

From: Pat Scannon
To: "'103737.1466@compuserve.com'" <103737.1466@compuserve.com>
Cc: "
Subject: Introduction
Date: Tue, 6 Apr 1999 19:48:38 -0700

Dear Admiral Zumwalt,

Shaun Jones suggested that I contact you. First of all, I thank you for allowing Shaun to provide with your e-mail address. As he may have relayed to you, I have been searching for some years for US military aircraft shot down over the Palau Islands during WWII. This has led me in many unexpected directions, aside from under water and into swamps, with both searches in many archival sources in the US and Palau and interviews with surviving US veterans and Palauans. In spite of a massive post-WWII effort by Graves Registration units after the war to find MIA's, a number of Americans remain missing in Palau in potentially accessible sites. It is these wrecks for which I search. Because this has been a shoestring operation (ie, my shoestring), I recently approached Shaun (on a long shot) to ask his advice as to whether there was a process by which I might "borrow" (for lack of an appropriate term) some pieces of equipment from the US Government that are otherwise inaccessible to me, most importantly, a portable side scanning sonar. I have copied for you below a report (which explains the situation in more detail) that I have just put together for Col. Bob Leitch (Ret) who is a consultant to Dr. Susan Bailey, Assistant Secretary of Defense for Health Affairs, a contact that I made indirectly through Shaun with Mr. Mike Hopmeier. I have a trip planned with a small team for June 8-21, 1999, which I will make with or without the sonar (it just means I'll be diving a whole lot more). On the side, I am a member of the Explorers' Club and have just received permission to take a "flag" with me on the expedition.

Whether you may have interest in helping with the specifics of this case or not, I appreciate your taking the time to consider it. In any event, because I am a DSRC consultant to DARPA, I am frequently in the Arlington area and would be pleased to present to you what I have found. Honestly, I do not tire telling the stories I have learned about these wrecks from crews and Palauans who saw them go down more than fifty years ago.

Finally, it is an honor for me to have presented this to you. As an American, I thank you for all the services you have provided to our country during your long and distinguished career.

Sincerely, Pat Scannon

A Brief Background: During 1944-45, US forces (Navy, Army Air Corps and Marines) made repeated air raids over the Palau Islands. The first series of attacks occurred in the spring of 1944 in the form of aircraft carrier task force strikes (Operation DESECRATE ONE) to prevent the Japanese Army and Navy in Palau from providing flanking air support against MacArthur's invasion of Hollandia/northern New Guinea. The second series, during the summer of 1944, occurred in the form of both carrier task force strikes (operation SNAPSHOT, in which former President George Bush participated) and Army Air Corps raids (13th AAF and 5th AAF). The purpose of these raids were twofold: a) to prevent Japanese aircraft from flanking MacArthur's invasion of the Philippines and b) to soften up Peleliu Island (in southern Palau), scheduled for invasion by 1st Division Marines on September 15, 1944 (Operation STALEMATE). Finally,

after the invasion of Peleliu, both the US Marines (VMF 114, 122, 121) and the Army Air Corps (7th AAF) provided air support over the Palaus essentially till the war ended.

Palau, because of its strategic location (between the Mariana Islands and the Philippines) and because of its deep water harbors was a regional headquarters for the occupying Japanese military. Accordingly, it was heavily defended, both in numbers of troops (~35,000), airfields (3) and antiaircraft sites (many). With the large number of US strikes, it was inevitable that many US planes were bound to get shot down and they were. Because the Palaus have a barrier reef around the islands, many of the planes fell into waters that are approachable by conventional scuba diving techniques; however, many of these planes, some with their crews, were never found, in spite of an intense efforts by Graves Registration Units after the war ended.

The campaigns in the Palau Islands are generally treated as a historical footnote of little interest compared to the many great battles fought in the Pacific during WWII. But the numbers of Americans (with their planes) that were lost there is not insignificant. At least two books have been written on the ships (primarily Japanese) sunk in the Palaus. But to the best of my knowledge, no one, other than myself, has ever systematically looked for these planes. I started in 1993 and have been able to complete the stories on 2 Army Air Corps B-24's and one Marine F4U Corsair; I have found a number of other sites. In addition I am continuing to search for several crash sites that I have learned about through extensive research of Air Force, Marine, Navy and US archival sources, interviews of surviving aviators and crews and surviving Palauans.

