QUONSET - SCAT REUNION

June 13

PRESERVATION COPY

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D. C. KISSELL, M.D.
1539 LINCOLN AVENUE
PITTSBURGH 6, PENNSYLVANIA
EMERSON 1-0894

October 14, 1970

Mr. Alexander Butterfield
White House
Washington, D. C.

Dear Mr. Butterfield:

Below is a list of the men in the "Scat Detachment" Marine Air Group - 25, taken in December 1943, when we were under the command of lt. "Pete" Jones (USN).

I believe some of these men were rotated before President Nixon assumed command of the detachment; namely, Lt. Wollcott whom I relieved and Ens. Hollis Dole. In my recollection the organization was larger when President Nixon was in command because we had a radio officer and several radio technicians added to the group. If you would like to see the picture, I will send it to you.

Sgt. John Morrow
Ch. PhM Reynolds
Sgt. Yezzi
Lt. Dupree
Sgt. Joe Whitmore
Pfc. Offenstein
CM 1/c Rone
AMM 1/c Vander Hogan

Ens. Hollis Dole
Stf. Sgt. "Tex" Massengill
Sgt. Cohn
Lt. "Pete" Jones USN
Lt. Mark Wollcott (MC) USN
PhM 1/c Nelson
Lt. D. C. Kissell (MC) USA

Bouganville, B.S.I.

Sincerely Yours,

D.C. Kissell M.D.

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Encl 1

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(SOUTH PACIFIC COMBAT AIR TRANSPORT COMMAND (SCAT)

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1414 Warm Springs
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ENS Hollis M. DOLE,
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Mississippi (11/45)

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THOSE WHO CONTRIBUTED TO COMPILATION

Dr. Dewitt C. Kissell ... of Pittsburgh. (See Enclosure 1.) Incidentally, he was a guest at your February 2, 1971 Evening at the White House.

Martin A. (Duke) Dupree, Jr. ... of Gardena, California. (See Enclosure 2.)

Mr. and Mrs. Robert A. Biggane ... of Orchard Park, New York. (See Enclosure 3.)

Alan Brown ... of Madrid, Spain. (See Enclosure 4.)

Dr. Paul L. Peterson ... of Lincoln, Nebraska. (See Enclosure 5.)

A.A. (Pete) Jones ... of San Mateo, California. He was a guest at the September 3, 1970 Ordaz Dinner in Coronado.

Dr. Mark Walcott ... of San Diego.

Robert B. Bell, Major General, USMC (Ret.), Staff Vice President, Pan American World Airways, Inc., New York, New York

Donald D. Gabbard, Southern Bell Telephone Company, Danville, Kentucky

Hollis Dole, Assistant Secretary of the Interior

Terry Good, Office of Presidential Papers

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DUKE DUPREE'S LIST

John Morrow
372 Euclid
Oakland, California 94610
(He was Sergeant on Bougainville)

Ross Offensteine
15838 South 20th (or 28th) St.
Oakland, California
(He was enlisted man on Bougainville)

Gabbard (last name)
c/o Southern Bell Telephone Company
Kentucky
(He was Marine officer)

George Parker
c/o Marine Corps Supply Depot
Barstow, California
(He was Marine officer --may be retired now)

Howard Wayne Oliver
Santa Ana, California
(He was Marine 1st Lieutenant)

Duke has recipe for Raisin Jack

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Encl 2

ROBERT J. BIGGANE
2 NIEMAN DRIVE
ORCHARD PARK, NEW YORK 14127

November 25, 1970

Mr. Alex Butterfield
Deputy Asst. to the President
White House
Washington, D.C.

Dear Mr. Butterfield:

I enclose for your information our latest issue of the TONTOOTER. This is identical to the format used in the Marine Air Group-25 publication in the South Pacific during World War II. We revived it about 16 years ago and send one out about twice a year.

Here are three additional names of former SCAT personnel who, I believe, served with Mr. Nixon:

Maj. Gen. Art H. Adams
FMF PAC % FPO
San Francisco

Frank Collins
Bar Harbour, Maine

Joe Wile
204 Barrow Rd.
Lexington, Ky.

Sincerely,

Bob Biggane

Robert J. Biggane

P.S. For what it's worth, I am sure that the President's ex-SCAT associates heartily applaud his handling of the Viet Nam situation -- both long range and recent efforts.

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Encl 3

THE NEW TOM-TOOTER

MAG 25

No. 39 PUBLISHED BY AND FOR OVERSEAS VETERANS OF MARINE AIR GROUP 25 Nov. 1970

Shown here are the Aurora delegates. Wives, generally, near husbands. These are, l. to r. front: H. Klingner, Sam English, Joe Hirner, Len Wester, Joe Milauskas, Bob Biggane, Bill Rahn, H. Olson, C. Dillion, F. Cilfone, Al Vermeulen, standing: Leo Kabat, Tom Heathman, F. Gruhn, Con Fortuna (hiding), O. White, W. Fredrickson, Bob Bender, C. Larson, Marv Ward, H. Durburow, rear row: Bob McAdams, L. Seaborn, V. Reeder, Ed Jodoin, Dick Olinger, H. Schaitberger, O. Newman, P. Oliver, Bob Niehoff, Paul Tanner. Missing from photo: H. Wilber, J. Kratville, C. Hertelendy, C. Trierweiler, Dave Hamilton.

