

AT 157-3094

Number of
People Arrested

0

0

5

0

2

Source of Above Information:

Chief of Police Ed Friend
Albany, Georgia

Estimate of Damage:

Assistant Chief of Police LESLIE SOMMERFIELD,
Albany, Georgia, advised on 7/19/68, no tabulation
of property damage had been prepared by the City of
Albany and consequently no estimate was available.

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATION SECTION

AUG 19 1968

TELETYPE

FBI WASH DC

407PM URGENT 8-19-68 DJM

TO: DIRECTOR, FBI (44-38861)

FROM: SAC, SPRINGFIELD (44-561)

MURKIN

RE SI TEL TO BUREAU AUGUST SIXTEEN LAST.

SI ONE SIX ONE FOUR DASH C ADVISED TODAY HE HAS BEEN
UNABLE TO DATE TO CONTACT SOURCES BELIEVED ABLE TO PLACE
JOHN MC CLINTOCK, HAROLD RICHARD COVINGTON AND DELMAR
GRINDSTAFF IN ALTON ON JULY THIRTEEN NINETEEN SIXTYSEVEN
AND TO ATTEST TO CLOTHING WORN BY COVINGTON AND GRINDSTAFF
ON THAT DATE.

REC- 51

PUBLIC DEFENDER ROBERT TRONE STATES WILLIE LEE HAS NOT
CONTACTED HIM AND HE COULD NOT REACH LEE WHEN HE ATTEMPTED
TO CONTACT HIM AT KNOWN TELEPHONE NUMBERS.

MAIL COPIES TO CHICAGO, MEMPHIS AND ST. LOUIS.

END.

LPT

FBI WASH DC

67 AUG 26 1968

RECEIVED
GENERAL INVESTIGATIVE
DIVISION 5730

AUG 19 5 53 PM '68

F. B. I.
U. S. DEPT. OF JUSTICE

F B I

AUG 19 5 10 PM '68

RECEIVED - CIV RIGHTS
FBI

AUG 20 7 10 AM '68

AUG 20 11 59 AM '68

UNITED STATES GOVERNMENT

Memorandum

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

TO : Mr. Mohr

DATE: 8/20/68

FROM : N. P. Callahan

SUBJECT: MURKIN - COST DATA

In connection with our investigation concerning the death of Martin Luther King, Jr., there is set forth below the estimated cost to the Bureau through the close of business July 31, 1968.

The total estimated cost is \$1,271,178. A peak of 3,075 field agents was assigned to this case and 5,380 hours of unpaid overtime have been performed. Bureau and personally owned automobiles have been driven an estimated 475,510 miles.

ACTION:

None; informational.

- 1 - Mr. DeLoach (sent direct)
- 1 - Mr. Mohr (sent direct)
- 1 - Mr. Rosen (sent direct)
- 1 - Mr. Callahan (sent direct)
- 1 - Mr. Bishop (sent direct)
- 1 - Mr. Martindale (sent direct)

WCJ:bjg
(10)

44-38861

EX-100

REC- 51

1 COPIES TO FILE 8/14/78 BY
RCB/SS
FOR [illegible] 8/13/78
TO [illegible]
(SEE [illegible])

100-4-100

100-4-100

SUPPLEMENT # 85
DR. MARTIN LUTHER KING, JR., MC 39
HOMICIDE #3367
THURSDAY, APRIL 4, 1968, at 6:00 p.m.

RE: C. B. Incident (Citizen's Band Radio)

REPORTED BY: LT. J. D. HANBY

Date: April 13, 1968

On April 10, 1968 I was detailed with FBI agent Harley Gylfe, and our assignment was to follow up on and check out certain people that were present at Jim's Grill, 418 S. Main, in the afternoon of April 4, 1968 prior to the shooting. We spent the morning attempting to locate these people, and at 1:20 p.m., Agent Gylfe was contacted by radio and told to call his office. When he returned to the car, he stated that we were to go to the Guthrie Shopping Center on Winchester, and we would find a male white parked in front of Walgreen's Drug Store, and he was described as being 5'7" tall, 140 lbs., 42 years old, wearing a red striped short-sleeved sports shirt, and wearing khaki pants. He would be in a 1962 Ford Fairlane painted beige. He had information with reference to an article that he saw in the newspaper April 10, 1968 in regard to a Citizen's Band Radio.

We arrived at 1:35 p.m., and saw the above described car parked in front of Walgreen's Drug Store at 3217 Winchester with the above described male white sitting in the car. As we drove up, he appeared to be very nervous and stared straight ahead and did not look at us, although it was obvious he had seen us. We pulled approximately three cars away from him and parked, and in a few minutes he got out of his car and walked over and got into the rear seat. He said the reason that he was being so careful was that he was a union member, having been employed for Eastern Airlines, but was now on a disability pension, and since the sanitation strike and the different unions' participation in it, he was afraid that someone would see him and misunderstand his intentions. He stated that his name was Eugene Smith, MW 42, of 3876 Bishop Bridge Rd., ph. 363-3254. He said that his aunt, Mrs. Enice Hewlett, FW, of 3440 Harding, ph. 327-7062, had called him and stated that a man named Woodrow Franklin, MW 45 or 46, who lives at 3436 Harding, called her approximately 6:30 to 7:00 p.m. on the night of April 4, 1968 and seemed to be elated over the fact that Martin Luther King had been murdered, and made numerous comments about it, and she told him, "What am I supposed to do? Clap my hands?" And she hung up on him. He further stated that his aunt did not know about the murder of King because she did not have a radio or TV.

After he read the article in the morning paper on April 10, 1968 with reference to a police officer allegedly having chased a car and then denying it, and that a C. B. radio operator was also involved, he remembered that Woodrow Franklin was a C. B. operator and he might have been the party referred to in the newspaper.

Mr. Smith was of the opinion that the C. B. operator was driving a white Mustang with a C. B. radio in it, and that the C. B. operator was responsible for the murder of King.

We proceeded to 3436 Harding and found that the house is situated on the north side of the street, with a C. B. antenna attached to the rear of the house. This antenna is commonly called CLR-2. It was noticed that the house seemed to be locked up, and there was no car in the driveway.

At this time I was not sure whether or not a C. B. operator driving a Mustang was not involved, and as we were waiting for Mr. Franklin to return home, we checked in the neighborhood and at 3:00 p.m. we talked with Mrs. H. M. Brooks, 1044 National, phone 323-0252, as we noticed a C. B. antenna on the south side of her home. Upon talking with Mrs. Brooks, she stated that her son, Donald F. Brooks, MW 16, did own a 23 channel C. B. radio, but that she was sure he was not listening to the radio on April 4, 1968, as he very rarely ever turned it on any more, as the newness had worn off and he had other interests now. About this time her son, Donald, came into the house and he also related that he had not listened to his C. B. radio for sometime, also he was watching television with his parents on the night King was murdered, and this was verified by Mrs. Brooks.

We again checked the residence of Woodrow Franklin's on Harding, and there was still no one at home. We decided to check a little further into the C. B. incident, as neither myself or Agent Gylfe was too familiar with the entire incident. I contacted Mrs. E. J. Strasuer, FW, residence, 4749 Marcel, ph. 682-9891, by phone, as I knew that she and her husband were avid C. B. fans and had owned a C. B. radio for a number of years. It is also known that her son, James Strasuer, who is a fire marshal, and her daughter, Singleton, also owned C. B. radios. In talking with Mrs. Strasuer, she related that she did not hear the conversation that had taken place on the C. B. radio April 4, 1968, and had not heard anyone mention it on the radio since that time. She said to check with

100-65411

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her son, James Strasuer, or her daughter, Martha Singleton, and her husband, J. W., and they might be able to shed some light on this incident.

At 3:30 p.m., April 10, 1968, we went to 1261 Wellsville, where we were admitted by Martha Singleton, FW, ph. MU 5-1130. She stated that they do have a 23 channel C.B. radio and that they stand by on channel 13, but on occasions will go to another channel to call and talk with a friend. She said that on April 4, 1968 between 6:00 and 7:00 p.m., she was monitoring channel 13, as there was a lot of activity because of the death of Martin Luther King, and she would occasionally change to another channel to see if any additional information could be learned. She was contacted by Suzanne Frayser, who was listening to her police monitor radio, as well as her CB radio, and during the conversation Suzanne had told her about a car that was being chased by a mobile Citizen Band radio operator, and that this was taking place on channel 17. She said that she hung up immediately and turned her CB radio over to channel 17, but by this time the chase was apparently all over with, as she did not hear any of it. As a matter of fact, the channel was very quiet. There was no one talking. She further stated that she then contacted her brother, who is a deputy fire marshall, James Walker Strasuer, ph. 358-9382, and he told her that he had been on channel 17 listening to the CB mobile unit chasing the white Mustang that was supposed to have been driven by the killer of Martin Luther King, but due to the fact that another CB unit that was close to his house was talking on another channel, and was bleeding over onto his channel, he was unable to read all of the transmissions from the mobile unit following the Mustang.

At this time the husband of Martha Singleton, J. W. Singleton, came home from work and in questioning him, he stated about the same thing that Mrs. Singleton stated, with the exception that he had received two phone calls at different times from a male white who identified himself as Ray Keisling or Keisler, and that he represented a national magazine from New York and wanted to know if he had been monitoring channel 17 the night or evening that Martin Luther King had been killed, as he wanted to talk with someone who had heard the chase of the CB mobile and the Mustang. He also told Mr. Singleton that he was a local photographer on an assignment with a national magazine. Mr. Singleton stated that he told him that he did not hear the chase, and that if he had he would give his information to the police department.

Mr. Singleton further stated that Don O'Dell, the manager of Glen Allen's Radio Co. on Poplar at Lauderdale, had also received several calls from this same man, seeking information pertaining to the incident on channel 17. It was also learned that an employee of Glen Allen's Radio Co., Rodney Link, was thinking about, or rather had gone to a lawyer for advice because of an incident with this same photographer--reporter, as he had gone onto Link's private property and attempted to get into Link's automobile to take photographs of his car. Link owns a Mustang, but it is not white (Link was checked out by the Homicide Bureau, as his name had come up in the investigation, and the investigation proved that he could not have been at the scene of the crime, as his alibis checked out.)

I then contacted James Strasuer in the fire marshall's office, ph. 323-8511, and he stated that on April 4, 1968 that he was at home and was listening to a portable police monitor radio, and that after hearing of the shooting of King he was reasonably sure that there would be trouble and that he would be called to duty. While listening to the police monitor, he heard the chase of the CB mobile unit and the Mustang from the police dispatcher, so he got on his CB radio and began going from channel to channel until he reached channel 17, and he heard part of the chase. However, due to a neighbor who is also a CB operator and was on another channel and was bleeding over on him, he was unable to read enough of the transmissions to understand what was going on.

Agent Gylfe and myself returned to Headquarters (Police) where we were just in time to get in on the beginning of a staff meeting conducted by Inspector N. E. Zachary and Captain Cochran. During this staff meeting additional information was learned pertaining to this CB incident, and also learned that Lt. J. L. Harrison, who is acting as Coordinator in the office on the King case, had several Memos that had been called in by citizens pertaining to this incident, as well as a letter from Lt. R. W. Bradshaw, who was car 160 on April 4, 1968.

After the staff meeting, a male white came into the office (Homicide) and stated that his name was William Herbert Austein, and that he was the CB operator who was assisting Lt. Bradshaw on April 4, 1968 at Hollywood and Jackson. He was asked to wait while I read the memos and letters that Lt. Harrison had in regard to the CB incident, and found that in the letter written by Lt. Bradshaw on April 6, 1968 he gave the name of Austein

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and related that on Thursday, April 4, 1968, at approximately 6:40 p.m., he was traveling north on Hollywood just south of Jackson Ave. when a 1967 Chevrolet Chevelle convertible, white over red, 1968 Tennessee license AS-5124, blew the horn and waved him to the parking lot of Loeb's Laundry at Jackson & Hollywood. This male white, who later identified himself as William Hubbard Austein, MW 22, of 24 N. Montgomery, ph. 276-0986, had in his car a Citizen's Band radio and at this time he was talking to some unknown male subject and requested that he relay information that was received by him from another male white in a blue Pontiac which was following a white Mustang east on Summer from Highland at a high rate of speed. Austein stated that the Pontiac's speed varied from 75 to 90 miles per hour. On different occasions Bradshaw could hear this other car talking, stating he was still following this white Mustang east on Summer from Waring, and at this time a high noise consisting of static on the radio kept him from understanding the conversation between these two automobiles.