The problem is this: many of the missing planes were seen going down under combat conditions. Thus, the records are generally accurate (say within a square mile or two). This is an inconceivable area to explore under water (although I have tried!). My whole operation to date has been self-funded and on a shoe string. But now I have reached a technical limit: I need some equipment to increase the reasonable chance of finding wrecks that I know exist. I have some of this equipment (GPS, possibly a magnetometer and an underwater video) but the single piece of equipment I have not been able to obtain is a portable side scanning sonar. This is what I approached Mike Hopmeier about, who, I gather, approached Dr. Bailey, who approached you. Some informal discussion that I have had with Mike has included asking whether it would be possible to have a side scanning sonar loaned to me during my next expedition (?under a CRADA). I am planning the next expedition to Palau for June 8-21, 1999. This will be a small group of up to 5 people all with a solid background of the history also with relevant experience in diving and handling of electronic and photographic equipment. We have already contacted various Palauans, some in the local government, who are willing to work with us. We are also aware of the connections we would need to make with Graves Registration personnel in Hawaii, should we find evidence of remains.

So, in conclusion, I need to "borrow" a portable side scanning sonar which we would use to survey large areas of water where at least three planes are reported to have crashed (2 B-24's and 1 TBF Avenger, the pilot of whom was George Bush's wingman). Of course, I can provide much more detailed background and justification as you desire. And if you have any further questions, please let me know that also. _____

Patrick J. Scannon, M.D., Ph.D.

Chief Scientific and Medical Officer

Xoma Ltd.

www.xoma.com (web)

2910 Seventh Street, Berkeley, CA 94710

From: sjones
To: "Elmo R. Zumwalt" <103737.1466@CompuServe.COM>
Subject: FW: Recovery of MIA/KIA's from WWII
Date: Tue, 6 Apr 1999 15:20:42 -0400

f
I have my call
to set up my work here

I should introduce you to Pat Scannon sometime. He is the CSO for Xoma in CA....but then you may already know him.
See you this PM.
Best/S

-----Original Message-----

From: Pat Scannon [mailto:]
Sent: Tuesday, April 06, 1999 1:44 PM
To:
Cc: 'Subject: RE: Recovery of MIA/KIA's from WWII

Dear Bob,

Thank you for your interest.

A Brief Background: During 1944-45, US forces (Navy, Army Air Corps and Marines) made repeated air raids over the Palau Islands. The first series of attacks occurred in the spring of 1944 in the form of aircraft carrier task force strikes (Operation DESECRATE ONE) to prevent the Japanese Army and Navy in Palau from providing flanking air support against MacArthur's invasion of Hollandia/northern New Guinea. The second series, during the summer of 1944, occurred in the form of both carrier task force strikes (operation SNAPSHOT, in which former President George Bush participated) and Army Air Corps raids (13th AAF and 5th AAF). The purpose of these raids were twofold: a) to prevent Japanese aircraft from flanking MacArthur's invasion of the Philippines and b) to soften up Peleliu Island (in southern Palau), scheduled for invasion by 1st Division Marines on September 15, 1944 (Operation STALEMATE). Finally, after the invasion of Peleliu, both the US Marines (VMF 114, 122, 121) and the Army Air Corps (7th AAF) provided air support over the Palaus essentially till the war ended. Palau, because of its strategic location (between the Mariana Islands and the Philippines) and because of its deep water harbors was a regional headquarters for the occupying Japanese military. Accordingly, it was heavily defended, both in numbers of troops (~35,000), airfields (3) and antiaircraft sites (many). With the large number of US strikes, it was inevitable that many US planes were bound to get shot down and they were. Because the Palaus have a barrier reef around the islands, many of the planes fell into waters that are approachable by conventional scuba diving techniques; however, many of these planes, some with their crews, were never found, in spite of an intense efforts by Graves Registration Units after the war ended.

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in 1993 and have been able to complete the stories on 2 Army Air Corps B-24's and one Marine F4U Corsair; I have found a number of other sites. In addition I am continuing to search for several crash sites that I have learned about through extensive research of Air Force, Marine, Navy and US archival sources, interviews of surviving aviators and crews and surviving Palauans. The problem is this: many of the missing planes were seen going down under combat conditions. Thus, the records are generally accurate (say within a square mile or two). This is an inconceivable area to explore under water (although I have tried!). My whole operation to date has been self-funded and on a shoe string. But now I have reached a technical limit: I need some equipment to increase the reasonable chance of finding wrecks that I know exist. I have some of this equipment (GPS, possibly a magnetometer and an underwater video) but the single piece of equipment I have not been able to obtain is a portable side scanning sonar. This is what I approached Mike Hopmeier about, who, I gather, approached Dr. Bailey, who approached you. Some informal discussion that I have had with Mike has included asking whether it would be possible to have a side scanning sonar loaned to me during my next expedition (?under a CRADA). I am planning the next expedition to Palau for June 8-21, 1999. This will be a small group of up to 5 people all with a solid background of the history also with relevant experience in diving and handling of electronic and photographic equipment. We have already contacted various Palauans, some in the local government, who are willing to work with us. We are also aware of the connections we would need to make with Graves Registration personnel in Hawaii, should we find evidence of remains.

