

ME 196-21

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LEAD:

MEMPHIS DIVISION

AT MEMPHIS, TENN.

Will follow and report prosecution in this matter.

ADMINISTRATIVE:

No leads are being set forth in this report for auxiliary offices as all leads are being handled on an expedite basis and have previously been set forth by numerous interoffice communications, too voluminous to list as references in this report.

B
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ME 196-21

Information copies of this report are being furnished those offices having an investigative interest.

[REDACTED] (C)

[REDACTED] (C) b1 b7D

[REDACTED] (C)

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[REDACTED] b3

COVER PAGE

UNITED STATES DEPARTMENT OF JUSTICE

FEDERAL BUREAU OF INVESTIGATION

- 1 - FRAUD SECTION, CRIMINAL DIVISION, U. S. DEPARTMENT OF JUSTICE (ATTN: ATTORNEY BOB HICKEY)
- 1 - CHICAGO STRIKE FORCE (ATTN: ATTORNEY GARY SHAPIRO)
- 1 - CLEVELAND STRIKE FORCE (ATTN: ATTORNEY M. MICHAELSON)
- 1 - USA, SOUTHERN DISTRICT OF NEW YORK (ATTN: JAKE LAUFER)
- Copy to: 1 - USA, WDT (ATTN: AUSA JOE A. DYCUS)
- 1 - MIAMI STRIKE FORCE (ATTN: J. MOSKOWITZ)

Report of: SA [REDACTED] b7c
Date: MARCH 6, 1978

Office: MEMPHIS

Field Office File #: 196-21

Bureau File #: 87-143601

Title: FREDERICK PETER PRO; LAURENCE WOLFSON;
RAYMOND WALSH BASZNER; GABRIEL ROBERT CAGGIANO;
ROY EVERETT SMITH; PHILLIP KARL KITZER, JR.;
ELVIS A. PRESLEY (DECEASED) - VICTIM

Character: INTERSTATE TRANSPORTATION OF STOLEN PROPERTY;
FRAUD BY WIRE; MAIL FRAUD; CONSPIRACY; BOND DEFAULT

Synopsis: [REDACTED] PHILLIP KARL KITZER, JR., LAURENCE WOLFSON, and RAYMOND WALSH BASZNER arrested Miami, Fla., and GABRIEL ROBERT CAGGIANO arrested Boston. b7D

[REDACTED] Primary Maintenance Inspector, FAA, has no knowledge of upgrading of the Jetstar [REDACTED] b7c b7D

[REDACTED] b7D

[REDACTED] b1 [] (c)

ME 196-21

[REDACTED]

b1

PRO's employment with Budd Railroad Car Division verified.
PRO failed to report as required by terms of his bond.
Warrant issued on order of U. S. District Judge, Western
District of Tennessee, Memphis, charging PRO to answer to
the violations contained in his indictment under Title 18,
Sections 1342, 2, 2314, 1343, and 371, USC.

(c)

[REDACTED]

b7D

-P-

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FEDERAL BUREAU OF INVESTIGATION

1.

Date of transcription 9/28/77

[redacted]
telephonically contacted the undersigned Special Agent at the Miami Office of the Federal Bureau of Investigation.

[redacted] was advised of the nature of the interview, and he thereafter provided the following information:

[redacted]

[redacted]

advised a 121 program entailed the receipt of a certification by the Civil Aeronautics Board (CAB) which would enable the commercial operator of the Jet Star to operate the aircraft on a lease type basis. [redacted] indicated 121 conversion would have required considerable work, not only in the aircraft, but also the administration of same by Span-East.

b7D

[redacted]

A requisite of the 121 program includes a "Cardex". The Cardex outlines the total inventory of every part and component of the Jet Star, to include any and all maintenance and overhaul of same. The Cardex is made available for display to CAB authorities.

[redacted]

Interviewed on 9/20/77 at Miami, Florida

File # Miami 87-38971

by SA [redacted] b7c date dictated 9/23/77

324

MM 87-38971

2.

[REDACTED]

[REDACTED]

opined that PRO did not have a thorough understanding of the aircraft and its need for continuous maintenance. PRO was unable to comprehend the fact that a \$5,000 maintenance bill on an aircraft such as the Jet Star was an ordinary expense, and to avoid this maintenance could potentially cause the loss of lives.

b7D

[REDACTED]

GAS performed the maintenance, and the cost amounted to approximately \$2,000. PRO failed to come up with the money to have the aircraft released.

[REDACTED]

[REDACTED]

MM 87-38971

[REDACTED]

Regarding the acquisition of the Jet Star, [REDACTED] was aware PRO obtained more financing than the aircraft was worth. He stated that approximately 1.2 million dollars was received from the bank on the purchase of the aircraft, although the worth of the Jet Star only approximated three quarters of a million dollars. [REDACTED] did not know where the approximate \$450,000 difference was disbursed by PRO.

[REDACTED] related PRO utilized the aircraft more for personal pleasure than for the earning of income from customers. For that matter, a number of trips authorized by PRO resulted in negative earnings; PRO merely wanted to create cash flow in the company.

[REDACTED]

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/28/77

J. LAURENCE WOLFSON, 2335 Biscayne Bay Drive, North Miami, Florida, was arrested on October 18, 1977, by SAs [redacted] and [redacted] at which time WOLFSON was advised of charges against him by SA [redacted] and advised of his rights per miranda by SA [redacted]. WOLFSON indicated that he understood his rights, but wished to make no statements and furnished the following background information on himself:

b7c

Name:	J. LAURENCE WOLFSON
Address:	2335 Biscayne Bay Drive North Miami, Florida
Telephone Number:	891-2626
Date of Birth:	October 13, 1916
Place of Birth:	Chelsea, Massachusetts
Height:	5'7"
Weight:	190 lbs.
Eyes:	Blue
Hair:	Grey, balding
Scars, marks, and tattoos:	Tattoo on right forearm initials L. W.
Marital Status:	Married
Employment:	Retired, collecting Social Security and United States Army pension.
Medical Condition:	Heart patient

Interviewed on 10/18/77 at Miami, Florida File # Miami 196-68

SAs [redacted]

b7c

Date dictated 10/25/77

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FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription 10/28/77

PHILLIP KARL KITZER was approached at the United States Customs exit, Miami International Airport (MIA), Miami, Florida, by the undersigned Special Agents of the Federal Bureau of Investigation (FBI):

He was apprised of the identities of Special Agents (SA's) [REDACTED] and [REDACTED] as SA's of the FBI, and thereafter placed under arrest. He was advised by SA [REDACTED] that he was being arrested based upon outstanding warrants for him at Memphis, Tennessee, and Louisville, Kentucky. KITZER's arrest was effected at approximately 5 P.M., subsequent to his (KITZER's) arrival at MIA at 4:30 P.M. on Braniff Airlines, from the Republic of Panama.

