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21 March 1970: Sandy 06 Maj Edward M. Hodgson
 Sandy 09 Capt John W. Dyer
 Sandy 10 Capt Terry F. Bolstad
 Smoke 21 Maj Jerome A. Frisch
 Strike 61/71 Maj Tommy L. Hanley
 Strike 62/72 Maj Roy E. Palmer, Jr.
 Strike 65/73 Capt Robert W. Crowder
 Strike 66/74 Maj Joseph Aimo
 Arabia 47 1st Lt John S. Howard
 Arabia 48 1st Lt Michael T. Maloney

An unsuccessful rescue was conducted on 20 March 1970 for Wolf 06B. The aircraft, an F-4, went down at 081/62/89 on the evening of 19 March 1970. Wolf 6 apparently received an antiaircraft hit from an AAA located close to the route structure south of Mu Gia Pass. A first light effort was briefed; however, Sandy 11 and 12 (Capt Dyer and Capt Bolstad) did not launch until 1500L. King was informed that we would arrive in the area at approximately 1530L. Sandy 11 took over as On-Scene Commander. The remaining SAR forces were holding west of the survivor's location in a safe area and included the rescue helicopters, smoke aircraft, apeman aircraft, and standard strike aircraft. There were also many fast movers working with the On-Scene FAC against known gun and troop positions. The terrain was approximately 1,000' MSL and located in a valley of karst formations. The defenses included 57mm, 37mm, 23mm, 14.5mm, 12.7mm, automatic weapons, and small arms. Weather was no problem except for haze which reduced visibility somewhat. Sandy 11 located Wolf 6B's position and the approximate position of Wolf 6A. The plan was to pick up 6B first since he was located in a more obvious place and was being pressed by enemy troops. Following the jet strikes Sandy 11 directed the slow mover strike aircraft to work over the area while he briefed the forces concerned with the pickup. At approximately 1745L the conditions seemed right for a pickup attempt. The smoke and apeman aircraft were directed to put down their ordnance as briefed and the Jolly Green helicopter was

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22501-20-015 GROUP 4

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Declassified after 12 years.

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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 munitions 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 ABN to active areas, the Zorro GROUP were able to make

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22 SEP 80

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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. ^{91/}

The Captain described what happened: ^{92/}

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. ^{93/} Captain Rash recounted:

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: ^{94/}

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.

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: ^{95/}

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: ^{96/}

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 ^{97/} the Captain, it was a thing of beauty:

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

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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Hudgens

JOINT MESSAGEFORM				RESERVED FOR COMMUNICATION CENTER			
SECURITY CLASSIFICATION				SD 43			
TYPE MSG	BOOK	MULTI	SINGLE	Reproduced (copy) of 4 Reproduced By WHD			
PRECEDENCE				1970			
ACTION PRIORITY				DTG 230640Z			
INFO				SPECIAL INSTRUCTIONS			
FROM: 56 SPECIAL OPERATIONS WG/NAKHON PHANOM THAI TO: 13AF/DSA/DO/DM/CLARK AB PI 7/13AF/DSA/DO/DM/UDORN RTAFB THAI 7AF/DOC/TAN SON NHUT AB RVN FOR OFFICIAL USE ONLY 56 SA FOR OFFICIAL USE ONLY Subject: Commander's 48 Hour Mishap Analysis Report. Sandy 06, A-1J, [REDACTED] flown by Major Edward H. Hudgens, 448-30-2968PV, of the 22nd Sp Op Sq, crashed at 17-31N 105-42E on 21 Mar 1970 at 1255 (G). Sandy 06 was number two in a flight of two Sandy A-1 aircraft. Sandy 05 was on-scene commander during the successful pickup of Wolfe 06 Alpha at 1252 (G). The pickup was performed at 17-31N 105-45E. Several Sandy A-1's and strike A-1's were engaged in low level neutralization of gun positions to cover the ingress, pickup, and egress being performed by Jolly Green 76. Anti aircraft fire in this heavily defended area was intense throughout the two day SAR effort. Four ^{FOUR} A-1's and three Jolly Green HH-53 aircraft received battle damage. Two A-1's were shot							
TYPED NAME AND TITLE		PHONE		SIGNATURE		DATE	
[REDACTED]		[REDACTED]		[REDACTED]		23	
[REDACTED]		[REDACTED]		[REDACTED]		MONTH	
[REDACTED]		[REDACTED]		[REDACTED]		Mar	
[REDACTED]		[REDACTED]		[REDACTED]		YEAR	
[REDACTED]		[REDACTED]		[REDACTED]		70	
[REDACTED]		[REDACTED]		[REDACTED]		PAGE NO.	
[REDACTED]		[REDACTED]		[REDACTED]		1	
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SECURITY CLASSIFICATION				REGRADING INSTRUCTIONS			
[REDACTED]				Downgraded at 3 year intervals after 12 years			

DD FORM 173

REPLACES EDITION OF 1 MAY 58 WHICH MAY BE USED.