So, in conclusion, I need to "borrow" a portable side scanning sonar which we would use to survey large areas of water where at least three planes are reported to have crashed (2 B-24's and 1 TBF Avenger, the pilot of whom was George Bush's wingman). Of course, I can provide much more detailed background and justification as you desire. And if you have any further questions, please let me know that also.

Sincerely, Pat Scannon

> -----Original Message-----

> From:

> Sent: Tuesday, April 06, 1999 6:11 AM

> To:

> Subject: Re: Recovery of MIA/KIA's from WWII

>

> pat

> i am fascinated by your work and would love to help in any way i can could you please send me a digest of the details again i lost the other in all my email!! though i do remember the outline would you also outline what help you need

> thanks

bob

From: Pat Scannon
To: "Elmo R. Zumwalt" <103737.1466@compuserve.com>
Cc:
Subject: RE: Introduction
Date: Thu, 8 Apr 1999 11:37:21 -0700

Dear Admiral Zumwalt,

Shaun has helped me greatly in making connections; however, to date, we have not been able to obtain any equipment. The specific piece I need, to be able to survey reasonable amounts of water, is a portable side scanning sonar. I have reports of sightings from surviving veterans that place us within a square mile or so of several probable sites; such a piece of equipment would be invaluable in these searches. The next trip is scheduled for 8-21 June 1999.

If I can provide any additional information, let me know. Thank you for your interest.

Pat Scannon

From: Elmo R. Zumwalt [SMTP:103737.1466@compuserve.com]
Sent: Thursday, April 08, 1999 11:24 AM
To: Pat Scannon
Subject: Introduction

April 7, 1999

Pat,

Shaun has told me about you and I congratulate you on your hobby.

I was with him the other night, and he thought you had obtained the necessary equipment.

Is there anything specific that you need that I can request from the Navy since anything that you retrieve would be of great interest to us from an historical standpoint.

E. R. Zumwalt, Jr.
Admiral, USN (Ret.)

1000 Wilson Boulevard, Suite 3105
Arlington, VA 22209-3909
Tel: (703) 527-5380
Fax: (703) 528-5795

From: Pat Scannon

To: "'103737.1466@compuserve.com'" <103737.1466@compuserve.com>

Subject: P-MAN Project

Date: Mon, 26 Apr 1999 12:01:02 -0700

Dear Admiral Zumwalt,

At your request, I have enclosed below an outline of our June expedition with the request for the loan of a portable side scanning sonar. Of course, if there is more information needed, I can rapidly supplement this proposal. Thank you for your help in this matter. I am faxing this to you separately, as well.

Sincerely, Pat Scannon

Patrick J. Scannon, M.D., Ph.D.
Chief Scientific and Medical Officer
Xoma Ltd.
2910 Seventh Street
Berkeley, CA 94710

www.xoma.com (web)

FACSIMILE TRANSMISSION

DATE: 26 APRIL 1999

FROM:

**PATRICK J. SCANNON, M.D., Ph.D.
CHIEF SCIENTIFIC AND MEDICAL OFFICER
XOMA
2910 SEVENTH STREET
BERKELEY, CA 94710**

FACSIMILE: (510) 644-

TELEPHONE: (510) 644-

EMAIL:

TO: ADMIRAL ELMO R. ZUMWALT

NUMBER OF PAGES: (INCLUDING THIS COVER SHEET) 6 (six)

REMARKS:

Per my e-mail to you today, please find enclosed a hard copy
of my e-mail. Thank you for your assistance in this matter.

Sincerely,

Pat Scannon

CONFIDENTIALITY NOTICE

THE DOCUMENTS ACCOMPANYING THIS FACSIMILE TRANSMISSION MAY CONTAIN CONFIDENTIAL INFORMATION WHICH IS LEGALLY PRIVILEGED. THE INFORMATION IS INTENDED ONLY FOR THE USE OF THE INDIVIDUAL OR ENTITY NAMED ABOVE. IF YOU ARE NOT THE INTENDED RECIPIENT, OR THE PERSON RESPONSIBLE FOR DELIVERING IT TO THE INTENDED RECIPIENT, YOU ARE HEREBY NOTIFIED THAT ANY DISCLOSURE, COPYING, DISTRIBUTION OR USE OF ANY OF THE INFORMATION CONTAINED IN THIS TRANSMISSION IS STRICTLY **PROHIBITED**. IF YOU HAVE RECEIVED THIS TRANSMISSION IN ERROR, PLEASE IMMEDIATELY NOTIFY US BY TELEPHONE AND MAIL THE ORIGINAL TRANSMISSION TO US. THANK YOU.

