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POSSIBLE MILITARY INVESTIGATION OF  
THE ASSASSINATION

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Staff Report  
of the  
Select Committee on Assassinations  
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## POSSIBLE MILITARY INVESTIGATION OF THE ASSASSINATION

### HUFF ALLEGATION

(1) In March 1977, the committee received information that the military had conducted an investigation of Oswald after the assassination. The information came in a letter from Gloria Deane Huff of Pinehurst, Idaho, who wrote that her present husband, Larry Huff, had participated in one of the investigative teams while in the military. (1) Mrs. Huff indicated that she wanted to bring this information to the attention of the committee because, despite all the published reports about the assassination and subsequent Government investigations, she had never seen any information about the investigation in which her husband participated. (2)

### THE COMMITTEE'S INVESTIGATION

(2) Pursuant to the information received from Mrs. Huff, the committee undertook to verify the alleged investigation and any reports that may have resulted. The committee requested pertinent files of the appropriate agencies\* and interviewed persons who would have had direct knowledge of such an investigation.

(3) The committee contacted Larry Huff at his home in Pinehurst, Idaho, by telephone on March 21, 1977. (3) At that time, he confirmed the substance of the letter his wife had sent the committee. He additionally identified the commanding officer. Lt. Gen. Carson A. Roberts, who, according to Huff, would have been in charge of the investigative team at Camp Smith, Hawaii, which was purportedly the base from which one investigative team originated. (4) Huff said during the telephone interview that Lieutenant General Roberts served as commander in chief of the fleet of the 1st Marine Brigade, Pacific Marine Force. (5) According to Huff, the teams were dispatched to Japan and Dallas and the report of the investigation was classified "Secret—For Marine Corps Eyes Only." (6)

(4) On March 23, 1977, the committee wrote Lt. Col. Carl Miller of the Marine Corps Liaison Office and requested all Marine Corps documents concerning the assassination of President Kennedy; (7) the request was phrased broadly to include any materials of such an investigation which might not be easily identifiable. On June 6, 1977, the committee wrote Gen. Louis Wilson, Commandant of the Marine Corps, and made a similar request. (8)

(5) The committee then sought to contact the individuals who were responsible for compiling records of Oswald's military background. It

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\*Included among the agencies contacted were the Department of Defense and the U.S. Marine Corps, both headquarters and various bases.

was believed that evidence or reports of such an investigation after the assassination would have appeared in Oswald's file. The committee contacted Lt. Col. Bill Brewer of the Intelligence Division of Marine Corps Headquarters on August 1, 1977. (9) Brewer had been in charge of compiling the Oswald military file for the use of the Warren Commission. (10) Brewer stated that the Warren Commission had been interested primarily in records concerning Oswald's security classification in the military and that his records check had only included local records within the individual commands where Oswald had served and did not include records that were classified secret or top secret. (11) He said his office had no investigative jurisdiction. (12)

(6) The committee has contacted Roy Elmquist of the Office of Naval Intelligence on August 1, 1977. Elmquist stated that the only investigative request to the Office of Naval Intelligence from the Marine Corps that had any bearing on Oswald or the assassination concerned the death of Martin Schrand, who had served at Cubi Point Naval Air Station in the Philippines at the same time Oswald had in 1958 and who had died from a gunshot wound while on guard duty. (13) Elmquist stated further that any other investigation pertinent to the assassination would have been conducted by the FBI. (14)

(7) On August 2, 1977, the committee wrote Capt. Donald Nielsen, the Assistant Secretary for International Security Affairs of the Department of Defense, and requested all material concerning Lee Harvey Oswald and the investigation of the assassination of President Kennedy in the possession of the Naval Investigative Service. (15)

(8) On February 15, 1978, in a phone conversation with committee staff, Huff further identified the airplanes that he said were used in the investigation by the military. He stated at that time that one plane flew from El Toro or Camp Pendleton in California to Dallas in December 1963. (16) He said the plane was a KC-130. The second plane had flown from Camp Smith, Hawaii, to Atsugi Naval Air Station in Japan between December 7 and 22, 1963. (17) It was a C-54 plane with serial No. 50855. (18) Huff identified the commander of the plane as Chief Warrant Officer Morgan. (19)

(9) On March 9, 1978, the committee requested the following documents from the Department of Defense:

