

All redactions in this document utilize
exemptions (b)(6) and (b)(7)(C)

Exhibit 29

(b)(6),(b)(7)(C)

From: (b)(6),(b)(7)(C)
Sent: Monday, October 07, 2013 1:49 PM
To: COL (b)(6),(b)(7)(C)
Subject: Fwd: Sept Procedures Course

Respectfully,

(b)(6),(b)(7)(C)

AEMT-T

Begin forwarded message:

From: (b)(6),(b)(7)(C)
Date: August 18, 2013 at 10:33:50 AM CDT
To: Dr John Hagmann <jhagmannmd@deploymentmedicine.com>
Subject: Re: Sept Procedures Course

Doc,

Sorry it took me so long to get back to you- I was able to attend a week long medical and entry course with some 1bat guys and was playing catch up with school. For the record, I wish never to participate in an evolution named "drown proofing" again. Good education though and it was nice to take everything you taught me this summer and apply it while trying to not get shot with simul rounds.

Our school has exams scheduled now for the week of the Italy course- our quarter finals- so I sadly won't be able to attend. Ill kick you a procedures spreadsheet too. Any other upcoming courses?

Respectfully,

(b)(6),(b)(7)(C)

EMT-I, EMT-T

On Aug 7, 2013, at 4:20 PM, Dr John Hagmann <jhagmannmd@deploymentmedicine.com> wrote:

(b)(6),(b)(7)(C)

Trust you are back in the grind. We need to get you to fill out the spreadsheet of procedures performed for credit.

I mentioned that we have a Procedures Course in Italy for the Italian Army SF – their most elite unit and very impressive. Two of them were in the course with the medical students and the unit has asked is we can bring some med students along. (You learn as

much watching others and the stress level is so much less for them – it really breaks the ice.)

You have been through the whole thing, so know everything we might do (probably would not get to all procedures anyway in 5 days.) You also can speak to how the course is conducted (add some Italian translation and good food.)

If we can find some motivated folks, I am willing to help fund their trip. So, hands on training, once in life time meet the Italian SF, and a trip to Italy (Livorno.)

We would need to depart Sat 14 Sept and would be back Sunday 22 Sept latest (unless folks wanted to extend who on their own.

Need even men / women numbers but could not do too many anyway (since there will be lots of men already in the class, female numbers would be good.

In the last OEMS course I had a complete civilian from a medical school in Oregon come out – a little nervous, but really had a great time and said it was the best training for him – even if not military.

Let me know if there might be interest so I can pass on the the lead instructor, Dr. Novarese – originally Italian trained – so great at the explanations.

Stay in touch.

John Hagmann

If you want to do it again – as instructor – I would welcome that!

(b)(6),(b)(7)

From: (b)(6) (b)(7)(C)
Sent: Monday, October 07, 2013 1:54 PM
To: (b)(6),(b)(7)(C)
Subject: Re: OEMS and MPHA courses for med student

Copy. I will stand by.

Respectfully,

(b)(6),(b)(7)(C)

AEMT-T

On Oct 7, 2013, at 12:48 PM (b)(6),(b)(7)(C) wrote:

(b)(6)

On advice from counsel, do not send any films or pictures. He is concerned about the content traveling the airwaves and interstate commerce laws. A legal representative will obtain them personally at an appropriate time. Thank you

(b)(6)

(b)(6),(b)(7)(C)

COL, MC
Deputy Director MMO
AFRRI

From: (b)(6) (b)(7)(C)
Sent: Monday, October 07, 2013 1:47 PM
To: (b)(6) (b)(7)(C)
Subject: Fwd: OEMS and MPHA courses for med student

Respectfully,

(b)(6),(b)(7)(C)

AEMT-T

Begin forwarded message:

From: (b)(6) (b)(7)(C)
Date: April 25, 2013 at 8:29:43 AM CDT

To: John Hagmann (b)(6),(b)(7)(C)
Subject: Re: OEMS and MPHA courses for med student

Dr. Hagmann,
Not a problem. I'd be happy to help out in the future.

V/r

(b)(6),(b)(7)(C)

EMT-I
OMS-1 KCOM

On Wed, Apr 24, 2013 at 11:27 PM, John Hagmann

(b)(6),(b)(7)(C) wrote:

(b)(6)

Sorry for the false alarm: Will probably cancel the course for that week. Too many obstacles with the avalanche and forest service issues plus so few still attending to make it worth doing. Will look at alternative dates.

John

On 4/24/13 1:37 AM, (b)(6),(b)(7)(C) wrote:

Dr. Hagmann,

I received the provisional ok from my professors to miss class on Friday. We could fly out of STL Thursday afternoon/evening. I spoke with the USU student (b)(6),(b)(7)(C) and she was also very interested in helping. Having climbed numerous peaks with her I feel that her mountain skills would add a lot.

That being said, what other details can you provide? What would our responsibilities be for the duration of the course? Who else would be helping run the course? I am familiar with Mt. Elbert having climbed it from the SE (summer route) and E (winter route)- it is a great hike! Would you want us to be in uniform or civilian clothes (I always prefer civies)?

Thank you for this opportunity. Please let me know what you decide.

V/r

(b)(6),(b)(7)(C)

EMT-I
OMS-1 KCOM

Sent from my iPad

On Apr 23, 2013, at 12:59 PM, John Hagmann

(b)(6), (b)(7)(C) wrote:

Re: OEMS and MPHA courses for med student (b)(6) –
Quick response!

