

vectored into the area of the survivor. When the Jolly approached the survivor and began to slow down, numerous hidden gun positions opened fire. The helicopter was hit in the left engine and it was immediately lost. The Jolly had to exit the area on one engine. The survivor was believed to be captured or killed following the Jolly's egress. The main difficulties were locating the numerous gun positions, especially the 12.7 positions. The enemy troops were waiting for the rescue attempt and not giving away their positions by firing at the striking aircraft.

On 21 March after further preparation of the area in an attempt to suppress as much groundfire as possible, Sandy 05 prepared for another pickup attempt. He directed the Smoke and Arabic drops and the Sandys flew protective cover while the Jolly Green made his run-in from the east. After some initial delay in spotting the survivor a successful pickup was made. However, during one of Maj Edward M. Hudgens', Sandy 06, passes his aircraft received heavy battle damage and was observed to crash. Maj Hudgens sustained fatal injuries.

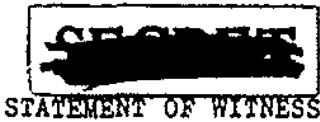
c. STEEL TIGER: During the month of March there was a marked decrease in the amount of truck traffic and activity in Steel Tiger. The haze continued to plague operations by limiting visibility at times to 1 - 2 miles. Strikes were directed at 120 trucks during the month of which 30 were destroyed giving a "Kill Ratio" of 1 destroyed for every 4 struck. A comparison in both trucks struck and ground fire received for the months of February and March illustrates the decreased activity in Steel Tiger, leading up to the Monsoon Season. In February, 353 trucks were struck against as compared with the 120 trucks struck this month, and the amount of 37mm rounds was greatly reduced from 8,126 rounds in February to 4,190 rounds in March. The Zorros continued to carry out their mission of escorting

gunships flying out of Ubon AFBS into protective areas, the Zorro were able to make

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(14)

GROUP 1  
Downgraded at 3 year intervals;  
Declassified after 12 years.

DECLASSIFIED



11th United States Air Force Hospital  
APO San Francisco 96330  
(Place)

UNCLASSIFIED

24 March 1970  
(Date)

I, Captain Richard A. Pash II, 217-62-1326FP, hereby state that  
TSgt James W. Blake and Sgt Donald L. Matyszyk has identified himself to me  
as Casualty Reporting Representatives USAF.  
(Special Agent OSI, Air Police Investigator, Other—Specify)

I do hereby voluntarily and of my own free will make the following statement without  
having been subjected to any coercion, unlawful influence or unlawful inducement.

We were flying over Ban Phanop; had good altitude when 37 mm opened up.  
The aircraft was in a turn when I saw a red ball flying toward us. The aircraft  
was hit below the cockpit and the cockpit burst into flames. I do not know what  
type of maneuver the aircraft went into but it seemed like negative Gs.  
I hollered to Dennis to eject but he did not eject. I hollered a second time  
for Dennis to eject but he did not eject. Finally I reached down and ejected  
both of us. The next thing I remember was when I was in the chute. Dennis  
also was in his chute, fairly close by. When I hit the ground I managed to inch  
my way to a small cave. Dennis landed in a river and crawled out into a small  
thicket. We could not move to fast because of too much activity in the area. I  
heard on my radio Dennis telling other aircraft he was okay. I did the same.  
The crossfire was intense during rescue attempts. Dennis called for an 8-man  
and stated that if he did not get one he would be dead shortly. His position was  
known and the enemy was moving toward him. An 8-man was not available. I  
heard them yelling to Dennis and then I heard 15 to 20 shots. I assume he is dead.

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Classification canceled (changed to  
by authority of 52001-R, 1-401  
by James Beckner 19 Dec 74

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BDP-70-5

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I further state that I have read this entire statement, initialed all pages and corrections, and signed this statement, and that it is correct and true as written.

WITNESSES:

*[Handwritten Signature]*

(Signature)

*LHH USAF Hospital*

(Address)

*[Handwritten Signature]*

*635 CS6 APO SF 96330*

(Address)

*[Handwritten Signature]*

*635 CS6 APO SF 96330*

(Address)

Subscribed and sworn to before me, a person authorized by law to administer oaths, this \_\_\_\_\_ day of \_\_\_\_\_ 19\_\_\_\_

at \_\_\_\_\_

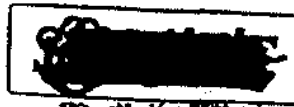
(Signature of person administering oath)

(Typed name of person administering oath)

(Official title and grade)