Bradshaw further stated that upon receiving the information from Austein that a white Mustang was being followed east on Summer from Highland. He associated this white Mustang with an automobile that was seen going north on Main St. near the area of where Martin Luther King was murdered. This information was given to the Dispatcher, and the Dispatcher began to dispatch police cars toward Summer Ave. Cars 42 and 36 were asked to pull north, and car 44 and other cars to pull north. After several minutes, this white Mustang was supposed to be turning north on Mendenhall from Summer. After a slight delay, it was west on Macon, then north on Wells Station. The next legible communication I heard from the blue Pontiac, he said he was going north on Jackson towards the city limits. The Dispatcher had earlier placed a call with the sheriff's office for them to copy this information. At Jackson & Stage Rd. the blue Pontiac stated that this white Mustang went through the red light doing 95 miles per hour, still going north on Austin Peay. To the best of his knowledge, he heard the Dispatcher advise that a sheriff's car was supposed to be at Jackson & Stage Rd. and that they did not see a car come through this intersection at that rate of speed, or fitting that description.

Lt. Bradshaw further relates, that as these cars were supposed to be continuing north on Austin Peay, the level of noise on the Citizen's Band radio became so intense that Austein could not hear the blue Pontiac talking, and asked for other Citizen's Band operators to relay this information to him so that he could pass it on to the police that were with him, as this subject should be checked. At this point Bradshaw relates that he heard an unknown male subject come on the radio and said, "Let him go, as this may be the subject that shot Martin Luther King." Several times during the chase Bradshaw related that he asked Austein to contact the blue Pontiac and get a license number, but it appeared that the Pontiac could not close the distance between him and the Mustang so that he could get a license number. Some place between Raleigh and the road that leads to the Memphis Naval Air Station, the Mustang was supposed to be speeding 95 miles per hour, and stuck a gun out the window, shooting backwards at the blue Pontiac which was following.

Bradshaw related that the last information received from the blue Pontiac was that the location was Austin Peay Highway, and the road leading to the Naval Air Station.

William Austein stated to Bradshaw that the legal output on his Citizen's Band radio is supposed to be 5 watts, but that he is running 60 watts, which is illegal, but not enforced. While still at Jackson & Hollywood, Austein stated that the information received from another Citizen's Band operator revealed that the blue Pontiac signal was getting stronger instead of getting weaker, which would indicate that instead of going away, he should be coming towards him. Bradshaw further related that he could not get the information from Austein as to who the other male white was that stated his signals were getting stronger instead of weaker. Austein further stated that he has helped the police on several occasions by getting information on DWI's, Reckless Drivers, etc., and that he felt this information should be a matter of record with the police.

A copy of Lt. Bradshaw's letter is hereto attached and self-explanatory.

In Memo No. 39 submitted by Lt. J. D. Music in reference to telephone information regarding CB operator following white Mustang, Lt. Music reported that on Thursday, April 4, 1968 that Lt. McCachren received a phone call from a male white who identified himself as E. L. Chancey, ph. 276-0643. Chancey stated to McCachren that he was monitoring his radio and overheard another CB operator call for someone to make a phone call for him. Chancey answered his call, but had difficulty reading his transmission and asked for someone to relay the message for him. Bill Austein, another CB operator, answered Chancey's request. Between the three CB operators, Austein, Chancey and the unknown operator (Carroll Satchfield) a conversation that consisted of the direction of a white Mustang and a blue

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'66 Pontiac and certain events that took place. The unknown operator in the blue Pontiac, reported to Austein and Chancey that he was south on Parkway, then east on Summer behind this Mustang at a high rate of speed. This unknown operator at various times during the chase would report his position to Austein, who in turn would relay this information to Chancey. The chase continued east on Summer to Graham, then north on Graham, eventually ending up on Jackson Ave. The chase then continued east on Jackson and the unknown operator's last reported position was somewhere on Austin Peay highway north of the Raleigh city limits.

Lt. Music contacted Mr. Chancey by phone April 6, 1968 and he stated basically the same story as he had reported to McCachren on April 4, 1968. He added that he had no idea who this unknown CB operator was that was chasing the white Mustang, did not recognize his voice, and could not say that he had heard him before. He reported that the unknown operator at no time used any type of call sign to identify himself. Mr. Chancey stated a number of times during the chase involving this unknown operator, various Citizens' Band operators tried to get this operator to identify himself, with negative results. Mr. Chancey also furnished Lt. Music with Bill Austein's home phone number, 276-0986, so that he might call him for an interview.

Lt. Music's report further states that on April 6, 1968 that he contacted Austein and he reported that he was at Jackson and University with his mobile CB radio on and had heard an unknown CBar report that he was north on Parkway, then east on Summer, following a white Mustang occupied by three male whites at a high rate of speed. Austein stated that it was 6:30 p.m. when he heard the call, and various times this unknown operator would report his position, east on Summer to Graham, then north on Graham, somehow reaching Jackson, then east on Jackson through Raleigh, and the operator was last heard from on Austin Peay highway. The last transmission made by this unknown operator was that one of the three male whites in this Mustang had fired a shot or two at his automobile, knocking his windshield out. Austein stated that he was eastbound and during the chase he flagged a squad car down at Jackson & Hollywood, had this squad car stand by while they talked with this unknown operator. He told this unknown operator that he was now with the Police Department; however, no response in regard to needing the police was given by this operator. The unknown operator continued to report his position, but did not ask to send the police. When the unknown operator reported that his windshield had been knocked out, it was offered by Austein to send the police, but the operator would not respond to where he was. Austein was of the opinion that this unknown operator was building a hoax and was not doing as he was reporting over the air. He further added that numerous times base stations powerful enough to transmit anywhere in Shelby Co. tried to assist this unknown operator; however, this operator would say everything but where he was at that time. The unknown operator continued to report a changing position and after the chase/ allegedly ended, no one heard from this unknown operator again. Austein stated he did not recognize the voice, and had no idea who he might be. He further reported that at no time did the unknown operator use any type of call letters so that he might be identified. A copy of Memo No. 39 is hereto attached and self-explanatory.

After reading the above letter and memo, I interviewed William Hubert Austein, MW 22, residence 24 N. Montgomery, Apt. 103, ph. 276-0986, employed by Clendenin Heating & Air Conditioning Corp., ph. 274-4862. He stated that he was a licensed CB operator and that his FCC call letters were KOM-8637. He further stated that he owns a base station (home unit) and a mobile unit, and that his base station is located at 24 N. Montgomery.

He related that on April 4, 1968 at 5:00 p.m. he was at home and that he left there at approximately 5:40 p.m. He stated that he drove in his car that has a CB mobile unit in it, from his apartment to Zayre's on Poplar. He remained there until approximately 5:55 p.m. He then drove from Zayre's to Carlton's Esso Service Center on the corner of Madison & Bellevue. As he arrived at the service station, the announcement had just been made on the commercial radio station that Martin Luther King had been shot. He was there for approximately five minutes, and returned to his apartment. He left his apartment at approximately 6:12 p.m. to travel to the Steamfitter's Local No. 614 on Jackson Ave. near Drake School. While enroute out Jackson, eastbound, and as he had just passed Springdale & Jackson, which was approximately 6:30 p.m., and was monitoring on channel 17 on x20r a CB radio, he heard a request from another mobile unit for a land line (phone) to the police department. This call was answered by a base station, who replied that he would immediately call the police and inquired of the nature of the call.

Austein further stated that at this time, because of the skip (radio interference due to atmospheric conditions) they were unable to maintain contact with each other. The mobile unit that was calling for help was evidently very close to his location because he was

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putting a high reading on the signal strength meter on his CB radio. He stated that he told this mobile that he was close to him and had just spotted a police car and would relay his message to the policeman.

He further stated that the unknown mobile CB operator was chasing a white Mustang east on Summer and that the occupants of the Mustang were responsible for King's murder. He said he noticed the police car to pull in beside him in the parking lot of Loeb's Bar-B-Q at the intersection of Jackson & Hollywood. He told the police lieutenant who was driving the car that he was talking to a person on the radio who claimed he was following King's murderer. The lieutenant told him to call this person again to determine his present location. He called to this mobile unit by saying, "Mobile that is chasing the white Mustang, what is your present 10-20? (location)." He replied that he was approaching Highland on Summer Ave. at a high rate of speed. He related this information to the police lieutenant, who relayed this to his dispatcher. The lieutenant told him to keep talking to the man so that we would be continuously informed as to location and direction of movement. At this time he stated that he lost contact for a few seconds.

After calling him several times, he was finally able to read his transmission. He asked him what type of car he was driving so that the police would easily identify him when they saw him. He replied that he was driving a 1966 blue Pontiac and that the white Mustang was at that time exceeding 75 miles per hour, and that they had just turned north off from Summer Ave., and gave the name of the street that he could not recall at present.

He further stated that at this time there was some confusion as to his direction from this point because another CB base station tried to break and doubled with the mobile unit.

The next transmission that he could read from the mobile unit stated that he had turned north and that he was approaching Raleigh on Jackson Ave. Every transmission that he was able to read, he had immediately relayed to the lieutenant in the police car beside him.

Shortly after stating that he was approaching A Raleigh, he stated that he had just passed Stage Rd. on Austin Peay Highway and that he was being fired upon by the occupants in the white Mustang. He said his speed at this time was in excess of 100 miles per hour.

He further stated that he asked him if it was possible for him to get the license number of the Mustang. He replied that he was afraid to get that close because several shots had already been fired at him. On his last transmission he stated they had just passed the Millington exit, and the Mustang was gaining on him even though he had the Pontiac "flat out."

He further stated that he called him several more times, and when he was unable to raise him, another station started calling him, requesting his call letters and his location. He said as far as he knew, there were no other transmissions from the mobile unit at this time.

He further stated that he did not know the identity of the CB operator in the mobile unit but it was noticed that he was hesitant in denying the identity of the other operator. He stated that there was approximately 3,000 CB operators in Memphis and possibly that many more that are unlicensed.

He related that there was no doubt in his mind that this alleged chase by the CB mobile operator was a hoax. He gave as his reason for believing this, as several things, one being that there was not sufficient time for this person to travel the distance that he had stated, also the last two or three transmissions that this person made showed no change of signal strength on his S-meter, as would have been the case if he had been moving away from him. This indicated to him that the unit must have stopped moving, and that his signal strength indicated to him that he could not have been as far away as he claimed. Further, the time that he stated that he had turned north off from Summer Ave., his signal strength was very weak, and the short time thereafter, at approximately the time he reported that he was turning north off from Jackson Ave., his signal strength became higher. (Note: It has been learned from talking with Carroll Satchfield, radio and TV repairman, and considered an expert in the field of Citizen's Band and ham operators, that due to the fact that Austein was sitting side by side with the police squad car, that every time the squad car would make a transmission, this would cause Austein's CB radio to do as he has indicated above. Further, that the mere fact that human beings were moving about his car, this would also cause his S-meter to fluctuate, as has been indicated by Austein, plus the fact that on this date the skip (radio interference) condition was bad.)

Austein was asked to explain what he meant by S-meter, and he stated that an S-meter on a CB radio indicates the relative strength of an incoming signal from another unit. He said

that he had a transistorized Lafayette 525, 23-channel radio, with a Hustler antenna mounted on the left rear fender of his car. (Note: It is a habit of all CBers that have S-meters on their radios to check this constantly while receiving transmission, as it is a habit among CBers to ask one or another what reading they are putting on the S-meter.)

He was asked if he checked his S-meter when he first heard the call for assistance, and he stated that he did, and that it was registering almost as high as it possibly could, which is a 30, and this indicated to him that the unit must be very close to him, anywhere from 150 ft. to approximately two blocks at the most. He said that after the last transmission was made by the unknown mobile, he noted his S-meter again and received a reading of over 15, and the modulation was strong and clear, which indicated to him that the unit was no more than two miles away.

He further related that during the chase, and observing his S-meter, he was of the opinion that the mobile chasing the Mustang was in the northeast section of Memphis and that he was familiar with that part of the town, and especially when he stated that he was northbound on Jackson Ave., as very few people, other than those who had lived or live in that area, as most people refer to it (Jackson Ave.) as being east and west.

As stated previously when questioning Austein as to the possible identity of the person responsible for this hoax, he appeared to be hesitant and showed an indication that he at least had a suspicion as to who this unknown CB operator was. After explaining to Mr. Austein the seriousness of the offense committed by the unknown CB operator, plus the fact that this incident would give CBers a black eye as far as the general public was concerned, he finally stated that he did have a person in mind that could have caused this incident, but that he only knew his last name and where he was employed. He reluctantly stated that this person's name was Ferguson, employed by Ben J. Malone Co. as an apprentice steamfitter, and that he belonged to Steamfitter's Local No. 614 at 3754 Jackson Ave., which is right beside Gregg School, the same one that he belonged to. He further stated that Ferguson has a Citizen's Band radio in his car, the same type as his, and that his car is a blue 1966 Ford. He had a reason for being in this general area at approximately the time the transmissions were made, because he was going to the Steamfitter's Local 614, at 3754 Jackson Ave. and was due there by 7:00 p.m. Further, because his CB antenna is on a trunk mount on his car, which would make his signals directional, in other words, when he transmits, the signal will be stronger in one direction than in any other direction. The antenna is mounted in the center of the rear deck on an adapter that fastens into the front crack of the trunk lid. This will cause him to throw his strongest signal straight-forward; his weakest signal will be to either side of the car, and his signal to the rear will be of only moderate strength.

