

87-143601-4  
**CHANGED TO**  
87-144383-X

OCT 28 1977

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87-143601-4

c

# FEDERAL BUREAU OF INVESTIGATION

REPORTING OFFICE <b>MEMPHIS</b>	OFFICE OF ORIGIN <b>MEMPHIS</b>	DATE <b>6/6/77</b>	INVESTIGATIVE PERIOD <b>3/2 - 6/1/77</b>
TITLE OF CASE <b>FREDERICK N. P. PRO; ELVIS A. PRESLEY - VICTIM</b>		REPORT MADE BY <b>SA [REDACTED] b7c</b>	TYPED BY [REDACTED]
		CHARACTER OF CASE <b>ITSP - FBW</b>	

REFERENCES:

Memphis report of SA [REDACTED] dated 3/1/77.  
 Charlotte airtel to Memphis dated 3/22/77.  
 Boston letter to Memphis dated 4/5/77.  
 Memphis airtel to New York dated 5/4/77.

27, 29, 47.  
 53, 60, 61  
 12, 21

-P-

LEADS:

BOSTON DIVISION

AT BOSTON, MASS.

[REDACTED]

ACCOMPLISHMENTS CLAIMED						<input checked="" type="checkbox"/> NONE	ACQUIT-TALS	CASE HAS BEEN:
CONVIC.	PRETRIAL DIVERSION	FUG.	FINES	SAVINGS	RECOVERIES			
							PENDING OVER ONE YEAR <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO PENDING PROSECUTION OVER SIX MONTHS <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	

APPROVED: [Signature]  
 SPECIAL AGENT IN CHARGE

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87-143601-5

JUN 10 1977

REC-53  
 EX-103  
 1-101

Dissemination Record of Attached Report

Agency	1-CLINT
Request Recd.	
Date Fwd.	10/15/77
How Fwd.	[Signature]

Notations

87-143601-5  
 DATA PROC

ME 87-16994

b7c  
b7D

[REDACTED]

AT CONCORD, N. H.

Will contact the office of the Secretary of State and review records concerning the formation of World Aircraft Exchange, Inc., which occurred in approximately 1972, to determine the corporate structure as well as the most current status of the company.

[REDACTED]

b7D

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  - (1 - 87-78383)
  - (1 - Strike Force Attorney MICHAEL CAREY, EDWY)
  - (2 - 87-79588)
- 1 - Pittsburgh (87-19495) (Info)
- 3 - Memphis (87-16994)

B  
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FEDERAL BUREAU OF INVESTIGATION  
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ME 87-16994

NEW YORK DIVISION

AT NEW YORK, N. Y.

1) [REDACTED] b3

2) [REDACTED] b7C  
b7D

3) Will determine if City Corporation of New York is insured by an agency of the Federal Government for possible fraud violations by the subject and associates.

4) [REDACTED] 7  
b7C  
b7D

5) [REDACTED]

This individual is not to be interviewed at this time.

6) Will furnish Memphis the results of the interview of [REDACTED] conducted by SA [REDACTED] b7D  
b7C

7) [REDACTED] b7D

46

ME 87-16994

MEMPHIS DIVISION

AT NASHVILLE, TENN.

1) [REDACTED]

7  
b7C

2) [REDACTED]

b7D  
}

AT MEMPHIS, TENN.

1) [REDACTED]

b5

2) [REDACTED]

7  
b7C

3) [REDACTED]

b7D  
}

ADMINISTRATIVE:

Information copies of this report are being furnished Indianapolis, Chicago, and Pittsburgh who have investigative interest in this matter. Additional copies are being furnished New York for information dissemination to related designated cases.

ME 87-16994

On 5/25-26/77, a productive conference was held in the New York Office by Special Agents of Indianapolis, Memphis, and New York Divisions including the UCSA's of Indianapolis regarding all FREDERICK PRO investigations and related matters.

[REDACTED]

b3

[REDACTED]

b7D

[REDACTED]

b7C

[REDACTED]

7  
b7C  
b7D

G\*  
COVER PAGE

UNITED STATES DEPARTMENT OF JUSTICE  
FEDERAL BUREAU OF INVESTIGATION

Copy to: 1 - U. S. ATTORNEY, MEMPHIS  
(ATTENTION: AUSA GLEN GARLAND REID, JR.)

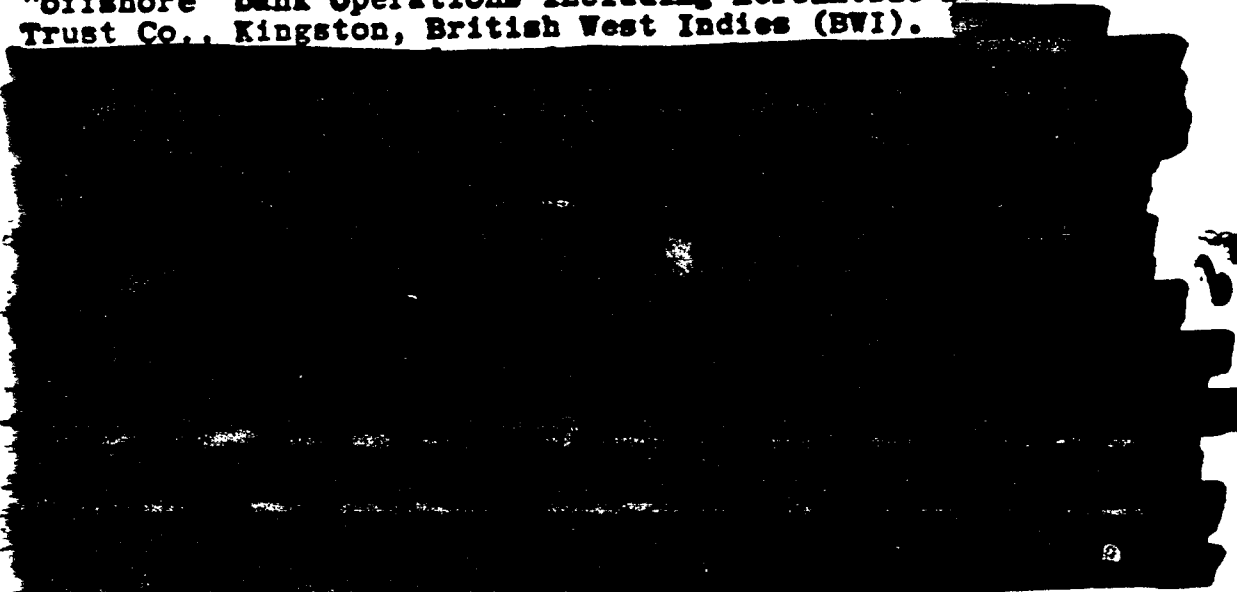
Report of: SA [REDACTED] b7C Office: MEMPHIS  
Date: JUNE 6, 1977

Field Office File #: 87-16994 Bureau File #: 87-143601

Title: FREDERICK N. P. PRO;  
ELVIS A. PRESLEY - VICTIM

Character: INTERSTATE TRANSPORTATION OF STOLEN PROPERTY -  
FRAUD BY WIRE

Synopsis: D. BEECHER SMITH, Attorney for ELVIS PRESLEY, was telephonically told by PRO that the 121 Maintenance Certificate would be delayed. PRO claimed his 3 checks given PRESLEY were not honored by the bank as PRO had just bought 5 880 Boeing aircraft and also had \$800,000 overseas. SMITH made available copy of "Wall Street Journal" which described "offshore" bank operations including Mercantile Bank and Trust Co., Kingston, British West Indies (BWI).



Florida Secretary of State records identify PRO as President and Director of Span East



ME 87-16994

Air and Treasurer and Director of Air Cargo Express. [REDACTED]

[REDACTED] FAA chief states no documents  
filed for Lockheed Jetstar by PRO. [REDACTED]

b1 [REDACTED] Dallas Air Motive became Cooper Air Motive about 1968.  
Work mentioned on invoice of 7/7/76 made out to Dallas Air  
Motive and Air Cargo Express not performed by Cooper Air  
Motive. ]

-P-

DETAILS:

ME 87-16994

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## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/11/77

1

D. BRECHER SMITH, Attorney at Law, One Commerce Square, Memphis, Tennessee, furnished the following information:

Referring to his notes contained in a file, SMITH determined that certain facts had come to light in connection with the proposed business arrangement between FRED PRO, for Air Cargo Express, and VERNON PRESLEY, acting for ELVIS A. PRESLEY.

In connection with this account he has reviewed his file and located a certain memorandum prepared by him relative to the sale and lease arrangements for the Lockheed Jetstar. On August 11, 1976, Mr. PRESLEY (VERNON PRESLEY) called and told SMITH, according to the memorandum, that the income statement, abbreviated, was being prepared for AGM Financial Corporation and should be ready in the late afternoon of the same date, August 11, 1976.

Mr. PARTIN, the accountant, has prepared the financial statements and they are ready to be sent to AGM Financial Corporation in connection with the sale and lease arrangements for the Falcon airplane.

The reason for this is that the mortgage amount on both planes, that is the Lockheed Jetstar and the Falcon, is of a greater value than the actual value of the airplanes. Therefore, corroborative information of a financial nature is necessary for the leasing group.

SMITH also had telephonic conversation with FREDERICK PRO, according to the notes in the file. PRO told SMITH that the ICI maintenance certificate would be delayed. PRO had received the funds for the upgrading on July 18, 1976, but there is a purchase delay for the equipment and there is also a delay in the Federal Aviation Administration procedures. Efforts are being made to get the deadline extended to September 1, 1976.

In addition ACHTMANN, according to SMITH by referring to his notes, had asked PRO to take out a \$950,000 life insurance policy as a credit.

Interviewed on 8/2/77 at Memphis, Tennessee File # Memphis 87-16994

by SA [REDACTED] <sup>b7c</sup> <sub>3</sub> Date dictated 8/7/77

ME 87-16994

2

The notes reflected that PRO would be at the Mayfair Hotel at 9:00 that evening (date unknown) and could be reached at telephone number 212-288-0800.

SMITH had in his possession a copy of an article from the Wall Street Journal dated October 19, 1976. The Wall Street Journal is a newspaper which reports financial news of the country.

The article entitled "Uncollectible Drafts on West Indian Bank Flood U. S. and Total Millions of Dollars." The article notes that the securities which are cashier's checks and certificates of deposit were issued by the Mercantile Bank and Trust Company which was formed two years ago in Kingston on the island of St. Vincent in the British West Indies.

The article notes that the bank, which never grew beyond a one room office, apparently is closed and its founder and a few other men are the targets of a spreading investigation by the U. S. Department of Justice.

This, to SMITH's knowledge, is the same bank which issued a cashier's check to the insurance company in Hollywood, Florida, for insurance on the Lockheed Jetstar. This check was used by PRO to pay insurance agent in Hollywood.

Referring to his notes, SMITH noted that FRED PRO called on August 27, 1976, at 8:45 P.M. This necessitated SMITH remaining in his office after hours. The basis of this, as SMITH recalls, is that BOY SMITH, a business associate of FRED PRO, called BRECHER SMITH at his office. He told BRECHER SMITH that PRO would call him in the next two hours and for SMITH to be available.