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BDP-70-5



**--- General / Personal ---**

**Last name: HUDGENS**  
**First name: EDWARD MONROE**  
**Home of Record (official): TULSA**  
**State (official): OK**  
**Date of Birth: Sunday, September 6, 1931**  
**Sex: Male**  
**Race: Caucasian**  
**Marital Status: Married**

**--- Military ---**

**Branch: Air Force**  
**Rank: MAJ**  
**Serial Number: 448302968**  
**Component: Reserve**  
**Pay grade: O4**  
**MOS (Military Occupational Specialty code): Unknown/Not reported**

**--- Action ---**

**Start of Tour: Saturday, March 21, 1970**  
**Date of Casualty: Saturday, March 21, 1970**  
**Age at time of loss: 38**  
**Casualty type: (A3) Hostile, died while missing**  
**Reason: Air loss - Crashed on land (Pilot - Fixed wing aircraft)**  
**Country: Laos**  
**Province: Unknown/Not Reported**  
**The Wall: Panel 12W - Row 030**

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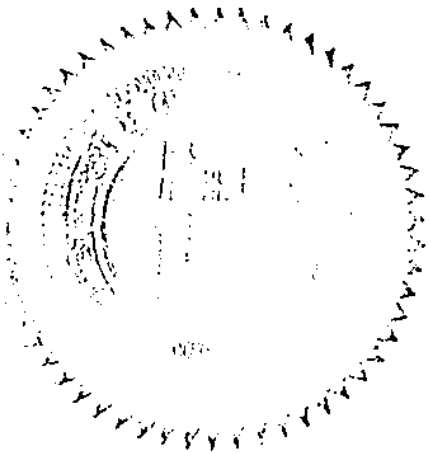
Operation Smoking Gun has detailed information on several thousand vets listed on the Wall who at one time were listed as MIA or POW.  
Click here to perform an Automated Search of their files.

CITATION TO ACCOMPANY THE AWARD OF  
THE DISTINGUISHED FLYING CROSS  
(FIRST OAK LEAF CLUSTER)

TO

TERRY E. CAFFERY

Sergeant Terry E. Caffery distinguished himself by extraordinary achievement while participating in aerial flight as an HH-53 Pararescue Specialist in Southeast Asia on 21 March 1970. On that date, Sergeant Caffery participated in an extended rescue effort for a downed United States Air Force pilot deep within hostile territory. During the rescue, the recovery aircraft was subjected to intense and accurate hostile fire. When it appeared that a companion rescue helicopter was in danger of being hit, Sergeant Caffery directed fire at the truck-mounted automatic weapon which was endangering the other helicopter and successfully silenced it, insuring the safety of his fellow rescuemen. The professional competence, aerial skill, and devotion to duty displayed by Sergeant Caffery reflect great credit upon himself and the United States Air Force.



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Wolf 06, an F-4D, took off from Udorn RTAFB in late afternoon of 19 March 1970, for a visual reconnaissance mission over Laos. The mission also served to orient the navigator, a new man in-theater, on the prominent topographical features of the area. The aircraft commander, Captain Richard Rash, wanted to point out areas where they might expect heavy gunfire along the route structure, and to brief the back-seater on the characteristics of each type of weaponry he might encounter. <sup>91/</sup>

The Captain described what happened: <sup>92/</sup>

*I started to let down again as we approached Ban Phanop. As we reached the western mouth we were at about 7,000 feet. The Lieutenant made the comment that this was Boxer 22 country. I replied, "Yes, it's the most God forsaken place in the world." As we crossed Ban Phanop I showed him the supply trails along the road, the bulldozer stall, and several other items of interest. Our altitude had gotten down to about 5,500 feet to 6,500 feet. As we were going toward Mu Gia, two 37mm guns started firing at us from our left. They were about six-level gunners, not very accurate, but I thought it would be a good chance to show the Lieutenant what gunfire looks like so I pulled up sharply into a left turn to keep them in sight and break into the tracers. By this time it was getting dark and the tracers were clearly visible.*

*I told him to follow the tracers back to the ground to locate the revetments. One of the guns fired another round and he said, "Roger, I have the revetments." At this time I followed my normal procedure of starting to break in the other direction in case someone was firing from my blind side. As I started to roll the airplane to the right I saw a huge red fireball approaching from the right that seemed to be about ten feet from the airplane. In my opinion this was a 57mm round because I didn't see any other*