26 April 1999

Project P-MAN (Palau-Marine+Army+Navy)

ABSTRACT: A team of historian/scuba divers are planning an expedition to the Palau Islands 8-21 June 1999 to continue research begun in 1993 to systematically locate and document US military aircraft (Marine, Army Air Corps, Navy) lost in action between March 1944 and August 1945. During the past three years, extensive research, based on archival documents and interviews with surviving veterans and Palauans, has been conducted to determine potential sites of aircraft (and possibly crew members) that have never been found. The results of this research suggest that in the waters around the islands of Koror and Babelthuap, there may be up to four aircraft (2 B-24 Liberators, 1 TBF Avenger (flown by ex-President Bush's wingman), and 1 F4U Corsair) that are both accessible by conventional scuba diving technology and sufficiently well documented to have working search fields. Other potential land-based aircraft wreck sites have also been found. A request for the loan of a portable side scanning sonar is enclosed.

I. CONTENTS:

- **Trip Information:** Projected Dates, Personnel, Location, Goals, Expedition Plan, Comments
- **Request For Equipment:** Portable Side Scanning Sonar
- **Biographies:** Patrick Scannon, Chip Lambert, Pam Lambert
- **Brief Historical background:** March 1944-August 1945

II. TRIP INFORMATION:

Projected Dates: 8-21 June 1999

Personnel (confirmed): Patrick Scannon, Lewis Lambert, Pam Lambert

Location: Palau Islands, Micronesia, specifically in the Babelthuap/ Koror area

Goals: (See also Historical Background)

1) Search for and locate 13th AAF B-24 Liberator bomber (pilot Arnett, A/C 42-73453) and crew (up to eight) lost 28 Aug 44 between Babelthuap and Koror, during a bombing mission over Koror due to antiaircraft fire. Up to three crew members were seen to be captured.

2) Search for and locate Navy TBF Avenger (aviator Houle and wingman of Ensign George Bush) and crew (up to two) lost 26 July 44 during carrier

attack (Operation Snapshot, Carrier *San Jacinto*) over Malakal harbor due to antiaircraft fire. One crew member was seen to be captured.

3) Search for, and if possible, locate 13th AAF B-24 Liberator bomber (pilot Rea, A/C 44-40596), and crew (up to ten) lost 28 August 44 between Babelthuap and Koror, during bombing mission over Koror due to enemy fighter attack.

4) Search for and locate VMF 114 Marine F4U Corsair (aviator Stout, Bu No 14183) lost 4 March 45 over Koror (probably in mangrove swamp), during bombing mission over Battery Hill, Koror, to antiaircraft fire.

5) Search for and locate VMF 122 F4U Corsair (aviator, Nelson, Bu No unknown) lost 16 Apr 45 over Aurapushekaru (probably on land), during bombing mission over same island to antiaircraft fire.

6) Search for and locate VMF 114 FG1 Corsair (aviator, Wallace, Bu No 141241) lost 3 Mar 45 over Babelthuap, during strafing mission to antiaircraft and small arms fire.

7) Time permitting, search for and locate unknown aircraft, said by local Palauans to be located a) in water between Koror and Arakabesan or b) on Walt's Ridge on Peleliu.

Expedition Plan:

9 June: Arrive and check in, Desekal Motel, pay regards to Palauan Speaker-of-the-House Surangel Whipps and rent Cessna from Paradise Air to do fly over of all possible wreck sites(video for review that evening).

10- 18 June: Rent boat (16 foot fiber glass flat bottom), rig for scuba diving and with instrumentation (GPS, laptop computer, underwater video, possible magnetometer, possible side scanning sonar) and begin underwater searches in the priorities: 1, 2, 3. These priorities have been established according to likelihood of success. Time permitting, we will also conduct search of harbors between Arakabesan and Koror for possible local (Palauan lead) for at least one unknown aircraft. If weather does not permit water searches, land searches for 4), 5) and 6) will be conducted. Sites in 7) are backup sites.

Actions upon location of underwater wrecks: GPS determination, underwater still and video documentation, search for remains and if found, notify Graves Registration, Pearl Harbor, Hawaii for further guidance.

Actions for location of land wrecks: GPS determination, still and video documentation, if crew remains found (considered unlikely), notify Graves Registration, Pearl Harbor for further guidance.

19 June: Wrap up, pay regards and make report of findings to Speaker Whipps and possibly President Nakamura.

20 June: Return home.

Comments: The expedition is planned based on current best information from US National Archives, Navy Historical Research Center, marine Historical research Center, Air Force Historical Research Center, personal interviews with surviving members of VMF 114 and 121, 307th BG (Heavy) of 13th AAF, Robert Stinnett (biographer for ex-President George Bush, who flew with Lt. R. Houle) and interviews with surviving Palauans. However, once on site, new information may be obtained that demands either alteration in the priorities or (less likely) investigation of new wreck sites discovered on an

opportunistic basis. The expedition will *exclusively* focus on the general goal of searching for and location US aircraft lost over the Palau Islands during the period of June 44 to August 45.

