

FEDERAL BUREAU OF INVESTIGATION
FOI/PA
DELETED PAGE INFORMATION SHEET
FOI/PA# 1464063-2

Total Deleted Page(s) = 6

- Page 3 ~ Duplicate;
- Page 4 ~ Duplicate;
- Page 5 ~ Duplicate;
- Page 6 ~ Duplicate;
- Page 7 ~ Duplicate;
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FBI

TRANSMIT VIA:

- Teletype
- Facsimile
- AIRTEL

PRECEDENCE:

- Immediate
- Priority
- Routine

CLASSIFICATION:

- TOP SECRET
 - SECRET
 - CONFIDENTIAL
 - UNCLAS E F T O
 - UNCLAS 1/13/88
- Date _____

1 TO: SAC, LOS ANGELES (149A-2178)

2 FROM: SAC, ALEXANDRIA (149A-382) (RUC)

3 UNSUB;

4 PSA FLIGHT 1771,

5 LOS ANGELES TO SAN FRANCISCO, 12/7/87;

6 DAMV;

7 (00:LA)

Reference WFO teletype to Director, dated 12/10/87.

8 For information of Los Angeles, on December 10,

9 1987, SA [redacted] accepted FBI evidence from

10 [redacted] United Airlines* Flight #76, arriving

11 at Washington Dulles International Airport on December 10,

12 1987, and hand carried said evidence to SSA [redacted]

13 FBI, Newington.

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14 On December 10, 1987, SRA [redacted] accepted

15 evidence from [redacted] Eastern Airlines, at Washington

16 Dulles International Airport, said evidence being a envelope

17 containing Los Angeles airtel regarding laboratory examine

18 of typewriter ribbon and cassette. Evidence retained

19 is custody of SRA [redacted] and on December 11, 1987, hand

20 carried to FBI Alexandria and SA [redacted] accepted

21 custody and transported to FBI Headquarter Laboratory Division

on December 11, 1987.

As no further investigation remains within Alexandria, this matter is RUC'D.

2- Los Angeles

1- Alexandria

AAM: jll

(3) - jll

[Handwritten signature]

[Handwritten initials]

1*

149A-382-2

SEARCHED INDEXED

SERIALIZED FILED

Approved: _____ Transmitted _____ Per _____

(Number) (Time)

FEDERAL BUREAU OF INVESTIGATION
FOI/PA
DELETED PAGE INFORMATION SHEET
FOI/PA# 1464063-2

Total Deleted Page(s) = 88

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- Page 8 ~ Duplicate;
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- Page 10 ~ Duplicate;
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Page 137 ~ Duplicate;
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Page 142 ~ Duplicate;
Page 144 ~ Duplicate;
Page 147 ~ Duplicate;
Page 148 ~ Duplicate;
Page 157 ~ Duplicate;
Page 160 ~ Duplicate;
Page 161 ~ Duplicate;
Page 171 ~ Duplicate;
Page 172 ~ Duplicate;
Page 175 ~ Duplicate;
Page 176 ~ Duplicate;
Page 182 ~ Duplicate;

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X   Deleted Page(s)   X  
X   No Duplication Fee X  
X   For this Page     X  
XXXXXXXXXXXXXXXXXXXXXXXXXXXXX
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Date 3/21/89

Title and Character of Case

DAVID AUGUSTUS BURKE aka
Destruction of PSA Flight 1771
12-7-87
DAMV 00:LA

Date Property Acquired 3/21/89 Source From Which Property Acquired FBI LAB

Location of Property or Bulky Exhibit Bulky Reason for Retention of Property and Efforts Made to Dispose of Same EVIDENCE

To Be Returned See Serial Agent Submitting Property or Exhibit Agent Assigned Case
 Yes No

Yes No Grand Jury Property - Disseminate Only Pursuant to Rule 6(e), Federal Rules of Criminal Procedure.

Yes No Property to be Forfeited to the Government

Description of Property or Exhibit

Handwriting EXEMPLARS
of [redacted]

b6
b7C

For Valuable and/or Narcotics Evidence Only
Evidence Bag Seal # _____ Signature of Two Special Agents Verifying and Sealing Bag Contents _____

SEMIANNUAL INVENTORY CERTIFICATION TO JUSTIFY RETENTION OF PROPERTY (Initial and Date)

Field File # 149A-341-1B1
OO: LA

BLOCK STAMP
SEARCHED INDEXED
SERIALIZED FILED
MAR 21 1989
FBI-BUFFALO

FORMS.TEXT HAS 1 DOCUMENT

INBOX.1 (#545)

TEXT:

OMD 0002 349 2006Z

PP HQ BU LA

DE OM

P 15 2006Z DEC 87

FM OMAHA (149A-411) (P)

TO DIRECTOR PRIORITY

BUFFALO PRIORITY

LOS ANGELES PRIORITY

BT

UNCLAS

DAVID AUGUSTUS BURKE, AKA DAVID ALEXANDER BURKE;
DESTRUCTION OF PSA FLIGHT 1771, DECEMBER 7, 1987;
DAMV; OO:LOS ANGELES

RE OMAHA TELCALL TO LOS ANGELES, DECEMBER 15, 1987.

FOR INFORMATION OF RECEIVING OFFICES, [REDACTED]

MUTUAL OF OMAHA INSURANCE COMPANY, OMAHA, NEBRASKA,
TELEPHONICALLY CONTACTED THE OMAHA OFFICE OF THE FBI
AND ADVISED AS FOLLOWS:

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IN MAIL RECEIVED DECEMBER 15, 1987, TWO SEPARATE
LIFE INSURANCE POLICIES WERE PURCHASED BY DAVID A.
BURKE, 121 WEST SPRING STREET, APARTMENT C, LONG BEACH,

SEARCHED	
Manual Indices	_____
FOIMS Indices	_____
Confid. Indices	_____
ELSUR Indices	_____
OCIS	_____

149A-341-7

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 15 1987	
FALO	

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PAGE TWO OMAHA 149A-411 UNCLAS

CALIFORNIA, IN THE AMOUNTS OF \$195,000.00 AND \$100,000.00.
THE TWO POLICIES WERE PURCHASED ON DECEMBER 7, 1987,
AT 2:30 P.M., AT THE LOS ANGELES INTERNATIONAL AIRPORT,
LOS ANGELES, CALIFORNIA. THE BENEFICIARY IS LISTED ON
BOTH POLICIES AS
ROCHESTER, NEW YORK.

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ORIGINAL POLICIES WILL BE SECURED AS EVIDENCE
AND FORWARDED TO FBI IDENTIFICATION DIVISION, LATENT
FINGERPRINT SECTION, AND FBI LABORATORY FOR PROCESSING.

INFORMATION COPY BEING SENT TO BUFFALO DIVISION.
HOLD ALL LEADS IN ABEYANCE UNTIL ADVISED BY OFFICE OF
ORIGIN.

BT

—>

INBOX.1 (#567)

TEXT:

QMG 0006 350 1719Z

PP HQ LA BU NH

DE QM

P 16 1719Z DEC 87

FM OMAHA (149A-411)(P)

TO DIRECTOR (PRIDRITY)

LOS ANGELES (149A-2178)(PRIORITY)

BUFFALO (PRIORITY)

NEW HAVEN (PRIORITY)

BT

UNCLAS

DAVID AUGUSTUS BURKE, AKA DAVID ALEXANDER BURKE; DESTRUCTION OF
PSA FLIGHT 1771, DECEMBER 7, 1987; DAMV; OO: LOS ANGELES.

RE LOS ANGELES TELETYPES DECEMBER 11, 1987 AND DECEMBER 15,
1987, AND OMAHA TELETYPE DECEMBER 15, 1987.

ON DECEMBER 15, 1987, CONTACT WAS MADE WITH [REDACTED]

[REDACTED] TELE-TRIP COMPANY, 3201 FARNAM
STREET, OMAHA, NEBRASKA, TELEPHONE NUMBER [REDACTED]

[REDACTED] FURNISHED THREE INSURANCE APPLICATIONS FOR
DAVID BURKE. A REVIEW OF THESE RECORDS INDICATES TWO OF THE
POLICIES ARE UNDERWRITTEN BY MUTUAL OF OMAHA AND THE THIRD

Handwritten initials

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SEARCHED
Manual Indices _____
FOIMS Indices <u> </u>
Confid. Indices _____
<input checked="" type="checkbox"/> SUR Indices _____
OCIS _____
[REDACTED]

149A-341-8

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 16 1987	
[REDACTED]	[REDACTED]

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PAGE TWO

OMAHA 149A-411

UNCLAS

IS UNDERWRITTEN BY THE TRAVELERS INSURANCE COMPANY, HARTFORD, CONNECTICUT. THE FOLLOWING IS A SUMMARY OF THOSE POLICIES:

A) MUTUAL POLICY TYPE T18BA, NUMBERED 05802B, IS A TWENTY FOUR HOUR, ALL ACCIDENT POLICY IN THE AMOUNT OF \$100,000, IN THE NAME OF DAVID A. BURKE, 121 W. SPRING ST., NUMBER C, LONG BEACH, CALIFORNIA, NAMING THE BENEFICIARY AS [REDACTED] [REDACTED] ROCHESTER, NEW YORK, EFFECTIVE 2:30 P.M., DECEMBER 7, 1987. WITH THIS TYPE OF POLICY, THE CUSTOMER RETAINS A CARBON COPY AND MUTUAL RETAINS THE ORIGINAL.

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B) MUTUAL POLICY TYPE T40AV, NUMBERED A386499, WHICH IS VALID FOR A SINGLE ROUND TRIP FLIGHT PACKAGE, DESIGNATED AS PSA FLIGHT 1769, FROM LAX TO SAN FRANCISCO AND RETURNING TO LAX, IN THE AMOUNT OF \$195,000, IN THE NAME OF DAVID BURKE, SAME ADDRESS PREVIOUSLY MENTIONED, SAME BENEFICIARY INFORMATION PREVIOUSLY MENTIONED, EFFECTIVE 2:30 P.M., DECEMBER 7, 1987. WITH THIS TYPE OF POLICY, THE CUSTOMER RETAINS THE ORIGINAL AND MUTUAL RETAINS THE CARBON COPY.

C) TRAVELERS INSURANCE POLICY NUMBERED 4875076, WHICH IS VALID FOR A ROUND TRIP ORIGINATING ON PSA FLIGHT 1769, DESTINED FOR SAN FRANCISCO, IN THE AMOUNT OF \$75,000, IN

PAGE THREE

OMAHA 149A-411

UNCLAS

THE NAME OF DAVID A. BURKE, SAME ADDRESS AND BENEFICIARY INFORMATION PREVIOUSLY MENTIONED, EFFECTIVE DECEMBER 7, 1987, WITH NO TIME LISTED. WITH THIS TYPE OF POLICY, TRAVELERS INSURANCE RETAINS THE ORIGINAL, WHILE MUTUAL AND THE INSURED RECEIVE CARBON COPIES.

[REDACTED] ADVISED THAT MUTUAL OF OMAHA HAS A \$300,000 MAXIMUM ON INSURANCE PURCHASED, WHICH LED THE PURCHASER, PRESUMABLY BURKE, TO PURCHASE ADDITIONAL INSURANCE UNDERWRITTEN BY TRAVELERS INSURANCE COMPANY, THE MAXIMUM BEING \$75,000.

[REDACTED] STATED THAT THE TRAVELERS INSURANCE WAS PURCHASED WITH THE MUTUAL POLICIES AT THE TELE-TRIP COUNTER IN THE PSA TERMINAL LOCATED AT LAX. THE SALES AGENT WAS [REDACTED] HER IMMEDIATE SUPERVISOR AND THE INDEPENDENT OPERATOR AT THE COUNTER IS [REDACTED] TELEPHONE [REDACTED]

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[REDACTED] STATED HE BECAME AWARE OF THE CRASH ON THE EVENING OF DECEMBER 7, 1987, BY TELEPHONE FROM LOS ANGELES. ON DECEMBER 9, 1987, [REDACTED] TELEPHONICALLY CONTACTED [REDACTED] AND ADVISED HIM THAT DAVID BURKE WAS THE ONLY INDIVIDUAL TO HAVE PURCHASED TRIP INSURANCE PRIOR TO THE DEPARTURE OF PSA 1771.

[REDACTED] STATED THE PURCHASE OF THIS INSURANCE REQUIRES NO

PAGE FOUR

OMAHA 149A-411

UNCLAS

IDENTIFICATION, ALTHOUGH IT IS CUSTOMARY TO DISPLAY A VALID AIRLINE TICKET.

[] STATED MUTUAL MAINTAINED THE CARBON COPY OF THE POLICY AND THE ORIGINAL COPY OF THE TRAVELERS INSURANCE POLICY WAS FORWARDED TO [] TRAVELERS INSURANCE COMPANY, TICKET AND TRAVEL PLANS UNIT - 9NB, 1 TOWER SQUARE, HARTFORD, CONNECTICUT.

FOR INFORMATION, THE POLICIES OBTAINED FROM [] WILL BE FORWARDED TO THE IDENTIFICATION DIVISION FOR LATENT FINGERPRINT EXAMINATION, AND LABORATORY FOR POSSIBLE HANDWRITING COMPARISONS.

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NEW HAVEN AT HARTFORD, CONNECTICUT. OBTAIN ORIGINAL TRAVELERS INSURANCE POLICY NUMBER 4875076 FROM [] TRAVELERS INSURANCE COMPANY, TOWER SQUARE, AND FURNISH SAME TO IDENTIFICATION DIVISION, FBIHQ, FOR LATENT EXAMINATION, AND LABORATORY FOR POSSIBLE HANDWRITING COMPARISONS.

LOS ANGELES AT LOS ANGELES, CALIFORNIA. INTERVIEW [] [] AND [] FOR ALL DETAILS, NOTING POSSIBLE DISCREPANCIES IN THE EFFECTIVE TIME, 2:30 P.M. AND INSURANCE POLICY FLIGHT DESCRIPTION AS NUMBER 1789 RATHER THAN 1771.

PAGE FIVE

OMAHA 149A-411

UNCLAS

OMAHA AT OMAHA, NEBRASKA. WILL FORWARD DOCUMENTS OBTAINED
DECEMBER 15, 1987, TO IDENTIFICATION DIVISION AND LABORATORY
FOR FINGERPRINT AND HANDWRITING EXAMINATIONS.

BT

#

→

FORMS.TEXT HAS 1 DOCUMENT

INBOX.1 (#627)

TEXT:

NH0016 3522126Z

PP HQ LA BU OM

DE NH

F 182126Z DEC 87

FM: NEW HAVEN (149A-NEW) (P)

TO: DIRECTR (PRIORITY)

LOS ANGELES (149A-2178) (PRIORITY)

ATTN: [REDACTED]

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b7C

BUFFALO (PRIORITY)

ATTN: SA [REDACTED] - ROCHESTER RA

[Handwritten signature]

OMAHA (149A-411) (PRIORITY)

BT

UNCLAS

DAVID AUGUSTUS BURKE, AKA DAVID ALEXANDER BURKE; DESTRUCTION

OF PSA FLIGHT 1771, 12/7/87; DAMV; OO: LA

RE: OMAHA TELETYPE TO THE BUREAU AND LA 12/16/87, HARTFORD
RA TELEPHONE CALL TO LOS ANGELES 12/18/87.

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ON 12/18/87, [REDACTED] TICKET AND TRAVEL PLANS
UNIT, TRAVELERS INSURANCE COMPANY, POWER SQUARE, HARTFORD, CT.
ADVISED HE HAD ALREADY BEEN IN RECEIPT OF A PHONE CALL FROM
MUTUAL OF OMAHA INSURANCE COMPANY PERTAINING TO A TRAVEL

SEARCHED
Manual Indices _____
FOIMS Indices _____
Confid. Indices _____
ELSUR Indices _____
OCIS _____
[REDACTED]

[Handwritten signature]

149A-341-9

SEARCHED	INDEXED
SERIALIZED <i>[initials]</i>	FILED <i>[initials]</i>
DEC 18 1987	
FBI - BUFFALO	

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b7C
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NH 149A-NEW

PAGE THREE

UNCLAS

ORIGINAL COPY FROM HER. AT THE SAME TIME IT IS SUGGESTED THAT SHE BE ASKED TO FURNISH ANY ORIGINAL OR COPIES OF THE TRAVEL INSURANCE PAPERS UNDERWRITTEN BY MUTUAL OF OMAHA WHICH WERE SET FORTH IN REFERENCED TELETYPE.

NEW HAVEN DIVISION AT HARTFORD WILL MAINTAIN CONTACT WITH TO DETERMINE SUITABILITY OF SAC LETTER OF REQUEST FOR POLICY RECORDS IN LIEU OF SUBPOENA ISSUED BY LOS ANGELES DIVISION.