SA-70-S-016

Classification canceled (changed to) **UNCLASSIFIED**
by authority of **SP1A LTR DEC 1977**
by **AUBREY L. DAQUILANTE, SSgt, USAF**
NCIC, Missing Persons Division

MIA 21 MAR 70
Cumdas RPT 23 MAR 70
Blue

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ABBREVIATED JOINT MESSAGEFORM and/or CONTINUATION SHEET				SECURITY CLASSIFICATION [REDACTED]	
PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE		
ACTION PRIORITY			2348		
INFO					
down (including Sandy 06). Immediately after the pickup of Wolfe 06 Alpha was made Sandy 06 was observed by Smoke 27 to be streaming what appeared to be fuel as he came out of the pickup area. Sandy 06 was heading west toward a pre-briefed safe E & E area. Within moments Sandy 06 exploded in flight. The empennage left the fuselage and the aircraft entered an inverted spin and crashed. Smoke 27 had called Sandy 06 to "Get Out" prior to the explosion but received no answer nor did Smoke 27 observe any chute. ^{RECONNAISSANCE} Route of the crash site failed to reveal any sign of life and no contact, voice or beeper, was made on the survival radio. Electronic search continues. Major Hudgens had been in SEA seven months and was on his 113th mission, his total flying time was 4374 hours with 398 total A-1 hours. Crew rest was not a factor in this mishap. The previous maintenance history was not significant and not a factor in this loss. This mishap is a combat loss resulting from intense and accurate enemy fire. GROUP 4 Downgraded at 3 year intervals; declassified after 12 years					
CONTROL NO.	TOR/TOD	PAGE NO.	NO. OF PAGES	MESSAGE IDENTIFICATION	INITIALS
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SECURITY CLASSIFICATION				REGRADING INSTRUCTIONS	
[REDACTED]					

DD FORM 173-1
1 NOV 53

REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

5A-70-5-016

56 SOW
Jan - Mar 70
K-WG-56-HI

~~SECRET~~

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FEB

1	(U)	56th Combat Support Group CBPO became servicing CBPO for 1987th Communications Squadron.
3	(S)	CH-3 lost to ground fire on exfiltration mission - crew recovered.
6-7	(S)	Search and Rescue effort for Milestone 516 was successful.
11	(S)	Lt. Col. William L. Kieffer Jr, 1st Special Operations Squadron, declared KIA.
16	(C)	Detachment 9, 38th Air Rescue Squadron (PEDRO) arrived from Pleiku.
18	(U)	Search and Rescue for Banyan 03B was successful.
18	(U)	New officer modular barracks opened for occupancy.
21	(C)	Xieng Khoung field captured by enemy forces.
28	(U)	Civic Action Center inactivated.
-	(C)	Night restrictions placed on A-1 and C-123 aircraft for operations in Lu Gia and Ban Hani.
Mar		
1	(S)	Search and Rescue effort for Charger 411 was successful.
5	(U)	Search and Rescue effort for Firefly 32 was successful.
10	(S)	Search and Rescue effort for Firefly 23.4/3 was successful.
14	(S)	Maj. Donald B. Fincher, 602nd Special Operations Squadron, declared KIA.
15	(S)	Search and Rescue effort for Garfish 501 was successful.
16	(S)	Search and Rescue effort for Mail 53 was successful.
20-21	(U)	Search and Rescue effort for Wolf 06 Alpha was successful - effort for Wolf 06 Bravo was unsuccessful.

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40th ARRSQ HIST, JAN-MAR 1970

- 18 Feb 70 A "last light" rescue of an F-4 pilot made by Buff.
- 21 Feb 70 Buff picked up F-105 backseater four miles south of Udorn.
- 25 Feb 70 The 40th ARRSq takes over Det 1 at Nakhon Phanom.
- 26 Feb 70 Operation out of Tango stopped due to proximity of hostile forces.
- 1 Mar 70 First light effort for a Marine A-7 pilot.
Rescued by Buff.
- 5 Mar 70 Pilot of C-1 rescued by Buff east of Channel 89.
- 13 Mar 70 Major General Joseph R. Deluca, DCS/Comptroller AFLC and party visited the 40th.
- 16 Mar 70 F-105 pilot picked up nine miles south of Udorn.
- 20 Mar 70 A-1 pilot rescued by Buff. Both aircraft participating in two day SAR effort.
- 21 Mar 70 The SAR objective of two day effort, an F-4 pilot picked up. Heavy battle damage to Buff fleet.
- 22 Mar 70 The 37th ARRSq assumes commitment at Nakhon Phanom due to reduced capability of the 40th.