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*tracers and a 37mm usually has three or four tracers per string. The size of the blast and the stopping power also led me to believe it was a 57mm. When I saw the fireball, I knew we were hit. I heard the backseater scream, "We're hit."*

The aircraft instantly burst into flame and plunged abruptly into a "high negative G" dive or spin. Under the adverse "G" conditions, it was difficult to get out, but the pilot and navigator managed to eject at about 5,000 feet. The time was approximately 1825 local time. Captain Rash recounted: <sup>93/</sup>

*The next thing I knew I was in my chute. I lost my helmet on ejection. There was no chance to select an emergency heading because we only had about three or four seconds between the time we were hit and when we ejected...I don't remember the backseater ejecting or my leaving the airplane. I just remember being in my chute.*

*I deployed my seatpack and pulled my survival radio out. I began to transmit on Guard that I was down in Ban Phanop valley. I noticed at this time that the Lieutenant was also on his radio. Before deploying the seatkit I looked around the area in which I would be landing to find out if I wanted to deploy it or not. Since I was apparently going to land in an open field, I deployed it.*

Upon contact with the ground, Captain Rash departed the area quickly because he heard small arms fire and numerous enemy voices around him. During the awkward ejection he had suffered a severe bruise on his foot and a muscle strain in his back, as well as first and second degree burns over his face, neck, and lower arms. He nonetheless wanted to put immediate distance between him and the enemy. He waded a shallow river, which then put the stream between him and his

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backseater. At one time he ran through a thicket where - in his words - "I could have hidden, but all I could think of was the Boxer 22 report, where the enemy was all around him and seemed to know where he was, and shot all through the area he was in."

The Captain eventually reached the base of the karst and found a cave-like indentation where he hid, about 20 feet up the face of it. He had been evading for approximately fifteen minutes. Pain and exhaustion, at this point, made him pass out. When he awakened, he heard the navigator talking on the survival radio to Candlestick 42, a FAC/Flare C-123. Captain Rash also came up on the radio to let them know he was alive, and to try to give them his location. He was losing fluid from his burns and shock, and later credited his two water bottles with giving him the strength and time to survive his coming ordeal. Speaking about the remainder of the first night, he said:<sup>94/</sup>

*Enemy activity was astonishing. The minute we were down the enemy started bringing in guns all around our position. They had 37mm, 23mm, ZPU, and small arms. It was obvious what they were doing and it made me furious. They had set their pattern in a crossfire, knowing that the SAR effort would begin in the morning. They fired about 1,200 rounds throughout the evening to make sure their cross-fire pattern would cover the area where the Jolly Greens or Sandies would be coming in. The first night was spent to the tempo of many rounds of triple-A going off all around me.*

There was little doubt in Captain Rash's mind that he was down in "Boxer Country." The enemy employed precisely the "flak-trap" tactics they had, using Lt. Bergeron as bait, three months earlier.

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On 20 March, the first-light SAR effort began, and from that point on, the F-4 pilot received constant fighter cover, bombing and strafing repeatedly in attempts to soften up the enemy defenses. It was not easy. Enemy AAA was extremely heavy, and used the tactic of waiting until the aircraft were pulling off their runs, and then "backstabbing" as the fighters passed them. Only four Jolly Green attempts could be made to rescue the pilot and navigator that day because of the intense gunfire, three of which were for the navigator because of his more open position. All failed; the helicopters took numerous hits and had to leave the area. With evening approaching, it was apparent to Captain Rash that the SARTF would have to break off further attempts for the night. He said: <sup>95/</sup>

*After the attempt to get the Lieutenant out failed, it began to get dark and I knew they would soon have to close down the SAR effort for that day. As they were talking about closing down, I heard the Lieutenant come on the air quietly and say he had bad guys all around him, closing in with small arms and AK-47s. He said they seemed to know right where he was. About two minutes later he keyed his mike but didn't say anything. I heard bad guy voices, it sounded like they had their mouths right on the mike. I heard him say, "Wait," and then the mike went dead. I then heard 15 to 20 shots fired in the area he was in...That terminated the SAR effort for that day. The Sandies told me to "hang tough" and they would be back in the morning. I was at my weakest point right then, both mentally and physically. My final comment to them was, "You don't really believe that, do you?" I got no response to that.*

The night passed rather quickly and quietly for Captain Rash, since the enemy already had their AAA zeroed in, and apparently did

not feel they had to change it. He heard dogs barking during the night, and thought for awhile they were tracking him, but since they did not approach his position, he figured they were merely dogs from the local villages. The next morning the SAR effort resumed. They immediately pinpointed his position and again began the sanitizing process. The Captain's narrative said: <sup>96/</sup>