THE BOREALIS AT AURORA

The state of Illinois is noted for many things--Dick Daley, Red Grange, the Chez Paree, Abe Lincoln--but henceforth it will be recorded that it was here, in Aurora, that the grizzled veterans of SCAT & MAG-25 held their 1970 summer conclave.

By most standards, it was a howling success! All told, some 70 adults participated---a goodly crowd indeed. The turnout was largely due to the communicative efforts of Marge and Bill Rahn, Jean & Joe Milauskas and Lorraine & Dave Hamilton. Needless to say, the gals carried the ball on the pre-reunion tub-thumping efforts. For those of you who couldn't make it, you missed a fine affair, for those who could but didn't, well.... these, like the poor and the pregnant, we shall always have with us.

As most of you know, the reunion was held at Holiday Inn. The excellent planning of the host committee provided a well-insulated hospitality suite, adequately stocked with refreshments and plenty of ice. The dinner dance, high point of the formal agenda, came off beautifully. However, someone mentioned that there seemed to be a slight reduction in stamina among a small segment of participants in the more violent and primitive group dances. Marv Ward, for example, who collapsed a non-collapsible temporary bar in Toledo, konked out at approximately 0300---barely cruising altitude for the days when, back in the early 50's, these affairs would last 'til dawn and beyond. And when "Dago" Datillo's adenoids were still in the tuning-up stage.

However, even Datillo's chords were hardly a match for those of his replacement, Ed Jodoin. Ed re-joined our gang after an absence of more than 10 years. He now resides in a place called (really) Frogmore, South Carolina. Ed regailed the delegates with a baritone which must have made every hog-caller in the corn country around Aurora eat his heart out.

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But all the time was not devoted to frivolity. Indeed, the greying veterans, in executive session assembled, found time to resolve a few burning issues. Not such peripheral nonsense as the Asian war, campus unrest, etc. (left to the VFW and American Legion) but such subjects of massive impact as, for example, where this affair will be held next year, whether such locale is within the borders of a wet or dry state and similarly vital issues.

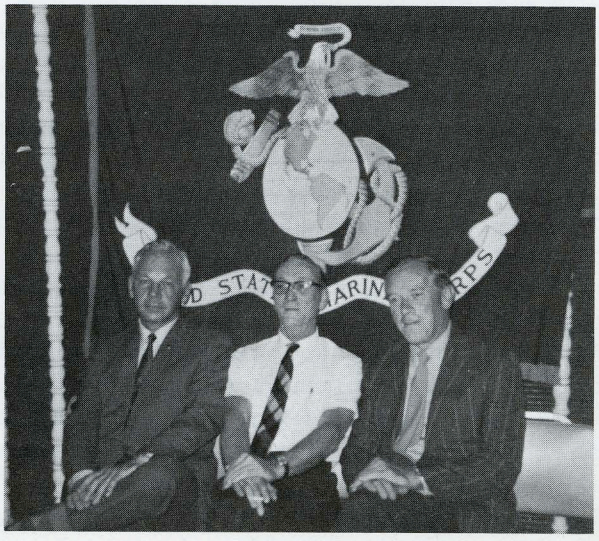
Three important decisions emerged by unanimous agreement: (1) That the 1971 Reunion would be held in the neighborhood of Washington, D.C.--site of one of our most successful ever -- and with the possibility of exhorting the man himself, Richard M. Nixon, to drop by: (2) That in 1972, since it will be the 30th anniversary of the MAG's historic venture to the Pacific, an all out effort should be made to bring together all available living members of our fold into one great nationwide reunion. But where? Well, how about where it all started, like maybe San Diego?--or Vegas? (3) Finally, it was agreed that in preparation for all this, we should publish a new and up-to-date Directory of our far-flung membership. That's why we've enclosed the postcard---so that you can send us the info for publication in that Directory. Without your help, it can't be done. So fill it out now while it's at hand. There are people out there who'll be looking for your name.

Now, only the good Lord knows when, if ever, we'll publish another Directory. So we beseech you to send us the info now before you set it aside and forget it. And if you know the names and addresses of any other of our ex-MAG-25 associates, send them along too. It will cost no more for a good accurate Directory than it will for a "half-fast" one, right?...

This particular paragraph is being written by your old (and grizzled) editor on Oct. 14th enroute from Bflo. to San Diego.(Because of limited time available for this hobby, and mostly because of natural inertia, this periodical is always written--you'll excuse the expression--in snatches). Plans have been made for Jeanne and myself to reunite with some of our southern Calif. brethern of So. Pac. days. Through the good offices and diligent efforts of Warren Richardson(152-Radio), we plan to have a mini-MAG-25 reunion in Long Beach on Satruday eve., October 24th.

