

XII. DAVID FERRIE

(388) In connection with its investigation of anti-Castro Cuban groups, the committee examined the activities of David William Ferrie, an alleged associate of Lee Harvey Oswald. Among other contentions, it had been charged that Ferrie was involved with at least one militant group of Cuban exiles and that he had made flights into Cuba in support of their counterrevolutionary activities there.

(389) On Monday afternoon, November 25, 1963, Ferrie, Moreover, voluntarily presented himself for questioning to the New Orleans police, who had been looking for him in connection with the assassination of President Kennedy. (1) The New Orleans district attorney's office had earlier received information regarding a relationship between Ferrie and accused assassin Lee Harvey Oswald, (2) including allegations that: Ferrie may have been acquainted with Oswald since Oswald's days in the Civil Air Patrol youth organization in 1954-55, Ferrie may have given Oswald instruction in the use of a rifle and may have hypnotized Oswald to shoot the President, and that Ferrie was in Texas on the day of the assassination and may have been Oswald's getaway pilot. (3)

(390) Ferrie denied all the contentions, stating that at the time of the President's assassination, he had been in New Orleans, busy with court matters for organized crime figure Carlos Marcello, who had been acquitted of immigration-related charges that same day. (4) Other individuals, including Marcello, Marcello's lawyer, the lawyer's secretary, and FBI agent Regis Kennedy, supported Ferrie's alibi. (5)

(391) Ferrie also gave a detailed account of his whereabouts for the period from the evening of November 22, 1963, until his appearance at the New Orleans police station. (6) Interviews of Ferrie's associates and the results of a field investigation verified Ferrie's statements. (7)

(392) Ferrie's assertion that his Stinson Voyager airplane could not be flown at the time of the assassination was later verified by the FBI. (8) Jack Martin, a New Orleans private detective and colleague of Ferrie, who had originally mentioned Ferrie to New Orleans officials, subsequently informed authorities he had no specific information to support his allegations. (9) Thus, the FBI and the Warren Commission concluded that the stories relating to an Oswald-Ferrie relationship were unfounded.

(393) Ferrie died in 1967, shortly after New Orleans District Attorney Jim Garrison announced he was reopening the Kennedy probe and was interested in Ferrie's activities in 1963. While there was much speculation that his death may have been suicide, the New Orleans coroner determined the death was a result of natural causes. (10) Nevertheless, this further fueled suspicion about his activities.

(394) The committee determined that Ferrie's activities during the months prior to the assassination of President Kennedy warranted examination. The committee was particularly concerned about the

possibility of a relationship between Oswald and Ferrie. Several parallels in the lives of the two emerged: complex personality and political beliefs; difficulty in achieving normal social adjustment; and a pattern of visiting the same locality at the same time, and engaging in similar activities.

(395) A detailed record of Ferrie's life and associates is currently available. The committee examined FBI and Secret Service investigative reports generated immediately after the assassination and FBI and INS reports from before and after the assassination; it received information developed during the 1967-68 Garrison investigation; and it examined the files of the extensive investigation of Ferrie conducted by the Federal Aviation Administration, Eastern Airlines, and the New Orleans police from 1961 to 1963, an investigation that was the result of criminal charges against Ferrie filed in 1961. Additionally, the committee conducted its own field investigation.

(396) Ferrie was born in 1918 in Cleveland, Ohio, the son of James Howard Ferrie, a police captain and an attorney. (11) Ferrie attended parochial grammar and high schools. (12) Although there are no indications that his childhood was anything but normal, numerous acquaintances and associates of Ferrie reveal that he grew to be a complex, even bizarre, individual. One aptly stated, "Not inappropriately, he (Ferrie) was described as a paradox." (13)

(397) His unusual personal appearance was partially a result of the loss of his body hair induced by a rare disease. (14) He wore a make-shift toupee and exaggerated fake eyebrows affixed crudely with glue as compensation. (15) Persons who knew him considered him sloppy and unkempt, with a proclivity for foul language. (16)

(398) Ferrie was often described as "very aggressive" and "highly obnoxious." (17) He resented authority, (18) was opinionated, and often difficult to get along with. (19) Yet he was able to exert tremendous influence over his close associates, including many young men in his Civil Air Patrol squadron. (20)

(399) Several of Ferrie's associates indicate he was a homosexual and a misogynist. (21) His sexual exploitation of younger men would eventually cause him numerous problems.

(400) Although his formal education was not extensive, Ferrie was considered highly intelligent, even brilliant. (22) He had originally studied theology in the hope of becoming an ordained priest, but he left seminary school before graduation because of "emotional instability." (23) Later, in 1941, he received a bachelor of arts degree from Baldwin-Wallace College, (24) majoring in philosophy. (25) He also received, through a correspondence course, a doctorate degree in psychology from an unaccredited school, Phoenix University, Bari, Italy. (26) In August 1957, he traveled to Italy to take the final board exams. (27)

(401) Ferrie spent considerable time studying medicine and psychology, (28) especially the techniques of hypnosis which he frequently practiced on his young associates. (29) Ferrie had even set up a laboratory over his garage, (30) where he claimed he lost his hair, alternately attributing it to a radiation experiment, chemical explosion, and cancer research experiments. (31) He listed his name in the telephone book as "Dr." David Ferrie; (32) many friends did erroneously believe he

was a medical doctor and a psychologist.(33) This veneer of respectability and achievement could be the reason Ferrie referred to his Ph. D. degree as his "most prized possession." (34)

(402) Ferrie was also philosophically and politically complex. He considered himself a devout Catholic,(35) and made several attempts to become a priest,(36) even though he described himself as a "theological liberal." (37) He also claimed to be liberal in his civil rights attitude.(38) He was rabidly anti-Communist,(39) however, and frequently critical of each Presidential administration for what he perceived to be sell-outs to communism.(40)

(403) Ferrie often spoke to business and civic groups about politics.(41) Ferrie associates told FBI agents in 1961 that Ferrie had been "critical of the Roosevelt administration * * * (as it) was trying to drive us into communism." (42) Associates also said Ferrie "was also critical of the Truman administration for the same reason." (43)

(404) Ferrie was asked to discontinue his remarks at a speaking engagement in July 1961 before the New Orleans chapter of the Military Order of World Wars.(44) His topic was the Presidential administration and the Bay of Pigs fiasco.(45) The organization put a stop to Ferrie's remarks when he became too critical of President Kennedy.(46)

(405) He apparently expressed his views to anyone who would listen. During an interview with an IRS auditor in 1960, Ferrie was "outspoken" in his derogatory comments about the United States.(47) He complained bitterly about his alleged tax persecution to such an extent that the agent reported he thought Ferrie was actually deranged, a "psycho." (48)

(406) Ferrie's major avocation and occupation was flying. Even associates who were critical of Ferrie's character considered him an excellent pilot.(49) An early acquaintance believes that Ferrie first started to fly at his father's suggestion to take his mind off of his failures at the seminary.(50) He took lessons at Sky Tech Airway Service in Cleveland, Ohio, between 1942 and 1945.(51) He then worked as a pilot for an oil drilling firm which had jobs in South America.(52) When the company went out of business, Ferrie tried teaching at Rocky River High School,(53) but he was fired in 1948 for psychoanalyzing his students instead of teaching them.(54)

(407) In 1949, Ferrie left the Cleveland area after rumors, that he had taken several young boys to a house of prostitution, circulated through his neighborhood.(55) Although Ferrie's exact movements are not known, it appears he had gone to Tampa, Fla., where he received his instrument rating at Sunnyside Flying School.(56)

(408) In 1950, Ferrie returned to Cleveland. He worked as an insurance inspector,(57) and joined the Army Reserve for a 3-year stint, leaving with an honorable discharge in 1953.(58)

(409) Life started going well for Ferrie. In 1951, he submitted an application to Eastern Airlines, omitting details of his past emotional and occupational difficulties.(59) Eastern Airlines hired him in Miami, and soon transferred him to New Orleans.(60)

(410) Internal Eastern Airlines memoranda indicated Ferrie was accepted for employment, but consideration was given to firing him almost immediately for falsifying parts of his application.(61) The

New Orleans branch was advised to keep Ferrie only until a replacement could be found and a "close watch" on Ferrie's progress was recommended.(62) Initial reports, however, were favorable.(63) Ferrie was considered by his fellow pilots to be doing a good job, although he was "odd" at times.(64) Eastern decided to retain him.(411) Ferrie approached his job enthusiastically, devoting his own time to talking at schools and clubs to promote interest in aviation and travel in the Southwest area.(65) In 1953, the president of Eastern wrote him a letter personally commending Ferrie's efforts on behalf of the company.(66) This early record of dedication and competence may have accounted for Ferrie's longevity as an Eastern Airlines captain, despite complaints through the years.(67) Ultimately, the infractions became too serious, and, after a long investigation and a hearing process that lasted from 1961 until 1963, Ferrie lost his job.

