

11. WITNESSES AND/OR PERSONS BELIEVED TO HAVE KNOWLEDGE OF MISSING PERSONNEL OR AIRCRAFT
ATTACH PERTINENT STATEMENTS FROM EACH

LAST NAME - FIRST NAME - MIDDLE INITIAL A	GRADE B	SERVICE NUMBER C
Nasmyth, John H. #2	"No knowledge"	1st Lt FR3120117
Salzarillo, Raymond P. Jr. #12	"No knowledge"	1st Lt FR78893
Hallgren, John E. #14	Major	FR24570
Clifton, Charles C. #14	1st Lt	FR78578
Wright, Chris D. #1	Capt	FR57147

12. DETAILED CIRCUMSTANCES SURROUNDING DISAPPEARANCE (Duration, extent, and results of search; life-saving equipment available and/or used; peculiarities of tides, terrain, etc., and any other details pertinent to a determination of status not included elsewhere in this report.) Item 11 Cont'd:

Smyth, Charles W. #1 1st Lt FR78924

A flight of four F4C aircraft were on an armed reconnaissance mission over N. Vietnam. Call signs were Ozark 1, 2, 3, and 4. After leaving the tanker Ozark 2 aborted as his tanks would not feed and the flight continued as a flight of three. After attacking the target and as the flight was crossing a valley a solid wall of flak was observed bursting between 200 and 1000 feet. Ozark 3 and 4 could not avoid it. Ozark 4 reported he was hit and almost immediately Ozark 3 reported he was hit. Ozark 3 said he was having control problems and was steering the aircraft with his rudder. Ozark 3 said that only one engine would go into afterburner, but that he thought he could make to the water. Lead (Ozark 1) lost visual contact with 3 and 4 when he maneuvered violently to avoid flak. Ozark 1 never regained visual contact. His last radio contact with Ozark 3 was at 0835L when Ozark 3 reported he was 30 miles from the coast and thought he could make it. Lead's position at this time was in the vicinity 2115/10715. Just before radio contact was abruptly lost a transmission was heard, Quote. Ozark three's position is 2133/10646. Unquote. It is possible that Ozark 3 was preparing to eject and is down at that approximate position. Lead reached the coast, but was forced to leave the area because of low fuel. Contact was made immediately with Search and Rescue operations. Weather was fog scattered to broken, visibility ten miles or better. Life Saving Equipment Available: Parachutes, life preservers, first aid kits, side arms, radios, survival kits, and escape and evasion kits. Search: Search and Rescue operations reported that they were in contact with Ozark 3 and lost contact with him at 21°12'N, 108°07'E. An extensive air, sea, and electronic search was made in and around that area with negative results.

13. OPINION OF THE COMMANDING OFFICER

A. CIRCUMSTANCES WARRANT CONTINUATION IN A MISSING STATUS B. CHANGE FROM MISSING TO DEAD

C. REASONS

Continuation in a missing status is recommended because radio contact was maintained with the crews for several minutes after the plane was hit by flak which makes it possible for the pilots to have had sufficient time to eject.

TYPED NAME AND GRADE OF COMMANDING OFFICER LEON H. LARSON JR., Colonel, USAF	SERVICE NUMBER FR10827	SIGNATURE <i>Leon H. Larson Jr.</i>
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~~SECRET~~

S T A T E M E N T

Ozark flight departed Ubon RTAFB Thailand 0600L hours on 8 Aug 66 with intentions of post strike recovery at Ubon. This mission was pre-strike refueling over the Gulf of Tonkin with subsequent post strike refueling scheduled. Through refueling and just prior to the I.P. all things were normal. 2 minutes prior to the I.P. on the coast of N.E. Vietnam (21 degrees 17 min N, 107 degrees 42 min E) number 2 aircraft aborted because auxillary fuel tanks would not feed. Low level (100' AGL) run to the target and subsequent target attacks were uneventful and no enemy defenses were encountered. On egress from the target back to the I.P., at approximate coordinates of 106 degrees 56'E, 21 degrees 39'N), while at an altitude of 400 - 600 ft. AGL Ozark 3 and 4 sustained battle damage from flak. The flak was very heavy and accurate. Ozark 4 made a transmission that he was hit and had utility hydraulic failure and that everything else appeared OK. Almost immediately thereafter Ozark 3 called hit, a few seconds later he transmitted flight control system number 1 had failed. At this time flight was continuing egress from the target attempting to reach the Gulf of Tonkin. Radio Communications from this point on were brief statements of the condition of Ozark 3's aircraft and progress. As best recollected they are as follows:

Ozark 1: How are you doing 3?
" 3: I have control difficulties; I can't move the stick; I have my RAM air turbine out;
" 1: Try your auto pilot.
" 3: I'm steering with rudders only.
" 1: Where are you?
" 3: I'm three miles behind you and high.
" 1: Are you going to make the water?
" 3: My radio is going out, how do you read?
" 1: I'm turning back to pick you up visually if I can; are you going to make it?
" 3: I think I'm going to make it.
" 1: How are you reading me now, I don't have you in sight?
" 3: I can only get one afterburner to work.
" 1: Rodger, how far have you got to go to the coast?
" 3: About 30 miles.
" 1: How do you read?
" 3: No answer.