He further stated that if Ferguson had been traveling eastward, or east on Summer, and turned left on or north, his signal would have dropped because of the directional properties of the antenna. When the man who claimed he was chasing the Mustang stated that he was turning left (or north) off Summer Ave., his signal strength did drop to the point that he had difficulty copying some of his transmissions. The last two or three transmissions that the man made, his signal strength remained constant or steady. According to the broadcast he was making, which was going east out of town and away from him, his signal strength should have been weak and dropping quickly, but instead, remained constant and strong. He stated his S-meter indicated 15 or over, which indicated that he could not have been more than possibly two miles from him, and sitting still.

He stated that after he left the lieutenant at Hollywood & Jackson, he proceeded east on Jackson to the Steamfitter's local building at 754 Jackson. When he arrived, he saw Mr. Ferguson's car parked facing west near the Steamfitter's building. He had already gone inside.

When he arrived, he was questioned by his instructor, Mr. Edward Morgan, as to why he was late. He told him in the presence of several other apprentices, Ferguson included, that he had been relaying information from a car that claimed that he was chasing King's murderer, and that he could not leave the police officer until he lost the mobile unit signal. He said that at this time Mr. Morgan became very angry at him for attempting to help the police find King's murderer. He said Ferguson was standing very close to him, also appeared to be very angry at him, as were several other apprentices who had overheard the conversation. Ferguson said to him, "Were you the one that I heard in that mess on channel 17?" He told Ferguson that he was the one attempting to relay the information to the police. Ferguson stated that if he had any sense at all, he would have helped the white Mustang escape. Austein told him that he had to live with his conscience and that if he had it to do over again, he would be forced to do anything he could to aid in the man's capture.

Austein then stated that Ferguson then made several derogatory remarks to the effect that he was stupid for helping the police catch the man who had performed a public service. His instructor (Morgan) and several other apprentices also made similar remarks.

Austein stated that he did not see Ferguson again until approximately 45 minutes later, when they were dismissed early because of the curfew that had been called. Austein and Ferguson were leaving the building, he called to Ferguson and told him that after he got into his car and turned on his radio to call him on the radio, as he wanted to see how his mobile sounded. He stated that this is a common practice among CBers. As they talked, he began a vague association with his voice and another that he had heard but could not place immediately. He stated that it was the next day before he realized that he had associated Ferguson's voice with the man who claimed he was chasing the white Mustang.

He further stated that from Hollywood & Jackson where he was transmitting and receiving information from the CBER that was chasing the white Mustang to the Steamfitter's union hall at 3754 Jackson is approximately two miles, and that the unit in Ferguson's car would put about 15 on his 8-meter, which was the reading that he was getting from the mobile unit. He stated that as far as he knew, Ferguson had never lived in that area, but he was not sure, and further, that he believed that Ferguson had a compass mounted on his dashboard and if Ferguson was the guilty party and had referred to his compass from the position that he was parked, the compass would have indicated north.

He stated that he regretted that this incident ever occurred, as the CBers in Memphis have had an excellent reputation with both the police department and the citizens as they were always "Johnny on the spot" in an emergency, and he is afraid that since this incident has occurred, that law enforcement agencies would be reluctant to depend on CBers in the future. He indicated that he was just as interested as I in finding the party responsible for perpetrating this hoax. He assured me that he would cooperate in apprehending the party responsible for this hoax, but did ask, since he was not absolutely sure, that I not mention his name to Ferguson if and when we talked with him.

A written statement was given by William Herbert Austein, the text of which has previously been stated. A copy of this statement will accompany this report.

On April 11, 1968 at 8:00 a.m., I went to the Dispatcher's office and talked with Capt. Hicks Dowling in reference to the broadcast that was on the air April 4, 1968 between 6:30 p.m. and 7:00 p.m. in regard to the CB incident. He stated that he had a tape recording that had been taken from the original tape recording of the broadcast by the dispatcher relating to this incident. The tape was replayed by me, and the below is exactly as it appears on this tape:

160 -

Dispatcher - 160

160 - We have one of these mobile units at Jackson & Hollywood. He states he is talking to some fellow following a Mustang east on Summer ~~xxxxxx~~ from Highland ~~xxxxxxxxxxxxxx~~ that is supposed to have shot King.

Dispatcher - Does he have the license number?

160 - No license number.

Dispatcher - 160 has information from a complainant that a white male is east on Summer from Highland, a white male east on Summer from Highland in a white Mustang responsible for this shooting. 36, - 42 pull down, 28, subject is exceeding speed limit east on Summer from Highland. 413 location.

413 - Poplar & Hollywood, 413. ~~xxxxxx~~

Dispatcher - Pull up to White Station and Summer.

413 - O.K., 413.

Dispatcher - 413

413 - Have a car pull up to White Station & Summer and it's supposed to be a (inaudible)

156 - 156 St. Joseph

Dispatcher - 413, you are being cut out, it's supposed to be a blue

160 - East on Summer from Waring.

Dispatcher - All cars stand by, 160 repeat.

160 - East on (inaudible) '56 Pontiac.

Dispatcher - 160, you're still being cut out. Repeat.

160 - 160, that's north on Mendenhall from Summer, blue '66 Pontiac.

Dispatcher - a blue '66 Pontiac, north on Mendenhall from Summer, north on Mendenhall from Summer -- 36

36 - 36

Dispatcher - 22

22 - 22

Dispatcher -- Blue Pontiac north on Mendenhall from Summer.
160 -- 160, this car is speeding over 65 miles per hour.
Dispatcher-- 160, advising that this car speeding 75 miles per hour north on Mendenhall from Summer.
160-- Occupied by three male whites, 160.
Dispatcher--There's three white males in the car, blue Pontiac, three white males occupying blue Pontiac. Exceeding 75 miles per hour, north on Mendenhall from Summer, and your location now, 160?
160--Stand by, 160.
415--415, put us on that Mustang call, we're at Perkins and Walnut----
Dispatcher -- O.K., 415. Advise that it is a blue Pontiac occupied by three male whites last seen north on Mendenhall from Summer at a high rate of speed.
415-- O.K.
28-- 28 in service.
Dispatcher--O.K., 28. 6:41. 160, any further information?
160--Speeding north on Jackson now.
Dispatcher--Blue Pontiac supposed to be north on Jackson. From where, 160?
160--On the way to Raleigh.
Dispatcher--Subject on the way to Raleigh north on Jackson, north towards Raleigh on Jackson, a blue Pontiac occupied by three white males, these subjects are supposed to be wanted for the shooting, 6:41.
36--36, ask 160 if this could be a blue Pontiac convertible.
Dispatcher--160, is that a convertible?
160--It's unknown, 160, at this time.
Dispatcher--It's unknown, 36, at this time.
36--O.K., 36.
Dispatcher--6:42.
36--East on Macon, a blue Pontiac convertible occupied by three male whites, at Homer and Macon.
Dispatcher--36, advises that this Pontiac convertible with some white males in it going west on Macon from Homer.
25--25 in service.
Dispatcher--25 in service. 6:43.
160--160.
Dispatcher--Go ahead, 160.
160--That's a hardtop, he went through the light at Jackson and Stage Rd. at 95 miles per hour, continuing north on Austin Peay.
Dispatcher--160, advising that this is a blue Pontiac hardtop that was seen northbound at Jackson and Stage approximately 100 miles per hour. It's a white male in a blue Pontiac proceeding north at Jackson and Stage, at a high rate of speed. 6:44.
Dispatcher--160. Do you have a complainant with you there?
160--I have a mobile unit talking to the mobile unit following this car.
Dispatcher--Sheriff's Department advises that they have had that block up there and didn't see no Pontiac at all.
37--(inaudible)
Dispatcher--O.K. 37. 6:45 KIC306
44--44 in service.
Dispatcher--44 in service. 6:45.
160--160.
Dispatcher--160.
160--160, this white Mustang is shooting at the blue Pontiac following him. They should be going out Austin Peay.
Dispatcher--160, advising the blue Pontiac is shooting at the white Mustang following-- the white Mustang has a citizen's band-- following this blue Pontiac going on out Austin Peay. The subject is firing at the white Mustang.
160--160, they are approaching the Millington Rd., that road that goes on into the base on Austin Peay.
Dispatcher--160 advising that they are approaching the Millington Rd. that goes into the Naval base, the blue Pontiac is firing upon the white Mustang. The white Mustang is a citizen's band unit.
160--160, correction on that, the Mustang is shooting at the Pontiac.
Dispatcher--All cars correction, 160 advising that the white Mustang, this is a white Mustang that is firing at the blue Pontiac. The white Mustang is firing at the blue Pontiac, approaching the Millington road that goes to the Naval base.
38--38 in service.
Dispatcher--38 in service. 6:48.

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It is to be noted that the time element involved in this chase, as far as the Police Department is concerned, or when the Police Department became involved, was from 6:36 p.m. to 6:49 p.m., a time lapse of thirteen minutes.

On Thursday, April 11, 1968, at 12:30 p.m., FBI agent Harley Gylfe, came to the Homicide Office, and I brought him up on what had transpired since I last saw him, and it was agreed that Ferguson, who I had learned to be Robert Eugene Ferguson, MW 25, 1016 Peabody, Apt. 4, ph. 525-1613, employed Ben J. Malone Co., 223 Poplar, ph. 526-8437, and was working on the Shelby Co. Office Building at Second and Poplar, as a steamfitter, should be questioned at this time. We proceeded in Mr. Gylfe's FBI cruiser to 223 Poplar where we searched the area, thinking that he would park his car in that vicinity, as where he was working was only a short distance away. When we could not locate his car, we then proceeded to the Shelby Co. office building, which is under construction at Second & Poplar, where we talked with Mr. Jack Estridge, who is a bookkeeper for Harmon Construction Co., the builders of the Shelby Co. Office Building, and he stated that Ferguson was working on the twelfth floor, and that he would send for him. In several minutes Ferguson walked into the bookkeeper's office where we were waiting, and upon observing him, we noted that he was approximately 6'1" or 6'2", well built, with black hair, and when he walked into the office he said in an arrogant manner, "Who wants to see me?" It is to be noted at this time that we had found his car parked in the lower basement of this building and it was a 1966 or '67 light blue two-door hardtop Ford Galaxy 500, with Tennessee license BP-2623, with the doors locked. We also noticed a base-loaded antenna mounted in the center of the car on the trunk. On looking inside of the car, we saw a 23 channel, transistorized Lafayette CB radio. We asked Mr. Ferguson to accompany us to his car, after identifying ourselves, and when we got to his car, we asked if this was his car, and he stated very arrogantly that it was. He then said, "What's this all about?" We told him that we were investigating an incident involving a CBer, and he said, "Well, I haven't done anything." He again asked for our credentials. He asked, before answering any questions, should he have an attorney, and if he was under arrest.

He was advised that he was not under arrest, that we were investigating a matter pertaining to a CBer and his name had been mentioned. It was at this time it was noticed that Ferguson outwardly appeared to be very calm, self-assured, but on close observation, it was noticed that the area around his mouth had turned white, and beads of perspiration were forming on his forehead. He was again advised that he was not under arrest, and we asked for his cooperation in clearing up an accusation that had been made against him, and asked him to accompany us to police headquarters.

He agreed to accompany us but asked for permission to go back on the twelfth floor to get some of his belongings, to which we agreed. On his return, we then proceeded to headquarters.

Due to another pressing matter, Agent Gylfe did not accompany us to the Homicide Bureau, where he was taken and interviewed.

On Thursday, April 11, 1968, at 1:15 p.m., Robert Eugene Ferguson was interviewed and he stated that his step-father, C. F. Hardaway, MW 49 or 50, who had been married to his mother approximately ten years, residence, 338 Hodges St., ph. GL 2-3484, was a CBer, and had FCC license KOM-4395, and that he monitors channel 11, and has been a CBer several years. He stated that he, personally, did not have a license to operate a CB radio, but he uses his father's call number instead.

He stated that he was born [redacted] in Water Valley, Mississippi, and that his father was Hugh Cecil Ferguson, who died in 1963, and that his mother was Audra Few Ferguson Hardaway, and that she had married his step-father when he was in the tenth grade. They moved to Memphis from Water Valley, Mississippi when he was three or four months old, and he was raised in Memphis and finished high school at Central High. He said the only time that he has ever been out of Memphis was after he had finished high school, he worked in Helena, Arkansas for Sterling 5 and 10 cents store and for a place called Doughboy.

While in Helena, Arkansas, he met and married his first wife, LeVita Shenep, FW 23, and lived with her from 1962 to 1965 when they were divorced. No children were born to them. He came back to Memphis where he met and married his second wife on June 18, 1966, Joyce Gregory, FW 29, of Parson, Tenn., and that they had no children.

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Robert E. Ferguson denied that he had ever been arrested before, but admitted having received traffic tickets, and had been involved in one traffic accident, but had not received any type of citation for the past two years.

He stated that he belonged to United Association (UA) Union for the past five years and that he belonged to Local No. 614 Steamfitters' Union in Memphis. He said his average salary for forty hours per week is \$136.80.