At the time of arrest, KITZER surrendered his United States passport by giving same to Customs Patrol Officer, [REDACTED] b7c

In addition, at the same time of his arrest, KITZER expressed total surprise that warrants were outstanding for him at both Memphis and Louisville, and immediately indicated a desire to know full details of the 17 count indictment at Memphis and the 3 count indictment at Louisville. He stated he wanted to understand why he was included in Federal indictments resulting in his arrest. He made inquiry as to whether FREDERICK P. JACK ELLIOTT, SONNY SANTINI, and other associates were also arrested, and how properly he could see arrest warrants and indictments pertaining thereto.

KITZER was subsequently transported to the Miami Office of the FBI by arresting Agents, and SA [REDACTED] where he was cooperative in the process of photographs and major case prints. KITZER was presented an outline of the charges against him by SA [REDACTED]. SA [REDACTED] also furnished KITZER with an Interrogation; Advise of Rights form. KITZER read and acknowledged he understood same; however, he declined to sign the waiver of rights before consulting with his friend and attorney, FRANK OLIVER, Chicago, Illinois.

Interviewed on 10/18/77 at Miami, Florida File # Miami 87-39331

by [REDACTED] Date dictated 10/21/77 b7c

10

MM 87-39331

2.

KITZER was informed that OLIVER had already contacted the Miami FBI Office and that OLIVER had been made aware of KITZER's arrest with bond being set at \$100,000 at Memphis and \$250,000 at Louisville.

KITZER then admitted to interviewing Agents [REDACTED] and [REDACTED] that he had surmised at the Miami Airport he was going to be arrested possibly by the FBI, and as a result had telephonically contacted OLIVER at approximately 4:40 p.m., October 18, 1977. He advised OLIVER that if he did not call him (OLIVER) that, he could locate KITZER at the Miami Office of the FBI. b7C

KITZER was thereafter confronted by Special Agents [REDACTED] and [REDACTED] at the Miami FBI Office. He was subsequently interviewed alone by [REDACTED] and [REDACTED]. b7C

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/31/77

[redacted] and [redacted] both Special Agents of the Federal Bureau of Investigation (FBI), met PHILLIP KARL KITZER at the Miami Office of the FBI. KITZER was advised of the official identities of [redacted] and [redacted] and was thereafter advised that [redacted] and [redacted] had been assigned to conduct an investigation of his (KITZER's) activities. KITZER was advised the investigation was being coordinated by the Chicago Strike Force as far as prosecution is concerned. b7C

The remainder of the time with KITZER was spent in discussions of social acquaintances and incidences, which were not relevant to KITZER's activities.

Interviewed on 10/18/77 at Miami, Florida File # Miami 87-39331
 by SA [redacted] b7C 12 Date dictated 10/25/77

MM 87-39331

MM 196-68

1.

b7c

The following investigation was conducted at Miami, Florida:

On October 18, 1977, PHILLIP KARL KITZER was arrested by Federal Bureau of Investigation (FBI) agents at the Miami International Airport (MIA). After being transported to the Miami Office of the FBI, KITZER was photographed and fingerprinted. Thereafter, he was transported to the Dade County Jail, where he was incarcerated.

On October 19, 1977, KITZER, supra, was presented before United States Magistrate CHARLENE H. SORRENTINO, United States District Court (USDC), Southern District of Florida (SDF), Miami, Florida, for an initial appearance. KITZER was remanded to the custody of the United States Marshal, Miami, Florida, until October 21, 1977, for a bond hearing scheduled by United States Magistrate SORRENTINO.

On October 21, 1977, KITZER, supra, was afforded a bond hearing appearance before United States Magistrate PETER R. PALERMA, USDC, SDF, Miami, Florida. PALERMA set bond for KITZER at \$100,000 corporate surety and \$50,000 corporate surety, respectively, for pending indictments and recommended bond for KITZER emanating from Louisville, Kentucky and Memphis, Tennessee. Subsequent to the bond hearing, KITZER was remanded to the custody of the United States Marshal, Miami, Florida, where upon he was to await removal hearing while incarcerated at the Florida Correctional Institute, Dade County, Florida.

On October 28, 1977, KITZER was afforded an identity hearing before United States Magistrate SORRENTINO, supra. At the time of the hearing, KITZER waived removal proceedings for the current indictment pending from Memphis, Tennessee. SORRENTINO advised she was unable to render any decision regarding a removal for KITZER's additional indictment pending in Louisville, Kentucky. SORRENTINO was advised by JAY MOSKOWITZ, Strike Force Attorney, Miami,

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MM 87-39331
MM 196-68

██████████ b7C
2.
Florida, that an arraignment was scheduled for KITZER in Louisville, Kentucky on November 3, 1977. SORRENTINO advised that a writ would have to be submitted to the USDC, SDF, in order to arrange KITZER's travel to the USDC, Louisville, Kentucky.

On October 28, 1977, Special Agent (SA) ██████████ contacted ██████████ United States Marshal's Service, Miami, Florida, and advised him of the Court's decision with regard to KITZER's pending arraignment at Louisville, Kentucky. ██████████ was advised that contact would be effected with appropriate authorities at Louisville, Kentucky, to arrange appropriate travel for KITZER. 7 b7C

Subsequent to the identity hearing of KITZER, he was remanded to the custody of the United States Marshal, Miami, Florida, where upon he was subsequently incarcerated at the Federal Correctional Institute, Dade County, Florida.

On November 11, 1977, ██████████ supra, advised that PHILLIP KARL KITZER was transferred from the USDC, SDF, Miami, and the Florida Correctional Institute, Dade County, Florida, to the Western District of Kentucky (WDK), Louisville, Kentucky.

MM 87-39331
MM 196-68

The following investigation was conducted by
Special Agent (SA) [REDACTED] on November 5, 1977
at Miami, Florida:

JAY MOSKOWITZ, Strike Force Attorney, Miami, Florida, advised that United States Magistrate PETER R. PALERMO denied a motion before the United States District Court (USDC), Southern District of Florida (SDF), Miami, Florida, by the attorney of PAUL SCHOVANEK, EISENBERG of Madison, Wisconsin, to unseal the affidavit and a motion to seal the search warrant of SCHOVANEK dated October 18, 1977.

MOSKOWITZ indicated that EISENBERG initially made telephonic contact with the USDC, Miami, Florida, in order to obtain the affidavit attached to the search warrant served on SCHOVANEK. The Court, however, denied EISENBERG's request. Thereafter, EISENBERG wrote a letter to the Court requesting the file, search warrant and affidavit pertaining to PAUL SCHOVANEK, indicating that new process was necessary in this regard. In response to this request, the United States Magistrate at Miami considered that EISENBERG's letter was a "motion to unseal" the sealed affidavit and search warrant. Accordingly, MOSKOWITZ was requested and required to respond to this motion.

