

IMMEDIATE

NAME	SSAN	BENEFICIARY
ZIEGLER, CATHLEEN M.	348-86-4481	MR. WILLIAM D. ZIEGLER (F)
WYN, ROBERT JR.	367-82-0430	MRS. MERNARELL L. MADLEY (M)
WITNER, JOHN A.	345-60-1294	MR. JOHN D. WITNER (F)

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NAME	SSAN	BENEFICIARY
WISSON, THEODORE M.	449-51-8677	MR. THEODORE M. WISSON (F)
SFITZ, FREDERIC C.	304-52-9483	MRS. AUDREY F. PHELPS (M)
SCHULTZ, KEITH M.	396-74-0752	MR. & MRS. HOWARD A. SCHULTZ (P)
PARSONS, THOMAS F.	368-74-1602	MR. & MRS. ARTHUR PARSONS (P)
OCASIO, FRANCISCO JR.	352-56-0166	MRS. DARCI L. OCASIO (M)
NOLAN, MICHAEL T.	475-88-5922	MR. MIKE W. NOLAN (F)
MULLINS, STEVEN W.	480-86-6220	MRS. SANDRA S. MULLINS (M)
KARADSMEH, ISRAHIL F.	370-70-2957	MR. FARAH KARADSMEH (F)
CRAIG, MICHAEL E.	340-70-9876	MR. ROBERT P. CRAIG (F)
GUERRA, RICARDO	378-72-0894	MRS. MARIA T. GUERRA (M)
GAYTON, ANTHONY L.	320-60-6340	MRS. DOROTHY GAYTON (M)
ANDRES, DARNELL	341-66-4343	MRS. SANDRA A. ANDRES (M)

FOR FT. SILL:

NAME	SSAN	BENEFICIARY
THOMAS, RANDALL W.	456-88-4239	MR. S. JOYA L. THOMAS (M)
STEWART, RANDY S.	456-29-4420	MRS. VERNICE STEWART (M)
LONG, PAUL D.	422-80-7593	MR. FRANCIS J. LONG (F)

FOR FT. STEART:

NAME	SSAN	BENEFICIARY
WOLFORD, ROBERT N. II	276-50-2451	MRS. DOLLIE E. WOLFORD (M)

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NAME	SSAN	BENEFICIARY
SMITH, THOMAS V.	267-57-4533	MRS. DOROTHY PARRIS (M)
HART, ROBERT H.	264-73-3367	DR. D. ROBERT HART (F)
KISER, BRUCE E.	266-57-9280	MRS. JANICE A. RHYMES (M)
GRAHAM, THOMAS L.	263-53-1134	MR. & MRS. WILLIAM J. GRAHAM (P)
GERDES, SCOTT W.	030-60-7784	MR. HENRY C. GERDES (F)
BEER, EDWARD M.	591-20-1302	MRS. VERONICA K. BEER (M)

FOR FT. LEONARD WOOD:

NAME	SSAN	BENEFICIARY
GORFE, JOSEPH W.	088-66-4410	MRS. JACQUELINE M. GORFE (M)
BRADLEY, JOHN T. JR.	241-25-0661	MRS. LINDA L. BRADLEY (M)
WILLIAMSON, JAMES JR.	497-82-6668	MRS. COLLEEN C. WILLIAMSON (M)

FOR FT. BEN HARRISON:

NAME	SSAN	BENEFICIARY
DUMPERT, BRIAN L.	315-70-4452	MR. TANYA L. DUMPERT (M)
MILLER, TIMOTHY F.	310-64-5731	MRS. KAREN D. MILLER (M)
PADGETT, GARY W.	306-78-7720	MR. & MRS. DONALD K. PADGETT (P)

3. YOU ARE NOT AUTHORIZED TO MAKE DEATH GRATUITY PAYMENTS PERTAINING TO THE FOLLOWING SOLDIERS. A DETERMINATION IS TO BE MADE AND OR PAID BY CONUSAFAC, FT BEN HARRISON, IN:

NAME	SSAN	BENEFICIARY
BT		

#5419

IMMEDIATE

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IMMEDIATE

SUSPECTED DUPLICATE

PT 00023

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PAGE 01

FORT CAMPRELL TELECOMMUNICATIONS CENTER

ACTION/PI..... ROUTER..... REPRO..... COPIES.....
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 LEC MEDDAC PAO SJA TF160 USAISC 1RDE 2RDE 3RDE 1/3A DA 326ENS
 STRANS SWEA A6FVAC 1014VNGP 1924TC 311MI 436MAU 507TAIRCW 902MI
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 O P 180100Z DEC 85
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 TO AIG #15R
 TG 740A
 INFO RUEFFIN/CDRUSAFAC FT BEN HARRISON IN //DFPT 363//
 RT

UNCLAS FINAL SECTION OF 03
 ABRAMS, MARK F. 215-96-0453 MRS. PAMELLA G. ABRAMS (SIS)
 ALEXANDER, HERBERT D. 433-23-5512 CHILD'S NAME AND DOR UNKNOWN AT
 THIS TIME.
 ARVIN, ROGER D. 303-68-4200 MASTER JEFFREY A. ARVIN (SON)
 DO 5 MAY 81
 MISS MELISSA A. ARVIN (DAU)
 DOR 10 SEP 84
 BRASFIELD, TONY W. 263-65-6590 MRS. ANNIE C. WARREN (ILPI)
 BROWN, JOHNNY L. 251-35-7918 MISS LAYTON L. BROWN (DAU)
 DOR 24 NOV 84
 BUCHANAN, GREGORY A. 241-41-7982 MRS. CARLA J. HURLESON (SIS)
 DANIELS, WALTER G. JR. 274-70-8541 MISS JESSIE L. SUTHERS (DAU)
 DOR 6 DEC 82

PAGE 02 RUEAHOF5420 UNCLAS
 FERGUSON, JAMES A. 264-82-2976 MASTER JAMES A. FERGUSON JR.
 (SON) DOR 16 FEB 74
 GRAHAM, KELLY S. 568-87-3501 MRS. LILIE GRAHAM (SIS)
 HILEMAN, THOMAS T. 236-15-8324 MR. THOMAS O. MCINTIRE (ILPI)
 (GRANDFATHER)
 HOBBS, DONALD E. 074-54-0558 MRS. LORIE S. YASSES (SIS)
 JEFFCOAT, MARVIN JR. 510-44-2102 MISS WENDY A. JEFFCOAT (DAU)
 DOR 3 JUN 67

IMMEDIATE

18-01002 Dec 85 SUSPECTED DUPLICATE

IMMEDIATE

PTO0023 PAGE 02
SUSPECTED DUPLICATE

KUBIC, MARK R.	472-78-5798	MRS. THERESA M. DEAR (SIS)
LINDGREN, DAVID C.	339-60-0981	MASTER SHANNON D. LINDGREN (SON) DOR 19 NOV 82
MCCORMICK J. S.	700-52-7597	MR. KENT S. MCCORMICK (FR O)
MCWHITE, CALVIN	251-11-3192	MASTER ANDRAE M. FLEMING (SON) DOR 13 JUN 78
MILLER, LARRY G.	703-76-8567	MR. CURTIS S. WOLFE (TL P)
MORGAN, LINDALE	241-02-5387	MISS LAKESHA L. WRAN (DAU) DOR 14 SEP 81
MURRAY, MICHAEL	303-62-3572	MISS SYNTHIA R. MURRAY (DAI) DOR 20 MAY 81
PHILLIPS, ALVIN M.	481-80-0823	MRS. MARGARET HISHOP (IL P)
PAGE 03 RUEAH0E5420 UNCLAS		
REYNOLDS, JESSEY T.	414-84-9801	(AINT)
SCHMOYER, RICKY A.	186-52-4739	MRS. JEWELL D. KENNEDY (SIS) MISS RICHELLE L. SCHROYER (DAI) DOR 19 NOV 77 MASTER JUSTIN D. SCHMOYER (SON) DOR 3 NOV 80
SHOOK, JAMES E.	240-23-1652	MRS. WILDA J. STURHS (SIS)
SINGLETON, EARL	288-11-9354	MASTER DENNIS E. ADAM (SON) DOR 25 NOV 81
SLOAN, MATTHEW S.	523-94-8554	MR. JEFFREY S. SLOAN (FR O)
WALKER, GUY W.	430-31-5694	MRS. FERRY A. WALKER (STEP-MOTHER) 50X
WHEELER, FRANK C. JR.	495-88-8290	MR. RONALD L. WHEELER (FR O)
STRAUB, GARY L. JP.	344-40-5014	MRS. LYNN M. STRAUB (M) MR. GARY L. STRAUB (FR)

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IMMEDIATE

SUSPECTED DUPLICATE

APPENDIX 17.—U.S. ARMY, MEMORANDUM FROM COL. RICHARD O. PARHAM, DIRECTOR, INVESTIGATIVE OPERATIONS DIRECTORATE, TO CHRIS GIUSTI, SUBCOMMITTEE ON CRIME, COMMITTEE ON THE JUDICIARY, REGARDING SPECIAL AGENT DIRK MILLER FROM THE CRIMINAL INVESTIGATION COMMAND, MARCH 26, 1990



DEPARTMENT OF THE ARMY
UNITED STATES ARMY CRIMINAL INVESTIGATION COMMAND
 5611 COLUMBIA PIKE
 FALLS CHURCH, VA 22041-5015

REPLY TO
 ATTENTION OF:

26 MAR 1990

CIOP-GCD (195-2j)

MEMORANDUM THRU OFFICE OF THE CHIEF OF LEGISLATIVE LIAISON,
 ATTN: *Lt Peters* PETERS ROOM 2C600, PENTAGON, WASH
 DC 20510

FOR MR. CHRIS GIUSTI, SUBCOMMITTEE ON CRIME, COMMITTEE ON THE
 JUDICIARY, HOUSE OF REPRESENTATIVES, WASH DC 20515

SUBJECT: Questions from Congressional Staff Members
 Regarding the Gander Accident

1. On 28 Feb 90, during the meeting between members of this command and staff members on your subcommittee, you requested additional information concerning CW2 Dirk Miller, the criminal investigator who was killed in the Gander accident. Specifically, you asked us to determine if CW2 Miller was transporting any evidence with him. You also solicited us to determine if CW2 Miller's pistol was recovered from the wreckage, and if so, whether it was loaded. This letter will provide responses to both of your questions.

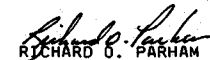
a. A search of the United States Army Criminal Investigation Command records indicates that CW2 Miller was carrying as evidence, 66 grams of hashish seized from a soldier on 2 Dec 85 (Report of Investigation 0741-85-CID0033-11209). The evidence was not recovered from the crash site. Additionally, CW2 Miller was carrying a data file containing unsubstantiated information about the battalion commander taking his privately owned pistol to the Siani. The brief case containing this file was also destroyed in the crash.

b. CW2 Miller was assigned a .38 caliber pistol and 12 rounds of ammunition for use in connection with his duties as a CID criminal investigator. Neither the pistol nor ammunition was recovered from the Gander crash. After the crash, on 6 Jan 86, the local CID office at Fort Campbell initiated a report of survey on these items, so that they could be properly accounted for and removed from the property books.

CIOP-GCD
SUBJECT: Questions from Congressional Staff Members
Regarding the Gander Accident

2. Point of contact at this headquarters is MAJ D'Amico,
756-1477/1478.

FOR THE COMMANDER:


RICHARD O. PARHAM
Colonel, GS
Director, Investigative
Operations Directorate

**APPENDIX 18.—U.S. ARMY, MFO INTERNAL MEMO REGARDING U.S.
BATTALION ROTATION, DATED DECEMBER 17, 1985**

ATTACHMENT # 6

Observers

Force Headquarters
Sinni

INTERNAL MEMO

TO: F.C.

DATE: 17 December 1985

FROM: CLO

FILE NO: CLO 401 A1

SUBJECT: FACT SHEET, USBATT ROTATIONS

PURPOSE: To update the situation regarding the timings, events and actions for the second iteration, USBATT and to highlight final outbound schedule.

FACTS:

1. The second iteration involved 248 personnel who departed Cairo, 11 Dec 85.
2. The actual movement consisted of two parts, baggage and personnel.
 - a) Baggage (outbound)
 - (1) each soldier authorized two duffel bags and one carry on bag.
 - (2) bags were weighed, loaded on secured MFO truck on Monday after Egyptian customs inspection at South Camp.
 - (3) truck moved to Cairo on Tues, 10 Dec; upon arrival was met by FLNO and secured at Cairo airport. Vehicle was guarded by two U.S. soldiers until unloaded plane side.
 - (4) actual loading done by contractor for Arrow Airlines, ZAS Aviation - Cairo under MFO supervision.
 - (5) 41 duffel bags were not able to fit into the aircraft cargo holds as all space was used. They were returned to North Camp (ultimately inventoried by LSU), transported to South Camp 16 Dec and will go with final rotation.

b) Personnel (outbound)

- (1) moved from South Camp via Air Egypt flights. 2 sorties 737 on 11 Dec.
- (2) troops carried weapons, broken down, in laundry bags aboard Arrow Airline aircraft.
- (3) Air Egypt planes were under Cairo security until departure, Air Egypt security guard was on each aircraft and our troops were searched with metal detectors prior to loading.
- (4) upon arrival at Cairo troops were bussed to airport and ultimately taken to Hyatt El Salsam Hotel due to the late arrival of Arrow Air.
- (5) at the Hyatt Egyptian security was present throughout their stay.
- (6) once confirmed arrival of Arrow Air known troops were moved back to airport for final processing. This was done smoothly and quickly in about 20 minutes and troops loaded on busses to take them plane side.

c) General Comments - outbound

- (1) Arrow Air delayed approximately 12 hours at origin due to reported mechanical problems.
- (2) cargo weighed at South Camp was 27,950 pounds. Estimated weight of bags not taken was 2870 (70 lbs per bag). Our all up weight was then 25,080 pounds (this does not include the carry on bags).
- (3) Arrow landed approximately 1730 hours, 11 Dec. unloading of inbound rotation baggage started shortly thereafter. Approximately 1900 hrs sealed truck from South Camp opened and loading of Arrow aircraft begins.
- (4) approximately 2230 hrs troops began loading. LTC Jeffcoat inspects cargo holds to insure that remaining baggage will not fit.
- (5) approximately 2315 DC-8 takes off.
- (6) Arrow Airlines was in Cairo approximately 6 hours.
- (7) original schedule for aircraft was:
 - (a) land approximately 0400 hrs, 11 Dec
 - (b) depart approximately 1400 hrs, 11 Dec

(8) the two Air Egypt flights were to depart Cairo approximately 0900 and 0930 hrs, with estimated 1 hour travel each way.

3. Inbound

a) baggage

(1) off loaded into MFO truck, secured for the night and moved to South Camp, 12 Dec.

(2) weapons remained with troops.

b) personnel

(1) passports processed upon arrival/customs procedures all done at airport.

(2) transported by bus to Hyatt El Salaam for meal and rooms.

(3) moved by contract bus to South Camp, 12 Dec.

c) General Comments

(1) original schedule was for new troops to fly to South Camp, however, late arrival forced overnight in Cairo and buses the next day.

(2) inbound processing, movement and ultimate transport went smoothly.

4. 3rd Rotation

a) will be via C-141 aircraft out of Cairo per schedule.

b) cargo moved from South Camp via MFO truck, 17 Dec.

c) troop to move via Air Egypt, 18 Dec per schedule.

5. Observation

a) aside from late arrival of Arrow plans worked as developed.

b) MFO Cairo made all on the ground coordination and facilitated all quick responses.

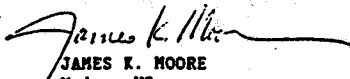
c) Egyptian authorities were helpful throughout and fully aware of the procedures. Constant and visible security provided throughout the operation.

Joseph L. Richardson
 JOSEPH L. RICHARDSON
 Colonel
 Chief, Logistics

Enclosure 1

Subject: SEQUENCE OF EVENTS FOR PROCESSING/LOADING USBATT EQUIPMENT FOR MOVEMENT TO CONUS

1. The procedure for processing USBATT luggage and equipment for movement is as follows:
 - a. Allowance for each passenger - two duffle bags not to exceed 70 Kgs in weight (total).
 - b. Baggage is weighed out each Monday and undergoes a customs check by Egyptian/US officials.
 - c. Baggage is loaded into a 40' box trailer and secured by a series 200 lock and Egyptian customs seal.
 - d. A copy of customs clearance paperwork is provided to the NCOIC FMCC to accompany the truck during transit to Cairo.
 - e. Baggage truck departs each Tuesday AM (o/a 0600 hrs) and arrives Cairo o/a 1430-1530 hrs same day.
 - f. Baggage truck is escorted by FLNO Cairo to secure area of Cairo airport (inside an open area controlled by locked/guarded gate).
 - g. Truck is guarded by two US soldiers continuously until driven to outgoing DC-8 aircraft for loading. Egyptian role is simply to control access to cargo vehicle to authorized (personnel with security pass) personnel only.
 - h. Once notified by FLNO Cairo that Charter aircraft is ready to receive cargo, FMCC rep, truck driver escort loaded truck to aircraft and loading commences.
 - i. Physical loading of the aircraft is conducted by local contract labor (ZAS Aviation - Cairo) and supervised by Force military/aircraft crew personnel.
 - j. Once aircraft is loaded and secured, the passengers are then loaded onto the plane for departure. The only additional baggage taken onto the aircraft is handcarried luggage not to exceed 5 Kgs in weight. This luggage is checked by airport officials prior to loading.


JAMES K. MOORE
Major, US
Chief, FMCC

Enclosure 2

Tuesday - 10 December

- Approx 1500 Convoy arrives in Cairo (tractor 007 and trailer 637, empty/ tractor 183 and trailer 634, loaded with luggage of outbound rotation/bus). Convoy is parked on the street by the Novotel by Sgt. Smith. Convoy is guarded by two USBATT's soldiers. Sgt. Smith with the two trailers and the bus to the gas station (near Cairo airport), but no diesel fuel at the station, and all vehicles back to the parking place.
- Approx 1630 (before night) Loaded truck moved into customs area in Cairo airport. Two USBATT's soldiers are detailed on guard. Guard is organized by Sgt of the Guard with two soldiers on guard at the truck, guard - soldiers are rotated on foot between customs area and Novotel. Communications between soldiers on guard and Sgt of Guard is provided with two hand-held radios

Wednesday - 11 December

- 1645 USBATT's soldiers guarding the loaded truck are relieved by the two truck drivers, and USBATT's guards go to the Novotel to get ready to leave.
- 1720 Major Lenclud arrives at the truck. Only one truck driver stays with the truck, the other goes back to the Novotel. Major Lenclud walks to where the Arrow Air DC-8 is parked. 20 minutes later the driver drives its truck to the DC-8.
- 1730 Beginning of unloading operations by ZAS Aviation's personnel. Unloading operations take approximately two hours, and are watched over by Major Lenclud and two USBATT (incoming) personnel.
- Approx 1900 Corporal Ford (British clerk working with liaison in Cairo) goes out of the airport to bring back Sgt. Smith, who has the keys of the padlock, closing the door of the luggage truck. Then Egyptian customs seal, on the door of the truck is broken.
- Between 1930 and 2000 Loading of luggage onto DC-8 starts. Loading is made by ZAS Aviation, with Major Lenclud checking the operations. Loading starts with front cargo compartment of the DC-8, then the rear ones.

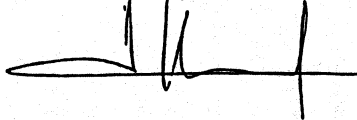
As many bags cannot be loaded, because no more room is available according to ZAS personnel, one of the members of Arrow crew open cargo compartments which are already loaded, and additional bags are loaded. Finally 41 bags cannot be loaded.

Approx 2230 Passengers arrive at DC-8 and start loading. However when LTC Jeffcoat learns that it has not been possible to load all luggage, cargo doors are reopened in order to allow him to check that no more room is available. As it is not possible to load an additional bag, LTC Jeffcoat asks that remaining bags be put on the ground, and a list of those bags is made by USBATT. The 41 remaining bags are loaded back into the truck and the truck returns to the Novotel with the driver and Major Lenclud.

Approx 2315 DC-8 take off.

(*time-table to be checked with MFC-Cairo)

JACQUES LENCLUD
Major
Force Transportation Officer



APPENDIX 19.—LETTER TO HON. WILLIAM J. HUGHES FROM JAMES B. BUSEY, ADMINISTRATOR, FEDERAL AVIATION ADMINISTRATION, DATED MARCH 7, 1990



U.S. Department
of Transportation
**Federal Aviation
Administration**

MAR 12 1990

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 7 1990

The Honorable William J. Hughes
Chairman, Subcommittee on Crime
Committee on the Judiciary
House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

Thank you for your letter of February 5 regarding the Arrow Air DC-8 accident at Gander, Newfoundland, on December 12, 1985.

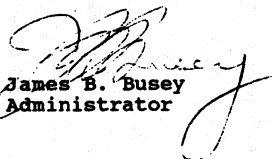
The Federal Aviation Administration (FAA) participated in the investigation of the accident as advisors to the National Transportation Safety Board, the U.S. accredited representative. In that capacity, under the rules of the International Civil Aviation Organization (ICAO), all notes, reports, and related documents were retained by the Canadian investigative authorities.

Accordingly, it is unlikely that a search of FAA records will produce much information of use to the Subcommittee. Nevertheless, we have asked FAA offices to search their files and forward pertinent material to Washington, D.C. We will advise you of the results of this effort as soon as possible.

The staff investigator who represented the FAA in the investigation was Mr. Robert D. Cook. Mr. Cook accepted a position with the U.S. Department of State in January 1990 and is presently with the U.S. Mission ICAO in Montreal, Canada. Since he has firsthand knowledge of the FAA participation in the investigation, he would appear to be the most appropriate official to conduct the briefing to the Subcommittee.

We will contact the Department of State and ask if Mr. Cook could be made available to be interviewed by the Subcommittee.

Sincerely,


James B. Busey
Administrator

**APPENDIX 20.—LETTER FROM T. ALLAN MCARTOR, ADMINISTRATOR,
FEDERAL AVIATION ADMINISTRATION, TO BERNARD M. DESCHENES,
CHAIRMAN, CANADIAN AVIATION SAFETY BOARD, DATED JANUARY
25, 1988**

#7

cc: ACA-1/ASF-1/ASF-100
ASF-110:EDCook:sg:x78190:1/25/88
ACA#A871215030

Mr. Bernard M. Deschenes
Chairman, Canadian Aviation Safety Board
P.O. Box 9123
c/o Vista Terminal
Ottawa, Ontario, Canada K1S 3T8

Dear Mr. Deschenes:

Thank you for giving the Federal Aviation Administration (FAA) the opportunity to review the Draft Aviation Occurrence Report 85-150902 (T2&HF) of the Canadian Aviation Safety Board's (CASB) investigation into the December 12, 1985, Arrow Air, DC-8-63 accident at Gander International Airport, Newfoundland.

Our different disciplines within FAA have reviewed the CASB Report and offer the following comments:

1. Section 1.17.15 and 2.11: The Board's statements and conclusions regarding FAA surveillance of Arrow Air are based on what we believe is an incomplete review of all available facts. The Board attributes many of its conclusions in this area to the results of the January 1986 indepth inspection of Arrow. Many of the inspection team's "findings" were later, after an indepth review by the FAA's Miami Flight Standards District Office, found to be invalid for a variety of reasons. Our FAA's Southern Region Flight Standards Division and the Miami Flight Standards District Office would be willing to discuss their views with your investigators.

2. Section 1.6: On page 10 of the report, the reference to FAA Form 377 should read FAA Form 357.

I would like to commend the CASB for the depth and detail of its investigation and the thoroughness in the preparation of this document.

I hope this information will be helpful in completing your final report.

Sincerely,

T. Allan Muarator
Administrator

APPENDIX 21.—MEMORANDUM FROM WILLIAM M. BERRY JR., MANAGER, FLIGHT STANDARDS DIVISION, FEDERAL AVIATION ADMINISTRATION, TO MANAGER, ACCIDENT INVESTIGATION DIVISION, REGARDING THE CASB DRAFT AVIATION OCCURRENCE REPORT, DATED JANUARY 20, 1988



U.S. Department
of Transportation
Federal Aviation
Administration

Memorandum

ACTION: Draft Aviation Occurrence Report 85-B50902
Subject: (T26HP) Gander Int'l Arpt. Newfoundland 12/12/85; **Date:** JAN 20 1988
 ASF-110, Route Slip of 12/22/87

From: Manager, Flight Standards Division, ASO-200
Reply to: Attn of Cook:x7421

To: Manager, Accident Investigation Division, ASF-100

Our South Florida Flight Standards District Office and our Regional Staff have reviewed the Canadian Aviation Safety Board (the Board) Report, and offer the following comments for your consideration.