1. Any and all records (including logs and crew lists) pertaining to or concerning the flight of a C-54 military plane, serial No. 50855, which departed Camp Smith, Hawaii on December 7, 1963 for Japan and returned on December 22, 1963.
2. Any and all records (including logs and crew lists) pertaining to or concerning the flight of a KC-130 military plane which departed El Toro or Camp Pendleton base in California the first weekend in December 1963 for Dallas, Tex.
3. Any and all records, including classified material, concerning or referring to an investigation by the Marine Corps or the Air Force Office of Special Investigations into the J. F. K. assassination. It is believed the investigation took place at Atsugi Air Base, Japan, and the El Toro Marine Base, Santa Ana, Calif., in December 1963. (20)

The committee also included in that request that Lt. Gen. Carson Roberts and Chief Warrant Officer Morgan be made available for

interview, or if either man is no longer a member of the military, that the committee be provided with the last known address for each. (21) (10) On April 19, 1978, the Department of Defense responded that the Air Force had no records on Roberts or Morgan and that it had no flight records concerning either military plane identified in the committee's request. (22) Regarding the records of the alleged military investigation, the Department of Defense responded that it had no record that the Air Force Office of Special Investigations had conducted an investigation into the assassination of President Kennedy in Japan or California in 1963. (23) The Department explained that it believed the alleged investigation was being confused with an investigation that was conducted on Oswald's half-brother, John Edward Pic. (24) According to the Department, the Pic investigation records were destroyed because no "derogatory information" (which presumably means information which would have been relevant to the assassination investigation) was developed; portions of that file relating to Oswald, however, were still on file and available for review by the committee at the Pentagon. (25) In May 1978, the Department of Defense provided the committee with the present addresses of Lieutenant General Roberts (26) and Chief Warrant Officer Morgan, (27) who had both retired from the military.

#### HUFF INTERVIEW AND DEPOSITION

(11) Larry Huff was interviewed and deposed by the committee on May 8 and 9, 1978, to get further details of the investigation Huff related to the committee. During the deposition in U.S. district court for the Eastern district of Washington at Spokane, Wash., on May 9, 1978, Huff stated under oath that on December 14, 1963, he departed Kaneohe Base in Hawaii in a C-54-T aircraft, serial number 50855, for Wake Island, with Chief Warrant Officer Morgan as pilot. (28) He stated that the plane continued from Wake Island to Tachikawa, Japan. (29) Huff stated that there were 10 to 12 CID military investigators on that flight. (30) They disembarked at Tachikawa, Japan, which Huff identified as the closest landing base to the base at Atsugi. (31)

(12) Huff stated that he would have received written orders for the flight the day before from Major Rice, who was the commanding officer at Kaneohe Bay. (32) Huff said that the orders from Rice normally originated from the command of the Fleet Marine Corps of the Pacific at Camp Smith, over which Lieutenant General Roberts was commanding officer. (33) In the case of this flight, Huff did not know for sure where the orders originated, but that they could also have come from Marine Corps headquarters. (34).

(13) Huff explained that he had served as a navigator at Camp Smith and that his normal responsibilities included transporting military crews. (35) He had received no debriefing or special instructions for this flight; he said he learned the purpose of the trip by the CID investigators through conversations on the plane during the flight. Huff said that no other intelligence personnel were present on the flight. (37)

(14) During the deposition, Huff used a log he maintained during his career in the military for the exact dates of the flights and other

data about the plane. He made those logs available to the committee. The log entry for December 14, 1963 states that a C-54 with serial No. 50855 flew from Kaneohe Bay to Wake Island with Warrant Officer Morgan as pilot; the flying time was 11.1 hours.(38) On December 15, the same plane continued from Wake Island to Guam; it flew from Guam to Okinawa on December 16 and then to Tachikawa by way of Hong Kong on December 20, 1963.(39)

(15) Huff stated in the deposition that he returned to Kaneohe Bay after leaving the investigators in Japan to investigate Oswald's activities at Atsugi.(40) He also said that he believed he returned to Japan to pick the CID team up later in December 1963.(41) According to Huff's logbook and his testimony, he made two trips from Tachikawa during that period, one on December 22, 1963 (which presumably would have been the flight when Huff returned to Hawaii after leaving the investigative team) and another on January 21, 1964, from Kaneohe Bay to Iwakuni and Atsugi in Japan; he returned from the latter trip on February 5, 1964.(42) The trips in January had Captain Kruse as pilot of the plane, which was identified as a VC 54-P, serial number 90392.(43)