Two Texans, Bob McAdams (left) and Lawyer O. Newman . . .

Jean Milauskas shows 'em how. Harry Wilber is beyond in white shirt . . .



Staid ol' Marines: Seaborn, Hamilton and Biggane . . .

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Clark Dillon and Grand Marchers . . .

Task force about to take off . . .

Ed Jodoin tells Bob Niehoff how it was in the **old** corps. Fortuna (brush cut) is at right and Rahn between in background.

If your editor (older and more grizzled) is still functioning on the following day, he'll be enroute from L.A. to Buffalo and will attempt to chronicle the details of that historic event for publication in this here now issue.

Meanwhile, however, back to Aurora.

There were too many hands aboard to give them all mention, but let the record show that in the absence of both Sgt. Ray Alexander and Mike Malone, Dave Hamilton won the bag race, i.e., he was completely bagged earliest. Malone, who once observed that he could get just as smashed in Laramie,Wyoming as at the Waldorf, nearly made it but was detained by a strike in the plumbing factory where he's VP of Marketing. He claims valid pride in authoring their slogan: "It May be a Lotta---- to You, But To Us It's a Living". Tiny Christian was living it up in N. Orleans & Mark Freeman, we heard, was on his way but some sidewinder stole his hoss from in front of the Long Branch.

Another of the long lost who showed was Vernon Reeder, all the way from Bluegrass Country with a jug and a new set of teeth. Sam English and Conrad Fortuna (can't tell 'em apart) took up where they left off at Del Prado--they think Marv Hook never found his way outa the lounge there. Len Wester, who has a dog named Scat and a wife named Laverne, was a welcome sight after too many missed reunions. The Phil Olivers and Ol' Pardner Leroy Seaborn of course were there--no more loyal a group could be imagined anywhere and like so many of y'all, it can be said we're grateful for the privilege of knowing such people all these years...

(October 25th - headin' east)--Ahead lie the darkening shadows of evening and the damp cold breezes of November and the long winter. Behind, the sun-washed hills of southern Calif. and the warmth of its inhabitants, always tough to leave. The Long Beach gathering was delightful, the company enjoyable and the Richardsons, our hosts, among the finest of all the fine people we've met. We shall be forever grateful for their hospitality and untiring efforts.

Locale of the function was the Edgewater Hyatt Hotel. The reception and excellent dinner brought together some wonderful people we hadn't seen in years and some even since Tontouta. P.K. Smith and Ida came from Laguna, and Howard and Gerry Nielsen came from Delano--he with some memorable color slides of the islands during World War II days. Jud Brown,one of the

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eight original navigators with the first crews and Wolfgand Kessler were there with their wives. The Pat Trimms, Jerry Reynolds, Fred Ehrenreichs, Roma Marxs and Bill Hunters made it also. In addition, Howie and Jean Thompson tied in. He was a 1st Division ground pounder buddy who long ago migrated west from the Queen City of the Lakes.

All our eastern honchos (that's Polish for amigo) were happy to know that we reassured ourselves that such spots as Miramar, El Centro North Island and the San Diego Recruit Depot (home base of John Payne and other Hollywood Marines) were all still there and intact. Some, however, prefer to consider them only in retrospect. The El Centro base is now the Naval Air Facility and the whole area there has grown and evidently prospered. Jacumba, where a number of our flock once held residence, has changed only slightly--but no one seems to remember, or to have lived there long enough to recall, the happy warriors who once invaded her tranquility, stayed a brief period and then departed. The wooden row-house apartments, which were home to the newlywed gyrenes, have long since been condemned and torn down.

Some 120 miles to the west, the city of San Diego has grown tall and shiny, with stone and stucco rambling from the sea all the way up to the mountains; and the $46 million bridge spans the bay to Coronado near the somber gray installations on North Island, an area now barred to civilians. The Grant and El Cortez are still there, but they're nothing compared with the array of modern high rise palaces, many on new man-made islands, which ring the harbor and peninsula clear to Point Loma. Many of our troops who remember only the shuttle from Miramar or the launch to the foot of Broadway with the fog rolling in, may never return there--but if you do, you'll find a whole new and hospitable world.

WHERE DO WE GO FROM HERE, BOYS ?

It's always tough to guess. But you can be sure that there'll be activity in the ranks. For example: on Nov. 10th and 11th Rolf Pederson of Las Vegas hosted a soiree in his home town for a group of ex-MAG-25 personnel and their wives. Shortly before the final countdown for this affair, it was estimated that about 35 couples had promised to attend. We phoned Rolf on the evening of the 10th and he reported (from deep in the environs of one of the Strip's fun fortresses) that the merrymakers were assembled and some, indeed, had already circled the track a time or two. From that point until the present, there has been no further communication--so we will have to wait 'til the next issue before details are published.