What I would need help with is the final event in the short altitude program which is a true climb (sort of proof of concept) to summit Mt Elbert at 14,500 ft (second highest in US 48). It is not a technical climb but along trek from 9500 ft to the summit. We usually cover the distance to tree line in the afternoon, camp, and summit in the AM with the full return to Leadville that night. We stay in the hotel in Leadville so we can repack and make the flights out of Denver in the next morning.

I need to be elsewhere and am debating about even doing the course for this small group. We would of course cover all of your costs (airfare, hotel etc.) The USU student would be a welcome addition – she might also enjoy some of the altitude issues. Please let me know if this is likely – I need to decide soon about the program.

John Hagmann

On 4/23/13 4:12 PM, (b)(6), (b)(7)(C) wrote:

Dr. Hagmann,

I asked the AMEDD office in San Antonio if I would be required to be at my home location during this school tour. They gave me a vague answer about being within 50mi of my home location during that time frame. I was hoping to simply get my location assigned to wherever the OEMS/MPHA course required me to be. The school has written me an excellent letter of support as well- do you think this is something that would help?

I will contact the school about time off from 10-12 may. Where would I be traveling to? I did have an adventure race (12hr of mnt biking/running/climbing/paddling) that weekend with a USUHS student. She's taken your OEMS advanced course and

is a previous ski patroller and skilled climber. Would you be interested in more help? She and I have worked together teaching mountain medicine skills for army ED residents before.

Thanks for all of your help. I'm excited to work with you.

V/r

(b)(6),(b)(7)(C)

EMT-A
OMS-1 KCOM

Sent from my iPad

On Apr 23, 2013, at 8:40 AM, Dr John Hagmann:
<jhagmannmd@deploymentmedicine.com> wrote:

Re: OEMS and MPHA courses for med student

(b)(7)(C)

Now that I am back I will pursue the HPSP contact. First question: Have you asked about this opportunity and if they would insist that you be "at home?"

Second: There may be some additional opportunities since you can not attend the advanced course in lat July. I also may need some "mountain guide" help for a small group of European spec forces. Is it possible that you could be free to travel to Colorado for the weekend of 10, 11, 12 May – or some part of that?

John Hagmann

(b)(6),(b)(7)(C)

From: (b)(6) (b)(7)(C)
Sent: Monday, October 07, 2013 1:52 PM
To: (b)(6),(b)(7)(C)
Subject: Fwd: Your US Airways flight to WILLINGTON, NC

Respectfully,

(b)(6),(b)(7)(C)

AEMT-T

Begin forwarded message:

From: John Hagmann (b)(6) (b)(7)(C)
Date: July 15, 2013 at 9:08:26 PM CDT
To: (b)(6),(b)(7)(C)
Subject: Re: Your US Airways flight to WILLINGTON, NC

Just let us know - I have 2 USU folks waiting to drive up to pick you up when ever. Finding the site is extreme - esp. in the dark. Finding a bunk is more extreme at least until tomorrow.

Just let us know if you will make it tonight.

John

On 7/15/13 7:54 PM, (b)(6) (b)(7)(C) wrote:

Sat on the Tarmac in Denver for two hours. I don't think I'll make my connection. Ill plate you when I'm on the ground. Looking into car rentals now.

Sent from my iPad

On Jul 14, 2013, at 10:52 AM, John Hagmann (b)(6) (b)(7)(C) wrote:

FW: Your US Airways flight to WILLINGTON, NC

Date issued: Sunday, July 14, 2013 (One or more of your flights are on another airline)

US Airways confirmation code: **ADXN0S**

Scan at any US Airways kiosk to check in

Passenger summary

Passenger name Frequent flyer # (Airline) Ticket number Special needs

(b)(6),(b)(7)(C)

Day of departure phone: (801) 815-0920 Email for receipt: (b)(6) (b)(7)(C)

Depart: Denver, CO (DEN) Wilmington, NC (ILM)

Date: Monday, July 15, 2013

Status: Active

Flight #/Carrier	Depart	Arrive	Travel time	Meal	Aircraft	Cabin	Seats
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378	04:00 PM DEN	09:11 PM CLT	2h 11m				
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Stop: Change plane in Charlotte, NC (CLT)

1945	10:30 PM CLT	11:23 PM ILM	0h 53m	--	A319	Coach	14A
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(b)(6),(b)

From: (b) (b)(6)
Sent: Monday, October 07, 2013 1:53 PM
To: (b)(6),(b)
Subject: Re: Test

COL (b)(6)

Sir, I fwd'd you any email correspondence I had with Dr. Hagmann. I apologize if they come through without a chronological order. Some were in threads- if you page down on the email you'll be able to see the full dated conversation. Some were by themselves. If you need help with a timeframe please let me know. I'll will send videos shortly.

Respectfully,

(b)(6),(b)(7)(C)

AEMT-T

On Oct 7, 2013, at 12:42 PM, (b)(6),(b)(7)(C) wrote:

(b)(6)

Thank you for your assistance in this matter, I will work on your statement today and send to you in the am most likely for your editing.

v/r

(b)(6)

(b)(6),(b)(7)(C)

COL, MC
Deputy Director MMO
AFRRI

(b)(6),(b)(7)(C)

(b)(6),(b)(7)

From: (b)(6),(b)(7)(
Sent: Monday, October 07, 2013 1:52 PM
To: (b)(6),(b)(7)(
Subject: Re: Addendum regarding travel

(b)