MOSKOWITZ advised that his response was presented before the USDC, Miami, on that date, to which United States Magistrate PALERMO ruled in favor of the Federal Government.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/25/77

RAYMOND WALSH BASZNER, JR., 16390 Stonehaven Road, Miami Lakes, Florida, voluntarily appeared at the Miami Office of the FBI and surrendered to SAs [redacted] and [redacted] BASZNER was accompanied by his current employer, PAUL SCUDERI, and his attorney, VINCENT FLYNN.

FLYNN was advised by SA [redacted] that BASZNER would be photographed and fingerprinted at the Miami FBI Office and then transported by Agents [redacted] and [redacted] to the United States Marshal's Office, 300 N. E. First Avenue, Miami, Florida. FLYNN and SCUDERI then departed. BASZNER was then photographed and fingerprinted.

BASZNER was then placed in a Bureau automobile and transported by SAs [redacted] and [redacted] to the United States Marshal's Office, 300 N. E. First Avenue, Miami, Florida, and released to their custody.

BASZNER is described as follows:

Name:	RAYMOND WALSH BASZNER, JR.
Race:	<u>White</u>
Sex:	Male
Date of Birth:	<u>March 11, 1944</u>
Height:	6'1"
Weight:	250 lbs.
Hair:	Brown
Eyes:	Blue
Social Security Account Number:	[redacted]

b7c

(Also Massachusetts driver's license number)

Residence: 16390 Stonehaven Road, Miami Lakes, Florida

Employment: Classical Automotive, 64008 N. W. 72nd Avenue Miami, Florida

Associate: PAUL SCUDERI, Classical Automotive, Miami, Florida

Interviewed on 10/20/77 at Miami, Florida File # Miami 196-88

by SAs [redacted] 16 [redacted] Date dictated 10/25/77

b7c

MM 201-4

Home Telephone Number: 305-981-9202

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/25/77

1.

On October 18, 1977, GABRIEL ROBERT CAGGIANO, 12 Wedgemere Avenue, Winchester, Massachusetts, was arrested by Special Agents of the Federal Bureau of Investigation (FBI) in the lobby of his office building at 210 Commercial Street, Boston, Massachusetts.

CAGGIANO was advised that he had been indicted in the Elvis Presley case in Memphis, Tennessee. A sealed indictment was returned on October 13, 1977.

CAGGIANO was told he was charged with Interstate Transportation of Stolen Property, Mail Fraud, Conspiracy, and Fraud by Wire and was under arrest.

CAGGIANO was placed in a Bureau automobile and taken before United States Magistrate RUDOLPH PIERCE, United States Post Office and Courthouse, Boston, Massachusetts.

PIERCE advised CAGGIANO that since Judge MC RAE in Memphis, Tennessee had suggested a \$2,500 surety bond he was going to impose a \$2,500 surety bond. PIERCE said the court would accept a 10% binder on the bail and allowed CAGGIANO to go.

CAGGIANO was directed to report to the United States Marshal's Office on October 19, 1977 for photographing and fingerprinting.

The following descriptive information was obtained at the time of arrest:

Name: GABRIEL ROBERT CAGGIANO
Race: White
Sex: Male

Investigation on 10/18/77 at Boston, Massachusetts File # 196-13 BS-27-19613
by SA [redacted] SA [redacted] 19 b7c Date dictated 10/25/77

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BS 87-19613

2.

Height: 5' 7"
Weight: 165
Hair: Black/grey
Eyes: Brown
Date of Birth: July 11, 1925
Place of Birth: Boston, Massachusetts
Telephone Number: 729-6661

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ME 196-21

The following investigation was conducted by
the Boston Division:

b7C

On November 16, 1977, [REDACTED] Clerk,
Superior Court of Barnstable County, Barnstable, Massachusetts,
advised records available to her reflect NIGEL J. WINFIELD
appeared on October 15, 1974, in Barnstable County Superior
Court on charges of larceny over \$100. The specific charge
related to a check in the amount of \$5,000 to Fisher
Aircraft, Inc., New Jersey. WINFIELD waived jury trial and
was found not guilty on a finding by the court. His attorney
was ROBERT F. COLLIN, 678 Massachusetts Avenue, Cambridge,
Massachusetts. The date of offense was November 12, 1972.

[REDACTED]

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87-143601-68 pp. 41-43

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FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription 12/7/77

[REDACTED]
Federal Aviation Administration (FAA), ACDO 82, Miami International Airport, Miami, Florida, telephone number 305-526-2587, was contacted and interviewed regarding his knowledge of FREDERICK N. P. PRO and Span East Airlines and Air Cargo Express. [REDACTED] was advised of the identity of the interviewing Agent and the reason for the interview.

[REDACTED] advised that he was assigned as the Primary Maintenance Inspector for Span East Airlines (SEA) when PAUL SCUDERI owned this company. SCUDERI and SEA were having financial troubles and PRO appeared on the scene. [REDACTED] stated that shortly after PRO came on the scene, there was a meeting held between PRO and several FAA officials which [REDACTED] attended. [REDACTED] stated that at this meeting PRO informed the FAA officials that he was a millionaire in his own right and had done it all by himself and he was not a criminal and had no Mafia connections. PRO also advised at this meeting that he was an engineer with the railroads and had shown certain railroads how to run their operations and make money and save money. PRO further stated that he was going to operate Air Cargo Express from a business point of view to make money and that it was his opinion that too many people were running airlines because they had a love affair with aviation. PRO stressed that he did not have a love affair with aviation and he was strictly operating Air Cargo Express in order to turn it into a money making proposition. b7c

[REDACTED] stated that PRO was to purchase Convair 880 aircraft and haul cargo, but [REDACTED] stated that the 880 does not lend itself to haul cargo because of the high fuel consumption and the low payload. [REDACTED] stated that PRO eventually changed the name of SEA to Air Cargo Express and also wanted to have the FAA operating certificate of SEA changed to Air Cargo Express but the FAA would not allow PRO to do this as it was felt that PRO would be able to keep Air Cargo Express from assuming the debts of SEA.

Interviewed on 11/28/77 at MIAMI, FLORIDA File # 196-88

by SA [REDACTED] b7c 44 Date dictated 12/1/77

2
HM 196-68

[REDACTED] stated that when it was evident that Air Cargo Express would have to assume SEA's debts, the whole operation just seemed to wind down and disappear. b7c

[REDACTED] stated he was not familiar with the Lockheed Jetstar which belonged to ELVIS PRESLEY and which was obtained by PRO and Air Cargo Express and parked at the Miami International Airport and consequently he would have no knowledge of any upgrading or maintenance work which was done or was to be done on the Lockheed Jetstar.