III. Request for Equipment:

The problem is this: virtually all of the missing planes were seen going down under extreme combat conditions. While the records, reports and recollections appear to be generally consistent and accurate, the level of precision is lacking; that is, in general, the research area for each crash site falls within one to two square miles. The waters are tropical and do not require wet suits, although the average floor depths range from 70 to 150 feet. Visibility is variable but averages 50-100 feet and currents through the islands range from standstill to 2-4 knots. While the Palaus are an ideal setting for tropical scuba diving, these search areas, even under these conditions, are inconceivably large to explore with conventional scuba equipment alone (although this team has tried!). The whole operation to date has been self-funded through personal resources and will continue to be. But now the team has reached a technical limit: we need additional equipment to increase the reasonable chance of finding wrecks that by several accounts, are known to exist. Currently, the team has assembled some of this equipment (GPS, possibly a magnetometer and an underwater video) but the single piece of equipment we have not been able to obtain is a portable side scanning sonar. This expedition will consist of a group of three people and a local guide; all three have a solid background of the history and with relevant experience in diving and handling of electronic and photographic equipment. We have also already contacted several Palauans, some in the local government, who have worked with us in the past and are willing to continue working with us. The Palauan government has been encouraging of this "search and document" effort.

In order to maximize finding the underwater aircraft sites that have been reported but not yet found, the P-MAN team is requesting a portable side scanning sonar which we would use to survey large areas of water around the Koror-Babelthup area, where there are good leads for up to four planes reported to have crashed (2 B-24's, 1 Corsair and 1 TBF Avenger).

IV. Biographies:

PATRICK J. SCANNON, M.D., Ph.D., 51, is Founder, Chief Scientific and Medical Officer, and a member of the Board of Directors of XOMA Corporation, a biotechnology company based in Berkeley, California developing pharmaceuticals for treatment of infectious and immunological diseases.

Dr. Scannon holds a Ph.D. in organic chemistry from the University of California, Berkeley, and a medical degree from the Medical College of Georgia. He completed his Medicine internship and residency at the Letterman Army Medical Center in San Francisco and attained the rank of major in the Army Medical Corp. A Board-certified internist, Dr. Scannon also is a

member of the American College of Physicians. He has served as a Trustee of the University of California, Berkeley Foundation, as well as a member of the University of California, Berkeley Chancellor's Community Advisory Board. He has served or is serving on the Boards of several companies and institutions. He is currently serving as a member of the DSRC (Defense Sciences Research Council), which is an advisory board for DARPA (Defense Advanced Research Projects Agency). Dr. Scannon is inventor or co-inventor of several issued U.S. patents, and he has published numerous scientific abstracts and papers.

Dr. Scannon is married, has one daughter and is an avid scuba diver (PADI), sky diver, and WWII historian. Dr. Scannon was elected to the Explorers' Club in 1996 (FN96) as a result of his exploration of the Palau Islands on multiple trips over the past 6 years in search for aircraft and ships lost during WWII. Since starting this systematic search in 1993, he has identified wreckage of 2 B-24's (AC # 44-42058, pilot Custer, 7th AAF, lost 4 May 45; AC #44-40603, pilot Dixon, 13th AAF, lost 28 Aug 44) and has also identified an FG-1 Corsair (Bu No 14233) shot down 4 April 45, now confirmed as the Corsair flown by Lt. Walter Brown of VMF 121, who currently lives in Florida. Additionally, Dr. Scannon has found wreckage of American planes in the Palau area that are at this time of unknown origin that continue to be the subject for identification. In 1993, Dr. Scannon was also part of the expedition team that discovered the wreckage of an armed Japanese trawler, sunk in July 1944 by ex-President George Bush off Ngaruangi Reef in northern Palau.

LEWIS (CHIP) AND PAM LAMBERT: Chip Lambert holds a Master's Degree in microbiology from San Jose State University. Pam Lambert holds a Master's Degree in Clinical Microbiology from the University of California Medical Center in San Francisco. Both are employed in biotechnology companies in the Bay Area.

Chip was certified by NAUI while attending graduate school in 1968. While working in Saudi Arabia as Director of the clinical laboratory at the King Faisal Hospital, he became an Instructor with the British Sub-Aqua Club and established the first dive club in the Kingdom. While in SA, he made two underwater movies (including an in-flight promotional for Air New Zealand) and located an ancient wreck in the Red Sea containing numerous pottery shards dating back to ~200 B.C.. Returning to the US, he founded a retail business, Pacific Offshore Divers, Inc., San Jose, CA, which has remained in continuous operation over the past 15 years. During this time, he became a PADI Instructor and is now a Master Instructor, after certifying over 250 new divers.