BT

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*

Memorandum



To : SAC, BUFFALO

¹⁴⁹
(~~164A-NEW~~)

Date 12-11-87

From : SA

Subject : DESTRUCTION OF PACIFIC SW AIRLINES
FLIGHT # 1771
CAA-INTERFERENCE
OO:LA

b6
b7C

On 12/11/87, an anonymous male telephone caller, who stated he was an airlines employee, who didn't want to get involved, advised that who gave DAVID BURKE the gun, worked for USAIR in

Above for information & indexing.

[Handwritten mark]

PFS
(2)

Motor 2: Indices

SEARCHED	<i>RIG ✓</i>
Qual Indices	<i>RIG ✓</i>
AS Indices	<i>RIG ✓</i>
Ad. Indices	
LSUR Indices	
CIS	

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b7E

149A-341-10

SEARCHED	INDEXED <i>mm</i>
SERIALIZED <i>mm</i>	FILED <i>mm</i>
DEC 11 1987	
FBI-BUFFALO	

[Handwritten signatures and initials]

FORMS.TEXT HAS 1 DOCUMENT

OUTBOX.1 (#273)

TEXT:

VZCZCBUD006

PP HQ AT NH LA OM

DE BU #0006 3570002

ZNR UUUUU

P 230241Z DEC 87

FM BUFFALO (149A-341) (P)

TO DIRECTOR PRIORITY

ATLANTA PRIORITY

NEW HAVEN PRIORITY

LOS ANGELES (149A-2179) PRIORITY

OMAHA (149A-411) PRIORITY

BT

UNCLAS

DAVID AUGUSTUS BURKE, AKA DAVID ALEXANDER BURKE; DESTRUCTION
OF PSA FLIGHT 1771, DEC. 7, 1987; DAMV; (OO LOS ANGELES)

RE NEW HAVEN TELETYPE DATED DEC. 16, 1987; NO COPY TO
ATLANTA.

FOR INFORMATION OF ATLANTA, REFERENCED TELETYPE, AS
WELL AS PREVIOUS LOS ANGELES' TELETYPES, ADVISED THAT
CAPTIONED SUBJECT OBTAINED THREE SEPARATE INSURANCE POLICIES
ON DEC. 7, 1987. TWO OF THESE POLICIES BEING WITH MUTUAL OF

149A-341-11

A

Searched	Serialized <i>me</i>
Indexed	Filed <i>me</i>

PAGE TWO DE BU 0006 UNCLAS

OMAHA INSURANCE COMPANY, OMAHA, NEBRASKA, AND ONE WITH TRAVELERS INSURANCE COMPANY, HARTFORD, CONNECTICUT.

INVESTIGATION AT LOS ANGELES HAS REVEALED THAT CAPTIONED SUBJECT HAD SENT PAPERWORK REGARDING ONE OR MORE OF THESE POLICIES TO [REDACTED] ROCHESTER, NEW YORK. ON DEC. 21, 1987, [REDACTED] ADVISED THAT SHE HAD RECEIVED INSURANCE PAPERWORK FROM SUBJECT BUT HAD GIVEN THIS PAPERWORK TO [REDACTED]

[REDACTED] STONE MOUNTAIN, GEORGIA, TELEPHONE NUMBER [REDACTED]

b6
b7C

ATLANTA AT STONE MOUNTAIN, GEORGIA: WILL CONTACT [REDACTED] REGARDING INSURANCE PAPERWORK RECEIVED FROM [REDACTED] AND SUBMIT ALL PAPERWORK OBTAINED TO THE IDENTIFICATION DIVISION, LATENT FINGERPRINT SECTION, FOR FINGERPRINT ANALYSIS, AND LABORATORY DIVISION, DOCUMENT SECTION, FOR HANDWRITING ANALYSIS.

BUFFALO AT ROCHESTER, NEW YORK: INVESTIGATION CONTINUING.

BT

#0006

NNNN



U.S. Department of Justice

Federal Bureau of Investigation

In Reply, Please Refer to
File No.

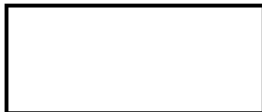
1400 Federal Building
111 West Huron Street
Buffalo, New York 14202

December 23, 1987



Dear Sir:

This will confirm receipt of information concerning
the following telephone numbers:



b6
b7C
b7D

This information was needed in connection with an
official investigation being conducted by this Office.

Your personal attention in protecting the confidential
nature of our inquiry in this matter is greatly appreciated, and
I wish to express my thanks for your cooperation.

Very truly yours,

JOHN L. DUFFY
Special Agent in Charge

① - 149A-341
1 - 66-215 SUB B
PEH;kah

(3)

By:



Supervisory Senior Resident Agent

A

149A-341-12

Searched _____ Indexed _____
Serialized mm Filed mm

(Mount Clipping in Space Below)

Suspected gunman worked for victim

By THOM CALANDRA
Gannett News Service

TIBURON, Calif. — Ray Thomson, the USAir manager who reportedly was the target of a gunman on Monday's ill-fated Pacific Southwest Airlines flight, jumped from an airlines job to county government and back to airlines in the last seven years.

The former Marin County public works director was flying from Los Angeles International Airport, where he worked, to the San Francisco Bay area, where he lived, when his PSA flight crashed Monday afternoon.

ABC news reported that a former USAir employee, David A. Burke, left a suicide note and explained that he planned to smuggle a handgun onto the flight and kill Thomson, his former boss. Law enforcement officials refused to confirm the report, but USAir officials confirmed that Burke had been fired and that Thomson had been his supervisor.

Thomson, 48, worked as customer service manager for USAir at the Los Angeles airport. It was a job he took in July 1986, four years after resigning his job as head of public works in this suburban county north of San Francisco. He still lived in Tiburon in Marin County.

His wife, Dorothy, said yesterday she refused to listen to the news reports of the plane crash but had nothing further to say.

Thomson served for two years as public works director but left the post in 1982, saying he said he had a "difference of opinion" with the county board of supervisors.

"I think a lot of that was due to the fact that it was Ray's first public-sector job," Thomas Flinn, who worked with Thomson as assistant director of public works, said yesterday.

"There's a big difference in management styles, communication, profit motives between the public and private sectors," said Flinn, who works now as a deputy director of public works in San Joaquin County in central California.

When he left county government, Thomson went into private consulting at

about the time the federal government deregulated airline services.

Before his two-year stint in Marin County, he had worked for American Airlines for 14 years. He was operations manager at San Francisco International and San Jose Municipal airports.

"I was considered one of their top executives, but to advance my career I had to agree to transfer anywhere they wanted," Thomson said in 1981. "And I wanted to stay in Marin County."

"He was a very pleasant guy," Marin County Administrator John F. Barrows said of Thomson yesterday.

Thomson was born in Crowell, Texas, the son of a rancher. He graduated from Texas Tech University with a bachelor's degree in mathematics. He also attended law school at Southern Methodist University for two years.

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

P. 7A
TIMES-UNION
ROCHESTER, NY

Date: 12/9/87
Edition:

Title: 1-80-2206

Character: 149A-341
or
Classification:
Submitting Office:

Buffalo

Indexing:

[Handwritten initials]

149A-341-59
[Handwritten initials]

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[Handwritten signature]
FBI/DOJ

(Mount Clipping in Space Below)

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

P. 1A
DEMOCRAT + CHRONICLE
ROCHESTER, NY

Date: 12/9/87
Edition:

Title:

1-80-2206

Character:

149A-341

or

Classification:

Submitting Office:

Buffalo

Indexing:

Former Chili man linked to 43 deaths on jetliner

Fired USAir worker sneaked gun aboard, say authorities

Democrat and Chronicle and wire services

An FBI investigation into the mysterious crash of a jetliner in Southern California focused yesterday on a former Chili man who reportedly boarded the flight with a handgun, intent on killing the man who fired him from his job with USAir.

David A. Burke, 35, smuggled a .44-caliber Magnum handgun onto a Pacific Southwest Airlines commuter plane, authorities said yesterday.

The crew of Monday's flight from Los Angeles to San Francisco reported gunfire aboard the plane and smoke filling the cockpit and radioed the code for an on-board emergency. Moments later, the plane slammed into a hillside, killing all 43 people aboard.

Burke, and his former boss, Roy F. Thomson, 48, were passengers on PSA Flight 1771, which crashed in Cayucos, Calif., said Nancy Vaughan, manager of pub-

lic relations for USAir.

A West Coast airline official said it was his understanding that Burke and Thomson, the customer service manager for USAir in Los Angeles, were headed to San Francisco for a grievance hearing on Burke's firing. But that could not be immediately confirmed.

Burke worked under Thomson in Los Angeles until Burke was fired from his position as customer service agent Nov. 19 for "misappropriation of funds," allegedly after he was caught by a hidden camera stealing receipts from in-flight cocktail sales, said Vaughn and government sources.

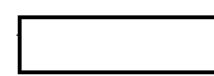
Authorities in California said Burke learned that Thomson was going to be on the plane, bought a one-way ticket and smuggled the gun and six rounds of ammunition aboard, using his airline badge to avoid security checks. ABC also

TURN TO PAGE 15A

JJA

149A-34128
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[Handwritten signature]
FBI/DOJ

Former Chili man linked to crash

FROM PAGE 1A

cited a confidential government source as saying Burke left behind a suicide note or recording.

But Vaughan said Burke had turned in his identification badge after he was fired and that it had been destroyed at corporate headquarters. USAir recently purchased PSA.

News of Burke's role in the crash shocked many of his friends and relatives in Rochester, who said the alleged plot was "out of character" for the man described as classy, well-dressed and articulate.

But local police officials painted another picture. Burke, a native of England whose parents are Jamaican, was among about 20 people picked up in January 1985 following a seven-month probe by local police and the FBI, said Sgt. Anthony Cotsworth of the Rochester police Narcotics Unit.

At the time, 18 people were charged for their role in trafficking marijuana and cocaine from Jamaica through Miami to Rochester.

Burke was not charged but police "had reason to believe he was involved in narcotics," Cotsworth said.

Investigators remained suspicious of Burke. Later that year at the Greater Rochester International Airport, they searched a package with Burke's name on it to see if it contained cocaine. Police also searched Burke's gold Mercedes Benz automobile, but no drugs were found.

"We took a number of runs at him but never did hit pay dirt," Cotsworth said.

The FBI also investigated Burke in connection with the theft of other Mercedes Benz automobiles, but he never was charged, said Dale Anderson, resident agent in charge of the Rochester FBI.

Yesterday in Long Beach, Calif., FBI agents and police investigators, accompanied by a woman described as Burke's girlfriend, were at Burke's condominium for nearly four hours.

The woman was believed to have given authorities their initial information that Burke, incensed over his firing, boarded the jetliner with a pistol and could be culpable in the crash.

A government official said he had been told that Burke had left a message on a friend's recording machine telling her that he was going to take care of the person who had dismissed him. But by the time she heard the message, the plane had crashed.

Richard T. Bretzing, special agent in charge of the FBI's Los Angeles office, who was supervising the investigation of the crash, refused to comment on whether Burke had left a suicide message.

Bretzing also refused to confirm that Burke was a suspect

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P. 3A
DEMOCRAT - CHRONICLE
ROCHESTER, NY

Date: 12/23/87
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Six shots fired before jet crash

Suspected gunman may have fired 3 times at pilot and co-pilot

The Associated Press

LOS ANGELES — The cockpit voice recorder from the Pacific Southwest Airlines jetliner that crashed Dec. 7 near Paso Robles indicates that the man who invaded the cockpit fired three shots at the pilot and co-pilot and then, an instant before impact, fired a last shot that may have taken his own life, the FBI announced yesterday.

The jet went into a steep dive and slammed

into a hillside in the rugged coastal backcountry of San Luis Obispo County, killing all 43 people aboard.

Authorities believe David A. Burke, a disgruntled former employee of USAir, which is PSA's parent company, smuggled a six-shot, .44-caliber Magnum revolver aboard the flight.

Burke, formerly of Chili, had recently been fired from his job as a ticket agent at Los Angeles International Airport by USAir manager Raymond Thomson, 48, who was a passenger on the same flight.

The FBI said yesterday that enhanced readouts from the "black box" cockpit voice recorder recovered from the shattered wreckage confirmed earlier reports that two shots were fired

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cockpit recorder reveals

in the passenger compartment — apparently at Thomson.

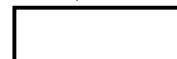
The recorder readout released yesterday showed that, "after declaring an emergency, one pilot was heard to state that he was taking the aircraft to a lower altitude," the FBI said.

"A female was then heard to say in a controlled voice a one-word warning to the captain," the FBI said. "Immediately thereafter, there was an unlawful entry into the cockpit, followed by three sharp reports which sounded like gunshots.

"Some commotion was heard in the cockpit area, and shortly before the recording ended, another sharp report which sounded like a gunshot."

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TIMES-UNION
ROCHESTER, NY

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Buffalo

Indexing:

Four minutes of terror

Gannett News Service

After a gunman opened fire, passengers aboard Pacific Southwest Airlines Flight 1771 yesterday faced up to four minutes of terror before they died.

In the wake of the crash of the commuter flight to San Francisco from Los Angeles, experienced pilots drew a possible scenario of what took place on the plunging BAe-146 jet.

The PSA pilots were executing emergency procedures. The passengers — fully conscious and feeling as if they were "on the downside of the big hill on a roller coaster" — would have had their own thoughts to deal with.

The jet was at 22,000 feet when the pilot radioed, "I have an emergency, gunfire." He also reported smoke in the cockpit.

The pilots, both veteran fliers, probably put the

plane into a dive of up to 6,000 feet a minute, said David Koch, director of the Aerospace Flight Training Academy in Schaumburg, Ill.

As the speed increased, passengers experienced a slight feeling of weightlessness. They would have been fully conscious, even if the cabin had a depressurized and they had not donned oxygen masks.

"The useful time of consciousness increases rapidly below 20,000 feet," Koch said. Passengers "are pretty sophisticated today. They were aware they were in trouble, no question of that."

Donning oxygen masks and goggles, the pilots would have idled the engines and deployed panels on the upper, trailing edge of the wings to slow the plane.

They would have tried to vent smoke from the

plane by turning off its air pressurization system and opening valves. But smoke building up in the cockpit could have caused them to lose control if they could not read their instruments.

Because the human sense of balance functions differently in the air than on the ground, pilots cannot fly "by the seat of their pants. We need the instruments," said Koch.

The plane was now in "uncontrolled flight."

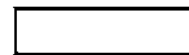
The passengers may have died before impact. Some witnesses reported a bright flash on the left side of the plane and a fiery descent into a hillside.

That could have been a flash fire of the oxygen supply ignited by the gunman's bullet, Koch said. It would have filled the cabin with "very hot, very intense" fire, he said.

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Experts: Gunshots shouldn't have caused crash

The Associated Press

WASHINGTON — The FBI says it's pursuing a criminal investigation in the crash of a Pacific Southwest Airlines jetliner, but other investigators say even if gunshots were fired on the plane that still doesn't explain why it crashed.

Technicians at the National Transportation Safety Board were to begin examining a tape from the cockpit voice recorder today in hopes that it might offer clues as to what happened aboard PSA Flight 1771 in the minutes before it plunged into a rural California hillside Monday.

The crash of the four-engine BAe-146 200 jet occurred 175 miles northwest of Los Angeles and killed all 43 people aboard.

The pilot of the plane reported gunshots in the aircraft shortly before the crash, and additional evidence emerged yesterday suggesting that shots might have been fired.

USAir, the parent company of PSA, revealed that an employee who had been accused of stealing and was fired Nov. 19 was aboard the plane along with his former boss at the airline. Reports circulated that the employee had smuggled a gun aboard to kill his former boss, although the FBI refused to confirm such findings.

Aviation experts suggested in interviews yesterday that the firing of even several shots by a handgun — even a .44-caliber Magnum — should not necessarily have caused the 85-seat jet to lose its ability to fly.

"One gunshot shouldn't destroy an airplane if it

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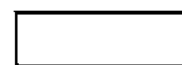
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was from a handgun," said an industry official knowledgeable about aircraft design.

Another aviation source, knowledgeable about airline accident investigations, suggested that while gunfire might have unleashed a series of events ending in tragedy "that still doesn't tell us why the plane crashed."

An FAA official suggested that while the bureau may be pursuing the circumstances surrounding the firing of shots aboard the plane, investigators from both the Federal Aviation Administration and NTSB are handling the case "as if it were a normal aviation accident."

The central question remains unanswered: What transpired in the cabin and cockpit in the seconds after the shots — if there were shots — were fired that prevented the crew from maintaining control of the plane at 22,000 feet?