(412) Ferrie had always been engrossed in activities related to flying, including the Civil Air Patrol, which he had first joined in Cleveland.(68) Over the years, his difficulties with the hierarchy and authorities of the Civil Air Patrol would increase, but Ferrie remained intensely popular with many of the members and enjoyed a reputation as a first rate instructor and organizer.(69) Jean Naatz, an aviatrix of national renown, stated, "He had done more for the Civil Air Patrol than anyone else and built up the squadron to one of the biggest squadrons in the State of Ohio."(70)

(413) Ferrie also built the same reputation with many CAP cadets in the New Orleans area. One CAP commander said, "David Ferrie is a good organizer * * * he made the CAP at the New Orleans Airport everything it is today. He has a large following among the cadets of the CAP, and is an excellent flying instructor."(71) By 1953, there were about 80 cadets assigned to his squadron.(72) Ferrie spent about 6 hours a week in official CAP activity and much of his own time associating with his cadets.(73) Ferrie became known for his enthusiastic approach to cadet training, emphasizing tutoring in science and mathematics and putting cadets in charge of their own discipline.(74) The squadron had an award-winning drill team.(75)

(414) His appeal to several young men may have been related to his taking an extraordinary interest in them: he gave them flying instruction and flight time in his own airplane;(76) he often gave parties at his residence where liquor flowed freely;(77) and he offered his home as a place for the boys to stay when they were unhappy at home.(78) He urged several boys to join the armed forces,(79) to begin careers in aviation,(80) or to join seminaries.(81) Many of Ferrie's cadets became involved in Ferrie's wide spectrum of other activities.(82)

(415) Ferrie's tremendous influence and close association with these young men eventually became a controversial subject with many parents.(83)

(416) Ferrie did not bother to renew his CAP commander charter when it ran out in 1954,(84) although he continued to wear the insignia of the CAP on his fatigues.(85) He did renew his commander charter in 1959, when he augmented his cadet's standard CAP rifle training by instituting an association with the New Orleans Cadet Rifle Club.(86) Ferrie also started a group called the "Falcon Squadron," com-

posed of Ferrie's closest CAP associates.(87) A group within this group, the "Omnipotents," was allegedly started to train cadets in what to do in the event of a major attack on the United States.(88) (417) Ferrie's job and ownership of an airplane enabled him to travel around the country with relative ease. He told officials he frequently traveled to Texas and other parts of the South, including Miami.(89) He also visited New York on occasion.(90) The amount of time Ferrie spent in these other cities could not be determined. In August 1959, while in Miami, Ferrie was put under a 24-hour surveillance by customs agents who believed he was involved in gun smuggling.(91) Following a brief investigation, including a tapping of his telephone conversations, it was determined that Ferrie was not involved in any illegal activity, but merely planning an outing for his "scouts".(92) The investigation was dropped.(93)

(418) Ferrie also became involved in other activities. In 1959, he had found an outlet for his political fanaticism in the anti-Castro movement.(94) By early 1961, Ferrie and a young man whom Ferrie had first met in the CAP, Layton Martens, were working with Sergio Arcacha Smith, head of the Cuban Revolutionary Front delegation in New Orleans.(95)

(419) Ferrie soon became Smith's eager partner in counterrevolutionary activities.(96) He reportedly built two miniature submarines, which he planned to use for an attack on Havana Harbor,(97) obtained several rifles and mortars for the proposed invasion,(98) and was reportedly teaching Cubans how to fly.(99) Further, several of Ferrie's cadets claimed to have taken trips to Cuba in Ferrie's airplane.(100)

(420) Ferrie was also involved with Arcacha Smith, adventurer Gordon Novel and Layton Martens in a raid on a munitions dump in Houma, La.(101) In September 1961, the U.S. border patrol received information that Ferrie was attempting to purchase a C-47 airplane for \$30,000 and reportedly had a cache of arms in the New Orleans area.(102) The report was never verified. There were also unverified reports that Ferrie provided Arcacha Smith with personal financial assistance.(103)

(421) Arcacha Smith wrote Eastern Airlines then-president Eddie Rickenbacker on Ferrie's behalf requesting a 60- or 90-day leave with pay for full-time work for the CRC. The request was denied.(104) Nevertheless, Ferrie's vacation in April 1961 coincided with the Bay of Pigs invasion.(105) Ferrie's role, if any, is not known.

(422) The CRC in New Orleans was affiliated with the main branch of the CRC in Miami, which had been receiving funds from the U.S. Government.(106) Some of these funds may have been disseminated to the New Orleans branch to cover operating costs. Nevertheless, there is no evidence Ferrie received funds from either the CRC or the U.S. Government and no evidence that Ferrie was connected in any way with the U.S. Government.(107) Ferrie's assistance and interest appears to have been completely voluntary.

(423) During this time Ferrie had continued to have personal problems. In 1960, he had provoked the ire of other CAP commanders while on a cadet campout.(108) The incident ended with Ferrie withdrawing his cadets from the outing and eventually led to his permanent resignation from the CAP in 1960.(109)

(424) Ferrie's troubles intensified when charges were brought against him by parents of boys who had run away from home.(110) In one in-

stance, Ferrie had gained entrance to the New Orleans Detention Center to visit one runaway boy by signing himself in as a doctor. (111) (425) The parents of another boy complained to authorities that their son was staying with Ferrie. (112) As a result, Ferrie was arrested on August 8, 1961 for contributing to the delinquency of a juvenile. (113)

(426) Cuban exile leader Arcacha Smith* intervened on Ferrie's behalf by telling police that the boy would be returned to his parents if they did not press charges against Ferrie. (114) But Ferrie was arrested again on August 11, 1961, for crime against nature on a 15-year-old boy and indecent behavior with three others. (115)

(428) An intensive New Orleans police investigation of the charges against Ferrie produced statements from several boys that Ferrie had committed indecent acts with them. (117) The boys also told investigators Ferrie had told them he had had homosexual relations with a married man in Houston. (118) On August 26, Eastern Airlines removed him from the payroll for an indefinite period (119) and the Federal Aviation Administration then opened its own investigation into the charges. (120)

(429) With his problems mounting, Ferrie sought legal aid from New Orleans attorney G. Wray Gill, Sr. (121) Ferrie later testified that he and Gill had entered into an agreement in March 1962 that Gill would represent Ferrie in his legal difficulties in return for Ferrie's research and investigative work on other cases for Gill. (122)

(430) Ferrie also testified that he also entered into a similar arrangement in February 1962 with Guy Banister, (123) a former FBI agent who ran a private investigative firm. (124) By the terms of the agreement, Ferrie's work for Banister included analyzing autopsy reports in payment for Banister's investigative services. (125) Banister stated he handled Ferrie's case "personally". (126)

(431) Ferrie may have first met Banister late in 1960 or early 1961 when Banister, also a strong anti-Communist, was helping to establish the "Friends of Democratic Cuba" organization as an adjunct to Sergio Arcacha Smith's CRC. (127) At the time, Banister's investigative business and the CRC were both located in the Balter Building. (128) In February 1961, Banister was conducting background investigations of the members of the CRC from a list provided by Arcacha Smith. (129) In early 1962, both moved their offices to the Newman Building, which carried the two addresses for the two streets it faced: 531 Lafayette and 544 Camp Street. (131)

(432) Jack Martin, a private investigator associated with Banister, (132) may also have been contacted by Ferrie for assistance on his case. Ferrie testified in August 1963 that he had helped Martin on a case involving a phony religious order in Louisville, Ky., in November 1961. (133) Later, Martin wrote letters to the FAA and Eastern Airlines on Ferrie's behalf. (134)

(427) *Arcacha Smith was having problems of his own. He had moved the office of the CRC to the Newman Building at 544 Camp Street in 1962, but lack of funds caused him to leave town in mid-1962, his reputation among anti-Castro Cubans tarnished by his association with Ferrie. He was also accused by several Cuban exiles of misappropriation of funds. (116)

(433) With this assistance, Ferrie was able to resolve many of his difficulties. At the end of February 1962, Ferrie was tried and acquitted of the charges of extortion.(135) The other charges were nolle prosequied in November 1962.(136)

(434) Ferrie managed to stay afloat financially despite his loss of income from Eastern Airlines in 1961. Although he was categorized as a "poor" credit risk in October 1962 by the New Orleans Retail Credit Bureau,(137) Ferrie made payments on his car(138) and met living expenses.