Numerous dive trips, leading groups around the world, have produced a photography portfolio with slides that have won two "Best of Show" awards and have been published in domestic and foreign magazines. His real interest is in underwater exploration and he has participated in expeditions that have found three undiscovered ship wrecks, including the ship ex-President George Bush sank during W.W.II.

Pam learned to dive at Pacific Offshore Divers, Inc., and quickly became a Dive Master after a two month sailing trip through the South Pacific, which provided more dives than most people make in a life time. She has worked with every class Chip taught and one of her photographs

was awarded "Best of Show" . It was also featured in an exhibit in the Monterey Bay Aquarium. Together, they run a photography business producing specialty greeting cards, commercial slides and stock photographs. She has participated in all of the underwater expeditions and has become the *de facto* journalist of each venture.

NOTE: Pat Scannon and Chip and Pam Lambert have worked together on two prior Palau expeditions, one in 1993 to find the "Bush" wreck" and one in 1996 to search for W.W II aircraft.

V. Brief Historical Background:

During 1944-45, US forces (Navy, Army Air Corps and Marines) made repeated air raids over the Palau Islands. The first series of attacks occurred in the spring of 1944 in the form of aircraft carrier task force strikes (Operation DESECRATE ONE) to prevent the Japanese Army and Navy in Palau from providing flanking air support against MacArthur's invasion of Hollandia/northern New Guinea. The second series, during the summer of 1944, occurred in the form of both carrier task force strikes (operation SNAPSHOT, in which former President George Bush participated) and Army Air Corps raids (13th AAF and 5th AAF). The purpose of these raids were twofold: a) to prevent Japanese aircraft from flanking MacArthur's invasion of the Philippines and b) to soften up Peleliu Island (in southern Palau), scheduled for invasion by 1st Marine Division on September 15, 1944 (Operation STALEMATE). Finally, after the invasion of Peleliu, both the US Marines (VMF 114, 122, 121) and the Army Air Corps (7th AAF) provided air support over the Palaus essentially till the war ended.

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The campaigns in the Palau islands are generally treated as a historical footnote of little interest, compared to the many great battles fought throughout the Pacific during W.W.II. But the numbers of Americans (with their planes) that were lost in the Palau area are not insignificant. At least two books have been published, describing the Japanese ships sunk by US Naval air actions in the Palaus. However, beyond the attempts by Graves Registration Units to locate remains of American military after end the of the war, no one has systematically looked for these aircraft, which were written off, with their crews, one year and one day after they were lost.

e-mail Pat Scannon sent 4-13-09

Pat,

In order for me to deal with my bureaucratic Navy, the next step would be for you to provide me with your bio and your proposed plan in sufficient detail so that I can generate naval interest.

All best wishes.

Sincerely,

E. R. Zumwalt, Jr.
Admiral, USN (Ret.)

1000 Wilson Boulevard, Suite 3105
Arlington, VA 22209-3909

Tel: (703) 527-5380
Fax: (703) 528-5795



E. R. ZUMWALT, JR.
ADMIRAL, U.S. NAVY (RET.)

April 28, 1999

Captain Jim Stavoridis
Executive Assistant
Secretary of the Navy
The Pentagon, Room 4E714
Washington, DC 20350

Dear Jim:

I attach copies of correspondence with Dr. Patrick Scannon whose project is of particular interest to me since I was at the invasion of Palau and I believe it has sufficient historical significance that it would be worthwhile to honor his request. Please let me know.

All best wishes.

Sincerely,

A handwritten signature in black ink, appearing to read "Bud E.", with a stylized flourish at the end.

E. R. Zumwalt, Jr.
Admiral, USN (Ret.)

1000 Wilson Boulevard, Suite 3105
Arlington, VA 22209-3909

Tel: (703) 527-5380
Fax: (703) 528-5795

Enclosure

Sender:

Date: Sat, 8 May 1999 19:09:44 EDT

Subject: Palauan Expedition of Pat Scannon et al

To: 103737.1466@compuserve.com

CC:

Dear Admiral Zumwalt,

I suspect that this communiqué on this particular subject from me will come as a surprise, but a request for an endorsement of the character, bona fides and qualifications of the Scannon group only provides me an excuse after these several years to inquire about you, Mouza, and your family. I'm truly chagrined that it has taken so long.