Gunfire has been rare aboard commercial aircraft in the United States, but there have been cases overseas in which aircraft continued to fly despite firarms — even explosives — going off during flight.

In April 1986, a bomb ripped out a section of a Trans World Airlines jet over the Mediterranean, and four passengers were sucked from the plane to their deaths. Nevertheless, the plane landed safely with a gaping hole in its fuselage.

While the PSA flight might have encountered some pressurization problems from bullet holes in the cabin wall, those problems likely would have been gradual and well within the means of control,

the experts said.

But aviation experts suggest some scenarios might have made it impossible to save the aircraft.

□ A stray bullet might have severed critical control systems, making it impossible for the crew to control the plane. Officials knowledgeable about the BAe-146 said, however, that redundancies built into the plane's control system would have prevented loss of total control if only one line was severed.

□ The gunman also might have carried an explosive that was detonated, although no direct evidence of that has surfaced.

□ A bullet from a large caliber handgun might have penetrated the cabin wall and struck a fuel tank in the wings, causing an explosion. But some experts said it's unlikely a single bullet would have caused kerosene jet fuel to ignite.

□ The two pilots may have been shot, causing sudden loss of control of the plane and causing it to break up during a rapid descent. But none of the final transmissions from the cockpit indicated either of the crew members were hurt, one source said.

While the investigation has concentrated on the reports of gunfire aboard the jet, several sources close to the inquiry say they still expect to pursue other potential causes, including possible engine problems.

BAe-146 aircraft have been involved in at least three engine failures — two in flight and one on the ground — in just over a year, including one in which a turbine blade broke apart during flight, according to the NTSB.

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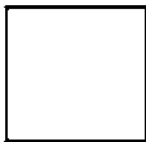
DAVID AUGUSTUS BURKE, AKA: DESTRUCTION OF PSA FLIGHT 1771, LOS ANGELES TO SAN FRANCISCO, DECEMBER 7, 1967, DAMV; OO: LOS ANGELES

[REDACTED] SAN LUIS OBISPO COUNTY CORONERS OFFICE, SAN LUIS OBISPO, CALIFORNIA ADVISED JANUARY 4, 1988 THAT HIS OFFICE HAS THE RESPONSIBILITY TO ATTEMPT TO IDENTIFY VICTIMS OF CAPTIONED CRIME THROUGH THE COMPARISON OF DENTAL RECORDS [REDACTED]

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[REDACTED] [REDACTED] INDICATED THAT, TO DATE, OF THE TWENTY-TWO VICTIMS POSITIVELY IDENTIFIED, SEVEN WERE IDENTIFIED THROUGH DENTAL RECORDS.

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TIMES-UNION
ROCHESTER, NY

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BUFFALO

Indexing:

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At 22,000 feet, a fall off the edge

By CAROL EISENBERG
DAVID BARSTOW AND
REED JOHNSON
Times-Union

- Four minutes of terror — 6A
- Crash probe continues — 6A
- Taking hard look at security — 7A

Few wanted to succeed like David A. Burke. And few lived so much on the razor's edge — balancing roles as a hardworking, corporate employee and an opportunist who would risk almost anything to make a buck, say friends and family close to the former Rochesterian.

"It was a real Dr. Jekyll and Mr. Hyde situation," said Johnny Watkins Jr., who described himself as one of Burke's closest friends.

Police believe those conflicting facets may have led, first, to the unraveling of Burke's once-promising 15-year career at USAir and, ultimately, to a bizarre murder-suicide that caused Monday's crash of Pacific Southwest Airlines Flight 1771 into California's rugged countryside near San Luis Obispo County.

Details of what occurred 22,000 feet above the California coast are still uncertain.

But FBI agents say that in a suicide note or tape, Burke laid out plans to smuggle a .44-caliber Magnum pistol aboard the jetliner flight to kill the man who had fired him several weeks earlier.

The crash took the lives of Burke, Ray Thomson, the USAir manager who had fired Burke several weeks earlier, and 41 others, including prominent West German scientists and Chevron Corp.'s four top ranking executives.

"It appears at this point — and has yet to be substantiated — that it was a criminal act on board that caused the craft to come down," said FBI special agent in charge Richard Bretzing.

"We're looking for a weapon, and hopefully if there's one we'll find it," he said.

To Burke's family and friends in Rochester, however, the portrait of a crazed man intent on murdering his former boss makes no sense.

Burke's older brother, Allan Burke, tearfully defended his brother last night as he left Rochester to fly to Los Angeles. "He isn't a criminal," he said.

BY ALL ACCOUNTS, Burke was a go-getter, a bright, brash, hardworking young man from a tight-knit Jamaican family in the city's

southwest corner, who friends say poured himself into his job as a customer service agent for US Air.

"He was probably the politest man I ever worked with," said Airport Manager Sam Cooper.

"He was a very aggressive young man, as far as getting a good education and going after what he wanted," said John Watkins Sr., of 557 Genesee St., a longtime family friend.

"He was a hardworking man and an intelli-

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gent man."

Burke was born in England but moved with his family to Rochester at an early age. He attended Rochester schools, including Madison High School. He attended the State University of New York at Binghamton for a time, but left and joined the airline in 1972.

In his last years in Rochester, he lived in a grand style: He drove jazzy cars, including a gold Mercedes and a custom-designed BMW. When the Mercedes allegedly was stolen, Burke replaced it with a wine-colored one.

By age 35, he was helping to support at least eight children he had fathered with several different women and was enormously generous with friends and family. "He kept hundreds in his pocket like, maybe, you keep pennies," said Watkins Jr.

On what was no more than a middle-income salary, he bought several properties, including a home in Chili that was specially equipped with custom cabinets and a sunken master bathtub and landscaped by professional gardeners.

USAir spokesman David Shipley would not disclose how much Burke made, but industry officials said ticketing agents' salaries range from \$24,000 to \$31,000.

Occasionally, Burke, who lived there with Beatrice Burke and a daughter, would have a beer with one of his neighbors, or do some yardwork. Otherwise, the only sign he was at home would be the occasional blasting of a stereo.

"We'd meet on our lawnmowers passing," said Albert Nitto of 12 Ironstone Drive. "He just didn't look like he had that built-in anger. Even when he and his wife split up, he seemed to be in control."

"They were just your average suburban family," said Nitto's wife, Marie.

Neighbors said David and Beatrice Burke separated in the summer of 1986, and Beatrice Burke moved out. David Burke stayed at the house until he moved to California.

"He seemed to be calm and calculated and in control," Albert Nitto said.

ABOUT THREE YEARS AGO, Burke's rise came to an abrupt halt.

At a time when he might have anticipated promotion as an upwardly mobile USAir supervisor, he came under scrutiny of a major drug smuggling probe at the Greater Rochester International Airport.

He told friends that his telephone was bugged. That he was closely watched. And that he was angry and shaken up.

"It really p----- him off, to be truthful," said Eddie Green, an airport cab manager. "He said he didn't like it for them to be accusing him."

"After they mess with your manhood, it hurts," Green said. "It made it look so bad so I think personally he (Burke) decided to leave."

But another friend, whose identity was confirmed by the *Times-Union* but withheld at his request, said the allegations were justified.

"I know for a fact that, at one time, he was supporting other people's (drug) habits. . . ." the friend said. "He was no petty dealer. He was dealing in quantity. He was using his airport connections to move the stuff."

He didn't use drugs himself, however — particularly in the wake of his younger brother Joseph's death from an accidental drug overdose in 1980, the friend said. "He

said, 'dope is for dopes and I make money off them.'"

Intimidated by the police investigation, Burke gave up the cocaine business, the friend said.

A law enforcement official who was extensively involved in the investigation in 1984 and 1985 confirmed that Burke was investigated as a "major link" in a narcotics trafficking operation.

But he was never charged in the investigation, which resulted in over 50 arrests and several convictions, the official said.

Law enforcement officials theorized that baggage would arrive at the Monroe County Airport aboard a USAir flight either from Jamaica or New York City. Burke allegedly would put the baggage into a back room, as if it were lost luggage, until a taxi picked up the package and delivered it to its final destination.

Dale Anderson, special agent in charge of the FBI's Rochester office, confirmed today that Burke had been targeted in local narcotics investigations. He would not discuss the specifics of those investigations.

"From time to time, his name has come up in investigations, but I would add that he has never been charged," Anderson said.

In addition to the drug allegations, friends say they believe Burke was involved in another scam involving ticketing.

They describe how Burke would get them cheap airline tickets to destinations anywhere in America.

He would issue the tickets himself for an agreed-upon price — usually \$100 to \$150 — and then, later, erase the tickets from the computer, they said.

It could not be immediately determined whether Burke was ever investigated for falsely recording tickets, or on what scale he might have issued such tickets. Shipley declined comment on whether USAir had ever looked into the allegations because he said the case is still under FBI investigation.

IN AN ATTEMPT to make a fresh start and telling friends he wanted to settle down and marry a woman he had met at USAir in Rochester, he moved to Long Beach, Calif.

There was a bon voyage party at the low-defunct Calabash Restaurant, 265 N. Clinton Ave., a nightspot popular with young, middle-class blacks, at which 100 to 150 people came, according to Jake Elzey, an old friend who grew up with Burke.

Burke led friends to believe he had grown tired of Rochester, and was eager to seek out new challenges, Elzey said.

Few knew of the police investigation. Some believed he had taken a title and pay cut at USAir to make the move, going from a supervisory to a clerk position. USAir would not confirm that.

In December 1986, he moved into an affluent section of Long Beach, Calif., where he bought a condominium apartment.

In visits to see his children since, he offered friends no hint of new troubles.

"A couple of weeks ago, he was back to visit," said Watkins Sr. "He saw his kids. He was laughing and talking, not at all despondent."

BUT HIS WORLD in California was about to crumble.

On Nov. 15, Burke was arrested by USAir security officials after they reportedly saw him steal \$69 from in-flight liquor sales in an office in US Air's Los Angeles complex.

Ray Thomson, customer service manager for USAir's Los Angeles operation, fired Burke Nov. 19, said company officials.

It is unknown whether there were other incidents between the two men, or how much direct contact they had.

But friends and associates of Thomson describe him as a sometimes gruff, blunt man whose Texas mannerisms and dislike for small talk sometimes alienated colleagues.

In 1982, for example, Thomson left his job as director of the Marin County Department of Public Works after his plain-spoken style ruffled feathers on the county's Board of Supervisors, said Mario Balestrieri, the county's current public works director.

"He was somewhat stubborn and demanding, but not overbearing or threatening," Balestrieri said. "He just insisted on people doing their jobs.

"He could p--- people off if he tried, but

he was not unfair or unreasonable."

Larry Murphy, a neighbor of Thomson's, said, "He was the kind of guy who if you stuck a gun in his face he would weigh the odds and take a guy on if he thought he had a chance."

Thomson, 48, married, no children, died flying back to his comfortable home overlooking San Francisco Bay in an upper-middle class section of Marin County. Associates said he regularly commuted by air, since flights for him were free.

Few of Burke's friends and relatives in Rochester, meanwhile, knew of his new problems. And last night, they were having a hard time accepting the news.

The mood was tense and emotional at 154 Laney Road, a home on a quiet side street where Burke's father, Altamont now lives.

"This is the second (brother) I've lost. The second one. I can't lose anymore," said Allan Burke, a city school district employee.

Friends and family members angrily asked members of the press to leave them alone with their grief and confusion.

First came the blow of hearing that he was on the plane.

But shock turned to revulsion as word came that Burke may have precipitated the crash with a volley of shots.

"It's hard to believe what they're saying about him," said one man as he entered the home.

A neighbor said he saw Mrs. Burke yesterday around 1 p.m., soon after she had received the news that her son might be dead.

"She was pale," said the neighbor, who would not give his name. "I asked her what happened and she said, 'You know Dave?' And she pointed to the west and said, 'He died out there.'"

Lois Duncan, 15 Short St., who described herself as a friend of Burke's for 14 years described him as "just a normal hard-working" man.

"I really can't say anything bad and ugly about the guy," she said.

She portrayed him as a popular, happy man — "an accomplisher, a go-getter" who liked nice clothes and flashy cars.

But if Burke liked to spend on himself,

THE ASSOCIATED PRESS

he also liked to spend on others, she said.

She recalled an evening about two years ago when she and some friends ran into him in a bar. Of course, he bought drinks all around. That was his way, she said.

Another time, he gave her \$20 to buy a birthday present for her son, she said. Again, it was his way.

"I really can't say anything bad and ugly about the guy," she said. "He was there to be a friend when you needed one."

At Greater Rochester International Airport, cab drivers and airport staff who knew David huddled last night to discuss the bizarre reports.

"Dave's a helluva guy, always willing to help someone," said cabdriver Sandy Masucci. "He got a lot of his countrymen jobs, from Jamaica."

Joe Territo, another cabdriver, said David was "the apple of his father's eye."

"He thought the world of David," Territo said. "He said David was the greatest."

Reporters Rochelle D. Lewis and Barbara Kingsley also contributed to this report.

(Mount Clipping in Space Below)

IF FLIGHT 1771 15A

Airlines told to tighten up on ex-workers

USAir says it's sure Burke's ID destroyed

The Associated-Press and Democrat and Chronicle

WASHINGTON — The Federal Aviation Administration directed airlines yesterday to take steps to assure that former employees surrender company identification cards and are kept out of restricted areas at airports.

The directive came as investigators into Monday's crash of a Pacific Southwest Airlines jet focused on a former USAir employee who had been fired last month. David A. Burke, formerly of Chili, Monroe County, who worked as a customer service agent, may have smuggled a gun aboard the plane and fired shots before the crash, authorities said.

All 43 people aboard the plane, including Burke, were killed.

USAir, which is in the process of absorbing the operations of PSA after its purchase earlier this year, has said Burke surrendered his USAir identification card when he was dismissed Nov. 19 after being accused of stealing about \$90.

"His badge was taken from him on the day that he was terminated and it was returned to our office in Washington and destroyed," said USAir spokesman David Shipley. He said that is routine procedure for the airline.

At Rochester International Airport — which is managed by Monroe County — county employees who are fired must turn in their identification badges before they receive their last paycheck, said airport manager Sam Cooper.

Cooper said the new FAA restrictions are a good idea, but conceded that there is no foolproof way to prohibit former employees who have not yet turned in their badges from using them to get through security.

He said bona fide workers who display those badges are able to bypass security guards and the metal detector that divides the main terminal from the airline gates.

Essentially, he said, the permit allows employees of the airlines and the airport to roam freely.

FAA security officials are trying to determine whether Burke gained access to restricted areas of the Los Angeles International Airport to plant a gun aboard the PSA flight before boarding or whether he skirted passenger screening entirely because he was known by other employees.

(Indicate page, name of newspaper, city and state.)
P 15A
DEMOCRAT & CHRONICLE
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Burke a lethal mystery?

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P. 1A
DEMOCRAT-CHRONICLE
ROCHESTER, NY

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Character:
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Classification: *149A-341*
Submitting Office: *BUFFALO*

Indexing:

SA

Family says he often succumbed to dark moods

By Jay Mathews
The Washington Post

LOS ANGELES — David Burke's worst days, until the puzzling and tragic events that led to his death in a California air crash Monday, came seven years ago when his younger brother Joseph died of a drug overdose.

Burke had tried everything to straighten his brother out, his friends said. But he was away from home during Joey's last hours, and when he returned to find his brother dead in the bathroom in the duplex he rented next door, Burke seemed to pull within himself, as tight as a clenched fist.

Jo Ann Smith, the woman who bore three of Burke's seven children, said he blamed himself for his brother's death but could find no release for his pent-up feelings for weeks, until he finally erupted in a fit of sobs.

TURN TO PAGE 15A



WHO DAVID BURKE WAS

- Born:** May 18, 1952, England
- Lived:** England; Rochester, Long Beach
- Education:** Madison and West high schools, State University of New York in Binghamton
- Employment:** Joined USAir in Rochester in June 1972. Also worked for the airline in Buffalo, Washington, D.C., and Los Angeles.

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SA

Suspect often had dark moods

FROM PAGE 1A

As FBI and National Transportation Safety Board investigators move closer to blaming Monday's 43 air fatalities on a sudden fit of rage by Burke, who was fired last month as a USAir ticket agent, friends and relatives in Rochester are trying to sort it out.

In lengthy interviews, particularly with Smith and Barbara Baulkman, the mother of his dead brother's three children, they portray a bright, ambitious man who cared for his children — he had at least seven by five different women — and who fumed at what he felt was the racial discrimination that kept him from promotions in the airline industry he loved.

The David Burke they describe — husky but handsome, sometimes mistaken for the television actor Demond Wilson — also succumbed to dark moods that led him to shout at his children and girlfriends.