Another complex piece of this complex issue. This is my perspective and recollection: When we moved to expand the OEMS course to the entire first year class, the question of live tissue training came up. The proponents of having this be part of the course felt that using pigs to practice some of the skills learned during the course was critical in order to provide realistic training and to serve as a sort of capstone for the course. However, as I am sure you are well aware, the use of animals in undergraduate medical education, and in DoD overall for medical training, has come under increasing scrutiny and so I and others did indeed have concerns. Our concerns were political (would USU end up in the Washington Post), practical (it requires an elaborate and lengthy approval process to use live animals for education at USU), and educational (is it really true that the live tissue training is effective)? So, there wasn't one single meeting but really a number of meetings (probably ten or more) over a couple of months. We had many discussions within the department, primarily involving myself, Col (b)(6) and Maj (b)(6) and to some extent other faculty members. Outside the department, these discussions primarily involved Col (b)(6) and I talking with Dr. (b)(6) (b) and (b) (b)(6) sometimes this was all together but sometimes separately. I do not recall Dean (b)(6) in any of these meetings. After many discussions, my recollection is that we came up with a way to do this whereby live tissue training using pigs would not be part of our USU OEMS course. Rather, it would be offered by Dr. Hagman. Any student who had taken our OEMS course could volunteer to participate in the live tissue training but it was 100% voluntary and optional and not encouraged or pushed by us. It would be done on the weekend or on leave and we had discussions on how to handle the travel and gift to the federal government issues and were doing the paperwork to do this all properly. This training would take place at a private site to be arranged by Dr. Hagman. (I don't know where exactly- somewhere in northern Virginia I believe). Furthermore, to make it even more complicated, we would use this opportunity to compare practicing certain procedures on the pigs to practicing on a new type of simulator ("cut suits") to see if there was any difference in learning. To be honest, we were hoping to demonstrate "non-inferiority" of the simulators so we could get away from the whole pig issue. Our long term vision was to invest in simulators and not have to deal with all the live tissue issues and we were hoping to end up with some data that would support this. Maj (b)(6) had procured USAF funding to do such a study and spent an enormous amount of time on study design and in seeking IRB approval for this (with my help) and we eventually came up with an institutionally and IRB approved process to do the study. We had to address recruitment of student subjects, informed consent process, etc., etc. Maj (b)(6) was still working with the USU Anatomic Use Committee (the committee that controls the use of cadavers) to obtain their approval to use cadavers later on in the evaluation part of the study. I don't think this ever was finalized when everything got called off. So, to summarize, my recollection is that we came up with an approach in consultation with the lawyers, the IRB, and others, whereby our students could volunteer to attend an offsite DMI sponsored animal lab and we were going to take the opportunity to evaluate the effectiveness of using the pigs versus simulators.

Hope this makes sense! Please let me know if you have any additional questions.

V/r

(b)(6)

(b)(6),(b)(7)

From: (b)(6) (b)(7)(C)
Sent: Monday, October 07, 2013 1:51 PM
To: COL (b)(6),(b)(7)(C)
Subject: Fwd: Your US Airways flight to WILMINGTON, NC

Respectfully,

(b)(6),(b)(7)(C)

AEMT-T

Begin forwarded message:

From: John Hagmann (b)(6),(b)(7)(C)
Date: July 14, 2013 at 11:52:04 AM CDT
To: (b)(6),(b)(7)(C)
Subject: FW: Your US Airways flight to WILMINGTON, NC

Date issued: Sunday, July 14, 2013 (One or more of your flights are on another airline)

US Airways confirmation code: **ADXN0S**
Scan at any US Airways kiosk to check in

Passenger summary

Passenger name Frequent flyer # (Airline) Ticket number Special needs

(b)(6),(b)(7)(C)

Day of departure phone: (801) 815-0920 Email for receipt: (b)(6),(b)(7)(C)

Depart: Denver, CO (DEN) Wilmington, NC (ILM)

Date: Monday, July 15, 2013

Status: Active

Flight #/ Carrier Depart Arrive Travel time Meal Aircraft Cabin Seats

378 04:00 PM DEN 09:11 PM CLT 3h 11m

Stop: Change plane in Charlotte, NC (CLT)

1945 10:30 PM CLT 11:23 PM ILM 0h 53m -- A319 Coach 14A

(b)(6),(b)(7)(C)

From: (b)(6),(b)(7)(C)
Sent: Monday, October 07, 2013 1:51 PM
To: COL (b)(6),(b)(7)(C)
Subject: Fwd: Notes for route up to Sangree Hut

Respectfully,

(b)(6),(b)(7)(C)

AEMT-T

Begin forwarded message:

From: Dr John Hagmann <jhagmannmd@deploymentmedicine.com>
Date: July 9, 2013 at 11:59:39 AM CDT
To: (b)(6),(b)(7)(C)
Subject: Notes for route up to Sangree Hut

After re-pack in Leadville at the SILVER KING MOTEL (red metal roof on left just inside town of Leadville across from Pizza Hut) depart back the way you came up Colorado 91 to just beyond mile marker 4. On the left will be a gap in the road side ditch to allow cars to cross into the 10th Mountain Division parking area. Park, secure anything left behind in the trunks (it is safe there) and proceed up the trail marked with blue diamonds. (Initial trail is steep switch back.)

You will come out onto a gravel residential access road after about a km or less. The marked trail continued across the road and to the left OR just follow the road to the left. After a short distance going slightly down hill, there is a turn off on your right into a circular turn around.

At the other end of this is a 'jeep trail' up to the hut. Deep ravine with creek on the left of the trail. Follow trail straight until creek is at same level as road (only one spot, marked with a post with the blue diamond.)

Ford the creek (stepping stones)

Follow even smaller 'jeep trail' up. You will see a small foot path fork to the left. Once on this trail there is no other option than to follow to the hut.