1. Section 2.5: The Board has concluded that ice was present on the leading edge of the wing when it landed at Gander. In our opinion, there is evidence available in Section 1.7.5 of the Board's report which makes this conclusion arguable. There is further evidence presented both in the subject report and in the public testimony given at Ottawa that makes the conclusion of additional ice accumulation during the ground time even more suspect. However, since conclusive evidence of ice, or lack of ice, will never be available, we accept the possibility of its presence.

We believe, however, that the aerodynamics analysis of what occurred during the landing and subsequent takeoff needs the support of additional engineering/performance data for the DC-8 aircraft. Specifically, we believe that the premise stated by the Board (i.e., that the approach angle of attack of a DC-8 would be less than a critical angle of attack with ice accretion), should have confirming data available from either the manufacturer or the source; should be verified by non-biased simulation analysis; and should be made a part of the report. However, if this premise cannot be supported in this manner, then a determination of an alternative cause would be a necessity.

2. Section 2.9: This office concurs with the Board's determination that current FARs do not reflect recent advances in the understanding of fatigue. We support continued research in the field and change of regulations where appropriate. However, the Board's conclusion that flightcrew fatigue as a contributing cause of the accident is speculative and overlooks several pertinent facts.

Many pilots, especially those over 40 years of age, consume at least one aspirin daily as a prophylactic against heart disease. The age of the Arrow crewmembers, in the context of the widespread knowledge of aspirin as a heart disease preventative, makes this scenario at least as probable as the Board's conclusion. The presence of aspirin becomes even more benign when evaluated

against the testimony of numerous eyewitnesses to the crews' disposition in the hours prior to the accident. Witnesses at the crew's hotel, the Cologne Airport and Gander Airport, unanimsously testified to the apparent good spirits and attitude of all crewmembers. Such behavior is not consistent with persons suffering from simultaneous chronic and acute fatigue.

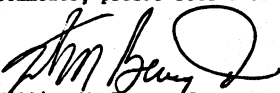
3. Section 1.17.15 and 2.1: The Board's statements and conclusions regarding FAA surveillance of Arrow Air reflect invalid conclusions based on a superficial and, in some instances, incomplete review of available facts.

The Board attributes much of their conclusion in this area to the results of the January 1986 in-depth inspection of Arrow. They cite "numerous examples of non-compliance with FARs." If the Board had followed up that inspection report, they would have found that numerous of the teams "findings" were later found to be invalid for a variety of bonafide reasons. The total civil penalty levied against Arrow as a result of the 1986 inspection was \$14,000. When compared against the results of numerous in-depth inspections of other carriers since then, it is obvious that the Arrow civil penalty was less than "average," indicative of minor violations in limited areas of their operations. It is an egregious exaggeration to say that the final results of the 1986 inspection were either similar to the 1984 inspection or prevalent in all areas of Arrow Air operations.

Additionally, the Board contends that the increased surveillance and followup called for by the 1984 NATI inspection apparently was not accomplished by the FAA. In reality, the surveillance record clearly shows that in the 18 months prior to the accident, FAA surveillance and followup of Arrow was executed to a greater degree, in both quantity and quality, than ever before in the company's history. After the accident, this office prepared a document which comprised the FAA surveillance history of Arrow for the 12 months preceding the accident. This record shows that all areas of the Arrow company were receiving adequate surveillance. The Board may not have had this surveillance history summary. If they did, they appear not to have evaluated it closely.

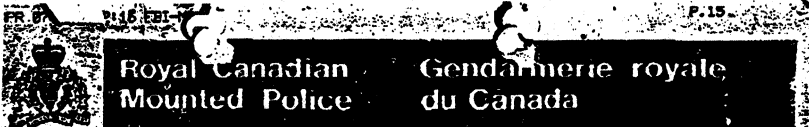
4. Section 1.6: On Page 10 of the report, the reference to FAA Form 377 should read FAA Form 337.

If we may be of further assistance or provide any additional information or comments, please feel free to contact me or my staff at any time.



William M. Berry, Jr.

APPENDIX 22.—LETTER FROM JAMES M. BATES, ASSISTANT ROYAL CANADIAN MOUNTED POLICE LIAISON OFFICER, TO THE DIRECTOR OF THE FEDERAL BUREAU OF INVESTIGATION, REQUESTING FBI ASSISTANCE, DATED DECEMBER 31, 1985



The RCMP Liaison Office
2430 Massachusetts Avenue N.W.
Washington, D.C. 20008-2881

December 31, 1985

Your file No. *None reference*

Our file No. *None reference*

85WLO-10-1002

TO: Director
Federal Bureau of Investigation

FROM: James M. Bates
Assistant RCMP Liaison Officer

RE: Arrow Air DC 8-43
Fatal Crash, Gander, Newfoundland
December 12, 1985

Our detachment in Gander, Newfoundland requests your assistance as follows:

The aircraft, registration #N930JW, was flown from Cologne, West Germany to Cairo, Egypt and return to Cologne during the period December 11-12, 1985, by a crew other than those who died in the fatal crash at this point. The Cologne/Cairo crew of Arrow were Captain SHOFFAUL, First Officer BERTELSEN and Flight Engineer ALONSO.

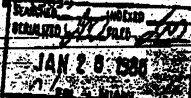
It is requested that attempts be made to have the complete names and addresses of this crew confirmed. It is further requested that arrangements be made to have them interviewed covering the following points:

1. The condition of this aircraft during their trip and any knowledge they may have of previous or existing problems affecting aircraft operations.
2. Their actual flight schedule at these points, i.e. actual arrivals and departures.
3. Whether military or commercial airports utilized.
4. Maintenance and servicing required during this period and, if so, the type of service along with the agency or company attending to same.
5. The security of the aircraft at these points.
6. Any pertinent information passed on to them by the other crew, Captain John GRZYBA, F/O Joseph CONNELLY or F/E Arthur FOWLER.

Arrow Air operates from Miami International Airport. Information *603A-4103-1* particulars concerning addresses for the above crew members may be obtained from Arrow President John BACHELOR or Director Don HEWING 304-8173.

Your assistance is greatly appreciated.

ENCLOSURE



** TOTAL PAGE.003 **

APPENDIX 23.—FBI MEMORANDUM RELATING TO THE INTERVIEW OF CHARLES ALONZO, FLIGHT ENGINEER, DATED MARCH 25, 1986

FD-36 (Rev. 8-28-82)

FBI

TRANSMIT VIA:

- Teletype
- Facsimile
- AIRTEL

PRECEDENCE:

- Immediate
- Priority
- Routine

CLASSIFICATION:

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

Date 3/25/86

M20884. ILO ha... M, 01 MAR 86

TO: DIRECTOR, FBI
 (ATTN: FUGITIVE/GENERAL GOVERNMENT CRIMES UNIT, CID, FBIHQ)

FROM: *PWA* SAC, SAN FRANCISCO (163A-2554) (RUC) (SJRA)

SUBJECT: ARROW AIR
DCB-63
Gander, Newfoundland,
DECEMBER 12, 1985;
 FOREIGN POLICE COOPERATION,
 GENERAL CRIMINAL MATTERS;
 BUDED: PAST
 (OO: BUREAU)

Re Miami airtel to the Bureau, 2/12/86.

Enclosed for the Bureau is the original and five copies of an LHM setting forth results of investigation conducted by Special Agent DAVID J. SARGENT at San Jose, California, concerning captioned matter. It should be noted that considerable difficulty was experienced in contacting Arrow Air Flight Engineer, ALONZO at his residence in San Jose, California as his employment keeps him out of the area for extended periods of time. Additionally, immediately after such interview was conducted with Flight Engineer CHARLES ALONZO at 720 Boonwood Court, San Jose, California, the reporting agent in this matter was sickened with the flu, and this matter is being reported at the earliest possible date. ALONZO readily agreed that the information as furnished by him may be disseminated to a friendly foreign government.

ENCLOSURE

2 Bureau (Encls. 6)
 1 - San Francisco (163A-2554)
 DJS/mas
 (3)

12 MAR 31 1986

*2cc SA [unclear] [unclear] b. Div 5
 for dissemination to DIA 4/9/86*

Approved: _____ Transmitted _____ (Number) _____ (Time) Per _____

*1CC4 [unclear] 5064
 [unclear]*



U.S. Department of Justice

Federal Bureau of Investigation

In Reply, Please Refer to
File No.

San Francisco, California

March 25, 1986

ARROW AIR
DCB-63,
Gander, Newfoundland,
DECEMBER 12, 1985;

Charles Alonso, 720 Boonwood Court, San Jose, California, advised on March 3, 1986 that he was the Flight Engineer aboard Arrow Airlines DCB, registration no. N950JW, when the plane was flown from Cologne, West Germany to Cairo, Egypt on December 11, 1985, and subsequently returned to Cologne, West Germany on December 12, 1985. Shortly after its arrival at Cologne, West Germany the responsibility for the plane was turned over to the crew who thereafter died in the fatal crash of the airplane at Gander, Newfoundland on December 12, 1985. Alonso stated that the airplane was, at the time of his flight from Cologne to Cairo and return to Cologne, operating in a basically adequate manner. In Alonso's opinion, the airplane was operating acceptably and approximately the same way it had been for two months prior to the crash. The plane had previous problems, but Alonso's log book indicates that these problems had been fixed at the Oakland, California Airport by World Airways Service Department. Because of the delay experienced when the plane was being fixed by World Airlines in Oakland, California it was running a day late of the original schedule.

Alonso stated that while assigned as the Flight Engineer of the crew assigned to this airplane just prior to the crash, they left Cologne, West Germany at 10:50 a.m. (Zulu time) on December 11, 1985, arriving in Cairo, Egypt at 15:34 (Zulu time) on December 11, 1985. That they then departed Cairo, Egypt at 20:35 hours (Zulu time) on December 11, 1985, and arrived back in Cologne, West Germany at 1:21 (Zulu time) on December 12, 1985. During this trip Alonso noted that the no. 4 engine was running approximately forty degrees hot, but stated that this is not considered to be a major problem and nothing else having to do with the operating efficiency of the plane appeared to be in any way defective.

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency. It and its contents are not to be distributed outside your agency.

ARROW AIR
DC8-63,
Gender Newfoundland;
DECEMBER 12, 1985
FOREIGN POLICE COOPERATION;
GENERAL CRIMINAL MATTERS

Alonso stated that both the Cologne, West Germany and Cairo, Egypt International Airports are both commercial airports.

Alonso stated that the airplane required no maintenance or servicing during the period that he was assigned as part of the crew. He stated that the stops at Cologne and Cairo International Airports were for the purpose of refueling, crew changes, and passenger changes. Alonso stated that at both Cologne and Cairo International Airports the military company commander assigned three or four military men to stand by and act as guards to ensure security of the plane at both locations.

Alonso stated that the military personnel which were aboard the airplane in the flight from Cologne, West Germany got off the airplane at Cairo, Egypt, and Alonso, the airplane's co-pilot, as well as all of the flight attendants, supervised the Egyptian crews who were assigned to off-loading the plane's cargo area. Alonso stated that it was normal to have Egyptian personnel do the off-loading of the planes pursuant to an agreement between the Egyptians and one United States Major Carpenter, the liaison officer at the Airport between the United States and Egyptian Governments. Alonso characterized the security of the airplane at Cologne, West Germany as "good," whereas the security of the airplane at Cairo, Egypt he classified as being "standard," although he added that he saw nothing out of the ordinary at either the West German or Egyptian Airports. Alonso could not recall either receiving any pertinent information from the previous crew of the airplane, nor the giving of any pertinent information to the crew which relieved the crew of which he was a member.

In conclusion, Alonso stated that all of the above information had been given by him to a Canadian National Transportation and Safety Board Agent who had telephonically made contact with both himself and Hans Bertelsen within days of the crash of the airplane and had interviewed both Alonso and Bertelsen for approximately one hour each. Alonso could furnish no additional information at this time.

FD-36 (Rev. 8-28-82)

TRANSMIT VIA:

- Teletype
- Facsimile
- AIRTEL

FBI

PRECEDENCE:

- Immediate
- Priority
- Routine

CLASSIFICATION:

- TOP SECRET
 - SECRET
 - CONFIDENTIAL
 - UNCLAS E F T O
 - UNCLAS
- Date 3/3/86

3/21/86
 1:10
 3/19/86
 by WPS/11/1
 M₁
 M₁
 3/21/86

TO: DIRECTOR, FBI (163A-NEW)
 (ATTENTION: FUGITIVE/GENERAL GOVERNMENT CRIMES UNIT,
 CID, FBIHQ)

FROM: SAC, MIAMI (163A-4162) (RUC)

ARROW AIR DC 8-63,
 GANDER, NEWFOUNDLAND,
 DECEMBER 12, 1985;
 FOREIGN POLICE COOPERATION -
 GENERAL CRIMINAL MATTERS;
 BUDED: 2/21/86
 (OO: BUREAU)

163-56160-2

Re Miami airtel to the Bureau 2/12/86.

Enclosed to the Bureau are the original and five
 copies of an LHM suitable for dissemination to the [redacted] through [redacted]

The SA mentioned in enclosed LHM was SA WILBUR P.
 SCARBOROUGH, Homestead RA.

on 3/19/86 LHM
 finished by source
 Dis Antegen by Liaison Team

6-M [redacted]
 6-POLICE
 5- [redacted]
 Liaison Unit

ENCLOSURE

③ - Bureau (Enc. 6)
 (2 - [redacted])
 1 - Miami [redacted]
 WPS:mcb
 (4)

12 MAR 10 1986

1*

Approved: Juc/12/86 Transmitted _____ (Number) _____ (Time) Per _____

10 OCT 21 1986
 RECEIVED
 PCCS Attn: Liaison Affs: Muello
 Dissemination to CIA

APPENDIX 24.—FBI MEMORANDUM RELATING TO THE INTERVIEW OF
ARTHUR SCHOPPAUL, DATED MARCH 3, 1986



U.S. Department of Justice

Federal Bureau of Investigation

In Reply, Please Refer to
File No.

Miami, Florida
March 3, 1986

ARROW AIR DC 8-63
GANDER, NEWFOUNDLAND
DECEMBER 12, 1985

Captain ARTHUR G. SCHOPPAUL, employed by ARROW AIR, residing at 15220 Southwest 260th Street, Homestead, Florida, home telephone 305-248-7410, was interviewed by a Special Agent of the FEDERAL BUREAU OF INVESTIGATION (FBI) on February 22, 1986, and he gave essentially the following information:

I. Concerning the condition of the ARROW AIR DC8-63, tail number N950JW, during its round trip from Cologne, West Germany to Cairo, Egypt, and return, during the period December 11-12, 1986, Captain SCHOPPAUL noted only five items that could have indicated potential operational problems but were not considered to be sufficiently significant to justify grounding the aircraft.

First, the incoming crew who turned the aircraft over to him in Cologne on December 11, 1985, advised him of an overburn of fuel in the amount of 3,000 to 4,000 pounds during their incoming trip. Fuel overburns result from such things as overweight, control surfaces (flaps) not streamlined, leaking door seals, and headwinds. He did not fly overweight in either direction. He experienced the same amount of overburn during his round trip; it remained constant during both legs of the trip. He considered this as insignificant because it amounted to only 4 percent to 4.5 percent of the fuel load, and it remained constant.

ARROW AIR DC 8-63, GANDER NEWFOUNDLAND, DECEMBER 12, 1985

Second, during pre-flight operations while taxiing the aircraft toward take-off at Cologne, he felt a soft ratcheting of the elevator control during its last inch of forward travel. "It felt like a soft strumming of four of your fingers against a finger of your other hand," he said. He stopped the aircraft and performed this operation again. The flight engineer, CHARLES ALONSO, then advised him that this problem with this aircraft had been written up previously, and WORLD AIRWAYS, Oakland, California, had checked it out thoroughly. ARROW AIR's European Manager of Operations was in the cockpit at that time and he told Captain SCHOPPAUL to have a mechanic look into this matter upon return of this aircraft to Cologne on December 12, 1985. Later, during the return flight from Cairo to Cologne, the captain reminded the flight engineer to have a mechanic at Cologne examine the tail compartment.

Third, Captain SCHOPPAUL noticed that this aircraft climbed slowly, but he added that this is "not too unusual" for this type aircraft. "It is not a high performance aircraft," he said. The climb rate was constant on both legs of the trip. There was no problem with the flow of fuel to the engines or any other discerned problem that may have contributed to the slowness of the climb rate. He thought no more about it because this aircraft appeared to be operating normally.

Fourth, the right outboard engine (the number four engine) was old and was scheduled to be replaced with a new one after the Cologne-Newfoundland-Kentucky trip. WORLD AIRWAYS, Oakland, California, already had the new engine and would have installed it if the aircraft had not crashed. The only discernable problem with the old engine was that its exhaust gas temperature was 15°-20° higher than the other three engines while in flight. This was not significant in Captain SCHOPPAUL's opinion. However, after take-off from Cairo on the return leg of the trip, the flight engineer told him that during take-off, the temperature differential had been 50° and because of that, the flight engineer had pulled back the number four engine throttle slightly, to reduce this temperature. Captain SCHOPPAUL did not report this problem, because he knew the old engine was soon to be replaced, and the 15°-20° difference was insignificant. Furthermore, all commercial airline pilots are highly trained and skilled in the procedures to be performed instantly upon loss of an engine during take-off and flight.

ARROW AIR DC 8-63, GANDER NEWFOUNDLAND, DECEMBER 12, 1985

Fifth, while en route from Cairo to Cologne on December 11, 1985, Captain SCHOPPAUL noticed that the hydraulic fluid instrument in the cockpit indicated that the reservoir was slightly less than full. He believes that he wrote it up after arrival at Cologne on December 12, 1985. He estimated that four quarts of hydraulic fluid should have been added to the reservoir in Cologne. He said that the hydraulic pressure was normal during both legs of his trip, therefore, no leak of fluid was indicated. He considered the four quarts to be an insignificant amount, because the reservoir holds 20 quarts, and the entire system holds 40 gallons.

II. Concerning his actual flight schedules of his Cologne-Cairo-Cologne round trip on December 11 - 12, 1985, Captain SCHOPPAUL recorded the exact times, in Greenwich Mean Time (ZULU), that he released the brakes and set the brakes at those cities. The times were as follows:

Cologne 1050Z, December 11, 1985
 Cairo 1534Z, December 11, 1985
 Cairo 2035Z, December 11, 1985
 Cologne 0121Z, December 12, 1985

Captain SCHOPPAUL observed that the crew was rested, clean and not rushed at the beginning of both legs of his flight. Further, he commented that he and his crew flew this same aircraft on the same round trip on December 4, 1985, and those flight times were recorded, in like manner, as follows:

Cologne 0047Z, December 4, 1985
 Cairo 0512Z, December 4, 1985
 Cairo 1130Z, December 4, 1985
 Cologne 1625Z, December 4, 1985

III. Concerning the two airports, the Cologne airport is used by civilian traffic, but the Cairo airport is for both civilian and military traffic. In Cairo, there were large numbers of both Egyptian and Russian military aircraft which were parked in the military area of the airport. The designated military area was 400 yards from Captain SCHOPPAUL's assigned parking place in the civilian area. There is no fence between the civilian and military area, but they are separated from one another by runway 16/34. On December 11, 1985, he parked his aircraft on the north side of the terminal building, in parking space number 7, facing northwest.

ARROW AIR DC 8-63, GANDER NEWFOUNDLAND, DECEMBER 12, 1985

IV. Concerning maintenance and servicing of the aircraft during his flight period, Captain SCHOPPAUL reiterated his previous statement about the fluid level in the hydraulic fluid reservoir. There was no other maintenance or service required or performed. He added, however, that he knew that between his trips of December 4, 1985 and December 11, 1985 in this aircraft, "a couple of starters had been changed by WORLD AIRWAYS in California." He experienced no problem with any of the starters during his December 11-12, 1985 trip.

V. Regarding security of the aircraft, Captain SCHOPPAUL said that in Cairo, one Egyptian Army guard was assigned on the ground beneath the aircraft, and two U.S. soldiers were assigned on board the aircraft. He noticed, however, that the Egyptian disappeared from his post several times, sometimes for as long as an hour. Also, Captain SCHOPPAUL noticed that the Egyptian baggage workers got into a fist fight outside the aircraft during the loading procedure. He thought this was an extremely unusual event, because, in his experience and in view of certain of their religious beliefs, Arabs seldom touch each other. However, no damage was done to the aircraft or its cargo, and he gave no further thought to the incident.

In Cologne, however, on December 12, 1985, no guard was posted on the ground outside the aircraft. Furthermore, the "B" cargo compartment in the belly of the aircraft was left open during the night. LUFTHANSA caters the food served on this aircraft, and the frozen food that is to be used later in the flight, is stored in the "B" compartment. The door of "B" belly is directly beneath the leading edge of the right wing. Captain SCHOPPAUL observed that the Cologne airport is fully fenced in, but general airport security is considerably less stringent than, for example, Frankfurt airport which is just a few miles away from Cologne. He did not know whether two U.S. soldiers were left on guard duty at Cologne, as they had been in Cairo.

VI. Concerning information given to him by the other crew, Captain SCHOPPAUL was told on December 11, 1985 by Captain GRIFFIN, in Cologne prior to the trip to Cairo, about the fuel overburn in the amount of 3,000 to 4,000 pounds, and Captain SCHOPPAUL remained aware of this information throughout his trip to Cairo and return. However, as mentioned previously, he noted that the overburn remained constant and he discounted its significance.

ARROW AIR DC 8-63, GANDER NEWFOUNDLAND, DECEMBER 12, 1985

Upon his return to Cologne, Captain SCHOPPAUL advised Captain GRIFFIN that the right Omega (a navigational instrument) wandered during the final approach into Cologne. Even though he considered this to be insignificant, he nevertheless mentioned it to Captain GRIFFIN. He said it "just lost its memory" and simply needed to be reset. It does not control the aircraft; it only provides information. He did not mention the hydraulic fluid to anyone because he considered it to be insignificant and he knew that the flight engineer was having it checked.

VII. In addition to his answers to the preceding six specific questions, Captain SCHOPPAUL volunteered the following comments:

A. Virtually every aircraft in existence has Deferred Maintenance Items (DMI). In 35 years, he has flown only one aircraft that had no DMI. He has flown aircraft with as many as 20 DMI. DMI's demand judgment calls of each captain, all of whom must check maintenance logs before flights and judge whether to fly, whether to have any DMI repaired before flight, or whether to consider them insignificant to the flight being planned at the moment.

B. Regarding an alleged DMI concerning a de-icing valve on N950JW, he does not remember such a DMI. There are three icing valves on each engine, each with a different function. Also, there are warning lights in the cockpit to alert the crew if any of the valves are not working.

C. Regarding an alleged problem with instruments that control the plane's ability to climb, descend and turn, he said that instrument is called a Gyro Horizon. There are three of these in a DC-8, each with a different source of electric power. One of them, for example, has a Honda battery so that it will continue to function in case all electric power throughout the aircraft fails. When any one of these Gyro Horizons fail, a warning flag appears as a signal to the crew to not respect information that it is giving.

D. The Army colonel in charge of the troops aboard N950JW on December 11, 1985 did not hold a baggage inspection and commented to Captain SCHOPPAUL in Cairo, "I don't know what these men have in their baggage. It could be anything from hand grenades to night vision scopes to classified equipment - who knows?" There were 41 duffel bags left behind in Cairo, because the cargo bays were full. Baggage had been left unguarded in two semitrailers overnight in Cairo.

ARROW AIR DC 8-63, GANDER NEWFOUNDLAND, DECEMBER 12, 1985

E. The December 11-12 flight of N950JW was not overloaded on any leg of its flight. The weight of passengers and baggage on board fell within normal limits for this aircraft established by the FEDERAL AVIATION AGENCY (FAA). In fact, the gross weight of this aircraft was greatest when it departed Cologne, en route to Gander, Newfoundland. The fuel weights during the fatal flight were as follows:

86,000 pounds out of Cairo
119,000 pounds out of Cologne
101,000 pounds out of Gander

F. Jet engines function better in lower temperatures. The temperatures at take-off times of the fatal flight were as follows:

+ 15°C at Cairo
+ 6°C at Cologne
0°C at Gander

G. Six empty food transporters were taken out of "B" belly in Cologne and presumably, were replaced with full ones by LUFTHANSA catering service for the Cologne-Gander leg. These food transporters are never searched.

H. Captain SCHOPPAUL's flying experience includes eight years as an instructor, 26 years flying for AIRLIFT INTERNATIONAL and five years flying for ARROW AIR. He has flown various legs of the trip described as Cairo-Cologne-Gander-Kentucky and other destinations 20 times. He also served in the U.S. Navy.