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21 MAR 76 15 26

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Classification canceled ()
by authority of DoD 5200.1-R, para 1-401.5 ARKS/DO LTR 25 APR 75
by *Richard King* 21 APR 75

LASH

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1 00000 /S/MIS
TTSZYUW RHMUABA0481 0001438-SSSS--RUWTFJA.
NY SSSSS

0 211339Z MAR 70

M 01-2 3 ARRG P UDORN RTAFB THAILAND

U RUEFHQA/CSAF/AFXOTXB

ULIEUA/HQARRS SCOTT AFB ILL

UHHABA/41 ARRWG/PROCP/HICKAM AFB HAWAII

USQSNA/3ARRGP/3JRCC/TAN SON NHUT AB RVN

WFO RUCEAAA/USAF ALTERNATE CP MAXWELL AFB ALA

U CPAAA/MAC/MCP/MAOCDA/SCOTT AFB ILL

USQSNA/7AF/LOT/DO/DP/DI/BDPMP/TACC/CC/TSN AB RVN

U RLAAA/TAC/DOSLR/LANGLEY AFB VA

U WTFJA/USAFMPC/AFPMSC/RANDOLPH AFB TEX.

U HHQA/CINCPAC/CC/CAMP H.M. SMITH HAWAII

U EUGDA/ARDC ABERDEEN PROVING GROUND MD

U EKC/AFEOC FT RITCHIE MD

U HSMVA/MACV SAIGON RVN

U HHABA/CINCPACAF/CC/HICKAM AFB HAWAII

U MLUHA/39ARRS TUY HOA AB RVN

EN/7/13AF TACC UDORN RTAFB THAILAND

EN/40ARRS UDORN RTAFB THAILAND

U MORUA/8TGW UBON RTAFB THAILAND

IMMEDIATE

DOWNGRADED AT 3 YEAR
INTERVALS, DECLASSIFIED
AFTER 12 YEARS
DOD DIR 6200.10

PAGE 2 RHMUABA0481

U MDOUA/AIRA VIENTIANE LAOS

U MOREA/DET 1 40 ARRS NAKHOM PHANOM RTAFB THAILAND

U MOREA/56SOW NAKHON PHANOM RTAFB THAILAND

U MLUBB/OL-1 3 ARRG P SON TRA AB RVN

BT

U JOPREP JIFFY/OL-2, 3ARRGP RESCUE/027/191210Z MARCH 1970.

.. RESCUE CLOSING/SUSPENDING REPORT 21 MAR 70

1. 2-3-020-19 MAR 70

2. 3. LOW STRATUS, VISIBILITY 5 TO 7 MILES. 12. SNADY 1/212353Z/

700N 10544.3E 13. 40ARRS/HH-53/FOREST PENETRATOR/210551Z

4. 2/1/1/1/1/0 15. TAKEN TO NAKHON PHANOM RTAFB, THAILAND

6. 23/90.7/40ARRS/HH-53; 64/265.2/56SOW/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: BIEIER, 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. B. PERSONNEL

WEL: RICHARD A. RASH, CAPT., BTFW, USAF 19. A. 5 MILE RADIUS OF

LASH

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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 ~~CONFIDENTIAL~~

DEPLOYED TO ASSIST THE SURVIVOR AND 13 AIR REFUELINGS WERE ACCOMP-
LISHED. 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
F 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 27/28 OBSERVED SANDY 6 TAKE A HIT. SANDY 6

PAGE 4 RHMUABA0481 ~~CONFIDENTIAL~~

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
RECKAGE BY AIRCRAFT WERE ALSO FRUITLESS. THE MISSING SURVIVOR, WOLF
06, IS DENNIS G. PUGH, 1LT, 8TFW, USAF. ALL AGENCIES HAVE BEEN
ADVISED TO CONTINUE WITH AN ELECTRONIC SEARCH AND LOOK AND LISTEN
ON 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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UNCLAS

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

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19

20 March 1970

A-1E 52-135154 602 SOS, 56 SOW, USAF, Nakhon Phanom
1Lt D P Townsend (survived)

On the first day of the search for Capt Rash and 1Lt Pugh near Ban Senphan one of the escorting Spads was shot down. 1Lt Townsend was attacking enemy troops from low-level to protect the downed aircrew and the rescue helicopter when his aircraft was hit by 37mm AAA. He flew about 10 miles away from the scene before having to eject and was picked up by one of the 40th ARRS HH-53s he had been escorting.