But first, "business." It will perhaps surprise you that I have been closely involved with Pat Scannon, Chip Lambert, and his wife, Pam, in an earlier component of their Palauan explorations. Their professional backgrounds have already been provided you but you should know that Chip is a former brother-in-law, honorably separated from the family so to speak and still held in high regard by all of us. It was at his instigation that I signed on a couple of years ago to advise on some unique security issues. I enlisted a retired CDR, USN, a former SEAL Team C.O., and we accompanied the group to Palau where I became intimately involved - unplanned - in the negotiation of a contract with the Republic of Palau as well as some native chiefs regarding our efforts to recover sunken Japanese treasure. (That expedition did not result in the recovery of anything except a tax write off but it gave me an excellent opportunity to evaluate the academic interests and goals of Pat Scannon and Chip Lambert whom I had always regarded as a very bright guy and to become acquainted with their diving expertise to the degree that a non-diver can. I have also met and talked with Pam Lambert on serious issues and she too is impressive.)

I think you will realize that I would not have associated myself with them had I not believed them to be of the highest integrity and seriousness of purpose. And, nothing during that earlier expedition or since has changed my mind. In a word or two, I can commend them as serious, qualified professionals with a genuine historic interest in locating the cited wrecks to enhance the overall body of knowledge regarding the naval and air engagements in the Palau area. In a small way, I had aided in this component too by doing some brief research at the National Archives concerning the sinking of one of our DMS's which went down just off Pelelieu. I believe this ship, in addition to the aircraft for which they will be searching, can be located with today's technology. Any aid you can provide with respect to their request for a side scanning sonar will be of immeasurable benefit. Not on a fool's errand, they have been self-financing their explorations.

I continue to be urged to go along on this next leg of their explorations but as exciting as the prospect of discovery may be, I am not only not a diver but I now have an almost twenty year history of some heart problems which make me a bit more cautious about some travel, and I wasn't deeply impressed with the state of medical care available at Koror when last visited.

Now, on the personal side, Molly and I now reside in Rancho Bernardo - a northern San Diego suburb. We lived here in the early seventies before going to Hawaii and returned in late 1990 after a second stint in Hawaii. Our sons are long out of the nest. The oldest -an attorney - runs a trade organization in DC (the International Anti-Counterfeiting Coalitions, Inc.) devoted to protection of intellectual properties. He lives in Great Falls where we have only been able to visit him once. He is the father of our only grandchild, a bright young woman of eleven going on thirty nine.

Our second son has been in the hospitality industry for several years, in the main managing hotels, but recently began to represent in the northern California area a hotel-motel publication. This son will be married next month in a small ceremony on the Mendocino coast, a celebration to which both of us are looking forward. Both my mother and father are now deceased, the latter most recently in the spring of 1995, and, I'm sure to my Dad's delight, that son is marrying the nurse who cared for him during the last several months of his life. During those months he often insisted that the two should meet. They finally did so for the first time at the gathering of friends at home following my father's memorial services. Molly and I are sure that he will be feeling like the "best man" at next month's wedding.

Molly continues to play tennis with vigor (and skill), but I had to give it up in favor of golf. We live virtually on the course at The Inn at Rancho Bernardo and I have little excuse not to practice more than I do. I have remained active in the affairs of the NIS, now the NCIS, initially as an "elder statesman" but now relegated to mere alumnus status. If I should happen to call NCIS headquarters for any reason, despite the presence of my portrait in the nearby hall, I have to spell my name to get an audience with anyone. We do have a very active alumni organization - retired agents - and it is entertaining to exchange sea stories at monthly luncheons. More recently, I have become much more active in the alumni support activities of my college (Willamette University in Salem, Oregon), and while I am not sure which was the chicken and which the egg, Willamette is honoring me this Fall as a "Distinguished Alumnus (Public Service)." I do believe a symbiotic relationship between giving more to Willamette and being honored, or was it being honored and giving more, may exist?

I just returned from an Alumni Leadership conference in Salem enjoying a beautiful 1,200 mile drive alone, and Molly and I will return in September where hopefully I will be brief and meaningful in my award acceptance remarks. (I am reminded of the dinner I attended with you in Beverly Hills where your introduction(s) went on for some 25-30 minutes following which you told that marvelous story about "kissing the Admiral.")

We would like to hear of all that has transpired with you and Mousa, and especially the kids (?) during these several lost years. If you have a family newsletter, do consider placing us on distribution, and it goes without saying that if you should travel to the San Diego area we would love to see you. Molly joins me in sending our deepest respect and affection.

Sherm Bliss.

Sender:

From: Pat Scannon

To: "Elmo R. Zumwalt" <103737.1466@compuserve.com>

Subject: RE: P-MAN Project

Date: Tue, 11 May 1999 14:30:10 -0700

Dear Ms. Barry,

Please thank Admiral Zumwalt for forwarding my request for consideration. Regardless of outcome, I appreciate his interest in doing so.

My DSRC meeting ends approximately noon on the 21st and I have the afternoon free. There are flights leaving for San Francisco starting at 17:30 all the way to 21:40 from Dulles and there are flights in between from National. I would be pleased to arrange my flight to accommodate the possibility of meeting with Admiral Zumwalt. Please let me know if such a meeting is desired and I will make the appropriate arrangements.