I. Captain SCHOPPAUL theorized that the crash of N950JW at Gander was caused by either structural failure of the aircraft on take-off, or explosion of a bomb that may have been placed in the aircraft in Cologne on December 12, 1985. He said that in his opinion, the loss of the number four engine would not have caused the crash. He added that he believes that the right wing "stalled" causing the nose to rise and the aircraft to roll onto its right side. This action would cause the aircraft to veer to its right and begin immediate descent. If the "stall" were not corrected by the crew, the aircraft would crash and skid on the ground toward its left. It is his understanding that this is precisely what happened to N950JW. He further theorized that the force of an explosion of a bomb in "B" belly could have "Kicked up the slightly lowered flaps on the right wing," causing the wing to stall.

ARROW AIR DC 8-63, GANDER NEWFOUNDLAND, DECEMBER 12, 1985

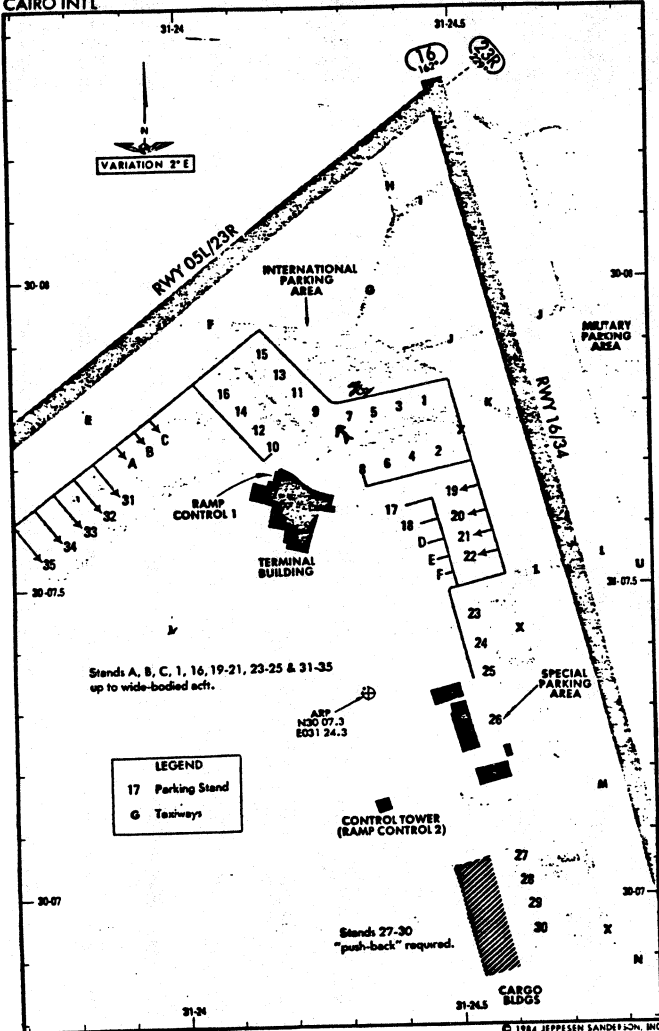
J. In conclusion, Captain SCHOPPAUL made available a sketch of his theory described above, and also three pages from his pilots airport guide book, demonstrating the places N950JW parked in Cairo and Cologne on December 11 and 12, 1985, and his understanding of the crash site at Gander. These pages are as follows:

TAXI

CAIRO, EGYPT, A.R.
CAIRO INTL

20 SEP 85 10-5A (M 26 Sep)

JEPPesen



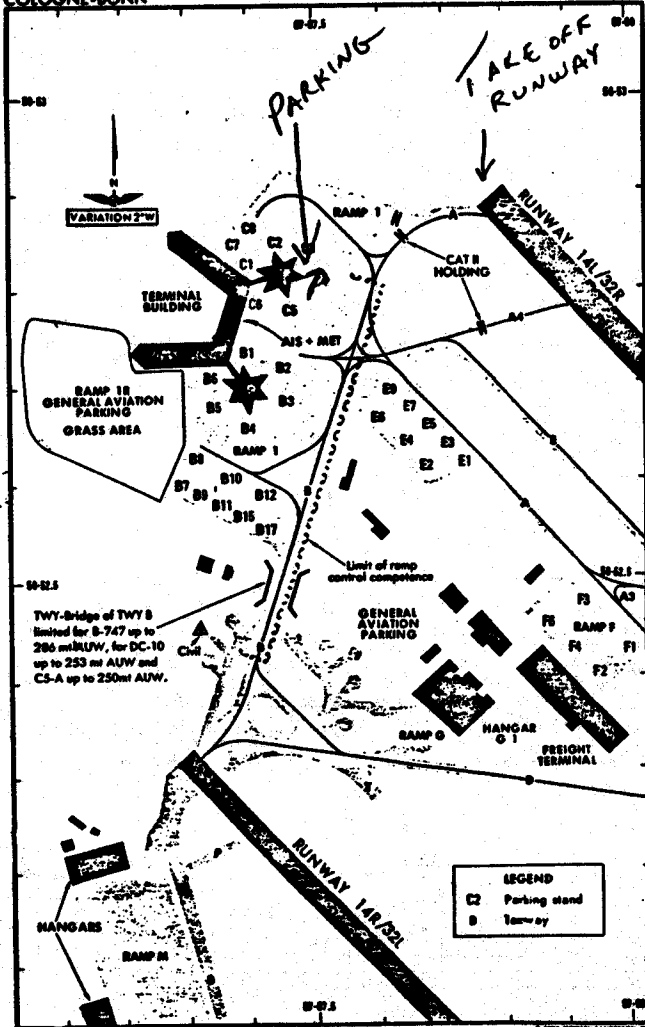
CHANGES: See other side.

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TAXI
COLOGNE-BONN, GER. (FRG)
COLOGNE-BONN

10-5A 23 SEP 83

JEPPESEN



CHANGES: See other eds.

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GANDER, NFD.
GANDER INT'L

CYQX

(11-1) MAY 4-84

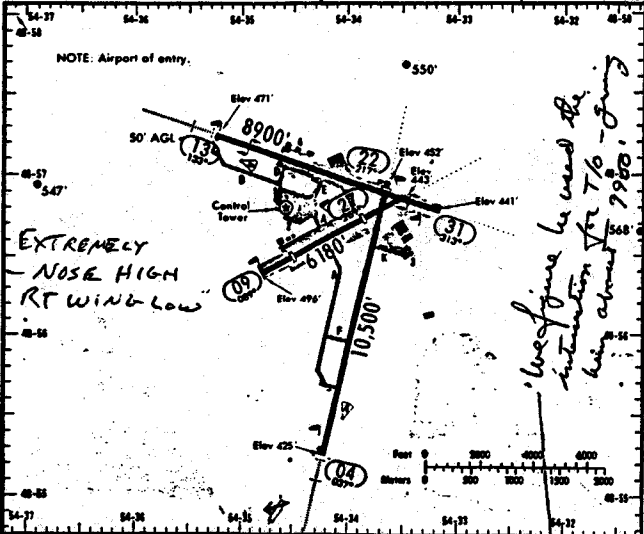
JEPPESEN

N48 56.4 W054 34.2 357.2°/2.8 From YQX 112.7
Elev 496' Var 26°W

GANDER Ground 121.9
Tower 118.1

GANDER Departure (R)
128.5

VOY 114.8



ADDITIONAL RUNWAY INFORMATION

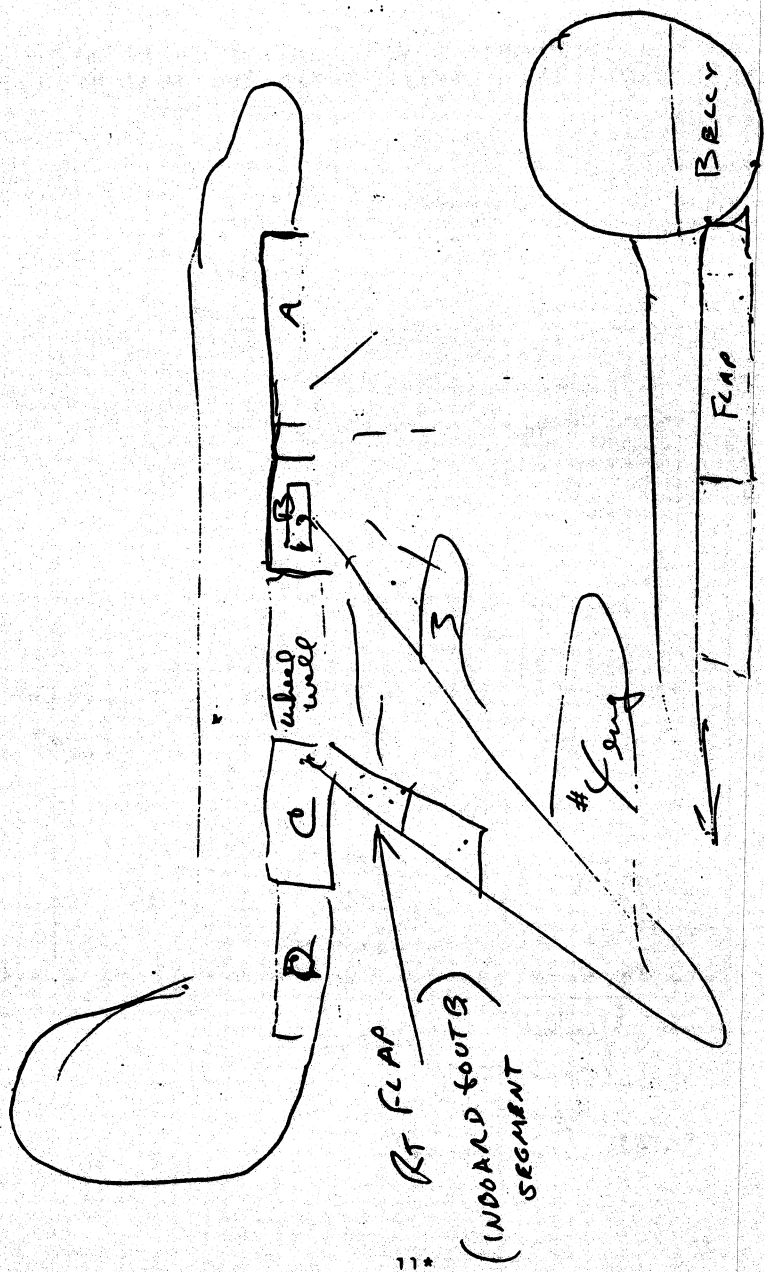
RWY	LANDING BEYOND	USABLE LENGTHS		WIDTH
		Threshold	Glide Slope	
04	MIRL MIALS	RVR	9300'	200'
27	MIRL ALS REIL (VASH-1 (3 bar)		10,200'	200'
09	MIRL		3200'	200'
27	MIRL ALS			
13	MIRL MIALS	RVR	7899'	200'
31	MIRL ALS REIL (VASH-1 (3 bar)			

Ⓢ Limited to 42,000 lbs. Usable days only.
Ⓣ Upwind angle 3.0°, downwind angle 2.75°.

Landing Minimums	TAKE-OFF		FOR FILING AS ALTERNATE	
	All Runways		Precision	Non-Precision
1.2.2 1.2.3	Landing Minimums Apply. Use Ceiling (MAY/NAA Equivalent) & Vis of Rwy to be Used in Event of Return.		A	800-2
2.2.4			B	
			C	
Ⓢ RVR 16 or 1/2 authorized for AY, EA, FT, LY, OA, PAA, TW, XU.				

CHANGES: See other side.

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APPENDIX 25.—FBI MEMORANDUM RELATING TO THE INTERVIEW OF HANS BERTELSEN, FIRST OFFICER, ARROW AIR, DATED FEBRUARY 20, 1986

FD-36 (Rev. 2-20-82)

TRANSMIT VIA:

- Teletype
- Facsimile
- AIRTEL

FBI

PRECEDENCE:

- Immediate
- Priority
- Routine

CLASSIFICATION:

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

Date 3/3/86

TO: DIRECTOR, FBI (163A-NEW)

FROM: SAC, MIAMI (163A-4162) (P) (C-1)

ARROW AIR DC 8-63
 GANDER, NEW FOUNDLAND,
 DECEMBER 12, 1985;
 FOREIGN POLICE COOPERATION -
 GENERAL CRIMINAL MATTERS;
 BUDED: 2/21/86
 (OO: BUREAU)

Re Miami airtel to the Bureau dated 2/18/86.

Enclosed for the Bureau are an original and five copies of a self-explanatory LHM captioned as above.

- ② - Bureau (Encls. 6)
- 1 - Miami
- HWP/mcq
- (3)

ENCLOSURE

9-131
05-20

163-56160-1

MAR 10 1986

Approved: [Signature] Transmitted (Number) (Time) Per [Signature]

rec'd end soap

3/8 JUN 2 1986
3/18/86

FOI 7
973

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U.S. Department of Justice

Federal Bureau of Investigation

In Reply, Please Refer to
File No.

Miami, Florida
February 20, 1986

ARROW AIR DC 8-63,
GANDER, NEW FOUNDLAND,
DECEMBER 12, 1985;
FOREIGN POLICE COOPERATION -
GENERAL CRIMINAL MATTERS

HANS BERTELSEN, 281 Northeast 40th Street, Apartment 2,
Oakland Park, Florida, telephone number 565-9729, voluntarily
appeared at the Fort Lauderdale, Florida Office of the FEDERAL
BUREAU OF INVESTIGATION (FBI).

After having been advised of the identity of the
interviewing official and the nature of the inquiry, he
furnished the following information:

During December, 1985, he was employed by ARROW AIR (AA),
Miami, Florida, as a First Officer aboard a DC 8 aircraft owned
by that company, United States Registration 950 JW.

On December 11, 1985, he was the First Officer on that
aircraft on two flights, the first departing Cologne, West
Germany, at 1050 Greenwich mean time, arriving at Cairo, Egypt,
at 1534 Greenwich mean time. The second flight was from
Cairo to Cologne, departing Cairo at 2035 Greenwich mean time,
arriving at Cologne at 0121 Greenwich mean time.

The only discrepancies on the aircraft that he was
aware of during the course of those two flights were as follows:

1. The true air speed entry function on the Omega
navigation system was inoperative.
2. The forward main cargo door had been tagged for
deferred maintenance and had a sign affixed, "Do not open";
however, because of the amount of baggage on the Cairo to
Cologne leg, the forward main cargo door was in fact open.
The malfunction in the door which had caused it to be tagged
concerned the counterweight pulley system. This meant that
additional human muscle power was needed to secure the door,
but after the cargo hold had been filled the door was in
fact closed and properly secured. The door was secured at
CAIRO INTERNATIONAL AIRPORT (CIA), by himself, Flight Engineer



ARROW AIR DC 8-63

ALONSO, and several ground support personnel at CIA. BERTELSEN observed that there would have been no reason to reopen that door at either Cologne or Gander, Newfoundland. However, he does not know for a fact whether or not the cargo door was reopened prior to the aircraft's departure from Gander, Newfoundland on December 12, 1985.

3. The engine anti-ice valve on the number one engine, was inoperative when activated on encountering ice while on descent into Cologne, West Germany. BERTELSEN is not aware of whether Flight Engineer ALONSO resolved the problem or tagged it for maintenance. Likewise, he is unaware of whether ALONSO briefed his relief Flight Engineer, FOWLER, but presumes he did so.

4. It had been noticed that the number four engine was running somewhat hotter than the other three, but was still within limits.

5. Fresh water from the aft lavatories was leaking from the fuselage.

6. Flight Engineer ALONSO had noticed during the Cairo to Cologne flight on December 12, 1985, that there was a deficiency in the hydraulic fluid.

On arrival at Cologne, while parked at the gate usually occupied by AA, the number of which BERTELSEN could not recall, he noticed a mechanic from BRATTENS, which usually performed the service on the AA, reviewing the log in the cockpit regarding the hydraulic problem. He presumes that the mechanic thereafter added hydraulic fluid to the system.

There were no other discrepancies known to BERTELSEN and no other service or maintenance performed on the aircraft on December 11, 1985, other than refueling and restocking the galleys.

In Cologne, the aircraft departed from and landed at the COLOGNE - BONN INTERNATIONAL AIRPORT (CBIA).

In Cairo, the aircraft landed at CIA and was parked at remote stand, believed to be number nine, the parking space usually occupied by AA aircraft at CIA.

Other than one uniformed soldier carrying a weapon, there was no other visible security at the CIA. All of the ground service on the aircraft was done by Egyptian

ARROW AIR DC 8-63

personnel. He and the other crew members stayed with the aircraft during its stay in Cairo. During that period of time, he noticed 20 or more persons milling about the aircraft with no apparent function in servicing it. At no time in Cairo did he or any other member of the crew become suspicious of any of the individuals milling about the aircraft.

At the CBIA, there was what BERTELSEN characterized as the usual tight German security, however, there was no special security detail for the AA aircraft.

The conversation between his crew and the crew relieving him, headed by Captain GRIFFIN was casual. He does recall a comment that they were running heavy. This comment was based upon the fact that he and Flight Engineer ALONSO, after reviewing the personnel and equipment placed on board, estimated that their weight was slightly higher than on the manifest, but certainly not over maximum gross weight.

BERTELSEN had calculated 170 pounds per passenger, and 100 pounds per duffel bag.

As he recalls on the Cairo to Cologne run, they departed with approximately 95,000 pounds to 100,000 pounds of fuel, out of a maximum capacity of 165,800 pounds. While he has no certain knowledge he estimates that the Cologne to Gander flight would have departed with approximately 120,000 pounds of fuel. While the final leg departing Gander would have required no more than 70,000 pounds of fuel.

BERTELSEN does not recall Captain GRIFFIN or any member of his crew mentioning any discrepancies or deficiencies on the aircraft, when his crew relieved them early on December 11, 1985, at Cologne.

BERTELSEN observed that maintenance was never the "strong suit" of AA, but he never observed aircraft flown with major discrepancies effecting the airworthiness of the ship. Maintenance for the AA aircraft were performed by BATCH AIR (BA), of Miami, Florida, which was owned by GEORGE BACHELOR, the same individual who owned AA.

BERTELSEN feels this arrangement detracted from the maintenance program at AA.

BERTELSEN has discussed the foregoing with a representative of the Canadian board investigating the accident, both by telephone from Cologne, Germany immediately after the

ARROW AIR DC 8-63

accident and again in person at Miami, Florida, during early February, 1986.

BERTELSEN provided a copy of a Crew Member Pay and Expense Form, executed by him for flights during December, 1985, as well as a computer time record provided to him by AA, for the period November 16, 1985 through December 15, 1985, copies of which are attached hereto.

BERTELSEN furnished the following personal data during the course of interview:

Full Name:	HANS (No Middle Name) BERTELSEN
Address:	281 Northeast 40th Street Apartment 2 Oakland Park, Florida Post Office Box 70602 Fort Lauderdale, Florida 33307
Mailing Address:	565-9729
Telephone Number:	White
Race:	Male
Sex:	February 16, 1949
Date of Birth:	5'11" tall
Height:	190 pounds
Weight:	Brown
Color of Hair:	Green
Color of Eyes:	Married
Marital Status:	Wife's Name: SUDAWAN BERTELSEN
Current Employment:	Salesman, THE HONDA PLACE US 1, Fort Lauderdale, Florida
Prior Arrests:	None claimed
Military Service:	United States Coast Guard, 1967 through 1971, as a non-pilot aircrew member
Serial Number:	370130

The records of the FEDERAL AVIATION ADMINISTRATION (FAA), Oklahoma City, indicates BERTELSEN holds an Airline Transport Pilot Rating, Single and Multi-engine Land, and Helicopter. He is also a certified flight instructor and certified mechanic. His Pilot Certificate Number is 2063466, and his Social Security Account Number is listed as 565-70-7427.

7-15-58

TRNG DATE	DAY	PORT	TO	FROM	CLASS	FARE	TAXES	BLOCK TIME	
								Live	Stand
11-11-58	FR	Camp	2	2	1120	0.25			
11-13-58	FR								
11-15-58	FR								
11-17-58	FR								
11-19-58	FR								
11-21-58	FR								
11-23-58	FR								
11-25-58	FR								
11-27-58	FR								
11-29-58	FR								
11-30-58	FR								

MAY 1958

PAY PERIOD: 11/11/58 TO 11/30/58
 SPECIAL PERIOD: 11/29/58 TO 11/30/58
 PAYABLE: 11/30/58

DATE	CLASS	TRANSPORTATION	
		FARE	TAXES

2607 AS 1/2 1100
12-A

7332 MANS BERTELSEN TIME RECORD FOR THE PERIOD FROM 11/16/85 TO 12/19/85 DATE 12/18/85

TKIP	A/C	LOG#	DATE	FROM	TO	DUTY	STA	RATE	LIVE	D/M	
MF165R1	950JU	C003108	12/04/85	MECA	EDDK	2	2		4-55		
PF1185	950JU	C003107	12/04/85	EDDK	MECA	2	2		4-25		
1285		CONN	12/11/85	EDDK	MECA	2	2			4-44	
**1285R*		CONN	12/11/85	MECA	EDDK	2	2			4-16	
TOTALS										9-20	9-30

APPENDIX 26.—FBI MEMORANDUMS FROM JOHN A. MINTZ, TO MR. CLARKE, REGARDING ARROW AIR INVESTIGATION, DATED MARCH 12 AND 24, 1986

Memorandum



- Exec AD Adm. _____
- Exec AD Inv. _____
- Exec AD LES _____
- Asst. Dir.:
- Adm. Servs. _____
- Crim. Inv. _____
- Ident. _____
- Insp. _____
- Intell. _____
- Lab. _____
- Legal Coun. _____
- Off. Cong. & Public Affs. _____
- Rec. Mgnt. _____
- Tech. Servs. _____
- Training _____
- Telephone Rm. _____
- Director's Sec'y _____

To : MR. CLARKE *K* Date 3/12/86

From : JOHN A. MINTZ *JAM*

Subject : ARROW AIR INVESTIGATION *12/11/85*

Mark Dombroff, an attorney with the firm Hughes, Hubbard and Reed, at telephone number 626-6270, called me at 2:31 p.m. on March 12, 1986, and said that his firm is representing Arrow Air and that they have information that Agents of the FBI have been conducting investigation regarding the crash of the Arrow Air plane. He said he has some indication that the Agents were inquiring about the possibility of explosives on the plane and that Agents have been interviewing pilots. He said he understands Agents have been asking questions regarding access to the hydraulics and access to the storage compartments of the airplanes. *(M)*

Mr. Dombroff requested to be advised whether the FBI is investigating his client as indicated above.

The Criminal Investigative Division will consult with the Identification Division and the Laboratory and will prepare a letter of response to Mr. Dombroff or will provide the basis for a letter that could be prepared by the Office of Congressional and Public Affairs.

JAM:ans
(4)

- 1 - Mr. Gast
- 1 - Mr. York
- 1 - Miss Southern

*Hughes, Hubbard and Reed
1201 Pennsylvania Avenue, N.W.
Washington, D.C. 20004*

95-2181-45

JUL 15 1986

NOV 18 1986

ck let to:
Mark Dombroff, Esq.
11/1/86

[Handwritten initials]

Memorandum from John A. Mintz to Mr. Clarke
 RE: ARROW AIR INVESTIGATION

JJM
JJC

ADDENDUM: CRIMINAL INVESTIGATIVE DIVISION; JJW:cjk; 3/24/86

The Criminal Investigative Division (CID), Terrorism Section, has coordinated the response of the request from John A. Mintz, Executive Assistant Director, concerning an inquiry from an attorney representing Arrow Air. The Arrow Air attorney had requested information concerning a reported FBI investigation into the Arrow Air crash which recently occurred in Gander, Newfoundland.

R. John Theriault, Jr., Legal Attache, Ottawa, Ontario, Canada, advised on March 19, 1986, that there is no FBI investigation into the Arrow Air disaster. Theriault did state that he coordinated the travel of various FBIHQ forensics experts to Gander, Newfoundland, shortly after the crash. However, the Canadians declined this offer of assistance.

SSA Robert J. Hazen, Latent Fingerprint Section, Identification Division, FBIHQ, advised that no FBI investigation was being conducted with respect to the Arrow Air crash.

SSA James T. Thurman, Explosives Unit, Laboratory Division, FBIHQ, advised that he was a member of the forensics team that traveled to Gander, Newfoundland, to assist the Canadians. SSA Thurman stated that FBI personnel were not given access to the crash site, and therefore, no FBI investigation was conducted concerning this incident.

SSA Thomas P. McWade, Personal Crimes Unit, FBIHQ, is assigned liaison responsibilities with the Federal Aviation Administration. SSA McWade has advised that the FBI has no investigative interest in the Arrow Air crash and has not conducted active investigation regarding this matter.

Contacts within the CID, Terrorism Section, have revealed no FBI investigative efforts concerning the Arrow Air crash.