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ME 196-21

On December 12, 1977, [REDACTED] of the premises at 180 East Central Avenue, Pearl River, New York, advised SA [REDACTED] that International Trade and Transportation Consultants has never been a tenant at this address and the name R. J. TRAINER is unknown to him.

A check was made of [REDACTED] and the Rockland County Telephone Directory, and it was found there was no listing or information concerning International Trade and Transportation Consultants. b7D b7C

On December 14, 1977, [REDACTED] Regency Hotel, Park Avenue, 61st Street, New York City, advised that he had located the records including telephone records relative to the stay of FRED PRO and associates. He said he would not make these records available without a subpoena and this subpoena should be addressed to the Record Keeper, Regency Hotel, Park Avenue and 61st Street, New York City 10021.

On December 19, 1977, [REDACTED] Drake Hotel, advised that he had located all records pertaining to Room 722, Room 1228, Room 855, and Room 710. These records could be made available through a subpoena directed to RAYMOND BINGHAM, Comptroller, Drake Hotel, 440 Park Avenue, New York City 10022.

By communication dated December 21, 1977, the Memphis Division received from the Tampa Division of the FBI a certified copy of the complete court file involving civil case number 77-10238 obtained from the Orange County Court, 9th Judicial District, Orlando, Florida, relative to JAMES FOLEY, plaintiff, against WILLIAM CAMERON, Last Director (and therefore as Trustee for) International Photograph Corporation (IPC), a Florida corporation dissolved December 3, 1976, for non-payment of taxes, Twenty-four Hour Lab Corporation (24), a Florida corporation, FREDERICK P. PRO, JAMES MEEKS, BEN GEORGE, ANGEL MARTINEZ, defendants.

Through a review of the documents, the Complaint for Temporary Injunction notes that ROY E. SMITH, 7947 Southwest 104th Street, apartment C-103, Miami, advised FOI that PRO, starting August 11, 1977, had looted (for his personal use) IPC/24 of \$120,000 minimum that should have been used to pay the corporation's taxes. The money was not wages or salary, as PRO had not been performing any services for the corporation from the day of August 11, 1977, when he bought all the shares of IPC/24 from FOLEY to the date of this complaint.

The complaint alleges that PRO was able to siphon off this money by not paying taxes, vendors and other creditors. He had the money shipped to him in suitcases, \$20,000 to \$30,000 at a time, by SMITH using Delta Dash. This has increased the accrued payables by over \$100,000. Georgia and South Carolina state sales tax departments are about to shut IPC/24 down for non-payment of sales taxes. PRO has placed his girl friend, LINDA FOX, on the payroll of his New York City office at \$450 a week but she does no work for IPC/24.

On December 1, 1977, GORDON, MARTINEZ, and MEEKS, IPC managers at the Fort Gordon, Georgia, Fort Jackson, South Carolina, and Orlando, Florida, offices of IPC,

b7c

respectively, told FOLEY's attorney, ROBERT S. KAUFMAN, that on December 1, 1977, or November 30, 1977, PRO ordered cash sent to him in New York from IPC/24 accounts, which they refused to do, and used the money for taxes, payrolls, and bills.

The file contained an Agreement to Purchase, whereby Trident Consortium agrees to pay \$100,000 per year for the period of 36 consecutive months beginning October 1, 1977, and \$50,000 per year for two years succeeding the third year of initial payments. A downpayment of \$7500 was made on August 17, 1977, and by execution of this agreement, JAMES FOLEY and the owner on record of the entire 100,000 outstanding shares of IPC shall transfer such shares to Trident Consortium Funding Corporation. He shall also execute and transfer 100,000 shares of the 24-Hour Lab Corporation, both organizations organized under the laws of the State of Florida.

Contained in the agreement was a paragraph noting that in the event of any default of Trident Consortium, the stock shall be returned to its original ownership within ten days of notification of such default.

It should be noted that the payments should commence October 1, 1977. The agreement is signed JAMES FOLEY, officer of the corporation, FREDERICK P. PRO, Director-USA, Trident Consortium, WILLIAM CAMERON, officer of the corporation, and two illegible signatures of witnesses.

A second Agreement to Purchase dated by signatures, October 28, 1977, states that FRED P. PRO agrees to purchase with responsibility the outstanding stock of an entity known as International Photograph Corporation and 24-Hour Lab Corporation.

Under the section, Payment Price and Terms, it is noted that the IPC is to be organized under the laws of the state of New York and shall act as Guarantor for

35

b7c

FREDERICK P. PRO. (However, this does not relieve FREDERICK P. PRO of any personal liability under the terms of the agreement.) In the event of default by PRO, JAMES FOLEY, the Guarantor, shall at once give notice in writing to the Guarantor of such default.

PRO agrees to pay FOLEY commencing October 1, 1977, for the first three months, the total amount of the monthly installment to be \$4800. For the fourth month, \$5800; fifth month, \$6800; and thereafter PRO agrees to pay 45 consecutive monthly installments each in the amount of \$8,000. The balance of the total sum of \$400,000 shall be paid at the beginning of the 46th month.

In addition to other terms in the Payment Price and Terms, there is the fact that a downpayment of \$7500 was paid on August 17, 1977, which reimbursed JAMES FOLEY for monies previously loaned IPC. The sum of \$2,100 was paid October 11, 1977, and the execution of this agreement serves as receipt for that \$2,700 representing the balance of the adjusted first month's payment of \$4,800.

Contained in the terms is the fact that PRO confirms his intention to reverse these corporations' negative cash flow and his intention to operate and manage these corporations in a businesslike and viable manner and does not anticipate any filing of petitions under the Bankruptcy Act.

The contract contains the signatures of FRED P. PRO, JAMES FOLEY, and is notarized October 28, 1977, by ANTOINETTE SANDRA LIPEL, Notary Public, State of New York, number 31-4650453.

The file also contains a Complaint filed in United States District Court, Bankruptcy Section, Miami, Florida, on June 1, 1976, identifying FREDERICK P. PRO, Bankrupt, DOUGLASS E. WENDEL, Trustee, plaintiff, against PRO as defendant under bankruptcy number 75-1005-BK-WM-B in the Southern District of Florida. This was held before

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Bankruptcy Judge THOMAS C. BRITTON. The complaint objects to the discharge of the bankrupt, PRO, because the bankrupt has committed an offense punishable by imprisonment in that he knowingly and fraudulently concealed between December 31, 1974, and November 12, 1975, from the Trustee of his estate property belonging to the estate. The property is identified as New York State Housing Finance Agency 6 3/4 percent bonds, serial numbers 31451 through 31611, due May 1, 1981; state of Connecticut 4 1/2 percent General Obligation bonds, serial numbers 6530165680 inclusive (possibly 65301-65680, inclusive), due October 1, 1977; state of Massachusetts 5 percent General Obligation bonds, serial numbers 470012 through 47062, inclusive, due October 1, 1980.

