

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS AIR TRAINING COMMAND  
RANDOLPH AIR FORCE BASE, TEXAS 78148



REPLY TO  
ATTN OF:

9 Dec 66

SUBJECT:

TO: Col Albert Feldman  
Hq PACAF (DPATI)  
APO San Francisco 96553

Dear Colonel Feldman:

We in ATC read with pleasure the newspaper accounts describing the Air Police and sentry dog actions at Tan Son Nhut this past week-end. Since newspaper accounts are not always reliable, we would like to ask that you forward to us at your earliest convenience complete details on this matter, with emphasis on lessons learned, so that we may incorporate necessary changes in our training programs. While on this subject, if the dogs did perform as stated in press releases, I personally consider it appropriate for some type of memorial to be established at the Sentry Dog School honoring these animals. I would therefore ask that you provide us names and serial numbers of the dogs, if available, for such memorial.

We have received no firm direction from USAF in regard to the training conference held at Lackland in October. Informally, we have been advised that AFISL has taken exception to deletion of the personal protection phase of training so we do not really know whether we made any progress or not. I am sure that the Air Staff will forward official conference report to you as well as to ATC, and we can both get in our licks at that time. In the meantime, we have provided with all possible actions per your recommendations, within our existing capability. For example, George Mineur has constructed sand bag bunkers and other fortifications as you suggested and is now using these as training aids in both the basic course and the 5-day course.

I am still attempting to arrange more responsive transportation from Lackland to Showa for your dogs. The latest shipment of 30 departed Kelly on 28 November and have been sitting at McClellan AFB ever since waiting for favorable winds. Apparently the aircraft they are riding on is a short-legged C130A which cannot hack the McClellan to Hickam leg in the face of strong headwind component. I talked to the handler on the telephone about an hour ago and he tells me that the dogs are developing sore pads and legs from exercising on the concrete ramp at McClellan, but he has obtained veterinary assistance from local authorities. There is no question in my mind that the dogs will deteriorate both from the physical standpoint and aggressive/training potential. You probably recall our discussion of this problem at the training conference in October, at which time I stated that the opportune airlift system was not meeting our requirements. I am reopening the whole issue with the ATC transportation and budget people here

PREPARE THE MAN



and I strongly urge that you do likewise there in your staff. Specifically, we need special mission airlift, either MAC or commercial, which can be depended upon to get the dogs there in a reasonable time period in good condition and ready to go to work.

A recent USAF inspection of the Sentry Dog Program produced very critical comment regarding transportation of sentry dogs. We were accused of allowing dogs to spend excessive time en route to various locations, allowing the dogs to get into unhealthy state and/or die as a result of poor handling en route. I certainly agree that the system can be improved and I think the trip from Lackland to PACAF locations is a prime example of this. Anything you can do to help this situation from your end will be greatly appreciated.

Our congratulations to all those involved in the fine work at Saigon last week-end.

Sincerely,

A handwritten signature in black ink, appearing to read "B. A. McLeod". The signature is fluid and cursive, with a long horizontal stroke at the beginning and a large loop at the end.

BILLY A. McLEOD, Colonel USAF  
Chief, Military Training Division  
DCS/Technical Training