SEE ^{SAR} AC'S MSN RAT

--- 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**

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.

F-4 WOLF 06 SAR DOWNED 3/19/70 RESCUED 3/21/70



21Mar70.jpg

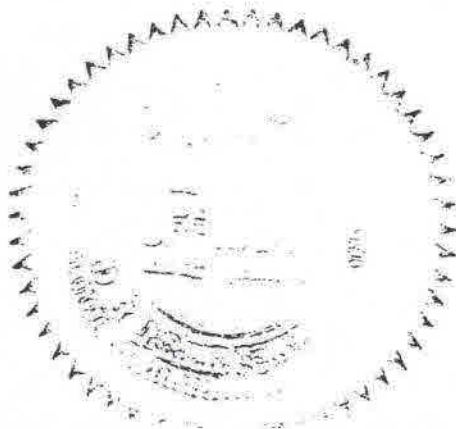
CITATION TO ACCOMPANY THE AWARD OF

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.



Robert LaPointe

From: Ron Thurlow [tlow52@hotmail.com]
Sent: Saturday, February 21, 2004 8:25 AM
To: rlapoint@comclark.com
Cc: rlapointe@gci.net
Subject: FW: HH-53 Information

Hello Bob

I got the attached message from John Lindgren a couple of nights ago, and have had a nice follow-up note from him as well. When I saw how good the photo was, I immediately thought of your book project. I don't know how much PJ action was involved in the Strobe 52 event, but it might be worthwhile to use if only for the good shot of the people involved. I see the name "Barnes" on one name tag - I think he was an FE. Anyway, I asked John if I could forward his note and photo your way and he said ok. You can do whatever you want from here.

I learned another tidbit in the course of my review. When I ran the queries to make paper copies of all the 68-73 rescues, I put a date criteria for both the shoot down date and the pickup date (don't ask me why, I guess I just thought that was what I had to do). Now I have discovered that I am missing SAR events - they are on the computer screen, but not on the paper list I printed. I have finally figured out that the difference lies in the fact that you entered no date for those events where a save was not accomplished - they were KIA or POW etc. So, I have learned two lessons - first, that I should enter only one set of "criteria dates" when I make a query, and that should be the shootdown date. Second, we need to enter a fictitious date into those empty columns where the pickup dates are recorded. I am recommending we use a date such as 1/1/1111. That way, if you ever want to run a query to ask for just those missions where the survivors were KIA or MIA or POW, all you have to do is ask for the 1/1/1111 dates, and ACCESS will pull just those. In the meantime, I now must go back and run all the years 1969 through 1973 again to see if I can capture on paper all of the events I see on the screen.

As a status report, I finished the MISREP reviews for the first six months of 1968, then decided to go back and enter the changes into the actual Master Data Base, just for a change of pace. That's where I discovered my query criteria misque. I'm finding it to be a long, slow process, just as you predicted. On the other hand, the data base is really getting filled in, so that is good. Plus, 1968 is the biggest year of all for CSAR, and the rest of the years shouldn't be quite so bad. I'll just keep plugging away.

This is Friday evening in Ohio. FedEx tried to deliver your package today and unfortunately it was during the 15 minutes I was gone to take my car for some tire service. They will try again on Monday. I'll let you know when I have it.

That's it from the Midwest, hope you're making massive progress on Volume II.

T-Low

>From: John Lindgren
 >To:
 >Subject: HH-53 Information
 >Date: Thu, 19 Feb 2004 14:13:43 -0800
 >