The notes reflect that PRO during the conversation referred to the first checks which SMITH said were the ones given at the time of the contract signing by PRO relative to the first and last payments of the Lockheed Jetstar as well as the \$40,000. PRO claimed that these checks were not honored because he had just bought five B80's, which are Boeing aircraft. The notes further reflect, as SMITH recalls, that PRO told him that he (PRO) had \$300,000 overseas.

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3

The first and last payments of the checks were to come from funding and also the premium was to be applied in this contract.

"ANDY" MANNARINO of AGH Financial Corporation had said the money was to come from funding and would be done within 48 hours. However, the money never did come through.

PRO told him the funds had to come from overseas and PRO had to wire overseas at New York. The funds ultimately from overseas would come through Miami.

In the conversation PRO and SMITH discussed the fact that the upgrading was costing as much as the payments and the funding. PRO claimed he had to pick up all of MANNARINO's expenses, \$10,000 worth of hotel bills and the like in New York. PRO was claiming that he had so many expenses that he was going to lose money.

PRO also said that there would be no more bad checks as they all would be good from then on.

Referring back to the upgrading and costs, SMITH recalled that PRO was using FRENLEY's name all over the country trying to get credit. He had received calls from various banks concerning PRO and he believes WINFIELD regarding financial ventures underwritten by FRENLEY.

He recalls that JAMES SMITH, Vice President, City Corporation of New York, a financial institution, had contacted him regarding the fact that PRO, MANNARINO, and WINFIELD had gone to that company to get funding. SMITH would probably have the background of finances of Air Cargo Express.

Sometime immediately preceding Labor Day of 1976 PRO called KIRCHER SMITH and told him that he would have certified cashier's checks for both months' rent on the Jetstar with him. He was coming to Memphis and would be at the airport on Monday, Labor Day.

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4

PRO said that the Irving Trust Company would fund the loan and the monthly payments are to be less than \$20,000. \$19,000 payments are anticipated but PRO would call back later and confirm.

On October 1, 1976, according to notes, BRECHER SMITH called Air Cargo to ask PRO for the keys to the plane. PRO called back at 12:30 P.M. and said he was getting a commitment that date and he would call back later in the afternoon. On October 4, 1976, PRO called VERNON PRESLEY. This was on a Sunday night. He told PRESLEY that PRO had \$200,000 coming in from overseas on certificates of deposit. PRO also said that one more test flight was required and the plane should be qualified within ten days.

On November 1, 1976, LARRY WOLFSON of Commercial Air Transport Sales, Miami, Florida, called. SMITH said that he operated Leasco which is similar to Commercial Air Transport and Leasco is operated by both WOLFSON and NIGEL WINFIELD.

WOLFSON on November 1, 1976, told SMITH that he had received a Telex message that day from a fellow named KITKER. This individual whose first name was PHILIP was affiliated with Seven Oak Finance Company. The message referred to a letter of credit involving the Big Stone Corporation and the number written down by SMITH was SO-E-304. The Telex message originated from Oppington, Kent, England.

WOLFSON inferred to SMITH that he wanted to "bail us out." SMITH recalls that this was relating to the fouled up mess that PRO had created through his inability to honor the contract.

Reviewing his notes SMITH could not recall the purpose he had written down the words "National Westminster Bank, S. O. F. L. 715-6371." He felt that WOLFSON could probably clarify this review of SMITH's notes.

(Mount Clipping in Space Below)

## Uncollectible Drafts on West Indian Bank Flood U.S. and Total Millions of Dollars

By HENRY G. LAWSON

Staff Reporter of THE WALL STREET JOURNAL

Reports of millions of dollars in uncollectible cashier's checks and certificates of deposit drawn on a tiny West Indian bank are flooding Federal Bureau of Investigation offices throughout the U.S.

The securities were issued by Mercantile Bank & Trust Co., which was formed two years ago in Kingstown, on the island of St. Vincent in the British West Indies.

The bank, which never grew beyond a one-room office, apparently is closed, and its founder and a few other men are the targets of a spreading investigation by the U.S. Justice Department.

Results of the investigation are being presented to a federal grand jury in Charlotte, N.C., where the bank's checks first appeared in the U.S. Raboteau Wilder, an assistant U.S. Attorney handling the case, says it may be February or March before the grand jury takes any action.

"We already have 12 volumes of FBI case reports," Mr. Wilder says. "It's enough to make you throw up your hands. And a lot of (Mercantile Bank's) paper is still in the hands of unscrupulous people trying to pierce it."

A few days ago, the Securities and Exchange Commission placed Mercantile Bank on its "foreign restricted list," which means that registered broker-dealers can't legally handle any of the bank's securities.

Federal investigators are reluctant to discuss details of the case, but a picture emerges from various sources of a bank without assets that nevertheless enjoyed a phenomenal run of heavy patronage.

**"Tens of Millions of Dollars"**

One FBI source says the case involves questionable checks and CDs "in the tens of millions of dollars." One FBI memorandum to bankers in June said that Louisiana banks "have accepted over \$90,000 in cashier's checks" drawn on the St. Vincent bank. The memo also said it was believed the bank had issued several letters of credit and CDs in the U.S. and elsewhere.

One banker says he learned of a letter of credit for half a million dollars from the St. Vincent bank. And a Wisconsin debt collection agency, F&H Acceptance Corp., says it may have lost as much as \$250,000 because of uncollectible cashier's checks issued by the bank.

(Indicate page, name of newspaper, city and state.)

PAGE

WALL STREET JOURNAL

Date: 10/19/76

Edition:

Author:

Editor:

Title:

The size of the suspected fraud has prompted renewed concern about banks without assets or supervision that are appearing regularly on certain Caribbean islands. One federal banking official says, "It isn't any secret we're having problems with banks in areas such as the Cayman Islands and the Netherland Antilles. It requires almost nothing to establish a bank in these areas and there isn't any incentive for the governments to police these banks" because they don't operate legally.

St. Vincent apparently is in a class by itself. Marshall Langer, a Miami, Fla., lawyer and author of a book on Caribbean and other tax havens, says: "St. Vincent is one of the few places left in the world that has absolutely no banking regulations. People are peddling banks there—which are corporate shells without capital—for \$15,000 to \$20,000 apiece. It's a stinky situation."

Ivor Martin, St. Vincent's financial secretary, contends that banks registered on the island but which don't conduct local business are unregulated. "We plan to tighten legislation to make it more difficult" to form these "offshore" banks, he says.

#### Founder, Employees Are Gone

Mr. Martin said in a telephone interview that he didn't know if Mercantile Bank was still operating from its Kingstons office, where the telephone has been disconnected. However, he said the bank's founder "left about three or six months ago" and none of the other employees is around.

An FBI memo identifies Raymond Starns as the bank's founder and says the Louisiana checks were funneled through a Baton Rouge mortgage broker named Billy Hunter. Mr. Starns also is from Baton Rouge but hasn't any telephone listing there. The phone at Mr. Hunter's mortgage firm has been disconnected.

In 1972, Mr. Starns consented to an injunction in a civil suit after the EDC had charged him in Dallas with acurities fraud in connection with the securities of Graphic Arts Data Systems Inc. Another officer in the St. Vincent bank was identified as Phil Fitzer Jr., who was once president of a small stock insurance company, American

Allied Insurance Co., that went into receivership in 1965 in Minnesota.

In Milwaukee, Carl Humes, manager of F&H Acceptance, says his predecessor, Michael D. Smith, recently left the company. "He destroyed originals of all company checks and cleaned out five file cabinets, destroying everything," Mr. Humes says.

With Mr. Smith's departure, F&H discovered that a number of cashier's checks from the St. Vincent bank had been deposited to F&H bank accounts. Using those deposits, Mr. Smith allegedly bought and sold debt paper and disappeared with an undetermined amount of cash. "We figure he got away with \$200,000," says one company source.

According to F&H officials, Mr. Smith is in Canada. A relative in Vancouver confirmed that Mr. Smith was living there, but efforts to reach him for comment were unsuccessful.

The name of the St. Vincent bank apparently has caused some confusion because of similarities in name with other banks. One is Mercantile Bank & Trust Co. (Cayman) Ltd., a unit in the Cayman Islands of International Bank, Washington, D.C. Nicholas Duggan, president, says, "We've seen about a half-dozen checks directed to us for collection because U.S. banks have confused us" with the St. Vincent bank. The cashier's checks, for amounts up to \$5,000 each, came largely from banks in Pennsylvania that accepted them for deposit, he said.

Meanwhile, the International Bank unit has received a report from the St. Vincent government on Mercantile Bank & Trust there. "We understand," says Mr. Duggan, "it has issued drafts that haven't been honored."





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b7c

The following investigation was conducted by SA [redacted] at Tallahassee, Florida:

On March 23, 1977, [redacted] Secretary of State's Office, Division of Corporations, State of Florida, made available a corporate printout under A.G.N. Financial Corporation. A review of this printout reflects the following information:

b7c

A.G.N. Financial Corporation was incorporated under the laws of the State of Florida on July 19, 1976. The mailing address is listed as 7000 Southwest 82nd Avenue, Penthouse E, South Miami, Florida, 33143. The status of this corporation is active; corporation is for profit; authorized stock is 100 shares at \$5 per share.

Resident Agent is listed as MONTE K. RASSNER at an address of 7000 Southwest 82nd Avenue, Penthouse E, South Miami, Florida, 33143. Officers are as follows:

President and Director - ANGELO G. MANNARINO  
14423 Southwest 74th Avenue  
Miami, Florida

Secretary and Treasurer - ROSE WARREN  
2203 Northeast 122nd Street  
North Miami, Florida

ROSE WARREN also listed as a director with the same address as listed above.

There were no records regarding this corporation that would indicate this corporate entity had been terminated.

27

[REDACTED]

b7c

The following investigation was conducted by SA [REDACTED] at Tallahassee, Florida:

On March 23, 1977, [REDACTED] Secretary of State's Office, Division of Corporations, State of Florida, made available corporate printout under the name of Air Cargo Express, Incorporated. A review of this printout reflected the following information:

b7c

Air Cargo Express, Incorporated, was incorporated under the laws of the State of Florida on April 19, 1976. Mailing address is listed as 1750 Northwest 69th Avenue, Miami, Florida, 33126. Status of the corporation is active. Corporation is for profit. Authorized stock is 100 shares at no par value.

Resident Agent is listed as JOSEPH TOMBERG, 626 Southeast 4th Street, Boynton Beach, Florida. Printout reflects that TOMBERG resigned this position as Resident Agent on December 14, 1976. Printout reflects that there are 39 directors for this corporation. Officers include the following:

- President and Director            PAUL V. UDERI  
1750 Northwest 69th Avenue  
Miami, Florida
- Secretary and Director    GAIL OLSEN  
1750 Northwest 69th Avenue  
Miami, Florida
- Treasurer and Director    FREDERICK P. PRO  
1750 Northwest 69th Avenue  
Miami, Florida
- Director                    BOY E. SMITH  
626 Southeast 4th Street  
Boynton Beach, Florida

A review of supporting documents to this corporate file reflected that the president and director name is listed as PAUL SCUDERI at an address of 1750 Northwest 69th Avenue, Miami, Florida. The director of this corporation is listed as BOY E. SMITH, at an address of 626 Southeast 4th Street, Post Office Drawer KE, Boynton Beach, Florida.