(435) Meanwhile, he was also attempting to be reinstated as an Eastern pilot. Attorney G. Wray Gill notified Eastern when the last of the charges against Ferrie had been nolle prosequied;(139) Eastern responded with a letter inviting Ferrie to discuss the charges at a meeting in Miami.(140) Ferrie did not go.(141) Instead, several individuals, including one of the boys who had been named in a sex offense charge against him,(142) wrote to Eastern to plead that Ferrie be reinstated.(143) Ferrie also filed a "grievance" against Eastern.(144) Then, in February 1963, he went to Miami with attorney Gill for the hearing regarding his dismissal.(145) Eastern ruled against him:(146) Ferrie filed another grievance.(147)

(436) Hearing dates were scheduled and rescheduled.(148) During this period, Ferrie was often seen at Banister's offices in 544 Camp Street(149) as he prepared his case.

(437) Ferrie's final grievance hearing was set for July 15, 1963, in Miami.(150) Ferrie, Gill and Banister were in Miami on July 15, 16, and 17 while Eastern Airlines presented its case against Ferrie.(151) The record of these hearings reveals that the company's charges were based on Ferrie's deliberate omissions and inaccuracies in his original application to the company: charges of Ferrie's moral turpitude; and his having misrepresented himself as a medical doctor and psychologist.(152)

(438) The hearings were resumed on August 5.(153) Testifying in Ferrie's defense were former CAP cadet, John Irion; Ferrie's longtime friend, James Lewallen; Ferrie's investigator, Guy Banister; and Ferrie himself.(154) Layton Martens provided a sworn deposition in defense of Ferrie's character.(155) Banister testified to Ferrie's good character supposedly based on his own investigation of Ferrie.(156)

(439) In cross-examination, Banister could not rationalize to the satisfaction of the hearing board the reasons for Ferrie's vituperative remarks in 1961 against President Kennedy(157) nor could he adequately explain Ferrie's involvement with a questionable church group.(158)

(440) On September 30, Ferrie received the final decision from the Eastern appeal board:(159) it unanimously upheld his discharge.(160)

(441) By the fall of 1963, Ferrie had become actively involved in the defense investigation of Federal charges of a fraudulent birth certificate against Carlos Marcello an alleged organized crime leader in New Orleans.(161) Ties to Marcello continued through Ferrie's lifetime. As late as 1966, 6 months prior to his death, Ferrie was working with known Marcello associate, Jacob Nastasi, in an aircargo service.(162) According to information developed during an FBI

antiracketeering investigation of Nastasi, Ferrie had previously worked with Marcello associates in another airline company known as United Air Taxi Service.(163) Ferrie's involvement with Marcello may have begun as early as the spring of 1961.(164) An unconfirmed Border Patrol report of February 1962 alleges that Ferrie was the pilot who flew Carlos Marcello back into the United States from Guatemala after he had been deported in April 1961 as part of the U.S. Attorney General Robert Kennedy's crackdown on organized crime.(165) This may have helped Ferrie establish an enduring relationship with the Marcello organized crime family.

(442) The return of Marcello to the United States coincided chronologically with Ferrie's activities with the Cuban Revolutionary Counsel.(166) According to Carlos Quiroga, a Cuban who had been involved with the CRC, Ferrie often provided Arcacha Smith with funds(167) stating, "Ferrie lent him (Arcacha Smith) money when he needed it for his family... He (Ferrie) had \$100 bills around all the time," even after he had lost his job with the airlines.(168)

(443) An FBI report of April 1961 indicated Marcello offered Arcacha Smith a deal whereby Marcello would make a substantial donation to the movement in return for concessions in Cuba after Castro's overthrow.(169) One explanation of Ferrie's ability to provide funds to Arcacha Smith may be that he acted as Marcello's financial conduit.

(444) Another indication of any early Ferrie relationship with the Marcello organized crime family may be the legal assistance that Marcello's lawyer, Jack Wasserman,(170) provided to Ferrie associates, Layton Martens, who identified himself to police as Arcacha Smith's second-in-command.(171) and Andrew Blackmon.(172) Both had been arrested shortly after Ferrie's arrest for indecent behavior.(173)

(445) Ferrie's ties to the Marcello organized crime family continued through his association with G. Wray Gill, Sr., who was also attorney of record for Carlos Marcello.(174)

(446) Ferrie told the FBI that he had begun work on Marcello's case after his last Eastern grievance hearing.(175) In telling the Bureau about his work for Marcello, however, he mentioned only activities in October and November.(176)

(447) Ferrie said he went to Guatemala on business for Marcello from October 11 to October 18 and from October 30 to November 1.(177) The day after Marcello's trial started, November 5, Ferrie purchased a .38 caliber revolver.(178) On the weekends of November 9 and 16, Ferrie stayed at Churchill Farms, Marcello's Louisiana countryside estate.(179) He said he had gone there to map out strategy for Marcello's trial.(180)

(448) New Orleans police records for November 22, 1963, indicate that Guy Banister pistol-whipped Jack Martin on the evening of the assassination in a heated argument over "long-distance telephone calls." (181) Although Martin reported the assault to the police, he refused to press charges against Banister.(182) Within 48 hours, however, Martin had the entire New Orleans police department hunting for David Ferrie.(183) He told the police that Ferrie may have been

involved in the Kennedy assassination.(184) Specifically, he suspected, that Ferrie was in Texas on the day of the assassination; that he was supposed to have been the getaway pilot in the assassination; and that Ferrie had known Oswald from their days together in the Civil Air Patrol, when Ferrie had given Oswald instructions in the use of a rifle.(185)

(449) In an attempt to locate Ferrie for questioning, police arrested two Ferrie associates. Layton Martens and Alvin Beauboeuf, at Ferrie's residence and charged them with vagrancy.(186) While Beauboeuf was uncooperative during the questioning,(187) Martens was more talkative.(188) He said Gill had come by to relay a message to Ferrie that his library card was found among Oswald's effects.(189) Martens' story was unsubstantiated.

(450) Ferrie returned to New Orleans on the afternoon of November 25.(190) He and attorney Gill appeared at the district attorney's office around 4:30 p.m.(191) He was questioned by the New Orleans police, the U.S. Secret Service, and the FBI.(192) He denied ever seeing Oswald before.(193)

(451) Ferrie also said that he had been in New Orleans until at least 9 p.m. on November 22, celebrating Marcello's trial victory at the Royal Orleans.(194) He said he then left the city with two friends for some rest and relaxation.(195)

(452) Ferrie's account of his travels between November 22 and November 25 contained some contradictions. Ferrie said he left New Orleans by automobile, bound for Houston and accompanied by Melvin Coffey and Al Beauboeuf.(196) The group checked in at the Alamotel early on November 23.(197) That date on the motel registration card was written over a November 22 notation.(198) The motel employee said that was because of the early morning hour of the checkin, however, and that he was certain the correct date was the 23d.(199)

(453) On the afternoon of November 23, Ferrie said he, Beauboeuf, and Coffey went figure skating at the Winterland Skating Rink.(200) The three then went to the Belair Skating Rink(201) before driving 1 hour to Galveston, Tex., where they arrived at 9 p.m. and a short time later, checked into the Driftwood Motel.(202)

(454) Checkin and checkout times for the Houston and Galveston hotels conflict. Alamotel records in Houston indicate that Ferrie and his friends checked into the hotel early on November 23 and did not leave until 8 or 9 p.m. on November 24.(203) Yet the registration records and witnesses at the Driftwood in Galveston show the three registered late on November 23 and checked out at 10 a.m. on November 24.(204)

(455) Records from the motels indicate the group made a number of phone calls.(205) Two calls made from the Alamotel went to radio stations WSHO and WDSH in New Orleans.(206) A collect call went to the Town and Country Motel, Marcello's New Orleans headquarters.(207)

(456) Evidence indicated that Ferrie conducted his own investigation into the Kennedy assassination. Oswald's former landlady in New Orleans, Mrs. Jesse Garner, told the committee she recalled that Ferrie visited her home on the night of the assassination and asked about Oswald's library card.(208) Mrs. Garner would not talk to Ferrie.(209)

(457) A neighbor of Oswald's, Mrs. Doris Eames, told New Orleans district attorney investigators in 1968 that Ferrie had come by her house after the assassination, inquiring if Mr. Eames had any information regarding Oswald's library card. Eames told Ferrie he had seen Oswald in the public library but apparently had no information about the library card Oswald used. (210)

(458) Ferrie also talked with several former members of the Civil Air Patrol in an attempt to find out if any former cadets recalled Lee Harvey Oswald in Ferrie's squadron. Among those contacted was former cadet Roy McCoy, who told the FBI that Ferrie had come by looking for photographs of the cadets to see if Oswald was pictured in any photos of Ferrie's squadron. (211)

(459) The implications of Ferrie's associations, his activities, and the allegations that Ferrie and Oswald had been seen together in Clinton, La., in the late summer, 1963, and were acquainted while both were active in the Civil Air Patrol in 1955, are discussed in the anti-Castro Cuban conspiracy and the organized crime conspiracy sections of the committee's report.