Some of Burke's relationships are still unclear. A woman who identified herself as Beatrice Burke said from her Rochester home last night that she was married to Burke from 1975 to 1986, although Smith said she and

Burke were together from 1970 to 1985.

Although Burke's father, Altamont, said yesterday that the two were not married, property records on file with the Monroe County Clerk list Beatrice Burke as David Burke's wife.

Beatrice Burke said she left David Burke in November 1986 shortly before he moved to Los Angeles where he was planning to marry a woman named Jackie Comacho, but that the two split up.

In November Beatrice Burke went to Los Angeles and she and Burke were "talking about a reconciliation," she said. Their only daughter, 12-year-old Sabrina Burke, moved out to Los Angeles in October to live with her father, Beatrice Burke said.

David Burke remained close friends with Smith, visiting her often and sharing the cost and raising of their children even after they ended their 14-year relationship in 1984. She said he described his Nov. 19 dismissal from USAir as only a suspension and said he had a company hearing scheduled to lift it.

Last week, she said, he called to say he wanted their three daughters to come see him over the holidays. "He told me," she said, "I've got something to do Monday, but I'll call you back after

that and tell you which flight to put them on." That was the last I ever heard from him," Smith said.

Burke, who worked at Los Angeles International Airport, was arrested Nov. 15, and fired four days later for the alleged theft of \$69 of the proceeds from in-flight liquor sales. The criminal charge was later dropped for lack of evidence — despite a videotape of the alleged theft — and until the last day of his life Burke seemed determined to get his job back.

At work, his USAir colleagues say, Burke was competent, conscientious and eager to please. An early effort to take legal action against USAir for discrimination hurt him, he thought.

But he was given a supervisory job three years ago, and still seemed intent on becoming a station manager — the boss of one of USAir's airport customer service operations.

David Augustus Burke was born May 18, 1952, in London, the son of Jamaican immigrants. The family soon moved to Rochester, where Burke's father became an energetic and successful taxicab driver. The Burkes had four sons — Alan, David, Joseph and Altamont Jr. — and a daughter, Valerie.

At Madison High School, David Burke was a chubby, quiet boy

who earned As and Bs, but spent much of his time working on his green Dodge roadrunner. He dated Smith there, and by the time he was a senior and she a junior, they had produced their first daughter, Lisa. "His father was really upset, but he stuck with us," said Smith, who raised the infant in her grandmother's house. "If he had \$20, he would give me \$10 to help with the baby."

At his father's urging, Burke spent a year at the State University of New York at Binghamton, but told Smith "college wasn't for him" and enrolled at a school that trained airline customer service agents.

He worked in a tool-and-die factory for a year before getting a job with USAir in Rochester in 1972. He worked as a baggage handler for four years before winning promotion to an agent job inside the terminal.

After his first year with USAir, in 1973, he and Smith pooled their resources and bought a \$28,000 duplex in Rochester's 19th Ward, Smith said.

But clerk's records in Monroe County show that Burke listed his home address in 1974 as 1800 Crittenden Road in Brighton.

In the late 1970s, Burke accepted a better paying job at National Airport in Washington and lived

with a high school friend attending Howard University. But he often returned to Rochester on weekends and after three months arranged a transfer back home.

Smith said Burke fathered seven children: her three daughters, Lisa, 17, Catriena, 15, and Tamika, 12; a fourth daughter, Sabrina, 12, by Beatrice Burke; and three sons by three other women. But Altamont Burke said his son had nine children.

Smith said Burke told her that he was finally serious about marrying. He said the woman was another USAir ticket agent, Jacqueline Holt, whom he had known for several years.

Smith said Burke told her, "I'm ready to settle down." Democrat and Chronicle reporters Katie Kilfoyle and Kinsey Wilson contributed to this story.

CORRECTION

Wednesday's *Democrat and Chronicle* story incorrectly attributed statements about David Burke to a man who identified himself as Errol Johnson, a former USAir employee who worked for Burke. Johnson said yesterday he did not make the statements, and refused to comment on Burke.

(Mount Clipping in Space Below)

FBI finds gun, links it to suspect; his father still can't believe it

By Katie Kilfoyle and Kinsey Wilson

Democrat and Chronicle

David A. Burke's father expects his son to call him any day.

"I still don't believe my son is dead," Altamont Burke said of the man suspected of carrying a handgun aboard a jetliner that crashed Monday in Southern California.

But officials for USAir — parent company of the Pacific Southwest Airlines plane that crashed on a Southern California hillside — said Burke, formerly of Chili, was among the 43 people killed in the crash.

And sources in Washington said yesterday that investigators are virtually certain the fiery crash of Flight 1771 was caused by a gunman disabling the flight crew. Searchers found a gun in the wreckage yesterday, and investigators said gunfire could be heard on

the cockpit recording before the crash.

News reports have said that Burke, fired last month by USAir, may have carried a .44-magnum aboard the plane seeking revenge against his former boss, Ray Thomson, who also died in the crash. Reports also indicated that Burke, 35, left a suicide message.

But Altamont Burke portrayed his son as a proud, hard-working man who could "make miracles" by investing money in real estate and stocks.

The elder Burke said he gave his son \$30,000 cash on Thanksgiving Day to invest.

"I'm still waiting for David to call and say 'Dad, the deal is closed,'" Altamont Burke said yesterday.

"He was not going to kill himself with my money," said Burke, a cab driver who often operates

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

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DEMOCRAT & CHRONICLE
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FROM PAGE 1A

out of the Greater Rochester International Airport where both he and his son were well-known employees. David moved to Los Angeles in December 1986.

"I love money and I love life. Just like David. We just love money," Altamont Burke said yesterday at his home at 154 Laney Road, which was adorned with photos of his five children.

Property records at the Monroe County Clerk's office show that David Burke bought and sold several properties in the Rochester area during the 1970s and 1980s. He sold his Rochester holdings when he moved to Los Angeles in December of last year, netting him at least \$140,000 in cash during 1987. At one point he owned three properties, some of them jointly.

Friends said it was typical for Burke, who drove a gold Mercedes Benz and wore a large diamond ring, to have large sums of money in his pocket.

At one time he carried \$400,000 cash, his father said. Burke dressed well and lived well from the profits of his investments, which augmented his USAir salary of between \$24,000 and \$31,000, Altamont Burke said.

That's why he is puzzled that USAir fired his son after he was allegedly filmed by a hidden camera stealing \$69 in receipts from inflight cocktail sales.

"Why would he steal \$69? ... People get money and other people get jealous. They think he did it stealing cars, or drugs or bicycles," his father said.

David Burke was a familiar name to local police. He was charged with petit larceny in 1984 for shoplifting and pleaded guilty

When asked whether Burke was cleared in the investigations, Rochester Police Capt. James O'Brien would only respond, "we didn't have sufficient information to charge him."

The FBI also investigated Burke as recently as this year in connection with the theft of automobiles, said Dale Anderson, senior agent in charge of the Rochester FBI. Burke was never charged and the

to a lesser charge of disorderly conduct, said Monroe County District Attorney Howard R. Relin.

Burke was given a conditional discharge that required him to stay out of trouble for a year and complete 20 hours of community service, Relin said.

He also was the subject of three drug investigations, although he never was charged, said Rochester Police Chief Gordon Urlacher.

Police were investigating a Jamaican drug cartel in 1985 when Burke's name was heard over the wire taps. At the time about 24 people — including suspected kingpin Karl "Dandy" Martin, who was arrested on drug charges in Boston Tuesday — were charged for their role in trafficking marijuana and cocaine from Jamaica through Miami to Rochester.

A second time in 1985, a reliable informant told police Burke would be receiving a package of cocaine being sent to him aboard a USAir flight. Police obtained a search warrant but did not find any drugs.

The package was sent from a friend or relative in New Orleans, and contained tape cassettes, said David Burke's brother, Allan. FBI agents opened it after they learned Burke had been told "the package is on the way," Allan Burke said.

"They stripped his car and everything," he said. "Just because we're black and they hear 'the package is on the way,' they think it's drugs and try to make an arrest," he said Tuesday.

Also in 1985, police suspected Burke of selling drugs at the airport and investigated him a third time.

investigation is continuing, said Anderson, who declined further comment.

Burke also had contact as both a victim and a suspect with the Monroe County sheriff's office in 1985 while living at Ironstone Drive, according to records. Burke filed complaints of vandalism and receiving a bad check in 1985. Later that year someone filed a complaint of harassment relating to a domestic dispute against Burke, according to sheriff's records. Additional details were not available.

And four days before the plane crash a woman called police in Hawthorne, Calif., to tell them Burke had kidnapped her, according to a spokesman for the Hawthorne Police Department.

A 33-year-old woman, who identified herself as Burke's girlfriend, told police the two had been arguing and that Burke picked her up and drove her around at gunpoint for several hours while they discussed their problems. He then dropped her off without further incident, said the spokesman who did not want to be identified.

The woman, whom police would not identify, did not want to press charges but wanted police to know about the incident, the spokesman said.

The Associated Press contributed to this report.

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David Burke's family, friends stand by him

Times-Union and Los Angeles Times

Despite mounting evidence that ex-Rochesterian David A. Burke was responsible for the deaths of himself and 42 others on Flight 1771, his family and friends here continue to say he could not have done such a thing.

His mother, Iris Burke, said her son had three powerful reasons to live.

"He love his life, he love his children, he love his parents," she said last night during an interview.

She also disputed reports that her son may have been involved in drug trafficking, a car-theft ring and violent domestic episodes.

"They (are) accusing him of many things that never happen to him," Mrs. Burke said last night during a lengthy interview. "Too much rumor ... A lot of this publicity is not true. It's lies. It's lies being made up by people trying to blame him for things that never happened.

"Dead men tell no tales," she said.

In the wake of Monday's crash, others who knew Burke also refused to believe that he got on a commuter airplane with his mind made up to kill himself, a USAir manager who had recently fired him and 41 others.

There is no way, they said, that someone so ambitious and so confident would react so violently to the loss of a job.

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From page 1A

"I can't see him hurting somebody over that job," said Vicki Bennett-Brinson, 36, who had known Burke since he was a 12-year-old newspaper boy in Rochester.

But others — in California, especially — saw another side of Burke.

Just four days before he boarded the San Francisco-bound PSA flight 1771, Burke pulled a gun on his girlfriend, Jacqueline Camacho, according to a Hawthorne, Calif., police report.

When she and her daughter arrived home at 1 a.m. on Dec. 4, Burke confronted them with a pistol, Camacho told police. He then drove them around for a while before they all went back to Camacho's apartment.

Camacho said that Burke harassed them for a time and then fell asleep. He left at about 7 a.m.

A month earlier, the 5-foot, 2-inch, 120-pound Camacho — representing herself in Los Angeles County Superior Court — had won a temporary restraining order that barred Burke from coming within 100 yards of her or her home. Burke was 5-foot-10 and weighed about 200 pounds.

Camacho sought the order after Burke twice attempted to strangle her, deliberately damaged her car and tore her clothes, according to court documents. In them, Camacho said:

"On 16th (of October), he dragged me out of bed and to the living room and tried to choke me. He squeezed my throat until I couldn't breath and then let go. He tried doing the same thing the following morning. . . . I asked him to take his things and leave. On the 18th he came back and cut the wire in my car that caused the car to stall out. He admits doing that. Also on the 19th he returned again and stole the garage remote opener that left me without access to get in and out of my garage. He cut up a few of my clothes and has admitted to doing all of the above."

There also had been domestic squabbles here serious enough to have involved police.

Yet Burke prided himself on taking care of his women and children. "If he had \$20, he would give me \$10 to help

with the baby," Smith, who said they ended their 14-year relationship in 1984.

His affection for his children is one reason friends in Rochester found his apparent suicide so difficult to accept.

"This guy always took care of his babies," said Terry Stith-Myer, 34, who grew up with Burke.

Many here and in Southern California knew him as a hardworking achiever who, for a college dropout, had acquired surprising trappings of success: fine clothes, a Mercedes Benz and the attentions of many women.

As David Augustus Burke's short life was winding down, it became increasingly troubled and explosive.

Before he left Rochester for Los Angeles almost exactly a year ago in search of a new start, he had come under numerous police investigations on allegations of drug dealing and car theft. Friends said he often carried a gun.

Then, in Los Angeles, as a customer service representative for PSA's parent company, USAir, he allegedly was caught stealing money from the airline, which led to his firing.

Burke was born in London, the son of Jamaican immigrants. His father, a taxi driver, was someone who knew his way around Greater Rochester International Airport.

In high school Burke was the guy who always had a job. Later, he got a real estate license, did landscaping and, in the winter plowed snow from driveways, all in addition to his career at USAir.

"He is a hustling man," his mother said. "He is never lazy."

It was also in high school that Burke met Jo Ann Smith, one of several women with whom he would have at children — at least eight.

For a time, he attended the State University of New York at Binghamton and later worked for a brief time at National Airport in Washington.

Friends in Rochester said that he was not openly violent, but neither was he the kind to turn the other cheek. "You start it; he'll finish it," said one.

The Rochester Police Department said that the only

criminal record Burke had was a 1984 petty larceny conviction that stemmed from a shoplifting incident.

But in 1984 and 1985, Burke was investigated as a "major link" in a narcotics trafficking operation at the airport, where he worked for USAir from 1972 to 1986, according to Dale Anderson, a special agent in charge of the FBI's Rochester office. The probe led to several convictions, but Burke was not charged.

Still, friends said Burke was deeply embarrassed by being led away in handcuffs from the job he loved.

Even as he left town, there was another Rochester police drug investigation of him, said Rochester Police Chief Gordon Urlacher. Burke also was a suspect in an ongoing FBI car theft investigation, the agency said.

Another traumatic Rochester experience for Burke came when he found his younger brother, Joseph, dead from a heroin overdose in 1980.

Burke told friends that he hoped to get ahead with USAir by getting away from his problems in Rochester.

For a brief time, it might have seemed to Burke's friends in Rochester that he would find happiness in Southern California.

But soon there were new problems at work.

On July 15, Burke appeared at the state Department of Fair Employment and Housing in Los Angeles to complain that he had twice been passed over by USAir for a \$43,000-a-year job as customer service supervisor, the same job that he had in Rochester.

"He questioned whether it was because of race," said Carol Schiller, Los Angeles regional administrator of the agency. But after telling his story to an investigator, Burke never returned to press his complaint.

Apparently he complained to few about being fired by USAir for stealing aircraft cocktail sales receipts. In fact, he told his family that he had only been suspended, according to Deborah Stith-Myer.

"He was fighting it," she said. "He told his father he was going to a hearing. He said he would call when it was over. His father was waiting for him to call."

Times-Union reporter David Barstow contributed to this report.

From page 1A

bullets shattering sections of the windshield, the sources said.

Today's editions of the *Los Angeles Times*, meanwhile, quoted sources familiar with the cockpit recording as saying sounds of "a terrible commotion" could be heard on the flight deck. That was followed by a mechanical screeching that would indicate accelerating rapidly, likely the beginning of the plane's rapid descent.

About 40 searchers going through jet debris and body parts strewn over the 15-acre site found the gun yesterday in 2 to 3 inches of mud, said FBI special agent

Bretzing said the flight voice recordings showed someone entered the cockpit without authorization just before the disaster. He wouldn't say if gunfire could be heard on the tape.

Patricia Goldman, who is heading the National Transportation Safety Board investigation, said no other weapons had been found in the wreckage. In addition to the "black box" voice recorder, which was recovered earlier, the airliner's flight data recorder was found yesterday and was being taken to Washington for examination, she said.

No structural problems with the plane

Richard Bretzing.

Papers will be filed in court today showing that David A. Burke, the fired airline employee under investigation, owned a "legal handgun," said Assistant United States Attorney Steve Czuleger in Los Angeles.

"We know where the gun came from," he said, declining to elaborate.

News reports have said that Burke, fired last month by USAir, which owns PSA, may have carried a .44-caliber Magnum handgun aboard the plane seeking revenge against former boss Ray Thomson. Both were among the victims.

have been found, she said.

A federal source who demanded anonymity told The Associated Press that Burke left a suicide message on his answering machine detailing plans to kill Thomson.

Another message was left on the answering machine of Burke's girlfriend, the *Times* reported.

"He called, identified himself, and said something to the effect of, 'I love you and I wish things could have worked out. I'll be leaving on Flight 1771,'" a source told the newspaper.

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P. 1A
TIMES-UNION
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'Terrible commotion' in cockpit

The Associated Press
CAYUCOS, Calif. — Investigators have found a gun in the wreckage of a Pacific Southwest jetliner, and a cockpit recording reportedly revealed "a terrible commotion" shortly before the crash.