JK 87-15997

[REDACTED]

b7c

This file does not reflect information as to why JOSEPH TOMBERG resigned as Resident Agent and does not reflect who succeeded TOMBERG in this position.

There was no information in the Secretary of State's file regarding termination of this corporation.

[REDACTED]

b7c

The following investigation was conducted by SA [REDACTED] at Tallahassee, Florida:

On March 23, 1977, [REDACTED] Secretary of State's Office, Division of Corporations, State of Florida, made available corporate printout pertaining to Span East Airlines, Inc. A review of this printout reflected the following information:

Span East Airlines, Inc., was incorporated in the State of Florida on April 24, 1972. The mailing address of this corporation was listed as 1750 Northwest 69th Avenue, Post Office Box 33148, Miami, Florida. Status is reinstated on September 3, 1975. Corporation is for profit.

Resident Agent is listed as JOSEPH TOMBERG, 626 Southeast 4th Street, Boynton Beach, Florida. Printout reflects that TOMBERG resigned this position as Resident Agent on December 14, 1976. The number of officers of this corporation is three and the number of directors is two. Officers are as follows:

- |                      |  |
|----------------------|--|
| President & Director | FREDERICK P. PRO<br>4120 Kiora Street<br>Miami, Florida    |
| Secretary & Director | GAIL OLSEN<br>1750 Northwest 69th Avenue<br>Miami, Florida |
| Treasurer & Director | ROY EVERETT SMITH<br>4031 Ventura Street<br>Miami, Florida |
| Vice President       | WILLIAM BOKLAN<br>4876 1st Street<br>Miami, Florida        |

A review of supporting documentation for this corporation reflects that Span East Airlines, Inc. was incorporated under the laws of the State of New York with the principle place of business of Clarkstown, New York. The principle place of business in the State of Florida was listed

b7c

as Opa Locka Airport Building #410, Opa Locka, Florida. Supporting documentation reflects that the initial Resident Agent for this corporation was PAUL SCUDERI, 4912 Sarazan Drive, Hollywood, Florida, as of April 20, 1972. File does not reflect when SCUDERI resigned from this position and when TONBERG assumed the Resident Agent position. The file reflects that this corporation was reinstated as a foreign corporation in the State of Florida on September 3, 1975. There were no supporting documents as to when the corporation had been considered terminated and as to why the corporation was being considered reinstated.

There were no records in this file reflecting termination of this corporation other than the reference to the reinstatement on September 3, 1975.

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## FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription 4/13/77

RICHARD R. NEVILL, Chief, Air Carrier District Office Number 32, U. S. Department of Transportation, Federal Aviation Administration (FAA), Miami International Airport (MIA), Miami, Florida, was interviewed regarding his knowledge of the background and operations of Span-East Air and Air Cargo Express (ACE). NEVILL was advised of the official identity of the interviewing Agent and the nature of the interview. NEVILL stated that he was familiar with Span-East Air and ACE and advised as follows:

The predecessor of Span-East was a company in Detroit, Michigan, called Zantor Universal, which originally had about ten C-46 airplanes. Subsequently, Zantor Universal reduced its inventory of planes to five DC-6's and the company was sold to PAUL SCUDERI and IRVING LAMPNER. NEVILL at this time happened to be with the FAA in Detroit. Thus, he was familiar with the background of Span-East.

After Zantor was sold to SCUDERI and LAMPNER, they changed the name of Zantor on the FAA operating certificate to Span-East Airlines (SEA), which is owned by Span-East, Incorporated. In 1972, SCUDERI and LAMPNER moved Span-East to the MIA, Miami, Florida.

NEVILL was subsequently transferred by the FAA to his present post in Miami. In 1975, SEA was in dire financial straits and had reduced their inventory to two DC-6's. A requirement for retaining a commercial operator's certificate as that issued by the FAA to SEA, is that the airline company file a financial statement with the FAA. In 1975, SEA was several months late in filing their financial statement. LAMPNER had either been bought out by SCUDERI or else had left in disgust. NEVILL thought that he may have been an attorney.

In late 1975 or early 1976, SCUDERI informed NEVILL that he had found an "angel" to take care of SEA's financial problems and shortly thereafter, in early 1976, FRED PRO arrived on the scene. PRO supposedly took over 60 percent of Span-East, Incorporated, and SCUDERI, with the remaining 20 percent, was to handle only sales.

Interviewed on 4/7/77 at Miami, Florida File # Miami 87-30971

by SA [REDACTED] <sup>36</sup> 67C Date dictated 4/8/77



PRO immediately wanted to change the name from SEA to Air Cargo Express. When PRO learned of the time, paperwork and expense involved, he had SEA's FAA operating certificate changed on March 15, 1976, to read Span-East Airlines, doing business as Air Cargo Express, inasmuch as this was much less difficult and involved than completely changing the name. PRO also got a STC, which is a FAA supplemental certificate, to allow SEA to operate Convair airplanes.

PRO subsequently went into the leasing business. PRO thought that Jetstars were hot items for leasing purposes, and PRO at one time informed NEVILL that he had six or seven Jetstars out on lease around the country. Sometime later, DENIS FLEMING's Jetstar, N777LP, turned up parked at the TWA dock at LIA. It was there for sometime and then it disappeared.

Around this time, SEA was again having severe financial problems. SEA's financial problems were so severe that SEA was given one of two alternatives by the FAA. SEA could either voluntarily surrender their operating certificate or have the FAA revoke it. If the FAA revoked it, it would have meant that the individuals employed in a management capacity by SEA could not be employed by other airlines. Thus, on September 7, 1976, SEA voluntarily surrendered their operating certificate, number CE-24, citing financial reasons. When it was surrendered there was one SE-6 left on their operating certificate.

The FAR 121 Program sets forth operating rules for commercial aircraft carriers which operate large turbine aircraft. In order for an airplane to come under this program, the airline company must place the aircraft on the operating specifications on their certificate. NEVILL stated that FLEMING's Jetstar did not come under this program inasmuch as PRO never made any attempt to put the Jetstar on SEA's operating certificate.

The Part 121 Inspection and Operational Flight Proving Test refers to the inspections and proving flights that an airline must conduct on an aircraft which is placed under the operating specifications of their certificate. If an airline places an aircraft which has already been in service for someone else on their operating certificate, the airline

MM 87-38971

2

must conduct fifty hours of proving flights in the aircraft and a representative of the FAA has to be present aboard the aircraft during these flights. This requirement is contained in 14 Code of Federal Regulations 121.163. NEVILL stated that ACE or SEA did not conduct any proving flights in the Lockheed Jetstar belonging to ELVIS PRESLEY.

NEVILL advised that before SEA could do any work on the Jetstar, which would qualify it to obtain credit under the FAR 121 Program, the Jetstar would have had to have been placed under the operating specifications of SEA's certificate. This was not done by PRO or SEA. NEVILL stated that PRO or SEA may have done some work on the Jetstar, but they received no credit from the FAA since the plane was not placed on SEA's certificate. NEVILL stated that PRO or SEA never filed any documents, papers, inspections, or anything else regarding the Lockheed Jetstar, registry N777EP, serial number 5004, belonging to ELVIS PRESLEY.

The Director of Operations for SEA was LAWYER C. MCARDER, who NEVILL described as a nice, honest, older individual. The Chief Pilot for SEA was WILLIAM BOFLAN, who is now the Director of Operations for Fleming International Airways.

NEVILL also advised that Dallas Airmotive is a certified repair station, involved mostly in rebuilding aircraft engines, and it is located at Love Field, Dallas - Fort Worth, Texas.

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FEDERAL BUREAU OF INVESTIGATION  
FOIPA DELETED PAGE INFORMATION SHEET

29

Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

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For your information: \_\_\_\_\_  
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The following number is to be used for reference regarding these pages:  
87-143601-5 p. 39-67

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ME 87-16994

On April 26, 1977, Attorney BEECHER SMITH advised that ROY E. SMITH is residing at 626 Southeast Fourth Street, Boynton Beach, Florida.

MM 87-38971

[REDACTED]

b7c

On April 29, 1977.

[REDACTED]

[REDACTED] stated that he remembered ACE having a Jetstar at one time for a couple of months, but he does not think that ACE or SEA did any work on the plane. He thought that ELVIS PRESLEY's pilot came down and flew the Jetstar at first and then, WILLIAM BOYLAN, Digital Electronics, Miami, and someone else flew it. [REDACTED] also advised that FRED PRO, during this time, made at least three-four trips out of the country and he flew commercial to England and Switzerland, but he does not know why.

[REDACTED]

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1 Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

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For your information: \_\_\_\_\_  
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The following number is to be used for reference regarding these pages:

87-143601-5 p. 70

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MM 87-38971  
[REDACTED]

b7C

On May 3, 1977, [REDACTED] telephonically  
contacted SA [REDACTED] Miami FBI Office, and  
advised that he had an address for FRED PRO of 128 Central  
Park South, New York City, New York, telephone number 212-  
581-9897. b7D b7C

On May 5, 1977, [REDACTED] telephonically contacted  
SA [REDACTED] at the Miami FBI Office and advised that he had an  
address for FRED PRO of 128 Central Park South, New York City,  
New York, Apartment 4B. b7C b7D

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FEDERAL BUREAU OF INVESTIGATION  
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2 Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

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87-143601-5 pp. 72;73

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ME 87-16994

On May 4, 1977, BEECHER SMITH, Attorney, contacted the Memphis Office of the FBI and advised he had been in contact with [REDACTED] and had been furnished the residence of FRED PRO to be 128 Central Park South, New York City, with telephone number 212-757-8037.

b7C  
b7D

[REDACTED]

b7D

[REDACTED]

[REDACTED]

[REDACTED]

b3

[REDACTED]

[REDACTED]

[REDACTED]

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3 Page(s) withheld entirely at this location in the file. One or more of the following statements, where indicated, explain this deletion.

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The following number is to be used for reference regarding these pages:  
89-143601-5 pp. 75-77

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## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 5/26/77

[REDACTED] Executive **b7c**  
Aircraft Services Division of Cooper AirMotive, advised as follows:

Dallas AirMotive has not been in existence since about 1968 when they became part of Cooper AirMotive.

[REDACTED] advised that Executive Aircraft Services **b7c** does all of the maintenance work for Cooper AirMotive, and that they have done alot of work on ELVIS PRESLEY's Jet Star, all of which has been authorized by VERNON PRESLEY and paid for by PRESLEY.

[REDACTED] also advised he has never heard of a FREDERICK PRO and that he has heard the name Air Cargo Express, but as far as he knows they have never done any work for them. Also, **b7c** they have not done the work mentioned in invoice dated July 7, 1976, and made out to Air Cargo Express, Incorporated, and Dallas AirMotive on the PRESLEY airplane.

[REDACTED] also advised [REDACTED] would be **b7c** able to furnish copies of the invoices of work done on the PRESLEY airplane.