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REFERENCES

(1) Memo from Sedgebeer to Giarmusso, New Orleans district attorney's office, May 22, 1964, House Select Committee on Assassinations (J. F. K. Document 003840); see also New Orleans police report of Francis Martello, Nov. 25, 1963.

(2) FBI report, No. 62-109060, interview of Jerry P. Stein, Nov. 25, 1963 (p. 300); and FBI report, No. 62-109060, interview of Jack S. Martin, Nov. 25, 1963 (p. 309). Note: All FBI reports were obtained from file No. 62-109060 unless otherwise specifically noted.

(3) Jack Martin letter to Robert Robey of FAA, the Federal Aviation Administration, Nov. 25, 1963; FBI report, interview of Jack Martin, Nov. 25, 1963 (p. 309); and New Orleans police report, interview of Edward Voebel, Nov. 27, 1963, FAA, vol. 1 (J. F. K. Document 014964).

(4) FBI report, interview of David Ferrie, Nov. 26, 1963.

(5) Immunized testimony of Carlos Marcello, Jan. 11, 1978, House Select Committee on Assassinations, p. 67; FBI report, interview of G. Wray Gill, Nov. 27, 1963; and FBI memo, May 18, 1967, No. 62-109060-5255, Regis Kennedy, p. 2. Note: There are discrepancies about whether Ferrie was in the courthouse or in Gill's office on the day of the assassination. Marcello and Kennedy said Ferrie was in the courtroom (both statements were taken some years after the event). Gill said he knew Ferrie was in Gill's office at 12:15 p.m. on Nov. 22, 1963, because Gill had called his secretary at that time to tell her the federal jury had returned a verdict in favor of Marcello. Gill's secretary told Gill that Ferrie had left Gill's office at that time (12:15 p.m.) stating he would return at 1:30 p.m., which he failed to do. Gill's secretary, Aldie Guidroz, was not questioned as to Ferrie's whereabouts. Ferrie told the FBI he was in New Orleans "all day" on Nov. 11, 1963. The date, Nov. 11, may have been a typographical error meant to have been Nov. 22, 1963, since there is no significance to Nov. 11, 1963. See FBI report, Nov. 26, 1963, for interview with Ferrie.

(6) FBI report, interview of David Ferrie, November 26, 1963.

(7) FBI report, interview of Melvin Coffey, November 20, 1973. Coffey told of trip planned since November 20, although he did not know the destination. He said Ferrie and Beauboeuf were particularly interested in ice skating, so they went to Houston.

(8) FBI report, interview of M. Coffey, November 30, 1963. Coffey said the plane had not been airworthy for some time. He last heard it was used February

1963: FBI report, interview of James Lewallen, November 27, 1963, p. 214; and FBI report, interview of David Ferrie, November 27, 1963, p. 200 (Ferrie said the plane had not been airworthy since the spring of 1962). Note: While the evidence tends to show Ferrie's plane had not been in working order for some time, an FAA document indicated that Jack Martin believed Ferrie's Stinson was airworthy as of July 1963, or, at least, that a Stinson aircraft was available to Ferrie at that time. See memo to the file, July 18, 1963, FAA, vol. 1, HSCA (J. F. K. Document No. 014904).

(9) Secret Service Report No. CO-2-34, 030, December 13, 1963, p. 5 (J. F. K. Document No. 014904); see also vol. 5, FAA news article, exhibit A, February 22, 1967, Fort Worth Star-Telegram.

(10) Memo re: Autopsy of Ferrie from Jim Garrison to Jim Alcor (J. F. K. Document No. 003840); see also Newsweek, March 6, 1967, "Carnival in New Orleans" (file Ferrie, D.W. S.W. 67.91) (J. F. K. Document No. 014904); see also Fort Worth Star-Telegram, February 23, 1967, "Death of Ferrie Stymies JFK Probe."

(11) FAA file, vol. 2, Southern Research Investigation, No. 11-N-224, January 25, 1963, p. 10 (hereinafter SR-11-N-224 and date) (J. F. K. Document No. 014904).

(12) *Id.* at p. 23.

(13) *Id.* at pp. 21 and 23.

(14) *Ibid.*; and *ibid.*, December 19, 1963, p. 20. A doctor who treated Ferrie said he suffered from "a disease causing emotional anxiety caused by nervous shock and thyroid deficiency."

(15) *Ibid.*, SR November 19, 1962, p. 10. (Meister said in an interview that Ferrie "wears a toupee, possibly self-made.") FBI report, September 22, 1961, p. 5. Mrs. Nichols who knew of Ferrie said "he wears a wig." FAA, vol. 4, Robey report, p. 9, interview of Mr. T. W. Christiansen, p. 10 and interview Col. Joseph G. Ehrlicher.

(16) *Ibid.*, FAA, vol. 2, exhibit III, Statement of Cadet; FBI report, interview of Mrs. Dunn and Mrs. Nichols, September 22, 1961.

(17) See ref. 11, SR-11-N-224, November 19, 1962, FAA, vol. 2, p. 10, interview of Al Meister.

(18) *Ibid.*, vol. 3, exhibit XX, Ferrie file from St. Charles Seminary, December 1, 1961. (Ferrie was described as "critical of authority," "careless about observing rules," "ignored authority," "indulges freely in criticism of his superiors"); see also FAA, vol. 4, Robey report, p. 10, interview of Col. Joseph G. Ehrlicher, "resented authority."

(19) *Ibid.*, SR-1-N-224, November 19, 1962, FAA, vol. 2, interview of George Piazza who told investigators "Ferrie is the type of individual who fancies himself an expert in all matters and, hence, believes himself infallible. To this end Ferrie would express his philosophical ideas in no uncertain terms." See also FAA, vol. III, exhibit XX, Ferrie file from St. Charles Seminary; FAA, vol. 4, report of Robey, p. 7. Rev. Francis B. Sullivan, professor of theology at St. Charles Seminary, feels Ferrie to be a "preconditioned psycho, impresses people by pretending to be an expert on everything, definitely has a talent for character assassination" (p. 11). Douyear McGray called Ferrie "eccentric and dictatorial" (p. 12). Al Meister described him as "officious and dictatorial."

(20) *Ibid.*, FAA file, vol. 4, exhibit III, Statement of Cadet, Dec. 1, 1961. Ferrie seemed to "hold the cadets in the palm of his hand" (p. 4). S. R. 11-N-224, Nov. 19, 1962, p. 10, interview of Al Meister. He said Ferrie was very influential. Interview of Piazza. He said Ferrie "seemed to have a certain talent and background in the use of psychology and would use this as well as his philosophical ideas to influence some of the youths in the CAP squadron." See also interview of Bob Boyleston, Oct. 17, 1978, House Select Committee on Assassinations (J. F. K. document No. 012865); FBI report, Oct. 30, 1961, "David William Ferrie," interview of John Harris, who said "Ferrie has a group of young boys whom he supports and controls completely;" FAA, vol. 4, Robey report, p. 9 (J. F. K. document No. 014904), interview of Colonel Harry A. Webb: "I had ability to get affection of the cadets and that they would do almost anything for him."

(21) *Ibid.*, SR 11-N-244, Nov. 19, 1962, p. 10. Meister advised that he had heard through cadet sources "that subject is possibly a homosexual," and also that Ferrie "hated women;" FBI interview of A. Gifford, Nov. 25, 1963; FAA, vol. 4, Robey Report, p. 11—Ferrie told Joseph Howard girls and women were no good

and intellectually inferior to men. John Johnson said Ferrie thought women dense (J. F. K. document No. 014904).