He further stated that he got interested in the Citizen's Band radio through his step-father, and bought his first unit, which was a mobile unit, this past Christmas, and installed it in his car right away. He said that he had not applied for his CB license, that he was using his father's call letters, but referring to it as a mobile, which he says is legal. He said that his step-father owns a Courier Royal 23 channel CB radio and that he uses it on base and mobile, and also owns a couple of walkie talkies. He stated that he does not have the facilities at his home to put his mobile unit on base and that he uses this radio for a hobby, for emergencies such as when he goes on trips. He stated that he had had his radio checked, and that it puts out three and one-half watts. He denied having an additional unit that would boost his total output of wattage.

He stated that on Thursday, April 4, 1968, he left home at 7:30 a.m., arrived at work at 7:40 a.m. He worked all day, getting off at 4:15 p.m., leaving Second & Poplar at 4:25 p.m. He went to Ellenburg's parking lot on N. Second, next door to the Goodwill Industries Store. He then walked up to the 100 N. Main Bldg., went to the sixteenth floor, where he picked up his wife, who works for Group Insurance of America. They left there at 4:50 p.m., went back to Goodwill Industries, where they picked up a next-door neighbor, Alice Rast. They then left for home at 5:00 p.m., arriving at home at 5:15 p.m., and remained there until 6:20 p.m. He stated that he had to attend school at the Steamfitters' local No. 614, on Jackson Ave., and at 6:20 p.m., he left out the door of his home, and a boy downstairs who he thinks lives in Apartment 5, saw him leave.

He further stated that Mr. J. W. Sallis, who owns the apartment building, drove up in a green pickup truck, and they stood there talking, when his wife came out the door and said that she had been looking at TV on channel 5, and that they had just announced that somebody had shot Martin Luther King.

He stated that Mr. Sallis, his wife, and the boy that lives downstairs, discussed this shooting a few minutes, and he left going to school, as he had to be there at 7:00 p.m. He stated that he attends school, generally at Tech H.S., on Tuesdays and Thursdays of each week, but on this particular night it would be held at the Union Hall. He stated after leaving the house he went east on Vance to Linden, east on Linden to Cleveland, north on Cleveland to Union, east on Union to Union Extended, then to Walnut Grove Rd., continuing east on Walnut Grove Rd. to Holmes, north on Holmes to Broad, east on Broad to National, north on National to Jackson, east on Jackson to the Union hall, which is just across the viaduct at National Cemetery. When he arrived at the Union hall, he pulled onto the parking lot and parked his car facing east on Jackson. He stated that this was on the west side of the Union hall. He then got out of the car and went to a friend's car, Phillip Spanola, and saw Johnny Mays and Frank Coscia who is his instructor. He stated that they talked about the shooting of Martin Luther King and then went into the building. He estimated the time of his arrival at the Union hall between 6:45 and 6:50 p.m.

Robert Ferguson further stated that he turned on his CB radio when he left the house, and was monitoring channel 11. He said that the first time he heard anything about a white Mustang, he was on National Ave. by a fruitstand on National ave. between Summer and Jackson. He further stated that all you could hear on the radio (CB) was about somebody shooting Martin Luther King. He denied knowing on what exact channel he heard it on, as he was channel-hopping (from one station to another). When he first heard about the white Mustang when he was on National, all he heard was /'S/ that he heard somebody say something about police chasing a Mustang. He said he could not remember anything said, as there was so much being said about the assassination. (Note: It is common knowledge that when an emergency exists on the CB band, and when a CBar finds out what channel this emergency exists on, their first instinct is to go to that channel and stand by and listen.

He said that he was on Union Ave. at approximately Belvedere when he first heard on his CB radio about the shooting of Martin Luther King.

He then stated, "Man, you got me scared to death. I think I need a lawyer. Can I call my mother?" He was given the opportunity to call his mother, as he was not under arrest, but was unable to reach her because the line was busy. He was again told that

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he was not under arrest, and that he was free to go at any time, but someone had made an accusation that he could be the party responsible for this CB incident, and if he was innocent, that I should have the benefit of all his knowledge of this incident and people that could give him an alibi.

He then stated that he was innocent, that he could not have been the person responsible, simply because he did not do it. He further stated that he knew of one CEr named Herbert Austein who works with him and was in the vicinity of where this incident took place, and that he had overheard him at the Union meeting on the night that King was murdered telling someone something about a blue Pontiac chasing a white Mustang. He was not told that Austein was the party that gave us his name.

At the time of this writing none of his alibis have been checked because of additional information received that needed checking immediately, but his alibis will be checked and submitted on another supplement.

On Thursday, April 11, 1968, the Homicide Office received a copy of a letter written by Lt. J. P. Marbry, addressed to Inspector G. P. Tines dated April 11, 1968, in reference to information concerning Citizen's Band radio conversation. Attached to this letter was a handwritten statement from Mr. Carroll Satchfield, 196 S. Cooper, MW 49, ph. BR 5-5555, business address, 196 S. Cooper, Carroll's TV Service.

Lt. Marbry reported that on April 10, 1968, he contacted radio engineer Green at Armour Station to determine if the CB call letters believed to be KOM6410, heard on channel 17, relating to the chase between the Pontiac and Mustang on the day of King's assassination could be identified. Green advised him that this call number was not familiar to him, and that they were unknown. He suggested that Marbry contact Russ Hellen, CB Center, 1027 E. Brooks, pn. 396-6666, which has a CB directory containing this information. Green further suggested that he contact Mr. Carroll Satchfield, 196 S. Cooper, ph. BR 5-5555, concerning information about this CB conversation.

Lt. Marbry contacted Mrs. Russ Hellen, who stated that the last CB directory they have was issued for the year 1966, and only went through the call letters KOM3128. She said, to her knowledge, there was no CB directory for Tennessee printed for the years 1967 and 1968.

On April 10, 1968, at 10:30 a.m., Lt. Marbry went to Carroll's TV Service, 196 S. Cooper, where he talked with Mr. Carroll Satchfield.

Mr. Satchfield said that he is a CB and ham operator, using the ham call letters, W40TJ, and the CB call letters KDE3614. He stated that his wife, son, and Harold "Andy" Anderson and himself were in the shop area of his firm when they first heard a call for assistance on channel 17. Lt. Marbry then had Mr. Satchfield to write a statement, which was also attached to this report and will be outlined later.

Mr. Satchfield further stated to Lt. Marbry that when he first heard of the stories by the news media, he did not recognize them to be the same conversations that he overheard on channel 17 on his CB radio on April 4, 1968. He stated that he was tired of hearing the rumors about this conversation, and thought that he could possibly straighten it out.

Mr. Satchfield said that there were five channels assigned by the FCC, channels 9 through 14, which are for intercommunication between stations of other call letters, and the balance of these channels, 23 in all, are supposed to be for business firms to use. He stated that they have experienced considerable horseplay by younger people using unauthorized channels.

Lt. Marbry further stated that Mr. Satchfield said that he had a young person in mind who could possibly be responsible for this communication, but he dare not mention it because this person has been in his shop, and his parents are his friends. He said that this young person was very sharp, and was capable of carrying on this type of conversation, and has done something of this nature previously, but not this serious.

Lt. Marbry further wrote that Mr. Satchfield impressed him as being very serious-minded about CB communications, and did not appreciate the misuse by others. He said that he would consider Mr. Satchfield to be a reliable person, based on his conversation with him. A copy of his letter will accompany this report.

The handwritten statement that was attached to Lt. Marbry's letter given by Mr. Carroll Satchfield on April 11, 1968 at 10:40 a.m. pertaining to the CB incident on April 4, 1968 at 6:30 p.m., in this statement he states:

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"I was working in my shop monitoring the CB Channels when we heard a call on Channel 17 asking for assistance for anybody to call the P.D. - #1, they said they were in pursuit of a white Mustang out of town license plates occupied by 3 WM's going east on Summer from Pkwy at a high rate of speed. At this time we took field strength measurements of sta. asking for assistance. Our field strength measurement was 8.6-modulation, deviation was 92.6 (approx) which means this sta had high level modulation. #1 I am in pursuit of the car that killed Dr. King. About that time someone (#2) broke in and said we have a patrol car in sight - near the Alamo Plaza. Now we have stopped the patrol car. Now give us the exact location. We will designate the pursuing unit as #1 - the citizen radio car and police unit as #2 and KDE3614 as #3. No one gave any call letters or signs. At that time #1 gave the location Highland & Summer - high rate of speed. #1 next said car turning north on Graham from Summer. #3 called in asking #1 for more specifics about license numbers. #1 repeated he was blocked at the redlight and could not get close enough - could only tell it was out of town plates. At this time #3 Sta noticed that there had been no change in carrier level and no change of modulation deviation and this is where I began to suspect that Unit #1 had a fixed location (either fixed mobile or base location - not in motion). #3 unit asked for next location. #1 unit said going north on Jackson thru Raleigh doing 110 MPH. That is where I knew then that the #1 unit in contact had to be in a fixed location. #3 called for location to #1 - #1 replied, we are heading north on Austin Peay Hwy and I (#1) am still 110 MPH - about this time #1 hoilered I am being shot at - repeated twice - by shotgun and I will have to stay back. #3 Sta called and asked for opr sta license & Identification of opr of #1 unit. #1 unit replied - oh no because of general situation I don't have to give my name and call - and said he was now passing Old Millington airbase still in pns pursuit at 110. #3 sta requested same information - sta license number and name of opr. with no reply. Repeated same one other time. The last contact with unit #1 - unit #3 took the same field strength readings and modulation deviation readings and they were the same as the first transmission - 8.6 and approx. 92.6, indicating the same sta #1 was either fixed mobile or base in the vicinity of High Point Terrace. During this time it sounded as if 4 other stations asked if they could assist. After my third request for ID and no response I made the remark - "Boys you won't hear anymore from that (#1) station because he has not changed his location since he started and his carrier level has remained the same and his modulation has not changed. I also made remarks to the effect that it was a hoax or plot and person should be prosecuted. I did not know at this time that Dr. King was murdered.

"I believe it was 10 min. one way or the other of 6:30 p.m. when I first heard the call for assistance. I believe I have heard this voice in person before but not over the radio and do not know this person's name. I believe this person to be a WM between 14 and 19 yrs. of age.

"#1 unit said he was in a blue 55 Pontiac - I believe this was said when he was at Summer and Highland. The

"There were no transmissions stating that this blue Pontiac was being chased by the Mustang. There was no mention of any accidents and no one being hit by shotgun pellets.

"While this was going on, #2 unit (not identified) was supposed to have been giving general information to a patrol car on Summer Ave. - neither car being identified. I believe I asked for the patrol cars number but due to confusion of other stations breaking in, I did not receive the message.

"After I made the statement about the well rounded plot or hoax, the band just dropped dead.

"Other stations could have made transmissions that were not heard by me due to location. As far as I know, I am the only station that identified themselves. I did hear some Calif stations break in wanting to know if King was killed but we did not answer because we did not know ourselves at this time that this was true.

"I believe the whole episode only took 10-15 minutes at the most."

The above statement was signed by Mr. Carroll Satchfield, and copy is attached to this report.

On April 11, 1968, at 6:00 p.m., Mr. Satchfield was contacted for an interview. He stated that the following day, Apr. 12, 1968, would be better for an interview, and we set up an appointment for 12:00 noon.

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After talking with Mr. Satchfield, to arrange an appointment with him, I was given a Departmental Communication No. 137 by Lt. J. L. Harrison and it states that Lt. B. J. Johnson received a telephone call from Mr. Robert McCarty, MW, of 3779 Mimosa, ph. FA 4-5982, bus. ph., 458-5162, at 8:20 a.m., April 11, 1968. Lt. Johnson reported that Mr. McCarty had stated that he would like to verify the fact that the broadcast had occurred as reported in the paper, and that after the news of the Martin Luther King death, he went to his CB radio and shortly after he turned it on, he heard someone say, that he was with a police car and would relay information to him. He also recalled hearing someone say that he was in a car chasing a Mustang north on Jackson, and someone else broke in and stated that Jackson runs east and west. Shortly after that, the auto that was following the Mustang, reported that he was being shot at. Later, he reported that three men got out of the car on the Naval Base at Millington.

After receiving this memo, I contacted Mr. McCarty at home and made an appointment with him for 4:00 p.m. this date.