David Burke
fired.

Sources in Washington who spoke on condition of anonymity said yesterday investigators believe the pilot and co-pilot may have been shot by a former airline employee who had been

One source said gunfire could be heard on the tape of the flight voice recorder recovered from the wreckage of Pacific Southwest Airlines Flight 1771, which crashed Monday.

Investigators have not ruled out the possibility the crew was prevented from flying the four-engine BAe-146 jet because of a struggle or by sudden decompression of the cockpit from

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DEMOCRAT-CHRONICLE
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FBI says Burke wrote death message to boss

Democrat and Chronicle wire services

CAYUCOS, Calif. — A fired airline worker furious over his dismissal boarded a jet carrying a gun — and possibly explosives — to kill his supervisor and wrote him a death message on an airsickness bag, the FBI and court documents disclosed yesterday.

"Hi Ray, I think its sort of ironical that we end up like this," read the unsigned message, which authorities say was written by former Rochesterian David Burke to Raymond Thomson. "I asked for some leniency for my family, remember. Well I got none and you'll get none."

Richard Bretzing of the Los Angeles FBI office said Burke, 35, would have been charged with air piracy and murder had he lived. Burke and Thomson both died

"Hi Ray, I think it's sort of ironical that we end up like this. I asked for some leniency for my family, remember. Well I got none and you'll get none.

— Note on an airsickness bag, written by David Burke to his former boss.

in the Pacific Southwest Airlines crash Monday along with 41 other people. Thomson had been

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FBI finds threat Burke wrote boss

FROM PAGE 1A

Burke's supervisor at USAir, which owns PSA, and fired him for allegedly stealing money.

"There is evidence to believe that David Burke was involved in the destruction of PSA Flight 1771," FBI agent Kevin Kelly wrote in an affidavit released yesterday.

The affidavit was used to obtain a search warrant for Burke's Long Beach condominium.

The threatening note from Burke was found on the California hillside where the jet crashed and disintegrated Monday afternoon after the crew reported hearing gunshots. A handgun had also been recovered from the crash site.

It is possible there was an explosion on board the jet, FBI agent Howard Paulsey said in another affidavit released yesterday.

"The probability exists that the aircraft came apart at a higher altitude due to possible explosion which would not have

originated from a bullet," said the affidavit signed by Kelly.

FBI investigators were told to look for any type of material that could have been used to improvise an explosive device.

At the Long Beach condominium, Altamont and Allan Burke alternately expressed defiance and contrition that their brother David had fired the shots aboard an airliner that led to its crash and the deaths of all aboard.

Burke's brothers traveled from Rochester to close the condominium.

"How can they find a note in the wreckage of a plane?" Altamont Burke, 27, asked in anger. "Where did they find it, in the black box?"

But Allan Burke, the eldest of the brothers, said, "We're family enough to take whatever criticism comes out. We will wear the red badge of courage, if necessary, and wear it well."

Allan Burke teaches special education in the Rochester school system.

Altamont Burke said of his brother's firing, "He had too many options to let something like that make him act crazy." Altamont said he works for an Atlanta company as an information processor.

Compiled from reports by The Associated Press, The New York Times, Los Angeles Times and Reuters.

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SAC Duffy

Unsigned note linked to Burke

The Associated Press

CAYUCOS, Calif. — A fired airline employee scribbled a vengeful note on an airsickness bag informing his ex-supervisor that he would get no mercy aboard a doomed Pacific Southwest Airlines flight, authorities said.

"Hi Ray, I think it's sort of ironical that we end up like this," read the unsigned message, which authorities said yesterday was written by David Burke to Raymond Thomson. "I asked for some leniency for my family, remember. Well I got none and you'll get none."

Investigators found the message amid the debris on a central California hillside where Pacific Southwest Airlines Flight 1771 crashed Monday, said Richard Bretzing, special agent in charge of the FBI in Los Angeles.

A .44-caliber Magnum pistol found

Wednesday at the crash site was linked yesterday to Burke.

"We have arrived at the point where we have the suspect we believe is responsible," Bretzing said. "Were he still alive we have more than sufficient evidence to charge him."

Officials also said evidence indicates an explosion as well as gunfire may have destroyed the plane as it crashed while bound from Los Angeles to San Francisco, killing all 43 aboard.

He also said a part of Burke's body had been located and had been identified through a fingerprint check.

Burke, 35, worked 14 years for USAir, parent company of PSA. But he was fired as a Los Angeles customer service agent Nov. 19 after a hidden camera filmed him allegedly stealing less than \$100 from flight cocktail sales.

west Los Angeles. A closing on the business, which David Burke had planned to operate, was scheduled for December 15, Altamont Burke said.

Why would a man invest in something if he knew it was going to take money away from the estate he was to leave his children? the brothers ask.

Meanwhile, the FBI is looking into his last will, dated December 2, 1987, an insurance beneficiary designation dated November 30, 1987, other papers and cards and typewriter ribbon from a Selectrix typewriter, which still sits in the dining room of his home.

Altamont Burke said the new will named six children as beneficiaries and dropped some of the children's mothers. They say that he cared for 13 children, though he only was the biological father of seven.

Returning to David Burke's apartment

around midnight after interviews all day and a long drive through Los Angeles, Altamont Burke picks up the day's mail.

Among the letters is a brown, cushioned envelope. Altamont recognizes it right away as the Christmas gift he had sent to his brother.

He reaches in the package and pulls out a men's grooming kit, similar to one he owned that David had admired.

At the time he sent the gift, he had no idea his brother had been fired from his job, he says. He thought he was only being investigated.

The note, dated December 7, reads:

"David: I picked this up on Saturday for you because I knew that you could use it. You've given me plenty and I was returning the favor. I care what happens to you and we need you. So know your options and good luck — Altamont."

From page 1A

But the brothers say they find it hard to believe that David would throw away his life over a lost job, particularly when he had already invested money and was knee-deep in plans to buy a check-cashing franchise in southwest Los Angeles.

The crush of the media — reporters early on broke a white-painted steel gate and put bubble gum into a door lock to gain access to the complex — wasn't what the Burkes expected when they arrived to put their brother's affairs in order.

Altamont Burke, 27, flew in from Atlanta. David Burke's oldest brother, Allan Burke, 37, flew in from Rochester before they were convinced of their brother's involvement. They met David Burke's 12-year-old daughter, Sabrina, in Los Angeles.

"Let's remove the circumstances of the investigation," Allan Burke says. "Let's say we're (like the relatives) of the 42 other people. We're here to close down the estate, to mourn the death of our brother, to set my mother's mind, our father's mind, at ease."

"We came here with those intentions. What we met was the Federal Bureau of Investigation, alleging that our brother had criminal intentions. That kind of detracts from our original assignment which was to come here and close out those things that are necessary."

Altamont, Allan and Sabrina, make it to Bonneville Satellite, a transmission service on Sunset Boulevard, about five minutes before the 11 p.m. news on WOKR-TV (Channel 13) was to begin. They were supposed to be at the station by 10 p.m., but did not realize that a 20-mile drive on Los Angeles' freeways, from Long Beach to Hollywood, would take more than an hour.

At the studio, they learn for the first time that a note written by their brother on an airsickness bag had been found in the wreckage. Quickly, the two men huddle and in hushed tones talk about how

they are "blown away."

They are suddenly ushered into a small room where chairs are set up for the interview.

Altamont carries a brown leather briefcase containing many of his brother's documents or "evidence" he thought painted a picture of man with everything to live for.

The lights in the room were bright and Altamont, who sat in between his brother and niece.

During the interview, the brothers are asked about David Burke's state of mind for the hundredth time this week. They say they don't know about the state of mind — the depression and rage — that has been portrayed in the media. They only know of the last time each spoke with him.

Allan Burke said he spoke with his brother a couple of days after Thanksgiving, he said later. He says only that the conversation was limited to family matters.

Altamont Burke spoke with him on Monday about 7 a.m. He called to tell David Burke he was sending an early Christmas gift. And since August, he says he has spoken to his brother on many occasions about business ventures they were thinking of pursuing.

The brief broadcast ends and they never discuss the contents of Altamont's briefcase.

In that briefcase is literature on franchises in everything from vending machine condoms to a game called SkillKranes, which offered owners an opportunity to "get rich quick."

These are some of the options David Burke had been pursuing since August in hopes of giving up his USAir job. He was not advancing and thought of going into business for himself, his brothers and daughter said.

The most promising venture, which David Burke had already put at least \$4,000 into, is a check cashing business in south-

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Burke's family struggles to piece together final days before tragedy

By ROCHELLE D. LEWIS
Times-Union

LOS ANGELES — Altamont Burke Jr. sits in the dining room inside his dead brother's Long Beach, Calif. condominium waiting for another brother and niece to finish "primping."

They are about to drive to Hollywood to do a live television interview on Rochester's 11 p.m. news.

The telephone rings constantly, and they let it until it becomes unbearable.

After all, most of the phone calls have been from badgering reporters with questions like, "what color underwear David Burke was wearing when last seen?" Altamont Burke says half-seriously.

"You can't make a damn phone call out because

Note found in wreckage - 20A

the damn lines — the circuit is so bad," he complains.

"Who's calling?" he says, repeating a reporter's question and laughing at the ludicrousness of it. "Badgering people like yourself trying to outcoop the others."

Altamont Burke sits at a glass-topped table sifting through his brother's personal papers. Beneath it, there's a cluttered stack of newspapers, each detailing David A. Burke's last days before Monday's fatal crash of Pacific Southwest Airlines Flight 1771, which authorities believe he caused.

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(Mount Clipping in Space Below)

Police chief gives airport's security a 'C-'

Search of PSA jet's wreckage completed

The Associated Press

LOS ANGELES — Security at Los Angeles International Airport is so lax that Police Chief Daryl Gates says he would grade the screening system as a "C minus, maybe a D."

Federal officials believe David A. Burke, a former customer service agent, intent on murdering the supervisor who fired him three weeks ago, smuggled a .44-caliber handgun on board Pacific Southwest Airlines' Flight 1771 in Los Angeles on Monday.

The jetliner crashed minutes later near Paso Robles and killed all 43 people aboard.

"I think security is lax. I think it's been lax since the Olympics," Gates said at a Friday news conference, referring to the 1984 Summer Games in Los Angeles.

Earlier this week, a federal official reported that the Federal Aviation Administration had cited five airlines at the Los Angeles airport since Oct. 1 for failing to detect mock weapons during security inspections.

At the scene of Monday's crash, near Cayucos, Calif., investigators have ended their examination of a hillside littered with the wreckage of PSA 1771, officials said yesterday.

"The entire scene has been turned over to PSA for cleanup," said Lt. Tom Garrity of the San Luis Obispo County Sheriff's Department.

The largest piece left of the four-engine BAe 146-200 jetliner was no bigger than a few feet, and the cleanup effort was expected to continue until today, Garrity said.

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note was written by Burke and the pistol had been handed to him. Investigators began leaving the crash site Friday after removing clues and pieces of bodies and wreckage.

The victims had a variety of reasons for being aboard the plane.

Mika missed her 3 p.m. flight. The 25-year-old assistant director of alumni programs at the University of Southern California was working hard on planning the Rose Bowl rally before heading for a northern California regional alumni board meeting, said her superior, Carlos Galindo.

"I had handed her some work sheets for budgeting. I said, 'In your spare time,' and we both laughed," he recalled.

Mika caught PSA's next flight, 1771.

Neil, who had spent 17 of her 38 years

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Futures cut short by PSA crash

FROM PAGE 1A

working for PSA, had thought about calling in sick because she was worn out after several days in New York with her mother and young daughter.

"But she didn't," said her brother, Larry Nissen. "It was passed along to me from some of the employees that she was in a very good mood and she was remembering the trip."

James Sylla, 53, president of Chevron USA Inc., and three other company executives, Owen Murphy, Allen F. Swanson and Jocelyn Kempe, were traveling to an annual public affairs meeting in San Francisco.

Thomson commuted daily from his home in northern California to Los Angeles.

For Burke, 35, Flight 1771 apparently had a different purpose.

Burke worked for USAir at the Greater Rochester International Airport until his transfer to Los Angeles a year ago. USAir recently took over PSA.

Described as well-liked by his colleagues at the Rochester airport, Burke was nevertheless the subject of several criminal investigations. Rochester police said Burke was investigated in connection with cocaine trafficking but was never charged.

Born in Britain, Burke moved to Rochester as a boy with his Jamaican-born father and mother. He attended the former West High School on the city's southwest side and apparently graduated from Madison High School in the late 1960s. His parents and several other family members still

live in the Rochester area.

Generally regarded by friends in Rochester as a successful person, Burke's life changed radically last month.

USAir fired him on Nov. 19 after a hidden camera allegedly caught him stealing \$69. His girlfriend, Jacqueline Camacho of Hawthorne, Calif., went to court and obtained a restraining order against him for allegedly choking her.

According to an FBI affidavit, Burke flew to San Francisco in November and borrowed a .44-caliber Magnum and 12 cartridges from a friend, who noted that Burke was depressed.

On Dec. 4, Burke showed up at Camacho's home with a gun and made her and her daughter drive around, saying he got the weapon to scare her into talking with him, the affidavit alleged.

Three days later, Burke went to the Los Angeles airport and was allowed through security because he was recognized as a former employee. He met with Thomson and then bought a ticket on Flight 1771.

About 175 miles northwest of Los Angeles, the pilot of the BAe-146 radioed to controllers that he heard gunfire in the cabin.

It was the last transmission. But the last words from Flight 1771 were scrawled in Burke's handwriting on an airsickness bag found at the crash site:

"Hi Ray. I think it's sort of ironical that we end up like this. I asked for some leniency for my family, remember. Well I got none and you'll get none."

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

P. 1A
DEMOCRAT + CHRONICLE
ROCHESTER, NY

Date: 12/13/87
Edition:

Title:

Character:
or
Classification:
Submitting Office:

Buffalo

Indexing:

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Crash victims paid for one man's revenge

PSA Flight 1771's passengers and crew lived their last hours unaware they would be caught in an act of bloody vengeance

By John Antczak

The Associated Press

Kathleen Mika had her hands full on the afternoon of Dec. 7 organizing a Rose Bowl rally, and she was trying to catch a 3 o'clock flight from Los Angeles to San Francisco.

Flight attendant Debbie Nissen Neil was in good spirits after a layover the night before in San Diego, telling friends at Pacific Southwest Airlines about the previous week's vacation in New York with her mother and daughter.

Neil J. Webb, president since July of tiny Dominican College north of San Francisco, and his wife, Mary, were winding up a weekend trip and meetings with corporate donors in Southern California.

David Burke, a former Chili resident, was meeting with Raymond Thomson, chief of USAir's terminal at Los Angeles

International Airport. Thomson had recently fired Burke for alleged theft after 15 years with the company.

A few hours later, they and 37 others were dead after a 22,000-foot plunge, their remains strewn across a pasture midway between Los Angeles and San Francisco.

Exactly why PSA Flight 1771 from Los Angeles to San Francisco crashed re-

mained unclear. The disaster was believed to have begun with Burke firing shots to gain revenge against Thomson. Officials also said explosives may have been involved.

The FBI calls it murder. Officials pointed to Burke and a .44-caliber Magnum pistol and a threatening note to Thomson found in the wreckage.

The FBI confirmed Friday that the

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SAC Duffy

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P. 1A
TIMES-UNION
ROCHESTER, NY

Date: 12/15/87
Edition:

Title:

Character:
or

Classification: 149A-341

Submitting Office: Buffalo

Indexing:

Burke's badge found in debris

The Associated Press

SAN DIEGO — The airline identification badge of a fired USAir employee was found amid the pieces of a Pacific Southwest Airlines plane he is believed to have brought down, killing all 43 aboard, a newspaper reported today.

The San Diego Union cited an unidentified source who requested anonymity in its story about the badge being uncovered amid the wreckage of Flight 1771 in San Luis Obispo County.

The recovery of the badge would contradict statements by company officials last week that former Rochester resident David Augustus Burke, 35, of Long Beach, Calif., surrendered his badge after he was fired. PSA's parent company is USAir.

"The identification badge with a photo was definitely found and it was definitely

David Burke's," the paper quoted the source as saying.

A PSA spokeswoman told The Associated Press late last night the airline had heard rumors that the badge had been found but couldn't confirm the reports.

PSA spokeswoman Margery Craig said airline employees sometimes accumulate several badges during their employment.

"Anything is possible," Craig said of Burke having a second badge. "I have no idea if he had duplicate badges."

FBI officials refused comment.

Federal authorities believe Burke may have used his airline identification badge to evade weapons detection devices and smuggle a gun aboard Flight 1771 on Dec. 7 with the intention of killing his former boss, who was a passenger on the plane.