(b)(6),(b)(7)

From: (b)(6) (b)(7)(C)
Sent: Monday, October 07, 2013 1:51 PM
To: COL (b)(6),(b)(7)(C)
Subject: Fwd: Sangree Hut July 2013

Respectfully,

(b)(6),(b)(7)(C)

AEMT-T

Begin forwarded message:

From: Dr John Hagmann <jhagmannmd@deploymentmedicine.com>
Date: July 9, 2013 at 11:44:08 AM CDT
To: (b)(6),(b)(7)(C)
Subject: FW: Sangree Hut July 2013

10th Mountain Division Hut Association
1280 Ute Avenue Suite 21
Aspen, CO 81611

University of the Health Sciences
Services

Uniformed

(b)(6) (b)(7)(C)

4301 Jones Bridge Road
Bethesda MD 20814
Res #: 139569
Agent: (b)(6),(b)(7)(C)

Please Note!!! alpine Resource Center Combo: (b)(6),

(b)(7)(C)

7/8/2013

Monday Sangree M. Froelicher Hut: BEP Regular
Door Lock Combination - (b)(6),

(b)(7)(C)

(b)(6),(b)(7)

From: (b)(6),(b)(7)(C)
Sent: Monday, October 07, 2013 1:48 PM
To: COI (b)(6),(b)(7)(C)
Subject: Fwd: Your US Airways flight

Respectfully,

(b)(6),(b)(7)(C)

AEMT-T

Begin forwarded message:

From: John Hagmann (b)(6),(b)(7)(C)
Date: June 18, 2013 at 9:33:55 PM CDT
To: (b)(6),(b)(7)(C)
Subject: FW: Your US Airways flight

Date issued: Tuesday, June 18, 2013 (One or more of your flights are on another airline)

US Airways confirmation code: **FGVVE2**
Scan at any US Airways kiosk to check in

Passenger summary

Passenger name Frequent flyer # (Airline) Ticket number Special needs

(b)(6),(b)(7)(C)

Depart: Kansas City, MO (MCI) Washington, DC (Reagan National) (DCA)

Date: Friday, July 05, 2013

Status: Active

Flight #/ Carrier Depart Arrive Travel time Meal Aircraft Cabin Seats

3332 06:00 AM MCI 09:30 AM DCA 2h 30m -- E175 Coach 18C
Operated by Republic Airlines dba US Airways Express

(b)(6),(b)(7)

From: (b)(6) (b)(7)(C)
Sent: Monday, October 07, 2013 1:51 PM
To: COL (b)(6),(b)(7)(C)
Subject: Fwd: Actual Medical Content

Respectfully,

(b)(6),(b)(7)(C)

AEMT-T

Begin forwarded message:

From: Dr John Hagmann <jhagmannmd@deploymentmedicine.com>
Date: June 23, 2013 at 4:12:17 PM CDT
To: (b)(6),(b)(7)(C)
Subject: Re: Actual Medical Content

(b)(6)

First, I would like to introduce to the USU medical students the entire concept and history of Osteopathy.

Second: One skill that would be of major value is to introduce them to simple spinal (low back) manipulation. Perhaps you could prepare a hands on session.

JH

On 6/22/13 7:07 AM, (b)(6) (b)(7)(C) (b)(6),(b)(7)(C) wrote:

Dr. Hagmann,

KCOM is heavily steeped in OMM. I'm familiar with low velocity (and high velocity) spinal manipulation (cervical, lumbar, thoracic, and ribs). There are other techniques I tend to prefer depending on the patient population (counterstrain and muscle energy). Did you have a specific question or concern?

V/r,

(b)(6) (b)(7)(C)

"I see my path, but I don't know where it leads. Not knowing where I'm going is what inspires me to travel it."-Rosalia de Castro

On Jun 21, 2013, at 21:50, Dr John Hagmann <jhagmannmd@deploymentmedicine.com> wrote:

Actual Medical Content

(b)(6)

I do not know how your curriculum goes or the approach your school takes, but since your are coming from a DO school: Have you had instruction on low velocity spinal manipulation?

jh

(b)(6),(b)(7)

From: (b)(6) (b)(7)(C)
Sent: Monday, October 07, 2013 1:51 PM
To: COL (b)(6),(b)(7)(C)
Subject: Fwd: E-Ticket Confirmation-JFGAZJ 09JUL

Respectfully,

(b)(6),(b)(7)(C)

AEMT-T

Begin forwarded message:

From: John Hagmann (b)(6),(b)(7)(C)
Date: June 21, 2013 at 5:36:15 PM CDT
To: (b)(6),(b)(7)(C)
Subject: FW: E-Ticket Confirmation-JFGAZJ 09JUL


Record Locator **JFGAZJ**

Carrier Flight # Departing Arriving Fare Code

American
1777 WASHINGTON REAGAN
TUE 08JUL
6:00 AM DALLAS FT WORTH
TUE 09JUL
8:05 AM S
(b)(6) (b)(7)(C) Seat 26B Economy Food For Purchase

American
462 DALLAS FT WORTH
TUE 09JUL
8:45 AM DENVER
TUE 09JUL
9:45 AM S
(b)(6) (b)(7)(C) Economy Food For Purchase

Passenger Ticket # Fare-USD Taxes and Carrier-Imposed Fees Ticket Total

 0012380134681 196.28 36.52 232.80
Visa XXXXXXXXXXXX7550 \$ 232.80

Baggage Information

Baggage charges for your itinerary will be governed by American Airlines. BAG ALLOWANCE: DCADEN: No free checked bags/
American Airlines: 1ST CHECKED BAG FEE: DCADEN: USD25.00/ American Airlines: A/P TO 50 LB/23 KG AND UP TO 62 LINEAR
IN/158 LINEAR CM. 2ND CHECKED BAG FEE: DCADEN: USD35.00/ American Airlines: A/P TO 50 LB/23 KG AND UP TO 62 LINEAR
IN/158 LINEAR CM. ADDITIONAL ALLOWANCES AND/OR DISCOUNTS MAY APPLY.