At 4:00 p.m., April 12, 1968, I went to the home of Mr. Robert H. McCarty, 3779 Mimosa, ph. FA 4-5982, and he stated that he was an architect by trade and that he has a hobby of listening to a Halicraft radio receiver that picks up shortwaves, and just about any other type of broadcast, including Citizen's Band radio. He stated that he had been listening to the news on the television on April 4, 1968 and decided to see what was on his Halicraft radio and began tuning up and down the band, when he came to a spot and heard something about police cars and a CB mobile chasing a car, and it sounded interesting, so he stopped. His radio is tunable, and as the CBers were talking, he managed to tune his radio in on their conversation to a point that everyone that was talking was coming in loud and clear, with the exception of the mobile unit that was chasing the white Mustang. He stated that when this unit would come on the air, his transmissions were hard to read, as he would seem to fade out and never did have much volume. He stated to me the same as he had stated to Lt. Johnson with reference to what he had overheard, and said that if there was anything that he could do to assist further in this investigation, he would be glad to do so. He was asked if he thought he could identify the voice of the CBER that was following the white Mustang, and he said he did not know, but he would attempt to if requested. (Note: Mr. McCarty had been talked to previously by me, and he had indicated that he heard all of the other CB stations plainly, with the exception of the unit chasing the Mustang) As his radio was tunable, and it did not have an indication or marking to show what channel of the Citizen's Band radio that he was monitoring, I called Mr. Satchfield and he got on his CB radio and talked until Mr. McCarty had zeroed his radio in on channel 17. He was asked to leave it at that position, as we would be checking people in that location in an effort to learn the identity of the unknown CBER.

After talking with Mr. McCarty, I interviewed Mr. Carroll Satchfield, MW 49, of 196 S. Cooper, owner of Carroll's TV Service, 196 S. Cooper. In talking with him it was learned that he had been and still is a ham operator and a CBER. He stated that he has been fooling with radios for twenty-six years, and that he was one of the first in Memphis to get a CB radio, and has been working on them ever since. It is known by me, personally, that Mr. Satchfield has the reputation of being one of the best CB radio mechanics in Memphis.

Mr. Satchfield further stated that on April 4, 1968 sometime around 6:30 p.m., he cannot be sure of the exact time, he switched his CB radio from one channel to channel 17, and as soon as he turned onto channel 17 he heard a CB unit asking for any station that was listening at the time to call the police department and inform them that he was in pursuit of the white Mustang that was responsible for the shooting of King. He also stated that he was east on Summer at Parkway. He had heard a minute or two earlier something about a shot being fired at King, but did not know that he had been hit.

To quote Mr. Satchfield exactly as he said it during the interview, he stated, "When I first intercepted this call, I heard this mobile unit-(it was at Summer and E. Parkway) (Note: While talking with Mr. Satchfield, he is referring to a city map of Memphis, and to clarify the different units, he has marked himself as being #3, the unit on Tanglewood as #2, and #1 as being at Jackson & Hollywood, and the unit chasing the white Mustang as No. 4.) He further stated, "We intercepted the call here at E. Parkway and Summer. #4 was asking for any station at that time to call the police department and tell them he was in pursuit of the white Mustang that was responsible for the shooting of King. At that time we (his wife and son, and an employee, Andy Anderson) had heard a minute or two earlier something being fired at King. It happened so quick, the time seemed to be around 6:30 p.m., we really didn't look at the time. Then I called out from my station #3 to unit #4 which was in pursuit to let him know that someone had copied him. I came back real quick because

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I wanted to keep in contact with the mobile unit number 4. I called any station on the air, that could call the police department, and tell them that they (number 4 and the white mustang) was heading east on Summer Avenue. Now this station right hem answered, evidently turned out to be this fellow right here, number 2 station. He came back to me and he stated that he was on the telephone calling the police. I asked this fellow in number 4 his location again, and at the same particular time, I called out if there were any mobile units on Summer, or any other place near by that could pull over a police car, at almost the very instant, after I completed my broadcast, unit number one came back and said he had a police car in sight, but he did not tell me the location. I thought he was near Alamo Plaza, but apparently he wasn't, I later found out that he was at Hollywood and Jackson."

To further quote Mr. Satchfield, he stated " at that particular time, I looked at the meter on my radio and it was reading 8.6, which indicated to me that it was a heck of a strong station. It was strong, clear, like you had a D104 mike with a pre-amp. (note; a D104 mike is a brand name for a desk mike used to broadcast with, and is considered the best, A pre-amp is a supplement added to the radio, to increase the power output or modulation) The number 4 unit would not say anything, unless he was asked a specific question, and then he would give an answer. When this number 4 unit got to Summer and Highland, I told Andy Anderson that something's wrong here, because the signal strength on the number 4 unit was constant clear, no noise what so ever. If this had been a mobile unit, and was going east on Summer Avenue, his signal strength would become less, and there would be noise from the mobile unit. I continued to call this number 4 unit to get his different locations and from the locations that he was giving me, and the time element that it took him to go from one point to another point, just could not be, he was moving too fast."

I asked Mr. Satchfield to describe what the voice of number four sounded like, and he stated "it sounded like some real smart, exceptionally high-Q child, that had been hearing the Broderick Crawford TV program and several other patrol type programs and was just brilliant enough at that age, to concoct something of this nature, not with a formula, but just routine matter, his voice was young, it was a shallow voice, high-pitched, youthful sounding voice, it didn't have any power behind it, like a older man would have, the frequency of his voice, was quite on the high side, like a child from the age of 15 to 18 years old, with his voice just on the verge of changing. The studio, or room, in which he was operating from was just as dead silent, as if he was completely sealed off from everything else. There wasn't any music, no sound of other people in the room, no sound of a police monitor, just as clear as if he were broadcasting in the room by himself. There was no detection of noise from his signal what-so-ever."

He was asked that if a man had a halicraft receiver with no transmitter, and the party listening to the halicraft radio, could hear the mobile unit at Hollywood and Jackson, could hear his station which is at Union and Cooper and the third station at Tanglewood and Southern, but was unable to have a clear copy on the mobile that was chasing the mustang at all times, could he explain that? He stated that it was possible that the station that claimed to be the mobile chasing the white mustang, was so close to the halicraft receiver, that it was overloading the halicraft radio, causing too much power in-put, which would distort the halicraft receiver.

After talking with Mr. Satchfield, I contacted Mr. Green at Armour Radio Station, and after discussing this matter with him and bringing him up to date in what I had found out in reference to the halicraft receiver and the possibility that the CB Unit could be so close to it, that it overloaded the halicraft receiver, he stated that this could and does happen and also stated that the CB unit would bleed over onto televisions, in some cases, completely cutting the audio and also onto regular AM, Stereo, High-Fi and Amplifiers used by guitarists and so forth.

After receiving the above information, I took a city map of Memphis and outlined the area around the halicraft receiver, bounded on the west by North Highland on the north by Summer Avenue, on the east by Graham, and on the south by Walnut Grove Rd. I then took a ruler and using the scale of miles on the city map, I measured from the halicraft receiver to Hollywood and Jackson, where the mobile, CB, unit with car 160, and found that it was 2 and 1/2 miles. From the halicraft receiver to Union and Cooper, three miles, and from the halicraft receiver to Southern and Tanglewood, 3 and 1/2 miles. At each one of the above locations was a CB Unit broadcasting to the mobile unit behind the mustang, and the halicraft receiver was picking them up loud and clear.

I made a systematic check of the area that has been previously outlined, checking each street and each time I found a CB antennae I checked with the neighbors and asked each one if they had problems with the CBER interfering with their television, radios and so forth. There is a total of nine units in this area and as I have been previously told, by Mr. Satchfield, that no one had a right to check these radios except the Federal Communications Commission, I noted their locations, the type of antennae and did not bother to interview them.

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While checking this area, a young male white, whom I later learned to be Mike Paul G. Walting 14, 307 Eastland Drive, phone 327-3976 approached me and asked if I wasn't a detective, and I told him yes. During our conversation, I told him that I was checking on the CB units in the neighborhood, and he then told me that he had a CB radio and pointed out his house, I had already noted this address, and had checked with the neighbors to see if they had had any interference from it, and found that no one had experienced any difficulty as a result of a broadcast made by this unit. In the course of our conversation, he invited me into the house, where I found that he had six channels, but did not have channel 17, which was the channel in which the broadcast was made in reference to the CBer chasing a white Mustang. While talking with Mike his father came in from work, and in the course of conversation they both stated that there was one particular radio station (CBer) in the neighborhood that drowns out all the other units, because his station is so powerful. He stated that this unit was located on Highland Park Place near High Point Terrace.

I had previously noted the address and antennae on Highland Park Place, and had checked with the neighbors and found that this station had come over their telephone and television on occasion, but none of them recalled anything unusual on April 4, 1968. I proceeded to this location, 3776 Highland Park Place, and on checking found no one at home. The next door neighbor said that these people were out of town and would return home on Sunday Afternoon.

On Sunday, April 14, 1968 I contacted the residence at 3776 Highland Park Place, and talked with Mrs. E. L. Montedonico by phone, 327-3323, and asked if she had a young son, who used the CB radio at her home. She stated that she did, but that he would not be home until late in the evening. I asked if it would be possible to make an appointment with her and her son on Monday, April 15, 1968 in the AM, and this she agreed to do.

On Monday, April 15, 1968 at 9:30 AM, I went to 3776 Highland Park Place, where I found Mrs. Montedonico at home. After explaining to her that we were checking all of the CB radios in Memphis, and that this was the last one in this neighborhood to check, I needed to talk with her son. She said that her son, Eddie, had to go to school and would be home after 3:00 PM.

She then invited me into Eddie's room to check his radio stating that she knew nothing of the radio, and that maybe if I looked I could get the information that I needed without waiting for Eddie to come home. I found that the parents of Eddie had converted the attic into a room for Eddie and it contained the usual bedroom furniture along with a ham radio set, and a CB radio set. She said that Eddie had been fooling with radios since he was 14 years old and that he was now 17 years old and went on to complain about the expense of the hobby. She told me to go ahead and turn the radio on and check it all I wanted to, and this I did. I found that this radio contained 23 channels and had a D104 mike. It is also to be noted at this time, that this room is in an attic completely away from the other part of the house. After letting the CB radio warm up, I contacted Mr. Satchfield by phone, to check out this radio to see if it had the same reading on his meter as he previously stated and in checking his radio out, we found that he had a reading of 8.0.

After checking this radio, I made an appointment^{ment} with Mr. Satchfield and Mr. McCarty the owner of the halicraft receiver, for 4:00 PM, April 15, 1968 and we would attempt to get Eddie Montedonico to get on Channell 17 and talk so that we might recognize his voice.

On April 15, 1968 at 3:15 PM, I received a telephone from Eddie Montedonico and during this conversation with him, he did not specifically indicate that he would not cooperate by broadcasting on Chanel 17, but he did state that if anyone knew anything about CB's radios they should know that it would be impossible to catch anyone making an illegal broadcast if they wanted to avoid being caught. He stated that the voice could be changed, the power output could be changed, that several things could be done to the CB radio to change up the power output. He agreed to broadcast, but thought it was ridiculous. Due to the fact that Eddie Montedonico had made the above statement and since he had been a CBer for three years, and a ham radio operator and the fact that his mother had previously stated that he works on his own radio, It was decided not to conduct this test, however, Mr. Satchfield agreed to listen to his radio and if he ever hear the voice that he heard the night of the chase he would immediately turn his tape recorder on, which he keeps near his unit, and notify this office.

On April 12, 1968 Insp. N. E. Zachary contacted the Federal Communications Commission in Atlanta, Georgia and talked with a Mr. Klein and requested that the FCC make an investigation into this matter in Memphis. Mr. Kline told Mr. Zachary that he would have to talk to his boss, and would return his call. As of this date, Mr. Kline has not returned the call to Inspectr Zachary.

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A city map of Memphis outlining the alledged route that the CB Mobile Unit was following the white Mustang, also outlining the different stations that were talking to the Mobile Unit, the helicraft receiver and the suspect's location is hereby attached in this report to aid and assist in better understanding the chase and why Eddie Montedonico is suspected.

The investigation pertaining to the CB radio is still open, however no further checks have been made of radio units, because after talking to experts in the field of electronics and radio, they all agree that the only way possible to pin down the person responsible for making this broadcast would be for someone to recognize the voice or come forward and admit it. As of this date, May 3, 1968, no one has come forward stating that they recognize the voice.

FEDERAL BUREAU OF INVESTIGATION

Date 7/29/68

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Mr. EDWARD LE MASTER MONTEDONICO, JR., 3776 Highland Park Place, Memphis, Tennessee, voluntarily appeared at the Memphis Office of the FBI. Mr. MONTEDONICO was advised of the identities of the interviewing Agents and the nature of the inquiry, which concerned a citizens band (CB) radio transmission during the evening of April 4, 1968, relaying information of a Pontiac automobile following a white Mustang that was alleged to have been involved in the shooting of MARTIN LUTHER KING, JR., on that date. Mr. MONTEDONICO was furnished a "Voluntary Appearance; Advice of Rights" form by SA HARLEY E. GYLFE. Mr. MONTEDONICO after reading this form signed same and stated he would gladly discuss this matter to the best of his ability.

Mr. MONTEDONICO stated during the evening of April 4, 1968, he was working on a term paper for school that was due the next day. He said he was in his room but was not listening to his CB unit or any other radio, nor did he have any radio turned on. He commented he has his CB radio and his "ham" radio in his room as well as a police monitor and a regular commercial radio. He said his first knowledge of MARTIN LUTHER KING, JR., being shot came from his mother who some few minutes after the shooting called up to him in his room and told him what she had heard on the radio. He said he believes he then turned on the police monitor to hear the events as they transpired. Mr. MONTEDONICO stated shortly after his mother told him about the shooting a friend (whose name he did not choose to reveal) called him on the telephone and told him about the shooting and then mentioned the CB transmission. He said since he believes he had the police monitor turned on he naturally did not turn on the CB unit.