PRO has also made a false oath and false account in these bankruptcy proceedings in that during the taking of his deposition on April 7, 1976, he made false oaths or answers to various questions set forth to him as enumerated on various pages (identified in the petition) and which were made a part of exhibit A of the proceedings.

PRO has failed to keep books of account and records, has made a false oath in the filing of his assets and liabilities by listing an asset of \$125,000 owed him by Tan Limousine when no such indebtedness is due, and failing to allege the name and address of a creditor holding four million dollars worth of bonds as a pledge.

While an executive of corporations known as Rel-Reeves, Inc., and Parker-West Corporation, obtained for these businesses credits as well as extensions and renewals of credits by publishing or causing to be published false statements in writing respecting the financial condition of such corporations. These statements were presented to the Citizens and Southern International Bank on November 8, 1973,

ME 196-21
[REDACTED] b7c
5

First National City Bank on August 5, 1974, and also PRO has failed to explain any losses or deficiency of assets to meet his liabilities, specifically to account for approximately four million dollars in state revenue bonds hereinbefore described.

An order filed October 6, 1976, denied PRO discharge from his debts in connection with this bankruptcy matter.

On December 21, 1977, as contained in the file, is a Notice of Hearing wherein on that date the Motion to Dismiss would be heard before the Honorable THOMAS E. KIRKLAND.

On December 21, 1977, a check was made with the secretary to Clerk RANDALL P. KIRKLAND, Circuit Court, Orange County, Orlando, Florida, and it was determined that no was made relative to a dismissal and that further hearing concerning the matter was set for January 13, 1978, at 2:00 p.m. at Orange County, 9th Judicial Court.

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FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription December 12, 1977

On December 5, 1977, [REDACTED] Convair Division, General Dynamics Corporation, Lindbergh Field, San Diego, California, advised that he took over this position upon the retirement in May, 1977, of [REDACTED]

[REDACTED] stated that he is familiar with the program by Convair of attempting to reconvert Convair 880s from passenger airplanes to freight liners and he stated that Convair is interested in selling these converted 880s. b7D

[REDACTED] stated he does not specifically recall any pending deal with FREDERICK PRO, Air Cargo Express or Span East Airlines.

[REDACTED]

Interviewed on	<u>12/5/77</u>	at	<u>San Diego, California</u>	File #	<u>SD 87-9425</u>
by	<u>SA [REDACTED]</u>	Date dictated	<u>12/5/77</u>		

FEDERAL BUREAU OF INVESTIGATION

Date of transcription December 12, 19771

On December 5, 1977, [REDACTED] San Diego, advised he retired from the Convair Division of General Dynamics Corporation in May, 1977, and was employed in the marketing of used aircraft for that company.

[REDACTED] stated for approximately the last three years of his employment at Convair he was involved in a program of converting Convair 880s from passenger airliners to freight liners and their subsequent sale to other airlines or private individuals.

[REDACTED] stated in connection with this he was in Miami, Florida, approximately one year prior to his retirement which would have made it roughly May, 1976, on other business for Convair when he was called by a man named FREDERICK PRO.

[REDACTED] agreed to meet with PRO and during this meeting PRO gave [REDACTED] and elaborate financial statement which appeared to indicate that PRO was substantially wealthy individual. b7D

PRO was representing himself as the owner of Air Cargo Express which was formerly known as Span East Airlines and PRO stated that he had big plans to purchase Convair 880s and begin a cargo airline in July, 1976.

[REDACTED] stated that he listened to everything PRO had to say and after the meeting was terminated [REDACTED] never heard from PRO again.

[REDACTED] stated that at no time did any money pass into the hands of FREDERICK PRO and to his certain knowledge General Dynamics, Convair Division, suffered no loss as a result of this meeting with PRO and never did enter into any business deal with PRO, Air Cargo Express or Span East Airlines.

Interviewed on 12/5/77 at San Diego, California File # SD 87-9425

by SA [REDACTED] Date dictated 12/5/77 b7C

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FEDERAL BUREAU OF INVESTIGATION
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FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription 1/8/78

The following observations and measurements were made by Special Agents [REDACTED] and [REDACTED] in connection with the interior description of the Lockheed Jetstar:

b7C

Access to the plane was gained by walking up a stairway which extends from out of the forward part of the fuselage of the plane. Upon entering the plane's interior to the left or forward end of the plane would be the cockpit for the pilot and co-pilot. To the right there is a short passageway to the main cabin. There is a wooden door which separates the cabin from the forward end of the plane.

Walking toward the rear of the plane, as one enters the cabin area, there is a step-down of approximately six inches. Facing aft or toward the rear of the plane, there would be one single-type airline seat facing aft, on the left side, and is designated seat number one. It faces a second seat which has the passenger sitting and looking forward. Across from these two seats, which are designated row numbers one and two, is a settee which runs from the forward wall of the cabin toward the after end of the plane with space for three passengers. The passengers would sit with their backs to the left fuselage wall and they in turn would be facing across to seats numbers one and two.

At the after end of the divan mounted on the fuselage wall is a telephone known as Air Flite, which has various buttons on it and is operated by an individual usually sitting on the after end of the divan. The telephone has a single receiver and mouthpiece similar to a house phone.

Further aft from this telephone, which is on the left side of the plane, is seat number four, which has its back to the telephone and faces aft. It faces seat number six, which in turn faces forward. Both seats numbers four and six are on the left side of the plane if you are facing forward. Similarly located on the right side of the plane are seats numbers three and five, with seat number three further forward than number five and facing aft, while seat number five is facing forward.

Investigation on 12/29/77 at Memphis, Tennessee File # Memphis 100-21

by SA [REDACTED] SA [REDACTED] Date dictated 12/30/77

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2

Behind these seats are two counters, one on the left and one on the right side of the plane, with cabinets above each of the counters. At the part of the cabin closest to the tail is a lavatory.

Measurements were taken with a tape of the distances from the telephone board, which is mounted against the wall at the rear of the divan, to the various seats identified by numbers above. The measurements from the phone (not from the receiver but the mounted phone) are as follows:

To seat number one - 6 feet 6 inches

To seat number two - 4 feet 7 inches

To seat number three - 4 feet 7 inches

To the forward end of the divan - 5 feet 6 inches

To the middle of the divan - 4 feet 1 inch

To the after end of the divan - 2 feet

To seat number four - 2 feet 6 inches

To seat number five - 7 feet

To seat number six - 6 feet

In addition, it was determined that from the lavatory door forward to the riser, which is at the entrance to the cabin at the forward end, is 17 feet 10 inches. From the riser forward to the cockpit entrance is 6 feet 7 inches.