You have purchased a NON-REFUNDABLE fare. The itinerary must be canceled before the ticketed departure time of the first unused coupon or the ticket has no value. If the fare allows changes, a fee may be assessed for changes and restrictions may apply. Electronic tickets are NOT TRANSFERABLE. Tickets with nonrestrictive fares are valid for one year from original date of issue. If you have questions regarding our refund policy, please visit www.aa.com/refunds.

To change your reservation, please call 1-800-433-7300 and refer to your record locator.

Check-in times will vary by departure location. In order to determine the time you need to check in at the airport, please visit www.aa.com/airporthelp or <http://www.aa.com/airporthelp>.

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For travel between Mexico, Caribbean, Central America and South America (excluding Brazil, Chile and Peru) there will be no charge for the first checked bag. The second checked bag will be charged at 70 USD/ 70 CAD (or local currency equivalent).

For travel between South America (except Brazil, Chile and Peru) and US/PR/USVI and Canada there will be no charge for the first checked bag. The second checked bag will be charged at 70 USD/ 70 CAD (or local currency equivalent).

For travel to/from/through Brazil, Chile, Peru, China, Japan and Korea there will be no charge for the first or second checked bags.

When your itinerary includes any carrier other than American Airlines, baggage charges of the various airlines may apply to the flights they operate. Please visit INTERLINE PARTNER BAG CHARGES for applicable baggage allowances and charges specific to the interline partner in your itinerary.

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http://www.aa.com/pubcontent/en_US/customerService/customerCommitment/conditionsOfCarriage.jsp?y_locale=en_US&v_mobileUAFlag=AA

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If you have a customer service issue, please Contact AA. <<http://www.aa.com/contactAA/viewContactAAAccess.do>> .

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<<http://www.youtube.com/americanairlines>> <<http://twitter.com/americanair>>

Conditions of Carriage

<http://www.aa.com/aa/pubcontent/en_US/customerService/customerCommitment/conditionsOfCarriage.jsp> Special Assistance <http://www.aa.com/aa/pubcontent/en_US/travelInformation/specialAssistance/main.jsp> Flight Check-in <<https://www.aa.com/reservation/flightCheckInViewReservationsAccess.do>> Flight Status Notification <<https://www.aa.com/aa/travelInformation/fsnAccess.do>>

NRID: 5046171156501905324504800

----- End of Forwarded Message

(b)(6),(b)(7)(C)

From: (b) (b)(6)
Sent: Monday, October 07, 2013 1:51 PM
To: COL (b)(6)(
Subject: Fwd: Actual Medical Content

Respectfully

(b)(6),(b)(7)(C)

AEMT-T

Begin forwarded message:

From: Dr John Hagmann <jhagmannmd@deploymentmedicine.com>
Date: June 21, 2013 at 9:50:47 PM CDT
To: (b) (b)(6) (b)(6) (b)(7)(C)
Subject: Actual Medical Content

(b)(6)

I do not know how your curriculum goes or the approach your school takes, but since you are coming from a DO school: Have you had instruction on low velocity spinal manipulation?

jh

(b)(6),(b)(7)

From: (b) (b)(6)
Sent: Monday, October 07, 2013 1:51 PM
To: COL (b)(6),(b)(7)
Subject: Fwd: Flights and other opportunities

Respectfully,
(b)(6),(b)(7)(C)

AEMT-T

X

Begin forwarded message:

From: Dr John Hagmann <jhagmannmd@deploymentmedicine.com>
Date: June 18, 2013 at 10:08:13 PM CDT
To: (b)(6),(b)(7)(C)
Subject: Re: Flights and other opportunities

Thanks – you are way to efficient responding!

Would like to target perhaps 3 men and 3 women. Good lead on that guy – he may also know others. Actually people in their fourth year would have greater flexibility – but I have no contact except by word of mouth through folks already there.

This is a true clinical learning experience and should get support from the schools as a unique opportunity under direct physician supervised.

Thanks for your offer of help. I am counting on you in some ways – some of it rather dull scutt work – but I will be doing it too to make things happen.

Hagmann

On 6/18/13 7:55 PM, (b)(6),(b)(7)(C) wrote:

Dr. Hagmann,

I received the airline reservations. Thank you very much. I hope that I can be of use to you during this course and others. I am at BOLC and have received an excellent brief from (b)(6) and other USUHS students.

I have one other HPSP student whom I would recommend for the course in September. He's a former 11B with the 82nd airborne and a medical student in FL. He's an excellent leader and a squared away soldier. He'll make an excellent physician soon. I'll speak with him and check my own schedule.

V/r,

(b) (b)(6)

"I see my path, but I don't know where it leads. Not knowing where I'm going is what inspires me to travel it."-Rosalia de Castro

On Jun 18, 2013, at 21:32, Dr John Hagmann <jhagmannmd@deploymentmedicine.com> wrote:

Flights and other opportunities [REDACTED]

Next emails will have your separate flight reservations from MCI to DCA and back. Please double check them – we can still cancel for 24 hrs.

I hope you can get someone to take you to the airport or use a shuttle – parking for two weeks runs expensive!

I assume you are at BLOC now. I also assume [REDACTED] (or someone) briefed you on what to expect for the procedures course and the Operational Medicine training.

I have a potential additional opportunity for a Procedures Course with the Italian Army Special Forces (a surprisingly impressive and professional group)

The leadership participated in a course done for the Italian SEALs in April where I had prior service USU medical students along. They appreciated the impact of the medical students on the training of their own medics – who are rather reluctant to do hands on and procedures on each other until they saw the students try and gain competence. The Command has specifically asked if I can invite other medical students – but it would be 14 – 21 September.