Several attempts were made at this point to make further contact without success. Ozark 3's Pilot(back seat) made the following single transmission that was abruptly cut off a minute or so later:

Ozark 3: Ozark 3's position is 21 degrees 33'N, 106 degrees 46'E.

Ozark 1 switched to guard channel and made several attempts to regain contact without success. No aircraft crash or parachutes were observed and no beeper was heard. Throughout this time Ozark 4 was ahead and departing the area with severe battle damage, with subsequent successful recovery at an alternate airfield in S. Vietnam.

Classification canceled ~~changed~~ to UNCLASSIFIED
by authority of ~~DAAG 5200-1R~~ ~~DAAG 5200-1R~~ ~~DAAG 5200-1R~~
y ~~James Jackson~~ 29 May 74 UNCLASSIFIED

DOWNGRADED AT 2 YEARS INTERVALS;
DECLASSIFIED AFTER 17 YEARS.
DOD DIR 6200.10

[REDACTED]

Ozark 1 was unable to stay longer in the area due to critical fuel shortage. All available information and last known position were immediately transmitted by Ozark 3 were relayed immediately to search and rescue units that were on station. Another flight inbound was directed to the general area to search. Weather enroute and over target was 200 ft. fog scattered to broken, visibility 10 miles or better. Terrain was low mountains and cultivated areas in the valleys. Country was generally rough and not densely populated. Coordinates of the target was 21 degrees 40'N, 106 degrees 33'E. Coordinates of the missing aircraft are believed to be at 21 degrees 33'N, 106 degrees 46'E as these were the ones broadcast by the pilot of Ozark 3, in the last radio transmission heard by Ozark 1. No visual contact was made with the downed aircraft or crew members, only that they were in the North East area of North Vietnam, can be assumed. Proximity to local towns cannot be certain.

Chris D. Wright
CHRIS D. WRIGHT, CAPT, USAF
FR57147, 555 Tac Ftr Sq

Charles W. Smyth Jr.
CHARLES W. SMYTH JR., 1st Lt, USAF
FR78924, 555 Tac Ftr Sq

Classification canceled ~~(S)~~ to UNCLASSIFIED
by authority of DODD 5200.10, para 1-4.01
by *Schmitt* 25 May 74
lyrs

~~DOWNGRADED AT 3 YEARS INTERVALS;~~
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[REDACTED]

UNCLASSIFIED

S T A T E M E N T

~~CONFIDENTIAL~~

The statement as prepared and signed by Capt. Wright is correct with the following additions: During the jinking to avoid flak, the flight positions changed so that Ozark 3 ended up on my (Ozark 4) right and slightly behind at approximately 4000 feet out and level. At the time Ozark 3 stated he was losing flight controls, I observed him pulling up to approximately 1500 feet of altitude. During this time his resultant reduction of airspeed made him drop farther to my rear. I last observed him in my 5 o'clock position heading approximately 120° at about 1500 feet. My heading at the time was approximately 105°. Immediately after Ozark 3 transmitted that he had one afterburner, he stated that he received a fire warning light on that engine. No further comment was heard. Since Ozark lead had no aircraft problems and was talking to Ozark 3, I maintained radio silence. I continued to egress the area in an effort to reach the Gulf of Tonkin in the event I had any further aircraft systems failures. I knew that I could be of no further assistance and because of the utility system failure and resultant loss of air refueling capability, I had to leave the area immediately in order to reach an alternate airfield prior to fuel starvation.

John F. Hallgren
JOHN F. HALLOREN, Major, USAF
FR24570, 555 Tac Ftr Sq

Charles C. Clifton
CHARLES C. CLIFTON, 1st Lt., USAF
FR78578, 555 Tac Ftr Sq.

~~DOWNGRADED AT 3 YEARS INTERVALS;
DECLASSIFIED AFTER 12 YEARS
DOD 5200.10~~

~~CONFIDENTIAL~~

Classification canceled ~~CONFIDENTIAL~~ UNCLASSIFIED
by Authority of DODD 5200.10, para 1-4.01
by *[Signature]* 29 May 74
[Signature]

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