*They started out with the "Papa Whiskies" (Pave-ways), CBUs, everything else like they did the previous day. They just pounded the area to soften it up. They'd found out the previous day that the karst formation where I was had four or five heavy guns sitting right on top of it. On this day they brought in the "Papa Whiskies" and knocked those positions out. I think Sandy said they were 23mm gun emplacements.*

The first helicopter to come in overshot Rash and went about 150 meters too far, where it ran into a nest of machine guns and had to dash out of the area. After two and a half more hours of softening up, the SAR forces made another try, this time from a different direction. To the Captain, it was a thing of beauty: <sup>97/</sup>

*The scene was beautiful as they came in. The Sandies had a daisy chain set up to where they were dropping CBUs and strafing right ahead of the Jolly Green as he came in. They were dropping "Apeman" (RCA) too. There was a wall of "Apeman", smoke, dust, and bomb bursts on either side of the Jolly Green as he came in.*

Captain Rash vectored the helicopter in to the point where the pilot spotted his flare, and from that point on the rescue went smoothly. He and Lieutenant Bergeron had come back from "Boxer 22 Country" under

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almost identical circumstances. Both had been shot down over Ban Phanop valley. Both had to eject within seconds of being hit. Each was separated by a river from his compatriot (See photo, following page). Each had heard his fellow flyer probably killed. In each case, the enemy used the survivors as flak bait. On both occasions, the Jolly Greens had to abort several attempts at rescue because of the intense ground fire. Both times the SARTF used laser guided bombs to take out the heavy guns, and both times set up a wall of smoke, bombs, dust, and tear gas on each side of the helicopter on the final, and successful, rescue attempt. Both crewmen had spent parts of three days and all of two nights in the valley.

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U 211339Z MAR 70  
M OL-2 3 ARKGP UDORN RTAFB THAILAND  
O RUEFHQA/CSAF/AFXOTXB  
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OSQNSA/3ARRGP/3JRCC/TAN SON NHUT AB RVN  
NFO KUCEAAA/USAF ALTERNATE CP MAXWELL AFB ALA  
UCPAAA/MAC/MCP/MAOCDA/SCOTT AFB ILL  
OSQNSA/7AF/DOT/D0/DP/DI/6DPMP/TACC/CC/TSN AB RVN  
ONLAAA/TAC/D0SLR/LANGLEY AFB VA  
OATFJA/USAFMPC/AFPMSC/RANDOLPH AFB TEX.  
OHHGA/CINCPAC/CC/CAMP H.M. SMITH HAWAII  
OEUODA/ARDC ABERDEEN PROVING GROUND MD  
OUEKC/AFEOC FT RITCHIE MD  
OAMSNA/MACV SAIGON RVN  
OHHABA/CINCPACAF/CC/HICKAM AFB HAWAII  
OUMLOHA/39ARRS TUY HOA AB RVN  
EN/7/13AF TACC UDORN RTAFB THAILAND  
EN/40ARRS UDORN RTAFB THAILAND  
UMORUA/8TGW UBON RTAFB THAILAND

DOWNGRADED AT 3-YEAR  
INTERVALS, DECLASSIFIED  
AFTER 12 YEARS  
DOD DIR 5200.10

PAGE 2 RHMUABA0481  
UMOUVA/AIRA VIENTIANE LAOS  
UMOREA/DET 1 40 ARRS NAKHOM PHANOM RTAFB THAILAND  
UMOREA/5650W NAKHOM PHANOM RTAFB THAILAND  
UMLJBB/OL-1 3 ARRGF SON TRA AB RVN  
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by authority of 5200.10  
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ACTION COPY

JOPREP JIFFY/OL-2, 3ARRGP RESCUE/027/191210 MARCH 1970.  
RESCUE CLOSING/SUSPENDING REPORT 21 MAR 70  
2-3-020-19 MAR 70  
3. 3. LOW STRATUS, VISIBILITY 5 TO 7 MILES. 12. SNADY 1/21235Z/  
7JUN 10544.3E 13. 40ARRS/HH-53/FOREST PENETRATOR/210551Z  
4. 2/1/1/1/1/0 15. TAKEN TO NAKHOM PHANOM RTAFB, THAILAND  
6. 23/96.7/40ARRS/HH-53; 84/265.2/5650W/A-1; 10/59.5/39ARRS/HC-130P  
7. A. 0/0/0/0/NOT AVAILABLE/0/0/3  
8. 0/0/0/0/NOT AVAILABLE/0/0/1 18. A. CREW MAKIN SAVE: AC:HEDGEWALD,  
RICHARD F., MAJ., CP: GIEIER, ROBERT W., MAJ., FE: CRAWFORD, INUS G.,  
SGT, RS: MCDONALD, GREGORY J., SGT, RS: COLBERT, CHARLES L., SGT,  
RS: KIDDICK, JOHNNIE L., SGT. ALL ASSIGNED TO 40ARRS. 6. PERSONNEL  
DEVELOPED: RICHARD A. RASH, CAPT., BTFW, USAF 19