Federal authorities say Burke may have shot Raymond Thomson, 48, the USAir station manager in Los Angeles, and then the crew of the BAe-146, causing the plane to plunge 22,000 feet into a remote central California cow pasture.

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ASAC [redacted]

SAC Duffy [redacted]

[redacted]

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Suspect may have evaded security

Air employees often waved through lines

Los Angeles Times

LOS ANGELES — David A. Burke, the former airline employee suspected of carrying a gun onto Pacific Southwest Airlines Flight 1771 and firing shots that caused the plane to crash, may have been aided by a security system at Los Angeles International Airport that sometimes allows airline employees to bypass airport metal detectors simply by being a familiar face, a number of people familiar with airport security said yesterday.

The stated policy developed by the airlines and the security firms they hire says that airline employees — whose backgrounds has been scrutinized by the airline — may avoid metal detectors by showing their identification badges.

However, employees and security personnel famil-

June by a General Accounting Office report that accused airlines — which, under federal law are responsible for security at their terminals — of failing to oversee the private security companies they hire.

Weeks after that report was made public, a Department of Transportation task force on airport security criticized some airlines for "demonstrating that they have an interest in minimizing the costs of providing security."

The report compiled by the GAO, a congressional watchdog agency, cited routine Federal Aviation Administration tests, conducted late 1986, in which unloaded guns and defused grenades were carried through metal detectors. It said that about 20 percent of the weapons slipped past the security personnel who operate metal detectors.

Rates for specific airports were not released, but it was learned that the lowest was Phoenix's Sky Harbor International Airport, where only 34 percent of the weapons were detected. Las Vegas' McCarran International Airport was close with a detection rate of only 45 percent.

iar with that process acknowledged that it tends to become informal as those in charge of screening grow to recognize airline workers. In some cases, they said, badges or not required, or are simply flashed without being scrutinized.

As a result, it would not have been difficult for Burke — whose ID badge reportedly was destroyed by USAir after it fired him Nov. 18 — to have walked around the metal detector, these persons said.

Said one USAir employee: "It's always possible to get through if they know your face."

(It was not clear whether Burke had simply been permitted to walk around the metal detector at the airport's Terminal 1, which houses PSA, USAir, Southwest Airlines and America West. A co-worker said that Burke might have avoided security by using one of several doors at the back of USAir's offices, which are opened by combination locks. Several co-workers said that they had seen Burke at USAir's offices several times after his firing.)

The incident underscores complaints cited last

At Los Angeles International, the selection of a security contractor for each terminal is a compromise between the several airlines who share the terminal. At Terminal 1, security is performed by Allied Aviation Service, whose officials declined all comment yesterday.

Security companies have long complained that to get airline contracts they must submit low bids that force them to hire minimum-wage employees, creating problems of competence and high turnover.

Soon after the GAO report was issued, then-Transportation Secretary Elizabeth H. Dole ordered the FAA to force airlines to tighten screening of passengers and their carry-on baggage.

The question of whether there were potential hazards in permitting airline employees to avoid screening was not addressed in last summer's GAO report.

However, the House Government Activities and Transportation Subcommittee, which requested the GAO study, has a final hearing on the report scheduled early next year "and I can assure you it will come up," said Ken Salaets, a subcommittee staff member.

(Indicate page, name of newspaper, city and state.) P. 7A
TIMES - UNION
ROCHESTER, NY

Date: 12/9/87
Edition:

Title: 1-80-2206

Character: 149A - 341
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Indexing:

149A-341-30

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

P. 1A
DEMOCRAT + CHRONICLE
ROCHESTER, NY

Date: 12/9/87
Edition:

Title: 1-80-2206

Character: 149A-341
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Classification:
Submitting Office: Buffalo

Indexing:

Friends, family admired him, but police saw a darker side

By John O'Brien, Katie Kilfoyle
and Kinsey Wilson

Democrat and Chronicle

To his friends and relatives in the Rochester area, David A. Burke was a classy, well-to-do man who fought for the rights of blacks and loved the job he held at USAir for 15 years.

But there might have been another side of Burke, a man who was investigated by police and the FBI for cocaine trafficking and car theft, and who once might have blown out the windows in his garage following a spat with his live-in girlfriend.

Burke, 35, might have been the man who boarded a commuter plane with a concealed gun, reportedly plotting to kill his former

boss before they both perished in the crash of a Pacific Southwest Airlines jet in California Monday.

Burke had been fired Nov. 19 from his job for "misappropriating funds," USAir officials said.

David Burke's oldest brother, Allan Burke of Rochester, expressed disbelief yesterday at reports that his brother fired shots in the plane, which might have caused the plane to crash and kill 43 people.

"I don't know how he could've done what they said he done, not David," Allan Burke said.

David Burke talked with his father, Altamont Burke, on Sunday and told him he'd been suspended from his job, although he didn't

TURN TO PAGE 15A

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Police saw a dark side to David Burke

FROM PAGE 1A

say why, Allan Burke said.

"He said everything was all right. He was doing fine," Allan Burke said. "Now they've got him convicted and crucified already."

David Burke also talked by phone Sunday with his former live-in girlfriend, Joanne Smith of Rochester.

"I said, 'You OK?' He said, 'Yeah, I'm all right,'" said Smith, who lived with Burke for about 15 years and bore three of his children. "He said he'd call Monday and have plane reservations to have the girls come out for Christmas.

"I can't understand it, he was always such a strong man. He was the one who always told me we had to be strong for the kids. The kids always came first," Smith said.

David Burke was the father of as many as 11 children, although he apparently never married, his friends and family said. A teen-age daughter, Sabrina, who had lived with him at his Ironstone Drive home in Chili had flown out to California a few months ago to live with him in his condominium.

"If his daughter was there, he would never leave her stranded like that," said Terry Stith, a longtime friend. "He was well-balanced. He's a good role model to his kids."

David Burke was a fierce fighter for equal opportunity employment at USAir at the Greater Rochester International Airport, his brother and friends said. A year or two after he was hired, Burke reportedly sued the airlines, claiming it was discriminating against him on the basis of race by promoting people with less seniority, his brother said.

"They held that against him for years," Allan Burke said. "But he would still work hard to get equal opportunity employment for minorities.

"He would do everything for people who needed to catch flights," Allan Burke said.

Errol Johnson, a former USAir employee who worked under Burke for nine years, said Burke went out of his way to help people whom he supervised.

"He was always going to bat for his employees, and he was a supervisor," Johnson said. "I was getting in trouble for coming in late. He'd call me to make sure I was leaving on time."

"We couldn't believe it," said Marie Nitto, who lived next door to Burke at 14 Ironstone Drive in Chili. "Dave was a very classy person. He always had things under control. He drove nice cars, wore nice clothes."

Nitto said Burke and his family were one of two black families who moved into the 28-house subdivision eight years ago.

Nitto's husband, Al, said Burke was a quiet man, but that police occasionally were called to his house in response to domestic disputes. One of those times,

Burke "blew out all the windows in his garage door," Nitto said. He did know whether Burke used a gun.

Burke was among about 20 people picked up in January 1985 following a probe by local police and the FBI into a marijuana and cocaine trafficking network, Rochester police said. Burke, however, was not charged.

The FBI also had investigated Burke in connection with the theft of a Mercedes Benz but he never was charged, said Dale Anderson, resident agent in charge of the Rochester FBI.

Stith, a friend of Burke's since the two attended the former West High School on the city's southwest side, called Burke a highly self-motivated person who worked hard and also liked to see others succeed.

Burke apparently graduated from the former Madison High School in the late 1960s, friends said. He attended the State University of New York at Binghamton for a year, then went to flight school for USAir in Connecticut.

"The reason black employees are out there (working for USAir) is because of David," Stith said. "He would do anything for you. If he thought something wasn't right, he'd do something about it."

"I don't even believe he did anything like that," Stith said of the shooting aboard the PSA flight.

Burke's Jamaican-born father, Altamont Burke, of 154 Laney Road, refused to comment yesterday. His mother, Iris, apparently lives in Brighton and could not be reached for comment. David Burke, one of the couple's five children, was born in England and moved to Rochester when he was a young boy, his friends and family said.

Altamont Burke works as a cab driver, often operating out of the Greater Rochester International Airport, where both he and his son are well-known to airport employees.

Eddie Green, an airport taxi manager, said the younger Burke was well-liked by cab drivers, ground crews and others at the airport. "He minded his own business. He was clean. He was sharp. And he was smart. I don't know anybody who didn't like him."

Green said he had known Burke for eight or nine years and couldn't conceive of him resorting to desperate, suicidal actions.

Although Burke was transferred from Rochester to Los Angeles nearly a year ago, Green said he had visited his family once or twice and often called the cab stand to talk to his father.

Aubrey James, owner of the Suechef Restaurant on Jefferson Avenue, has known the Burke family since the 1970s.

James said he saw David Burke several months ago when he was last in Rochester. "He was happy. I asked him, 'How is the family,' and he told me, 'Great.' And everything is OK and he is all right."

FBI

TRANSMIT VIA:

- Teletype
- Facsimile
- Airtel

PRECEDENCE:

- Immediate
- Priority
- Routine

CLASSIFICATION:

- TOP SECRET
 - SECRET
 - CONFIDENTIAL
 - UNCLAS E F T O
 - UNCLAS
- Date 1/21/88

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TO: DIRECTOR, FBI

FROM: SAC, BUFFALO (149A-341) (RUC)

DAVID AUGUSTUS BURKE, aka
David Alexander Burke;
PSA FLIGHT 1771
LOS ANGELES TO SAN FRANCISCO
DECEMBER 7, 1987
DAMV
(OO: LOS ANGELES)

Reference Buffalo teletype dated 12/23/87 and Los Angeles teletypes dated 12/11/87 and 1/8/88.

Enclosed for Los Angeles is an original and one copy each of FD-302's and Agent's notes reflecting the interview of the following individuals:



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Also enclosed are photocopies of subject's Rochester, New York Police Department arrest record, computerized New York State Department of Criminal Justice Services rap sheet, dental record and two sets of original dental X-rays.

- 2 - Bureau
- 2 - Los Angeles (149A-2178) (Encs. 3)
- 1 - Buffalo

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SSAA

149A-341-32

Searched _____ Serialized 19

Indexed _____

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

BU 149A-341

For the information of the Bureau, all of the individuals interviewed considered subject to be a very stable individual who never gave them any indication he was having any trouble coping with his problems at work or in his personal life.

Since no further investigation remains to be done within the Buffalo Division, this matter will be placed in an RUC status.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 1/21/88

[redacted]
 Rochester, New York 14620, telephone number [redacted]
 was advised of the identity of the interviewing Agent
 and the nature of the interview. [redacted] provided the
 following information:

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[redacted] stated that DAVID BURKE was his patient
 and provided a photocopy of BURKE's dental records and
 two sets of dental X-rays dated September 8, 1986 and
 November 19, 1986. The interviewing Agent provided [redacted]
 with an FD-597 Receipt Form for these items, which was
 placed in the 1A Section of the file.

Investigation on 1/15/88 at Rochester, New York File # LA 149A-2178
BU 149A-341-33
 by SA [redacted] dam Date dictated 1/19/88

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 1/21/88

[redacted]
[redacted] Rochester, New York, telephone number [redacted]
was advised of the identity of the interviewing Agent
and the nature of the interview. [redacted] provided the following
information:

She first met DAVID BURKE in [redacted]

[redacted]
[redacted]
[redacted]

[redacted] BURKE kept
in regular contact with [redacted] about every two weeks.
BURKE never had abused alcohol or narcotics to her knowledge
and never seemed to be mentally unstable. Her last contact
with him was in October or November, 1987 when he called
from California. He seemed happy and normal during this
contact. At no time did he ever discuss insurance or
wills with her, nor did he ever mention any problems he
may have had at work. Their normal conversation was mostly
about [redacted] and his general welfare and progress in school.

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149A-341-314

SEARCHED	INDEXED
SERIALIZED <i>DF</i>	FILED <i>DN</i>
JAN 21 1988	
FBI - BUFFALO	

Investigation on 1/15/88 at Rochester, New York File # LA 149A-2178
BU 149A-341
by SA [redacted] dam Date dictated 1/19/88

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 12/28/87

[redacted] Rochester, New York, telephone number [redacted] was interviewed at her residence. [redacted] was advised of the identity of the interviewing Agent and the nature of the interview. [redacted] provided the following information:

She met DAVID BURKE in approximately [redacted] when they were both attending Madison High School, Rochester, New York. [redacted]

[redacted]

She was aware that DAVID BURKE [redacted] [redacted] namely [redacted] currently residing at an unknown address on [redacted] Rochester, New York, with [redacted] [redacted] currently residing at [redacted] Rochester, New York, with [redacted] currently residing on [redacted] Rochester, New York with [redacted] [redacted] currently residing on [redacted] Rochester, New York, with [redacted]

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During her association with BURKE, they had experimented with marijuana, but BURKE did not like it. She had heard rumors regarding BURKE's use and/or dealing in cocaine, but never had seen BURKE use or distribute cocaine. When she asked BURKE about these rumors, he did not deny them, but would only tell her that it was none of her business. She further described BURKE as a moderate to heavy social drinker who would drink with his friends on weekends and days off.

Her last contact with BURKE was on December 6, 1987, when she called him about making arrangements for [redacted] to visit him in California for Christmas. During this conversation, BURKE never gave her any impression that he was upset or distressed for any reason. This conversation centered around [redacted] and BURKE seemed to be in a positive frame of mind. She also had previous

Investigation on 12/16/87 at Rochester, New York File # IA 149A-2178 Buffalo 149A-341 **35**

by SA [redacted] :dam Date dictated 12/22/87

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Continuation of FD-302 of (BU 149A-341) , On 12/16/87 , Page 2*

telephonic conversations with BURKE a week or prior to their last conversation that centered around as well as his suspension from U.S. AIR and the opening of his check cashing business. BURKE gave her the impression that he was confident he would get his job back. At no time did BURKE talk to her regarding wills or insurance policies.

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149A-34-35

SEARCHED	INDEXED
SERIALIZED	FILED
MAY 20 1987	
FBI - BUFFALO	

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 12/28/87

[redacted] both residing at [redacted] Rochester, New York, telephone number [redacted] were both interviewed at the residence of [redacted] Rochester, New York. They were advised of the identity of the interviewing Agent and the nature of the interview. They provided the following information:

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The last time they had any contact with [redacted] DAVID BURKE, was on November 26, 1987, in Atlanta, Georgia, where they had a family reunion for Thanksgiving. They were aware that DAVID had been suspended from U.S. AIR, but he did not talk to them regarding this. He did talk about opening his own business, and had even mentioned that he wanted to study law. [redacted] told him that he was too old to go to law school. He seemed in very good spirits during this period of time, but explained that he would not normally confide in them even if he would have had a problem. They had never known him to have a narcotic addiction, nor a drinking problem.

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149A-341-316

SEARCHED.....	INDEXED.....
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Investigation on 12/16/87 at Rochester, New York File # LA 149A-2178
Buffalo 149A-341

by SA [redacted]:dam Date dictated 12/22/87

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149A-341-37

SEARCHED	INDEXED
SERIALIZED	FILED
JAN 5 1993	
FBI - BUFFALO	

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 1/4/88

[redacted] Rochester, New York, telephone number [redacted] was interviewed at her residence. [redacted] was advised of the identity of the interviewing Agent and the nature of the interview. [redacted] provided the following information:

She had known DAVID BURKE since [redacted] and had

[redacted]

[redacted] She explained that [redacted] had moved out to California to live with him in October, 1987, and [redacted] never relayed any derogatory information regarding [redacted] spent a week with DAVID and [redacted] just before Thanksgiving, 1987. During that week they spent quite a lot of time together and talked on various subjects. She was never under the impression that anything was dramatically wrong with DAVID and he openly discussed his future plans with her. He had been suspended from his job at U.S. AIR and told her that he planned to file a grievance against U.S. AIR in an attempt to regain his position there. He also discussed buying one of several companies he had looked into, one of which was a check cashing business, another being a company that sold condoms. During her stay, DAVID did not do any excessive drinking, nor did he sell, purchase or abuse narcotics in her presence. When she departed, she brought [redacted] back to Rochester with her for Thanksgiving.