Interviewed on 5/18/77 at Dallas, Texas File # Dallas 87-26960  
Memphis 87-19664  
by SA [REDACTED] **b7c** Date dictated 5/24/77  
78

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 5/26/77

[REDACTED] Executive Aircraft Services, Redbird Airport, furnished copies of the following invoices: b7c

<u>Invoice Number</u>	<u>Date</u>	<u>Sold To</u>	<u>Amount</u>
L-6697	4/5/77	ELVIS PRESLEY, Incorporated	\$20,688.59
S-4760	11/16/76	" " "	\$ 192.29
S-4770	11/19/76	" " "	\$ 59.08
L-5190	3/22/76	" " "	\$15,128.28
S-4368	3/18/76	" " "	\$ 97.73
S-4314	2/12/76	" " "	\$ 534.80
LA-7712	3/4/76	" " "	\$ 630.80
L-4546	1/7/76	" " "	\$ 7,911.78
S-4674	12/12/75	" " "	\$ 221.34
S-4634	11/10/75	" " "	\$ 596.00
L-4377	11/17/75	" " "	\$ 1,294.76
L-4373	11/17/75	" " "	\$ 5,998.46
W-6806	9/17/75	VERNON PRESLEY	\$ 2,659.04

[REDACTED] advised he would like the above invoices returned to him upon completion of the investigation. b7c

Interviewed on 5/20/77 at Dallas, Texas File # Dallas 87-26960  
 by SAs [REDACTED] b7c Date dictated 5/24/77  
Memphis 87-19664

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 5/26/77

[REDACTED]  
Cooper Air Motive, Incorporated, 7555 Lemon Avenue, telephone number 357-1811, advised as follows: b7C

[REDACTED] checked his records of W.W.P. Leasing Corporation, World Aircraft Exchange, Incorporated, Air Cargo Express, and Spain-East Air which revealed Cooper Air Motive had no file or account number on any one of these businesses.

Interviewed on 5/23/77 at Dallas, Texas File # Dallas 87-26960  
by SAs [REDACTED] b7C Date dictated 5/24/77  
80

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For your information: \_\_\_\_\_  
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87-143601-5 pp. 81-85

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FBI

TRANSMIT VIA:

- Teletype
- Facsimile
- Airtel

PRECEDENCE:

- Immediate
- Priority
- Routine

CLASSIFICATION:

- TOP SECRET
- SECRET
- CONFIDENTIAL
- E F T O
- CLEAR

Date 7/26/77

TO: DIRECTOR, FBI (87-143601)  
 FROM: SAC, MEMPHIS (87-16994) (P)  
 SUBJECT: FREDERICK N. P. PRO;  
 ELVIS A. PRESLEY - VICTIM  
 ITSP; FBW  
 OO: MEMPHIS

Re Memphis report of SA [redacted] <sup>awf b7c</sup> 6/6/77.

Enclosed for the Bureau are the original and 5 copies and for Indianapolis and New York one copy of LHM [redacted] (C) b1

The Bureau is requested to disseminate appropriate copies of the enclosure to Legat, London [redacted] (C) b1

LEADS

MEMPHIS

AT MEMPHIS, TENNESSEE

Based upon latest contact with USA's Office, it is anticipated this case will be presented to FGJ, Memphis, in August, 1977.

- 2-Bureau (Enc. 6)
- 1-Indianapolis (87-227208) (Enc. 187-136)
- 1-New York (87-79558) (Enc. 1)
- 2-Memphis

[redacted] b7c (6)

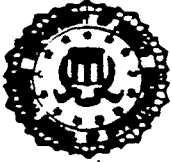
REC-88  
87-143601-6

JUL 29 1977

Approved: [Signature]

Transmitted \_\_\_\_\_ (Number) \_\_\_\_\_ (Time) Per \_\_\_\_\_

87-143601-6



UNITED STATES DEPARTMENT OF JUSTICE  
FEDERAL BUREAU OF INVESTIGATION

In Reply, Please Refer to  
File No.

Memphis, Tennessee  
July 26, 1977

RE: FREDERICK N. P. PRO;  
ELVIS A. PRESLEY - VICTIM  
INTERSTATE TRANSPORTATION OF STOLEN  
PROPERTY - FRAUD BY WIRE

Vernon E. Presley, father of Elvis A. Presley, entertainer, has power of attorney to act for his son in business transactions. Acting in this capacity, he entered into a contract with Frederick N. P. Pro, President of Air Cargo Express, Incorporated, Miami, Florida, and others wherein Presley's plane, a Lockheed Jet Star, would be sold. It would then be upgraded to satisfy Federal Aviation Administration requirements and leased back to Presley for subsequent sub-leasing to Air Cargo Express.

When Pro was pressed by Presley to complete his end of the contract since a lack of funds seemed apparent, Pro indicated he had funds abroad. Shortly following this confrontation, a Telex was received at the bank in Memphis, Tennessee, handling the account of Elvis Presley. A clear Telex of the message follows.

[REDACTED] b1

97-11-6-1-6

ENCLOSURE



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For your information: \_\_\_\_\_  
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87-143601-6 enclosure pp. 2-5

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RR HQ PH

DE IP

850350Z AUG 77

FM INDIANAPOLIS (87-227203) P  
TO DIRECTOR (47-148402) ROUTINE

NSM HAVEN ROUTINE

BT

E F T O HAVEN ROUTINE  
OPFOPEN, ITSP; TIP, OO: INDIANAPOLIS.

HECKER INDUSTRIES CORP., ITSP, OO: NEW HAVEN.

FREDERICK N. P. FPG; ELVIS A. SPELLEY - VICTIM, ITSP - FPG, OO:  
MEMPHIS.

RE MEMPHIS REPORT OF SA [REDACTED] AUG. 9, 1977,

CAPTIONED "FREDERICK N. P. FPG; ET AL, ITSP."

THE BUREAU HAS DESIGNATED CASE ENTITLED, "PHILLIP KARL  
KITZER, JR., ITSP - TIP, OO: INDIANAPOLIS," AS A BUREAU SPECIAL,  
WITH TITLE "OPFOPEN." THIS CASE INVOLVES TRAVEL WITH SUBJECT  
KITZER BY INDIANAPOLIS UNDERCOVER SPECIAL AGENTS (IPUCSAs) AND  
HAS GENERATED A GREAT VOLUME OF INFO. CONCERNING A GROUP OF  
INTERNATIONAL VENTURE CAPITAL FROYES DEALING IN FRAUDULENT  
SECURITIES DEALING IN "OFF-SHORE BANKS. BUREAU HAS ADVISED ALL

Assoc. Dir.	
Dep. AD Adm.	
Dep. AD Inv.	
Asst. Dir.:	
Adm. Serv.	
Crim. Inv.	
Ident.	
Intell.	
Laboratory	
Legal Coun.	
Plan. & Insp.	
Rec. Mgmt.	
Spec. Inv.	
Tech. Serv.	
Training	
Public Affs. Off.	
Telephone Rm.	
Director's Sec'y	

[REDACTED] b7c

[REDACTED]

8 b7c

b7c

IN

ORIGINAL FILED IN

DE-18

11-29

NOT RECORDED

AUG 16 1977

2.5K

87-143601-NR 8/4/77

PAGE TWO IP 87-227205 E F T O

LEADS SET OUT IN THIS MATTER BE COVERED IMMEDIATELY.

LEAD SET FORTH FOR NEW HAVEN IN RE REPORT SHOULD BE INVESTIGATED AND REPORTED AS SEPARATE INVESTIGATIVE MATTER UNDER FIRST TWO CAPTIONED TITLES. NEW HAVEN SHOULD FURNISH INFO. COPY OF REPORTS TO INDIANAPOLIS, AS OVERALL CO-ORDINATING OFFICE FOR OPFOEN PROJECT AND TO MEMPHIS, IN VIEW OF INVESTIGATIVE INTEREST IN SUBJECT PRO AND ASSOCIATES.

AIRMAIL COPY FURNISHED MEMPHIS DIVISION.

BT

UNITED STATES GOVERNMENT

# Memorandum

TO : Director, FBI ( 87-143601 )      DATE: 8/17/77

*W/1/1*

FROM : Legal Attache, London ( 87-547 ) ( P )

SUBJECT: FREDERICK N. P. PRO;  
ELVIS A. PRESLEY - VICTIM  
ITSP; FBW  
(OO: MEMPHIS)

*W/1/6*

Reference: Memphis airtel and LHM 7/26/77.

Dissemination, as outlined below, was made on dates indicated to foreign agencies listed.

One copies of

[REDACTED]

*b1*  
*(C)*

Pertinent information from

Name and Location of Agency

[REDACTED]

Date Furnished

[REDACTED] 8/17/77  
NOT RECORDED  
23 AUG 1977

*b1*

*J. S.*

3 Bureau  
(1 - Foreign Liaison Desk)

[REDACTED] *b7C*

87-143601-NR 8/19/77

*291*

# FEDERAL BUREAU OF INVESTIGATION

REPORTING OFFICE <b>MEMPHIS</b>	OFFICE OF ORIGIN <b>MEMPHIS</b>	DATE <b>8/2/77</b>	INVESTIGATIVE PERIOD <b>5/6 - 8/1/77</b>
TITLE OF CASE <b>FREDERICK N. P. PRO; ELVIS A. PRESLEY - VICTIM</b>		REPORT MADE BY <b>SA [REDACTED] b7C</b>	TYPED BY [REDACTED]
		CHARACTER OF CASE <b>ITSP - FBW</b>	

REFERENCES:

Memphis report of SA [REDACTED] dated 6/6/77. *b7C*  
 Houston letter to Memphis dated 6/6/77.  
 New York letter to Memphis dated 6/17/77. *50*  
 Memphis airtel to Atlanta dated 7/27/77.  
 Memphis teletypes to Atlanta dated 7/29/77. *⊙*

-P-

LEADS:

LOS ANGELES DIVISION *8*

ACCOMPLISHMENTS CLAIMED					<input checked="" type="checkbox"/> NONE	ACQUIT-TALS	CASE HAS BEEN:		
CONVIC.	PRETRIAL DIVERSION	FUG.	FINES	SAVINGS	RECOVERIES		PENDING OVER ONE YEAR	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
							PENDING PROSECUTION OVER SIX MONTHS	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
APPROVED <i>[Signature]</i>					SPECIAL AGENT IN CHARGE		DO NOT WRITE IN SPACES BELOW		
COPIES MADE:							87-143601-7		
(SEE COVER PAGE B)							AUG 4 1977		
MEFILE 87-16994									
Dissemination Record of Attached Report					Notations		<i>DATE PROC</i>		
Agency									
Request Recd.									
Date Fwd.									
How Fwd.									
By						87-143601-7			

55 AUG 15 1977


COVER PAGE

ME 87-16994

COPIES:

- ① - Bureau (87-143601)
- 1 - USA, Memphis
- 1 - Atlanta (Info)
- 1 - Boston (Info)
- 1 - Dallas (Info)
- 2 - Indianapolis (Info)
  - (1 - 87-22720\$)
  - (1 - 87-22738)
- 2 - Los Angeles
- 3 - Miami (87-38971)
- 2 - New Haven (87-10845)
- 1 - Newark (Info)
- 2 - New York (87-79588) (Info)
  - (1 - USA, SDNY)
- 2 - Memphis (87-16994)

-----  
AT LOS ANGELES, CALIF.

 b7C  
b7D  
Will thoroughly explore this business connection not only as pertains to the title of the case but realizing the far reaching investigation underway in other divisions relative to the subject.