Thus far, those HPSP students such as yourself have been very impressive. I believe in the important of this type of training and contact with forward operational elements (as you will see.)

Perhaps you could inquire if there might be other students at BLOC or know to you that could get a week away from school in Sept. Since we will probably be engaged in some tactical medical exercises (did a ship board assault with casualties in April) they need to be fit and motivated. Thought I should mention this while you are still there.

John Hagmann

*John Hagmann
For now
STU leads*

(b)(6),(b)(7)(C)

From: (b)(6),(b)(7)(C)
Sent: Monday, October 07, 2013 1:51 PM
To: COL (b)(6),(b)(7)(C)
Subject: Fwd: Flights and other opportunities

Respectfully,
(b)(6),(b)(7)(C)
AEMT-T

Begin forwarded message:

From: Dr John Hagmann <jhagmannmd@deploymentmedicine.com>
Date: June 21, 2013 at 5:34:29 PM CDT
To: (b)(6),(b)(7)(C)
Subject: Re: Flights and other opportunities

(b)(6)

You are the one part of the next 8 weeks that has not been just a series of crisis. USUHS admin all have their panties in bunch over various things so it has been a roller coaster. Looks like it has been resolved (only much more complicated paperwork) but there is still the possibility it will be you and me plus the two Dutch SF and some SEALs. I have delayed final plans for the USU folks pending these dramas.

That is just me venting – it has no impact on you and the plan for you is set:

I was able to get you on a non-stop to DCA which reduces the chance for diversion and gives you a later start on 5 July. Bad news is that you will need to wait at DCA until I arrive and come to pick you up. Realistically, I will drive by about noon – so bring a book and find a seat. I will need your cell phone number to coordinate pick up.

Disaster Plan: The student leader from USU for the entire summer program is (b)(6),(b)(7)(C). He is a former Ranger with 2nd Bat and has already done one of the procedures courses. He will be driving down from Bethesda to Partlow about the same time.

We will drive to the facility at Partlow, VA and get set up. The others will arrive shortly after that and we will start. Saturday is a "work day" to get the source materials and equipment organized.

Tuesday AM you and I are on the same flight out of DCA to DEN (next email) departing 0600. In Denver, I have rental vehicles for both you and I set up and will add additional as I confirm the others. We will move to Leadville, stopping for food and stored supplies, meet up with the rest, and I plan to have you lead the group up to Sangree Hut near Buckeye Peak. I have maps and will brief you in detail on the trail and plan.

Phone numbers, addresses, and summary plan (with any changes) will be sent next week – when I think

things are stable....

John Haggmann

PS: Not sure I had on the equipment list to be sure to have a good headlamp (I am sure you do..)

On 6/21/13 12:06 PM, (b)(6) (b)(7)(C) wrote:

Dr. Haggmann,

Where do I need to go once I get in to the airport in MD? Also, what is the plan for getting to CO?

V/r,

(b)(6) (b)(7)(C)

"I see my path, but I don't know where it leads. Not knowing where I'm going is what inspires me to travel it." Rosalia de Castro

On Jun 18, 2013, at 21:32, Dr John Haggmann <jhaggmannmd@deploymentmedicine.com> wrote:

Flights and other opportunities (b)(6)

Next emails will have your separate flight reservations from MCI to DCA and back. Please double check them – we can still cancel for 24 hrs.

I hope you can get someone to take you to the airport or use a shuttle – parking for two weeks runs expensive!

I assume you are at BLOC now. I also assume (b)(6) (or someone) briefed you on what to expect for the procedures course and the Operational Medicine training.

I have a potential additional opportunity for a Procedures Course with the Italian Army Special Forces (a surprisingly impressive and professional group)

The leadership participated in a course done for the Italian SEALs in April where I had prior service USU medical students along. They appreciated the impact of the medical students on the training of their own medics – who are rather reluctant to do hands on and procedures on each other until they saw the students try and gain competence. The Command has specifically asked if I can invite other medical students – but it would be 14 – 21 September.

Thus far, those HPSP students such as yourself have been very impressive. I believe in the important of this type of training and contact with forward operational elements (as you will see.)

Perhaps you could inquire if there might be other students at BLOC or know to you that could get a week away from school in Sept. Since we will probably be engaged in some tactical medical exercises (did a ship board assault with casualties in April) they need to be fit and motivated. Thought I should mention this while you are still there.

John Haggmann

(b)(6),(b)(7)

From: (b)(6),(b)(7)
Sent: Monday, October 07, 2013 1:50 PM
To: COL (b)(6),(b)(7)
Subject: Fwd: Your US Airways flight

Respectfully,

(b)(6),(b)(7)(C)

AEMT-T

Begin forwarded message:

From: John Hagmann (b)(6),(b)(7)(C)
Date: June 18, 2013 at 9:33:55 PM CDT
To: (b)(6),(b)(7)(C)
Subject: FW: Your US Airways flight

Date issued: Tuesday, June 18, 2013 (One or more of your flights are on another airline)

US Airways confirmation code: **FGVVE2**
Scan at any US Airways kiosk to check in

Passenger summary

Passenger name Frequent flier # (Airline) Ticket number Special needs

(b)(6),(b)(7)(C)

Depart: Kansas City, MO (MCI) Washington, DC (Reagan National) (DCA)

Date: Friday, July 05, 2013

Status: Active

Flight #	Carrier	Depart	Arrive	Travel time	Meal	Aircraft	Cabin	Seats
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3332	06:00 AM	MCI	09:30 AM	DCA	2h 30m	--	E175	Coach 18C
------	----------	-----	----------	-----	--------	----	------	-----------