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REPRODUCED COPY 1 OF 2

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LASH  
1 00553

750N 10544.3E B. ALPHA SURVIVOR LOCATED AND BRAVO SURVIVOR MIA.  
ARRS CREDITED WITH ONE USAF COMBAT AIRCREW MEMBER SAVE. RS WAS

PAGE 3 RHMUABA0481 [REDACTED]  
EMPLOYED TO ASSIST THE SURVIVOR AND 13 AIR REFUELINGS WERE ACCOMPLISHED. ON THIS DATE THE SAR EFFORT TO RECOVER WOLF 06'S SURVIVORS WAS CONTINUED. VOICE CONTACT WAS MAINTAINED WITH WOLF 06 ALPHA THROUGHOUT THE NIGHT AND INTO THE RECOVERY EFFORT. ALL CONTACT WITH THE BRAVO SURVIVOR WAS LOST ON THE PREVIOUS DAY AND NEVER REESTABLISHED. INTELLIGENCE DEBRIEFINGS AT NAKHON PHANOM RTAFB OF SANDY 11 AND NAIL 31 OF 20 MARCH'S EFFORT INDICATE THE POSSIBILITY OF BRAVO'S CAPTURE. AT 210240Z, AFTER SUPPRESSING HOSTILE FIRE, A RECOVERY ATTEMPT ON 'ALPHA' WAS INITIATED. THE ATTEMPT WAS ABORTED BECAUSE OF INTENSE GROUND FIRE THAT SEVERELY DAMAGED JOLLY GREEN 84 AND WOUNDED ONE OF JOLLY GREEN 84'S CREW MEMBERS. THE DAMAGED AIRCRAFT RECOVERED SAFELY AT NAKHON PHANOM RTAFB AND THE WOUNDED RESCUE SPECIALIST'S CONDITION WAS DESCRIBED AS 'GOOD'. THE SAR TASK FORCE THEN CONTINUED TO SILENCE THE HOSTILE ACTIVITY IN THE AREA. AT 21/0545Z A SECOND ATTEMPT WAS INITIATED. THIS ATTEMPT WAS SUCCESSFULLY COMPLETED AT 21/0551Z. THE SURVIVOR HAD SUPERFICIAL BURNS ON HIS FOREARM, FACE AND NECK, BURNS ON HIS EYES AND AN UNDETERMINED BACK INJURY. HIS CONDITION IS LISTED AS GOOD. AT 21/0553Z, WHILE IN THE PROCESS OF RECOVERING WOLF 06A, NAIL 05, SANDY 9/10, AND SMOKE 27/26 OBSERVED SANDY 6 TAKE A HIT. SANDY 6

PAGE 4 RHMUABA0481 [REDACTED]  
WAS ADVISED TO BAILOUT. THESE FIVE SORTIES OBSERVED THE STRICKEN AIRCRAFT UNTIL IT IMPACTED AND IN THEIR ESTIMATION THERE WAS NO POSSIBILITY THAT THE PILOT GOT OUT OF THE AIRCRAFT. NO CHUTE SIGHTINGS OR BEEPER WAS RECEIVED FROM SANDY 6. VISUAL CHECKS OF THE WRECKAGE BY AIRCRAFT WERE ALSO FRUITLESS. THE MISSING SURVIVOR, WOLF 06, IS JENNIS G. PUGH, 1LT, 8TFW, USAF. ALL AGENCIES HAVE BEEN ADVISED TO CONTINUE WITH AN ELECTRONIC SEARCH AND LOOK AND LISTEN FOR WOLF 06B AND SANDY 6. THE MISSION ON WOLF 06A WAS CLOSED AT 21/0635Z. THE MISSION ON WOLF 06B IS SUSPENDED.

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DECLASSIFIED  
DOWNGRADED AT 3-YEAR  
INTERVALS DECLASSIFIED  
AFTER 18 YEARS  
DOD DIR 5200.10

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