MIAMI DIVISION

AT MIAMI SPRINGS, FLA.

 b7C  
b7D

B  
COVER PAGE

ME 87-16994

It should be noted that PRO's association would include under the corporate names of Air Cargo Express, Span East Airlines, and World Wide Communications.

AT FT. LAUDERDALE, FLA.

[REDACTED]

AT MIAMI, FLA.

1)

[REDACTED]

It should be noted that PRO allegedly had 6 to 8 checking and other type accounts at various banks.

[REDACTED]

2)

[REDACTED]

b7C  
b7D

ME 87-16994

[REDACTED]

3)

[REDACTED]

b7C  
b7D

4) Will identify the landlord for 5533 N. W. 36th St., Air Cargo Express' former location and believed known as AVICO, to determine from them the location of PRO's records seized by them and if they have any knowledge of the contents of these records.

5)

[REDACTED]

[REDACTED]

6)

[REDACTED]

[REDACTED]

D  
COVER PAGE



ME 87-16994

75

[REDACTED]

8)

[REDACTED]

It should be noted that PRO claimed to PRESLEY that work was being done and had been done on this plane.

[REDACTED]

b7c  
b7D

NEW HAVEN DIVISION

Considering results of interview of [REDACTED] and the enclosures furnished New Haven by him, will present these facts to an appropriate USA for prosecutive opinion.

AT GREENWICH, CONN.

[REDACTED]

In the event of positive consideration by USA's Office on the Fraud by Wire Statute, will conduct additional logical investigation as deemed appropriate.

COVER PAGE

7X

ME 87-16994

MEMPHIS DIVISION

AT MEMPHIS, TENN.

[REDACTED]

b7C  
b7D

ADMINISTRATIVE:

The investigative period of this report overlaps that of the previously submitted report based upon receipt of additional information following submission of referenced report.

Information copies of this report are designated for those divisions presently conducting investigation in this matter.

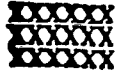
Houston indices disclosed the following information relative to [REDACTED] mentioned in this report:

[REDACTED]

[REDACTED]

[REDACTED]

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FEDERAL BUREAU OF INVESTIGATION  
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87-143601-7 p. 6;H

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UNITED STATES DEPARTMENT OF JUSTICE  
FEDERAL BUREAU OF INVESTIGATION

1 - U. S. ATTORNEY, MEMPHIS  
(ATTENTION: AUSA GLEN GARLAND REID, JR.)  
Copy to: 1 - U. S. ATTORNEY, SOUTHERN DISTRICT OF NEW YORK  
(ATTENTION: AUSA JEFF LAUGNER)

Report of: SA [REDACTED] b7C Office: MEMPHIS  
Date: AUGUST 2, 1977  
Field Office File #: 87-16994 Bureau File #: 87-143601

Title: FREDERICK N. P. PRO;  
ELVIS A. PRESLEY - VICTIM

Character: INTERSTATE TRANSPORTATION OF STOLEN PROPERTY -  
FRAUD BY WIRE

Synopsis: [REDACTED] states b7D  
the cardex system was never put in the Jetstar [REDACTED]  
[REDACTED] The only work done on PRESLEY's Jetstar was b3  
minimal maintenance. [REDACTED]  
[REDACTED] claims only pre-flight examinations were performed on the  
Jetstar plus some on the Airworthiness Directive note.

[REDACTED] b7D

-P-

ME 87-16994

TABLE OF CONTENTS

	<u>PAGE</u>	
[REDACTED]	3	] b7D
[REDACTED]	5	
[REDACTED]	6	] b3
[REDACTED]	10-41	
[REDACTED]	42	] b7D
[REDACTED]	45	
[REDACTED]	46	
[REDACTED]	48	
[REDACTED]	51	
[REDACTED]	56	
[REDACTED]	58-59	
[REDACTED]	63-67	
[REDACTED]	70	
[REDACTED]	72	
[REDACTED]	77	

ME 87-16994

DETAILS:

FEDERAL BUREAU OF INVESTIGATION

1.

Date of transcription 5/16/77

[REDACTED]

[REDACTED] advised that MILO HIGH, ELVIS PRESLEY's personal pilot was the pilot for PRESLEY's jetstar after the jetstar had been turned over to FRED PRO as a result of his deal with VERNON PRESLEY.

[REDACTED]

[REDACTED]

[REDACTED] stated that the only work which was done on the plane was some work which was done by General Air Services, Miami International Airport, Miami, Florida.

[REDACTED]

The work was done by General Air Services and PRO did not pay for it. ELVIS PRESLEY ended up paying this bill and sent his people to Miami to get the jetstar. General Air Services was reluctant to release the plane to PRESLEY's people for fear of a civil suit from Span-East Air.

[REDACTED]

Interviewed on 5/6/77 at Miami, Florida File # Miami 87-38971

by SA [REDACTED] 3 Date dictated 5/12/77

b7D

b7c

70

MM 87-38971

2.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] advised that a cardex system was never put  
in the jetstar [REDACTED]

[REDACTED]

b7D



FEDERAL BUREAU OF INVESTIGATION

1.

Date of transcription 5/16/77

[REDACTED] was contacted by telephone and informed of the identity of the interviewing Agent and the reason why he was being contacted.

[REDACTED]

b7D

[REDACTED] advised that he remembered that PRO did have a plane belonging to PRESLEY because he saw it, but he does not remember any work ever having been done on the plane by PRO or Span-East.

Interviewed on 5/6/77 at Miami, Florida File # Miami 87-38971

by SA [REDACTED] 5 b7c Date dictated 5/12/77

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 5/25/77

1.

[REDACTED]  
[REDACTED] was contacted regarding his knowledge of and dealings with FREDERICK PRO and Span-East Airlines (SEA) or Air Cargo Express (ACE). [REDACTED] was advised of the official identity of the interviewing Agent and the reason for the interview.

[REDACTED] advised that he was familiar with FRED PRO, SEA and ACE and the Lockheed Jetstar, registry N777FP, belonging to ELVIS PRESLEY.

[REDACTED] advised that the Jetstar belonging to PRESLEY was parked on the Tan Airlines ramp at MIA during the entire time which PRO and SEA or ACE had the plane in Miami, except for several trips taken by PRO in the plane while he was trying to obtain money. [REDACTED] stated that PRO and SEA did not have a good credit rating around MIA inasmuch as PRO bought some fuel for the Jetstar and charged it to [REDACTED] of Pittsburgh, Pennsylvania. When [REDACTED] called and informed suppliers not to charge any fuel to him, PRO would not pay for the fuel he had already received.

[REDACTED] advised that a cardex system was never put on the Jetstar and one was never brought to Tan Airlines offices for the Jetstar.

[REDACTED] advised that Ten Airlines and General Air Services, Inc. conducted some necessary preflight examinations on the Jetstar and all totaled less than \$500.00. [REDACTED] stated that the only work other than the necessary preflights done by his company on the Jetstar was work which General Air Services Inc. did on an AD (airworthiness directive) note numbered 68-09-02 on the Jetstar. [REDACTED] explained that this work consisted of such things as working on the brakes, fuel gauges, battery temperature gauge, fuel tanks, toilets and a wing inspection which was subcontracted by General Air Services, Inc. to O.C. Laboratories, Inc., 2870 Stirling Road, Hollywood, Florida. [REDACTED] advised that the work order submitted on the Jetstar was signed by BILL BOWMAN of SEA.

Interviewed on 5/19/77 at Miami, Florida File # Miami 87-20931

by SA [REDACTED] Date dictated 5/25/77

MI 87-38971

2.

[REDACTED] advised that the total bill for all work came to \$2,648.23 and that PRO would not pay for the work. Ultimately, ELVIS PRESLEY paid for the work by sending a check in the amount of \$2,648.23 after PRESLEY's pilot, MILO HIGH, had come to Miami and taken the plane back to Memphis.

[REDACTED]

[REDACTED]

[REDACTED]

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ME 87-16994

By communication dated July 27, 1977, the Boston Division furnished the following information:

Efforts to contact [REDACTED] on May 17, 1977, met with negative results. [REDACTED]

On June 8, 1977, an attempt was made to contact [REDACTED] with negative results.

On July 19, 1977, he was recontacted and he furnished the following information:

[REDACTED]

b7C  
b7D

BS 37-19010

b7C

The records of the Commonwealth of Massachusetts, Department of Corporations and Taxation, were caused to be searched on July 21, 1977, by Special Clerk [REDACTED] and reflected World Aircraft Exchange, Inc., One Court Street, Boston, Massachusetts, date incorporated April 18, 1972, listed resident agent as NINETTI TORRA, 138 Arnold Street, Revere, Massachusetts. No conditions were filed, therefore, no further information was available.

b7C





FEDERAL BUREAU OF INVESTIGATION  
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FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription 7/27/77

**furnished the following information:**

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

b7D

Interviewed on 7/25/77 at Memphis, Tennessee File # Memphis 87-1690

by SA [REDACTED] b7C Date dictated 7/26/77

ME 87-16994

2 -

[REDACTED]

It was PRO who arranged for PRESLEY's Jet Star to be brought to Miami in June, 1975. The plane was kept at the airport near the Air Cargo Express office and was used on several occasions by PRO.

It was [REDACTED] understanding from PRO that there was no need to make any payments on this plane. PRO had evidently told PRESLEY that funds for the payment for the third month would be coming from the Bank of America in California. The money allegedly was coming in from England through PHIL KITZER, who had something to do with the Merchantile Bank and Trust Company located in British West Indies.

b7D

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

ME 87-16994

3

[REDACTED]

So far as the FRESLEY plane was concerned, it was kept at Miami for a period of time and then was released to FRESLEY after a representative from Memphis came and signed for the little work which had been done on the plane. There was not much repair work done to the Jet Star.

[REDACTED]

[REDACTED]

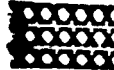
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[REDACTED]



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ME 87-16994

On July 29, 1977, [REDACTED] and [REDACTED] Jet Plane Maintenance Section of Cook Industries, Memphis International Airport, were contacted regarding Lockheed service manual numbers and advised that the best source of information would be at the Lockheed plant in Marietta, Georgia. They recommended [REDACTED] who could develop full facts as an expert in this field. 7  
b7c  
J

On August 1, 1977, Assistant U. S. Attorney GLEN GARLAND REID, JR., Memphis, Tennessee, was contacted relative to prosecutive action in connection with this case. He advised he is prepared to present these facts to the Federal Grand Jury convening in Memphis on or about August 15, 1977.