Operated by Republic Airlines dba US Airways Express

(b)(6),(b)(7)(C)

From: (b)(6) (b)(7)(C)
Sent: Monday, October 07, 2013 1:50 PM
To: COL (b)(6),(b)(7)(C)
Subject: Fwd: (b)(6) (b)(7)(C) G WASHINGTON-REAGAN 21JUL13

Respectfully,

(b)(6),(b)(7)(C)

AEMT-T

Begin forwarded message:

From: John Hagmann (b)(6) (b)(7)(C)
Date: June 18, 2013 at 9:33:01 PM CDT
To: (b)(6) (b)(7)(C) (b)(6) (b)(7)(C)
Subject: FW: (b)(6) (b)(7)(C) WASHINGTON-REAGAN 21JUL13

----- Forwarded Message

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Reply-To: Delta Air Lines <support-b781z22bfpayqkau0hjt5qcgev0fzv@e.delta.com>
Date: Tue, 18 Jun 2013 23:10:13 -0000
To: John Hagmann (b)(6) (b)(7)(C)
Subject: (b)(6) (b)(7)(C) WASHINGTON-REAGAN 21JUL13

<http://e.delta.com/a/hBRuMGMB8LP6IB8wRYZNsh9ga.B8LP6IQ2/dl6>
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Your Flight Information

Sun 21JUL

LV **8:30am** WASHINGTON-REAGAN

AR **10:13am** MPLS-ST PAUL **DELTA 2063**

ECONOMY (V)

Snacks For Sale

LV **1:00pm** MPLS-ST PAUL

AR **2:26pm** KANSAS CITY **DELTA 1461**

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Receipt Information

Billing Details

Passenger:

FLY **FLY**

Payment Method:
AX*****3009 Ticket Number:
00623331472805

FARE: 115.35 USD
Taxes/Carrier-imposed Fees: 30.45
Total: 145.80 USD

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Itemized: 5.00 AY 9.00 XF 7.80 ZP 8.65 US

Fare Details
WAS DL X/MSP Q9.30 DL MKC106.05VA21A0NG USD115.35END ZP DCAMSP XF DCA4.5MSP4.5

Ticketing Details

Passenger: Ticket #: Place of Issue: Issue Date: Expiration Date:
  00623331472805 LAXWEB 18JUN13 18JUN14

Baggage Fees

Airline Rule Applied Origin Destination Baggage Tax Total
Sun 21 Jul 2013

DELTA

DCA

MSP

FREE 1

CARRY ON

\$25

FIRST

\$35

SECOND

\$0.00

\$60.00

DELTA

MSP

MCI

FREE 1

CARRY ON

FREE

FIRST

FREE

SECOND

\$0.00

\$0.00

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(b)(6) (b)(7)(C)

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- Our policy on overbooking flights
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----- End of Forwarded Message

(b)(6),(b)(7)
(C)

From: (b)(6) (b)(7)(C)
Sent: Monday, October 07, 2013 1:50 PM
To: COL (b)(6),(b)(7)(C)
Subject: Fwd: Airport

Respectfully,

(b)(6),(b)(7)(C)

AEMT-I

Begin forwarded message:

From: Dr John Hagmann <jhagmannmd@deploymentmedicine.com>
Date: June 16, 2013 at 7:48:13 AM CDT
To: (b)(6),(b)(7)(C)
Subject: Re: Airport

Sorry to have asked – turns out from STL can only get you to BWI – very bad choice at the DC end. Will have you flying into National Airport.

jh

On 6/16/13 5:25 AM, (b)(6) (b)(7)(C) wrote:

Dr. Hagmann,

Let's go STL then. It's a slightly shorter drive and cheaper parking. Thank you for the packing list. If any other students are in need of gear (packs, sleeping bags, jackets, etc) I have many extras that I can bring. Size medium.

V/r,

(b)(6) (b)(7)(C)

"I see my path, but I don't know where it leads. Not knowing where I'm going is what inspires me to travel it."-Rosalia de Castro

On Jun 16, 2013, at 7:20, Dr John Hagmann <jhagmannmd@deploymentmedicine.com> wrote:

Airport (b)(6)

Is there really no difference in airports? Which would you prefer? STL or MCI

Can you make a Q500 flight out 5 July?

Second: There may be some additional opportunities since you can not attend the advanced course in lat July. I also may need some "mountain guide" help for a small group of European spec forces. Is it possible that you could be free to travel to Colorado for the weekend of 10, 11, 12 May -- or some part of that?

John Hagmann

(b)(6),(b)(7)(C)

From: (b)(6)
Sent: Monday, October 07, 2013 1:50 PM
To: COL (b)(6),(b)(7)(C)
Subject: Fwd: Update

Respectfully,

(b)(6),(b)(7)(C)

AEMT-T

Begin forwarded message:

From: Dr John Hagmann <jhagmannmd@deploymentmedicine.com>
Date: June 9, 2013 at 10:47:33 AM CDT
To: (b)(6),(b)(7)(C)
Subject: Update

(b)(6)

Things look to be developing robustly for this summer. We should have some further interesting opportunities until you have to return by 21 July.

The 'rules' cited by the Army Reserve office cover you completely. In any case, if there were any question... You are on an official USU elective, supervised by senior AMEDD officers. AND you asked in advance! The Consultant to the SG on Operational Medicine is a friend and former student – if it ever got that stupid.