This footnote, however. We hope that we that we can look to Rolf and those who were in Vegas, as well as to the other prime movers up and down the west coast, to provide the nucleus of the 1972 nationwide grand reunion. Also, let us know your preference for locale -- because this item is vital to having good attendance.

L. to R. Warren Richardson, Howie Thompson, Bob Biggane, Howie Nielsen and Bill Hunter—at the Richardson home in Long Beach . . .

As we go to press also, there are rumblings from another direction, that institution on the banks of the Potomac which is run by its own inmates, Washington, D.C. The White House has made contact with your editor and others in an effort to unearth the whereabouts of certain ex-SoPac warriors and this has prompted us to call around the country in search of some of these. We have talked with a number of them, including Fiske Marshall, who has taken refuge high in the Arizona mountains. We'll have more on this turn of events later on, too. It's a little premature for detailing at present.

So it's now November and the ol' sun's southern declination is receeding toward its farthest point. But it'll be back come spring, like your scribe. Meanwhile, we ask you only to fill out the enclosed card now and drop it in the mail. Beyond that, we enclose an envelope for any additional information or cash contribution you'd like to convey. The latter will be useful for printing and postage.

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November 16, 1970

Mrs. Robert Biggane relayed the Service Gang names on the attached sheet. The following is sketchy information she had on the various individuals:

General P. K. Smith - Commanding Officer

Fiske Marshall - later Commanding Officer

* Pat Maguire - may be deceased -- was quite ill at one time The Chevrolet agency mentioned is his father's. Father's first name unknown.

Mrs. Biggane had about eight more names in hand, however, no addresses. She will try to obtain more information on them and call when she has received it.

— Bob Biggane is the driving force behind the SCAT reunions. He and his wife have been particularly helpful.

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MAG-25

MAG-25 was organized 7 June 1942 at Camp Kearney, San Diego and comprised HqSq-25 and VMJ-253. On 23 August its first echelon departed for the South Pacific via R4D and arrived at Ewa the following day. On 3 September the first plane of the group landed on Henderson Field. It was piloted by the Group Commander, Colonel Perry K. Smith, USMC, and carried Brigadier General Roy S. Geiger and two members of his staff.

Two days later the arrival of an R4D piloted by Lieutenant Colonel Wyman F. Marshall, USMCR, and loaded with 3,000 pounds of cigarettes and candy for Guadalcanal's beleaguered marines inaugurated what was to grow into air-transport service for the entire Pacific Ocean Area. That plane also initiated large-scale evacuation of wounded by air when Colonel Marshall flew out the first air-evacuated casualties.

Headquarters of the group was set up at Tontouta, New Caledonia, early in September 1942 and with the arrival of the rear echelon on the 22d construction of a camp on the Tontouta River was commenced. The rains came so frequently and copiously that the camp had to be moved to higher ground from time to time.

VMJ-152 joined the group on 25 October and during that month the 13th Army Troop Carrier Squadron was also attached to MAG-25; with the increase of subordinate units within the group the need of a service squadron became apparent. Conse-

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quently, on 18 November 1942 SMS-25 was commissioned. During the same month the Commanding General of the 1st MAW was ordered by ComAirSoPac to organize a composite transport group, to be called South Pacific Combat Air Transport Command, with the short title of SCAT. Thereupon, all units were consolidated and SCAT was born, to operate in the South Pacific until February 1945 when it was dissolved after more than three years of history-making achievement throughout the Pacific Islands. Although it became Solomons Combat Air Transport Command after the move to Bougainville, the short title of SCAT was continued until its dissolution.

In every campaign from Guadalcanal to the Philippines and thence to Iwo Jima and Okinawa SCAT planes transported thousands of tons of heterogeneous cargo from boxes of Purple Hearts, aviation gasoline, spare parts and jeeps to VIPs, troops, casualties and stranded missionaries. In its first 18-months' operations nearly a quarter of a million passengers were flown, 1600 of whom were Guadalcanal wounded. Unarmed and unarmored its famous flying boxcars landed and took off, loaded and unloaded their cargos and passengers under enemy fire, and were not infrequently fired upon in the air by Japanese planes, yet none was ever hit or shot down.

By April 1943 another unit joined SCAT when VMR-153 arrived at New Caledonia on the 19th. By June the Russell Islands had been added to the SCAT itinerary and the first transport carried mail and passengers there on 2 June. In July MAG-25 planes participated in the New Georgia operations when Marine Raiders were isolated near Bairoko Harbor and were resupplied by parachute dropped from Douglases which

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came in at tree-top level. On one occasion, 19 July, they encountered AA but without casualty.

The 8 July paradrop was the first one made by SCAT planes but was repeated many times throughout the Pacific. As late as July 1945 parapaks were dropped from transports to Australians isolated on the Mibo River in Bougainville.

During the Munda phase of the New Georgia operations while landing on the newly conquered field 19 August, five shells dropped within 100 yards of a SCAT plane which was forced to take off unloaded. Two more Army troop-carrier squadrons, the 63d and 64th, were temporarily attached to SCAT during the Munda campaign.

