

File No. 44-1987-1A-200Date Received 4/5/68From GENE PEARSON CRAWFORD
(NAME OF CONTRIBUTOR)32-B Westwood Gardens
(ADDRESS OF CONTRIBUTOR)Jackson, Tenn.
(CITY AND STATE)By SA FRANKLIN L. JOHNSON
(NAME OF SPECIAL AGENT)To Be Returned Yes ☐
No ☒

Description:

4 pages of handwriting
on yellow, lined paper,
beginning "March 25, 1968..."
and ending "...I go on and on
and on."

March 25, 1968

I got up at 5:50 AM from my bed at home where I had spent the weekend. This had been one of the pleasantest times at home for me since my marriage to Margaret nine years ago. Indeed the way Margaret had acted this weekend made it a refreshing time for me though deep within I knew that a sweeping change was imminent. A change that would affect not only her life and mine but all of our people and many scattered throughout our country. I almost did not go home for the weekend but I was hoping right up to the last moment ~~minute~~ that somehow I could

avoid having to sever my
relations ~~from~~ ^{with} everyone and
everything I have known and
loved. (I only hope now that
this separation and the road
ahead for me will bring the
peace and fellowship with God
which I want and must have
above anything else. For years
I have prayed that God would
allow me to suffer ⁱⁿ any way ~~or~~
In whatever way He ^{desired} ~~saw fit~~.
I have hoped He would so
order things that I might be
drawn closer to Him and that
my life might become a pleasure
to Him.) Now the axe has fallen!
I am chopped away from family
and home and likely never

to be with my loved ones again.
I am a fugitive. Like the first
murderer, I have slain the
tender flower of trust. I have
trodden down that which was
lovely. Alas! I choke as I feel
her tears soak through my
clothing as ~~terribly~~ she nestles
in my arms. My hands
feel strange. There is a
~~st~~ coldness in my veins.

A chill hangs icily over
the room. My children
call for me. They ask for
me but I am not there. Am
I dead? do I live? What is
there left for me? Will I be
chased and cornered and
finally penned up like an

animal? Other questions - other
misgivings, doubts, and fears
pound and pound and dizzyly -
I go on and on and on.

File No. 44-1987-1A-201Date Received 6/25/65From Director
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By Me
(NAME OF SPECIAL AGENT)To Be Returned ☐ Yes
☒ NoReceipt given ☐ Yes
☐ No

Description: 2 photos of subjects clothing, one of laundry mark in neckband of shirt, & one of a different laundry mark appearing on a pair of shorts

Serial - Sub M-104



2025 RELEASE UNDER E.O. 14176

100-61-6861-744



2025 RELEASE UNDER E.O. 14176

44-1987-BA-201

(Title) _____

(File No.) 44-1987-1A

202. 6-27-68 P.D. report dated 4-13-68 RE: C.B. Radio Investigation
203. 6-28-68 2 color photos THOMAS ALBERT TARRANTS, III Tkn 12-67
204. 6-28-68 2 photo MARCUS NEIL PARRIS, TKN ?
205. 6-28-68 3 photos DAVID ~~AKK~~ ARLEN HATHACHER, tkn 6-65
206. 6-28-68 1 photo of WILLIAM LESLIE WILLARD tkn 5-67
207. 6-28-68 1 photo of JAMES H. SILVER, tkn ?
208. 6-28-68 3 photos LYNN RAY CLEVELAND, tkn ?
209. 6-28-68 2 photo JIMMY GEO. ROBINSON, tkn ?
210. 6-28-68 1 photo of JOHN W EUGENE WILLARD, tkn ?
211. 6-28-68 2 photos LYNN EARL DE VILBISS, tkn ?
212. 6-28-68 1 photo of Capt. Daonald L. Lohmeier, tka 3/68

Disposition:

File No. 44-1987-1A-203Date Received 6/12/68From N.E. Zachary

(NAME OF CONTRIBUTOR)

P.D.

(ADDRESS OF CONTRIBUTOR)

Memphis, Tenn.

