the opposing guns, Major Williams and Captain Senko were restricted to the same run-in heading on each pass, making the gunners tracking problems a lot easier. But even with this added hazard, they put their ordnance on the target with superb accuracy. Flying their slow moving aircraft against these hostile positions time after time, they destroyed position after position with devastating placement of ordnance. With guns blazing Major Williams and Captain Senko continued their relentless pounding of the enemy until the team was recovered and the helicopter pulled out of the immediate area. After the helicopter departed more gun emplacements were pinpo nted and the two Spads once again directed their ordnance into them. At least five anti-aircraft gun positions were reported as well as numerous small arms and automatic weapons positions. Only becuae of their aggressive delivery techniques and amazing ac-

~~SECRET~~

GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years

~~SECRET~~

curacy did these two Spad pilots prevent the loss of life or aircraft to the friendly forces. The mission was not over though, as the helicopter discovered he would have to land immediately because of an aircraft malfunction. His landing zone was in an area criss-crossed with unfriendly trails and known to be a buildup area for hostile forces. Though low on ammunition, the Spads began making an additional hazardous low altitude passes. After agonizing minutes the helicopter was again airborne; finally safely on its way to base.

(3) On 26 July Major Otis C. Morgan and Lt Colonel Melvin G. Swanson were launched from Da Nang for a first light search and rescue effort for a downed aircraft on the Ho Chi Minh Trail. As they arrived in the area at dawn Major Morgan took over on-scene-command from Nail 16 who located both survivors. He then descended below the clouds to treetop level flying among several peaks obscured by clouds deliberately offering himself and his aircraft as a target to any hostile ground fire while Colonel Swanson, flying tactical formation provided supporting cover. Ascertaining that there was in fact no ground fire in the area at the time Major Morgan proceeded with his plan for the pick up attempt and briefed the Jolly Green rescue helicopter pilots as well as their escorts, Spad 01 and 02. Then, marking the ^{opter} survivors position with smoke, he vectored the low Jolly Green into the position over Dipper 01 Alpha and the jungle penetrator was lowered. During the hover Major Morgan, Colonel Swanson, and Spad 01 and Spad 02 were providing a tight daisy chain to protect the hovering helicopter. After waiting a sufficient length of time the penetrator was raised, but Alpha was not on it.

~~SECRET~~

GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years

~~SECRET~~

Also, radio contact had been lost with Alpha, so Major Morgan elected to continue the attempt for Ol Bravo. Again Major Morgan vectored the rescue helicopter to the survivor and Bravo was picked up without further complication. Major Morgan then directed the high Jolly Green to make a second attempt to pick up Dipper Ol Alpha. He accomplished this without the aid of either radio contact with the survivor or any kind of marking flare from the survivor. In fact, it was possible Alpha had already been captured by hostile forces who were laying a trap to inflict losses on the search and rescue forces. In the face of these possibilities, a Pararescue team was lowered to locate the survivor. They located the survivor and discovered he had received severe injury to his legs and back and was unconscious. The Jolly Green then displayed phenomenal airmanship by maintaining a rock steady hover for thirty-five minutes while the rescue was accomplished. Major Morgan and Colonel Swanson maintained their daisy chain and with Spad Ol and O2 dispensed limited amounts of ordnance to protect the rescue helicopter throughout the entirety of the rescue mission.

(4) On 28 July 1970 Major Otis C. Morgan and Lt. Charles I. Kasbeer took off from Da Nang on a routine mission in support of a long range reconnaissance team. After approximately twenty minutes of flight Major Morgan reported that he had an emergency and that he was going to return to Da Nang. The emergency was caused by runaway prop and low engine oil pressure. Approximately twenty miles from the field Major Morgan decided that a safe landing could not be made and that he should extract from the aircraft. He jettisoned the canopy in accordance with current tech orders and pulled the extraction handle. The ejection system failed, and the aircraft rolled to the right and crashed.

~~SECRET~~

GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years

~~SECRET~~
~~SECRET~~

Spad 11 and 12 with Major Albro L. Lundy and Willard Van Dusen launched from Da Nang for the possible SAR effort. Spad 02 continued to cap the area. After determining the area was secure a Jolly Green rescue helicopter recovered the remains. Death was apparently instantaneous.

(5) On 29 July the Spads flew eight Sorties in support of the successful SAR for Hobo 20. Launching for the first light effort were Captain Terry F. Bolstad and Major Willard Van Dusen as Spads 11 and 12, Captain Robert M. Senko and Lt. Charles Kasbeer launched shortly thereafter to escort the Jolly Greens to the area. Due to an abort of the Jolly Greens, Major Albro L. Lundy and Lt. Richard L. Engel launched to escort two Jolly Greens from NKP. Captain Bolstad took On Scene Command, located the survivor and directed with the assistance of two Nail Facs from NKP the destruction of the heavy AAA guns in the area. Captain Bolstad then relinquished command to Sandy 03 who continued to suppress the area. In the interm Captain Senko and Lt. Kasbeer had RTB to NKP for fuel. At approximately one o'clock in the afternoon Captain Senko and Lt. Kasbeer again launched and shortly thereafter Captain Senko took on-scene-command. He continued to direct the suppression of the guns until the final Sandy took on scene and made a successful pick-up at approximately five in the afternoon.

VI. COMMANDERS COMMENTS

The month of July was a highly successful month for the Spads insofar as flying combat is concerned. Although we had a nearly complete turnover of pilot personnel, we continued to give MACSOG and JSARC the outstanding support they are accustomed to receiving from the Spads. As indicated in

~~SECRET~~
~~SECRET~~

GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years

~~SECRET~~

the body of the report we participated in three major SAR's and many exciting Prairie Fire Ballgames.

Our one tragic loss, Major Otis C. Morgan was the only blot on an otherwise excellent months activities.

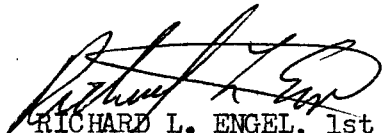
VII. ROSTER OF KEY PERSONNEL:


Commander: Lt Colonel Melvin G. Swanson

Deputy Commander/Ops Officer: Major Albro L. Lundy

Maintenance Superintendent: MSgt Paul J. Homlish Jr. (also NCOIC OLAA)

Weapons Superintendent: TSgt Goven O. Huggins (also Acting First Sgt)


RICHARD L. ENGEL, 1st Lt, USAF
OLAA, 56 SpOpWg
Historian
9 August 1970


MELVIN G. SWANSON, Lt Col, USAF
Commander

~~SECRET~~

GROUP 4
Downgraded at 3 year
intervals; declassified
after 12 years