I will use your mountain expertise – you can add something back into the program. We will have two mountain warfare soldiers from NATO – one a non-medic that we will need to keep engaged. Some questions for you – tangential in some cases:

1. Have you been in Leadville before? Back Country?
2. Do you have a current passport?
3. Need your date of birth for airline reservations. (Will safeguard.)
4. What airport is best to fly out of / return.
5. Can you send a digital picture (including face)?
6. Do you have 'elite' status on any airline?
7. Do you speak any exotic languages?

I am OCONUS departing today until end of month, but will have good internet.

Should be interesting.

Passenger Ticket # Fare-USD Taxes and Carrier-Imposed Fees Ticket Total

(b)(6)(b)(7)(C) 0012380134681 196.28 36.52 232.80
Visa XXXXXXXXXXXX7550 \$ 232.80

Baggage Information

Baggage charges for your itinerary will be governed by American Airlines. BAG ALLOWANCE -DCADEN-No free checked bags/
American Airlines 1STCHECKED BAG FEE-DCADEN-USD25 00/ American Airlines /UP TO 50 LB/23 KG AND UP TO 62 LINEAR
IN/158 LINEAR CM 2NDCHECKED BAG FEE-DCADEN-USD35 00/ American Airlines /UP TO 50 LB/23 KG AND UP TO 62 LINEAR
IN/158 LINEAR CM ADDITIONAL ALLOWANCES AND/OR DISCOUNTS MAY APPLY

You have purchased a NON-REFUNDABLE fare. The itinerary must be canceled before the ticketed departure time of the first unused coupon or the ticket has no value. If the fare allows changes, a fee may be assessed for changes and restrictions may apply. Electronic tickets are NOT TRANSFERABLE. Tickets with nonrestrictive fares are valid for one year from original date of issue. If you have questions regarding our refund policy, please visit www.aa.com/refunds.

To change your reservation, please call 1-800-433-7300 and refer to your record locator.

Check-in times will vary by departure location. In order to determine the time you need to check-in at the airport, please visit www.aa.com/airportexpectations <<http://www.aa.com/airportexpectations>>

AA CARRY-ON BAGGAGE

American Airlines does not impose Carry On bag fees however, restrictions do apply. To view carry-on baggage restrictions for American Airlines or American Eagle, please visit Carry-On luggage. Passengers who originate flights on other than American Airlines/American Eagle and need to determine applicable carry-on fees or restrictions specific to other air carriers in your itinerary, please visit INTERLINE PARTNER BAG CHARGES. <www.aa.com/partnerbag>

AA CHECKED BAGGAGE CHARGES

For travel within and between the US/PR/USVI and Canada the first checked bag will be charged 25 USD/25 CAD. The second checked bag will be charged at 35 USD/ 35 CAD.

For travel between Mexico, Caribbean and Central America and the US/PR/USVI, Canada Mexico and Central America there will be no charge for the first checked bag. The second checked bag will be charged at 40 USD/ 40 CAD (or local currency equivalent).

For travel from the US/PR/USVI, Mexico, Caribbean, Central America, South America (excluding Brazil, Chile and Peru) to/through/from Europe there will be no charge for the first checked bag. The second checked bag will be charged at 100 USD/ 100 CAD/ 75 EUR / 65 GBP (or local currency equivalent).

For travel between Mexico, Caribbean, Central America and South America (excluding Brazil, Chile and Peru) there will be no charge for the first checked bag. The second checked bag will be charged at 70 USD/ 70 CAD (or local currency equivalent).

For travel between South America (except Brazil, Chile and Peru) and US/PR/USVI and Canada there will be no charge for the first checked bag. The second checked bag will be charged at 70 USD/ 70 CAD (or local currency equivalent).

For travel to/from/through Brazil, Chile, Peru, China, Japan and Korea there will be no charge for the first or second checked bags.

When your itinerary includes any carrier other than American Airlines, baggage charges of the various airlines may apply to the flights they operate. Please visit INTERLINE PARTNER BAG CHARGES for applicable baggage allowances and charges specific to the interline partner in your itinerary.

Air transportation on American Airlines and the American Eagle carriers® is subject to American's conditions of carriage. <http://www.aa.com/pubcontent/en_US/customerService/customerCommitment/conditionsOfCarriage.jsp?v_locale=en_US&v_mobileUAFlag=AA>

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Air Transportation, whether it is domestic or international (including domestic portions of international journeys), is subject to the individual terms of the transporting air carriers, which are herein incorporated by reference and made part of the contract of carriage. Other carriers on which you may be ticketed may have different conditions of carriage. International air transportation, including the carrier's liability, may also be governed by applicable tariffs on file with the U.S. and other governments and by the Warsaw Convention, as amended, or by the Montreal Convention. Incorporated terms may include, but are not restricted to: 1. Rules and limits on liability for personal injury or death, 2. Rules and limits on liability for baggage, including fragile or perishable goods, and availability of excess valuation charges, 3. Claim restrictions, including time periods in which passengers must file a claim or bring an action against the air carrier, 4. Rights on the air carrier to change terms of the contract, 5. Rules on reconfirmation of reservations, check-in times and refusal to carry, 6. Rights of the air carrier and limits on liability for delay or failure to perform service, including schedule changes, substitution of alternate air carriers or aircraft and rerouting.

You can obtain additional information on items 1 through 6 above at any U.S. location where the transporting air carrier's tickets are sold. You have the right to inspect the full text of each transporting air carrier's terms at its airport and city ticket offices. You also have the right, upon request, to receive (free of charge) the full text of the applicable terms incorporated by reference from each of the transporting air carriers. Information on ordering the full text of each air carrier's terms is available at any U.S. location where the air

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If you have a customer service issue, please Contact AA: <<http://www.aa.com/contactAA/viewContactAAAccess.do>>

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