# FEDERAL BUREAU OF INVESTIGATION

REPORTING OFFICE <b>INDIANAPOLIS</b>	OFFICE OF ORIGIN <b>MEMPHIS</b>	DATE <b>8/8/77</b>	INVESTIGATIVE PERIOD <b>8/2/77 - 8/3/77</b>
TITLE OF CASE <b>OPPOPEN (OO: INDIANAPOLIS) (100)</b>		REPORT MADE BY <b>SA [REDACTED] b7C</b>	TYPED BY [REDACTED]
FREDERICK N. P. PRO; ELVIS A. PRESLEY - VICTIM		CHARACTER OF CASE <b>ITSP - FBI; TTP</b>	

REFERENCES: Memphis reports of SA [REDACTED] 3/1 and 6/6/77.

-P-

ENCLOSURES: Enclosed for Chicago and Charlotte one copy each of Memphis report of SA [REDACTED] dated 8/2/77.

LEADS:

**MEMPHIS**

At Memphis, Tennessee  
Will present facts to the Federal Grand Jury, Western District of Tennessee, Memphis, Tennessee.

ACCOMPLISHMENTS CLAIMED						<input checked="" type="checkbox"/> NONE	ACQUIT-TALS	CASE HAS BEEN:
CONVIC.	PRETRIAL DIVERSION	FUG.	FINES	SAVINGS	RECOVERIES			PENDING OVER ONE YEAR <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
								PENDING PROSECUTION OVER SIX MONTHS <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

APPROVED: [Signature]	SPECIAL AGENT IN CHARGE	DO NOT WRITE IN SPACES BELOW	
COPIES MADE: 2 - Bureau (COPY COUNT CONTINUED COVER PAGE B)		87-143601-7X	DE-5
2 - Indianapolis (87-227205)		93 9.22 2 AUGUST 1977	REC-135

Dissemination Record of Attached Report				Notations
Agency	Request Recd.	Date Fwd.	How Fwd.	By
1-8/20/77 1-12-5/15/77		9/29/77		[Signature]

DATA PROC  
[REDACTED] b7C

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IP 87-227205

**COPY COUNT CONTINUED**

- 1 - Fraud Section, Criminal Division
    - U.S. Department of Justice - BOB HICKEY (Enc. 1)
  - 3 -- Chicago (87-44786) (Enc. 1)
    - (1 - Chicago Strike Force - GARY SHAPIRO) (Enc. 1)
  - 2 - Charlotte (Enc. 1)
  - 1 - Cleveland Strike Force - M. MICHAELSON) (Enc. 1)
  - 1 - USA, Southern District of New York, - MIKE CAREY)(Enc. 1)
  - 2 - Memphis (87-16994)
- 

**ADMINISTRATIVE:**

-B-  
COVER PAGE



ADMINISTRATIVE:

Bureau designated case entitled PHILLIP KARL KITZER, JR., ITSP - TTP, OO: Indianapolis, as Bureau Special with title "OPFOPEN" (Operation Fountain Pen). This case, involving travel with subject KITZER by Indianapolis Undercover Special Agents, has generated a great volume of information concerning a group of international venture capital brokers dealing in fraudulent securities drawn on "off-shore" banks. Until the present time, while the covert operation was still intact, overt coverage of leads in most of the violations uncovered have not been set forth to protect the Indianapolis operation.

Bureau has advised that all leads set out in this matter be covered immediately. As set forth in previous communications, successful prosecution in these cases is heavily dependent upon a coordinated effort in the Bureau and various USA's/ Strike Forces involved.

U. S. Department of Justice has advised that prosecution in cases of this type in the past has been compromised by promises of immunity in one District adversely affecting similar prosecution in another District. To escape this risk in these related cases, Indianapolis is coordinating the investigative phase and below designated Strike Forces are jointly coordinating the prosecutive effort. In this regard, copies of subsequent reports should be directed to Indianapolis, USDJ Fraud Section, and Strike Forces as set forth in copy count, as well as to the interested USA/ Strike Force in Office of Origin.

Data compiled by Indianapolis in this operation, where a Federal violation would appear to exist, is being furnished herein and the apparent or logical Office of Origin is designated. Presentations to USA/Strike Force Attorneys and service of any subpoenas or warrants should be coordinated through Indianapolis.

Interviews conducted should protect the Indianapolis undercover operation.

**UNITED STATES DEPARTMENT OF JUSTICE  
FEDERAL BUREAU OF INVESTIGATION**

**1 - Fraud Section, Criminal Division, U.S. Department of Justice  
(Attn: BOB HICKEY) (Enc. 1)**

**Copy to: 1 - Chicago Strike Force (Attn: GARY SHAPIRO) (Enc. 1)**  
**1 - Cleveland Strike Force (Attn: M. MICHAELSON)**  
**1 - U.S. Attorney, Southern District of New York (ATTN: MIKE CAREY)**

**Report of: [REDACTED] Office: INDIANAPOLIS**

**Date: August 8, 1977** **b7C**

**Field Office File #: 87-22720S**

**Source File #:**

**Title: OPFOPEN  
(OO: INDIANAPOLIS)**

**Character: FREDERICK N. P. PRO;  
ELVIS A. PRESLEY - VICTIM  
INTERSTATE TRANSPORTATION OF STOLEN PROPERTY - FRAUD BY WIRE;  
TOP THIEF PROGRAM**

**Synopsis: VERNON E. PRESLEY, father of ELVIS A. PRESLEY, entertainer, has power of attorney to act for his son in business transactions. He entered into a contract with FREDERICK N. P. PRO, President, Air Cargo Express, Inc., (ACE), Miami, Florida, and others wherein PRESLEY's plane, a Lockheed Jetstar, would be sold to WWP Leasing Company, New York City. The plane would be up-graded under FAR 121 Maintenance Program to satisfy Federal Aviation Administration (FAA) requirements. This up-grading would be supervised by World Aircraft Exchange (WAE), Boston, and the plane then leased back to PRESLEY and sub-leased to ACE. In connection with this, WAE authorized and WWP approved for payment funds spent on the up-grading of the plane in the amount of \$341,500. PRO at the time issued three checks against the account of ACE on the First National Bank of Coral Gables, Florida, totaling \$75,510. All PRO's checks were returned by the bank. Subsequently, a second similar contract with regard to a second airplane of PRESLEY's was initiated and PRO presented three more checks totaling \$95,000, none of which were honored by the bank. ANGELO G. MANNARINO of AGM Financial Corporation, Miami, Florida, replaced WWP in the second contract which was nullified through violation of contractual terms. National Bank of Commerce, Memphis, handling PRESLEY's accounts received Telex message from Seven Oak Finance Limited, England, at the request of PRO reflecting ACE has an account in excess of \$500,000. Attorney for PRESLEY made available copy of "Wall Street Journal" describing "offshore" bank operations including Mercantile Bank and Trust Company, Kingston, British West Indies. PRO was given checks totaling \$167,000 by PRESLEY for work and tests involving PRESLEY's plane which work has subsequently been determined was never performed. PRESLEY also gave MANNARINO a check for \$55,830.36 on the second contract. PRO told PRESLEY he was going to England**

to get the money and return it to Memphis claiming "something like one half million dollars."

FAM officials have no documents filed by PRO for the Lockheed Jetstar.

Dallas Airotive never performed work attributed to it as set forth on invoices relative to PRESLEY's plane.

-P-

ENCLOSURES:

Enclosed for Fraud Section, Criminal Division, U.S. Department of Justice; Chicago, Illinois, Strike Force; Cleveland, Ohio, Strike Force; and U.S. Attorney, Southern District of New York, one copy each of Memphis report of SA [redacted] dated August 2, 1977.

DETAILS:

Investigation in this case was predicated upon a request received from the United States Attorney's Office (USA), Western District of Tennessee, Memphis, Tennessee, wherein they had been contacted by attorneys for ELVIS A. PRESLEY, an entertainer, indicating they felt a violation of Federal law had taken place. They identified the principal as FREDERICK W. P. PRO and their client, PRESLEY, as the victim losing in excess of \$400,000.

PRESLEY owned a Lockheed Jetstar airplane which had an outstanding indebtedness of over \$600,000 as of June, 1976. This plane was not being used by PRESLEY in his entertainment business and he therefore was making payments on an asset that was not generating any return on its capital. In addition, attempts to sell the aircraft had resulted in no success.

In June, 1976, a meeting was arranged which included the following people:

HANS ACHTMANN, President, WWP Leasing Group,  
New York City.

NIGEL WINFIELD, President, and LARRY WOLFSON,  
Treasurer, Commercial Air Transport Sales,  
Miami, Florida.

IP 87-22720S

FREDERICK P. PRO, President, Air Cargo Express, Inc., Miami, Florida.

GABRIEL ROBERT CAGGIANO, Attorney and Corporate Officer, World Aircraft Exchange, Boston, Massachusetts.

RAYMOND W. BASZNER, Vice President, World Aircraft Exchange, Boston, Massachusetts.

D. BEECHER SMITH and CHARLES H. DAVIS, Attorneys for ELVIS PRESLEY, Memphis, Tennessee.

WINFIELD, PRO and CAGGIANO had promoted the idea of a sale-lease program involving the sub-leasing of the Jetstar and including an up-grading of the plane. The transaction would be the sale of PRESLEY's Jetstar to WWP Leasing Group. WWP in turn would borrow enough money from the Chemical Bank of New York to cover both the paying off of the present indebtedness on the aircraft, over \$600,000, and also upgrading this aircraft in order to qualify it for Federal Aviation Regulation (FAR) 121 Maintenance Program. This up-grading had an estimated cost of \$350,000.

Upon completion of the up-grading, the plane allegedly would be valued on the open market at approximately \$950,000. With WWP purchasing this plane, the contractual agreement would continue in that PRESLEY would then lease the plane back for 84 months at a monthly rental of \$16,755 and he in turn would sub-lease the plane for \$17,755 per month for 84 months to Air Cargo Express (ACE). This way PRESLEY would profit by \$1,000 a month and, at the end of the seven year period, he had the right to buy back the plane for \$1.00. However, the agreement would allow ACE to continue another three years paying a reduced rental of \$10,000 per month.

BASZNER, who was at the meeting held on June 24, 1976, was an agent for World Aircraft Exchange, Inc., and was supposed to be responsible for supervising the up-gradings and modifications of the aircraft to qualify for the FAR 121 Maintenance Program.

When the contract was signed on June 25, 1976, VERNON PRESLEY, acting for ELVIS PRESLEY, paid two checks to WWP both in the amount of \$16,755 representing the first and eighty-fourth monthly rental payments. PRO wrote three checks to ELVIS PRESLEY, two in the amount of \$17,755 each representing the first and eighty-fourth monthly payments, and the third check in the amount of \$40,000 representing a premium for the sub-lease. All three checks of PRO, on the Flagship, First National Bank of Coral Gables, Coral Gables, Florida, were

against the account of ACE, Inc. All checks were returned by the bank as none were valid.

It was at this time that PRO took the keys to the Jetstar and his copies of the documents of the lease, PRESLEY took PRO's checks and CAGGIANO took his copies of the documents and the meeting was adjourned.

Subsequently, PRO told PRESLEY's attorney that the money to cover these checks was coming from Jamaica or someplace else and that there had been an error in the transfer of the funds. The checks were to be redeposited, but, upon so doing, the checks were again returned by the bank without payment.

The Chemical Bank of New York refused to accept the lease agreement, prepared their own agreement and finally this most recent contractual agreement was signed.