Sincerely, Pat Scannon

> -----Original Message-----

> From: Elmo R. Zumwalt [SMTP:103737.1466@compuserve.com]

> Sent: Tuesday, May 11, 1999 5:50 AM

> To: Pat Scannon

> Subject: FW: P-MAN Project

>

> Admiral Zumwalt is out of town on business now and scheduled to return

> late

> on the evening of May 20.

>

> The morning of Friday, May 21, is filled in with a board meeting that he

> chairs. What time are you departing on the 21st?

>

> Admiral Zumwalt has forwarded your request on to the Navy. We'll let you

> know when we hear something.

>

> Priscilla Barry

> Assistant to Admiral Zumwalt



E. R. ZUMWALT, JR.
ADMIRAL, U.S. NAVY (RET.)

May 31, 1999

Patrick J. Scannon, M.D., Ph.D.
Chief Scientific and Medical Officer
Xoma Ltd
2910 Seventh Street
Berkeley, CA 94710

Dear Pat:

I attach copy of a response letter from the Secretary of Navy's office which has been very helpful.

All best wishes in your pursuit.

Sincerely,

A handwritten signature in cursive script, appearing to read "Bud".

E. R. Zumwalt, Jr.
Admiral, USN (Ret.)

1000 Wilson Boulevard, Suite 3105
Arlington, VA 22209-3909

Tel: (703) 527-5380
Fax: (703) 528-5795

Enclosure

DEPARTMENT OF THE NAVY

**OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20350-1000**

25 May 1999

Admiral E. R. Zumwalt, Jr., USN (Ret.)
1000 Wilson Boulevard, Suite 3105
Arlington, VA 22209-3909

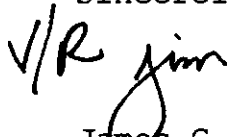
Dear Admiral Zumwalt:

Thanks for your letter concerning Dr. Patrick Scannon's expedition to locate and document U.S. military aircraft lost in 1944 and 1945 in and around the Palau Islands. This project has the potential to provide the Navy with important information.

Unfortunately, the Naval Historical Center already has committed their equipment for a project in the month of June, however, they have provided some important information in the enclosure concerning activity on Department of Navy aircraft wreck sites which Dr. Scannon may find helpful. Additionally, he may contact Mr. David Grant at the Underwater Archaeology Branch of the Naval Historical Center at (202) 433-9787 for further assistance.

I hope this helps!

Sincerely,

A handwritten signature in black ink, appearing to read "J/R Jim", written over the typed name.

James G. Stavridis
Captain, USN
Executive Assistant and
Naval Aide to the
Secretary of the Navy

Enclosure

NAVAL HISTORICAL CENTER
INFORMATION ON UNDERWATER ARCHEAEOLOGICAL PROJECTS

- Any activity on Department of Navy (Navy and Marine Corps) aircraft wreck sites must be of a non-intrusive nature (i.e., only looking is okay). Any intrusive activity (i.e., anything that disturbs the site) must be pre-approved by the Naval Historical Center. The group should access the Navy's Policy Fact Sheet on naval aircraft wrecks at www.history.navy.mil under the Underwater Archaeology section. Removing items from the wrecks sites is strictly prohibited.
- It is imperative that the group coordinate with Ms. Victoria Kanai (Historic Preservation Officer for the Republic of Palau). She can be reached at: Ministry of Community and Cultural Affairs, P.O. Box 100, Koror, Republic of Palau 96940.
- The dissemination of aircraft locations gained during the expedition should only be to those with a need to know and who are aware of our disclosure policy.
- The Naval Historical Center requests a copy of the findings of the survey and wreck locations gained from previous surveys in and around the waters of Palau. Dr. Pat Scannon can send the copy to the Underwater Archaeology Branch, Naval Historical Center, 805 Kidder Breese, Washington Navy Yard, Washington DC 20374-5060.
- If there are any questions they can be directed to David Grant (202) 433-9787 (dgrant@nhc.navy.mil) or Barbara Voulgaris (202) 433-7562 (bvoulgaris@nhc.navy.mil) at the Underwater Archaeology Branch at the Naval Historical Center.

May 31, 1999

Sherm Bliss *sent by email 6/1/99*

Dear Sherm:

Many thanks for the background on your association with Pat Scannon.

It was great to hear from you and get caught up.

I am about ready to finish a 100-page chapter on what I have done in the last 25 years and will send you a copy of it when it is finished if you will give me your street address.

Mouza joins me in sending all best wishes and to you and your family.

Sincerely,

E. R. Zumwalt, Jr.
Admiral, USN (Ret.)

1000 Wilson Boulevard, Suite 3105
Arlington, VA 22209-3909

Tel: (703) 527-5380
Fax: (703) 528-5795