Headquarters and SCAT camp remained at Tontouta until July 1944 when HqSq-25 completed its move to Bougainville. In October part of the service squadron was transferred to Los Negros in the Admiralties which left only maintenance personnel at Noumea until cognizance of material was turned over to the Island Commander, after which the remainder of SMS-25 moved to Los Negros. There a camp site had already been established in a coconut grove 200 yards from Kokerang strip at Manus. By December 1944 SMS-25 personnel was deployed at four other points as well as the Admiralties: Bougainville, Guadalcanal, Philippines and Green.

There is no continuity in statistical records of MAG-25, but the figures that do exist are impressive and were they complete would doubtless be astronomical. In one six-month period alone SCAT flew 24 millions of pounds of freight and mail and transported 130,000 passengers. From November 1942 through June 1944, 43,626,495 pounds of cargo and

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235,596 passengers were carried in 34,834 trips. Patients evacuated totaled 3,202 for four months in 1942, 24,685 for the entire year of 1943 and 14,575 for the first six months of 1944. In November 1944 3,378,620 pounds of freight and 11,955 passengers were transported by SCAT; the following month 4,355,144 pounds of cargo and 10,907 passengers were carried.

Whole aircraft groups were moved in transports: MAG-14 was transported to Samar from Green by MAG-25 which flew 3,808,915 pounds of material and 11,121 passengers into Philippine bases alone in January 1945. The following May MAG-14 was moved to Okinawa by MAG-25.

For the maintenance of such a vast aerial supply and passenger line great credit is due the ground echelons, which were often cut off from Headquarters and served in small contingents in primitive outposts. A detachment of 12 at Leyte left Los Negros in December 1944 to guard MAG-25 gear to be unloaded at Tanuan strip. Life was rugged and the one officer and 11 men on STAD found even necessities almost nonexistent. A discarded tent was their shelter, water had to be carried 6 miles and the food was both scarce and unpalatable. At first their camp was only 20 yards off the main road, then they found a small island near MAG-12's camp. But the charm of the island was soon dissipated when it was learned that the ships' garbage jettisoned into the bay floated onto their beach when the tide rose.

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Meanwhile the ship containing the gear they were to guard had arrived on 13 December but through lack of assistance it was five weeks before it could be unloaded and by then one-third their number had been evacuated because of serious infections, and all the rest had contracted dysentery. When it was finally unloaded the gear was badly broken and much of it was lost in transfer from ship to Army ducks. What was left was guarded by a remnant of the 12 SMS-25 personnel relieved by 40 MAG-25 people who repackaged and sorted what was salvageable. Finally by 7 April all but two of the original nucleus were returned to Manus.

Toward the middle of January a complement of check crews, largely personnel from SMS-25, went to Samar to establish a camp where SCAT planes carrying supplies and personnel to the Philippines could be serviced. In three days the camp was erected with the help of the 5th Seabees. Rain, lack of equipment, no lack of insects, and other vexations of the area bedeviled them, despite which the check crews, in addition to building a camp at Guiuan strip, made 50 checks in their 40 days on Samar.

By March 1945 MAG-25 planes commenced operations to Mindanao via Morotai; the first plane of the group to land at Zamboanga, our southernmost base in the Philippines, was piloted by the Executive Officer of the group, Colonel Warren E. Sweetser, Jr., the same day. During March, 6,456 passengers and 1,387,529 pounds of cargo were flown by MAG-25 planes.

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By May freight, passengers and mail were being flown to Davao in Cebu and the following month 7 planes of MAG-25 moved all of MAG-14 gear and much of its personnel from Samar to Okinawa in six days. Headquarters squadrons and VMR-152 and VMR-153 remained at Bougainville until war's end. Through much of July and August they dropped parapaks to isolated Australian troops on Bougainville.

Only 6 planes were lost between October 1942 and May 1945. In two of those crashes there were no personnel casualties. The other planes lost took with them 13 crew members and 19 passengers. Despite the losses the safety record is incredible, considering the millions of miles flown in all kinds of weather, day and night, frequently under fire, and in hostile skies.

After the surrender MAG-25 headquarters was moved from Bougainville to Tsientin, China. The first MAG-25 plane to land on Chinese territory was flown into Shanghai by Lieutenant Colonel J. G. Walsh, Jr., on 5 October 1945. All twelve planes of the Group's forward echelon left Shanghai on 7 October for Tienstin and began setting up a base there. Facilities were limited and the advance echelon moved into barracks evacuated only three days before their arrival by the Japanese.

The campsite was adjacent to Chanweichang airstrip, about ten miles southeast of Tienstin and operations commenced at once with the inception of a daily mail run between Shanghai, Tienstin and Peiping to supply the Third

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Amphibious Corps which had landed in North China only a week before. Mercy hops to drop food and supplies to missionaries isolated by the Communists were also started about 10 October.