(CITY AND STATE)

By Gulfe

(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes☒ NoReceipt given ☐ Yes☒ No

Description:

P.D. report dated 4/13/68.
re C.B. Radio Investigation

1 Kerox cc fwd Bu, 7/29/68.

Serial - Sub - 236

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

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

REPORTED BY: LT. J. D. HAMBY

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 Oakhaven 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 GLR-2. It was noticed that the house seemed to be locked up, and there was no car in the driveway.

At this time it 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 was also known that her son, James Strasuer, who is a fire marshall, and her daughter, Martha 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

4-13-68

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 Kistler, 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. R. 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

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 automobile 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 south, 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

'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 Citizen's 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 CB 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 Keso 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 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

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 motioned 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 Pass 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 transisterized 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. Aske 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 S-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 officer 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 ~~xxxx~~ from Highland ~~xxxxxxxxxxxxxxxx~~ 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. ~~xxxx~~

Dispatcher - Pull up to White Station and Summer.

413 - O.K., 413.

Dispatcher - 415

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

156 - 156 St. Joseph

Dispatcher - 415, 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.

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 CBR, 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 CBR 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 CBR, and had FCC license KOM-4395, and that he monitors channel 11, and has been a CBR 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 Shanep, 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.

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 Costia 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 / % / 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 CBER 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

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 CBr 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 alibi 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, ph. 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 KDX3614. 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:

"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 F.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 Fkwy 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 hollered 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 pnx 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 myself. 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.

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 ham 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

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 here 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 Frederick 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 1/4 miles. From the halicraft receiver to Union and Cooper, three miles, and from the halicraft receiver to Southern and Tanglewood, 3 and 1/4 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 are 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.

4-13-68

While checking this area, a young male white, whom I later learned to be [REDACTED] [REDACTED] [REDACTED] 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 CBar 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 (CBar) in the neighborhood that drowned 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, [REDACTED], had to go to school and would be home after 3:00 PM.

She then invited me into [REDACTED]'s room to check his radio stating that he knew nothing of the radio, and that maybe if I looked I could get the information that I needed without waiting for [REDACTED] to come home. I found that the parents of [REDACTED] had converted the attic into a room for [REDACTED] and it contained the usual bedroom furniture along with a ham radio set, and a CB radio set. She said that [REDACTED] 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 ^{with} 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 [REDACTED] to get on Channel 17 and talk so that we might recognize his voice.

On April 15, 1968 at 3:15 PM, I received a telephone from [REDACTED] and during this conversation with him, he did not specifically indicate that he would not cooperate by broadcasting on Channel 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 [REDACTED] had made the above statement and since he had been a CBar 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 Inspector Zachary.

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 halicraft receiver and the suspect's location is hereby attached in this report to aid and assist in better understanding the chase and why [REDACTED] 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.

File No. 44-1987-1A-203Date Received 4/5/68From JN, MISS
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By ME
(NAME OF SPECIAL AGENT)To Be Returned ☐ Yes
☒ NoReceipt given ☐ Yes
☐ No

Description:

2 color photos THOMAS ALBERT TARRANTS
III TKN 12/67rec'd by R/S JN. JN 4/5/68
(20)

shown to
Brewer - no
Stipkens - no



2025 RELEASE UNDER E.O. 14176

THOMAS ALBERT TARRANTS III

RACE WHITE

SEX MALE

BORN



HT. 6'1"

WT. 150

HAIR DARK BROWN

EYES BROWN

FBI # 992 582 E

POB mobile, ALABAMA

me 44-1987-1A-203

Jackson 4-5-1A4



2025 RELEASE UNDER E.O. 14176

THOMAS ALBERT TARRANTS, III

RACE WHITE

SEX MALE

BORN



HT: 6'1"

WT: 150

HAIR DARK BROWN

EYES BROWN

FBI # 992 582 E

POB MOBILE, ALABAMA

ME 44-1987-1A-223

Jackson 1-5-1A4

File No. 44-1987-1A-204Date Received 4/8/68From CE BY R/S 4/6/68
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By ME
(NAME OF SPECIAL AGENT)To Be Returned ☐ Yes
~~XXX~~
☒ NoReceipt given ☐ Yes
☒ No