Mr. MONTEDONICO advised he has read the local newspapers' account of the CB transmission but again commented he did not hear this particular transmission.

Mr. MONTEDONICO was advised considerable investigation has been conducted to establish the identity of the individual or individuals that caused this CB transmission to be made. It was pointed out to Mr. MONTEDONICO that it has been suggested ~~he is the individual who made this transmission in question.~~

On 7/17/68 at Memphis, Tennessee File # Memphis 4 987

by SA ROBERT F. BOYLE and
SA HARLEY E. GYLFE HEG:mnr Date dictated 7/23/68

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.

Mr. MONTEDONICO after swallowing hard and with a break in his voice said he did not make the CB radio transmission in question and after wiping a tear that had welled up in his eye added he does not know or have any idea who made that transmission. He said he could not understand why anyone would accuse him of this act. He said that whoever accused him of this does not know what they are talking about.

Mr. MONTEDONICO said that he did not think there were many CB operators in Memphis who had knowledge of these units that would be knowledgeable enough to pinpoint anyone making a CB transmission of this type. He went on to add that anyone with knowledge of CB radios could disguise their voices and cause distortions in the transmission so as to be unable to be identified. He said anyone with any knowledge of CB radios and transmissions of this type knows no one can positively identify the source of the transmission unless the guilty person admitted it.

Mr. MONTEDONICO reluctantly but voluntarily mentioned that he heard from a friend who was a patient in the Methodist Hospital on April 4, 1968, that he had his CB unit in the hospital room and heard the above mentioned CB transmission. He reluctantly added that J. E. STANTON, 5009 Barfield Road, Memphis, Tennessee, a friend of his father, was visiting in the hospital and heard the above mentioned CB radio transmission but had no idea who did the broadcasting.

Mr. MONTEDONICO stated emphatically that he did not make the CB radio transmission in question and does not have any knowledge as to the source of the transmission.

The following is a description of MONTEDONICO obtained through interview and observation:

Name	EDWARD LE MASTER MONTEDONICO, JR.
Address	3776 Highland Park Place, Memphis, Tennessee
Age	18
Race	White
Sex	Male
Height	5'10"
Weight	180

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Hair	Light brown, wavy
Eyes	Blue
Build	Stocky
Marital status	Single
Education	High school graduate (in June 1968)
Occupation	Sacker at Montesi Grocery Store, Memphis

F B I

Date: 7/29/68

Transmit the following in _____
(Type in plaintext or code)Via AIRTEL _____
(Priority)

TO: DIRECTOR, FBI (44-38861)
 FROM: SAC, MEMPHIS (44-1987) (P)
 SUBJECT: MURKIN

12/14/77

entire serial
12/2/77

Re: CB (Citizens Band) Radio Transmission
 Memphis, Tennessee, during evening of
 April 4, 1968, concerning chase of
 white Mustang alleged to have been
 involved in the shooting of MARTIN
 LUTHER KING, JR., on that date.

Enclosed herewith is one copy each of the following
 which relate to referenced matter:

- 1) Investigative report of the Memphis PD
- 2) Investigative insert by SA FRANKLIN L. JOHNSON
- 3) FD 302 of interview of Inspector N. E. ZACHARY, Memphis PD, 5/17/68
- 4) FD 302 of interview of W. EUGENE SMITH, 4/10/68, Memphis
- 5) FD 302 of interview of EDWARD L. MONTEDONICO, SR., 7/15-17/68, Memphis
- 6) FD 302 of interview of EDWARD L. MONTEDONICO, JR., 7/17/68, Memphis

③ - Bureau (Encs. 6)
 2 - Memphis

HEG:mnr
 (5)

79 AUG 28 1968

REC-35

14 AUG 1 1968

Spec. Del. _____

Approved: _____ Sent _____ M Per _____
 Registered: _____ Special Agent in Charge

REC'D - CIV RIGHTS
FBI

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TAB:SPS

MURKIN 5-18-78

5-16-78

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The enclosures refer to investigation conducted relative to referenced matter as it appeared to refer to captioned matter.

The Bureau's attention is directed to the fact the FCC does not have an office in the Memphis area; however, an official of the Memphis PD did contact a representative of the FCC at Atlanta, Ga., to report this incident. No inquiry has been received by the Memphis PD or this office from FCC relative to this referenced incident and therefore it appears FCC is not interested in a CB radio transmission of this type.

Concerning the possibility of interviewing other individuals contacted by the Memphis PD during its investigation of this matter, it is pointed out no attempt was made to interview these individuals due to the investigation conducted by the Memphis PD and due to the lack of evidence indicating anyone other than EDWARD LE MASTER MONTEDONICO, JR., was responsible for this radio transmission.

EDWARD LE MASTER MONTEDONICO, JR., was interviewed as indicated on the enclosed FD 302. He indicated during the interview that he had a great deal of experience in CB radio transmissions and in the operation of these units. He commented several times that anyone with a knowledge of CB radios could disguise their voice and transmission so as to go on broadcasting without being identified. He also said that there is no way for anyone, including FCC, to identify the sender of a transmission such as the one mentioned above unless the guilty individual made the admission that he or she was the individual that made the broadcast.

It is also noted that others during this investigation expressed the same opinion that it is impossible to identify the individual making a broadcast of this type unless the guilty person admitted doing same.

It was determined also that there are numerous individuals in the Memphis area operating CB radios illegally and/or without being properly licensed. It was further determined that numerous individuals broadcast using "skip" identification, which is illegal, but which is known only to the sender and

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receiver. There are also numerous licensed CB radio operators in the Memphis area and it was suggested that there are possibly an equal number that are not licensed and, therefore, it would be virtually impossible to interview each and every individual either having a CB unit or having access to one.

Various individuals commented during this investigation that no one gets too excited about illegal broadcasts since the FCC generally levies a fine of up to \$50 and possibly lifting the license for 3 to 6 months if a person is guilty according to the FCC of making a broadcast of this type. Therefore, no one does much about these illegal transmissions since the punishment is this light. It was expressed that the greatest fear of CB operators is the bad name they receive when incidents of this nature are made public.

In light of the above, UACB no further investigation is being conducted concerning referenced matter.

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RE: ALLEGED CHASE OF WHITE MUSTANG,
EVENING OF APRIL 4, 1968
(HOAX REPORT BY UNKNOWN PERSON
WITH CITIZENS BAND RADIO)

The following investigation was conducted by SA FRANKLIN L. JOHNSON at Memphis, Tennessee, on the dates indicated:

On the evening of April 4, 1968, after there had been traffic on the Police Department radio in Memphis with regard to a white Mustang reportedly seen leaving the scene of the shooting of Dr. KING, there was additional traffic on the police radio concerning an alleged incident involving an unknown citizens band (CB) radio operator who reported that he was chasing a white Mustang occupied by three white males, this unknown operator never identifying himself but continuing to broadcast up to a point where he claimed that the chase had reached a point north of Raleigh, Tennessee, a suburb of Memphis.

On April 6, 1968, Inspector N. E. ZACHARY, Homicide Bureau, Memphis Police Department, furnished the following information with regard to this incident:

Inspector ZACHARY secured a tape recording of the radio dispatches made following the murder of Dr. KING on April 4, 1968, and listened to the radio traffic, which included dispatches with regard to a chase allegedly made by an unknown person of a white Mustang occupied by three white males, all of which information was based upon reports made by an unknown person broadcasting on a CB radio. He stated that in listening to this tape recording, the first traffic received on the police radio was at 6:33 p.m. The police dispatcher received traffic from Police Car No. 160, which Inspector ZACHARY determined was manned by Lieutenant RUFUS BRADSHAW. In substance, Lieutenant BRADSHAW was transmitting to the dispatcher information which he was receiving from one individual who had a CB radio in his car, which individual in turn was receiving transmissions from some unknown individual transmitting on a CB radio.

Inspector ZACHARY advised that on April 4, 1968, while the transmissions in question were being made from the unknown CB operator, Lieutenant SAM T. McCACHREN, Homicide Bureau, Memphis Police Department,

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received a telephone call from an individual who identified himself as ED CHAUNCEY, telephone number 276-0643, who reported that he was monitoring his CB radio and overheard an unknown operator in a mobile unit who claimed that he was chasing a white Mustang. Mr. CHAUNCEY at this time advised Lieutenant McCACHREN that he (CHAUNCEY) was in contact with another CB operator known to him, namely BILL AUSTEIN, and that the three CB operators, namely the unknown operator, AUSTEIN, and CHAUNCEY, were in contact with each other, and Mr. CHAUNCEY would supply all information he received to the Police Department to assist them with regard to a chase in which the unknown operator claimed to be involved. Thereafter, on April 6, 1968, Lieutenant J. D. MUSIC talked by telephone again with both Mr. ED CHAUNCEY at the above telephone number and with Mr. AUSTEIN, both of them at that time furnishing substantially the same information as to what had occurred with regard to these transmissions by an unknown CB operator.

Inspector ZACHARY advised that Lieutenant RUFUS BRADSHAW, Car No. 160, had been contacted on April 6, 1968, at which time Lieutenant BRADSHAW had stated that Mr. WILLIAM HUBBARD AUSTEIN, age 22, of 24 North Montgomery Street, Apartment 103, an employee of Clendenin Heating and Air Conditioning, Inc., had flagged down Lieutenant BRADSHAW at Jackson and Hollywood on the evening of April 4, 1968, and called Lieutenant BRADSHAW's attention to a broadcast being received on the CB radio in Mr. AUSTEIN's automobile. Lieutenant BRADSHAW, in turn, dispatched to the police dispatcher the nature of the information being received on Channel 17 of the CB radio. Lieutenant BRADSHAW listened to the CB radio in Mr. AUSTEIN's car and heard several different CB operators talking on Channel 17.

In substance, an unknown CB operator was giving reports as to his chase of a white Mustang occupied by three white males. Other operators, including Mr. AUSTEIN, were attempting to communicate with this unknown operator, attempting to get him to identify himself, and informing him that they would contact the Police Department in order to assist this

unknown operator. The unknown operator, who claimed he was chasing the Mustang, never identified himself. Lieutenant BRADSHAW dispatched police cars to the areas in which the unknown CB operator claimed to be traveling, and none of the units dispatched saw any activity such as that described by the unknown CB operator. Lieutenant BRADSHAW was of the definite opinion, after the unknown person making these reports had finally left the air, that the entire CB broadcast by this person was a complete hoax.

Inspector ZACHARY advised, after listening to the police dispatcher's tape recording, and after talking to Lieutenant BRADSHAW, that there were a number of factors to indicate that the above-mentioned broadcast on CB Channel 17 by the unknown person was a complete hoax. He stated that the final proof that this matter was a complete hoax was based upon communication between the Police Department and the Shelby County Sheriff's Office at the time the broadcast was in progress. After the unknown operator reported his position as proceeding east on Jackson Avenue toward Raleigh, Tennessee, the Police Department immediately contacted the Shelby County Sheriff's Office to alert that department, which had the responsibility for policing Raleigh, Tennessee, which is located outside the city limits of Memphis. During the time that this broadcast was being made, and after the unknown CB operator reported his position at the main intersection at a stop light in Raleigh, Tennessee, (Jackson Avenue and Stage Road), where the unknown operator claimed the Mustang had run the stop light at an excessive rate of speed, the Shelby County Sheriff's Office advised the Memphis Police Department that this information was false, since the Shelby County Sheriff's Office had two units of its men stationed at this intersection, and no such incident had occurred and no such vehicles as those described by the unknown operator had passed through that intersection.

Inspector ZACHARY advised that as a result of a separate inquiry made by the Police Department concerning this hoax report, he had determined that there had been no contacts whatever between any unit of the Memphis Police Department and the vehicles described by the unknown person on the CB radio. Inspector ZACHARY advised that at one point the unknown

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CB operator, in response to an inquiry from another CB operator, identified his own automobile as a 1966 blue Pontiac. Inspector ZACHARY pointed out that if there had been a high speed chase of a white Mustang by a 1966 blue Pontiac, then this would have attracted attention of numerous persons, and no one, other than the unknown CB radio operator, reported any such chase.

Inspector ZACHARY advised that he contemplated some additional inquiry regarding this matter in an effort to identify the person who made this hoax report, but insofar as the investigation of the murderer of Dr. KING was concerned, he was certain that the chase reported by the unknown operator did not occur.