APPROVED:	Adm. Servs.	Laboratory
	Crim. Inv.	Legal Coun.
		Off. of Cong. & Public Affs.
<i>JJM</i>	Director	Rec. Mgnt.
	Exec. AD-Adm.	Tech. Servs.
	Exec. AD-Inv.	Training
	Exec. AD-LES	Intell.
		Ident.
		Inspection

APPENDIX 27.—FBI TELETYPE FROM LEGAT, OTTAWA, DATED
DECEMBER 1985

RECEIVED
TELETYPE
UNIT

VZCZCOTT134C

200 FEB 65 19 22z

R 201825 DEC 85

FROM LEGAT OTTAWA (32-86) (P) U.S. DEPT. OF JUSTICE
TO DIRECTOR ROUTINE

~~Handwritten scribble~~

BT

UNCLAS E F T O

ARROW AIRLINES FLIGHT 250JN, CRASH AT GANDER, NEWFOUNDLAND,
DECEMBER 12, 1985; IDENTIFICATION MATTER

RE LEGAT OTTAWA TELS TO BUREAU, 12/12 AND 12/13/85; AND
LEGAT OTTAWA TELCALLS TO BUREAU 12/13 AND 12/14/85.

AS FBIHQ IS AWARE THROUGH REFERENCED TELEPHONE CALLS AND
A COVERAGE OF CAPTIONED MATTER, CAPTIONED FLIGHT CRASHED
TAKEOFF FROM GANDER, NEWFOUNDLAND AT APPROXIMATELY 6:53
AM, 12/12/85. THE AIRPLANE HAD BEEN ON THE GROUND AT GANDER
FOR APPROXIMATELY ONE AND ONE HALF HOURS FOR REFUELING. AT
THE TIME OF TAKEOFF THE GROSS WEIGHT OF THE AIRCRAFT, INCLUDING
PASSENGERS AND CARGO, WAS 333,000 POUNDS (WELL WITHIN ALLOWABLE
LIMITS). THE PLANE WAS CARRYING 101,000 POUNDS OF JET FUEL AT
THE TIME OF THE CRASH. NO OTHER MAINTENANCE WAS PERFORMED
ON THE PLANE AT GANDER AND EVEN THOUGH PRIOR TO TAKEOFF
THERE HAD BEEN LIGHT FREEZING RAIN, THE PLANE WAS NOT DEICED.

KAL
K

95-271189-X2

85 FEB 11 1986

57 MAR 13 1986

95-271189

~~Handwritten scribbles~~

Antonie Marie Bennett, per person
invt. M. Bennett sent to J. Bennett
2/19/66

FEB 19 1966

PAGE TWO OTT 32-26 UNCLAS E F T O

AT THE TIME OF TAKEOFF, THE WEATHER CONSISTED OF A LIGHT GRANULAR SNOW FALL. THERE WAS NO FREEZING RAIN OR ANY OTHER ADVERSE WEATHER AT THE TIME. AIR TRAFFIC CONTROL NOTED NO PECULIARITIES DURING TAKEOFF UNTIL THE PLANE CRASHED AND A HUGE FIRE BALL WAS OBSERVED. INVESTIGATION TO DATE INDICATES THE NUMBER FOUR ENGINE'S (OUTSIDE RIGHT ENGINE) REVERSE THRUSTER WAS ENGAGED WHICH IS THE CLEARER EXPLANATION SO FAR FOR THE PLANE DRIFTING 22 DEGREES TO THE RIGHT OF THE EXTENDED CENTER RUNWAY LINE, LOSING POWER AND CRASHING. A THOROUGH INVESTIGATION INTO THE CAUSE OF THE CRASH IS CONTINUING. IT IS NOTED THAT ABSOLUTELY NO INDICATION OF TERRORISM OR SABOTAGE HAS BEEN DEVELOPED TO DATE.

LEGAT WAS IN CONTACT AT THE SCENE WITH MR. GEORGE H. SEIDLEIN, AIRCRAFT ACCIDENT INVESTIGATOR, NATIONAL TRANSPORTATION SAFETY BOARD, 800 INDEPENDENCE AVENUES.W., WASHINGTON, D.C., TELEPHONE NUMBER 202-382-6677. MR. SEIDLEIN IS COORDINATING U.S. INTERESTS IN THE CRASH INVESTIGATION AND HAS ADVISED THAT HE WOULD FURNISH FBIHQ A COMPLETE INVESTIGATIVE REPORT SHOULD A REQUEST FOR ONE BE SUBMITTED.

PAGE THREE OTT 32-36 JNCLAS E F T O

LEGAT AND FEHC REPRESENTATIVES DEPARTED GANDER NOON, 12/14/85 AFTER IT WAS ESTABLISHED THAT TERRORISM MOST PROBABLY WAS NOT INVOLVED IN THE CRASH AND THE DECISION WAS MADE TO RETURN CRASH VICTIMS TO THE ARMED FORCES INSTITUTE OF FORENSIC PATHOLOGY (AFIFP), DOVER AIR FORCE BASE, DELAWARE.

COL. ROBERT MC KEENIN, CHIEF OF THE AFIFP ON THE SCENE, REQUESTED THE ASSISTANCE OF THE FBI DISASTER TEAM IN IDENTIFYING VICTIMS AT DOVER. HE INDICATED HE WOULD COORDINATE THAT REQUEST DIRECTLY WITH FEHC THROUGH ROBERT HAZEN, IDENTIFICATION DIVISION, WHO WAS WITH LEGAT ON THE SCENE.

AS OF 12/22/85, ALL CRASH VICTIMS HAVE BEEN TRANSPORTED TO DOVER. NO INVESTIGATIVE LEADS OR OTHER ACTIVITIES REMAIN TO BE COORDINATED IN CANADA AND LEGAT HAS PLACED THIS MATTER IN RUC STATUS.

BT

APPENDIX 28.—LETTER FROM JOHN E. COLLINGWOOD, INSPECTOR-IN-CHARGE, CONGRESSIONAL AFFAIRS OFFICE, FBI, TO HON. WILLIAM J. HUGHES, DATED APRIL 10, 1990



APR 13 1990

U.S. Department of Justice

Federal Bureau of Investigation

APR 13 1990

Washington, D.C. 20535

April 10, 1990

Honorable William J. Hughes
Chairman
Subcommittee on Crime
Committee on the Judiciary
House of Representatives
Washington, D.C.

Dear Mr. Chairman:

Pursuant to your request of February 5, 1990, enclosed is a copy of FBI records regarding the crash of the Arrow Air plane on December 12, 1985, in Gander, Newfoundland, Canada.

As we have noted in the past, Canadian authorities asserted jurisdiction to investigate the cause of the crash. They did not allow the FBI to participate in the investigation. Shortly after the crash, the FBI was requested by the U.S. Army to assist in the identification of deceased U.S. Army soldiers on the aircraft. The FBI provided disaster identification services and documents regarding our assistance are enclosed.

Canadian authorities subsequently requested that the FBI conduct interviews in the United States of Arrow Air flight crew members who had flown the victim aircraft previous to the flight that crashed. The results of that investigation are included.

I hope this information is of assistance to you.

Sincerely yours,

John E. Collingwood

John E. Collingwood
Inspector-in-Charge
Congressional Affairs Office

Enclosure



APPENDIX 29.—REPORT FROM THE FBI LABORATORY DIVISION, TO THE DIRECTOR, ARMED FORCES INSTITUTE OF PATHOLOGY, DATED MARCH 5, 1986

7-1a (Rev. 4-26-78)

REPORT of the



1 - Mr. Robillard ✓

FEDERAL BUREAU OF INVESTIGATION WASHINGTON, D. C. 20535

To: Director Armed Forces Institute of Pathology Washington, D. C. 20304 March 9, 1986
Attention: Major William J. Fitzgerald Special Assistant to the Director L.A.B. NO. 60212025 S UK
YOUR NO. SD 103

FOOT NUMBER SD 103; AIRCRAFT CRASH OF DECEMBER 12, 1985; GARDEN, NEWFOUNDLAND

AIRCRAFT NEWFOUNDLAND

Examination requested by: Addressee

Reference: Letter dated February 10, 1986

Examination requested: Microscopic Analyses

Specimen:

E1 Known pubic hair sample from SD 103 (SD-103)

Result of examination:

The hairs present in specimen E1 exhibit Caucasian characteristics and are light brown to blond in color.

The submitted items are being returned to Dr. Gaffney at Dover Air Force Base, Delaware.

3 - Dr. Cheryl Gaffney Major Armed Forces Institute of Pathology Aerospace Division Building 121 Dover Air Force Base, Delaware 19902

95-271189-44

10 1986

APR 10 (6) 1986

This examination has been made with the understanding that the evidence is connected with an official investigation of a criminal matter and that the Laboratory report will be used for official purposes only, related to the investigation or a subsequent criminal prosecution. Authorization cannot be granted for the use of the Laboratory report in connection with a civil proceeding.

REC 1986

(14)

Dictation

60-12025

ph

FEE? E.P.E.

The hairs present in specimen K₁ exhibit Caucasian characteristics and are light brown to blond in color.

The submitted items are being returned to Dr Gaffney at ~~Base~~ Dover Air Force Base, Delaware.

RECORDED
2/18/86
sh #52

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE

2/12/86
ROBILLARD

Laboratory Work Sheet

2.1

To: Director
Armed Forces Institute of Pathology
Washington, D. C. 20306

FBI FILE NO.

95-271889-44

Attention: Major William J. Fitzgerald
Special Assistant to the
Director

LAB. NO. 60212025 S UK

Re: BODY NUMBER DD 103;
AIRCRAFT CRASH OF DECEMBER 12, 1985;
GANDER, NEWFOUNDLAND

YOUR NO. DD 103

Examination by:

251
OPB

Examination requested by: Addressee

Reference: Letter dated February 10, 1986

Examination requested: Microscopic Analyses

Specimens received:

Specimen:

K1 Known pubic hair sample from DD 103 (DD-103)

2 - Dr. Cherry Gaffney

Major
Armed Forces Institute of Pathology
Aerospace Division
Building 121
Dover Air Force Base, Delaware 19902

Return evidence to:

Dr. Cherry Gaffney
Major
Armed Forces Institute of Pathology
Aerospace Division
Building 121
Dover Air Force Base, Delaware 19902

7.1a
3/3/86
JTR:Sh

602/2025

K. Pubic hair sample from DD 103
sealed in clear plastic ziplock bag
R/S of H. inserted

K. N. LT hair to blow #20

Serial 44 ENCL is a letter which originated with the ~~Department of the Army / Armed Forces~~ Institute of Pathology.

7 4-2-78

REPORT
of the

1 - Mr. Robillard

W
ST
L



FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

February 12, 1986

To: Director
Armed Forces Institute of Pathology
Washington, D. C. 20306

FEDERAL GOVERNMENT

FBI FILE NO.

LAB. NO.

YOUR NO.

60206043 S UK

BD 187

Re: BOYD 6DD 187-AIRCRAFT CRASH OF
GANDER, NEWFOUNDLAND

12-12-85

①
Air Force Gander Hill
Newfoundland

Examination requested by:

Addressee

95-271189-12

Reference:

Letter dated February 6, 1986

Examination requested:

Microscopic Analyses

Specimen personally delivered by Mr. Richard Sayre on
February 6, 1986:

Q1 Scalp hair

Result of examination:

95-271189-43

Specimen K1 consists of dark brown head hairs exhibiting
Negroid characteristics.

Pursuant to instructions received from Dr. Garifney
during a telephone conversation on February 5, 1986 the submitted
evidence is being returned to her attention at Dover Air Force
Base, Delaware under separate cover by registered mail.

S - Dr. Cherry Garifney

Major
Forensic Division
Armed Forces Institute of Pathology
Building 221
Dover Air Force Base, Delaware 19902

Robillard
2431

MAILED 10
FEB 13 1986
FBI

Handwritten initials/signature

Handwritten initials/signature

Dictation (2)

FEB 14 1986

69206043 SWC

Specimen K consists of ~~the~~ dark brown
head hairs exhibiting Negroid characteristics

Pursuant to instructions received from Dr. Gaffney
during a telephone conversation on February 5, 1986
the submitted evidence is being returned to her attention
at Dover Air Force Base, Delaware.

under separate cover by registered
mail.

7-2 (5-12-82)

RECORDED
2/7/86
eeew #42

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE

Laboratory Work Sheet

2/6/86
ROBILLARD

To: Director
Armed Forces Institute of Pathology
Washington D. C. 20306

FBI FILE NO. 95-271189-43

LAB. NO. 60206043 S UK

Re: BODY #DD 187-AIRCRAFT CRASH OF
GANDER, NEW FOUNDLAND

YOUR NO. DD 187

one word

Examination by:

*1 slide
of hair*

Examination requested by: Addressee

Reference: Letter dated February 6, 1986

Examination requested: Microscopic Analyses

Specimens received:

Specimen personally delivered by Mr. Richard Sayre on
February 6, 1986:

K1 Scalp hair

2 - Dr. Cherry Gaffney
Major
Aerospace Division
Armed Forces Institute of Pathology
Building 121
Dover Air Force Base, Delaware 19902

Return Evidence To:

Dr. Cherry Gaffney
Major
Aerospace Division
Armed Forces Institute of Pathology
Building 121
Dover Air Force Base, Delaware 19902

*7-10-86
-10-10*



FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C.
LABORATORY
Washington, D. C.

EVIDENCE ACKNOWLEDGMENT

Date 6 FEB 86
Time 7:45

Received from LT Col Richard S. Sayer
(Name and Title)

HQ, Dept of Army
(Address)

Pentagon Washington DC
(Department or Agency)

of the

RM 0735 697-1357
(Case Number) (Phone Number)

1 box(es), 1 bag(s), 1 envelope(s), 11 vial(s), 2 object(s)
of sealed evidence for examination in connection with case number 2D187
entitled RECEIVED

- Evidence Should Be
- Mailed Back
 - Picked Up By Contributor
- Following completion of the examinations, a report containing the results of the examinations and the disposition of the evidence will be forwarded to your department. If evidence is picked up personally, your representative should identify it with the Laboratory case number(s) assigned in the FBI Laboratory report.

This evidence will remain in the custody of the FBI Laboratory while the examinations are being conducted. Following completion of the examinations, a report containing the results of the examinations and the disposition of the evidence will be forwarded to your department. If evidence is picked up personally, your representative should identify it with the Laboratory case number(s) assigned in the FBI Laboratory report.

EVIDENCE
FEDERAL BUREAU OF INVESTIGATION

Director
Federal Bureau of Investigation

KI - N.H.H. - debris/ble casted
 60206043 544
 cut ends; CU - mod track - clear SH - prom. time? & end
 patchy P.E. - dk. in color; Flat band x. cm; Surface delin
 along shaft

Items

K1 - One secured plastic bag labelled "DD187,
scalp (head)" containing sample

60206043 S UK

Serial 43rd is a letter which originated with the Department of the Army / ~~Armed Forces~~ ~~Institute of Pathology.~~

Serial 42x is a letter which originated
with the ~~Department of the Army~~ / Armed Forces
Institute of Pathology.

FEB 8 6 1986



FBI Laboratory Division
Evidence Control Center
Room 3223, TL 241
Wayne D Feyerherm

2cc / MC

Date 2/11/86

Section & Symbol P H4

Subject ARROW AIRLINES FT 950 CRASH
GANDER, NEW FOUNDLAND

TESTIMONY

Bufile # _____
 (circle one) Court Grand Jury Other _____ Dates _____
 Supporting: (circle one) Bureau Federal Local Workdays _____
 City & State _____ Category 1 2 3 4
 Testified? Yes No If No, then circle Reason Below for Appearing in Court but not Testifying.
 01. Guilty Plea 03. Case Dismissed 05. Testimony not Needed
 02. Case Continued 04. Stipulation 06. Mistrial
 07. Other _____
 Results of Trial _____ Judge _____
 Prosecuting Attorney _____ Defense Attorney _____

OTHER COMMITMENTS

Bufile # 95 City & State GANDER, NEW FOUNDLAND
 Agency FBI Dates 12/12 - 12/15/86
 (circle one) Bureau Federal Local Workdays 3
 Purpose: (circle one)
 01. Lecture/Training (Others) 06. Research/Data Acquisition
 01A. Tours, Training, etc., at FBIHQ 07. _____
 02. Training (Self) 08. Investigative Support
 03. Speech 09. Communication Support
 04. Pretrial Conference 10. Conference Meeting
 05. Field Examination of Evidence 11. Deposition

1 - 271191 =

NOT RECORDED

Details/Unusual or Interesting Circumstances

2 MAR 4 1986

2 JUL 3 1986

Kies

Serial 42, dated 1-17-86 consisting of
3 page(s), is being deleted in its entirety. It is
a(n) Teletype from AMEMBASSY PORT LOUIS to
SEC STATE WASH DC captioned _____

and is being deleted for the following reason(s) _____

N.

7- (Rev. 4-25-78)

REPORT
of the

1 - Mr. Robillard



FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

FEDERAL GOVERNMENT

February 14, 1986

To: Director
Armed Forces Institute of Pathology
Washington, D. C. 20384

Airport

FBI FILE NO.

LAB. NO. 60204139 6 UK

Re: DDOT 000023 HQ 243 (1033) -
AIRCHUTE CASE OF DECEMBER 12, 1983
GAZDAR, NEWFOUNDLAND

YOUR NO.

1
ky

Examination requested by:

Addressed

Reference:

Letter received February 6, 1986

Examination requested:

Microscopic Analysis

Specimens personally delivered by Mr. Richard G. Sayre on
February 6, 1986:

SI Hair sample

Result of examination:

Specimen SI consists of light brown hairs exhibiting
convex characteristics.

Pursuant to instructions received from Dr. Gaffney
during a telephone conversation on February 5, 1986, the
submitted evidence is being returned to her attention at
Cover Air Force Base, Delaware.

19

2 - Dr. Cherry Gaffney
Major
Armed Forces Institute of Pathology
Research Division
Building 121
Cover Air Force Base, Delaware 20903

95-271189-41

FEB 28 1986

This examination has been made with the understanding that the evidence is connected with an official
investigation of a criminal matter and that the Laboratory report will be used for official purposes only, related
to the investigation or a subsequent criminal prosecution. Authorization cannot be granted for the use of the
Laboratory report in connection with a civil proceeding.

MAIL

FEB 18 1986

2 JUL 15 1986

FEB 7

Dictation ^{light} 60204129 50K

Specimen K-1 consists of ^{light} brown hair exhibiting Caucasian characteristics

Pursuant to instructions received from
 Dr. Coffrey during a telephone conversation on Feb. 5, 1966
 the submitted RFL evidence is being returned to
 her station at Dover Air Force Base, Delaware. *SJS*

7-2 (5-12-82)

RECORDED
2/6/86
ddb#60FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE2/4/86
ROBILLARD

Laboratory Work Sheet

To: Director
Armed Forces Institute of Pathology
Washington, D. C. 20306

FBI FILE NO. 15-57100-41

LAB. NO. 60204129 S UK

Re: BODY NUMBER DD 242 (103B) -
AIRCRAFT CRASH OF DECEMBER 12, 1985
GANDER, NEWFOUNDLAND

YOUR NO.

Examination by:

Examination requested by: Addressee

Reference: Letter received February 4, 1986

Examination requested: Microscopic Analyses

Specimens received:

Specimen personally delivered by Mr. Richard G. Sayre
on February 4, 1986:

- K1 ~~Sample~~ hair *Sample*
- 2 - Dr. Cherry Gaffney
Major
Armed Forces Institute of Pathology
Aerospace Division
Building 121
Dover Air Force Base, Delaware 19902

Return evidence to:

Dr. Cherry Gaffney
Major
Armed Forces Institute of Pathology
Aerospace Division
Building 121
Dover Air Force Base, Delaware 19902*1 slide
O plus*

60204129 S 4K

K1. CPH; med hpr; some fringe area hairs, fine dken br
 most main cutout R; T-taper by rounded; SH 5m fluc, some
 hunch(1); (G-d, v. thin, C.F. at R, O.B. later;
 Pig - ~~br~~ → med hr - sld has some hair MED - cont → frag
 surface dilute
 1-kl 08 H

Items:

60204129 SHK

K1 - One sealed plastic bag, labelled "DD742
(103B) - probable police locker" containing sample
KIS mounted

Serial 41ENCL is a letter which originated with the Department of the Army / ~~Armed Forces Institute of Pathology.~~

3-14-83)

Memorandum



To : FBI Laboratory Division
Evidence Control Center
Room 3223, TL 241

DEC 6 1985

Date 12-15-85

From : FRANK S. DELOVA
N.A. 1-1-ND: AFC
Subject: PLANE CRASH
GANDER, NEWFOUNDLAND
12-12-85

Section & Symbol SA LP

[Handwritten signature]

TESTIMONY

Bufile # _____ Dates _____
(circle one) Court Grand Jury Other - _____
Supporting: (circle one) Bureau Federal Local Workdays _____
City & State _____ Category 1 2 3 4
Testified? Yes No If No, then circle Reason Below for Appearing in Court but not Testifying.
01. Guilty Plea 03. Case Dismissed 05. Testimony not Needed
02. Case Continued 04. Stipulation 06. Mistrial
07. Other _____
Results of Trial _____ Judge _____
Prosecuting Attorney _____ Defense Attorney _____

OTHER COMMITMENTS

Bufile # 62-3107 City & State GANDER, NEWFOUNDLAND
Agency FBI Dates 12/12-14/85
(circle one) Bureau Federal Local Workdays 7.5 ~~8.5~~

Purpose: (circle one)
01. Lecture/Training (Others) 06. Research/Data Acquisition
01A. Tours, Training, etc., at FBIHQ 07. _____
02. Training (Self) 08. Investigative Support
03. Speech 09. Communication Support
04. Pretrial Conference 10. Conference/Meeting
05. Field Examination of Evidence 11. Deposition

Details/Unusual or Interesting Circumstances 95-271189-
NOT RECORDED
7 JAN 10 1986

26 JUL 8 1986

PEREN



FEDERAL BUREAU OF INVESTIGATION
Washington, D. C. 20537

REPORT
of the
LATENT FINGERPRINT SECTION
IDENTIFICATION DIVISION

FEDERAL GOVERNMENT

February 18, 1986

YOUR FILE NO.
FBI FILE NO.
LATENT CASE NO. C-52548

TO: Colonel Robert R. McMerkin
Director
United States Army Medical Corps
Armed Forces Institute of Pathology
Washington, D.C. 20306

Jan

RE: ANCON AIRLINES FLIGHT 950 JW
CRASH AT CAUFEL, NEWCASTLE, N.S.W.
DECEMBER 12, 1985;
IDENTIFICATION MATTER

Jan

REFERENCE: Specimens delivered 1/30/86
EXAMINATION REQUESTED BY: Addressee
SPECIMENS: Original birth certificates bearing infant footprints
for Ronald Craig Russell, Stuart W. Arrowood, Ronald C.
Payton and Franklin Rowdy Wilkins
Original and copy of birth certificate bearing infant
footprints for George Britt
Copies of birth certificates bearing infant footprints for
Cathleen Siegler, Keith M. Schultz, Scott B. Thompson and
Richard D. Smiller

Jan

MAILED 12
FEB 19 1986

FBI

This report supplements our Latent Fingerprint Section reports
of January 14, 1986, February 4, 1986 and February 12, 1986.

The inked footprints appearing on the birth certificates of
Ronald Craig Russell, Franklin Rowdy Wilkins, Cathleen Siegler, Keith M.
Schultz, Scott B. Thompson and Richard D. Smiller, are of no value for
comparison purposes.

95-271184-40

(Continue on next page)

JS: MCP
(4)

FEB 26 1986

2 JUN 18 1986

h

Colonel Robert R. McMeekin

February 18, 1961

Attached is an exclusion matrix for the inked footprints which are present on the birth certificates of Stuart H. Arrowood, Ronald C. Mayhew, George Britt, Kevin Alan Gantzer, Michael Lawrence and Donald Jennings.

The specimens are being retained in the Latent Fingerprint Section until picked up by a representative of your office.

Enclosure

1 - HQDA (IAPC-PET-P)
Alexandria, Virginia 22331-0400

Attention: Mr. John F. Manning

Page 2
LC 60-52548

FEDERAL BUREAU OF INVESTIGATION
LATENT FINGERPRINT SECTION WORK SHEET

Recorded: 1/30/86 V.M.