(22) Ibid., SR 11-N-224, Jan. 25, 1963, p. 16, Mrs. Jean Naatz; FBI report, Sept. 22, 1961, No. 105-104-340-3, p. 4, interview of Joseph Lisman and interview of Mrs. Ruby Nichols, p. 5.

(23) Ibid., SR-11-N-224, Dec. 19, 1962, p. 19, Ferrie was treated for emotional problems in 1944, FAA, vol. 2, letter of J. H. Ferrie to St. Charles Seminary.

(24) Id. at pp. 18-19, FAA, vol. III, exhibit.

(25) Ibid., FAA, vol. III, exhibit, transcript of grades from Baldwin-Wallace College, Berea, Ohio, June 9, 1941; lists all courses.

(26) Synopsis of a Small Business Administration hearing, testimony of Ronald Hubner, Southern Research investigator, p. 3 (J. F. K. document No. 014930). See also vol. K, FAA file, ALPA SBA, D. W. Ferrie, 15-63, 29-63, 48-63, EAL EXH No. 6, letter of Dec. 17, 1962, from U.S. Foreign Service to Mr. Risley, Southern Research (J. F. K. document No. 014904).

(27) SBA hearing, Ferrie testimony, synopsis, p. 4 (J. F. K. document No. 014930). (Ferrie claims he also wrote a doctor's thesis for his degree on an aspect of the psychology of vision—the use of hypnotherapy in retinitis.)

(28) FAA, vol. 4, Robert Robey Report, p. 11, John Johnson, Ferrie told them he had taken a premedical course, p. 12 (J. F. K. document No. 014904); Al Landry said Ferrie told him he was studying at Tulane University; Robert Morrell (FAA, vol. 4, Robey Report, p. 11) (Ferrie led people to believe he was studying medicine at Tulane University. Karl Koster said Ferrie told him he studied medicine. Ferrie also had a copy of a Ph. D. in psychology on his wall (p. 15)).

(29) SBA hearing, synopsis of testimony of John Irion (J. F. K. document No. 014930). FAA, vol. 4, Robey Report, p. 8—Edward W. Strubo advised Ferrie tried hypnosis on the students, p. 10 (J. F. K. document No. 014930); Robert E. Morrell said "he had seen David Ferrie use hypnosis."

(30) Interview of John Irion, Oct. 19, 1978, House Select Committee on Assassinations, p. 3 (J. F. K. document No. 012754); FAA, vol. 4, Robey Report, p. 8, FAA, vol. 4, report, Aug. 22, 1961, Jefferson Parish Police Department, Juvenile Division (J. F. K. document No. 014904).

(31) Ibid., FAA, vol. 4, Robey Report, p. 10—Robert Morrell said Ferrie claimed he lost his hair in an experiment with cancer serum, p. 12; Al Landry said Ferrie told him the loss was due to a chemical explosion; Landry's father was told it was due to radiation (p. 13); Larry C. Adams thought it had been "lost in a chemical experiment."

(32) Synopsis of SBA hearing, Dr. Isadore Yager, p. 2 (J. F. K. Document 014930), and of David Ferrie, pp. 4-5. Ferrie admitted using "Dr.," but for legitimate reasons. He claimed he had a Ph. D. degree from Phoenix University, Bari, Italy; vol. K, FAA file, ALPA SBA, D. W. Ferrie, 15-63-29-63, 48-63 (J. F. K. Document 014904) (EAL Exhibit 4a photocopy of telephone book with Ferrie listing).

(33) Ibid., FAA, vol. 2, exhibit III, statement of cadet—"he was believed to be a medical doctor and a doctor of philosophy"; SBA hearing, testimony of Dr. Isadore Yager, synopsis, p. 2 (J. F. K. Document 014930).

(34) Ibid., SBA hearing, Ferrie testimony synopsis, p. 4.

(35) FAA, vol. 2, exhibit III, p. 4 (J. F. K. Document 014904), statement of cadet—"Ferrie constantly preached to us on the subject of religion * * * insisted we attend church * * * and remember to pray."

(36) See SR-11-N-224, Dec. 19, 1962 (J. F. K. Document 014904)—although Ferrie denies applying for ordainment to any church (SBA hearing, Ferrie testimony), he has shown such a desire since his youth. See FBI Report 52-109060-4595, Mar. 2, 1967, p. 1, interview of Carl John Stanley. "Archbishop of the Metropolitan Eastern Province, American Orthodox Catholic Church, told the FBI he consecrated Ferrie as bishop in July 1961 but deposed him in January 1962 when it was learned he had been discharged from his Eastern Airlines position because of homosexual activity." See also FAA, vol. 2, exhibit III, p. 4 (J. F. K. Document 014904), statement of cadet—"several times he (Ferrie) considered becoming a priest."

(37) SBA hearings, testimony of Ferrie synopsis, p. 4 (J. F. K. Document 014930).

(38) FBI report of SA E. Wall's and T. Viatel's interview of Ferrie, Nov. 27, 1963, 62-109060, supported Kennedy Civil Rights program.

(39) FAA, vol. 3 (J. F. K. Document 014904). Ferrie letter to Captain G. E. Greiner, Oct. 30, 1961, suggesting persecution of himself by Communists.

- (40) FBI report, interview of Joseph Lisman, Sept. 22, 1961.
- (41) Ibid.
- (42) Ibid.
- (43) Ibid.
- (44) Vol. K, FAA file, ALPA SBA, EAL Exhibit No. 7, D. W. Ferrie, 15-63, 29-63, 48-63, title of talk—"Cuba"—April 1961 Present, Future (J. F. K. Document 014904).
- (45) Ibid.
- (46) Ibid.
- (47) FBI report, Nov. 27, 1963, p. 199. Ferrie later admitted that after the Bay of Pigs invasion, he severely criticized President John F. Kennedy, both in public and in private. He said he had also been critical of any President riding in an open car and had made the statement that anyone could hide in the bushes and shoot a President. He denied, however, ever making a statement that Kennedy should be killed with the intention that this be done. FAA, vol. 4, p. 17, Robey report, interview of Charles Williams, IRS Agent (J. F. K. Document 014904).
- (48) Ibid.
- (49) Synopsis of SBA hearing, testimony of Cornelius Michael Kramer, p. 4 (J. F. K. Document 014930).
- (50) See ref. 11, FAA, vol. 2, exhibit GGG, SR 11-N-224, Jan. 25, 1963, p. 10 (J. F. K. Document 014904).
- (51) Ibid., FAA, vol. 4, attachment J. Ferrie application for employment for Eastern Airlines, Apr. 6, 1951.
- (52) Ibid., FAA, vol. 2, Jan. 25, 1963, p. 15.
- (53) Ibid., FAA, vol. 2, exhibit FFF, Dec. 19, 1962, p. 20.
- (54) Ibid.
- (55) Id. at p. 21.
- (56) Ibid.
- (57) Ibid., FAA, vol. 2, exhibit GGG, Jan. 25, 1963, pp. 13-14.
- (58) Ibid., FAA, vol. 3, exhibit SS, U.S. Civil Service Commission, report of record search, Sept. 29, 1961, for David Ferrie (gives military record).
- (59) Ibid., vol. K, FAA file, ALPA SBA, D. W. Ferrie, No. 1563, 29-63, 48-63, legal brief of Eastern Airlines grievance of David W. Ferrie, pp. 9-10.
- (60) Ibid., vol. R, EAL file, Ferrie, D. W., personnel records, June 15, 1951, transferred to New Orleans "due to domicile preference."
- (61) Ibid., FAA, vol. 4, attachment L, memo from J. H. Halliburton to Captain J. F. Gill, May 23, 1951; Eastern Airlines received derogatory information from retail credit bureau, May 21, 1951.
- (62) Ibid.; see also memo from J. F. Gill to Captain G. E. Thomas, June 26, 1951, attachment M; and memo from F. A. Stone to G. E. Thomas, July 5, 1951, attachment O.
- (63) Ibid., FAA, vol. 4, attachment Q; see also memo, July 13, 1951, from G. E. Thomas to Captain F. A. Stone—"I have had him with a couple of captains here and their reports are nothing but the best. They say he has excellent possibilities."
- (64) Ibid., Attachment P, handwritten note from "George" to Captain John on memo from J. H. Halliburton to Captain G. E. Greiner, July 6, 1959.
- (65) Ibid., FAA, vol. 4, attachment T, memo, Mar. 19, 1959, A. T. Thornhill to Captain E. V. Rickenbacker.
- (66) Ibid., FAA, vol. 4, attachment H, letter, E. V. Rickenbacker to D. W. Ferrie, May 23, 1953. Rickenbacker had noted to the file, "This man's efforts bear watching and his qualifications justify his being used and helped whenever possible in line of duty—and even beyond."
- (67) Among the complaints against Ferrie: Ibid., FAA exhibit HHH, Sept. 7, 1960, letter to Ferrie from R. W. Tyler, acting regional counsel for Eastern, re: use of Ferrie's plane by student pilot carrying a passenger. Plane not properly certificated or registered: see ref. 11, SR-11-N-224, Nov. 19, 1962, regarding allowing use of rider pass to George Piazza, who Ferrie claimed was his "ward"; see also FAA, vol. 3, exhibit EE; FAA, vol. 3, exhibit II, memo to Captain P. L. Foster, Dec. 19, 1959, regarding a near miss of a mid-air collision, Nov. 24, 1959.
- (68) Ibid., SR-11-N-224, Dec. 19, 1962, exhibit FFF, p. 21.
- (69) FBI report No. 105-104-340-1, September 22, 1961, p. 4.
- (70) SR-11-N-224, Jan. 25, 1963, p. 15 (J. F. K. Document 014904).
- (70a) Ibid., FAA, vol. 3 exhibit YY, letter to Colonel D. H. Hass, Oct. 21, 1958, from Robert E. Morrell.