On July 16, 1976, VERNON PRESLEY, FRED PRO, NIGEL WINFIELD and ROBERT CAGGIANO met at the National Bank of Commerce, (NBC), Memphis, Tennessee, whereupon a check in the amount of \$330,048.33 was accepted by NBC, drawn against the Chemical Bank of New York and was deposited to the account of ELVIS PRESLEY. This was the remainder of funds based on the contractual leasing agreement which allowed the paying off of the \$600,000 mortgage on the plane over and above the above-stated figure.

At the same time, invoices on the stationery of World Aircraft Exchange were presented with recommended approval for payment by WWP Leasing Corporation. They were as follows:

\$17,500 to FREDERICK P. PRO, Air Cargo Express, for certification for FAA 121 per agreement and for operational setup and flight management;

\$32,000 payable to Air Cargo Express, Inc., and Dallas Airmotive for the purchase of Part 121 Avionics Equipment, flight data recorder, cockpit voice recorder, ground proximity warning indicator and Part 121 checks;

\$129,500 payable to Trans World Industries, Inc., for Part 121 maintenance systems, certification and modification, and Cardex system;

\$45,000 payable to World Aircraft Exchange, Inc.,  
for Part 121 Certification and Aircraft Modification  
and Update Program;

\$117,500 payable to FREDERICK P. PRO, Air Cargo Express,  
for Part 121 inspection and operational flight proving  
tests and Aircraft Improvement Program.

CECIL CARTER, Vice President of NBC, made out several personal checks on PRESLEY's account which were signed by VERNON PRESLEY for his son and were then converted into cashiers checks for the above stated amounts to cover these invoices. In other words, \$244,990 worth of checks were issued plus a personal check of \$17,500 which was cashed at the bank by PRO.

The first monthly payment for rent was not due from ACE until August, 1976. However, ACE had indicated an interest in another aircraft belonging to PRESLEY and an arrangement was again proposed by NIGEL WINFIELD. This arrangement was proposed on behalf of A. G. M. Financial Corporation which is the same organization previously submitted by PRO to replace WWP in the first contract. This latter corporation was formed by ANGELO MANNARINO of Miami, Florida.

A.G.M. sought to fill the same role occupied by WWP with regard to the Jetstar on another plane of PRESLEY's, a Dassault-Falcon. A similar type sale-lease back arrangement was entered into and VERNON PRESLEY gave personal checks to MANNARINO in the approximately amount of \$53,000 which MANNARINO subsequently cashed. PRO presented PRESLEY with three more checks drawn on the Coral Gables bank totaling approximately \$95,000 representing the first and eighty-fourth monthly payments under the sub-lease as well as a check for \$40,000 premium for the lease. Once again, none of PRO's checks were honored by the bank.

A.G.M. could not secure funding for this arrangement. The deal was called off but MANNARINO still wrongfully retains the \$53,000 paid to it as a deposit.

Over the next few weeks PRO made various representations to PRESLEY concerning the 121 Maintenance Program, including such things as the wings of the Jetstar had been removed and X-rayed for any faults and that tests had been run on the plane. PRO also claimed that at different times he had flown the plane on test with various FAA officials and it would be just a matter of days before the 121 certificate would be granted by FAA.

A notice of default was mailed to Air Cargo demanding immediate payment or repossession of the plane, and on October 11, 1976, a Telex message was received from Seven Oak Finance Limited, England, to the NBC, Memphis, which reads as follows: "With regards to Elvis Presley Air Cargo Express transaction, by the request of Mr. Frederick Pro, Seven Oak Finance, Ltd., has bank confirmation that Air Cargo Express has an account in excess of \$500,000 U.S. dollars. Regards, (signed) A.C. Scott-Brown, Seven Oak Finance, Ltd."

Although this wire was received and considered, no payments were received from ACE and finally, one of PRESLEY's pilots went to Miami and reclaimed the airplane. Upon its return to Memphis, the log book was reviewed and revealed that none of the funds in excess of quarter of a million dollars which had been paid out up-grading and modifying the plane to qualify it for 121 Maintenance had been applied to the plane.

D. BEECHER SMITH, Attorney for ELVIS PRESLEY, had various conversations with PRO. As of July 18, 1976, PRO told SMITH that he had received the funds for the up-grading of the plane but that there was a purchase delay for the equipment and there was also a delay in the FAA procedures. SMITH had in his possession a copy of an article from the "Wall Street Journal" dated October 19, 1976. This newspaper reports the financial news of the country.

The article, entitled "Uncollectible Drafts On West Indian Bank Flood U.S. And Total Millions of Dollars," notes that the securities which are cashiers checks and Certificates of Deposit (CD), were issued by the Mercantile Bank and Trust Company which was formed two years ago in Kingston on the island of St. Vincent in the British West Indies. This article further notes that the bank, which never grew beyond a one room office, apparently is closed and its founder and a few other men are the targets of a spreading investigation by the U.S. Department of Justice.

According to PRESLEY's attorney, he called Air Cargo to ask PRO for the keys to the plane in October, 1976. PRO claimed that he was getting a commitment that date and would be in touch and subsequently on October 4, called and told VERNON PRESLEY that he had \$200,000 coming in from overseas in Certificates of Deposit and that only one more test flight was required and the plane would be qualified within ten days. Shortly after this is when PRESLEY's bank received a Telex message claiming Air Cargo Express had an account of \$500,000 with the Seven Oak Finance Company, Ltd.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

b7D

It should be noted that in March, 1977, records of the Secretary of State's Office, Division of Corporations, State of Florida, reflected that the Air Cargo Express, Inc., had been incorporated under the laws of the State of Florida on April 19, 1976. The authorized stock is 100 shares at no par value. The officers of the corporation are listed as PAUL V. UDERI, President; Secretary and Director GAIL OLSEN; Treasurer and Director FREDERICK P. PRO; and Director ROY E. SMITH. One JOSEPH TOMBERG is listed as the Resident Agent.

[REDACTED]

[REDACTED]

b7D



IP 87-227205

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

b7D

Through contact with RICHARD B. NEVILL, Chief, Air Carrier District Office #32, Federal Aviation Administration, Miami, it was determined that PAUL SCUDERI of Span East Airlines had told him that he, SCUDERI, had found a "angel" to take care of Span East's financial problems and in early 1976, FRED PRO arrived on the scene. PRO allegedly took over eighty percent of Span East with SCUDERI retaining the remaining twenty percent.

The FAR 121 Program sets forth operating rules for commercial aircraft carriers. In order for an airplane to come under this program the company must place the aircraft on the operating specifications of their certificate and PRESLEY's Jetstar did not come under this program inasmuch as PRO never made any attempt to put the Jetstar on Span East's operating certificate. In addition, the Part 121 Inspection and Operational Flight Proving Tests refers to the inspection and proving flights an airline must conduct on an aircraft placed under the operating specifications of their certificate. A representative of the FAA has to be present aboard the aircraft during these flights. NEVILL states that Air Cargo Express or Span East did not conduct any proving flights on the Lockheed Jetstar. There is no record of any work having been performed on the Jetstar to up-grade it and if it had been done it would not be credited since the plane was not on Span East's certificate and no documents, papers, inspections or anything else had been filed with FAA concerning this plane.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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Through contact with [REDACTED] <sup>b7D</sup> of Dallas Airmotive, which subsequently was named Cooper Airmotive, it was determined that ACE, Span East Airlines, WWP Leasing Corporation and World Aircraft Exchange, Inc., had never had a file or account number with the company. No equipment was ordered or obtained from Dallas Airmotive by PRO or any of his representatives.

[REDACTED] (S)

[REDACTED] (S)

[REDACTED] (S) b1

[REDACTED] (S)

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89-143601-78 pp. 12-15

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FEDERAL BUREAU OF INVESTIGATION

ONE MR BRIGGS

Date of transcription May 11, 1977

Special Agents [redacted] and [redacted] Federal Bureau of Investigation, met with Special Agent [redacted] Federal Bureau of Investigation, at 10:00 P.M. May 6, 1977, in Room 1103A, of the Mayflower Hotel, 15 Central Park West, New York City, New York. [redacted] and [redacted] are registered in Room 311 of the same hotel where they are lodged with PHILLIP KARL KITZER, JR. [redacted] and [redacted] furnished the following information concerning information they had obtained during the time they had been with KITZER:

[redacted] and KITZER departed Miami, Florida aboard National Airlines Flight 90 at approximately 6:30 P.M. on May 5, 1977. None of the three individuals sat together and thus there was no discussion aboard this flight regarding activities of KITZER. All three individuals arrived at the Laguardia Airport in New York City at approximately 9:00 P.M. on May 5, 1977, and thereafter registered at the Mayflower Hotel.

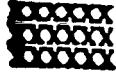
b7c

[redacted]

[redacted]

[redacted]

Interviewed on 5/6/77 New York City, New York File # IP 183-104  
by SA [redacted] b7c Date dictated 5/8/77



FEDERAL BUREAU OF INVESTIGATION  
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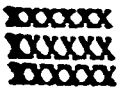
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IP 183-104

[REDACTED]

[REDACTED]

[REDACTED] b7c

[REDACTED]

After the meeting with [REDACTED] was concluded, KIRKER telephonically contacted FRED PRO to set up a meeting for May 6, 1977. This telephone call was made from the Mayflower Hotel



IP 183-104

in KITZER's room. PRO met with KITZER, [REDACTED] and [REDACTED] at the Essex House Hotel near the Mayflower Hotel at approximately 4:20 PM or 4:30 PM through a period of time slightly before 6:00 PM on May 6, 1977.

While going to meet with PRO, KITZER advised [REDACTED] and [REDACTED] that [REDACTED] was a good guy to know and if [REDACTED] and [REDACTED] ever had trouble with the outfit, they should contact KITZER who would in turn contact [REDACTED] and schedule a sit-down conference in New York to iron out any problems.

A business card provided to [REDACTED] and [REDACTED] by PRO indicated his full name as FREDERICK P. PRO and he was shown as the director, United States of America, of Trident Consortium located at 128 Central Park South, New York, Telex Number 12041, telephone number 212-757-8037. PRO was described as a white male, approximately 6'1" in height, weighing 190 to 200 pounds. He has graying hair and wears glasses. His build is heavy, and he is approximately 45 to 50 years of age. PRO alleges that he is an Italian. b7c

KITZER has indicated that PRO is not the true name of the above individual.

Upon initially meeting PRO, PRO inquired of KITZER as to whether it was okay to talk in front of [REDACTED] and [REDACTED] to which KITZER replied that it was all right. Thereafter, the following took place:

PRO indicated that at the present time he handles approximately 150 telephone calls per day arranging deals produced by eleven individuals working as brokers for him throughout the United States. He indicates that he works from approximately 8:00 AM through 12:00 Midnight each day.

At the present time, PRO indicated he was operating Trident Consortium in New York City. PRO stated that the company appears to operate worldwide with PRO acting as the U. S. agent. PRO stated, however, that he owns and controls the whole corporation. PRO indicated that he intends to open branches in other countries and that with this arrangement, it would be easy to confirm various financial instruments via telex from foreign countries.



