


Roggow, Norman Lee, LTJG

Fallen

Service Photo	Service Details	
	<p>Last Rank Lieutenant Junior Grade</p> <p>Last Primary Designator/NEC 131X-Unrestricted Line Officer - Pilot</p> <p>Last Rating/NEC Group Line Officer</p> <p>Primary Unit 1967-1967, 131X, VAW-111</p> <p>Service Years 1964 - 1967</p>	

[Timeline](#)

Last Photo	Personal Details
	<p>Home State  Missouri</p> <p>Year of Birth 1941</p> <p>This Military Service Page was created/owned by Sheila Rae Myers, HM3 to remember Roggow, Norman Lee, LTJG.</p> <p>If you knew or served with this Sailor and have additional information or photos to support this Page, please leave a message for the Page Administrator(s) HERE.</p>

Casualty Info	
Home Town Aurelia, IA	Last Address Aurelia, IA
Casualty Date Oct 08, 1967	
Cause Non Hostile- Died while Missing	Reason Air Loss, Crash - Land
Location Quang Nam	Conflict Vietnam War
Location of Interment Memorial Cemetery - Le Mars, Iowa	Wall/Plot Coordinates 27E 075

Additional Information

Last Known Activity

Lieutenant Junior Grade Roggow, U.S. Naval Reserve, was a member of Carrier Early Warning Squadron 111, U.S. Navy. On October 8, 1967, he was a member of the crew of a Grumman Tracer Electronic Surveillance Aircraft (E-1B). After completing its mission the aircraft refueled at Chu Lai, South Vietnam and proceeded to the carrier. Because of bad weather the aircraft crashed into Monkey Mountain near Da Nang. His remains were recovered on August 12, 2005 and identified on June 12, 2007.

For more details, read "Incident synopsis provided under the "Other news" section of this profile.

Comments/Citation

Service number: 677774


The information contained in this profile was compiled from various internet sources.

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Casualty

Air Loss, Crash - Land - Non-Hostile, Died While Missing - Not recovered

+ ADD -

Death

1967 8 Oct 1967 - 26

Other Facts

People

Full Name

Norman Lee Roggow

Other

Aurelia, IA - Caucasian - Protestant - No Denominational Preference

Marriage

Single

Incident synopsis

Date

Oct 8, 1967

Last Updated:

Oct 8, 2017

Comments

ROGGOW, NORMAN LEE
ID announced 10/26/2007

Name: Norman Lee Roggow
Rank/Branch: O2/US Navy
Unit: Early Warning Squadron 111, Detachment 34, USS ORISKANY (CVA34)
Date of Birth: 21 August 1941
Home City of Record: Aurelia IA
Date of Loss: 08 October 1967
Country of Loss: South Vietnam
Loss Coordinates: 160935N 1080322E (AT875905)
Status (in 1973): Killed/Body Not Recovered
Category: 3
Aircraft/Vehicle/Ground: E1B
Refno: 0856

Other Personnel in Incident: Roland R. Pineau; Raul A. Guerra; Donald F. Wolfe; Andrew G. Zissu (all missing)

Source: Compiled by Homecoming II Project with the assistance of one or more of the following: raw data from U.S. Government agency sources, correspondence with POW/MIA families, published sources, interviews: 15 March 1990. Updated by the P.O.W. NETWORK 2007.

REMARKS: CRASH SIT CNFM - NO RECOV POSS - J

SYNOPSIS: The USS ORISKANY was one of several U.S. aircraft carriers to be semi-permanently stationed on Yankee Station in Vietnam. Its attack wings flew against varied targets in North Vietnam including bridges, ammunition stores, highways, and railroads. 1967 was a particularly active year for all carriers, and the ORISKANY was no exception.

On October 8, 1967, LtJg. Andrew G. Zissu was the pilot of an E1B aircraft which launched from the ORISKANY on a morning combat mission in support of a major strike over North Vietnam. Zissu's crew that day included LtJg. Donald F. Wolfe, LtJg. Norman L. Roggow, and ATC Roland R. Pineau. Also on board was one passenger, Seaman Raul A. Guerra, listed as a Journalist Petty Officer, Third Class.

The E1 aircraft was a propeller aircraft that was generally used by the Navy for Early Warning operations, or for flight assistance in bombing missions. Typically, the slower moving E1, unable to keep up with faster moving jet aircraft, would be used in a standoff position for radar jamming while the jet aircraft executed their mission.

At the completion of the combat mission, the aircraft was sent to Chu Lai, South Vietnam for refueling before the next mission. The aircraft landed at Chu Lai, refueled and took off again for another mission on the back to the USS ORISKANY. Immediately after takeoff radio contact with the ship was made and the crew reported that their flight was airborne and would be ready for its mission upon arrival. In addition, radio contact was established immediately after takeoff with DaNang Radar who was to keep them under observation during their trip north to the ship. They planned to fly directly over DaNang and then proceed to the ship. As they approached DaNang radar on a northwesterly course, radar contact was lost, however, radio contact was maintained with the aircraft. After overflying DaNang, radar contact was again established at a point approximately 10 miles northwest of DaNang in mountainous terrain. An immediate right turn was recommended by the radar controller to a northeasterly course. The pilot acknowledged that he was turning, right before he could complete his turn, radar and radio contact was lost simultaneously and an alert issued by DaNang radar immediately.

An aggressive search and rescue and operation was conducted, however, efforts were hampered because of adverse weather, low visibility, and rain. The weather improved and the aircraft wreckage was sighted, scattered over a wide area on a sheer face of Monkey Mountain near Da Nang. A fellow detachment officer flew over the crash site in an Air Force Helicopter and positively identified the wreckage as that of the missing E1B. Because of the hazardous terrain, the crash site was inaccessible by helicopter and too dangerous for ground parties to be sent in. Due to the terrain characteristics at the crash site, the force of the impact into the face of the ridge, and the obvious complete destruction of the aircraft, it was not believed that there were survivors.

No sign of survivors was noted. It was not possible to recover remains, and all personnel aboard the aircraft were declared Killed/Body Not Recovered. The Navy did not rule out the possibility of hostile interference, although the general feeling was that inclement weather was the cause of the crash.

The Defense Intelligence Agency further expanded the men's classification to include an enemy knowledge ranking of 3. Category 3 indicates "doubtful knowledge" and includes personnel whose loss incident is such that it is doubtful that the enemy would have knowledge of the specific individuals (e.g. aircrews lost over water or remote areas).

The Navy men on board the E1B lost on October 8, 1967 were listed as killed, body not recovered.

My Photos From This Event

No Available Photos