- (71) FBI report No. 105-104-340-1, Sept. 22, 1961, p. 4.
- (72) FAA, vol. 3, exhibit XX, letter, Oct. 21, 1958, Robert Morrell to Colonel D. Hass (J. F. K. Document 014904).
- (73) FBI report No. 105-104-340-1, Sept. 22, 1961, p. 4.
- (74) Synopsis of SBA hearing, testimony of John Irion (J. F. K. Document 014930); FAA, vol. 3, exhibit YY, letter, Oct. 21, 1978, from Robert Morrell to Colonel D. A. Hass (J. F. K. Document 014904).
- (75) Ibid., FAA, vol. 4, Robey report, p. 9, attachment XX, the CAP Drill Team once went to Dallas, according to Bob Boyleston (HSCA Interview, Oct. 18, 1978). Ferrie made all the arrangements and appeared to have had contacts there. (Date of the alleged trip is unknown.) (J. F. K. Document 014904.)
- (76) FAA, vol. 4, pp. 14-15, Robey report, Interview of Ted Abernathy. He said flight instructions and flight time were forbidden to CAP cadets (J. F. K. Document 014904).
- (77) Synopsis of SBA hearing, testimony of Ronald Hubner, synopsis p. 3 (J. F. K. Document 014930); see also FAA, vol. 2, exhibit III, statement of Cadet, p. 2 (J. F. K. Document 014904).
- (78) Ibid., FAA, vol. 2, exhibit III, statement of Cadet, p. 2, Ferrie's house was a "center of operations for his group."
- (79) Ibid., FAA, vol. 4, Robey Report: p. 10, interview of Robert Morrell.
- (80) SBA hearing, Aug. 8, 1963, testimony of James R. Lewallen, p. 8 (J. F. K. Document 014930).
- (81) See ref. 11, SR-11-N-224, Nov. 19, 1962, p. 21, interview of Spontenelli (J. F. K. Document 014904); FAA, vol. 2, exhibit III, statement of Cadet, p. 6, Ferrie "encouraged the boys to become priests if they felt inclined in that direction." FAA, vol. 4, Robey report, p. 11, Father Ward, priest—Ferrie called him up and started sending him CAP members expressing a desire to go into the priesthood: p. 13, Al Meister—Ferrie was instrumental in persuading him to go into the seminary.
- (82) Contact report, Layton Martens, May 25, 1978, House Select Committee on Assassinations (J. F. K. Document 008629); see also (J. F. K. Document 003287).
- (83) Synopsis of SBA hearings, testimony of John Espenan, father of Cadet (J. F. K. Document 014930); (See ref. 11, SR-11-N-224, Nov. 19, 1962, exhibit FEE, p. 9 (J. F. K. Document 014904)), ibid., FAA, vol. 4, Robey report, p. 10, Interview of Colonel J. Ehrlicher.
- (84) Synopsis of SBA hearing, testimony of John R. Espenan, pp. 2-3 (J. F. K. Document 014930); testimony of David Ferrie, synopsis, p. 6; and see ref. 11, SR 11-N-224, Nov. 19, 1962, exhibit FEE, p. 9.
- (85) Ibid., SR-11-N-224, vol. K, FAA file, ALBA SBA, D. W. Ferrie, 15-63, 29-63, 48-63, brief of EAL on grievance of Ferrie, n. 13.
- (86) Ibid., FAA, vol. 2, exhibit GGG, Dec. 19, 1962, p. 6.
- (87) Synopsis of SBA. Hearing. Testimony of Ferrie, testimony of John Ernest Irion (J. F. K. Document 014930); FAA, vol. 4, Robey report, p. 14 (J. F. K. Document 014904).
- (88) Ibid., FAA, vol. 4, attachment I, Oct. 30, 1961, FBI report: and ref. 11, SR-11-N-224, Dec. 19, 1962, p. 7. While would-be members claimed approaches were made to them to join the group, Banister testified there never was such a group by that name (SBA hearing, Banister testimony).
- (89) Ibid.
- (90a) Secret Service Report, Dec. 13, 1963, No. CO-2-34, 030, p. 4—traveled to San Antonio, Corpus Christi, Brownsville (J. F. K. Document 003840).
- (91) FAA, vol. 3, exhibit FF, memo to C. J. Simons from S. J. Minnisale, Aug. 14, 1959 (J. F. K. Document 014904).
- (92) Ibid.
- (93) Ibid.
- (94) FAA, vol. 3, letter to Captain G. E. Greicher, Oct. 30, 1961, from Ferrie (J. F. K. Document 014904).
- (95) See ref. 82, FAA, vol. 4, Robey report, attachment I, FBI report, Oct. 30, 1961, interview of Ferrie, Aug. 22, 1961, n. 4 (J. F. K. Document 014904); FAA file, ALPA SBA, D. W. Ferrie, 15-63, 29-63, 48-63; EAL EXH: Juvenile Bureau Report, Aug. 18, 1961, item No. H8507-61, p. 2.
- (96) Ibid., FBI report, Aug. 22, 1961, Note: It was also reported that Ferrie had applied for a visa to Venezuela on Nov. 15, 1961, which request was denied.

Ferrie had also applied for a passport. His purpose is unknown. FAA, vol. 5, attachment QQ.

(97) Ibid. The submarines were found in a Sept. 22, 1961 search of Ferrie's house. Also discovered among Ferrie's effects were: a Morse code key, four model 1903 Springfield rifles, two .22 caliber rifles, one rifle, a flare gun, .38 caliber revolver, a sword, a quantity of ammunition, three maps (of Havana Harbor, the coast of Cuba, West Indies, Cuba and North Coast), plus the two submarines. FAA, vol. 4, attachments F through I. Ferrie said he purchased the guns at the Crescent Gun Shop, New Orleans.

(98) Interview of Carlos Quiroga, June 2, 1978, House Select Committee on Assassinations, attached material. See also FBI report 62-109060, FOIA materials, interview of Quiroga by the New Orleans District Attorney's office (J. F. K. Document 008846).

(99) FAA, vol. 4, Robey report, p. 12. Michael Finney said Ferrie had been training Cuban pilots in the New Orleans area (J. F. K. Document 014904).

(100) Interview of John Irion, Oct. 28, 1978, House Select Committee on Assassinations (J. F. K. Document 012754): see ref. 30.

(101) FBI teletype, May 7, 1967, to Director from New Orleans, 62-109060-5237.

(102) FAA, vol. 4, attachment I, FBI report, Oct. 30, 1961, New Orleans, Los Angeles, for David William Ferrie (J. F. K. Document 014904).

(103) FBI 62-109060, copy of New Orleans district attorney's interview with Carlos Quiroga, 1968; see also statement of Herbert R. Wagner of Herb Wagner Finance Service, Dec. 6, 1967, indicating that Ferrie assisted Arcacha Smith in obtaining a loan (J. F. K. Document 000834).

(104) FAA, Vol. 5, exhibit BB, July 18, 1961, letter from Arcacha Smith to Captain Eddie V. Rickenbacker (J. F. K. Document 014904).