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IP 183-104

[REDACTED] b7c

[REDACTED] b7c

PRO stated that he conned ELVIS PRESLEY out of PRESLEY's Tri-Star aircraft. KITZER advised PRO that PRO had previously told him that he was going to get PRESLEY's aircraft and that KITZER had told PRO that was "mission impossible." PRO replied back that he had shown KITZER what "mission impossible" was and asked KITZER if he recalled that PRO had telephonically contacted him shortly after obtaining PRESLEY's aircraft. PRO indicated that immediately after leaving the ground in Memphis, Tennessee with PRESLEY's aircraft he used the aircraft's air-to-ground telephone system to call KITZER and tell him at his home in Minnesota that he had acquired the airplane.

After acquiring PRESLEY's aircraft, PRO then contacted either the First National City Bank of New York or the Chase Manhattan Bank in New York and obtained a \$1,000,000 mortgage on the aircraft. When the first payment came due, PRO indicated he skated with the proceeds and left the bank holding the aircraft. PRO stated that he told the bank they had bought themselves a plane. PRO indicated he had also given PRESLEY other paper but it was not specified what this was.

[REDACTED] b7c

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FEDERAL BUREAU OF INVESTIGATION  
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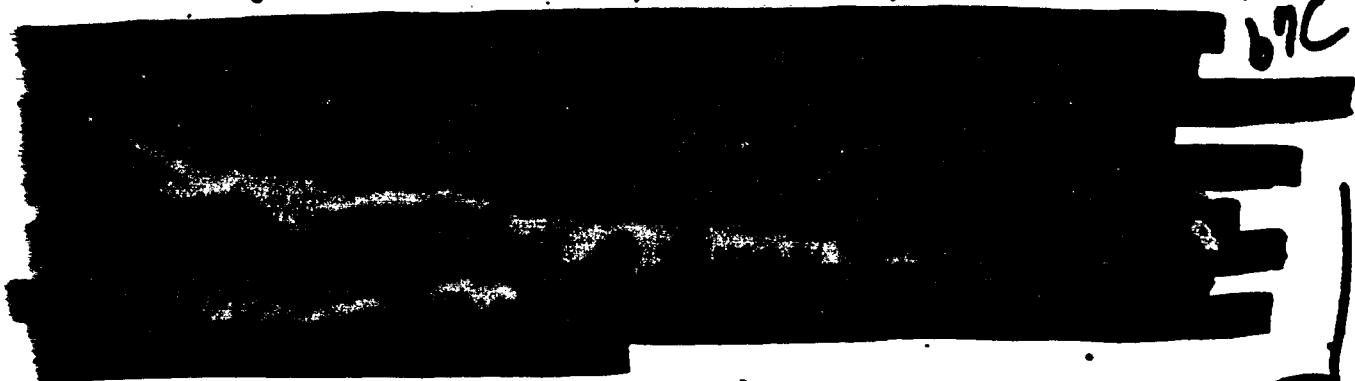
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87-143601-9X pp. 25; 26

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15

IP 183-104



In regard to aircraft transactions, PRO indicated that he preferred to accept aircraft from individuals who desired to have their aircraft repaired. Instead of repairing the aircraft, PRO indicated he disassembled the aircraft and sold the parts.

According to PRO, his usual method of busting out a company is to take viable company assets which include both liquid and semi-liquid assets and to convert them to less valuable assets which only appear to be valuable. He diverts cash flow and increases business expenses until bankruptcy gradually occurs. In short, he swaps viable assets for less viable ones.

FBI

Date: 8/26/77

Transmit the following in \_\_\_\_\_  
(Type in plaintext or code)

Via AIRTEL \_\_\_\_\_  
(Priority)

TO : DIRECTOR, FBI (87-143601)

FROM : LEGAT, LONDON (87-547) (RUC)

SUBJECT: <sup>D</sup> FREDERICK W. P. PRO;  
ELVIS A. PRESLEY - VICTIM (DECEASED)  
ITSP; FBW  
OO: MEMPHIS

Re Memphis airtel and LHM dated 7/26/77.

[REDACTED] b1

[REDACTED] (C)

- 5 - Bureau (Enc. 1)
- 1 - Foreign Liaison Unit
- 2 - Memphis (Enc. 1) (87-16994)
- 1 - London

[REDACTED] b7C

REC 127-143601-8  
30 SEP 8 1977

CONFIDENTIAL MATERIAL ATTACHED

87-143601-8



FEDERAL BUREAU OF INVESTIGATION  
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87-144383-90

OCT 28 1977

*Ann/dsk*

✓

87-143601-9

13



MEMPHIS 92345Z

FM MEMPHIS TO BOSTON NY

DE ME

OCT 7 8 12 10 '77

RECEIVED  
COMMUNICATIONS SECTION

Mr. Tolson	
Mr. DeLoach	
Mr. Mohr	
Mr. Bishop	
Mr. Casper	
Mr. Callahan	
Mr. Conrad	
Mr. Felt	
Mr. Gale	
Mr. Rosen	
Mr. Sullivan	
Mr. Tavel	
Mr. Trotter	
Tele. Room	
Miss Holmes	
Miss Gandy	

R 72345Z OCT 77

FM MEMPHIS (87-1699A) (P)

TO DIRECTOR (87-143621) ROUTINE

BOSTON ROUTINE

INDIANAPOLIS (87-2272PS) ROUTINE

LOUISVILLE ROUTINE

MIAMI (87-39971) ROUTINE

NEW YORK (87-79588) ROUTINE

BT

E F T O

OFFICE: ITSP - TIP:

FREDERICK W. D. PRO; ELVIS A. WOFFLEY - VICTIM; ITSP - \$24.00; ME

RE INDIANAPOLIS TELEPHONE CALL TO MEMPHIS, OCTOBER 6, 1977.

IN LIGHT OF EXPECTED SURRENDER OF PHILIP FITZER AT

INDIANAPOLIS DURING FBI PROCEEDINGS AT MEMPHIS, DEPARTMENT

WAS BEEN ADVISED AND A STATED INTENTION TO AS TO COMPLETE

ANY ADVANCE NOTIFICATION REACHING SUBJECT FITZER PRIOR TO

FINALIZATION OF SURRENDER. IT IS REQUESTED THAT EXPECTED TONE

BILL TO BE RETURNED BY LOUISVILLE DIVISION DURING SAME PERIOD

b7c

[REDACTED]

[REDACTED]

[REDACTED]

ORIGINAL FILED IN 87-143621-102

87-143601-  
NOT RECORDED  
NOV 14 1977

~~3 OCT 12 1977~~

87-143601-NR 10/17/77

DEC 26 1977

PAGE TWO

ME 87-16994

F T O

OF TIME WILL ALSO BE A SEALED INDICTMENT.

FOR INFO OF BUREAU AND RECEIVING OFFICES, MEMPHIS INDICTMENT PRESENTLY BEING PREPARED AND UPON COMPLETION OF INITIAL ROUGH DRAFT, SUBJECTS AND CHARGES WILL BE IDENTIFIED. FBI ARRESTS ARE ANTICIPATED FOR BOSTON DIVISION, GABRIEL ROBERT CACCIONE; MIAMI DIVISION, ROY E. SMITH, RAYMOND BASZNER, LAURENCE WOLFSON, NIGEL WINFIELD; NEW YORK DIVISION FREDERICK N. P. PPO; AND INDIANAPOLIS DIVISION, PHILIP KITZER. CONFIRMATION OF ABOVE-IDENTIFIED SUBJECTS WILL FOLLOW AFTER SATISFACTORY PROBABLE CAUSE FOR VARIOUS FEDERAL VIOLATIONS HAS BEEN DETERMINED AT MEMPHIS.

LOUISVILLE: CONFIRM PROPOSED INDICTMENT OF SUBJECT, OFFENSE CASE WILL BE HANDLED AS SEALED INDICTMENT.

INDIANAPOLIS: ADVISE INTERESTED OFFICES HANDLING ARRESTS OF SUBJECTS OF LOUISVILLE AND MEMPHIS INDICTMENTS WHEN KITZER IS UNDER CONTROL AT INDIANAPOLIS SO THAT ARREST WARRANTS MAY BE EXECUTED.

BOSTON, MIAMI AND NEW YORK: INSTITUTE NECESSARY ACTION TO EFFECT IMMEDIATE ARRESTS OF IDENTIFIED SUBJECTS, OCTOBER

PAGE THREE

ME 87-16994

E F T O

14, 1977.

MEMPHIS: ADVISE BUREAU AND RECEIVING OFFICES OF CONTENTS  
OF MEMPHIS PROPOSED INDICTMENT UPON COMPLETION OF ROUGH  
DRAFT PREPARATION.

■

Assoc. Dir.	_____
Dep. AD Adm.	_____
Dep. AD Inv.	_____
Asst. Dir.:	
Adm. Serv.	_____
Crim. Inv.	_____
Ident.	_____
Insp.	_____
Intell.	_____
Lab.	_____
Legal Coun.	_____
Plan. & Insp.	_____
Rec. Mgmt.	_____
Tech. Serv.	_____
Training	_____
Public Affs. Off.	_____
Telephone Rm.	_____
Director's Sec'y	_____

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11 23 AM '77  
 MAC  
 FEDERAL BUREAU OF INVESTIGATION  
 COMMUNICATIONS SECTION

OO MI ME

DE NY 930

O 171513Z OCT 77

FM NEW YORK (196-66) (21)

TO DIRECTOR (87-143601) IMMEDIATE

MEMPHIS (87-16994) IMMEDIATE



*M/ST*

CLEAR

FREDERICK M.P. PRO - FUGITIVE; ET AL; ELVIS A. PRESLEY

(DECEASED) - VICTIM; ITSP; FBV; WF; CONSPIRACY, OO: MEMPHIS

REMPTELETYPE TO THE BUREAU, DATED OCTOBER 14, 1977.

*3/12/78*

FOLLOWING IS A DESCRIPTION OF FREDERICK P. PRO, TRUE NAME  
 ALFREDO PROC, AS PRESENTLY KNOWN TO THE NYO: RACE WHITE; SEX  
 MALE; DOB AUGUST 3, 1926, AUGUST 23, 1929; POB PHILADELPHIA,

*W*

PENNSYLVANIA; HEIGHT SIX FEET ONE INCH; EYES BROWN; HAIR BLACK;

SSAN [REDACTED] RESIDENCE 120 CENTRAL PARK SOUTH, APARTMENT

*b7c*

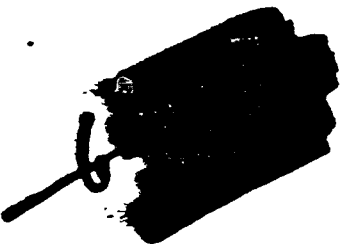
4B, NYC; EMPLOYMENT TRIDENT CONSO RTION, 120 CENTRAL PARK SOUTH,

APARTMENT 4C; PREVIOUS EMPLOYMENT SPAN EAST AIRLINES

OCT 20 1977

COMMERCIAL AIR TRANSPORT SALES, MIAMI, FLORIDA.

BT



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*FUGITIVE INDEX*

*15245*  
 OCT 25 1977  
 [REDACTED]

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FUGITIVE INDEX  
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