(16) Huff stated in the deposition that the return flight from Japan to Kaneohe Bay included the same team of CID investigators he had flown earlier.(44) On the return flight, he had spoken with the investigators about their work in Japan and was told they had spent the entire stay investigating Oswald.(45) Huff said that during that flight he was allowed to read the report prepared by the investigators.(46) He described the report as being typewritten, about 20 pages,(47) and classified "Secret, for Marine Corps Eyes Only."(48) Huff recollected that the substance of the report dealt with interviews of individuals and that it contained psychological evaluation of Oswald.(49) Huff remembered the conclusion being that Oswald was incapable of committing the assassination alone.(50) Huff said he read the report for about 30 minutes.(51)

(17) Huff was asked during the deposition what circumstances existed that would have allowed him to see such a report.(52) He replied that it was not unusual for him to have had access to it; he had been granted a secret clearance by the military on March 5, 1956, which would have allowed him access to classified materials.(53) Huff stated that he has never seen the report again nor heard any reference to it.(54) He surmised that the report would be kept in intelligence files either at the Intelligence Division of Camp Smith or with the Commandant of the Marine Corps in Washington, D.C.(55)

(18) Huff stated during the deposition that he did not recall the names of any of the CID team and that he had never flown with them before.(56) Besides the captains of the two flights, Huff could not recall exactly who the other members of the crew were. Nevertheless, he stated that he usually flew with a radio operator named Ralph K. Fall and another navigator named Roy Gibson.(57)

(19) Huff also stated that soon after the assassination in November 1963, he had received word of another investigative team which was to travel to Dallas to investigate the assassination. Huff said in the deposition that he was at El Toro Marine Corps Air Station in Cali-

fornia on November 23, 1963.(58) His logbook entry for that period indicates that Huff flew from Kaneohe Bay to El Toro on November 16 and 17 and that he left El Toro and returned to Kaneohe Bay on November 23. (59) Huff said that while at El Toro, he had had a conversation with George Moffitt, a friend who was also a senior navigator at El Toro.(60) According to Huff, Moffitt told Huff that he, Moffitt, had received orders to prepare a navigation team to assist a flight going to Dallas to conduct an investigation.(61)

(20) Huff said he left El Toro soon after hearing this from Moffitt and never heard any results or the outcome of that flight. He did not know if Moffitt actually went along on the flight.(62) He identified Moffitt as a master gunnery sergeant at El Toro.(63)

(21) When the committee interviewed Huff at his home on May 8, 1978, in preparation for the deposition the next day, Huff gave them a list of addresses and phone numbers of military friends he had served with.(64) Huff explained that the list had been mailed to him earlier that year in preparation for a reunion being planned.(65) The list contained a cover letter outlining plans for the reunion.(66) George Moffitt's address and phone number were included on that list.(67) In an attempt to provide the names of other personnel from Kaneohe Bay and Camp Smith, Huff stated additionally that Tom Allen was the chief mechanic at Camp Smith and that Allen might be able to remember details about the use of military planes at Camp Smith. (68) The list also contained an address and telephone number for Tom Allen.(69) The Committee attempted to locate Allen at that address but could not do so.

#### MOFFITT INTERVIEW

(22) The committee did contact George Moffitt in California and arranged a time for an interview. When contacted by the committee, Moffitt stated that he wanted to clear the interview with the military and have the assistance of military counsel.(70) The interview took place on June 15, 1978, in the Office of Legal Counsel at El Toro Marine Base. During that interview, Moffitt stated that he worked as a navigator at El Toro with the rank of master gunnery sergeant. (71) When asked about his activities in November and December 1963, Moffitt stated that he did not believe he had participated in a flight to Dallas.(72) Moffitt stated he is certain that he never told Huff that he participated in either the planning or execution of a trip to Dallas in connection with an assassination investigation.(73) Moffitt said additionally that he had no information or knowledge of anyone participating in such a military investigation following the assassination. (74)

(23) Moffitt said he knew Larry Huff and that they were together at the time of the assassination.(75) Moffitt said he knew the names of Chief Warrant Officer Morgan, Major Rice, Tom Allen, Ralph Fall, and Captain Kruse, but that he could not recall where he knew each of those men. (76) He recalled that Lt. Gen. Carson Roberts was the commanding officer of the Fleet Marine Force operating out of Camp Smith. (77) He said that at least one C-54 plane was detailed to Roberts. (78)

(24) Moffitt said that it would not be unusual for him to transport CID personnel; (79) he had received a top secret clearance in 1961.