[Handwritten signature]

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Approximately one week after Thanksgiving, 1987, DAVID called her to tell her that he had made a \$1,000 deposit on a check cashing business and that he had taken her out of his will. He had, in the past, told her that he had insurance policies with [redacted] as the beneficiary, but had never provided her with any paperwork regarding the policies. [redacted]

[redacted]

Investigation on 12/21/87 at Rochester, New York File # LA 149A-2178 Buffalo 149A-341
by SA [redacted] dam Date dictated 12/28/87

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 1/4/88

[redacted] Rochester, New York, was interviewed at her residence. [redacted] was advised of the identity of the interviewing Agent and the nature of the interview. [redacted] provided the following information:

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She had known DAVID BURKE since [redacted]

[redacted] requiring BURKE to pay her \$100 per month, he did not provide these payments for a one or two year period, from 1981 to either 1982 or 1983. During 1987 BURKE was required to pay \$100 per week as compensation for the above-stated non-payment period.

She last spoke to BURKE approximately four or five months ago when he took her out for drinks. During her last conversation with him, he said nothing that would make her question his mental stability. He had never spoken to her about insurance policies or wills, nor had she ever received anything from him or any insurance company regarding any type of policy. She had never known him to abuse narcotics, but noted that he did drink to excess on occasion.

149A-341-38

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Investigation on 12/22/87 at Rochester, New York File # LA 149A-2178
Buffalo 149A-341
 by SA [redacted] :dam Date dictated 12/28/87

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DEC 6 1987	
FBI - BUFFALO	

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 12/30/87

[redacted] Pittsford, New York, telephone number [redacted] was interviewed at the offices of U.S. AIR, Monroe County Airport, Rochester, New York. [redacted] was advised of the identity of the interviewing Agent and the nature of the interview. Also present during the interview were [redacted] U.S. AIR, Monroe County Airport, Rochester, New York, and [redacted] Corporate Security Investigator, U.S. AIR, Crystal City, Virginia. [redacted] provided the following information:

He first met DAVID BURKE in 1978 or 1979 when [redacted] was [redacted] at the Monroe County Airport, Rochester, New York, and BURKE was a ticket agent. [redacted] left several years later to return to Rochester in April, 1986 as [redacted]. He noted that upon his return BURKE had been promoted to Shift Supervisor. Both [redacted] and BURKE left Rochester, New York in December, 1986 when [redacted] became [redacted] at the Buffalo International Airport and BURKE took a transfer to California. [redacted] described BURKE as one of his best employees, noting that BURKE was very well respected and well liked by everyone with whom he worked. He stated that he did not know BURKE on a social basis, but had attended several work-related social events where he witnessed BURKE drinking fairly heavily. He also recalled one instance in 1986 when BURKE came to work drunk, at which point [redacted] sent him home. [redacted] explained that he placed a report of this incident in BURKE's personnel file, but removed it in December, 1986 and gave it to BURKE.

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Since December, 1986, [redacted] spoke with BURKE approximately four times, the last time being at the Buffalo International Airport where BURKE and [redacted] met him in person while they were waiting for a connecting flight. [redacted] could not recall exactly when this last encounter with BURKE took place, but estimated it was at least several months ago. During these conversations with BURKE, [redacted] never got the impression that BURKE was upset or that he had any insurmountable problems.

Investigation on 12/18/87 at Rochester, New York File # LA 149A-2178
Buffalo 194A-341
by SA [redacted]:dam Date dictated 12/24/87

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 12/30/87

[redacted] Livonia, New York, telephone number [redacted] was interviewed at the offices of U.S. AIR, Monroe County Airport, Rochester, New York. [redacted] was advised of the identity of the interviewing Agent and the nature of the interview. Also present during the interview were [redacted] [redacted] Rochester, New York and [redacted] Corporate Security Investigator, U.S. AIR, Crystal City, Virginia. [redacted] provided the following information:

She had known DAVID BURKE since [redacted] when she was first employed on a part-time basis by U.S. AIR at the Monroe County Airport, Rochester, New York. She stated that BURKE was her supervisor while she was [redacted] [redacted] until she left to go on maternity leave. She explained that she was on maternity leave in December, 1986 when U.S. AIR had a going away party for him. In January, 1987, she sent BURKE a letter and a calendar as a going away gift to make up for her not being able to attend his going away party. In March, 1987, BURKE called her to ask her how she was doing with her new baby. She recalled that BURKE described his job in California as going well, but as being temporary. This was the last conversation she had with BURKE.

She recalled that [redacted] was a mutual friend of hers and BURKE's. She explained that [redacted] was employed by U.S. AIR in the Catering Department at the Monroe County Airport, Rochester, New York, until [redacted] transferred to California. [redacted] noted that she, [redacted] filled the vacancy left by [redacted] departure.

Investigation on 12/18/87 at Rochester, New York File # LA 149A-2178
Buffalo 149A-341-40
 by SA [redacted]:dam Date dictated 12/24/87

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 1/4/88

[redacted] Rochester, New York, telephone number [redacted] formerly residing at [redacted] Rochester, New York, was advised of the identity of the interviewing Agent and the nature of the interview. [redacted] advised as follows:

He had known DAVID BURKE for the past nine or ten years on a social basis and during that period had never known BURKE to abuse alcohol or narcotics, but stated that he and BURKE would drink moderately on weekends together. He last spoke to BURKE just prior to Thanksgiving in November, 1987, and during this conversation recalled BURKE telling him that things were not going smoothly with [redacted] because she was not well received by [redacted] BURKE also told him during this conversation that his situation at work was not going as well as he had expected and that BURKE had heard rumors that a teletype had been sent from U.S. AIR in Los Angeles, California to U.S. AIR in Rochester, New York, stating, "You can have your thief back." BURKE also complained about the way he was being treated by his boss, but [redacted] could not recall the exact details of these complaints.

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Jed

149A-341-41

SEARCHED.....	INDEXED.....
SERIALIZED <i>BL</i>	FILED.....
JAN 4 1988	
FBI - BUFFALO	

Investigation on 12/23/87 at Rochester, New York File # LA 149A-2178 Buffalo 149A-341

by SA [redacted] dan Date dictated 12/29/87

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FORMS.TEXT HAS 1 DOCUMENT

INBOX.1 (#548)

TEXT:

OMG 0008 039 2215Z

RR HQ LA BU AT

DE OM

R 08 2215Z FEB 88

FM OMAHA (149A-411)(P)

TO DIRECTOR, FBI (ROUTINE)

LOS ANGELES (149A-2178)(C-1)(ROUTINE)

BUFFALO (149A-341)(ROUTINE)

ATLANTA (ROUTINE)

BT

UNCLAS

DAVID AUGUSTUS BURKE, AKA DAVID ALEXANDER BURKE; DESTRUCTION OF PSA FLIGHT 1771; DECEMBER 7, 1987; DAMV; OO: LOS ANGELES.

FOR INFORMATION OF RECIPIENT OFFICES, ON FEBRUARY 1, 1988, MUTUAL OF OMAHA INSURANCE COMPANY, OMAHA, NEBRASKA, NOTIFIED THE OMAHA DIVISION OF THEIR RECEIPT OF A CLAIM NOTICE SUBMITTED BY [REDACTED] PREVIOUSLY NAMED AS BENEFICIARY OF DAVID A. BURKE. ENCLOSED WITH THE CLAIM NOTICE WERE THE FOLLOWING ITEMS:

A) A XEROX COPY OF CERTIFICATE OF DEATH, STATE OF CALIFORNIA, CERTIFICATE NUMBER 3-87-40-001471, IN THE NAME

[Handwritten signature]

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[Handwritten mark]

SEARCHED	INDEXED
SERIALIZED	FILED
FEB 8 1988	
FBI - BUFFALO	

[Handwritten note: Case Rec'd 1/21/88]

149A-341-42

SEARCHED	INDEXED
SERIALIZED	FILED
FEB 8 1988	
FBI - BUFFALO	

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PAGE TWO

OMAHA (149A-411)

UNCLAS

DAVID AUGUSTUS BURKE.

B) A XEROX COPY OF MUTUAL POLICY TYPE T40AV, NUMBERED A386499, IN THE AMOUNT OF \$195,000, IN THE NAME OF DAVID BURKE, NAMING THE BENEFICIARY AS ROCHESTER, NEW YORK.

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C) A XEROX COPY OF MUTUAL POLICY TYPE T18BA, NUMBERED 05802B. IT SHOULD BE NOTED THAT THE PRINCIPAL SUM HAS BEEN ALTERED FROM \$50,000 TO REFLECT \$300,000. FURTHER, THE PREMIUM AMOUNT WAS ALTERED FROM \$5 TO READ \$8.50. NO OTHER OBVIOUS ALTERATIONS WERE NOTED.

THE AFOREMENTIONED FACTS WERE REFERRED TO THE UNITED STATES ATTORNEY'S OFFICE, FOR THE DISTRICT OF NEBRASKA, WHO CONCURRED IN FURTHER INVESTIGATION PREDICATED ON VIOLATION OF TITLE 18, USC 1341.

OFFICIALS AT MUTUAL OF OMAHA HAVE PLEDGED THEIR COMPLETE COOPERATION IN PURSUING THIS MATTER.

DOCUMENTS OBTAINED FROM MUTUAL OF OMAHA WILL BE FORWARDED TO FBI IDENTIFICATION DIVISION, LATENT FINGERPRINT SECTION, FOR PROCESSING.

BUREAU AND RECIPIENT OFFICES WILL BE KEPT ADVISED OF OVERT INVESTIGATIVE STEPS.

BT

#

-->

QFBB HING DCJ9

00005 FILE 15 FBI BUFFALO NYFBIBUOO 1/3/87

MESSAGE KEY/RH PURPOSE/CITREASON/DIRLOWI/NYFBIBUOO IDENT W/1149-341XX

.NAM/BURKE, DAVID AUGUSTUS .SEX/M .RAC/U .DOB/051952 .SKIN/TONEZ* .HTFX*

.SOC/* .FBI/* .ANUZ*

.ALIAS#1/* .ALIAS#2/*

.ALIAS#3/* .ALIAS#4/*

.ALIAS#5/*

.AUTH/ [REDACTED]

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N 1243-1243 01/04/88 1003226 QFBB00229

NYSP FTST UFRF 1243

NYFBIBUOO

NO RECORD - NYSPIN WANTED PERSONS FILE

NAM/BURKE, DAVID AUGUSTUS

.DOB/051952 .SEX/M .RAC/U

Handwritten mark

N 1243-1243 01/04/88 1003272 QFBB00230

NCIC RYBT UFRF 1243

NYFBIBUOO

NO NCIC WANT IGB/051952 NAM/BURKE, DAVID AUGUSTUS .SEX/M .RAC/U

149A-341-43

SEARCHED	INDEXED
SERIALIZED	FILED
JAN 4 1988	
FALO	

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N 1246-1246 01/04/89 1007352 0F8200231

DCJS HIST GEBB 1246

00005

MKE/SUSPET

SUSPECT 01 OF 02

INPUT NAME/BURKE, DAVID AUGUSTUS

SID/3304479F STATUS/COMPUTER-OK

III STATUS/U III MESSAGE/

NAMES: BURKE, DAVID AUGUSTUS
BURKE, DAVID ALEXANDER

BURKE, DAVID AUGUSTUS

DOB: 051852

SEX/M RAC/N: HGT/48

ADDRESS 14 IRONSIDE DR ROCHESTER NY

FBI/890806 SDC/032440224

QFBB HQRR NCIC
00008 FILE IS FBI/BUFFALO NYFBIBU00 1/4/88
MESSAGE KEY/GR.PURPOSE/C.ORI/NYFBIBU00.NAM/BURKE, DAVID AUGUSTUS
FBI/89080L6 .SIO/*
AGENCY/FBI ATTENTION [REDACTED]
BUILDING/FEDERAL BUILDING
ADDRESS/111 WEST HURON STREET
CITY-STATE/BUFFALO, NEW YORK ZIP/14202

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b7C

N 1313-1313 01/04/88 1040637 QFEB00240
NCIC HQRR QFBB
ACK 00008
NYFBIBU00

NO IDENTIFIABLE RECORD IN THE NCIC INTERSTATE IDENTIFICATION INDEX
(III) FOR FBI/89080L6.
NOTICE -- THIS DOES NOT PRECLUDE THE POSSIBLE EXISTENCE OF MATCHING
RECORDS IN LOCAL, STATE, OR FBI IDENTIFICATION DIVISION FILES THAT ARE
NOT INDEXED IN THE NCIC III. IF YOU DESIRE A SEARCH OF THE FBI
IDENTIFICATION DIVISION FILES, A FINGERPRINT CARD SHOULD BE SUBMITTED.
END

[Handwritten mark]

149-341-44

SEARCHED	INDEXED
SERIALIZED	FILED
JAN 4 1988	
[REDACTED] FALO	

[Handwritten signature]

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[Handwritten mark]

QFBB HIND NCIC
00007 FILE IS FBI BUFFALO NYFBIBU00 1/4/87
.MESSAGE KEY/QH.PURPOSE/C.ORI/NYFBIBU00
.NAM/BURKE, DAVID AUGUSTUS .SEX/M.RAC/E.DOB/051852.SOC/*
.MMU/* .FBI/* .SID/*

N 1252-1252 01/04/88 1015552 QFBB00234
NYSF PTST QFBB 1252
NYFBIBU00
NO RECORD - NYSPIN WANTED PERSONS FILE
NAM/BURKE, DAVID AUGUSTUS
.DOB/051852.SEX/M.RAC/E

N 1252-1252 01/04/88 1015629 QFBB00235
NCIC PTST QFBB 1252
NYFBIBU00
NO NCIC WANT DOB/051852 NAM/BURKE, DAVID AUGUSTUS SEX/M RAC/E

N 1252-1253 01/04/88 1015610 QFBB00236
NCIC HIND QFBB
ACK 00007
NYFBIBU00

NO IDENTIFIABLE RECORD IN THE NCIC INTERSTATE IDENTIFICATION INDEX
(III) FOR NAM/BURKE, DAVID AUGUSTUS .SEX/M.RAC/E DOB/051852
NOTICE -- THIS DOES NOT PRECLUDE THE POSSIBLE EXISTENCE OF MATCHING
RECORDS IN LOCAL, STATE, OR FBI IDENTIFICATION DIVISION FILES THAT ARE
NOT INDEXED IN THE NCIC III. IF YOU DESIRE A SEARCH OF THE FBI
IDENTIFICATION DIVISION FILES, A FINGERPRINT CARD SHOULD BE SUBMITTED.
END

45
749 A-341-13

SEARCHED	INDEXED
SERIALIZED	FILED
JAN 4 1988	
	FALO

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QFBB HQJR DCJS
00006 FILE IS FRI BUFFALO NYFBUEOO 1/4/88
MESSAGE KEY/RR PURPOSE/C REASON/DRI DRI/NYFBUEOO. ILENT W/1139-341XX
.NAM/BURKE, DAVID AUGUSTUS .SIB/NY330479P.NCIC III/Y
.AGENCY/FBI .ATTENTION/ [REDACTED]
.BUILDING/FEDERAL BUILDING
.ADDRESS/111 WEST HURON STREET
.CITY-STATE/BUFFALO NEW YORK ZIP/14202
.AUTH/ [REDACTED]

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N 1250-1250 01/04/88 1012952 QFBB002AA
DCJS HQJR QFBB 1251
00006

COMPUTER RESPONSE - DCJS RECORDS INDICATE THE III STATUS IS
UNKNOWN. SUBMIT A TYPE 2 INQUIRY TO NCIC III TO DETERMINE IF
CHRI IS AVAILABLE THROUGH III. NSC NUMBER/R-200006

Handwritten: 23
Signature: [Handwritten signature]

Handwritten: C

149A-341-46

SEARCHED	INDEXED
SERIALIZED	FILED
JAN 4 1988	
[REDACTED]	

Handwritten: [Signature]

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b7C

N 1253-1253 01/04/88 1018881 0FLE00237
NCJS HIST REFB 1253

2L011, 00000

FILE 15 DCJS ALBANY NY0010101 JAN 04, 1988 REPLY
TO FBI BUFFALO NYE18000
MESA 00006 FILED 01-04-88

DATE 01-04-88 STATE OF NEW YORK
TIME 1248 DIVISION OF CRIMINAL JUSTICE SERVICES
FAX NO

TRAN NO C0006
PAGE 1

~~CONFIDENTIAL~~ TO: FBI BUFFALO
1400-111 WEST HURON ST.
BUFFALO NY
14202

DOB: 05-12-52
RACE: BLACK
SEX: MALE
HGT: 5-08
SOC: 052-44-0224
FBI: 890806

NAME BURKE, DAVID AUGUSTUS NYID- 3304479P

~~BURKE, DAVID AUGUSTUS~~

NAMES USED BY SUBJECT:

~~BURKE, DAVID ALEXANDER~~

< < < < < CRIMINAL HISTORY > > > > >

ARREST INFORMATION	ARREST CHARGES	DISPOSITION AND CORRECTIONS DATA
ARR DT/PL 11-02-72 HENRIETTA	RECKLESS ENDANGERMENT 1ST 1120.25 PL CLASS D FEL NYC 20921	DISPOSITION 101-12-73 TJ HENRIETTA DRT # UNKNOWN
CRM DT/PL 11-01-72 HENRIETTA		DISMISSED
ARRW/AGY 11709 NYSF TRCOF E HDQ		
ARR DT/PL 12-31-75 ROCHESTER	ROBBERY-2ND 1160.10 PL CLASS C FEL NYC 199	DISPOSITION 102-03-76 TJ GATES DRT # 0000124
CRM DT/PL 12-31-75 GATES	ASSAULT - 3RD 1120.00 PL CLASS A MISD	DISMISSED
ARRW/AGY 1267 GATES TOWN PD		
CRT CONW: 01590033M		101-20-76 TJ GATES DRT # 0000123 DISMISSED

TYPE INFORMATION

NAME AND REPORTED ON INFORMATION
 ADDRESS

INDV 02, 1972 BURKE, DAVID ALEXANDER
 1172 HAYWARD ST SPRINGFIELD MA
 DEC 31, 1975 BURKE, DAVID AUGUSTUS
 1107 E SMUIRE DR ROCHESTER NY

(CONT. NEXT PAGE) DATE 01-04-88
 PAGE 2

NAME BURKE, DAVID AUGUSTUS NYSID 8304479F TRAN NO 00006

TYPE INFORMATION

WHERE AN INDIVIDUAL IS SENTENCED JUNE 1, 1961, OR LATER, ON MORE THAN ONE CHARGE WITHIN A DOCKET, THE SENTENCES MAY BE CONSIDERED TO BE CONCURRENT UNLESS IDENTIFIED AS CONSECUTIVE.