On the twelfth the Group began the evacuation of American and Allied civilians from the Japanese internment camp at Weihsien, 180 miles south of Tienstin where they had been prisoners of the Japanese for nearly four years.

Because of insufficient housing in the Tienstin area it was decided to move the Group to Tsingtao which not only provided more living space but also facilitated flights between Shanghai to the south and Peiping and Tienstin to the north because of its more central location. The move was completed in two days and operations from Tsankou airdrome, ten miles north of Tsingtao, began. By the end of October other echelons of the Group, at Bougavinlle and Manus, were en route to Tsingtao.

In its first full month of operations from Tsingtao MAG-25 flew 105,171 ton miles, carried 102,783 pounds of Marine cargo, and 2,696 passengers. By the end of the November all the Group was concentrated at Tsankou field. Flights between Shanghai, Peiping, Tienstin, Iwo Jima, Guam and Okinawa were made. One was flown to Atsugi, 23 miles south of Tokyo, to carry Vice Admiral Daniel E. Barbey, USN, Commander of the Seventh Fleet to an important conference with General MacArthur.

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MAG-25 remained in China until June 1946 when the Group was returned to the States. The R4D's and R5C's of MAG-25 had been seen in the far-off skies of Inner Mongolia and Manchuria as well as in China, Japan, Okinawa, Iwo Jima, Guam and Hawaii. In the eight months it was based in China it flew 10,653 hours, carrying 1,774,282 pounds of freight and 22,685 passengers.

The Group left Tsingtao on 6 June 1946 and on the eighteenth arrived at El Toro. In July VMR-252 joined MAG-25 but remained at MCAS, Miramar until 14 October 1946, then moved to the MCAS at El Toro. Between July and November 1946 MAG-25 transported personnel and supplies from Miramar to Dallas, Texas, Cherry Point, North Carolina, and to the Naval Air Station at Alameda.

In November MAG-25 began conversion from twin-engine R5C Commandos to four-engine R5D's and by January 1947 had fifteen Skymasters. Trans-Pacific flights were inaugurated on 20 January when the first flight to Ewa was flown, transporting supplies and personnel to Hawaii and Guam. By March 2,066 passengers and 71 tons of supplies had been transported by the Skymasters to Guam and Honolulu.

Another significant change took place on 31 May 1947. MAG-25 was decommissioned and its subordinate units were consolidated into one transport squadron, VMR-152 operating directly under MarAirWest. The consolidation did not affect the operations of the Group since the same number and same type of aircraft were assigned to VMR-152. By then two Guam flights left El Toro weekly. During April 1947 153,553

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pounds of cargo, 3,141,714 passenger miles and 1,183 passengers had been flown by MAG-25. In May the passenger miles and passengers flown were 4,009,355 and 1,468 respectively.

MAG-25 (Provisional) was established on 1 February 1950 to improve the administrative and operational control of VMR-152 and VMR-352. It remained provisional until 31 May 1951 when it was disestablished. The following day it was commissioned at Marine Corps Air Station, El Toro as Marine Aircraft Group 25 under AirFMFPac and comprised Headquarters Squadron-25, Marine Transport Squadrons 352 and 152. Those squadrons were administratively attached to MAG-25 but had been under the operational control of Fleet LogisticsSupport Wings, Pacific, since July 1950. On 15 June 1950 another transport squadron, VMR-253, was commissioned and assigned to MAG-25.

Since MAG-25 is largely administrative the operational phase of its history will be covered in the transport-squadron histories.

As of March 1953 MAG-25 was based at El Toro and comprised the same units which were attached in June 1951. VMR-152 was based at Naval Air Station, Barber's Point, Oahu, T.H. operating R5D's and was shuttling between there and air bases in Japan. Its forward echelon continued regular trips from Itami to other bases in Japan and to airfields in Korea, in direct support of the 1st MAW and First Marine Division. VMR-352 continued to be based at

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MCAS, El Toro and was transporting men and supplies in support of combatant troops in the Western Pacific area.

Its third component, VMR-252, was also based at El Toro and was operating R4Q aircraft. Headquarters Squadron of MAG-25, at El Toro, continued to provide, control and coordinate administrative and logistical support for the Group Headquarters.

In the period between 1 January and 31 March 1953 MAG-25 units, not including VMR-152, flew nearly seven and a half billions ton miles and 31,150,849 passenger and cargo miles. A total of 9,273.6 hours were flown during that three-month period; 46,077 passengers and 6,276,819 pounds of cargo were carried in addition to 2,061,507 pounds of mail and 2,405,245 pounds of baggage.

In the period between 1 April 1953 and the deactivation date of 31 January 1956, MAG-25 units remained at MCAS, El Toro (Santa Ana), California and was engaged in routine training exercises to maintain its combat effectiveness.