(80)

(25) Moffitt said he did not know for sure if he traveled to or from Dallas in November 1963, but that master logs maintained by the military would indicate the record of such flights. (81) In addition, Moffitt provided the committee with his personal log book which he also maintained during his military career. (82) The only entry by Moffitt for November 1963 indicates a total flight time of 17.5 hours and a notation of "KC-130 F", presumably referring to a type of plane. (83) The log book spans the period from August 1957 through May 1964; however, the period December 1962 through December 1963 only carries notations for the types of plane, with no information regarding origins of flights or destinations such as are made for all of the other months in the book. (84)

(26) Moffitt was asked by the committee during the interview if he knew of any reason why Huff would give the information to the committee regarding an alleged military investigation of the assassination contrary to the information being given by Moffitt. Moffitt responded that he knew of no such reason and that he had no reason to question Huff's credibility. (85) Moffitt explained that he and Huff were good friends and that their relationship had included house sitting for each other when one was sent overseas. (86) During the interview, the Marine Corps attorney who was present repeated the question of whether Moffitt knew of any reason to doubt Huff's credibility and Moffitt repeated that he did not. (87) The Marine Corps attorney then repeated the question a second time; that time Moffitt replied that he believed Huff had a mental problem in the past and perhaps that was a reason to question Huff's credibility. (88) Moffitt did not elaborate or offer any details about Huff's purported mental problem.

#### ROBERTS INTERVIEW

(27) Lt. Gen. Carson A. Roberts was interviewed by a committee staff investigator on May 25, 1978, at his home in Whispering Pines, N.C. Roberts had retired from military service on March 1, 1964. (89)

(28) During the interview, General Roberts stated that he was in command of Camp Smith at Kaneohe Bay, Hawaii, at the time of the assassination in November 1963. (90) He knew of no military flights nor investigations by military or civilian personnel connected with the assassination of President Kennedy. (91) General Roberts was asked specifically if he recalled any information about a flight of CID investigators from Kaneohe Bay to Atsugi, Japan, to probe into the background and associations of Lee Harvey Oswald. (92) General Roberts said that he had no such knowledge, did not issue the orders for any such flight, and that if such a flight or investigation had come to his attention, he would have remembered it. (93) However, he also stated that it would be possible for such orders to be issued from naval headquarters in Washington, D.C., and that he might not necessarily have known about those orders. (94)

(29) When asked about the planes which were under his personal command, General Roberts consulted the log book he maintained dur-

ing his military service which he then kept at his home. After reviewing the log, he stated that a V-5-54-P model plane with serial No. 90392 was assigned to him at the time of the assassination.(95) General Roberts said the log book indicated that he did not participate in any flights from June 1963 to January 1964.(96) He stated that it would have been unusual for his plane to have been used for any missions without his knowledge. He explained also that he only maintained records of flights on which he personally flew.(97)

(30) General Roberts told the committee investigator that log books and any official records concerning the plane would be sent to either Marine Operations or to the Bureau of Aeronautics in Washington, D.C., when the plane was no longer in use by the military.(98)

#### MORGAN INTERVIEW

(31) Roger G. Morgan was interviewed by committee staff by telephone on November 7, 1978. He stated that he was a commanding officer of military transport flights at Kaneohe Bay in Hawaii at the time of the assassination.(99) When asked if he had flown a team of CID investigators to Japan in December 1963 in connection with an investigation into the assassination of President Kennedy, Morgan said that he would not normally have known who his passengers were on the military transports, even if they had included a team of CID investigators.(100) Further, his flight orders would not necessarily have included that information.(101) Morgan also said that after so many years, he could not remember such a flight or incident, but that he had no recollection of having had anything to do with an assassination investigation.(102) Morgan was asked if he would consult his personal flight logs to see if they shed any light on any flights to Japan he might have participated in after the assassination.(103) He then asked that the committee write him what specific information it wanted from his log books and he would consult them for that.(104) The committee sent a letter to Morgan on that same date requesting information about the dates, crews and destinations of military flights on which he participated from Kaneohe Bay to Atsugi or Tachikawa, Japan, in December 1963.(105)

(32) Morgan identified Lt. Gen. Carson Roberts as the Commander of the Pacific Fleet at Kaneohe Bay at the time of the assassination.(106) He stated that Maj. Don Rice was also an executive officer at Kaneohe Bay at that time.(107)

#### CONTACTS WITH CID OFFICERS

(33) Based on that information from Morgan, the committee requested on November 9, 1978, that the Defense Department make Major Rice available for interview.(108) On June 26, 1978, the committee had already requested that Major Rice be made available, based on the information provided by Larry Huff;(109) however, the Defense Department had not been able to locate material identifiable with Major Rice because the committee could not at that time, provide Rice's first name.