Reference No:

Received: 1/30/86

FBI File No:

Latent Case No: C-52548

40

Answer to: Colonel Robert R. McMeekin, Director, United States Army Medical Corps, Armed Forces Institute of Pathology, Washington, D.C. 20306

Examination requested by: Addressee

Copy to:

RE: ARROW AIRLINES FLIGHT 950 JW
CRASH AT GANDER, NEW FOUNDLAND
12/12/85
IDENTIFICATION MATTER

Date of reference communication: Specimens personally delivered 1/30/86
Specimens: by Lieutenant Colonel Rick Sayre

Original birth certificates for: *being infant portraits*

RONALD C. RUSSELL; *no value*

STUART N. ARROWOOD; *ok*

RONALD C. MAYHEW; *ok*

FRANKLIN WILKINS; *no value*

Original and copy of birth certificate for: *being infant portraits*

Result of examination: GEORGE BRITT *ok*

Examination by: Saunders

Evidence noted by: *R. J. H. [signature]*

2/13/86 [signature]

The infant portraits appearing on the birth certificates of Donald Craig Russell, Geraldine Sandy walking, Catherine Zeigler, Keith W. Schultz, Scott B. Thompson, and Richard D. Kinella, are of value for comparison purposes. (over)

Examination completed *7:50*

Time

2/13/86

Date

Dictated *2/13/86*

Date

CC-1- HODA (Case # 111)

AM 50: 2/13/86 [signature]

Attached is an inclusion matrix for the initial footprints
 on the pavement on the third curbside of Street 11.
 Personnel, Ronald C. Mayhew, George Britt, Kevin Alan Gantz,
 Michael Lawrence & Donald Jennings.

The copies are being retained in the LIPS until picked
 up by a representative of your office.

LC No. C-52548
Examiner: Saunders

Copies of birth certificates for:

bearing infant footprints

CATHLEEN ZIEGLER; no value

KEITH M. SCHULTZ; no value

SCOTT B. THOMPSON; no value

RICHARD D. RIMILLER no value

Foot Prints

names	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0
status	D	A	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

Abraham

	1	2	3	4	5	6	7	8	9	0
	D	A	D	D	D	D	D	D	D	D

Towings, Annie

	1	2	3	4	5	6	7	8	9	0
	D	A	D	D	D	D	D	D	D	D

Maybrow

	1	2	3	4	5	6	7	8	9	0
	D	A	D	D	D	D	D	D	D	D

Lawrence

	1	2	3	4	5	6	7	8	9	0
	D	A	D	D	D	D	D	D	D	D

	1	2	3	4	5	6	7	8	9	0
	D	A	D	D	D	D	D	D	D	D

1-823 (Rev. 1-20-80)

275

FEDERAL BUREAU OF INVESTIGATION
LATENT FINGERPRINT SECTION
IDENTIFICATION DIVISION

Date 1/30/86

(To be used in lieu of correspondence covering evidence submission to the L. F. P. S.)

Submitting Agency Col. Robert B. McWhorter, Director, U.S. Army Medical Center, Arnold Research Institute of Pathology, WDC, 20306

Delivered by LT. Col. Rick Sayre Accepted By Saunders

To be used for telephone request

Time _____

Requesting Agency _____

Requested by _____ Accepted By _____

Examiner _____

Victim ARROW AIRLINES FLIGHT 950 JW FBI FILE NO. _____

CRASH AT GANDER, NEW FOUNDLAND

Offense 12/12/85 LATENT CASE NO. 6-52508

IDENTIFICATION MATTER

Place and date: _____

Subjects _____

Report to be directed to _____

Copies to _____

Evidence to be returned to _____

Date of hearing, grand jury, trial or reason why expeditious handling is necessary _____

EVIDENCE / BRIEF FACTS

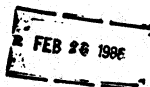
Original birth certificates for
Russell C. Russell; Stuart N. Beaulieu;
Ronald C. Mayhew; + Franklin Wilkins.
Duplicate copy of birth certificate for
Case RA11
copy of birth certificates for Cathleen
Ziegler; Keith M. Schultz; Scott B. Thompson;
Richard D. Rimille

1985

(over)

(THIS SPACE FOR BLOCKING)

271189-39



Anal: 2/10/86
RCB

FBI/DOJ

11/30/86
C.M.
Saunders

NAME (Last, First, MI.)	SSP (Last 4)	TYPE OF RECORD	PTS
ZIGLER, CATHERINE	4441	INFANT PRINTS BIBBING PRINTS & BOOTS, SHOES & SLIPPERS FOR INFANT PRINTS	orig 2
BRITT, GEORGE	0053	INFANT FOOT PRINTS	orig 2 copy
RUSSELL, RONALD C	0117	INFANT FOOT PRINTS	original 2
SCHUTE, HELEN M.	0252	INFANT FOOT PRINTS - COMES	copy
ARROWOOD, STEVEN N	8589	INFANT FOOT PRINTS	orig.
THOMPSON, SCOTT B	5668	INFANT FOOT PRINT - COPY	copy
MAYNE, RAND C	4915	INFANT FOOT PRINT	orig
WILKINS, FRANKLIN	3463	INFANT FOOT PRINT	orig
PAMILER, RICHARD D	5827	INFANT FOOT PRINTS	copy

LTC Rick
 Sample
 695-0216
 697-1357

REPORT of the

1 - Mr. Robillard



FEDERAL BUREAU OF INVESTIGATION WASHINGTON, D. C. 20535

W

To: Dr. Cherry Gaffney
Major
Armed Forces Institute of Pathology
Aerospace Division
Building 121
Dover Air Force Base, Delaware 19902

February 6, 1986

FBI FILE NO.

LAB. NO. 60127054 S UK

YOUR NO.

Re: BARRY POWELL - VICTIM
AIRCRAFT MISSING ON 12/13/85
GANDER NEWFOUNDLAND

Handwritten: Airport GANDER AFB
Newfoundland

Examination requested by: Addressee

Reference: Letter dated January 25, 1986

Examination requested: Microscopic Analyses

Specimens personally delivered by Ms. Peggy Conley on January 27, 1986:

Q1 Hair from leg of Caucasian male

K1 Axillary hair sample from POWELL

K2 Head hair sample from POWELL

K3 Leg hair sample from POWELL

Result of examination: DE-169
V-109

Light brown Caucasian limb hairs were found in both Q1 and K3. These hairs are consistent in terms of the limited microscopic characteristics that are present and could have originated from one person. However, it should be noted that limb hairs generally do not possess enough unique individual microscopic characteristics to

Handwritten: (8)
CP

Handwritten: 25-271189-38

FEB 10 1986

Page 2
FEB 15 11 57 AM '86
FEB 20 1986

MAIL ROOM

be of value for significant microscopic comparisons.

The submitted items are being returned under separate cover by registered mail to the Armed Forces Institute of Pathology at Dover Air Force Base, Delaware.

JAN 29 AM

593

60127054

~~These~~

light brown ^{concolor} limb hairs were found in both Q1 and K3. These hairs are consistent in terms of ^{as limited} microscopic characteristics that are present and could have originated from one person. However, it should be noted that limb hairs generally do not possess enough unique individual microscopic characteristics to be of value for significant microscopic comparisons.

The submitted items are ^{being returned under separate cover by registered mail to} ~~being returned under separate cover by registered mail to~~ the Armed Forces Institute of Pathology, at

Dover AFB, Delaware

Red Owl 1-28-86

7-2 (5-12-82)

RECORDED
1/28/86
mhh#87

1/27/86
ROBILLARD

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE

Laboratory Work Sheet

To: Dr. Cherry Gaffney
Major
Armed Forces Institute of Pathology
Aerospace Division
Building 121
Dover AFB, Delaware 19902

FBI FILE NO. *45-1111-38*

LAB. NO. 60127054 S UK

Re: BARRY POWELL - VICTIM
AIRCRAFT MISHAP OF 12/12/85
GANDER NEWFOUNDLAND

YOUR NO.

Examination by: *451
Orell bot*

Examination requested by: Addressee *dated*
Reference: Letter ~~received~~ *dated* January ²⁵, 1986
Examination requested: Microscopic Analyses

Specimens received:

Specimens personally delivered by Ms. Peggy Conley on
January 27, 1986:

- Q1 Hair from leg *of* *Caucasian male*
- Q1 Axillary
- K1 Axillary hair sample from ~~victim~~ Powell
- K2 Head hair sample from ~~victim~~ Powell
- K3 Leg hair sample from ~~victim~~ Powell

[Handwritten signature]

FEB 4 AM

*7-1a
1/29/86
A.P.S.gp*

Notes

6027054

Q₁ - several kind of co - mfg some mfgs -
 at home some limit.

~~_____~~

K₃ - few kind of co - mfg
 at home

Note talked w/ GP - says okay to
 exam kind - conclusion will be limited

48-805

60127054

- Q1-K3 sealed in clear plastic bag
- Q1 Hairs from right leg of unknown origin believed to belong to Barry Powell, sealed in clear plastic zip-lock bag. R/S of H mounted
- K1 Axillary hair sample from Barry Powell, sealed in clear plastic zip-lock bag, R/S of H. mounted
- K2 Head hair sample from Barry Powell, sealed in clear plastic ziplock bag. All H. mounted
- K3 Known Leg hairs from section of left leg belonging to Barry Powell, sealed in clear plastic zip-lock bag - R/S of H. mounted

i-36 (Rev. 11-4-63)

FEDERAL BUREAU OF INVESTIGATION
LATENT FINGERPRINT SECTION WORK SHEET

Recorded: 2/10/86 V.H.

Reference No:

0041764

-35

Received: 2/10/86

FBI File No:

C-52548

Answer to: Colonel Robert R. McMeekin, Director, United States Army Medical Corps, Armed Institute of Pathology, Washington, D.C. 20306

Examination requested by: Addressee

Copy to: 1 - Colonel Kenton S. Hartman, Chairman, Department of Oral Pathology, Armed Forces Institute of Pathology, Washington, D.C. 20306 (See page 2 for copy)

RE: ARROW AIRLINES FLIGHT 950 JW
CRASH AT GANDER, NEW FOUNDLAND
12/12/85
IDENTIFICATION MATTER

Date of reference communication: Evidence received 2/10/86
Specimens:

Post-mortem ^{foot} prints from body part X-194B
Latent lifts from personal effects of DANE STEPHENS
Personal effects of RAY A. RUTH

Note: Special

Result of examination:

Examination by: Saunders

Evidence noted by:

R. L. McDaniel
R. J. Wagner

Post-mortem prints & lifts to plates
Personal effects of Ruth per post-mortem
- 2/10/86 JH

2 lat. fpts. developed from a photograph designated "A" from plate
a 'in #1, for personal effects of Ray A. Ruth, & post-mortem
fpts. obtained from body # D-048. (20221) 2 fpts. SERIALIZED
R. L. McDaniel

Examination completed

2/10/86

2/10/86

Dictated

2/10/86

(over) [Signature]
-300

Serial 3BENC is a letter which originated with the ~~Department of the Army~~ / Armed Forces Institute of Pathology.



FEDERAL BUREAU OF INVESTIGATION

Washington, D. C. 20537

REPORT

of the

LATENT FINGERPRINT SECTION

IDENTIFICATION DIVISION

February 12, 1986

YOUR FILE NO.
FBI FILE NO.
LATENT CASE NO. **0-82948**

FEDERAL GOVERNMENT

TO: Colonel Robert S. McMaskin
Director
U. S. Army Medical Corps
Armed Forces Institute of Pathology
Washington, D. C. 20306

RE: **RECON AIRLINES FLIGHT 950 IN
CRASH AT GALEZ, MICHIGANLAND
DECEMBER 12, 1985!
IDENTIFICATION CENTER**

W

REFERENCE: Fingerprint examination conducted on February 8, 1986 at Dover
AFB Mortuary by FBI Director Snyed and specimens received
EXAMINATION REQUESTED BY: **Addresssee**
SPECIMENS: **from Colonel Smercon on February 8, 1986**

Original birth certificates bearing infant footprints for **Kevin
Alan Gantzer, Troy Roy Cupples, Michael Lawrence and James
Albert Mallett**
Copy of Pediatricians report bearing infant footprints for
Thomas Vernon Smith
Sheet of paper bearing inked infant footprints of **Troy Roy
Cupples**
Personal effects of **Gregory A. Smeas**

241

This report supplements our Latent Fingerprint Section reports
of January 14, 1986 and February 4, 1986.

Fingerprints were obtained from body parts numbered **N-161,
N-127, N-154, N-156, N-167, and N-173** and footprints were obtained from
body parts numbered **N-101, N-125 and N-243.**

The identifications effected by fingerprints are set forth on an
attaching page.

ENCLOSURE

(Continued on next page)

FEB 16 5

64 JUN 9 1986

Colonel Robert R. McMeekin

February 12, 1966

The latent fingerprints which were developed on items from the personal effects of Gregory A. Owens were compared with the post-mortem fingerprints obtained from body and body parts numbered D127, T221, D256X1, D257A, X-33, X-61 and X-194B, but no identification was effected.

The results of the comparisons of the footprints on the birth certificates and the post-mortem footprints will be furnished in a separate report.

The specimens are being retained in the Latent Fingerprint Section until picked up by a representative of your office.

Enclosure

- 1 - Colonel Kenton S. Hartman
Chairman
Department of Oral Pathology
Armed Forces Institute of Pathology
Washington, D. C. 20306
- 1 - HQDA (DAPC-PET-F)
Alexandria, Virginia 22331-0400

Attention: Mr. John F. Manning

FINGERPRINT IDENTIFICATIONS

Belson, Donald Craig - Body part X-101

He was identified with fingerprints appearing on a fingerprint card submitted by the U. S. Army bearing service #321-56-2350 and the date and place of birth as June 7, 1954, in Weistaden, Germany.

Russell, Ronald Craig - Body part X-127

He was identified with fingerprints appearing on a fingerprint card submitted by the U. S. Army bearing service #224-21-0117 and the date and place of birth as October 29, 1963, in Portsmouth, Virginia.

Phillips, Ruth Vargo - Body parts X-154 and X-173

She was identified with fingerprints appearing on a fingerprint card submitted by the Police Department, Avon Lake, Ohio, their #PJ-1973. This fingerprint card shows the date and place of birth as January 14, 1950, in Lakewood, Ohio and is filed under FBI #940341AA6.

Brofahn, Steven John - Body part X-156

He was identified with fingerprints appearing on a fingerprint card submitted by the U. S. Army bearing service #518-68-2645 and the date and place of birth as February 18, 1965, in Boise, Idaho.

Rushes, Frank Jeffery - Body part X-167

He was identified with fingerprints appearing on a fingerprint card submitted by the U. S. Army bearing service #422-68-3911 and the date and place of birth as October 16, 1958, in Aliceville, Alabama.

TO WHOM IT MAY CONCERN:

I, John C. Saunders, have read the attached report dated February 12, 1966, which consists of three (3) pages and pertains to latent case C-5254R, and do hereby swear that this report sets forth fully the results of my examinations of the items mentioned therein.

 John C. Saunders
 Supervisory Fingerprint Specialist
 Federal Bureau of Investigation

Washington
 District of Columbia

Before me this _____ day of _____
 1966, _____ has appeared and signed this
 affidavit first having sworn that the statements made therein are true.

My commission expires _____.

 Notary Public in and for the
 District of Columbia

FD-302 (Rev. 11-27-63)

FEDERAL BUREAU OF INVESTIGATION
LATENT FINGERPRINT SECTION WORK SHEET

Recorded: 2/7/86 bcc Reference No: *65-11-37*
FBI File No:
Received: 2/6/86 Latent Case No: C-52548

Answer to: Colonel Robert E. McMeekin, Director, U.S. Army Medical Corps,
Armed Forces Institute of Pathology, Washington, D.C. 20306

Examination requested by: Addressee

Copy to: Colonel Kenton S. Hartman, Chairman, Department of Oral Pathology,
Armed Forces Institute of Pathology, Washington, D.C. 20306
RE: (CC's continued on next page)

QAMDAK
ARROW AIRLINES/FLIGHT 950 JW
CRASH AT GARDEN, NEW FOUNDLAND
DECEMBER 12, 1985
IDENTIFICATION MATTER

Date of reference communication: *1986 examination conducted*
Specimens: *See parts examined on 2/5/86 at Dover AFB*
Mortuary by FBI Disaster Squad & Specimens
received from Colonel Shannon - 2/5/86

Original birth certificates with ^{*finger*} footprints for:
KEVIN ALAN GANTZER

TROY RAY ~~ABERS~~ *Cupples*

MICHAEL LAWRENCE

JAMES ALBERT MOLLETT

Result of examination: (Continued on next page)
Examination by: *Saunders*
Evidence noted by: *R. J. Henson*

See attached list for results of comp's.
The results of the comparison of the fingerprints on the birth
certificates & the post-mortem fingerprints will be furnished
- sep report
see (over)

Examination completed *12:00* *2/11/86* Dictated *2/11/86*
Time Date Date Date

FRM
Handwritten notes
55-30

Page 2
LC#C-52548
SAUNDERS

bearing infant footprints

Copy of Pediatricians report for THOMAS VERNON SMITH ^{CA}
Sheet of paper bearing infant footprints of TROY RAY APPLES
18 body parts

Personal effects of Gregory A. Owens

1 - HQDA (DAPC-PED-F), Alexandria, Virginia 22331-0400
Attention: Mr. John F. Manning

1-286 (Rev. 10-25-70)



FEDERAL BUREAU OF INVESTIGATION

Washington, D. C. 20537

REPORT

of the

LATENT FINGERPRINT SECTION

IDENTIFICATION DIVISION

FEDERAL GOVERNMENT

February 20, 1986

W
P. 20

FOUR FILE NO. _____
FBI FILE NO. _____
LATENT CASE NO. **6-52348**

TO: Colonel Robert S. McWhie
Director
United States Army Medical Corps
Armed Forces Institute of Pathology
Washington, D.C. 20306

1/4

FROM: AIRMAILS FLIGHT 050 BY
TRAIN AT WASHINGTON, WASHINGTON
DECEMBER 12, 1985
IDENTIFICATION NUMBER

REFERENCE: Evidence received February 10, 1986
EXAMINATION REQUESTED BY: Addressee
SPECIMENS: Post-mortem fingerprints from body part E-1948
Latent lifts from personal effects of Euse Stephens
Personal effects of Ray Anthony Ruth

(pm)

This report supplements our Latent Fingerprint Section reports of January 14, 1986, February 4, 1986 and February 12, 1986.

The identification effected by fingerprints is set forth on an attached page.

9-127 DE-64 *95-27189-35*

The latent fingerprints, which are present on the lifts taken from the personal effects of Euse Stephens have been compared with the post-mortem fingerprints obtained from body and body parts numbered D121, B221, B241, B27A, E-35, E-61 and E-1948, and no identification was effected.

The post-mortem fingerprints obtained from body part E-1948 have been compared with available inked fingerprints of those individuals who have been previously identified by fingerprints, and no identification was effected.

FEB 27 1986

ENCLOSURE

(Continued on next page)

RECEIVED
FEB 21 1986

26 JUN 17 1986

FINGERPRINT IDENTIFICATION

Ruth, Eav Anthony - Body D042

He was identified with latent fingerprints developed on a photograph designated "A" from a photo album designated #1. The photo album was from his personal belongings.

- 10/18/68 ff

The latent prints developed on items from the personal effects of Gregory A. O'neal were compared with the post-mortem prints obtained from body; 1 body prints numbered D127, D221, D256A1, D257 B; X-33, X-61 + X-1948, but no ident. was effected.

The items are being retained in the LAFS until picked up by a representative of your Dept.

FD-202 (REV. 3-22-64)

FEDERAL BUREAU OF INVESTIGATION
LATENT FINGERPRINT SECTION
IDENTIFICATION DIVISION

Date 2/6/66

(To be used in lieu of correspondence covering evidence submission to the L. F. P. S.)

Submitting Agency Colonel Robert R. McMartin, Director, U.S. Army Medical Corps, George France Institute of Pathology, Wash, D.C. 20304

Delivered by [Signature] Accepted By [Signature]

To be used for telephone request

Requesting Agency Ref. item - 244 prints examined on 2/5/66 at Docid AFB Mortuary by Lat. Fingerprint Squad & Spec. Records from General Thomas

Requested by [Signature] Accepted By [Signature]

Examiner [Signature]

Victim _____ FBI FILE NO. _____

Offense _____ LATENT CASE NO. C-52548

Place and date San Antonio Airline Flight 950 SW
Crash at Danbur, New Brunswick
Dec 13, 1965
Shot. Mallett

Report to be directed to Col. McMartin

Copies to 1- Colonel Ranton S. Hartman, Cheung Dept. of Oral Pathology, Armed Forces Institute of Pathology, Wash DC 20326

Evidence to be returned to 1- HQDA COMPL-POD-18, Chambers VA. 22331-0700
ATTN: MR. JOHN A. MANNING

Date of hearing, grand jury, trial or reason why expeditious handling is necessary _____

EVIDENCE / BRIEF FACTS

Personal effects of [Signature] 9. Quam
Orig. first fingerprints with footprints
for Kevin Alan [Signature]; Tracy Ray
Vogelbein; Michael [Signature]; James
Walt Mallett
copy of Radiographic Report for
Walter [Signature] dated
12/13/65 bearing latent fingerprints

64 JUN 21 1966
18 b. by [Signature]

(THIS SPACE FOR BLOCKING)

45-21111-36

2 FEB 21 1966

[Handwritten initials]
Rec'd
2-12-66
55:100

(over)

60206038 SUK

Items:

K1 - One secured plastic bag labelled "DD134,
Pubic hair" containing sample.

Serial 33 ENCL is a letter which originated
with the Department of the Army / ~~Armed Forces~~
~~Institute of Pathology~~ dated 2/6/86.

Serial 31 ENCL is a letter which originated
with the Department of the Army / ~~Armed Forces~~
~~Institute of Pathology~~. undated

REPORT
of the



FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535
FEDERAL GOVERNMENT

February 12, 1986

file

To: Director
Armed Forces Institute of Pathology
Washington, D. C. 20306

FBI FILE NO. /
LAB. NO. 60206044 S UK
YOUR NO. ND182

Re: Body #FD162-Aircraft crash of
12/12/85 APB
Candey, Newfoundland

ESU

Examination requested by: Addressee
Reference: Letter dated February 6, 1986

Examination requested: Microscopic Analyses

Specimen personally delivered by Mr. Richard G. Cayre on
February 6, 1986:

K1 Pubic hair

Result of examination:

Specimen K1 consisted of brown pubic hairs exhibiting
Caucasian characteristics.

(LH)

2 - Dr. Cherry Gaffney
Major
Armed Forces Institute of Pathology
Aerospace Division
Building 181
Dover Air Force Base, Delaware 19902

*Robillard
5981*

Page 2

96-271189-92 (over)

AMH (6) 893

FEB 21 1986

FEB 13 1986

43-805

Pursuant to instructions received from Dr. Gaffney during a telephone conversation on February 5, 1986 the submitted evidence is being returned to her attention at Dover Air Force Base, Delaware, under separate cover by registered mail.

FEB 11 1986

Dictation # J 60206044 SUC
 Specimen K1 consisted of BROWN pulvic
 hairs exhibiting Caucasian characteristics

Pursuant to instructions received from Dr. Gaffney
 during a telephone conversation on February 5, 1986
 the submitted evidence is being returned to her attention
 at Dover Air Force Base, Delaware.

under separate cover
 by registered mail

48-805

7-2 (5-12-82)

RECORDED
2/7/86
mhh#93FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE2/6/86
ROBILLARD

Laboratory Work Sheet

To: Director
Armed Forces Institute of Pathology
Washington, D. C. 20306

FBI FILE NO. 95-1111

Re: Body #DD182-Aircraft crash of
12/12/85
Gander Newfoundland

LAB. NO. 60206044 S UK

YOUR NO. DD182

Examination by: 1 slide
Optical

Examination requested by: Addressee

Reference: Letter dated February 6, 1986

Examination requested: Microscopic Analyses

Specimens received:

Specimen personally delivered by Mr. Richard G. Sayre on
February 6, 1986:

K1 Pubic hair

2 - Dr. Cherry Gaffney
Major
Armed Forces Institute of Pathology
Aerospace Division
Building 121
Dover Air Force Base, Delaware 19902

Return evidence to:

Dr. Cherry Gaffney
Major
Armed Forces Institute of Pathology
Aerospace Division
Building 121
Dover Air Force Base, Delaware 199027-1
2/10/86
ATR:mb:

60206044 S HK
 KI CPH; med/lt br; R. ^{in trace} colored T-OC-fused Sit - sl buckling;
 covered w/ surface debris CU - thin clean P16 -
 uniform - br MED - Spagne cont. mostly 3mm frag

60206044 SUK

Items

101 - One secured plastic bag labelled "DDP2,
pubic hair" containing sample

F43-805

Serial 32ENCL is a letter which originated
with the Department of the Army / ~~Armed Forces~~
~~Institute of Pathology.~~ undated

Alc

REPORT
of the



1 - Mr. Robillard

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

To: Director
Federal Government
Armed Forces Institute of Pathology
Washington, D. C. 20306

February 11, 1986

Alc
Alc

FBI FILE NO.

1/21

Re: BODY NUMBER DD 054 - AIRCRAFT CRASH
OF DECEMBER 12, 1985
GANDER, NEWFOUNDLAND

LAB. NO. 60204125 S UK

YOUR NO.