On April 10, 1968, Lieutenant J. D. HAMBY, Homicide Bureau, Memphis Police Department, advised that he had interviewed in detail Mr. WILLIAM HERBERT AUSTEIN, male white, age 22, of 24 North Montgomery, Apartment 103, home telephone number 276-0986, an employee of Clendenin Heating and Air Conditioning, Inc., and at this time Mr. AUSTEIN furnished to him the following account of the above-mentioned incident:

Mr. AUSTEIN is a licensed CB operator, having call letters KOM-8637, who has both a mobile unit and a base station, the base station being located at his home at 24 North Montgomery, Apartment 103, in Memphis. Mr. AUSTEIN furnished to Lieutenant HAMBY the following information concerning an incident which occurred on the afternoon of April 4, 1968:

He was at Zayre's Department Store on Poplar Avenue in Memphis until approximately 5:55 p.m., when he left that store and drove to Carlton's Esso Service Center on the corner of Madison and Bellevue. As he arrived at that service station, he heard the news on a commercial radio broadcast concerning the shooting of Dr. MARTIN LUTHER KING. After being at this service station about five minutes, he drove to his apartment at 24 North Montgomery. As nearly as he can recall, he then left his apartment around 6:12 p.m., en route to Steamfitters Local 614 on Jackson Avenue near Gragg School. En route to this location, while he was traveling east on Jackson

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in the vicinity of Springdale, and at approximately 6:30 p.m., he was monitoring CB Channel 17 when he heard a mobile unit request another mobile unit to call the Police Department by "land line" (telephone). A base station answered the caller, telling the caller that the base station would call the police, the base station inquiring as to the nature of the call that he should make. About this time, due to static, the original caller and the base station were unable to communicate. At this same time, AUSTEIN noticed that the original caller who was requesting police assistance was very close to Mr. AUSTEIN's position, because there was a very high reading on the signal strength meter on the CB radio in Mr. AUSTEIN's car. Mr. AUSTEIN therefore broke into the conversation between the original caller and the base station, telling the caller that he (Mr. AUSTEIN) was very close to him, that Mr. AUSTEIN had just spotted a police car and would relay the caller's message to the police.

At this point, the original caller stated that he was chasing a white Mustang east on Summer Avenue and that the occupants of the Mustang were responsible for Dr. KING's murder. Mr. AUSTEIN immediately flagged down the police car and thereafter talked with the Lieutenant who was in this police car at Loeb's Barbeque at the intersection of Jackson and Hollywood. The Lieutenant requested Mr. AUSTEIN to communicate again with the unknown CB operator to determine that person's present location. Mr. AUSTEIN called to this mobile unit by saying, "Mobile that is chasing the white Mustang, what is your present 10-20?" (The signal 10-20 means location.) The original caller replied that he was approaching Highland on Summer Avenue at a high rate of speed. Mr. AUSTEIN relayed this information to the Police Lieutenant, who in turn relayed this information to the police dispatcher at central police headquarters.

The Lieutenant told Mr. AUSTEIN to keep talking to the unknown caller so that the police could be continuously informed as to his direction and location in order that the police could intercept the automobile allegedly being chased. Mr. AUSTEIN lost contact with the mobile unit briefly, but after calling him several times, he finally re-established contact with him.

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Mr. AUSTEIN inquired of the unknown caller as to the description of the car that the unknown caller was driving so that the police would be able to easily identify the two vehicles when the police did intercept them. The unknown caller responded that he was driving a 1966 blue Pontiac and that as of that time the white Mustang was exceeding 75 miles per hour, and at the same time stating that the Mustang had turned north off Summer Avenue, the caller giving the name of the street on which this turn was made, but Mr. AUSTEIN not recalling the name of the street as of the time of this interview on April 10, 1968.

At this time there was some confusion as to the direction that the Mustang and Pontiac were allegedly taking. This confusion was due in part to the fact that some CB base station had broken into the transmissions and Mr. AUSTEIN could not hear the transmissions being made by the unknown mobile unit.

The next transmission that Mr. AUSTEIN could understand from the unknown mobile unit was to the effect that this unit had turned north and was approaching Raleigh (a suburb northeast of Memphis) on Jackson Avenue. Shortly after the unknown operator stated that he was approaching Raleigh, that same operator stated that he had just passed Stage Road or Austin Peay Highway and that he was being fired upon by the occupants of the white Mustang. The unknown caller also stated that his speed at that time was in excess of 100 miles per hour. Mr. AUSTEIN asked the unknown operator to secure the license number of the Mustang, to which the unknown operator replied that he was afraid to get that close because several shots had already been fired at him.

On the last transmission of the unknown operator, Mr. AUSTEIN stated that this unknown operator stated that he had just passed "the Millington exit" and the Mustang was gaining on him even though he had the Pontiac "flat out." (Mr. AUSTEIN understood that the unknown operator was indicating that he was driving as fast as the Pontiac would go.)

Mr. AUSTEIN called this unknown operator several other times but received no response. He also

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heard other CB operators join in, attempting to contact this unknown operator, requesting the unknown operator to give his call letters and his location but he heard no other responses and no other transmissions from this unknown operator.

Mr. AUSTEIN stated that at the time of the above-mentioned transmission by the unknown person in a mobile CB unit, he did not recognize the voice of that person. He stated that he understands there are more than 3,500 licensed CB operators in Memphis and possibly that many more who are unlicensed. He stated that whereas at first he thought the unknown operator was reporting a factual situation and actually needed police assistance, there is no doubt whatever in his mind but that the entire transmission was a complete hoax. He stated as the transmissions of the unknown operator continued, he observed that there was not sufficient time for the two vehicles to travel from one point where the operator claimed to be, to some other point identified by the unknown operator a short time later.

He also observed that during the last several transmissions of the unknown operator, there was no change in the signal strength indicated on the "S-Meter" in Mr. AUSTEIN's car, whereas if the unknown person calling had actually been traveling east at a high rate of speed as he claimed to be doing, then the signal strength would have become increasingly weaker. He stated it was his judgment that the unknown person making these calls had actually parked at the time the last few transmissions were made.

Also, when the unknown operator reported that he had turned north off Summer Avenue, his signal strength was very weak, and a short time later when the unknown operator was reporting that he was turning north on Jackson Avenue, his signal strength became noticeably stronger.

Mr. AUSTEIN explained that what he referred to as an "S-Meter" is an instrument on a CB radio which indicates the relative strength of an incoming signal from another unit. He pointed out that when he first heard

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the broadcast of the unknown caller who was asking for police assistance, the S-Meter in his car was registering as strong as it can register, indicating to him that the caller may have been as close as 150 feet from his location and not more than two blocks away. He stated at the time of the last transmission of the unknown caller, the S-Meter reading was 15 and would indicate to him that the caller was an estimated two miles away.

Mr. AUSTEIN pointed out that the unknown caller is undoubtedly familiar with the northeastern section of Memphis, through which he claimed to be passing, but he did observe that the unknown caller had reported that the unknown caller turned "north on Jackson," whereas most Memphians familiar with that section of Memphis would indicate that they turned east on Jackson. Jackson Avenue is generally regarded as an east-west street, although at the point where Jackson Avenue approaches the town of Raleigh, Tennessee, the general direction is southwest to northeast.

As to the possible identity of the unknown caller, Mr. AUSTEIN furnished the following information to Lieutenant HAMBY:

He stated that he does not know the identity of the caller, but due to some events which have occurred since that transmission, he wanted to furnish the following information which might possibly assist in identifying the unknown caller:

This information related to a white male whose last name is FERGUSON, who is employed by the Ben J. Malone Company as an apprentice steamfitter, and who belongs to the same Union to which Mr. AUSTEIN belongs, namely Steamfitters Local No. 614, 3754 Jackson Avenue, near the Gragg School, the location of this Union being near the town of Raleigh, Tennessee, through which the unknown caller claimed to have passed after approaching Raleigh, Tennessee, on Jackson Avenue. Mr. AUSTEIN furnished the following information to Lieutenant HAMBY concerning FERGUSON:

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FERGUSON has a CB radio. His car is a 1966 blue Ford. FERGUSON had reason to be in the general area covered by the transmissions mentioned above, since FERGUSON and others were supposed to be at a meeting at 3754 Jackson Avenue at Steamfitters Local 614 at 7:00 p.m. Since Mr. AUSTEIN knows that FERGUSON has a CB antenna located on a trunk mount, FERGUSON's CB signals will be directional. That is, when FERGUSON is transmitting, his signal will be stronger in one direction than in another direction, the strongest signal being to the front of the vehicle, the weakest signals being to either side, and the signal to the rear of the vehicle being of moderate strength.

Mr. AUSTEIN went on to state that if the unknown caller were traveling east and then turned north, the unknown caller's signals would have dropped because of the directional properties of the trunk-mount antenna. Mr. AUSTEIN noticed that when the unknown caller reported that he was turning north off Summer Avenue, the signal dropped to the point where Mr. AUSTEIN had difficulty hearing the transmissions.

When Mr. AUSTEIN arrived at the Union Hall, he was questioned by his instructor, Mr. EDWARD MORGAN, as to why he was late. Mr. AUSTEIN explained to him what had occurred in the presence of other persons at the Union meeting. Mr. FERGUSON, mentioned above, was one of those present. Mr. MORGAN indicated a displeasure over the fact that Mr. AUSTEIN had attempted to assist the police in locating the murderer of Dr. KING. FERGUSON at this time made the statement, "Were you the one that I heard in that mess on Channel 17?" Mr. AUSTEIN told FERGUSON that he (AUSTEIN) was the operator attempting to relay information to the police. FERGUSON made a remark to the effect that if AUSTEIN had "any sense at all," he should have helped the white Mustang to escape. FERGUSON went on to make other remarks indicating that AUSTEIN should not have assisted the police to catch a man who had performed a public service (FERGUSON indicating by his remarks that he thought that the person who killed Dr. KING had done a public service).

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AUSTEIN did not see FERGUSON again for some 45 minutes, when the entire group was dismissed early because of the curfew which had been imposed. As those present left the meeting, AUSTEIN told FERGUSON to call him on the CB radio when both were in their cars, because AUSTEIN wanted to see how his unit sounded. He added that this is a common practice among CB operators. Shortly thereafter FERGUSON did call AUSTEIN, and when FERGUSON started to talking on the CB radio, AUSTEIN associated FERGUSON's voice with the voice he had heard earlier from the unknown person who made the hoax transmissions as outlined above.

During this interview, Mr. AUSTEIN identified one of the other CB operators who attempted to assist the unknown caller and Mr. AUSTEIN as Mr. ED CHAUNCEY, Mr. CHAUNCEY having contacted the Police Department by telephone at the time the transmissions were being made by the unknown CB operator. He stated that Mr. CHAUNCEY also attempted to assist in getting the identity of the unknown caller and the location of the vehicles as the unknown caller was transmitting and claiming to be chasing the Mustang.

Mr. AUSTEIN also advised during this interview with Lieutenant HAMBY that he had previously assisted the Police Department in September 1966 when he chased a suspicious person who was later apprehended by the Police Department based upon the information which he relayed to the Police Department.

5/27/68

1

Inspector N. E. ZACHARY, Homicide Squad, Memphis Police Department, Memphis, Tennessee, advised his squad has done as much investigation as possible concerning a citizens band (CB) radio transmission on April 4, 1968, that appears to be a hoax. He commented this broadcast concerned the CB transmission at about 6:30 P.M. on April 4, 1968, by an individual allegedly in a 1966 blue Pontiac that was chasing a white Mustang east and north on Jackson Avenue, Memphis, Tennessee, at a high rate of speed. Inspector ZACHARY said that according to this transmission, the 2 cars were traveling at 95 miles an hour through the intersection of Stage Road and Austin Peay Highway (extension of Jackson Avenue) in Raleigh, a suburb of Memphis, and shortly thereafter it was alleged, according to the radio transmission that the white Mustang was shooting at the blue Pontiac. Inspector ZACHARY advised the Shelby County Sheriff's Office had two patrol cars at this intersection at the time of the alleged chase and they did not observe any cars pass this intersection at a high rate of speed.

Inspector ZACHARY advised their investigation indicates one EDDIE MONTEDONICO, age 17, son of Mr. and Mrs. E. L. MONTEDONICO, 3776 Highland Park Place, Memphis, Tennessee, may possibly have made the above mentioned CB radio transmission. He said when EDDIE MONTEDONICO was contacted, he did not specifically indicate he would not cooperate but commented if anyone knew anything about CB radios, it would be impossible to catch anyone making an illegal broadcast.

Inspector ZACHARY advised, therefore, no further investigation has been conducted by his squad due to the lack of specific information that EDDIE MONTEDONICO made the transmission and due to EDDIE MONTEDONICO's apparent lack of cooperation.

5/17/68

Memphis, Tennessee

Memphis 44-1987

SA HARLEY E. GYLFE:mnr

44-1987-1
5/23/68

FEDERAL BUREAU OF INVESTIGATION

1Date April 12, 1968

Mr. W. EUGENE SMITH, 3876 Bishop Ridge Road, Memphis, Tennessee, was interviewed in the presence of Lt. JAMES HAMBY, Homicide Bureau, Memphis Police Department, Memphis, Tennessee.

Mr. SMITH advised he believes he may have some information that would be of interest concerning a radio transmission on a citizen band unit during the early evening hours of April 4, 1968. Mr. SMITH advised he is referring to the transmission of an individual driving behind a white Mustang on Jackson Avenue in Memphis at a high rate of speed.