From the center of seat number four to the center of seat number three is 3 feet 8 inches, and from the center of seat number four to the center of seat number six (facing seat) is 3 feet 3 inches. The divan measures 6 feet 1/2 inch in length.

The width of the cabin from wall to wall is 5 feet 7 inches, and the distance between the armrests in the aisle between seats numbers five and six, four and three, is 1 foot 8 inches.

FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription 1/23/78

The following described photographs were taken ^{b7C}
by SA [REDACTED] of the Lockheed Jetstar, N-777 EP,
using a 35 mm Canon camera and Kodachrome film:

1. -
2. -
3. Left side of plane
4. Left side of plane
5. Left rear of plane
6. Left rear of plane
7. Right rear of plane
8. Right rear of plane
9. Right rear of plane
10. Right side of plane
11. Right side of plane
12. Front of plane
13. Front of plane
14. - (strobe light malfunction)
15. Air Flite telephone located at end of divan, approximately mid-cabin and on the left side (facing forward) of the cabin wall
16. Head set and extension cord of the telephone
17. Looking aft in cabin from forward entrance with divan and two single facing seats on the right side, ~~two green facing seats on the left side, and also two gold colored seats on the left side, closest to the camera~~

Investigation on 12/29/77 at Memphis, Tennessee File # ME 106-21
by SAs [REDACTED] Date dictated 1/6/78 ^{b7C}

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18. Same as 17
19. -
20. Interior of cabin facing forward from rear lavatory (Riser on the floor can be seen at the forward end of the passenger cabin and beyond that is the cockpit)
21. Passageway from passengers' compartment toward plane's exit and cockpit.

A second roll of film was used to obtain the following described photographs:

1. - 3. Blank (test photographs)
4. View from passengers' compartment into cockpit
5. Same as 4, forward part of divan is on the left and one passenger seat on the right
6. Instrument panel
7. Same as 6
8. Same as 6
9. Blank (strobe malfunction)
10. Air Flite hand set reaching to seat farthest from the telephone, right side of plane
11. Hand set of telephone reaching to seat farthest from the telephone, left side of plane
12. Blank
13. Telephone receiver reaching to passengers' seat forward and on right side of plane
14. Blank (strobe)
15. Hand set resting on divan

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16. Entrance to lavatory
17. Same as 16
18. Blank
19. Aircraft log number 4 of Jetstar reflecting entries from June 22, 1976, to November 8, 1976
20. Cover of flight log
21. Inside cover of flight log.

FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription 1/23/78

The four Engine Log Books for the Lockheed Jetstar, N-777 KP, were reviewed relative to engines number 1, 2, 3 and 4. The following entries were contained for the indicated dates, indicating hours of usage:

June 27, 1976 - 2.7 hours

June 30, 1976 - 2.7 hours

July 20, 1976 - 3.0 hours

July 23, 1976 - 3.5 hours

August 2, 1976 - 2.8 hours

August 3, 1976 - 6.7 hours

August 6, 1976 - 2.5 hours

October 29, 1976 - 2.2 hours

It should be noted that the log books were each identical in their entries.

Investigation on 12/29/77 at MEMPHIS, TENNESSEE File # ME 196-21
by [REDACTED] **b7C** Date dictated 1/6/78
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FEDERAL BUREAU OF INVESTIGATION

1Date of transcription 1/23/78

In an effort to determine the capabilities of fellow passengers of the Lockheed Jetstar, N-777 KP, to hear a conversation being conducted into the Air Flite telephone, the following procedures were followed:

SA [REDACTED] sat on the divan at the farthest position toward the rear of the plane. This would be the normal position for an individual who would use the Air Flite telephone, since the instrument is located on the fuselage wall next to the divan. SA [REDACTED] picked up the telephone receiver and, sitting facing the aisle, conducted a conversation into the telephone mouth piece in a normal tone of voice such as used during a telephone conversation. The plane was in flight at the time maintaining a constant altitude and speed so that there was no increase or decrease in noise from the jet engines.

While SA [REDACTED] was speaking into the telephone receiver, SA [REDACTED] initially sat in the first chair on the forward right side of the passengers' compartment, then moved to the chair immediately aft or toward the rear from his first chair and thereafter sat in each of the passenger chairs of the plane. b7C

With the exception of the two seats, one on each side of the plane, which are the farthest to the rear of the plane, SA [REDACTED] was able to hear the simulated conversation by SA [REDACTED] who remained sitting on the divan as SA [REDACTED] moved about the passenger cabin to each passenger seat.

It should be noted that the two seats farthest to the rear in the plane from which SA [REDACTED] expressed difficulty in overhearing the telephone conversation are those located closest to the jet engines of the plane. SA [REDACTED] was able to hear some of the conversation in those two seats; however, this was accomplished only because he was paying close attention to the fact the telephone was in use.

At his last annual physical, November, 1977, there were no abnormalities noted in the hearing capabilities of SA [REDACTED]

Investigation on 12/29/77 at MEMPHIS, TENNESSEE File # ME 196-21

by SA [REDACTED] Date dictated 1/5/78 b7C

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ME 196-21

[REDACTED]

b3
b(e)

The following investigation was conducted at Houston, Texas:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

b3
b(e)

The following investigation was conducted at Philadelphia, Pennsylvania:

On February 13, 1978,

[REDACTED]

[REDACTED] examined copy of letter to Mr. [REDACTED]. Both stated this was a typical letter which they often received soliciting business. [REDACTED] stated that, to his knowledge, [REDACTED] had not had any business with Air Cargo Express of Miami, and he could not recognize any of the subject's names. [REDACTED] also stated that [REDACTED] is no longer employed by [REDACTED].

ME 196-21

The following is an article which appeared in the Miami Herald on Thursday, December 15, 1977. The Miami Herald is a daily newspaper published at Miami, Florida.

MIAMI HERALD

WEDNESDAY, Dec. 13, 1977

Treatments at Miami Heart Institute

Poor Health Brings Mobsters Together

By RON LABRECQUE
Special Staff Writer

Poor health has brought two aging but still influential mobsters together at an unlikely meeting place — the Miami Heart Institute.

Twice a week, Sam (The Plumber) DeCavalcante, the reputed head of a New Jersey Mafia family, and Sebastian (Butter) Aloï, 70, a member of the Joseph Colombo crime family who lives in Hollywood, go to the medically famous Miami Beach facility for treatment.

Not coincidentally, organized-crime investigators believe, the two show up about the same time on occasion, remain at the institute from a half hour to several hours and leave within minutes of each other.

DeCavalcante also has been seen talking in the institute's parking lot with Lawrence Wolfson, his one-time plumbing partner in New Jersey.