AFB

Examination requested by: Addressee

Reference: Letter received February 6, 1986

Examination requested: Microscopic Analyses

Specimens personally delivered by Lieutenant Colonel Richard S. Sayre on February 4, 1986:

E1 Axillary hair sample

E2 Pubic hair sample

Result of examination:

Specimen E1 consists of light brown axillary hairs exhibiting Caucasian characteristics.

Specimen E2 consists of light brown pubic hairs exhibiting Caucasian characteristics.

2 - Dr. Cherry Gaffney
Major
Aerospace Division
Armed Forces Institute of Pathology
Building 121
Dover Air Force Base, Delaware 19902

FEB 21 1986

Page 1

AFB 172 (6)

95-271189-31
3/21/86

EH

FEB 13 1986

Pursuant to instructions received from Dr. Gaffney during a telephone conversation on February 5, 1986 the submitted evidence is being returned to her attention at Dover Air Force Base, Delaware.

Dictation

60204125-5 UK

Specimen K1 consists of ^{left} drawn axillary hairs exhibiting Caucasian characteristics

Specimen K2 consists of ^{left} pubic hairs exhibiting Caucasian characteristics.

~~Specimens K1 and K2 are being destroyed and measurements taken reports~~

Pursuant to instructions received from

Dr Coffey during a telephone conversation on Feb 5, 1966

the submitted ABE evidence is being returned to

his attention at Dover Air Force Base, Delaware.

7-2 (5-12-82)

RECORDED
2/6/86
ddb#60

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE
Laboratory Work Sheet

2/4/86
ROBILLARD

S. 1

To: Director
Armed Forces Institute of Pathology
Washington, D. C. 20306

FBI FILE NO. *95-111*

31

Re: BODY NUMBER DD 054 - AIRCRAFT CRASH
OF DECEMBER 12, 1985
GANDER, NEWFOUNDLAND

LAB. NO. 60204125 S UK
YOUR NO.

Examination by:

*2 slides
O phys*

Examination requested by: Addressee
Reference: Letter received February 4, 1986
Examination requested: Microscopic Analyses
Specimens received:

Specimens personally delivered by Mr. Richard G. Sayre
on February 4, 1986:



K1 ~~Axillary~~ *Axillary* hair *sample*
K2 Pubic hair *sample*

2 - Dr. Cherry Gaffney
Major
Armed Forces Institute of Pathology
Aerospace Division
Building 121
Dover Air Force Base, Delaware 19902

Return evidence to:

2 - Dr. Cherry Gaffney
Major
Armed Forces Institute of Pathology
Aerospace Division
Building 121
Dover Air Force Base, Delaware 19902

*7-1
2/7/86
ATR:KDF*

60204125 SUK

K1 - No light ~~and~~ br body hairs - C.BH; ^{capillary} R.F.R. ^{some} ~~short~~; T-UC
 rounded - sl. abraded SH - variation from CU - thin, clean - ~~distal~~
 SC - eq. L and; C.F. - med. - sparse; DB - none; P16 - uniform dist
 fine, lat br \rightarrow BR; MED - opaque and smooth - spiky \rightarrow frag.
 1-SL 08H - debris adhering to hairs

K2 - No - Br. CPH; No cut. Prod; some R-F.R. ^{some} ~~short~~; T-UC, rounded
 abraded; SH - ~~some variation~~; sl. ~~abraded~~ CU - thin, clean -
~~distal~~ C.F. - sparse DB - sparse SC - med L and P16 - lat
 br \rightarrow ~~br~~ MED - large, opaque - ~~distal~~
 1-SL 010H - debris coating hairs

60204/2554K

Items =

K1 - One sealed plastic bag labelled "DD054-
axilla" containing sample. RIS mounted.

K2 - One sealed plastic bag labelled "DD054-
Pelvic" containing sample. RIS mounted.

M48-805

Serial 31 ENCL is a letter which originated
with the Department of the Army / ~~Armed Forces~~
~~Institute of Pathology~~. undated

REPORT
of the

1 - Mr. Robillard ✓



FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

To: Director
Armed Forces Institute of Pathology
Washington, D. C. 20306

March 5, 1986

Attention: Major William J. Fitzgerald
Special Assistant to the Director

FBI FILE NO. 95-271189
LAB. NO. 60213005 S UK

Re: AIRCRAFT CRASH OF DECEMBER 22, 1985
CAMDEN NEWFOUNDLAND
DEATH INVESTIGATION

Body #93

Examination requested by: Addressee

Reference: Letter Dated February 10, 1986

Examination requested: Microscopic Analyses

Specimens personally delivered by Mr. Dale Skaggs on February 13, 1986:

K1 Known pubic hair sample from BD 93 (DD-93)

Result of examination:

The hairs present in specimen K1 exhibit Caucasian characteristics and are light brown in color.

The submitted items are being returned to Major Gaffney at Dover Air Force Base, Delaware.

2 - Major Cherry Gaffney
Armed Forces Institute of Pathology
Aerospace Division
Building 321
Dover Air Force Base, Delaware 19902

Handwritten: 3931

Handwritten: NI

Handwritten: 95-271189-30

Vertical stamp: MAR 16 1986

Stamp: MAR 12 1986

Stamp: 24 JUN 5 1986

Handwritten: TR/All

Stamp: MAR 10 1986

all
①

Dictation

60213005

PLH 25 25

The hairs present in specimen K₁ exhibit concave characteristics and are light brown in color.

The submitted items are being returned to ^{Major} ~~Dr~~ Gaffney at Dover Air Force Base, Delaware.

RECORDED
2/18/86
a/c #3

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE
Laboratory Work Sheet

2/13/86
ROBILLARD

To: Director
Armed Forces Institute of Pathology
Washington, D. C. 20306

FBI FILE NO. 95-271109-30

Attention: Major William J. Fitzgerald
Special Assistant to the Director
LAB. NO. 60213005 S UK

Re: AIRCRAFT CRASH OF DECEMBER 12, 1985 YOUR NO. Body #93
GANDER, NEWFOUNDLAND;
DEATH INVESTIGATION

Examination by:

351
OPB

Examination requested by: Addressee

Reference: Letter dated February 10, 1986

Examination requested: Microscopic Analyses

Specimens received:

Specimens personally delivered by Mr. Dale Skaggs on
February 13, 1986:

K1 Known pubic hair sample from DD 93 (DD-93)

2 - Dr. Cherry Gaffney
Major
Armed Forces Institute of Pathology
Aerospace Division
Building 121
Dover Air Force Base, Delaware 19902

return enclosed to

7-1
3/5/86
OTD: AIC

Notes

60213005

K₁ - LT beam PH CO - next for ay

602/3005 SUR

K8 Pubic hair sample Eaa 0.093
sealed in clear plastic ziplock bag
R/S of H. mounted.

Serial 30and is a letter which originated with the ~~Department of the Army~~ / Armed Forces Institute of Pathology. dated 2/10/86

REPORT
of the

1 - Mr. Robillard



FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

FEDERAL GOVERNMENT

To: Director
Armed Forces Institute of Pathology
Washington, D. C. 20306

February 11, 1966

DKK

0 Airport

FBI FILE NO.

LAB. NO. 60204128 8 UK

Re: BOY WRECKED ON 217 - AIRCRAFT CRASH
OF FEBRUARY 12, 1962
GANDER, NEW FOUNDLAND

YOUR NO.

Gravel AFB
248 U.S. ARMY SOLDIERS KILLED

Examination requested by: Addressee

Reference: Letter received February 6, 1966

Examination requested: Microscopic Analyses

Specimens personally delivered by Mr. Richard G. Mayo
on February 6, 1966:

K1 Head hair sample

K2 Pubic hair sample

Result of examination:

Specimen K1 consists of black head hairs exhibiting
Negroid characteristics. (D)

Specimen K2 consists of dark brown pubic hairs
exhibiting mixed racial characteristics.

2 - Dr. Cherry Gaffney
Major
Armed Forces Institute of Pathology
Aerospace Division
Building 121
Cover Air Force Base, Baltimore 20902

Robillard
3931

Page 1 *95-271189-29* (over)

This examination has been made with the understanding that the evidence is connected with an official
investigation of a criminal matter and that the Laboratory report will be used for official purposes only, related
to the investigation or a subsequent criminal prosecution. Authorization cannot be granted for the use of the
Laboratory report in connection with a civil proceeding.

APR 12 1966 (6) 2100

FEB 20 1966

FEB 13 1966

U.S. GOVERNMENT PRINTING OFFICE: 1960

Pursuant to instructions received from Dr. Gaffney during a telephone conversation on February 5, 1986 the submitted evidence is being returned to her attention at Dover Air Force Base, Delaware.

FEB 11

Dictation ^{click} 60204128 SAK

Specimen K1 consists of head hair
exhibiting Negrooid characteristics.

Specimen F2 consists of ^{pubic} hair
exhibiting mixed racial characteristics.

Pursuant to instructions received from
Dr. Coffrey during a telephone conversation on Feb. 5, 1961
the submitted ~~fore~~ evidence is being returned to
her attention at Dover Air Force Base, Delaware.

7-2 (5-15-82)

2. 4360

RECORDED
2/6/86
ddb#60

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE
Laboratory Work Sheet

2/4/86
ROBILLARD

8.1

To: Director
Armed Forces Institute of Pathology
Washington, D. C. 20306

FBI FILE NO. 45

29

LAB. NO. 60204128 S UK

Re: BODY NUMBER DD 217 - AIRCRAFT CRASH YOUR NO.
OF DECEMBER 12, 1985
GANDER, NEW FOUNDLAND

Examination by:

2 slides
O plots

Examination requested by: Addressee

Reference: Letter received February 4, 1986

Examination requested: Microscopic Analyses

Specimens received:

Specimens personally delivered by Mr. Richard G. Sayre
on February 4, 1986:

K1 ~~Head~~ hair sample

K2 Pubic hair sample

2 - Dr. Cherry Gaffney
Major
Armed Forces Institute of Pathology
Aerospace Division
Building 121
Dover Air Force Base, Delaware 19902

Return evidence to:

Dr. Cherry Gaffney
Major
Armed Forces Institute of Pathology
Aerospace Division
Building 121
Dover Air Force Base, Delaware 19902

7/6
2/7/86
ATR-Sig

KI NHH; ^{prampul} dk bl/DR T-banded ^{dist. 60204178 SHC} P-banded (some) SH; ^{dist. 60204178 SHC} some
 variation in ord ant; variation sl (A-T), CU, CL, Thich; SC
 lge, & med; CF roots OB roots, MED roots - apogon
 large areas. PIG - dk bl/DR - patchy → apogon
 1-sl a 10H

K2 NPH; dk bl/DR T-top - banded sl banded P-banded;
 SC med fine some banded; CU med & med SC - med
 CF roots, CF roots, MED roots, apogon PIG
 dk bl/DR → DR - sl patchy → some apogon
 1-sl a 10H

60204128 S UK

Items:

K1 - One secured plastic bag labelled "DD 217
Scalp" containing sample. P/S mounted

K2 - One secured plastic bag labelled "DD 217
Pulse" containing sample. P/S mounted

Serial 29 ENCL is a letter which originated
with the Department of the Army / ~~Armed Forces~~
~~Institute of Pathology~~. undated

REPORT
of the

1 - Mr. Robillard



FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

FEDERAL GOVERNMENT

To: Director
Armed Forces Institute of Pathology
Washington, D. C. 20306

February 11, 1986

FBI FILE NO.

LAB. NO. 60204130 S UK

No: BODY NUMBER DD 176 - AIRCRAFT CRASH
OF DECEMBER 12, 1985
GANDER, NEWFOUNDLAND
YOUR NO.

Airport Newfoundland

Examination requested by: Addressee
Reference: Letter received February 4, 1986
Examination requested: Microscopic Analyses

Specimen personally delivered by Mr. Richard G. Sayre on February 4, 1986: *(td)*

K1 Pubic hair sample

Result of examination:

95-271189-28

Specimen K1 consists of brown/red brown pubic hairs exhibiting Caucasian characteristics. These hairs have been damaged and the exact color is difficult to discern.

Pursuant to instructions received from Dr. Gaffney during a telephone conversation on February 5, 1986 the submitted evidence is being returned to her attention at Dover Air Force Base, Delaware.

2 - Dr. Cherry Gaffney
Major
Armed Forces Institute of Pathology
Aerospace Division
Building 4B1
Dover Air Force Base, Delaware 19902

Robillard
393

FEB 13 1986

JUN 3 1986

VER. AK

Dictation

60204130
S HK

Specimen K1 consists of brown/red brown
 public hairs exhibiting Caucasian characteristics.
 These hairs have been damaged and the exact color is difficult to discern.

Pursuant to instructions received from

Dr. Coffey during a telephone conversation on Feb. 5, 1966
 the submitted hair evidence is being returned to
 her attention at Dover Air Force Base, Delaware. V/S

RECORDED
2/6/86
ddb#60

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE

2/4/86
ROBILLARD

Laboratory Work Sheet

To: Director
Armed Forces Institute of Pathology
Washington, D. C. 20306

FBI FILE NO. *95-*

LAB. NO. 60204130 S UK

Re: BODY NUMBER DD 176 - AIRCRAFT CRASH YOUR NO.
OF DECEMBER 12, 1985
GANDER, NEWFOUNDLAND

Examination by: *1 slide
Ophys*

Examination requested by: Addressee

Reference: Letter received February 4, 1986

Examination requested: Microscopic Analyses

Specimens received:

Specimen personally delivered by Mr. Richard G. Sayre
on February 4, 1986:

K1 Pubic hair *sample*

2 - Dr. Cherry Gaffney
Major
Armed Forces Institute of Pathology
Aerospace Division
Building 121
Dover Air Force Base, Delaware 19902

Return evidence to:

Dr. Cherry Gaffney
Major
Armed Forces Institute of Pathology
Aerospace Division
Building 121
Dover Air Force Base, Delaware 19902

60204130 S HK

1 K1 CPH; ^{mid 1st brn} ~~red~~ brown; Fuc - rounded p. ^{tblg} ~~tblg~~ vs 1/2 ss
 CU' cl, sm, vs 1. diam; SH: slight variation - vs 1/2 ~~tblg~~
 C.F. at P, O + M. OB - same. P/B - fine, uniform, red br and
 1st br: MED - fine → cond, some v. ~~tblg~~
 1-sh KPH

48-805

60204130 SUK

Items

K1. One secured plastic bag labelled "DD176 - Pubic"
containing hair sample
RIS mounted

Serial 28 ENCL is a letter which originated
with the Department of the Army / ~~Armed Forces~~
~~Institute of Pathology~~. *undated*

1 - Mr. Robillard

REPORT
of the



FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

February 12, 1986

To: Director
Armed Forces Institute of Pathology
Washington, D. C. 20306

FEDERAL GOVERNMENT

FBI FILE NO.

LAB. NO.

TOUR NO.

60206042 S UK

ND110

OK Airport

Re: Body ND110-Aircraft crash at
12/12/85
Cadder, Newfoundland

Cadder AFB

248 U.S. Army Soldiers Killed

Examination requested by: Addressed

Reference: Letter dated February 6, 1986

Examination requested: Microscopic Analyses

Specimen personally delivered by Mr. Richard Sayre on
February 6, 1986:

K1 Pubic hair

Result of examination:

Specimen K1 consists of brown pubic hairs exhibiting
Caucasian characteristics. (TOL)

Pursuant to instructions received from Mr. Gaffney
during a telephone conversation of February 5, 1986, the
submitted evidence is being returned to her attention at
Dover Air Force Base, Delaware under separate cover by
registered mail.

1 - Mr. Cherry Gaffney
Major
Armed Forces Institute of Pathology
Aerospace Division
Building 121
Dover Air Force Base, Delaware 19902

95-271189-27
3921

FEB 12 1986

08 JUN 2 1986

FEB 15 11 53 AM '86

FEB 20 1986

JCH
②

Dictation

FBI LAB

60206042 54K

Specimen K1 consists of brown pulce hairs
exhibiting Caucasian characteristics

Pursuant to instructions received from Dr. Gaffney
during a telephone conversation on February 5, 1986
the submitted evidence is being returned to her attention
at Dover Air Force Base, Delaware

under separate cover by
registered mail.

7-2 (5-12-82)

RECORDED
2/7/86
mhh#93FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE

Laboratory Work Sheet

2/6/86
ROBILLARD

1.1

To: Director
Armed Forces Institute of Pathology
Washington, D. C. 20306

FBI FILE NO. 95-

LAB. NO. 60206042 S UK

Re: Body #DD118-Aircraft crash of
12/12/85
Gander New foundland

YOUR NO. DD118

Examination by:

Examination requested by: Addressee

Reference: Letter dated February 6, 1986

Examination requested: Microscopic Analyses

Specimens received:

Specimen personally delivered by Mr. Richard Sayre on
February 6, 1986:

K1 Pubic hair

2 - Dr. Cherry Gaffney
Major
Armed Forces Institute of Pathology
Aerospace Division
Building 121
Dover Air Force Base, Delaware 19902

Return evidence to:

Dr. Cherry Gaffney
Major
Armed Forces Institute of Pathology
Aerospace Division
Building 121
Dover Air Force Base, Delaware 199027-1
2-10-86
ATR:dkd #161 slide
Oplsy

7-125 (Rev. 3-10-82)



FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C.

Date 6-22-86
Time 11:45

EVIDENCE ACKNOWLEDGMENT

Received from LT R. J. Richardson-Squire of the
U.S. Dept. of Army (Name and Title)
Fort Belvoir, Washington D.C. 112A D735 (Department or Agency)
112A D735 (Address) 697-1357 (Phone Number)

1 box(es), 1 bag(s), 1 envelope(s), 1 vial(s), 1 object(s)
of sealed evidence for examination in connection with case number 10771
entitled 112A D735

Evidence Should Be
 Mailed Back
 Picked Up By
Contributor

This evidence will remain in the custody of the FBI Laboratory while the examinations are being conducted. Following completion of the examinations, a report containing the results of the examinations and the disposition of the evidence will be forwarded to your department. If evidence is picked up personally, your representative should identify it with the Laboratory case number(s) assigned in the FBI Laboratory report.

Director
Federal Bureau of Investigation

N C E E
ESTIGATION FED

60206042 34K

K1 -CPH. mid to ^{1/2} br; R. 5.5; T-UC ^{1/2} ~~paper~~ banded;
 P/B - uniform; CU - thin clear MED ^{1/2} ~~continuous~~ (misty)
 fog and opaque - SH - 2 buckling - surface
 debris on hair
 1s 210H

602060425 UK

Items

K1 - One secured plastic bag labelled "DD118, pubic hair" containing sample.

Serial 27enc is a letter which originated
with the Department of the Army / ~~Armed Forces~~
~~Institute of Pathology~~. undated

REPORT
of the

1 - Mr. Robillard ✓

FEDERAL GOVERNMENT



FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

APL

To: Director
Armed Forces Institute of Pathology
Washington, D. C. 20306

February 7, 1966

FBI FILE NO.

LAB. NO. 60204126 S UK

Re: CR AIRPORT
BOY NUMBER 80-101 - AIRCRAFT CRASH
OF DECEMBER 12, 1965
SAVANNAH, GEORGIA

YOUR NO.

248 U.S. Army Soldiers Killed

Examination requested by: Addressee

Reference: Letter received February 4, 1966

Examination requested: Microscopic Analyses

Specimens personally delivered by Mr. Richard G. Payne
on February 4, 1966:

K1 Axillary hair

K2 Pubic hair

Result of examination:

95-271189-26

Specimen K1 consists of brown axillary hairs exhibiting
Caucasian characteristics.

Specimen K2 consists of brown pubic hairs exhibiting
Caucasian characteristics.

Pursuant to instructions received from ~~Mr. Gaffney~~
during a telephone conversation on February 5, 1966, the
submitted evidence is being returned to her attention at Dover
Air Force Base, Delaware.

1 - Dr. Cherry Gaffney
Major
Armed Forces Institute of Pathology
Aerospace Division
Building 121
Dover Air Force Base, Delaware 19902

(Tel)

Handwritten signature
3971

MAILED 11
FEB 12 1966

TO 8 JUN 2 1966

Handwritten initials

Dictation 60204126 S HK

Specimen K1 consists of brown axillary
hairs exhibiting Caucasian characteristics
Specimen K2 consists of brown pubic
hairs exhibiting Caucasian characteristics

Pursuant to instructions received from
Dr. Jeffrey during a telephone conversation on Feb. 5, 1966
the submitted DNA evidence is being returned to
her attention at Dover Air Force Base, Delaware.

all # 60

60204126 S HK

all # 58

6025025 S V Z

43-805

7-2 (5-12-82)

RECORDED FEDERAL BUREAU OF INVESTIGATION 2/4/86
 2/6/86 UNITED STATES DEPARTMENT OF JUSTICE ROBILLARD
 ddb#60

Laboratory Work Sheet

To: Director
 Armed Forces Institute of Pathology
 Washington, D. C. 20306

FBI FILE NO. 95-

LAB. NO. 60204126 S UK 26

Re: BODY NUMBER DD 183 - AIRCRAFT CRASH YOUR NO.
 OF DECEMBER 12, 1985
 GANDER, NEWFOUNDLAND

Examination by:

Examination requested by: Addressee

Reference: Letter received February 4, 1986

Examination requested: Microscopic Analyses

Specimens received:

Specimens personally delivered by Mr. Richard G. Sayre
 on February 4, 1986:

K1 Axillary hair ~~sample~~K2 Pubic hair ~~sample~~

2 - Dr. Cherry Gaffney
 Major
 Armed Forces Institute of Pathology
 Aerospace Division
 Building 121
 Dover Air Force Base, Delaware 19902

Return evidence to:

Dr. Cherry Gaffney
 Major
 Armed Forces Institute of Pathology
 Aerospace Division
 Building 121
 Dover Air Force Base, Delaware 19902

1 2/2/86

FBI LABORATORY
Washington, D. C.

Date LIFE SA R
Time 12:15



EVIDENCE ACKNOWLEDGMENT

Received from LT COL R. G. SAHRE of the
HQ Dept of the Army (Agency)
Pentagon, Washington (Address) CD 0M20735 697-1357 (Phone Number)

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON

1 envelope(s)
of sealed evidence for examination in connection with
entitled _____

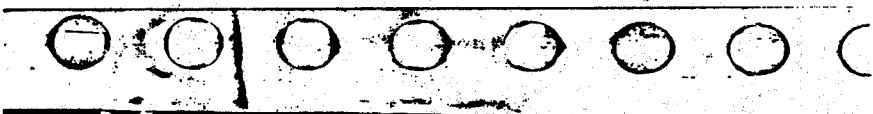
object(s)
07183

Evidence Should Be
 Mailed Back
 Picked Up By Contributor

This evidence will remain in the custody of the FBI Laboratory while the examinations are being conducted. Following completion of the examinations, a report containing the results of the examinations and the disposition of the evidence will be forwarded to your department. If evidence is picked up personally, your representative should identify it with the Laboratory case number(s) assigned in the FBI Laboratory report.

Director
Federal Bureau of Investigation

FBI/DOJ



(class) 60204126 S UK
 K1 - CBH (oxidizing); med br (common); R-FR ^{small} ~~small~~; T-UC - ~~typical~~, sl (small)
 SH - variation; sl. lenticular; CU - cl; thin; CF. at R. 240 - ~~undist~~;
 PR - med br; MED - dis. ~~undist~~, fring - ~~of~~ ~~sign~~ of sl. ~~undist~~
 1-sl of PH - thin coated in dilute ~~sol~~ coating

(class) ^{small}
 X - ZC PH; med br → br R. PR ^{small} ~~small~~; T-UC - ~~undist~~; SH - variation
 lenticular; CU - cl; thin; CF. at R. ~~undist~~; DR - ~~undist~~ DIS - br →
 med br; 215 - ~~undist~~ → med br - ~~undist~~ ~~of~~ ~~sign~~ ~~of~~ ~~sl.~~ ~~undist~~;
 MED - ~~undist~~ - ~~undist~~ ~~of~~ ~~sign~~ ~~of~~ ~~sl.~~ ~~undist~~ - ~~undist~~ ~~of~~ ~~sign~~ ~~of~~ ~~sl.~~ ~~undist~~
 1-sl of 6H - thin coated in dilute

60204126 SUR

Item

K1 - One secured plaster bag labelled "DD 183 -
Axilla" containing sample. RIS mounted

K2 - One secured plaster bag labelled "DD 183 -
Pulse" containing sample. RIS mounted

49-805

Serial [?] ~~2691~~ is a letter which originated
with the Department of the Army / ~~Armed Forces~~
~~Institute of Pathology~~. undated

4-25-78

REPORT
of the

1 - Mr. Robillard



FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

February 12, 1986

To: Director
Armed Forces Institute of Pathology
Washington, D. C. 20366

FEDERAL GOVERNMENT
FBI FILE NO.

yy

Airport

LAB. NO. 48266943 8 UK

Re: BOYD 020 100 - AIR CRAFT CRASH
OF 12/12/85
GARDER, NEWFOUNDLAND

YOUR NO. 80 100

Examination requested by: Addressee
Reference: Letter dated February 6, 1986
Examination requested: Microscopic Analyses

Specimen personally delivered by Mr. Richard Sayre
on February 6, 1986:

K1 Scalp hair

Result of examination:

Specimen K1 consists of light brown and brown
head hairs exhibiting Caucasian characteristics.