2/23/2004

>I saw your listing of HH-53's on the Jolly Green Association web site and
>thought that I'd drop you a line. I think that I can dig up some of the
>missing information on your list. I was an HH-53 pilot in the 40th ARRS (at
>Udorn at that time) from Feb 70 until May 70, when I was transferred to the
>37th ARRS at Danang. I was wounded in the Wolf 06 SAR in March of 70 and
>was sent down to Sattahip, Thailand with another pilot, Jerry Brown, and a
>crew of maintenance folks to unload three new HH-53's from a SeaTrain Lines
>container ship in the port of Sattahip. After putting these three aircraft
>together and doing test flights to Utapao RTAFB, Jerry and I flew them, one
>at a time, over to Danang. These were the first three HH-53's at Danang.
>In May, both Jerry and I were transferred to Danang to form the initial
>cadre of HH-53 pilots at Danang. The only other HH-53 qualified pilot at
>Danang was LCol Holcomb, the new squadron commander. Three pilots, three
>aircraft! The rest of the 37th at that time were all HH-3E crewmembers and
>none of them were interested in cross training to the HH-53. Your listing
>of tail numbers shows the first HH-53 rescue for a Danang aircraft is
>correct. Capt Thompson was the AC and I was the co-pilot. The rescue was
>made at the South end of the A Shau Valley and the downed aircraft was a
>RF-4C from TanSonNhut, callsign STROBE 52. We picked up both the front and
>back seaters, two LCol's. Capt Thompson was TDY to Danang from Udorn to
>assist in our severe shortage of HH-53 pilots at that time. I am attaching
>a black and white photo of our crew and the two survivors, taken after our
>arrival back in Danang. I need to dig into some of the paperwork I have in
>the attic to see if I can arrive at the date of the rescue and see if I have
>any photos of the HH-53's on the dock at Sattahip that might show the tail
>numbers. I seem to recall that they were 362, 363, and 364 but I'm not sure
>at this point 34 years later.
>Regards,
>John Lindgren, LCol USAF, Ret.
>falcon62@adelphia.net

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2/23/2004

19 MAR 20 SAR

Robert LaPointe

From: "Doug Hudgens"
To: <rlapointe@gci.net>
Sent: Tuesday, April 10, 2001 12:46 PM
Subject: Wolf 06A SAR

Thank you for sending me the mission report/ unit history of the Wolf06 SAR. I had not gotten that before, and it is a good synopsis of that mission. I am snail mailing you a copy of some of the info I have on that mission. I have lots more info I can tap into, but for now I think this is a good start. Considering the intent of your next volume, I think you probably have enough to start with. When you begin again, let me know if you need more details, or second reports of an action or whatever, and I will see if I can help you out. My files on dad's last mission is almost an inch thick, and I do not think you want that much info.

Some details not mentioned: Dean DeTar was Sandy 05. He was based out of Pleku with a small detachment of Skyraiders, and used to quick "slam-bam-thank-you-mam" type of SAR's. Dad was Sandy Lead qualified, but he was used to coordinate the strikes sense he knew all the NKP/Thailand players, and Dean could concentrate on the survivor and the pick-up. Ron Rounce was Smoke 27. I have talked to both at length, as well as several other Skyraider pilots on that mission.

The backseater of Wolf 06 was Dennis Pugh, and he is still missing. I have talked to his brother in Colorado.

In my snail mail envelope is an order form for your book, and a check.

Thank you for sending the information so quickly. Good luck on the next volume, and let me know if I can help further. Thank you.

Doug Hudgens
son of MAJ Edward M. Hudgens

803 Steeps Court
Eules, Texas 76039
(817) 267-6223
redleg@home.com

(I was an Army Field Artillery Officer for 4 years, and thus the Redleg address)

5/23/01

Robert LaPointe

From: "Doug Hudgens" <redleg@home.com>
To: <rlapointe@gci.net>
Sent: Thursday, March 29, 2001 3:13 PM
Subject: Another name for the Rescue Personnel lost

My dad was MAJ Edward M. Hudgens, USAF. He was shot down 21 March 1970 and killed in Laos while flying an A-1J. He was Sandy 06 on the Wolf 06 SAR that successfully recovered the pilot of that F-4. Dad was assigned to the 22d SOS, 52d SOW, NKP. He is listed on panel 12 E, but I forget what line.

I have lots more info on this SAR, and his shoot-down if you want.

Thanks.

Doug Hudgens
803 Steeps CT
Euless, TX 76039
(817)267-6223
redleg@home.com

3/29/01

29 March 2001

Doug Hudgens
803 Steeps Ct
Euless, TX 76039

Enclosed is everything I have in my files on the Wolf 06 SAR. I am obviously missing important information about your dad's contributions to this mission. This mission is highly likely to be included in volume 2 of my book "PJs in Vietnam – The Story of Air Rescue in Vietnam." If you could copy the material you have and mail it to me, I will file it in the Wolf 06 folder.

I have just wrapped up volume 1 of my book which covers 1964 – 1968 Tet. I will not begin on volume 2 until this September. I need a break after 2 ½ years on this project. I am however committed to finishing it and I will.

I assume that you found out about me through my web site. I've updated the memorial page and added your dad. I appreciate your bringing my attention to the omission.

Thanks for contacting me