Description:

2 photos MARCUS NEIL PARRIS TKN?

rec'd by R/S Jv Ce 4/8/68



2025 RELEASE UNDER E.O. 14176

MARCUS NEIL PARRIS

44-1987-1A-204



2025 RELEASE UNDER E.O. 14176

MARCUS NEIL PARRIS

44-1987-1A-204

File No. 44-1987-1A-225

Date Received 4/8/68

From SO, FAYETTE CO. OHIO
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By ME
(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes
☒ No

Receipt given ☐ Yes
☐ No

Description:

3 photos DAVID ARLEN HATMACHER
TKN 6/65



2025 RELEASE UNDER E.O. 14176

SHERIFF'S DEPT.
FAYETTE COUNTYName David Arlen HatmacherAlias D. O. B. Height 6'7" Weight 190Hair Brown Eyes BrownComp. Dark Build StockyF. P. C. F. B. I. 596-625-D O. S. B. A-1313-459Name BurglaryMarks & Scars Scar inside right wristP. P. C. F. B. I. me 44-1987-1A-205



2025 RELEASE UNDER E.O. 14176

SHERIFF'S DEPT.
FAYETTE COUNTY

2

Name David Arlen Hatmacher

Alias

D. O. B.

Height 6' Weight 190

Hair Brown Eyes Brown

Comp. Dark Build Stocky

F. P. C.

F. B. I. 596-625-D O. S. B. A-313-459

Crime Burglary

Marks & Scars Scar inside right Wrist

me 44-1987-1A 205

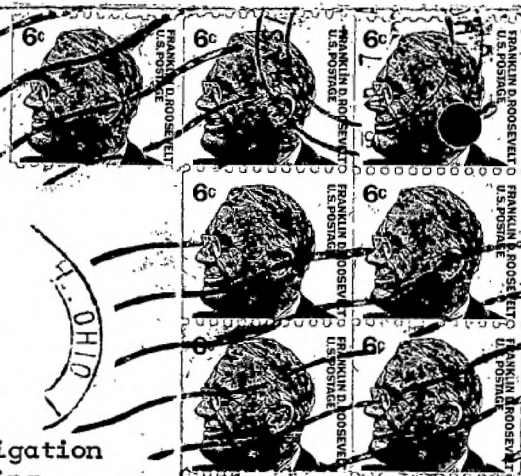
DONALD L. THOMPSON
SHERIFF
FAYETTE COUNTY
WASHINGTON C. H., OHIO
43160.

*3 Photos
Nle
man*

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
APR 8 1968	
FBI - MEMPHIS	



Special Agent in Charge
Federal Bureau of Investigation
841 Federal Office Building
Memphis, Tennessee 38103



AIR MAIL
SPECIAL DELIVERY

Rush

MEMPHIS
1968

File No.

44-1987-1A-286

Date Received

4-8-68

From

New Haven by r/p

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By

Memphis

(NAME OF SPECIAL AGENT)

To Be Returned ☐ Yes☒ NoReceipt given ☐ Yes☐ No

Description:

1 photo of William
Leslie Willard taken 5/64

4-12 Carpenter
rejected photo.
RHL



2025 RELEASE UNDER E.O. 14176

WILLIAM L. WILLARD 44249
BORN [REDACTED] HARTFORD, CONN

6'2" - 3"

190 lbs

HEAVY BUILD

BW HAIR

BLUE EYES

Comp - DARK-SWARTHY

GOOD TEETH

WEARS GLASSES

SOFT OR LOW VOICE

SEALED - U.S. ARMY

(FORT JACKSON, S.C.)

Residence - 57 RAYMOND Rd
WEST HARTFORD, CONN.

FBI #30999G

me 44-1987-1A-246

File No. 44-1987-1A-207Date Received 4-11-68From Bureau
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By me
(NAME OF SPECIAL AGENT)To Be Returned ☐ Yes
☒ NoReceipt given ☐ Yes
☐ No

Description:

1 Photo ~~Silver~~ James
H Silver then?