THE FBI wiretapped Wolfson's and DeCavalcante's New Jersey office for four years

during the mid-60s. The tap, since admitted by the Justice Department to have been illegally placed, generated thousands of pages of transcripts of conversations that authorities said gave a rare insight into the daily lives of top Mafia figures.

Wolfson, of 2335 Biscayne Bay Dr., North Miami, recently was indicted by a grand jury in Memphis, Tenn., for allegedly trying to defraud the late Elvis Presley in an airline purchase scheme.

Miami Heart Institute Administrator Robert Summers Wednesday criticized an NBC Nightly News report on the Mafia for calling the institute a "regular meeting place" for DeCavalcante and his associates.

Law-enforcement agents who did the surveillance used by the television network said they do not know what goes on inside the institute once the men enter, but they assume that there are conversations because of the similar arrival and departure times.

POLICE HAVE seen DeCavalcante and

Aloï together at the Heart Institute just twice. Both men periodically are watched by law-enforcement agencies.

Summers said he checked the medical records of both DeCavalcante and Aloï Wednesday and "there is no question" both are suffering from illnesses requiring regular outpatient treatment. He said Aloï has severe emphysema, but he would not reveal DeCavalcante's ailment.

Both have been receiving treatment for about a year, Summers said. "It is not a regular meeting place for these people. They are here for legitimate purposes."

DeCavalcante, who lives at the Olean Pavilion Apartments, 5601 Collins Ave., according to police, has been unsuccessful in using health problems as an excuse to avoid questioning by New Jersey authorities.

LAST YEAR he said he could not answer a subpoena of the New Jersey State Commission of Law Enforcement because heart problems caused loss of speech, facial twitches and

loss of memory.

A doctor and a psychiatrist working for the New Jersey commission testified last spring that DeCavalcante was taking the pills for twitches and memory loss.

DeCavalcante complained in 1971 of a back sprain two days before he was to appear before the commission.

A New Jersey Superior Court judge ruled in April that DeCavalcante had to appear before the commission. On April 21, the reputed New Jersey Mafia boss walked through a group of reporters as he criticized them and into the closed-door session where he testified for three hours.

He went back June 16 for two more hours and will be called back again on an undetermined date, a commission spokesman said Wednesday.

The federal government also is trying in U.S. Tax Court to recover \$7 million in back taxes allegedly from gambling proceeds and contracting kickbacks that went to DeCavalcante, according to court documents.

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87-143601-68 pp. 121-122

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ME 196-21

The following investigation was conducted by SA [REDACTED] on December 7, 1977, at St. Marys, Georgia:

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The Camden Telephone and Telegraph Company, Inc., 400 Osborne Street, is a private company and furnishes telephone service in Camden County, Georgia. There are three cities in Camden County which have the following telephone prefixes:

St. Marys, Georgia 882

Kingsland, Georgia 729

Woodbine, Georgia 576

The telephone directory for the Camden Telephone and Telegraph, Inc., contains 30 pages of subscribers listed alphabetically for the entire county. This means that in the alphabetical section of this telephone directory individuals of all three cities are listed alphabetically with the prefixes 882, and 576 mixed together.

The current telephone directory for the Camden Telephone and Telegraph Company, Inc., issued on July 18, 1977, was checked for the entire 30 pages of the alphabetical listings and no record was located of the telephone number 729-5945 being that of a current subscriber. This telephone number was dialed and a recording advised that this number was either disconnected or was no longer in use.

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87-143601-68 pp. 157-161

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(c) [REDACTED] (c) b1

On January 25, 1978, the evidence obtained through a search pursuant to a search warrant of the residence of PHILIP KITZER at Ellendale, Minnesota, was reviewed and it was determined that contained in KITZER's home was an address book with the name ROY SMITH and the telephone number 305-442-1254.

In addition, a business card was located at KITZER's residence in the name of ROY E. SMITH, Special Assistant, Spann East Airlines, 1760 Northwest 36th Street, Miami, Florida, telephone 305-592-5533.

ME 196-21

The following investigation was conducted at Miami, Florida, by SA [REDACTED] on January 24, 1978:

b7C

[REDACTED] Miami Flights Service Station, Miami, Florida, advised that records of flights in and out of Miami are maintained only for 15 days and then destroyed unless the plane involved is in an accident or in another incident. Accordingly, there are no records available with regard to the Lockheed Jetstar.

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87-143601-68 p. 164-165

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ME 196-21

On February 8, 1978, [REDACTED] Records Office, Temple University, Philadelphia, Pennsylvania, advised that no records could be located concerning FREDERICK P. PRO. b7C

Date of transcription 2/10/78

[REDACTED] Allegheny County Department of Aviation, Greater Pittsburgh Airport, Pittsburgh, Pa., was contacted at his office and provided the following information:

[REDACTED] made available a Xerox copy of Invoice #28889, which was a County of Allegheny, Department of Aviation, cash receipt. This invoice was dated July 23, 1976, and indicated a receipt of payment from Air Cargo Express for \$19.50, which included a landing fee of \$17.50 and a parking fee of \$2.00. This invoice also indicated that the aircraft in question had landing card #19651.

[REDACTED] also made available a Xerox copy of the summary of cash receipts for the date July 23, 1976. The third item on this accounting form shows receipt #28889 with a total fee of \$19.50. [REDACTED] stated that the Department of Aviation also has the original of the landing card, which would indicate exact arrival and departure dates of the aircraft but these cards are currently being stored. [REDACTED] stated that he would have this landing card pulled and will have it available if needed for trial purposes. [REDACTED] stated that in the event it is necessary to subpoena these records, the subpoena should be directed to [REDACTED]

[REDACTED] Allegheny County Department of Aviation, Greater Pittsburgh Airport, Pittsburgh, Pa.

b7C

Interviewed on 2/9/78 at Pittsburgh, Pa. File # Pittsburgh 196-51

by SA [REDACTED] Date dictated 2/10/78

b7C
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FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription 2/10/78

[redacted] Department of Aviation, Allegheny County, Greater Pittsburgh Airport, was contacted at his place of employment and provided the following information:

A search of landing records for the date July 23, 1976, revealed that a Lockheed Jetstar N77EEP landed at the Pittsburgh Airport at 12:10 PM and remained until 5:30 PM. The owner of this aircraft was listed as Air Cargo Express, with an address of 5553 Northwest 36th Street, Miami, Fla. 33165. The landing card number for this aircraft was 19651, and records indicated that a cash fee of \$19.50 was paid. This included a landing permit of \$17.50 and a \$2.00 parking fee. [redacted] stated that this transaction was handled under Invoice #28889, and payment was made in cash. [redacted] advised that the original of this invoice could be obtained from the Department of Aviation main office, located in the airport terminal building.