(K1)

Pursuant to instructions received from Dr. Gaffney
during a telephone conversation on February 9, 1986,
the submitted evidence is being returned to her attention
at Dover Air Force Base, Delaware under separate cover
by registered mail.

95-271189-24

2 - Dr. Cherry Gaffney
Major
Aerospace Division
Armed Forces Institute of Pathology
Building 121
Dover Air Force Base, Delaware 19902

*Richard
3957*

FEB 13 1986

AFR:mas (6) 000

FEB 24 1986

7-125 (Rev. 3-19-82)



FEDERAL BUREAU OF INVESTIGATION

Date 6/25/84
Time 1:30

EVIDENCE ACKNOWLEDGMENT

Received from LT COL FREDERICK C. CUNY of the _____
(Name and Title)

114 West 111th Street
(Department or Agency)

Palmyra, Washington DC 20385 697-1554
(Address) (Phone Number)

1 box(es), 1 bag(s), 1 envelope(s), 1 vial(s), 1 object(s)
of sealed evidence for examination in connection with case number 15-24127
entitled _____
Evidence Should Be
 Mailed Back
 Picked Up By Contributor

This evidence will remain in the custody of the FBI Laboratory while the examinations are being conducted. Following completion of the examinations, a report containing the results of the examinations and the disposition of the evidence will be forwarded to your department. If evidence is picked up personally, your representative should identify it with the Laboratory case number(s) assigned in the FBI Laboratory report.

DEPARTMENT OF JUSTICE

Director
Federal Bureau of Investigation

FBI/DOJ

60206045 S UK
 K1 - light med bl/brwn, R-shirt, T-L vespert sparsa
 CU - thin, PIG - am - dist - SH - El. curl - surface delusio
 on shaft of hair MED spaty - gague Gray,
 12 - 008H

Items

60206045 544

K1 - One secured plastic bag labelled "DD180,
scalp" containing sample.

Serial 24 ENCL is a letter which originated
with the Department of the Army / ~~Armed Forces~~
~~Institute of Pathology.~~ dated 2/6/86

7-17-60-25-70

REPORT
of the



1 - Mr. Robillard

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

February 12, 1986

To: Director
Armed Forces Institute of Pathology
Washington, D. C. 20306

FBI FILE NO.

LAB. NO. 60206041 S UK

Re: Body 8DD 254C-Aircraft Crash of
12/12/85
Gander, Newfoundland

YOUR NO. 8D 254C

Arrow Airlines Flight 9505W

Examination requested by: Addressee

Reference: Letter dated February 6, 1986

Examination requested: Microscopic Analyses

(24)

Specimen personally delivered by Mr. Richard Sayre on
February 6, 1986:

K1 'Scalp hair

95-271189-23

Result of examination:

Specimen K1 consists of light and dark brown head
hairs exhibiting Caucasian characteristics. FEB 21 1986

Pursuant to instructions received from Dr. Gaffney
during a telephone conversation on February 5, 1986, the submitted
evidence is being returned to her attention at Dover Air Force
Base, Delaware under separate cover by registered mail.

2 - Dr. Cherry Gaffney
Major
Aerospace Division
Armed Forces Institute of Pathology
Building 121
Dover Air Force Base, Delaware 19902

*Redmond
3931*

ARR:skaf(73) (6)

FEB 13 1986

K1
C

FEB 7

Ductation

60206041 SUIC

Specimen K1 consists of light and dark brown
 head hairs exhibiting Caucasian characteristics

Pursuant to instructions received from Dr. Gaffney
 during a telephone conversation on February 5, 1966,
 the submitted evidence is being returned to her attention
 at Dover Air Force Base, Delaware.

under separate cover
 by registered mail

12-82)

RECORDED
2/7/86
ew #42

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE
Laboratory Work Sheet

2/6/86
ROBILLARD

To: Director
Armed Forces Institute of Pathology
Washington D. C. 20306

FBI FILE NO. 75-2711-23

LAB. NO. 60206041 S UK

Re: Body #DD 254C-Aircraft Crash of
12/12/85
Gander, New Foundland
one word

YOUR NO. DD 254C

Examination by:

Examination requested by: Addressee

Reference: Letter dated February 6, 1986

Examination requested: Microscopic Analyses

Specimens received:

Specimen personally delivered by Mr. Richard Sayre on
February 6, 1986:

K1 Scalp hair

2 - Dr. Cherry Gaffney
Major
Aerospace Division
Armed Forces Institute of Pathology
Building 121
Dover Air Force Base, Delaware 19902

Return Evidence To:

Dr. Cherry Gaffney
Major
Aerospace Division
Armed Forces Institute of Pathology
Building 121
Dover Air Force Base, Delaware 19902

7-1.
2/10/86
ATR:KOF

*1 slide
0 p/lyc*

125 (Rev. 3-19-82)



FEDERAL

LABORATORY
Washington, D. C.

Date 6 FEB 86
Time 1146

EVIDENCE ACKNOWLEDGMENT

Lt Col Richard Sayre

Received from _____ of the _____

HQ Dept of Army

(Name and Title)

(Department or Agency)

Pentagon Washington DC 20315

(Address)

697-1357

(Phone Number)

_____ box(es), _____ bag(s), _____ envelope(s), _____ 11 _____ of _____ subject(s)

of sealed evidence for examination in connection with case number *17D259C* entitled _____

- Evidence Should Be
- Mailed Back
 - Picked Up By Contributor

This evidence will remain in the custody of the FBI Laboratory while the examinations are being conducted. Following completion of the examinations, a report containing the results of the examinations and the disposition of the evidence will be forwarded to your department. If evidence is picked up personally, your representative should identify it with the Laboratory case number(s) assigned in the FBI Laboratory report.

Director
Federal Bureau of Investigation

301

60206041 SUK

KI - CHH; lgt & dk br hairs; T-clas, rounded appearance - one
 longer cut angle, CU - thin, cl; P16 - uniform, sl. striate
 MED - opaque, spotty flag. SH - sl. oval surface debris present
 15L 28

60206041 S 412
K1 - One sealed plastic bag labelled "DD 254C
scalp" containing sample

Serial 23 ENCL is a letter which originated
with the Department of the Army / ~~Armed Forces~~
~~Institute of Pathology~~ *undated*



FEDERAL BUREAU OF INVESTIGATION

Washington, D. C. 20537

REPORT

of the

LATENT FINGERPRINT SECTION
IDENTIFICATION DIVISION

YOUR FILE NO.
FH FILE NO.
LATENT CASE NO.

C-32542

FEDERAL GOVERNMENT

February 18, 1986

TO: Colonel Robert E. McNeekin
Director
United States Army Medical Corps
Armed Forces Institute of Pathology
Washington, D. C. 20306

RE: ARROW AIRLINES FLIGHT 950 JN
CRASH AT SANDER, NEWFOUNDLAND
DECEMBER 12, 1985
IDENTIFICATION MATTER

REFERENCE:
EXAMINATION REQUESTED BY:
SPECIMENS:

Specimens received January 27, 1986, from Dr. William Corley,
Dover AFB
Addresses
Personal effects of Timothy Kidd, Thomas V. Smith and
Michael Murray
Birth certificate for Donald Jennings

This report supplements our Latent Fingerprint Section reports
of January 14, 1986, February 4, 1986 and February 12, 1986.

The latent fingerprints which were developed on items from the
personal effects of Timothy Kidd, Thomas V. Smith and Michael Murray, were
compared with the post-mortem fingerprints obtained from body and body
parts numbered D127, D221, D256X1, D297A, E-33, E-61 and E-194E, but no
identification was effected.

The results of the comparisons of the infant footprints on the
birth certificate and the post-mortem footprints, will be furnished in a
separate report.

The specimens are being retained in the Latent Fingerprint
Section until picked up by a representative of your office.

1 - HQDA (DAPC-FIB-F)
Alexandria, Virginia 22304-0400

FEB 26 1986

Attention: Mr. John B. ...

MAILED 12
FEB 18 1986

go

45-271189-22

FEDERAL BUREAU OF INVESTIGATION
LATENT FINGERPRINT SECTION WORK SHEET

Recorded: 1/30/86

Reference No: *QC-57159-22*
FBI File No: *C-52548*
Latent Case No: *C-52548*

Received: 1/23/86

Answer to: **Colonel Robert R. McMeekin, Director, United States Army Medical Corps, Armed Forces Institute of Pathology, Washington, D.C. 20306**

Examination requested by: **Addressee**

Copy to:

RE: **ARROW AIRLINES FLIGHT 950 JW
CRASH AT GANDER, NEW FOUNDLAND
12/12/85
IDENTIFICATION MATTER**

Date of reference communication: *Specimens ^{located} delivered 1/23/86*
Specimens: *via Dr. William Gormley Dur 188*

*Personal effects of Timothy Kidd, Thomas V. Smith & Michael Murray
Black Continent via Donald Jennings*

Result of examination: *- 2/27/86 J*

Examination by: **Saunders**
Evidence noted by: *RC Hagan*

*Personal effects per loan & of
dark clothing & white*

- 2/11/86 J
The latent *pts.* developed on items from the personal effects of
Timothy Kidd, Thomas V. Smith & Michael Murray were compared with
the post-mortem *pts.* obtained from body & body parts numbered D127,
D221; D256X1; D257A; X-33; X-61 & 194B, but no ident. was effected

Examination completed *1:20* Time *2/11/86* Date Dictated *2/11/86* Date *(over)*

The results of 5" comparisons of the infant footprints
 the birth certificate for Donna Jennings + the post-mortem
 footprints, will be furnished in a rep. report.

The copies are being returned in the USPS airtel parcel rep by
 a representative of your office.

Report supplements USPS reports 1/14/88, 2/4/88 + 2/12/88.

FEDERAL BUREAU OF INVESTIGATION
LATENT FINGERPRINT SECTION
IDENTIFICATION DIVISION

Date 1/30/86

v.m.

C-5 2548
1/30/86

(To be used in lieu of correspondence covering evidence submission to the L. F. P. S.)

Submitting Agency Col. Robert R. McKeekin, Director, U.S. Army Medical
Center, Armed Forces Institute of Pathology, WDC 20306

Delivered by Dr. William Barclay - 1/23/86 Accepted By [Signature]

To be used for telephone request FEDERAL GOVERNMENT Time _____

Requesting Agency _____

Requested by _____ Accepted By _____

Examiner _____

Victim ARROW AIRLINES FLIGHT 959 JW FBI FILE NO. _____

CRASH AT GANDER, NEW FOUNDLAND

Offense 12/12/85 LATENT CASE NO. 6-52548

IDENTIFICATION MATTER

on and date _____

Suspects _____

Report to be directed to _____

Copies to _____

Evidence to be returned to _____

Date of hearing, grand jury, trial or reason why expeditious handling is necessary _____

EVIDENCE / BRIEF FACTS

(THIS SPACE FOR BLOCKING)

Personal effects of [Name] & [Name],
Timothy R. Kelly, Thomas V. Smith &
William H. [Name]
with certificate of for small printing

95-271159-21

FEB 26 1986

MAY 9 1986

(over)

(jo)

35
35
35

258



FEDERAL BUREAU OF INVESTIGATION

Washington, D. C. 20537

REPORT

of the

LATENT FINGERPRINT SECTION
IDENTIFICATION DIVISION

February 3, 1986

W.S.T.
SOS

YOUR FILE NO.
FBI FILE NO.
LATENT CASE NO. C-52543

FEDERAL GOVERNMENT

TO: Colonel Robert S. McMeekin
Director
U.S. Army Medical Corps
Armed Forces Institute of Pathology
Washington, D. C. 20306

RE: ARROW AIRLINES FLIGHT 950 IN
CRASH AT GARDER, NEWFOUNDLAND
DECEMBER 12, 1985
IDENTIFICATION MATTER

REFERENCE: Oral request from Dr. William Cormley of January 25, 1986
EXAMINATION REQUESTED BY:
SPECIMENS:

Attached are the requested amended pages 9 and 10 of our LFPS report dated January 18, 1986.

Enclosures (2)

- 1 - Colonel Kenton E. Hartman
Chairman
Department of Oral Pathology
Armed Forces Institute of Pathology
Washington, D. C. 20306
- 1 - HQDA (DAPC-FED-F)
Alexandria, Virginia 22304-0400
Attention: Mr. John F. Manning

95-271189-20

1986 FEB 13

for: null
(9)

EP 03 1986

MAY 9 1986

APR 31 2 01 PM '86

RETRNO
MAY 1 1986

Caudill, Philip Ray - Body D145

He was identified with fingerprints appearing on a fingerprint card submitted by the U.S. Army bearing service #287-72-9209 and the date and place of birth as February 23, 1965, in Cincinnati, Ohio.

Bittle, Sammy Dale - Body D146

He was identified with fingerprints appearing on a fingerprint card submitted by the U.S. Army bearing service #249-29-3561 and the date and place of birth as October 7, 1966, in South Carolina.

Davis, Jimmy Dean - Body D148

He was identified with fingerprints appearing on a fingerprint card submitted by the U.S. Army bearing service #422-96-1486 and the date and place of birth as April 14, 1962, in Aliceville, Alabama.

Carter, Mark Edward - Body D157

He was identified with fingerprints appearing on a fingerprint card submitted by the U.S. Army bearing service #242-25-1490 and the date and place of birth as July 17, 1963, in Ft. Chaffee, Arkansas.

Hughes, Frank Jeffery - Body D153

He was identified with fingerprints appearing on a fingerprint card submitted by the U.S. Army bearing service #422883911 and the date and place of birth as October 16, 1958, in Aliceville, Alabama.

Napier, Michael Andrew - Body D161

He was identified with fingerprints appearing on a fingerprint card submitted by the U.S. Army bearing service #290-68-0817 and the date and place of birth as February 12, 1964, in Dayton, Ohio.

Stearn, Alexander William - Body D163

He was identified with fingerprints appearing on a fingerprint card submitted by the U.S. Army bearing service #096-44-6043 and the date and place of birth as April 30, 1964, in New York, New York.

Ferguson, Mark William - Body part D164-A - This was a detached hand found in body bag D164

He was identified with fingerprints appearing on a fingerprint card submitted by the U.S. Army bearing service #411-37-0542 and the date and place of birth as March 10, 1966, in Abingdon, Virginia.

Ward, Abraham - Body parts D164-B - This was two detached hands found in body bag D164

He was identified with fingerprints appearing on a fingerprint card submitted by the U.S. Army bearing service #248-86-9197 and the date and place of birth as November 22, 1951, in Chester, South Carolina.

Wooliver, William Leonard - Body D167

He was identified with fingerprints appearing on a fingerprint card submitted by the Sheriff's Office, Salinas, California, their #784922. The fingerprint card shows the date of birth as July 7, 1949, and is filed under FBI #225368T4.

Wolford, Robert Neil II - Body D173

He was identified with fingerprints appearing on a fingerprint card submitted by the U.S. Army bearing service #276-50-2451 and the date and place of birth as December 25, 1951, in Mt. Vernon, Ohio.

Edmonds, Kyle Lee - Body D174

He was identified with fingerprints appearing on a fingerprint card submitted by the U.S. Army bearing service #251-11-4977 and the date and place of birth as November 2, 1957, in Aiken, South Carolina.

McCook, Robert Frank - Body part D177 - This was a detached hand found in body bag D177

He was identified with fingerprints appearing on a fingerprint card submitted by the U.S. Army bearing service #RA14768579 and the date and place of birth as February 14, 1943, in Fitzgerald, Georgia.

Daniels, Walter Gene, Jr. - Body D179

He was identified with fingerprints appearing on a fingerprint card submitted by the U.S. Army bearing service #274-70-8541 and the date and place of birth as November 14, 1954, in Columbus, Ohio.

Hileman, Thomas Taft - Body D185

He was identified with fingerprints appearing on a fingerprint card submitted by the U.S. Army bearing service #236-15-8324 and the date and place of birth as February 3, 1966, in Akron, Ohio.

Simmons, George Henry - Body D189

He was identified with fingerprints appearing on a fingerprint card submitted by the Police Department, Wilmington, North Carolina, their #31191. The fingerprint card shows the date and place of birth as August 12, 1959, in Baltimore, Maryland and is filed under FBI #154132R8.

Bradley, John Trosper, Jr. - Body D192

He was identified with fingerprints appearing on a fingerprint card submitted by the U.S. Army bearing service #241-25-0661 and the date and place of birth as January 15, 1963, in Asheville, North Carolina.

Winston, James Andre - Body D194

He was identified with fingerprints appearing on a fingerprint card submitted by the U.S. Army bearing service #421-76-8412 and the date and place of birth as June 30, 1954, in Birmingham, Alabama.

FEDERAL BUREAU OF INVESTIGATION, LATENT FINGERPRINT SECTION IDENTIFICATION DIVISION

Date 1/3/86

(To be used in lieu of correspondence covering evidence submission to the L. F. P. S.)

Submitting Agency Col. Robert E. McKeon AFIP

Delivered by Accepted By [Signature]

To be used for telephone request FEDERAL GOVERNMENT Time

Requesting Agency

Requested by Accepted By

Examiner

Victim FBI FILE NO.

Offense LATENT CASE NO. C-52548

Place and date

Suspects Re: Bryan Ralston Flight 950 JW Cash at Hester, Redford Rd. Aug 12 1985 [Signature]

7. APPROVED BY [Signature]

Report to be directed to Col. McKeon

Copies to Col. Robert E. McKeon, Chairman, Dept. of Civil Psychology, AFIP WDC 20506

Evidence to be returned to 1- HESA (DAPC - PPD - F), ALCO, WA 22311-0460, ATTN: MR. JOHN K. MANNING

Date of hearing, grand jury, trial or reason why expeditious handling is necessary

EVIDENCE / BRIEF FACTS table with multiple rows for data entry.

(THIS SPACE FOR BLOCKING) 93-311151-19 [Signature] 23 FEB 1986 [Signature]

REPORT
of the



1 - Mr. Robillard

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535
FEDERAL GOVERNMENT

To: Director
Armed Forces Institute of Pathology
Washington, D. C. 20306

February 11, 1986

FBI FILE NO.

CAIRPORT

LAB. NO.

60204127 8 UK

Re: BOOT NUMBER BD 228 - AIRCRAFT CRASH YOUR NO.
OF DECEMBER 12, 1985
GANDER, NEWFOUNDLAND

Examination requested by: Addressee
Reference: Letter received February 4, 1986
Examination requested: Microscopic Analyses

Specimens:

- X1 Pubic hair sample
- X2 Axillary hair sample

*Robillard
3931*

Result of examination:

Specimen X1 consists of dark brown pubic hairs exhibiting Negroid characteristics.

Specimen X2 consists of dark brown axillary hairs exhibiting Negroid characteristics.

KOL

Pursuant to instructions received from Mr. Gaffney during a telephone conversation on February 5, 1986 the submitted evidence is being returned to his attention at Dover Air Force Base, Delaware.

95-27489-18

2 - Mr. Cherry Gaffney
Major
Armed Forces Institute of Pathology
Aerospace Division
Building 121
FEB 24 1986

This examination was conducted in accordance with the FBI Laboratory report will be used for official purposes only, related to the investigation of a criminal matter or a subsequent criminal prosecution. Authorization cannot be granted for the use of the Laboratory report in connection with a civil proceeding.

FEB 13 1986

57 MAY 1 1986

A. J. J.

FEB 5

Dictation 60204127 SAK

Specimen K1 *concolorata* ^{dark brown} ~~exhibiting~~ ^{of} pubic hairs
 exhibiting Negroid characteristics ^{dark brown}
 Specimen K2 *concolorata* ^{of} axillary hairs
 exhibiting Negroid characteristics.

Pursuant to instructions received from

Dr Coffey during a telephone conversation on Feb 5, 1966

the submitted DNA evidence is being returned to

her attention at Dover Air Force Base, Delaware.

7-2 (5-12-82)

RECORDED
2/6/86
ddb#60

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE

2/4/86
ROBILLARD

Laboratory Work Sheet

To: Director
Armed Forces Institute of Pathology
Washington, D. C. 20306

FBI FILE NO. *1-11117-18*

LAB. NO. 60204127 S UK

Re: BODY NUMBER DD 238 - AIRCRAFT CRASH
OF DECEMBER 12, 1985
GANDER, NEWFOUNDLAND

YOUR NO.

Examination by:

Examination requested by:

Addressee

Reference:

Letter received February 4, 1986

Examination requested:

Microscopic Analyses

Specimens received:

Specimens personally delivered by Mr. Richard G. Sayre
on February 4, 1986:

K1 Pubic hair *sample*

K2 Axillary hair *sample*

2 - Dr. Cherry Gaffney
Major
Armed Forces Institute of Pathology
Aerospace Division
Building 121
Dover Air Force Base, Delaware 19902

Return evidence to:

Dr. Cherry Gaffney
Major
Armed Forces Institute of Pathology
Aerospace Division
Building 121
Dover Air Force Base, Delaware 19902

7-1a
...

*2 slides
Op bxs*

7-125 (Rev. 3-19-82)

FBI LABORATORY
Washington, D. C.

Date 11/20/86
Time 6:46

RALEIGH



EVIDENCE ACKNOWLEDGMENT

Received from LT COL RICHARD G. SARE of the

HQ Department of the Army
(Department or Agency)

Pentagon Rm 2D735
(Address)

697-1357
(Phone Number)

EVIDENCE
____ box(es), ____ bag(s), envelope(s), ____ vial(s), ____ object(s)

Evidence Should Be
 Mailed Back
 Picked Up By Contributor

of sealed evidence for examination in connection with case number 12232

entitled SECRET

This evidence will remain in the custody of the FBI Laboratory while the examinations are being conducted. Following completion of the examinations, a report containing the results of the examinations and the disposition of the evidence will be forwarded to your department. If evidence is picked up personally, your representative should identify it with the Laboratory case number(s) assigned in the FBI Laboratory report.

Director
Federal Bureau of Investigation

ENCEL

FBI/DOJ

60204J27 SHIC

(chad)
 K1 NPH; FR - ^{sl.} some issues; dk bl → br → opaque PR - T - split; frayed UK
 SH - mid; var sum; CUH ^{thin} yel-cl - satgr & mid - ^{thin} disrupted along shaft
 SGP - large, disrupt in some areas CB - nocep C.F. - none; OB - none
 PIG - bl → br - RFO and in patches, some striates

MED - frag → cont → all abnormal due to opaque - debris
 ISL x 10H

(chad) - mix UK m pass
 K2 NPH; FR - sl. some issues dk bl → br → ^{red} opaque T. UC, Led, Rand
 SH - mid - var; ^{thin} R - satgr u - thick - clear; SC lge & med; P. 15 H. → br
 Smatko → opaque; CF none; R - OB - none MED → frag → cont opaque → noles
 in opaque areas; Surface delins
 ISL x 10H

REPORT
of the

1. Mr. Robillard

FEDERAL GOVERNMENT



FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

To: Director
 Armed Forces Institute of Pathology
 Washington, D. C. 20306
 March 4, 1986

Attention: Major William J. Fitzgerald
 Special Assistant to
 the Director
 FBI FILE NO. 95-271189
 LAB. NO. 60213006 S UK
 No: YOUR NO. 165

DOY NUMBER ND 165
 AIRCRAFT CRASH OF DEC 13 1985
 SANDER NEWFOUNDLAND

AIRPORT Gander AFB Newfoundland

Examination requested by: Addressee
 Reference: Letter dated February 10, 1986
 Examination requested: Microscopic Analyses

Specimens personally delivered by Mr. Dale Stapp on
 February 13, 1986:

- E1 Known axillary hair from ND165 (DD-165)
- E2 Known abdominal hair sample from ND 165 (DD-165)

Result of examination:

The hairs in specimens E1 and E2 exhibit Caucasian characteristics and are blond to red in color. These hairs may have been discolored by body fluids and now appear to be reddish in color.

The submitted items are being returned to Dr. Gaffney at Dover Air Force Base, Delaware.

2 - Dr. Sherry Gaffney
 Major
 Armed Forces Institute of Pathology
 Aerospace Division
 Building 131
 Dover Air Force Base, Delaware 19952

APR 21 1986

MAR 03 1986

26 JUN 4 1986

REC'D H...
 JUN 4 1986

90

95-271189-25

SVP (1) Detector.

60213006

FEB 28 P.M.

The hairs in specimens K₁ and K₂ exhibit concussion characteristics and are ~~to~~ blond to red in color. These hairs may ~~be~~ have been discolored by body fluids and now appear to be reddish in color.