(34) In a further effort to determine whether the military had in fact conducted an investigation of Oswald or the assassination which

might contain information not released previously, the committee requested that the Department of Defense identify the chief CID officers who would have had knowledge of or involvement in such an investigation. On June 19, 1978, the committee requested in writing that the chief CID officers who were stationed at El Toro Marine Base in California and Camp Smith in Hawaii in November and December 1963 be made available for interview. (110) The committee also requested that the chief CID officer for the Marine Corps for that period also be made available to the committee. (111)

(35) Because Huff, Moffitt, Lieutenant General Roberts had all indicated their belief that information concerning flights master logs for military air and crews of military aircraft would be located in files permanently at Marine Corps headquarters, the committee requested in writing to the Defense Department on June 26, 1978, that it be provided access to "any and all master logs, concerning or referring to military aircraft stationed at Camp Smith, Hawaii and El Toro Marine Base in November and December 1963." (112)

(36) In a letter dated July 26, 1978, the Department of Defense provided information concerning the number and type of military aircraft stationed at El Toro and Kaneohe Bay in 1963. According to that letter, 15 model KC-130F planes were among the total aircraft stationed at El Toro from October through December 1963; those planes were further identified as Lockheed transport planes. (113) Additionally, two model C-54P planes were stationed at Kaneohe Bay during the same period. (114) Those planes are identified as Douglas Skymaster transport planes. (115)

(37) In the July 26 letter, the Department of Defense stated that no master logs for military aircraft could be obtained through Marine Corps headquarters, but that the committee could request that information through the Washington National Record Center of the General Services Administration. (116)

(38) In a memorandum dated July 14, 1978, the Department of Defense responded to the committee's letter of March 19, 1978, requesting that CID personnel be identified and made available for interview. (117)

(39) Based on the last known address provided by the Defense Department, the committee was unable to locate retired gunnery sergeant H. E. Aubrey, who was identified as the chief CID investigator at Camp Smith in November-December 1963.

(40) On November 6, 1978, the committee interviewed by phone Harold Flower, who served as a CID officer at El Toro Marine Base at the time of the assassination. Flower stated Howard Bearden was in command of the CID unit at that time; Bearden was deceased. (118) Flower stated that to his knowledge, no investigation of the assassination or of Oswald was conducted in his command, and he had no knowledge of such an investigation. (119) Flower said that if the Office of Naval Intelligence had conducted such an investigation out of El Toro, he would have known about it. (120) Flower was also asked if it were possible that such an investigation could have been conducted out of El Toro using civilian investigation personnel who would not have necessarily been under the command of his CID unit. Flower said that if the local FBI office had conducted an inquiry at El Toro, he would

have known about it, because he personally knew all of the Special Agents stationed at the local FBI field office in nearby Santa Ana, Calif. (121) Flower said that although he had heard that Oswald had been stationed at the Marine Corps Air Facility at Santa Ana, he had no other knowledge of Oswald's military background. (122) Flower stated additionally that the Air Facility at Santa Ana had its own CID unit, which would be the appropriate repository of information about Oswald. (123)

## MORGAN LETTER

(41) On December 8, 1978, the committee received a letter from former CWO Roger G. Morgan dated December 5, 1978. In the letter, Morgan said he had consulted his personal log books of his military service as had been requested by the committee. (124) Morgan stated in the letter:

My personal log books do reflect the fact that I was the commander of a flight from Kaneohe Bay, Hawaii to Tachikawa AFB in Japan and return on the dates in question.

The aircraft type was a C-54, assigned to Marine Aircraft Group 13, Kaneohe Bay, Hawaii. The aircraft bureau number was 50855. The names of other crew members or passengers is not contained in these personal records, but could be found in official records. (125)

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