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SERVICE GANG

General P. K. Smith
1134 La Mirada
Laguna Beach, California
92651

Fiske Marshall
Box 2
Hawley Lake, Arizona
89530

Carl Fleps
725 Glendale Drive
Glenview, Illinois

Robert Bender
6031 West 127th Place
Palos Heights, Illinois

Norman Bone
1144 East 24th Street
San Bernardino, California

Marion Schoeney
404 Ladue
Greenville, Illinois

Al Yezzi
14 Marinello Terrace
Albany, New York

Joseph Whitmore
303 Edmonds Avenue
Drexel Hill, Pennsylvania

Thomas (Red) Hussey
186 Bower Street
Jersey City, New Jersey

William Huff
Bridge
Oregon

James Stewart
Stewart Insurance Agency
67 Wall Street
New York, New York

* Patrick Maguire
Maguire Chevrolet Agency
70th Street
North Bergen, New Jersey

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Staff Vice President
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Dr. Dewitt C. Kissell, M.D.
1050 Blackridge Road
Wilkinson, Pennsylvania
(Attended 2-2-71 Evening at the
White House)

Mr. Robert A. Biggane
91 Highland Drive
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Alan Brown
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THE WHITE HOUSE

WASHINGTON

Current Address:

Captain Peter F. Boyle, USN (Ret.)
c/o Miss Edith Hansen
6309 Beach Drive
Seattle, Washington 98116

(His job with AID was abolished.
He's now completely retired.)

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Mr. Andrieus Aristeous (Pete) Jones
955 Santa Inez
San Mateo, California
(Attended 9-3-70 Ordaz Dinner in
Coronado)

Dr. Mark Walcott
San Diego, California

Mr. Preston Moore
Administrative Officer
Woodbury Prep School
Orange, Virginia

Honorable Hollis Dole
Assistant Secretary
Department of the Interior

Rose Mary Woods

Peter Boyle

Harry Van Loo's daughter

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MEMORANDUM

THE WHITE HOUSE

WASHINGTON

June 2, 1972

MEMORANDUM FOR: ALEXANDER P. BUTTERFIELD

FROM: DAVID C. HOOPES

SUBJECT: Information on Ottumwa Personnel

My telephone calls to the individuals checked by Captain Gurley have resulted in the following information:

1. Mr. J. L. Burress

Moved to West Coast and Von Gillern will know address.

2. Cdr. W. F. Clifton, USNR (Ret)

RN rode to work with Mr. Clifton in a car pool nearly everyday. RN and Mrs. Nixon lived a few blocks away from the Cliftons. Mr. Clifton remembered that RN was so considerate that he would walk to the Clifton's home rather than expect them to drive to his apartment to pick him up. Cliftons saw a lot of the Nixons while he was Vice President, but none since President. Mrs. Nixon worked at the bank, he recalled.

3. Honorable Harold D. Donohue

Did not call because he is a Congressman

4. RAdm. B. E Grow, USN (Ret)

Remembers him. RN was assistant to the executive officer and occupied an office near Grow's. Grow was RN's commanding officer.

5. Lt. J. G. Gurney, USNR (Ret)

Deceased December 1, 1964.

6. Mr. Cornelius M. Hurley

According to Mrs. Randecker, RN knew Mr. Hurley.

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7. Mr. John F. McArdle

Succeeded RN as ration officer and lived near him on North Court. Worked together at Ottumwa approximately three months before RN left.

8. Mr. James A. Peterson

Although not checked by Capt. Gurley, Mrs. Randecker said "Mr. Peterson was part of the RN's group."

9. Capt. Victor W. Randecker, USNR (Ret)

RN taught Randecker's daughter how to ice skate. Saw RN when he was Vice President. Mrs. Randecker has kept extensive records on those who were at Ottumwa and will send me a list next week of the people she feels knew him.

10. Mr. Jack H. Stoker

Knew RN and moved into his home at 520 Woodland when RN moved to apartment.

11. Mr. R. L. Timmerman

Mrs. Randecker reported RN knew Mr. Timmerman.

12. Cdr. Glen A. Witham, USNR (Ret)

Mrs. Randecker reported RN knew Cdr. Witham.

13. Cdr. William F. Ziegler, USN (Ret)

Mrs. Randecker reported RN knew Cdr. William Ziegler.

14. Mr. Robert F. Von Gillern

Stoker said RN knew him.

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PAUL L. PETERSON, M.D.
SUITE 707 SHARP BUILDING
LINCOLN, NEBRASKA 68508

TELEPHONE
432-3609

November 18, 1970

Mr. Alex Butterfield
The White House
Washington, D.C.

Dear Mr. Butterfield:

Thank you very much for sending the photograph. I am returning it along with three additional ones of my own, which must have been taken at approximately the same time.

The * glossy picture is very clear. The Jeep picture could easily be President Nixon on the right in the back seat with Duke Dupree. In any event, it identifies the SCAT Unit on Bougainville (Horn). The other picture with the * plane in the background could very possibly be President Nixon, but don't know the Marine General or the Officer in the shorts. Please keep these for your record if you wish.