The submitted items are being returned to
Dr. Gaffney at Dover Air Force Base, Delaware.

7-2 (5-12-82)

RECORDED
2/18/86
sgc#14FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE2/13/86
ROBILLARD

Laboratory Work Sheet

To: Director
Armed Forces Institute of Pathology
Washington, D. C. 20306Attention: Major William ^J Fitzgerald
Special Assistant to
the Director

FBI FILE NO.

LAB. NO. 60213006 S UK

YOUR NO. 165

Re: BODY NUMBER DD 165
AIRCRAFT CRASH OF DEC 12 1985
GANDER NEWFOUNDLAND

Examination by:

Examination requested by: Addressee

Reference: Letter dated February 10, 1986

Examination requested: Microscopic Analyses

Specimens received:

Specimens personally delivered by Mr. Dale Skaggs on
February 23, 1986:

- K1 Known Axillary hair from DD165 (DD-165)
- K2 Known Abdominal hair sample from DD 165 (DD-165)

2 - Dr. Cherry Gaffney
Major
Armed Forces Institute of Pathology
Aerospace Division
Building 121
Dover Air Force Base, Delaware 19902

Return evidence to:

Dr. Cherry Gaffney
Major
Armed Forces Institute of Pathology
Aerospace Division
Building 121
Dover Air Force Base, Delaware 19902

7-1
2/28/86
--

95-271189-25

451
OPB

7-125 (Rev. 3-19-82)



FBI
INVESTIGATION
L. D. C.

FBI LABORATORY
Washington, D. C.

Date 12 FEB 86
Time 11:20

EVIDENCE ACKNOWLEDGMENT

Received from SKAGGS DALE SGT of the
(Name and Title)

ARMED FORCES INSTITUTE OF Pathology
(Department or Agency)

Washington DC
(Address)

576-2901
(Phone Number)

_____ box(es), _____ bag(s), envelope(s), _____ vial(s), _____ object(s)
of sealed evidence for examination in connection with case number _____
entitled HEIF

Evidence Should Be
 Mailed Back
 Picked Up By
Contributor

This evidence will remain in the custody of the FBI Laboratory while the examinations are being conducted. Following completion of the examinations, a report containing the results of the examinations and the disposition of the evidence will be forwarded to your department. If evidence is picked up personally, your representative should identify it with the Laboratory case number(s) assigned in the FBI Laboratory report.

FEDERAL
DEPARTMENT OF JUSTICE
LABORATORY
WASHINGTON

Director
Federal Bureau of Investigation

FBI/DOJ

G0213006 54K

K1 Known Axillary hairs From D.D. 165
sealed in clear plastic zip lock bag
R/S of H. mounted

K2 Known Abdominal hairs sample. From AD 165
sealed in clear plastic zip lock bag.
R/S of H. mounted.

K₁ - n - blond hairs CD

K₂ n. blond to reddish co-hairs

7-2 (5-12-82)

4.1

RECORDED
2/7/86
cdm#7FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE2/6/86
ROBILLARD

Laboratory Work Sheet

To: Director
Armed Forces Institute of Pathology
Washington, D. C. 20306Re: BODY #DD 180 - AIR CRAFT CRUSH
OF 12/12/85;
GANDER, NEWFOUNDLANDFBI FILE NO. 75-1-1
LAB. NO. 60206045 S UK
YOUR NO. DD 180

24

Examination by:

1 slide
OplafExamination requested by: Addressee
Reference: Letter dated February 6, 1986
Examination requested: Microscopic Analyses
Specimens received:Specimen personally delivered by Mr. Richard Sayre
on February 6, 1986:

K1 Scalp hair

2 - Dr. Cherry Gaffney
Major
Aerospace Division
Armed Forces Institute of Pathology
Building 121
Dover Air Force Base, Delaware 19902Return evidence to: Dr. Cherry Gaffney
Major
Armed Forces Institute of Pathology
Aerospace Division
Building 121
Dover Air Force Base, Delaware 199027/1a
2/12/86
ATR:ame

Serial 25 ENCL is a letter which originated
with the ~~Department of the Army~~ / Armed Forces
Institute of Pathology. dated 2/10/86

60204/27 SMC

Items:

K1 - One sealed plastic bag labelled "DD238 -
Pulvic" containing sample. PIS mounted

K2 - One sealed plastic bag labelled "DD238 -
axilla" containing sample. PIS mounted

Serial 18 ENCL is a letter which originated
with the Department of the Army / ~~Armed Forces~~
~~Institute of Pathology.~~ undated

1-223 (Rev. 8-20-60)

FEDERAL BUREAU OF INVESTIGATION
LATENT FINGERPRINT SECTION
IDENTIFICATION DIVISION

Date 1/29/66

(To be used in lieu of correspondence covering evidence submission to the L. F. P. S.)

Submitting Agency Col. Robert R. McManis, Director, U.S. Army Medical Corps, Armed Forces Institute of Pathology, WDC 20361

Delivered by _____ Accepted By Lawler

To be used for telephone request Federal Government Time _____

Requesting Agency _____

Requested by _____ Accepted By _____

Examiner _____

Victim ARROW AIRLINES FLIGHT 850 JW FBI FILE NO. _____

CRASH AT GARDER, NEW FOUNDLAND

Offense 12/12/65 LATENT CASE NO. C-52548

IDENTIFICATION MATTER

Date and date _____

Suspects _____

Report to be directed to Col. R. McManis

Copies to _____

Evidence to be returned to _____

Date of hearing, grand jury, trial or reason why expeditious handling is necessary _____

EVIDENCE / BRIEF FACTS

Two bodies + 16 body parts examined
Down, Del AFB on 1/23/66

(THIS SPACE FOR BLOCKING)

95-27157-17
REC'D. 2-14-66
J.S. 966

89 FEB 6 1966

Ryan

1130186
1-29-66

TO WHOM IT MAY CONCERN:

I, John C. Saunders, have read the attached report dated February 8, 1966, which consists of three (3) pages and pertains to latent case C-52548, and do hereby swear that this report sets forth fully the results of my examinations of the items mentioned therein.

John C. Saunders
Supervisory Fingerprint Specialist
Federal Bureau of Investigation

Washington
District of Columbia

Before me this _____ day of _____,
1966, _____ has appeared and signed this
affidavit first having sworn that the statements made therein are true.

My commission expires _____

Notary Public in and for the
District of Columbia



SMR

FEDERAL BUREAU OF INVESTIGATION

Washington, D. C. 20537

REPORT

of the

**LATENT FINGERPRINT SECTION
IDENTIFICATION DIVISION**

February 8, 1986

YOUR FILE NO.
FBI FILE NO.
LATENT CASE NO. **G-52548**

FEDERAL GOVERNMENT

TO: Colonel Robert R. Netosokin
Director
U. S. Army Medical Corps
Armed Forces Institute of Pathology
Washington, D. C. 20306

RE: ARROW AIRLINE FLIGHT 950 JM
CRASH AT GANDER, NEWFOUNDLAND
DECEMBER 17, 1985
IDENTIFICATION MATTER

REFERENCE: Specimens received January 21, 1986, from Mr. John F. Manning
EXAMINATION REQUESTED BY: Addressee
SPECIMENS: Personal effects of Kevin A. Gantzer

This report supplements our Latent Fingerprint Section report of January 14, 1986.

An additional identification effected by fingerprints is set forth on an attached page.

The personal effects of Gantzer are being retained in the Latent Fingerprint Section until picked up by a representative of your office.

Enclosure

95-271189-16

- 1 - Colonel Kenton S. Hartman
Chairman
Department of Oral Pathology
Armed Forces Institute of Pathology
Washington, D. C. 20306
- 1 - WDA (DAFC-PED-F)
Alexandria, Virginia 22331-0400

86 FEB 8 1986

Attention: Mr. John F. Manning

FEB 05 1986

[Handwritten initials and signatures]

FEB 10 1986

FINGERPRINT IDENTIFICATION

GANTZER, KEVIN A. - BODY D10C

He was identified with a latent fingerprint developed on a piece of brown wrapping paper bearing the address "Kevin A. Gantzer, 99 Carmel Road, Wheeling, WV, 26003," and bearing the return address "Sgt. Gantzer, S-5 BHC 3/502, MFO South, APO NY, 09670."

TO WHOM IT MAY CONCERN:

I, John C. Saunders, have read the attached report dated February 4, 1986, which consists of two (2) pages and pertains to latent case C-52548, and do hereby swear that this report sets forth fully the results of my examinations of the items mentioned therein.

John C. Saunders
Supervisory Fingerprint Specialist
Federal Bureau of Investigation

Washington
District of Columbia

Before me this _____ day of _____
1986, _____ has appeared and signed this
affidavit first having sworn that the statements made therein are true.

My commission expires _____

Notary Public in and for the
District of Columbia

95-271189-16
COUNT

FEDERAL BUREAU OF INVESTIGATION
LATENT FINGERPRINT SECTION WORK SHEET

Recorded: 1-24-86 pah

Reference No: / - - - - 16
FBI File No: / - - - -
Latent Case No: C-52548

Received: 1-21-86

Answer to: Colonel Robert R. McMeekin, Director, U.S. Army Medical Corps, Armed Forces Institute of Pathology, Washington, D.C. 20306
Addressee

Examination requested by:

Copy to: HQDA (DAPC-PED-F), Alexandria, Virginia 22331-0400 Attention: Mr. John F. Manning

RE: ARROW AIRLINES FLIGHT 950 JW
CRASH AT GANDER, NEW FOUNDLAND
12-12-85
IDENTIFICATION MATTER

Date of reference communication: Evidence received 1-21-86 from Mr. John F. Manning

Specimens:

Personal effects of Kevin A. Gantzer

cc to - Colonel Kenton S. Hartman,
Chairman,
Department of Oral Pathology
Armed Forces Institute of Pathology
Wash. D.C. 20306
1 - HQDA (DAPC-PED-F) Attention: Mr. John F. Manning
Alexandria, VA. 22331-0400

Result of examination:

Examination by: Saunders
Evidence noted by:

- 1/21/86 JF
five pieces of 1st photo A.
Kevin A. GANTZER - Bty D100
Latent fpts. developed on a piece of brown wrapping paper addressed to
"Kevin A. Gantzer, 99 Canal Road, Wheeling, WV, 26003" from "Sgt. Gantzer
- 5 HHC 3/502, BFO Smith, APO NY, 09670" # 43 fpts. obtained from
Bty D100.

- 1/30/86 JF
Specimens in 2005 sent out by to representative of U.S. Army (Lt. Col. Smith)
Examination completed 1/30/86 Date Dictated 1/30/86 Date
NSD/b

FEDERAL BUREAU OF INVESTIGATION
LATENT FINGERPRINT SECTION
IDENTIFICATION DIVISION

Date 1/21/86

(To be used in lieu of correspondence covering evidence submission to the L. F. P. S.)

Submitting Agency NADA (DAPC-162-F)
Alexandria, VA 22304-0400; ATTEN: MR. John R. Manning

Delivered by _____ Accepted By Lawrence

To be used for telephone request FEDERAL GOVERNMENT Time _____

Requesting Agency _____

Requested by _____ Accepted By _____

Examiner _____

Victim As: Alaska Airlines Flight 950 JW FBI FILE NO. _____

Offense Crash at Gander Newfoundland LATENT CASE NO. 1-52548

Place and date Dec. 12, 1981
Edin. Matter

Suspects _____

Report to be directed to Col. Robert R. McMeekin, Director, AF Army
Medical Corps, Armed Forces Institute of Pathology
WASH DC 20306

Copies to _____

Evidence to be returned to _____

Date of hearing, grand jury, trial or reason why expeditious handling is necessary _____

EVIDENCE / BRIEF FACTS

Personal effects of Kevin R
Garza.

(THIS SPACE FOR BLOCKING)

95-2711-1-15

FEB 6 1986

AWD
2-4-86
JK-geb

Subject

10 APR 18 1986

4 (52548
RAH
1/21/86
Saunders

Memorandum



To : FBI Laboratory Division
Evidence Control Center
Room 3223, TL 241
DEC 8 5 ENTD Date 12/16/85

From : SA James T. [Signature]
Section & Symbol SAS-WG

Subject: Crash of Arrow Airlines
DC-8 aircraft carrying
Members of the 101st Airborne
Division, Canada, Newfoundland;
December 12, 1985.
[Signature]

TESTIMONY

Buff # _____
(circle one) Court Grand Jury Other - _____ Dates _____
Supporting: (circle one) Bureau Federal Local Workdays _____
City & State _____ Category 1 2 3 4
Testified? Yes No If No, then circle Reason Below for Appearing in Court but
not Testifying.
01. Guilty Ples 03. Case Dismissed 05. Testimony not Needed
02. Case Continued 04. Stipulation 06. Mistrial
07. Other _____
Results of Trial _____ Judge _____
Prosecuting Attorney _____ Defense Attorney _____

OTHER COMMITMENTS

Buff # 163-New
Agency FBI City & State Canada, Newfoundland
Dates 12/12-14/85
(circle one) Bureau Federal Local Workdays 3 (ecc/wh)
DE-55 45-271189
Purpose: (circle one)
01. Lecture/Training (Others)
01A. Tours, Training, etc., at FBIHQ
02. Training (Self)
03. Speech
04. Pretrial Conference
05. Field Examination of Evidence
06. Research/Data Acquisition
07. _____
08. Investigative Support
09. Communication Support
10. Conference/Meeting
11. Deposition

Details/Unusual or Interesting Circumstances

NOT RECORDED
11 JAN 10 1986

26 APR 19 1986

SEVEN

0-4a (Rev. 5-31-83)
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

DATE: 3/3/86

Re:

BODY NUMBER DD 103;
AIRCRAFT CRASH OF DECEMBER
12, 1985;
GANDER, NEWFOUNDLAND

TO: Dr. Cherry Gaffney
Major
Armed Forces Institute of Pathology
Aerospace Division
Building 121
Dover Air Force Base, Delaware 19902

Invoice of Contents

Description of Contents:

K1
K1-K2
K1

FBI File # 95-271189

Case # 60212025 S UK

60212006 S UK

60212006 S UK

Your # DD 103

Return to RECEIVED

Room 2031 D TL 201

Ext. 450

Mail Room: 1B327, TL 152

(registered mail)

PBM - Supply Unit, 1B353

(not registered)

MAILED 18

MAR 25 1986

FBI

R315933611

TO ECC
8/24/86

MAR 24 1986

Shipping # _____

Shipping Method _____

Hazardous Materials Only

Weight of Hazardous Materials: _____

Packaged By ATR Signature

8/24/86

(Signature)

3/3/86

26 APR 1 1986



FEDERAL BUREAU OF INVESTIGATION

Washington, D. C. 20537

REPORT

of the

LATENT FINGERPRINT SECTION
IDENTIFICATION DIVISION

February 4, 1986

YOUR FILE NO.
FBI FILE NO.
LATENT CASE NO. **6-22248**

TO: Colonel Robert R. McManis
Director
U. S. Army Medical Corps
Armed Forces Institute of Pathology
Washington, D. C. 20306

RE: JARRON AIRLINE FLIGHT 950 JN
CRASH AT GARDNER, NEWFOUNDLAND
DECEMBER 12, 1985;
IDENTIFICATION MATTER

Examination conducted on January 22 and 23, 1986, at Dover AFB
by FBI Disaster Squad and specimens received from
Dr. William Curaley on January 23, 1986

REFERENCE: EXAMINATION REQUESTED BY: Addressee
SPECIMENS: Personal effects of Vincent L. Turner

This report supplements our Latent Fingerprint Section reports
of January 14, 1986, and February 3, 1986.

Fingerprints were obtained from body parts numbered X-13, X-33,
X-53 and X-61, and footprints were obtained from body and body parts
numbered X-1, X-2, X-5, X-16, X-17, X-19, X-20, X-21, X-22, X-23 and X-79.

The identifications effected by fingerprints are set forth on an
attached page.

(Continued on next page)

45-271187-14

23 FEB 6 1986

SEARCHED
SERIALIZED
INDEXED
FILED
FEB 05 1986
FBI - BOSTON
ADD [Signature]

Colonel Robert R. McMeekin

February 4, 1956

The personal effects of Vincent L. Turner are being retained in the Latent Fingerprint Section until picked up by a representative of your office.

Enclosure

- 1 - Colonel Kenton S. Hartman
Chairman
Department of Oral Pathology
Armed Forces Institute of Pathology
Washington, D. C. 20306
- 1 - HQDA (DAPC-PID-F)
Alexandria, Virginia 22331-0400
Attention: Mr. John F. Manning

FINGERPRINT IDENTIFICATIONS

TURNER, VINCENT L. - BODY D037

He was identified with a latent fingerprint developed on a white envelope bearing the address "Mrs. Christine Turner, 6312 Melic Rd, Huntsville, Ala. 35810," and bearing the return address "SSG. Vincent L. Turner, 423-88-2267, 183rd Avn. Co. (FWD) South Camp, APO, NY, 09679."

GOREF, JOSEPH WAYNE - BODY PART X-13

He was identified with fingerprints appearing on a fingerprint card submitted by the U. S. Army bearing service #083-66-4410 and the date and place of birth as March 27, 1966, in Louisiana, Missouri.

FOSKEY, THOMAS JAH - BODY PART X-53

He was identified with fingerprints appearing on a fingerprint card submitted by the U. S. Army bearing service #222-52-8333 and the date and place of birth as June 14, 1963, in Wilmington, Delaware.

FEDERAL BUREAU OF INVESTIGATION
LATENT FINGERPRINT SECTION WORK SHEET

Recorded: 1/30/86 V.M.

Reference No: *114*
FBI File No: *114*
Latent Case No: C-52548

Received: 1/29/86

Answer to: Colonial Robert R. McMeekin, Director, United States Army Medical Corps, Armed Forces Institute of Pathology, Washington, D.C. 20306

Examination requested by: Addressee

Copy to:

RE: ARROW AIRLINES FLIGHT 950 JW
CRASH AT GANDER, NEW FOUNDLAND
12/12/85
IDENTIFICATION MATTER

Date of reference communication: Specimens received 1/29/86 *23* *Dr. Wm. Greenly,*
Specimens: *Armed Air.*

Personal effects of Vincent L. Turner

CCA: 1- Colonel Kenton S. Hartman
Chairman
Department of Oral Pathology
Armed Forces Institute of Pathology
Wash. DC 20306

1- HQDA (DAPC-PED-K)
Alexandria, Va. 22304-0400

Attention: Mr. John F. Manning
Result of examination:

Examination by: Saunders
Evidence noted by:

1/29/86 JF

*Specimen L.M. Lata.
Specimen H.*

Turner, Vincent L. - July 2027

*Shot with a latent LF developed on a white envelope addressed to
"Mr. Christine Turner, 6312 Maple Rd, Huntsville, Ga. 35890" & bearing
the return address "Sgt. Vincent L. Turner, 723-88-2267, 163rd Avn. Co. (FWB)
South Camp, APG, NY, 09879" @ 16 finger*

Examination completed *1/29/86* Time *2:15 PM* Date *2/1/86* Dictated *2/1/86* Date *2/1/86*

*ANCO:
2/1/86
neb*

FEDERAL BUREAU OF INVESTIGATION
LATENT FINGERPRINT SECTION WORK SHEET

Recorded: 1/30/86 V.M.

Reference No:

Received: 1/22/86

FBI File No:

Latent Case No: 95-27-1
C-52548Answer to: Colonial Robert R. McMeekin, Director, United States
Army Medical Corps, Armed Forces Institute of Pathology,
Washington, D. C. 20306

Examination requested by: Addressee

Copy to:

RE: ARROW AIRLINES FLIGHT 950 JW
CRASH AT GANDER, NEW FOUNDLAND
12/12/85
IDENTIFICATION MATTERDate of reference communication: Specimens processed on 1/22/86 - 1/23/86
Specimens: at Dover, Delaware Air Force Base by *the District Sp.*
(Supervisor Fingerprint Specialist)
John C. Saunders & *L. J. P. Davis*Two bodies and 16 body parts examined in Dover, Delaware
1/22/86 - 1/23/86

Result of examination:

Examination by: Saunders

Evidence noted by:

*See attached sheets for results of fpt comp
+ 1st. d's.**cc 1 - Colonel Kenton S. Hartman
Chairman
Department of Army Pathology
Armed Forces Institute of Pathology
Washington, DC 20306*Examination completed 10⁰⁰

Time

2/3/86

Date

Dictated

Date

*NEWJ
Aimed
2-4-86
35:90*

Miss. Armer original
 Card at hands of -
 DISASTER: 1911, 1st, 2nd, 3rd

6-52398

Pvt No.	VICTIM NAME	DESCRIPTIVE DATA			P/PART TRAIES			METHOD OF IDENT			Miscellaneous Notes	
		Sex	DOB	Place of Birth	Other	Crim.	Civil	Ident	D/pt	Other		Body or Part No.
1-1	Unknown				East Point							East Point
1-2	Unknown				East Point							East Point
1-3	Unknown				East Point							East Point
1-4	Robert Joseph ...	M	3/21/16	Louisiana	East			✓	YES		Ident	U.S. Army Serial 089-46-9910
1-5	Unknown											No Prints
1-6	Unknown											East Point
1-7	Unknown				East Point							East Point
1-8	Unknown				East Point							No Prints on alternate left hand
1-9	Unknown				East Point							East Point
1-10	Unknown											East Point
1-11	Unknown											East Point
1-12	Unknown											East Point
1-13	Unknown											East Point
1-14	Unknown											East Point
1-15	Unknown											East Point
1-16	Unknown											East Point
1-17	Unknown											East Point
1-18	Unknown											East Point
1-19	Unknown											East Point
1-20	Unknown											East Point
1-21	Unknown											East Point
1-22	Unknown											East Point
1-23	Unknown											East Point
1-24	Unknown											East Point
1-25	Unknown											East Point
1-26	Unknown											East Point
1-27	Unknown											East Point
1-28	Unknown											East Point
1-29	Unknown											East Point
1-30	Unknown											East Point
1-31	Unknown											East Point
1-32	Unknown											East Point
1-33	Unknown											East Point
1-34	Unknown											East Point
1-35	Unknown											East Point
1-36	Unknown											East Point
1-37	Unknown											East Point
1-38	Unknown											East Point
1-39	Unknown											East Point
1-40	Unknown											East Point
1-41	Unknown											East Point
1-42	Unknown											East Point
1-43	Unknown											East Point
1-44	Unknown											East Point
1-45	Unknown											East Point
1-46	Unknown											East Point
1-47	Unknown											East Point
1-48	Unknown											East Point
1-49	Unknown											East Point
1-50	Unknown											East Point
1-51	Unknown											East Point
1-52	Unknown											East Point
1-53	Robert Thomas ...	M	6/14/18	Mississippi	East			✓	YES			U.S. Army Serial 232-52-9337

1-823 (Rev. 8-20-80)

FEDERAL BUREAU OF INVESTIGATION
LATENT FINGERPRINT SECTION
IDENTIFICATION DIVISION

Date 1/27/86

(To be used in lieu of correspondence covering evidence submission to the L. F. P. S.)

Submitting Agency Col. Robert L. McManis, Director, U.S. Army Medical Corps
and former Institute of Pathology, W.D.C. 20306

Delivered by _____ Accepted By Sander

To be used for telephone request

Time _____

Requesting Agency _____

Requested by _____ Accepted By _____

Examiner _____

Victim _____ FBI FILE NO. _____

Offense _____ LATENT CASE NO. C-52548

Time and date Re. Airman Robin Blight 950 JW

Suspects Crash at Saker, Newfoundland

Aug. 16, 1985

John Smith

Report to be directed to Col. McManis

Copies to HQDA (DAGC-PID-F) Alex, Va. 22221-0440 Att: Mr. J.H.

Evidence to be returned to R. Manning

Date of hearing, grand jury, trial or reason why expeditious handling is necessary _____

EVIDENCE / BRIEF FACTS

(THIS SPACE FOR BLOCKING)

Personal effects of Kinnett
Texas
234
MAR 4 1986

83 FEB 6 1986

ASD
2-11-86
33-926

RJH/926

1150/86
C-52548

Serial 12 is a letter which originated
with the Department of the Army / ~~Armed Forces~~
~~Institute of Pathology.~~ dated 2/6/86

Serial 11 is a letter which originated
with the Department of the Army / ~~Armed Forces~~
~~Institute of Pathology.~~ dated 2/4/86

Serial 10 is a letter which originated
with the Department of the Army / ~~Armed Forces~~
~~Institute of Pathology.~~ dated 2/4/86

Serial 9 is a letter which originated
with the Department of the Army / ~~Armed Forces~~
~~Institute of Pathology.~~ dated 2/6/86

Serial 8 is a letter which originated
with the Department of the Army / ~~Armed Forces~~
~~Institute of Pathology.~~ dated 2/6/86

Serial 7 is a letter which originated
with the Department of the Army / ~~Armed Forces~~
~~Institute of Pathology.~~ undated