Mr. SMITH stated late in the evening on April 4, 1968, his wife received a telephone call from Mrs. E. HEWETT, 3440 Hardin Avenue, Memphis, Tennessee. He said that Mrs. HEWETT told his wife that her neighbor, WOODROW FRANKLIN, who resides at 3436 Hardin Avenue, Memphis, Tennessee, had come over to her house shortly after Dr. MARTIN LUTHER KING had been shot and told her that KING was killed. Mr. SMITH said Mrs. HEWETT commented that FRANKLIN was very elated over the shooting. He said that Mrs. HEWETT told his wife that FRANKLIN has a citizen band or ham radio in his garage.

Mr. SMITH stated that this information has bothered him since he has heard about the wild chase that occurred on Jackson Avenue, and he is of the opinion that it is possible FRANKLIN may have been the individual who made this broadcast.

Mr. SMITH advised he does not have any additional information and that he is merely furnishing this information on a confidential basis.

On 4/10/68 at Memphis, Tennessee File # Memphis 44-1987

J. HAMILTON E. GILLES, JR.

5/11/68

FEDERAL BUREAU OF INVESTIGATION

Date 7/29/68

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Mr. EDWARD L. MONTEDONICO, SR., 3776 Highland Park Place, Memphis, Tennessee, was contacted, July 15, 1968, at his place of business, the Van Court Rental Agency, Room 105, Commerce Title Building, 12 South Main Street, Memphis, Tennessee. Mr. MONTEDONICO was advised of the identity of the interviewing Agents and was advised the nature of the inquiry.

Mr. MONTEDONICO was advised that this inquiry relates to a citizens band (CB) radio transmission that occurred during the evening of April 4, 1968, at which time a Pontiac car with a CB unit alleged it was following a white Mustang that was involved in the murder of MARTIN LUTHER KING, JR., on that date. Mr. MONTEDONICO was further advised that investigation conducted in this matter indicates the type of equipment used in this transmission is the same type of CB equipment operated by his son, EDWARD L. MONTEDONICO, JR. He was further advised that information developed during the investigation indicated the transmission did not come from a mobile unit but rather came from a stationary unit and came from the direction of his residence. He was also advised it was specifically indicated it was his son that made the above mentioned CB radio transmission. It was pointed out to Mr. MONTEDONICO that inasmuch as it is believed his son is 17 years of age, he was being contacted prior to contact of his son.

Mr. MONTEDONICO advised he is aware of the CB radio transmission since he recalls reading about this incident in the local newspapers and secondly his wife advised him some time ago that an officer of the Memphis Police Department contacted her and their son about the incident. Mr. MONTEDONICO advised that at that time after the officer had talked to his son, he discussed this incident with his son. He said he learned from his son that his son did not make the broadcast. Mr. MONTEDONICO said he believes his son and added he has never known his son to lie to him in the past and sees no reason for his son to lie to him about this incident since punishment for a transmission of this nature would be minor.

On 7/15-17/68 at Memphis, Tennessee File # Memphis 44-1987

by ROBERT F. B. [unclear]
by HARLEY E. GALT

HAG/mir

7/29/68

ME 44-1987

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Mr. MONTEDONICO advised he will contact his son and determine when his son is available for interview because since his son's graduation from high school in June of this year he began to work in a local grocery store. Mr. MONTEDONICO said he has no objection to his son being interviewed concerning this matter.

Mr. MONTEDONICO advised on July 16, 1968, that his son had appointments on that date and it would be inconvenient for him to discuss this matter on that date.

On July 17, 1968, Mr. MONTEDONICO stated that his son was free during the morning and suggested that his son be contacted for a specific time for an interview.

F B I

Date: 8/13/68

Transmit the following in _____
(Type in plaintext or code)

Via AIRTEL AIRMAIL
(Priority)

TO: DIRECTOR, FBI (62-587)
FROM: SAC, TAMPA (62-963) (P)

PERNELL EZZELL
INFORMATION CONCERNING
(OO: TP)
(TP file 62-963)

KENSALT
(OO: LA)
(TP file 44-729)

MURKIN
(OO: ME)
(TP file 157-3231)

Re Bureau airtel to Tampa, Los Angeles and Memphis dated 8/7/68 and captioned "KENSALT" and "MURKIN"; Tampa airtels to the Bureau, Los Angeles and Memphis captioned "PERNELL EZZELL, INFORMATION CONCERNING", dated 6/11/68 and 7/19/68.

Attached are 11 copies of an LHM captioned "PERNELL EZZELL" and dated as above, for the Bureau.

- 3 - Bureau (Enc. 11) (RM)
- 2 - Los Angeles (Enc. 2) (RM)
- 1 - Memphis (Enc. 1) (Info) (RM)
- 4 - Tampa (1 - 62-963 - EZZELL)
(1 - 157-3231 - MURKIN)
(1 - 44-729 - KENSALT)
(1 - 80-139)

GWT:nh
(10)

ENCLOSURE
ENCLOSURE

54 AUG 30 1968

Special Agent in Charge

Sent _____ M Per _____

ORIGINAL FILED IN 62-587-934

NOT RECORDED
145 AUG 28 1968

25 AUG 17 1968

TP 62-963

Investigation in the attached LHM was conducted by SA GORDON W. TINDLE.

Copies of the LHM were disseminated locally to Secret Service, Jacksonville, Fla.; OSI, Robins AFB, Ga.; MI, Orlando, Fla. and NISO, Charleston, S. C., because they have cognizance.

LEADS

LOS ANGELES DIVISION

AT LONG BEACH, CALIF.

Will conduct credit and arrest checks in an effort to locate and interview the subject in accordance with instructions contained in re Bureau airtel.

AT LOS ANGELES, CALIF.

Will check credit and arrest files in an attempt to locate and interview the subject, as indicated above.

TAMPA DIVISION

AT ORLANDO, FLA.

Will maintain contact with the subject's wife, Mrs. FAY EZZELL, 636 22nd St., Orlando, Fla., in order to ascertain the subject's whereabouts, and set forth appropriate leads for an immediate interview.

Will maintain contact with Mr. EMORY A. DOWLING, JR., 2425 E. Colonial Dr., Orlando, for the above reason.



UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

In Reply, Please Refer to
File No.

Tampa, Florida
August 13, 1968

PERNELL EZZELL

Reference is made to prior communications in the captioned matter, the most recent one being dated June 19, 1968.

Mr. Emory A. Dowling, Jr., son of the owner of Perdue Radio, Television and Appliances, Inc., 2425 East Colonial Drive, Orlando, Florida, furnished the following information on August 12, 1968:

Pernell Ezzell recently had his Florida driver's license revoked because he had been involved in an accident some months ago in North Carolina. Ezzell had to terminate his employment with the company as a color TV technician because he was unable to drive a car and his services were not needed on a full time basis in the shop. Because he was unable to do his job in Florida, he went to California to seek employment. At that time, he was not drinking and he was perfectly normal. He had just returned from a trip to North Carolina, where he had gotten his 1965 Buick automobile back from an automobile repair garage.

On Saturday, August 10, 1968, Mr. Dowling had received a long distance telephone call from a manager of a motel in Long Beach, California. He could not recall the manager's name or the identity of the establishment which he represented. The manager inquired as to whether he should cash a check for Pernell Ezzell in the amount of about \$200.00 and he refused to recommend cashing the check. He could not recall the name of the bank on which the check was drawn and he said he did not speak with Ezzell at the time, but he believed he was standing nearby during the telephone call.

44-38861-
ENCLOSURE

PERNELL EZZELL

Mr. Dowling said that he had no further information concerning Ezzell at this time.

On August 12, 1968, Mrs. Fay Ezzell, wife of Pernell Ezzell, 636 22nd Street, Orlando, Florida, furnished the following information:

Pernell Ezzell had his driver's license revoked for five years by the State of Florida because he had hit a bridge with his 1965 Buick in or near Fayetteville, North Carolina, or Clinton, North Carolina, during his last escapade. He had been charged with driving while intoxicated. Ezzell said that he had paid for the damages to the bridge, but his license was still revoked last week. Mrs. Ezzell said that her husband tried to obtain bench work as a TV technician in the Orlando, Florida, area, but he was unsuccessful, since he had no driver's license and he could not travel throughout the city to do his work. She advised that he left Orlando on Monday, August 5, 1968, for California, in order to seek employment.

On Thursday, August 9, 1968, he called in the middle of the night, saying that he was in Los Angeles, California, working for an aircraft plant and making good money. He did not mention the name of his employer or the location of the aircraft plant. He told his wife that he wanted her and the family to fly out in the near future when he would send money.

On Saturday, August 11, 1968, Ezzell called about 8:00 P.M., saying he was in Los Angeles, California. He remarked to the effect that he had been out of the country and he had just gotten back, therefore, he had not gotten a permanent address. He did not state where he could be reached or the name of his employer. He did not say where he had gone while he was out of the country. Mrs. Ezzell said she is bitter because her husband had run up about a \$1,000.00 debt on his American Express Credit Card during his last escapade and he still has this card. She said that she wanted him to show good faith by supporting her and their child before she would decide whether or not to go to California. Mrs. Ezzell said that she was not certain whether or not Ezzell had been drinking, but she was unable to detect that he was under the influence of alcohol from the sound of his voice on the two occasions on which he made calls. She said that if he does

PERNELL EZZELL

not help support their child, she will change her telephone number to an unlisted telephone number in the near future to avoid getting telephone calls from her husband in the middle of the night. She explained that she has to go to work very early each day. She said that she did not believe Ezzell's story about being out of the country and that he had possibly utilized the story to cover up for a period during which he had been drunk. She said that she could not believe but very little of any statements that Ezzell made to her and she, therefore, does not question him when he calls her. She said that she has no information as to her husband's exact whereabouts, the identity of his employer, or any of the details or location of the foreign trip that he allegedly made. She said that she did not believe him because he did not previously have a passport and he had not had time to obtain a passport before allegedly going out of the country. She said that she is waiting to see if he shows good faith by sending money for her and their child's support or whether he will go on another escapade and go deeper into financial trouble.

On August 12, 1968, Mrs. Mary Smith, Orange County Drivers License Office, Orlando, Florida, furnished the following information:

Pernell (no middle name) Ezzell, 636 22nd Street, Orlando, Florida, was issued chauffeur's license number H94422 on April 8, 1968. It was ordered revoked for five years by the Department of Public Safety, State of Florida, Tallahassee, Florida, for driving while intoxicated on the third offense within a ten-year period. It became effective May 27, 1968, but the order was not received and executed in Orlando, Florida, until August 6, 1968. The revocation resulted from Ezzell being convicted of driving while under the influence of intoxicants in the State of North Carolina. One of his other suspensions of his driver's license was from August 18, 1967, until February 29, 1968, because he forfeited bond in the State of South Carolina, on a charge of driving while under the influence of intoxicants.

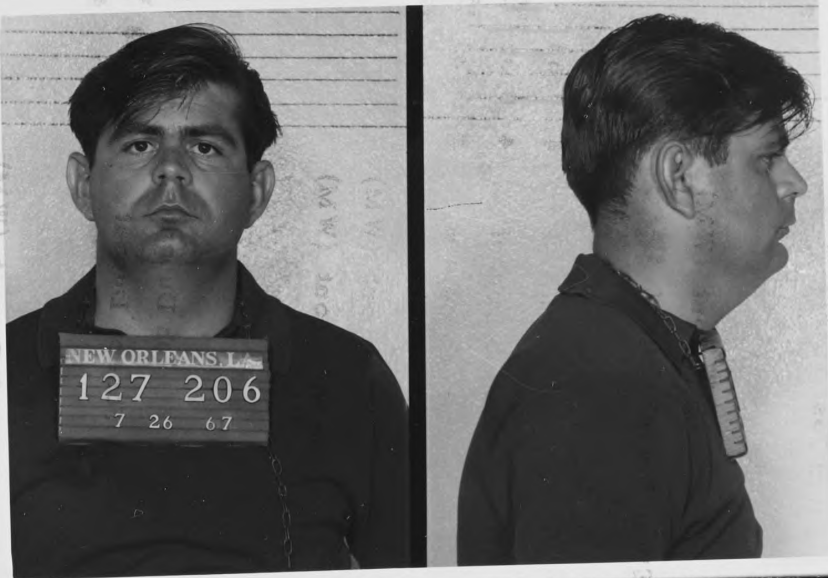
Mrs. Smith said that she did not have a record of the third offense pertaining to Ezzell.

PERNELL EZZELL

On August 12, 1968, Mrs. LILA HOEQUIST, Orange County Auto Tag Office, Orlando, Florida, furnished the following information:

Pernell Ezzell or Fay Ezzell, 636 22nd Street, Orlando, Florida, obtained Florida automobile license registration number 7W-10531, on May 1, 1968, for a 1965 Buick, two-door sedan, and Florida license 7-1518 on the same date, for a 1966 Chevrolet, two-door sedan. The file contained no additional descriptive information pertaining to these automobiles.

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.



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