}
b7c
}

Interviewed 2/9/78 at Pittsburgh, Pa. File # Pittsburgh 186-51

by SA [redacted] Date dictated 2/10/78

b7c

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FEDERAL BUREAU OF INVESTIGATION

1

2/10/78

Date of transcription

[redacted] Beckett Aviation Corporation, Greater Pittsburgh Airport, P. O. Box 12322, Pittsburgh, Pa., 15231, telephone 264-8193, was contacted at his place of employment, and provided the following information:

[redacted] was shown a Xerox copy of Beckett Aviation Corporation invoice #4634 dated July 13, 1976, which indicated a cash purchase of jet fuel for a plane bearing Serial #N77EP. [redacted] advised that this was familiar to him and his initials appear on this invoice under the words, "Paid cash." [redacted] advised that the original of this invoice is maintained in the files of Beckett Aviation Corporation at Greater Pittsburgh Airport. [redacted] stated that copy of this also is maintained in the home office of Beckett Aviation Corporation, which is located at the Youngstown Airport, Youngstown, O., telephone number 281-7995. [redacted] advised that the individual who would produce this invoice at Youngstown Airport is [redacted].

b7c

Interviewed on 2/9/78 at Pittsburgh, Pa. File # Pittsburgh 196-51

by SA [redacted] 169 Date dictated 2/10/78

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ME 196-21

[REDACTED]

[REDACTED]

[REDACTED]

b7D

Also on February 10, 1978, Assistant U. S. Attorney JACOB LAUFER contacted Assistant U. S. Attorney JOE DYCUS regarding the issuance of a bench warrant in view of PRO's violation of bail conditions. PRO was required to sign in at the Southern District of New York on February 10, 1978, and as of 5:00 P.M., no word had been received from FRED.

35c

ME 196-21

It is also presumed that FRED is traveling outside the restricted areas of the bond agreement.

On February 12, 1978, [REDACTED] advised disappearance of FRED PRO was a complete surprise; however, he will endeavor to determine PRO's whereabouts.

On February 13, 1978, [REDACTED] was contacted at [REDACTED] advised he was surprised to learn PRO had left New York City and that he has had no contact with FRED recently. He stated if FRED contacts him, he will so advise the Miami FBI Office. b7D

On February 16, 1978, [REDACTED] advised he has not been able to determine PRO's current location; however, should he learn of his whereabouts, he will contact the Miami FBI Office.

On February 13, 1978, WILLIE DURHAM, U. S. Marshal, Western District of Tennessee, Memphis, caused a check to be made of Docket CR77-20103 relative to FRED PRO. This reflects that PRO had been subpoenaed on January 30, 1978, to appear in U. S. District Court, Western District of Tennessee, regarding a criminal matter other than the one in which he himself was the subject. He was being subpoenaed as a witness. The Marshal's records failed to reveal if PRO was served or if he came to Memphis, Tennessee, to appear in the court of U. S. District Judge ROBERT M. MC RAE, Memphis.

On February 10, 1978, according to records, HARRY WELLFORD, U. S. District Judge, Western District of Tennessee, Memphis, was informed of PRO's failure to appear at New York in accordance with the terms of the bond set by Judge WELLFORD. Judge WELLFORD at that time ordered a warrant issued which was done on February 10, 1978, and directed that FREDERICK P. PRO be arrested and brought to court to answer to an indictment charging him with "Mail Fraud, Interstate Transportation of Property and Money Taken by Fraud, Wire Fraud and Conspiracy." The bail was fixed at \$50,000 secured in addition

ME 196-21

to the \$75,000 heretofore posted. The warrant dated February 10, 1978, was signed J. FRANKLIN REID, Clerk, U. S. District Court.

Also filed in the office of the Clerk relative to FRED PRO is the following order to support the issuance of the warrant of FRED PRO:

IN THE UNITED STATES DISTRICT COURT
FOR THE WESTERN DISTRICT OF TENNESSEE
WESTERN DIVISION



UNITED STATES OF AMERICA

v.

CR-77-20281-01

FREDERICK P. PRO

ORDER DIRECTING ISSUANCE OF WARRANT OF ARREST
AND THE POSTING OF ADDITIONAL CASH BOND

On October 31, 1977, the defendant, Frederick P. Pro, signed Bail Reform Act Form No. 2 in this District. After a hearing concerning the bond in this matter, this Court imposed several conditions of release, including the execution of a bond in the amount of \$75,000.00, cash or surety bond. Further, this Court directed that the defendant Pro was to report in person each Tuesday and Friday by 12:00 noon to the Federal Pre-Trial Services Agency, Southern District of New York, where he was to sign the Agency's register.

On February 10, 1978, the United States orally moved this Court to issue a warrant for the arrest of the defendant Pro and to cancel his bond, in light of the fact that the defendant Pro had not reported to the Federal Pre-Trial Services Agency in New York as directed. In light of all the facts and circumstances of this case and for good cause shown, it is ORDERED that a warrant issue for the arrest of the defendant, Frederick P. Pro. The Court further finds that the bond heretofore posted by the defendant Pro is now insufficient. Therefore, it is ORDERED that the defendant Pro execute a further and additional cash bond in the amount of \$50,000.00.

ENTER: This 15th day of February, 1978.

James W. [Signature]
UNITED STATES DISTRICT JUDGE

APPROVED:

W. J. MICHAEL COOY
United States Attorney

W. Hickman Ewing, Jr.
W. Hickman Ewing, Jr.
Assistant United States Attorney

RECORDED
TWG
2/3/78

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE

NO LAB FILE

Laboratory Work Sheet

LATENT

Recorded: 2/24/78, 2:35 p.m. dlp, Received 2/24/78

To: SAC, Miami (196-1006-68) P

97-143601-75

FBI FILE NO. 896143601

LAB. NO. 80201002 D SP

YOUR NO.
LC# B-58309

Examination by:

FREDERICK N. P. PRO;
ET AL;
ELVIS A. PRESLEY (DECEASED) -
VICTIM;
ITSP; MF;
FBW; CONSPIRACY
OO: Memphis

Noted By:

Examination requested by: Miami

Reference: Airtel dated January 24, 1978

Examination requested: Document - Fingerprint

Specimens received:

Nine sheets of paper bearing written notations, which were obtained from Span East Airlines and Air Cargo Express records, are described as follows:

- Q1 Sheet beginning "Do you have....."
- Q2 Sheet beginning "Guess What has . . ."
- Q3 Sheet beginning "Miami now has . . ."
- Q4 Sheet beginning "gally Bar . . ."
- Q5 Sheet beginning "Supreme Jet Service . . ."
- Q6 Sheet beginning "Should you have....."
- Q7 Sheet beginning "Non-Stop - New York . . ."
- Q8 Sheet beginning "Hello, we would like . . ."
- Q9 Sheet beginning "99 passengers . . ."

Named Subject:
FREDERICK N. P. PRO, FBI

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