Ibid., FAA, Vol. 5, exhibit CC, letter to Arcacha Smith from J. P. Halliburton, Aug. 1, 1961.

(105) Ibid., EAL file, Ferrie, D. W., vacation information form, Apr. 17, 1961. Request for leave for period April 16-31, 1961. The Bay of Pigs invasion began April 17, 1961.

(106) Staff review of CIA file for Sergio Arcacha Smith, May 1, 1978, Office of Security, memo from Raymond G. Rocca, May 31, 1961, item F; also, memo from Donovan E. Pratt, Sept. 28, 1967, items A, B, and C, regarding Arcacha Smith. The Sept. 28, 1967 Pratt memo also found in Office of Security file for David W. Ferrie. One local office did believe the group had the "unofficial sanction of CIA"—Lieutenant Martello, p. 10, 11-N-224, Dec. 19, 1962, Exhibit FFF (J. F. K. Document 014904).

(107) Ibid., SR-11-N-224, Nov. 19, 1963, p. 14; synopsis of SBA hearing, Ferrie testimony, p. 7 (J. F. K. Document 014930).

(108) Ibid.

(109) See ref. 11, SR-11-N-224, Nov. 19, 1963, p. 14.

(110) SBA hearings, testimony of Roland P. Fournier, re: Ferrie involvement in Alexander Landry and Albert Cheramie cases, pp. 1 and 2.

(111) Ibid.; and vol. K, FAA file, ALPA SBA, D. W. Ferrie, No. 15-63, 29-63, 48-63, EAL exhibit, insert No. 1, Juvenile Bureau report, Aug. 18, 1961, item H-8507-01, p. 6.

(112) Ibid., FAA, vol. D, vol. 4, attachment C, investigative results—Jefferson Parish Police Juvenile Division, Aug. 29, 1961, Ferrie "suspected of harboring the juvenile and also encouraging him to run away from home"; ALPA No. 48-63, letter from William G. Bell to Capt. V. O. Rowland, May 2, 1963; and vol. K, FAA file, ALPA SBA, D. W. Ferrie, 15-63, 29-63, 48-63, EAL exhibit, insert No. 1, juvenile bureau report, Aug. 18, 1961, item No. H-8507-61.

(113) See ref. 11, SR-11-N-224, Nov. 19, 1962, exhibit EEE, p. 3, from the Louisiana State Police criminal record for David W. Ferrie, ALPA No. 48-63, letter from Bell to Rowland, May 2, 1963.

(114) Ibid., ALPA file No. 48-63, letter from William Bell to Capt. V. G. Rowland, May 2, 1963; FAA file, ALPA SBA, D. W. Ferrie, 15-63, 29-63, 48-63, EAL exhibit, insert No. 1, juvenile bureau report, Aug. 18, 1961, item No. H-8507-61, p. 4.

(115) Ibid., SR-11-N-224, Nov. 19, 1962, exhibit EEE, p. 3, from Louisiana State Police records for David W. Ferrie, news article, Times-Picayune, New Orleans, La., Aug. 22, 1961, attachment B; FAA, vol. 4; FAA, vol. 4, attachment C, Jefferson Parish Police Department investigative report.

(116) Ibid., SR-11-N-224, Dec. 19, 1962, exhibit FFF, p. 10. Lieutenant Martello, pp. 9-10; Secret Service interview of Arnesto Rodriguez, Dec. 9, 1963, by SA's Gerrets and Rice (J. F. K. Document 003759).

(117) Synopsis of SBA hearing, testimony of Sgt. Roland P. Fournier, New Orleans Police—juvenile bureau (J. F. K. Document 014930).

(118) FAA, vol. 4, attachment C, investigative report of Jefferson Parish, Police Department, New Orleans, Aug. 22, 1961 (J. F. K. Document 014904).

(119) Ibid., FAA, vol. 3, exhibit HH, Aug. 26, 1961. Eastern Airlines to FAA informing them Ferrie had been removed from the payroll; and exhibit JJ, Aug. 29, 1961, Greiner to Ferrie.

(120) Ibid., FAA, vol. 4, exhibit A, case of "Good Moral Character," opened Sept. 8, 1961, by Richard E. Robey, summary of the report; and FAA, vol. 3, exhibit KK, Eastern Airlines opened investigation also.

(121) Synopsis of SBA hearings, testimony of David Ferrie (J. F. K. Document 014930).

(122) See ref. 11, SR-11-N-224, Nov. 19, 1962, p. 6 (J. F. K. Document 014904).

(123) Ibid., EAL file, grievances of David W. Ferrie, Aug. 5, 1963, vol. 3, testimony of Banister, p. 840.

(124) Ibid., p. 825.

(125) Ibid., p. 855.

(126) Ibid., p. 855.

(127) Ibid., p. 840; see also staff summary of FBI file for Guy Banister, House Select Committee on Assassinations (J. F. K. Document 012799).

(128) Guy Banister file, Garrison papers, Aug. 14, 1977 (J. F. K. Document 100189).

(129) Staff summary of FBI file for Guy Banister, House Select Committee on Assassinations (J. F. K. Document 012799). (Note: Banister explained before the airline pilots board about his work with "Arcacha Smith and others." Banister said, "I had high-ranking Cuban refugees in my office asking me how to go underground and I gave them diagrams for that. I have talked to military and political leaders from the various provinces of Cuba that have slipped out and slipped back." Vol. 5, EAL file, grievances of David W. Ferrie, Aug. 5, 1963, vol. 3, testimony of Banister, p. 841 (J. F. K. Document 014904).

(130) Secret Service file No. CO-2-34, 030, Dec. 3, 1963, SA. A. Vial, p. 14, regarding telephone interview of Sam Newman.

(131) Interview of Jack Martin, Dec. 5 and Dec. 6, 1977. House Select Committee on Assassinations (J. F. K. Document 005212 and 005213); and interview of Sam Newman, Mar. 2, 1978, House Select Committee on Assassinations (J. F. K. Document 005962).

(132) See ref. 131, Martin interview, Dec. 5, 1977; and Martin interview, Dec. 6, 1977.

(133) Synopsis of SBA hearing, Ferrie testimony, House Select Committee on Assassinations, pp. 5-6 (J. F. K. Document 014930).

(134) FAA, vol. 1, correspondence from Jack Martin (J. F. K. Document 014904).

(135) Ibid., SR 11-N-224, Dec. 19, 1962, p. 14.

(136) Ibid.

(137) Ibid.

(138) Ibid.

(139) Ibid., ALPA No. 48-63, letter from G. Wray Gill to Capt. George Greiner, Jan. 8, 1963.

(140) Ibid., FAA, vol. 3, exhibit KK, letter from Capt. Greiner to Ferrie, Sept. 1, 1961.

(141) Ibid., FAA, vol. 3, exhibit LL, letter from Ferrie to Capt. Greiner, Sept. 5, 1961.

(142) Ibid., FAA, vol. 2, exhibit AAA, letter of Eric Michael Crouchet to FAA, Oct. 22, 1962.

(143) Ibid. Among those who intervened on Ferrie's behalf were Congressmen Morrison and Long, old friends of G. Wray Gill. (See ALPA No. 48-63, letter from William G. Bell to J. O. Jarrard, May 2, 1963) (J. F. K. Document 014904).

(144) Ibid., ALPA No. 48-63, letter from EAL, Apr. 11, 1963 to Ferrie, grievance No. 15-63, filed Jan. 21, 1963.

(145) Ibid., vol. K, FAA file, ALPA SBA, D. W. Ferrie, 15-63, 29-63, 48-63, minutes of meeting, Feb. 18, 1963, Miami.

(146) Ibid.

(147) Ibid., grievance No. 29-63, filed Feb. 18, 1963, and grievance No. 48-63, filed Feb. 13, 1963; ALPA No. 29-63, June 4, 1963, to J. B. Railsback from Charles H. Ruby, Airline Pilots Association; letter from Ferrie to EAL, Feb. 15, 1963, in ALPA 29-63.

(148) Ibid., see ALPA files for correspondence; ALPA No. 29-63, ALPA file No. 48-63, letter to Capt. J. T. Robertson from J. B. Railsback, ALPA 45-62, and letter to D. W. Ferrie from R. W. Rivenbark.

(149) Interview of Vernon Goerdes regarding Louise Decker, Feb. 15, 1978, House Select Committee on Assassinations (J. F. K. Document 005807); interview of Carlos Quiroga, Feb. 22, 1978, House Select Committee on Assassinations (J. F. K. Document 006190); and ref. 131, Martin interview, Dec. 5, 1977.

