

Dear John:

I recieved your manuscript and it appears to be well prepared ,I do have a couple of corrections that I believe are in order.

Other than the Dr Flickinger mission in Burma and the Holliday mission in South America I know of no other organized Pararescue activity prior to 1947 certainly there were no officically trained Pararescue personnel flying missions in Burma during WW II that I ever heard of.

On the "Clobbered Turkey Mission" First Sgt Santhol O London and Cpl Hugh Casey's bodies were found near the wreckage of the aircraft when ground rescue teams arrived, the Flight Surgeon's body was found by natives several miles from the crash site in June 1948. I'm sorry I never knew his name and the only person I know that might know it that is still alive is "Skimo" Percy Blatchford a retired Pararescue man living in Alaska and I believe was a dog musher on the mission, but according to Gene Armstrong who has tried to obtain info from Percy, he is not talking.????? Incidentally Percy once knocked Joe Louis on the seat of his pants in a boxing exhibiton in Alaska during the big one.

In our conversation you mentioned that some health professionals in the Air Force were opposed to the extensive training that Pararescue personnel are given in "Emergency Medical Treatment". I fail to see the logic in this line of thinking, certainly Pararescue is in no way in competition with medical personnel once the victim is removed from the field environment.

I can not think of a more frustrated, helpless feeling than for a dedicated Pararescue man to arrive on the scene of an accident, no matter where or for what reason and not be prepared to provide life saving treatment to the survivors, to me giving Pararescue personnel limited training in this area would be very costly in lives, and surely the day will come when these Professionals will be pressed into service.

Dennis Fountain was in a helicopter (H-19) accident near Ashiya AFB Japan in April 1957, he was severely burned and one of the pilots was killed, he and the surviving pilot walked off the mountain and eventually arrived, with only their "P" helmets and jump boots as the only articles of clothing on their body, at a US Army dispensary and when the corpsman on duty saw them he fainted.

April 1959 an F-100 went out of control shortly after takeoff frm Kadena AB Okinawa, the pilot safely ejected but the aircraft crashed into a school building in the village of Ishikawa killing twenty three and injuring more than a hundred, when two Pararescuemen arrive on the scene it was sheer panic but they quickly organized the locals and averted a situation where surely many more of the injured would have died.

I mention these two incidents only to illustrate the need for a "trained professional" of the calibre of todays Pararescue man. I'm sure you are aware of many more situations where the absence of a trained professional would have cost dearly.

This is all that comes to mind at this time, thank you for your interest, hope the powers that be will make the right decision and hope to see you in Vegas in September if not before.

You may call on me at anytime to "throw another log on the fire" to promote Pararescue.

Sincerely

A handwritten signature in dark ink, appearing to read 'Frank Dawdy', with a large, sweeping flourish extending to the left.

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