Thank you for calling me and sending the picture. I trust that the ones I am sending to you will be helpful.

Sincerely,

Paul L. Peterson

PLP:sn

Paul L. Peterson, M.D.

Encls

* We had these photos in your file already. A/

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Nixon Presidential Library Audiovisual Collection Transfer Record

ARCHIVIST: J. SCHULTZ

DATE: 7/1/2016

MEDIUM/CATEGORY (CHECK ONE)

___ MOTION PICTURE FILM
X STILL PHOTOGRAPH
___ SOUND RECORDING
___ VIDEO RECORDING

CONTROL NUMBER:

ITEM NUMBER: 1

ORIGINAL ITEM LOCATION

FILE GROUP: WHITE HOUSE CENTRAL FILES: STAFF MEMBER AND OFFICE FILES

ITEM DESCRIPTION: 1 B&W PHOTO ON 8"X10" PAPER

SUBGROUP: ALEXANDER BUTTERFIELD

CONTAINER NUMBER: 6

SERIES: CHRONOLOGICAL FILE

FOLDER TITLE: 1970 INBOUND TO APB PART 1: JAN TO JUNE 1970

SUPPLEMENTAL DATA – PROVIDE WHATEVER INFORMATION IS KNOWN ABOUT ITEM

TITLE/EVENT:

PARTICIPANTS (INDICATE PERSONS FROM LEFT TO RIGHT)

RICHARD NIXON IN BACK ROW, SECOND FROM LEFT

GEOGRAPHICAL LOCATION OF EVENT:

DATE OF EVENT:

OTHER IDENTIFYING MARKS ON ITEM: SENT BY PAUL L. PETERSON, M.D., LINCOLN, NEBRASKA

CLASSIFICATION (CHECK ONE)

X U __C __S __TS __SCI __OTHER

PRESERVATION: CREASE FROM CENTER LEFT TO BOTTOM RIGHT

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NATIONAL ARCHIVES AND RECORDS ADMINISTRATION

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Nixon Presidential Library Audiovisual Collection Transfer Record

ARCHIVIST: J. SCHULTZ

DATE: 7/1/2016

MEDIUM/CATEGORY (CHECK ONE)

___ MOTION PICTURE FILM
X STILL PHOTOGRAPH
___ SOUND RECORDING
___ VIDEO RECORDING

CONTROL NUMBER:

ITEM NUMBER: 2

ORIGINAL ITEM LOCATION

FILE GROUP: WHITE HOUSE CENTRAL FILES: STAFF MEMBER AND OFFICE FILES

ITEM DESCRIPTION: 1 B&W PHOTO ON 8"x10" PAPER

SUBGROUP: ALEXANDER BUTTERFIELD

CONTAINER NUMBER: 6

SERIES: CHRONOLOGICAL FILE

FOLDER TITLE: 1970 INBOUND TO APB PART 1: JAN TO JUNE 1970

SUPPLEMENTAL DATA – PROVIDE WHATEVER INFORMATION IS KNOWN ABOUT ITEM

TITLE/EVENT:

PARTICIPANTS (INDICATE PERSONS FROM LEFT TO RIGHT):

GEOGRAPHICAL LOCATION OF EVENT:

DATE OF EVENT:

OTHER IDENTIFYING MARKS ON ITEM: SENT BY PAUL L. PETERSON, M.D., LINCOLN, NEBRASKA

CLASSIFICATION (CHECK ONE)

X U __C __S __TS __SCI __OTHER

PRESERVATION

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Nixon Presidential Library Audiovisual Collection Transfer Record

ARCHIVIST	J. SCHULTZ
DATE	7/1/2016

MEDIUM/CATEGORY (CHECK ONE)	CONTROL NUMBER	ITEM NUMBER
___ MOTION PICTURE FILM _X_ STILL PHOTOGRAPH ___ SOUND RECORDING ___ VIDEO RECORDING		3

ORIGINAL ITEM LOCATION

FILE GROUP

WHITE HOUSE CENTRAL FILES: STAFF MEMBER AND OFFICE FILES

ITEM DESCRIPTION	SUBGROUP	CONTAINER NUMBER
1 B&W PHOTO ON 8" x 10" PAPER	ALEXANDER BUTTERFIELD	6

SERIES

CHRONOLOGICAL FILE

FOLDER TITLE

1970 INBOUND TO APB PART 1: JAN TO JUNE 1970

SUPPLEMENTAL DATA – PROVIDE WHATEVER INFORMATION IS KNOWN ABOUT ITEM

TITLE/EVENT

PARTICIPANTS (INDICATE PERSONS FROM LEFT TO RIGHT)

GEOGRAPHICAL LOCATION OF EVENT

DATE OF EVENT

OTHER IDENTIFYING MARKS ON ITEM

SENT BY PAUL L. PETERSON, M.D., LINCOLN, NEBRASKA

CLASSIFICATION (CHECK ONE)

_X_U __C __S __TS __SCI __OTHER

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