(150) Vol. S—miscellaneous, letter to Capt. George W. Youngerman et al., from J. B. Railsback, EAL Pilots System Board of Adjustment, July 8, 1963 (J. F. K. Document 014904).

(151) Ibid., vol. T, EAL file, grievances of David W. Ferrie, Miami, transcript of hearing, July 15, 16, 17, 1963, vol. I.

(152) Ibid., vol. K, FAA file, ALPA SBA, D. W. Ferrie, 15-63, 29-63, 48-63, brief of EAL on grievance of David W. Ferrie, pp. 9-10.

(153) Ibid., vol. U, EAL file, grievances of David W. Ferrie, Miami transcript of hearing, vol. II.

(154) Ibid., vol. V, EAL file, grievances of David W. Ferrie, transcript of hearing, Aug. 5, 1963, vol. 3, pp. 461-743.

(155) Ibid., vol. K, FAA file, ALPA SBA, D. W. Ferrie, 15-63, 29-63, 48-63, brief of EAL on grievances for David Ferrie, p. 10 (ALPA Exhibit 24).

(156) Ibid., vol. V, EAL file, grievances of David W. Ferrie, Aug. 5, 1963, vol. 3, testimony, pp. 856-857.

(157) Ibid., pp. 842, 858.

(158) Ibid., p. 8.

(159) Ibid., FAA, vol. 4, Robey report, p. 17, July 30, 1963, attachment DDD, letter from William G. Bell; vol. M, EAL file, D. W. Ferrie, ALPA 15-63, filed Jan. 21, 1963, decision of the board, Sept. 25, 1963.

(160) Ibid., vol. M, EAL file, D. W. Ferrie, ALPA 14-63, filed Jan. 21, 1963, decision of the board, Sept. 25, 1963. (Note: Ferrie was awarded \$1,635.90 in full settlement of all claims. See memo from T. J. Kennedy to Capt. C. F. Hamner, Oct. 11, 1963, Ferrie, D. W., file.)

(161) FBI report, interview of David W. Ferrie, Dec. 5, 1963.

(162) FAA, vol. 1, attachment L. Ferrie was reportedly fired from his job with Space Airfreight following complaints by FAA officials that operations under Ferrie's direction were not being carried out according to FAA regulations (J. F. K. document 014904).

(163) FBI Report 92-10976-2, Nov. 27, 1968, pp. 1-4.

(164) Staff summary of Immigration and Naturalization Service file for David Ferrie, House Select Committee on Assassinations (J. F. K. document 012305).

(165) Ibid.

(166) Ibid.; FAA vol. 4, Robey report, attachment I, FBI report, Aug. 22, 1961, interview of David Ferrie (J. F. K. document 014904).

(167) FBI report, interview of Carlos Quiroga by New Orleans District Attorney's Office, 1968.

(168) Ibid.

(169) Staff summary of FBI file for Sergio Arcacha Smith, House Select Committee on Assassinations (J. F. K. document 004110).

(170) Outside contact report, House Select Committee on Assassinations, Mar. 13, 1979 (J. F. K. document 014933).

(171) Ibid.

(172) Ibid.

(173) Ibid.

(174) FBI report, interview of G. Wray Gill, Sr., p. 2.

(175) FBI report, interview of David Ferrie, Nov. 26, 1963, p. 3.

(176) Ibid.

(177) Ibid.

(178) Receipt of purchase, Oct. 16, 1978 (J. F. K. document 012523).

(179) FBI report, interview of David Ferrie, Nov. 26, 1963, p. 3.

(180) Ibid.

(181) Guy Banister file. item GB-2. Garrison papers, New Orleans Police report, Nov. 22, 1963 (J. F. K. Document 001986). Note: There are conflicting reports as to why Banister attacked Martin. Martin has told the committee that it was over

a remark he (Martin) had made in jest about the Kennedy assassination. Banister's secretary, Delphine Roberts, who was also present, told the committee the two men came to blows when Martin tried to remove certain files from the office (see interview of Jack Martin, Feb. 15, 1978, House Select Committee on Assassinations, p. 3 (J. F. K. Document 000212) and interview of Delphine Roberts, July 6, 1978, House Select Committee on Assassinations, p. 3 (J. F. K. Document 009978)). The original police report referenced above indicates Banister and Martin were engaged "in various discussions about personal and political subjects" when the matter of the long-distance telephone calls came up and the conversation grew heated.

(182) Ibid.

(183) FBI interview of G. Wray Gill, Nov. 27, 1963, p. 219, SA J. Smith; FBI teletype, Nov. 26, 1963, to SAC Dallas and Director from SAC, New Orleans, pp. 2-3, 7, and 15.

(184) Ibid.

(185) Ibid., pp. 2-4 and 7-8; letter from Jack Martin to Richard Robey, FAA investigator, Nov. 25, 1963, FAA, vol. 4 (J. F. K. Document 014904).

(186) FBI report, Nov. 25, 1963, interview of Layton Martens, St. Hoverson, p. 2 (p. 302).

(187) FBI report, Nov. 25, 1963, interview of Alvin Beauboeuf by SA Scheffer (p. 307).

(188) FBI report, interview of Layton Martens, Nov. 27, 1963, SA Hoverson, p. 2 (p. 303).

(189) Ibid.

(190) FBI teletype, Nov. 26, 1963, to Director from SAC, New Orleans, p. 16.

(191) Ibid., Secret Service report, Dec. 13, 1963, CO-2-34, 030, p. 4 (J. F. K. Document 003840).

(192) FBI teletype, Nov. 26, 1963, to Director from SAC New Orleans, pp. 11-17; Secret Service report, Dec. 13, 1963, CO-2-34-030, p. 3 (J. F. K. Document 003840).

(193) FBI teletype, Nov. 26, 1963, to Director from SAC New Orleans, pp. 12-13; statement by David W. Ferrie in FBI file, p. 580, No. 44-2064, Dec. 10, 1963.

(194) FBI teletype, Nov. 26, 1963, to Director from SAC New Orleans, p. 13; FBI interview of G. Wray Gill, Nov. 27, 1963.

(195) FBI interview of David Ferrie, Nov. 26, 1963, No. 89-69, pp. 3-4. Ferrie's activities for the period Nov. 22-25, 1963 are described in detail in this report; see also FBI interview of Melvin Coffey, Nov. 30, 1963, New Orleans, SA E. Wall.

(196) FBI report, No. 62-109060-2143, Dec. 18, 1963.

(197) FBI report, No. 62-109060-2143, Dec. 18, 1963, p. 1, interview of Lee Fletcher.

(198) Ibid.

(199) Ibid.

(200) FBI report, No. 62-109060-2143, Dec. 18, 1963, p. 1, interview of Chuck Rolland. Ferrie called ahead on Nov. 22, 1963, arrived Nov. 23, 1963 between 3:30 and 5:30, did not discuss operating rink as Ferrie had suggested he would.

(201) FBI teletype, Nov. 26, 1963, to Director from SAC, New Orleans, p. 14.

(202) FBI report, No. 62-109060-2143, Dec. 18, 1963, p. 2.

(203) FBI report, No. 62-109060-2143, Dec. 18, 1963, p. 1.

(204) FBI report, No. 62-109060-2143, Dec. 18, 1963, p. 2. Hotel registration card No. 88063; checked in 11 p.m., Nov. 23, 1963; checked out Nov. 24, 1963. Mrs. Shirley Dial, clerk at the Driftwood Motor Hotel, recalled three individuals checked out at around 10 a.m. on Nov. 24, 1963.

(205) FBI report, No. 109060-2143, Dec. 18, 1963, five calls made from Alamotel, Houston, and one call made from Driftwood Motor Hotel, Galveston.

(206) FBI report, No. 62-109060-2143, Dec. 18, 1963, p. 1.

(207) FBI report, No. 62-109060-2143, Dec. 18, 1963, p. 1—indicated Ferrie called 947-6435 in New Orleans collect.

(208) Deposition of Mrs. Jesse Garner, House Select Committee on Assassinations, p. 34. Note: While Mrs. Garner believes it was the night of the assassination, it would appear, given that Ferrie left New Orleans that evening, that Ferrie may have come by her house on a later date.

(209) Ibid.

(210) Ferrie file, item DF-7, Mar. 11, 1968, Garrison file (J. F. K. Document 008840).

(211) FBI report, Nov. 27, 1963, interview of Roy, p. 212, McCoy 105-82555-10, SA Callendel.