THIS RESPONSE IS BASED ON A NYSID NUMBER SUPPLIED BY YOUR AGENCY.

ALL ENTRIES ARE AS COMPLETE AS THE DATA FURNISHED TO DCJS.
 LAWRENCE T. KURLANDER, COMMISSIONER

FORMS.TEXT HAS 1 DOCUMENT

INEOX.1 (#431)

TEXT:

VZCZCOMO006

RR HQ BU LA

DE OM #0006 1032242

ZNR UUUUU

R 122319Z APR 88

FM OMAHA (149A-411) (P)

TO DIRECTOR, ROUTINE

BUFFALO (149A-341) ROUTINE

LOS ANGELES (149A-2178) ROUTINE

BT

UNCLAS

DAVID AUGUSTUS BURKE, AKA DAVID ALEXANDER BURKE; DESTRUCTION OF
PSA FLIGHT 1771; DECEMBER 7, 1987; DESTRUCTION OF AIR CRAFT OR A
MOTOR VEHICLE

RE OMAHA TELETYPE, DATED FEBRUARY 8, 1988, AND OMAHA AIRTEL,
DATED FEBRUARY 11, 1988, TO FBIHQ AND LOS ANGELES.

PER REFERENCED TELETYPE, MUTUAL OF OMAHA INSURANCE COMPANY
WAS IN RECEIPT OF INSURANCE DOCUMENTS RELATIVE TO SUBJECT; OF
WHICH ALTERATIONS OF PREMIUM AND PRINCIPAL AMOUNTS WERE NOTED,
INCLUDED IN THESE DOCUMENTS WAS A CLAIM NOTICE, SIGNED IN THE
NAME OF THIS CLAIM NOTICE THEN GENERATES AN

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41 47

149A-341-47

SEARCHED	INDEXED
SERIALIZED <i>mk</i>	FILED <i>mc</i>
APR 12 1988	
FBI - ALB	

mk

COO
TC

5/15/88

PAGE TWO DE OM 0006 UNCLAS

ACKNOWLEDGEMENT OF CLAIM BY MUTUAL OF OMAHA; WHICH REQUIRES THE RECIPIENT TO FILL OUT A DETAILED FORM AND RETURN IT TO MUTUAL OF OMAHA. TO DATE, THIS FORM HAS NOT BEEN RECEIVED BY MUTUAL OF OMAHA.

OMAHA INTENDS TO INITIATE A CONSENSUAL TELEPHONE CALL BETWEEN MUTUAL OF OMAHA PERSONNEL AND [REDACTED] ON OR ABOUT APRIL 15, 1988. THE PURPOSE WILL BE TO DETERMINE THE CIRCUMSTANCES REGARDING HER FAILURE TO RETURN THE FORM AND CLARIFY IF \$500,000 PRINCIPAL WAS THE AMOUNT REQUESTED IN THE INSURANCE CLAIM.

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SAC AUTHORITY FOR CONSENSUALLY MONITORED TELEPHONE CALL WAS RECEIVED AND FIRST ASSISTANT UNITED STATES ATTORNEY [REDACTED] [REDACTED] ADVISED THAT THE CONSENSUAL TELEPHONE CALL DID NOT CONSTITUTE ENTRAPMENT.

LOS ANGELES AND BUFFALO SHOULD ADVISE THE OMAHA DIVISION OF ANY OVERRIDING INVESTIGATIVE ASPECTS THAT MAY ADVERSELY AFFECT THE USE OF CONSENSUAL TELEPHONE CALL BY CLOSE OF BUSINESS APRIL 14, 1988.

BT

#0006

NNNN

Transmit attached by Facsimile - UNCLAS

Precedence P

To: SAC, OMAHA (149A-411)

Date: 4/14/88

From: SAC, BUFFALO (149A-341)

Time: Transmitted - 4:42

Subject: DAVIS AUGUSTUS BURKE, aka;
DESTR. OF PSA FLIGHT 1771, 12/7/87
DAMV; OO LOS ANGELES

Initials - NW, SENT
BB, RECD.

Fingerprint Photo Fingerprint Record Map Newspaper clipping Photograph

Artists Conception

Other 302 of 12/16/87

Special handling instructions:

149A-341-48

(X)
R

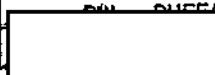
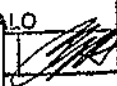
Approved: _____

LA

Tr. [unclear]

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149-341-49

SEARCHED	INDEXED
SERIALIZED <i>gn</i>	FILED <i>gn</i>
SEP 26 1988	
FBI - BUFFALO	
	

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FBI

TRANSMIT VIA:

Teletype
 Facsimile
 AIRTEL

PRECEDENCE:

Immediate
 Priority
 Routine

CLASSIFICATION:

TOP SECRET
 SECRET
 CONFIDENTIAL
 UNCLAS E F T O
 UNCLAS

Date 9/16/88

1 TO: SAC, ATLANTA

2 FROM: SAC, OMAHA (149A-411)(P)

3 DAVID AUGUSTUS BURKE, aka
 4 David Alexander Burke;
 5 DESTRUCTION OF PSA FLIGHT 1771
 6 12/7/87;
 7 DAMV;
 8 OO: LA

9 Enclosed for Atlanta and Buffalo are four copies of
 10 items received by MUTUAL OF OMAHA INSURANCE, supposedly from
 11 [redacted] requesting payment of insurance benefits.

12 1. Business size envelope from [redacted]
 13 [redacted] Rochester, New York 14619, to TRAVEL
 14 INSURANCE CLAIMS, 3102 Farnam Street, Omaha, Nebraska 68131-
 15 3404.

16 2. Copy of MUTUAL OF OMAHA insurance policy type
 17 T40AV, numbered A386499, in the amount of \$195,000, in the
 18 name of DAVID BURKE, naming the beneficiary as [redacted]
 19 [redacted] Rochester, New York.

20 3. Copy of MUTUAL OF OMAHA insurance policy type
 21 T18BA, numbered 05802B, in the amount of \$500,000, in the
 name of DAVID A. BURKE, naming the beneficiary as [redacted]
 [redacted] Rochester, New York.

2- Atlanta (Enc. 5)
 ② - Buffalo (Enc. 5)(Attn: SA [redacted] Rochester RA) *MB*
 1 - Los Angeles (Info)
 2 - Omaha
 MFM:cac
 (7)

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

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OM 149A-411

4. Original Claims Notice, signed in the name of [redacted] on 1/20/88.

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In addition, is a copy of the original policy type T18BA, numbered 05802B, in the amount of \$50,000.

For information and assistance of Atlanta and Buffalo, insurance policy type T18BA, numbered 05802B, was originally purchased by BURKE on 12/7/87 in the amount of \$50,000, having paid a premium of \$5.00. Enclosed copy has been altered to reflect the principal amount of \$500,000 and premium of \$8.50.

Laboratory examination of the signature of "DAVID BURKE" on enclosed documents indicates these are identical with known samples previously submitted for examination.

LEADS

BUFFALO DIVISION

AT ROCHESTER, NEW YORK

1) Interview [redacted] regarding the submission of enclosed documents and any knowledge of their alteration.

2) Obtain handwriting/hand printing samples through established procedures and furnish to FBI Laboratory for comparisons with other retained items.

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ATLANTA

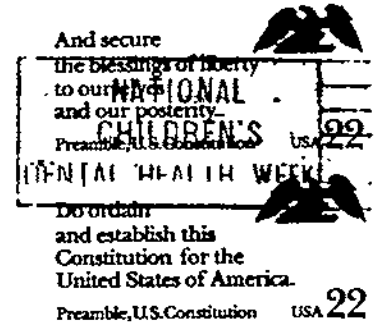
AT STONE MOUNTAIN, GEORGIA

1) Interview [redacted] regarding the possible submission of enclosed documents and any knowledge of their alteration.

2) Obtain handwriting/hand printing samples through established procedures and furnish to FBI Laboratory for comparison of other retained items.



.b6
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Travel Insurance Claims
3102 Farnam Street
Omaha, Nebraska 68131-3404

RECEIVED

JAN 23

mjm 2/4/88

ref: 2/4/88

APPLICATION TO MUTUAL OF OMAHA INSURANCE COMPANY

Please Print

Policy Number T40AV A386499		Name of Insured DAVID BURKE	
Principal Sum	Premium	Address of Insured 21 W. SPRING ST. #C	
\$195000	\$ 6.50	City LONG BEACH	State CA. ZIP 90806
Flight Number #1769 PSA	Name of Beneficiary		
Departure City LAX	Address of Beneficiary		
Returning from SAN FRANCISCO	City		
Returning to LAX	State		
Policy to be Effective	Trip to be made on: <input type="checkbox"/> One-way Ticket <input checked="" type="checkbox"/> Round-trip Ticket		
Date 2/17/88 Hour 2:30 <input type="checkbox"/> a.m. <input checked="" type="checkbox"/> p.m.	Insured is owner unless checked here: <input type="checkbox"/> Beneficiary is owner.		
Countersigned by	Personal Signature of Insured David Burke		
Licensed Resident Agent			

Form 1474M App

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MA334

APPLICATION TO MUTUAL OF OMAHA INSURANCE COMPANY

Policy Number T18BA 05802		Please Print Name of Insured DAVID A. BURKE	
Capital Sum \$ <u>100000</u> (Scheduled Airline Accidents)		Address of Insured Number and Street <u>121 W. SPRING ST #C</u> City <u>L.B.</u> State <u>CA.</u> ZIP <u>90806</u>	
Principal Sum \$ <u>50000</u> (Other Accidents)		Name of Beneficiary	
Term of Coverage <u>1</u> Days		Address of Beneficiary Number Street City State ZIP	
Premium \$ <u>5.00</u>		Effective at: Hour <u>2:30</u> <input type="checkbox"/> a.m. <input checked="" type="checkbox"/> p.m. Date <u>12/17/87</u> MONTH DAY YEAR	
Countersigned by		Place <u>LA Brea</u>	
		Signature of Insured <u>David Burke</u>	

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12/15/87
mgm

(Series 3655S)

Form # 140AV (A386499) DATE 12-7-87 * There are 2 policies. Please note

CLAIMS NOTICE

wjm 2/14/88

T188A(05802) 12-7-87

This Notice of Claim is the first step in handling your claim. Please complete it in every detail. You will receive appropriate instructions necessary to complete the filing of your claim. You may expedite processing of your claim by including a photocopy of the policy application page when you return this form.

Policy Owner Information

Policy Issued to DAVID A. BURKE
 Address 121 W. Spring St. #C Phone 213-988-0528
 City Long Beach State CA Zip 90806
 If claim is for spouse and/or child, please show name and relationship
 _____ Friend **RECEIVED**

b6
b7C

JAN 26 '88

Policy Information

Name, address, and telephone number of travel agency, tour operator, or airport where policy was purchased:
 Name LAX AIRPORT Phone _____
 Address LOS Angeles AIRPORT
 City LA State CA Zip _____
 Policy Form See TOP Policy Number See TOP Date Purchased See TOP
 Please Include Photocopy Of The Policy Application Page. 12-7-87

Trip Information

Scheduled date of trip departure 12-7-87 Scheduled date of trip return _____
 Trip destination SAN FRANCISCO
 Tour or trip number #1769 PSA

Claim or Loss Information

This notice of claim is for: Sickness Eye Loss Trip Cancellation
 Accident Death Other
 Limb Loss Baggage & Personal Effects

Baggage and Personal Effects loss reported to: Local Police Sheriff Airport Authority
 State Police Airline Other (please explain)

Date loss occurred 12-7-87 Where did loss occur? Ranch
 Preliminary estimate as to amount of loss TOTAL LOSS
 If hospitalized, what dates? From _____ To _____
 Name of attending physician _____
 Name of hospital or clinic _____
 Address _____
 City _____ State (Country) _____
 Please explain briefly what happened TOTAL Disintegration due to AIRCRAFT CRASH

Signature [Signature] Date 1-20-88

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FROM



Place stamp here.
The Post Office
will not
deliver mail
without
postage.

b6
b7C

Travel Insurance Claims
3102 Farnam Street
Omaha, Nebraska 68131-3404



RECEIVED
JAN 10 1983

SCHEDULE

Policy Number T18BA 05802		B	Name of Insured <i>DAVID A. BURKE</i> <small>Please Print</small>			
Capital Sum \$ <i>100000</i>		Address of Insured		Number and Street <i>21 W. SPRING ST #C</i>		
Principal Sum \$ <i>500000</i>		Name of Beneficiary		City <i>L.B.</i> State <i>CA.</i> ZIP <i>90806</i>		
Term of Coverage		Address of Beneficiary		Numb Street		
Premium <i>8.50</i>		City		Sta ZIP		
Days <i>1</i>		Effective at: Hour <i>2:30</i>		Date <i>12/17/87</i>		
Countersigned by		Place <i>L.A.</i>		Date		
Licensed		<i>David Burke</i>				

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b7C

This Policy Is Nonrenewable and Provides Benefits for Loss of Life, Limb or Sight and Loss Due to Medical, Surgical, Nurse and Hospital Expense Resulting from Accidental Bodily Injuries. Such Benefits Shall Be in the Amounts, for the Periods and to the Extent Herein Limited and Provided.



MUTUAL OF OMAHA INSURANCE COMPANY
Mutual of Omaha Plaza
Omaha, Nebraska 68175

(Herein called the Company)

Hereby insures, subject to the provisions, exceptions and limitations of this policy, the person named as Insured in the Schedule against certain specified losses resulting from injuries. The term "injuries," as used in this policy, shall mean accidental bodily injuries received while this policy is in force and resulting, independently of all other causes, in loss covered by this policy.

PART A. CLASSIFICATION OF INJURIES. For the purpose of determining the amount of benefits payable under Part B and Part C, injuries are classified as follows.

- (1) **SCHEDULED AIRLINES.** Injuries received while riding as a passenger in, or boarding or alighting from, an aircraft operated: (a) by a scheduled airline of United States registry holding a Certificate of Public Convenience and Necessity issued by the Civil Aeronautics Board (or its successor) of the United States of America, (b) by an intrastate scheduled airline of United States registry maintaining regular published schedules and licensed for the transportation of passengers, by a duly constituted authority having jurisdiction over civil aviation in the state in which said airline operates, or (c) by a scheduled airline of foreign registry maintaining regular published schedules and licensed for transportation of passengers by the duly constituted governmental authority having jurisdiction over

Form T18BA - Series 3655S

2/4/88

FBI

TRANSMIT VIA:

- Teletype
- Facsimile
- AIRTEL

PRECEDENCE:

- Immediate
- Priority
- Routine

CLASSIFICATION:

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

Date 2/8/89

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TO: SAC, BUFFALO (149A-341)

FROM: SAC, OMAHA (149A-411)(P)

DAVID AUGUSTUS BURKE, aka
 David Alexander Burke;
 DESTRUCTION OF PSA FLIGHT 1771,
 12/7/87;
 DAMV;
 OO: LA

Re Omaha airtel to Atlanta dated 9/16/88.

Referenced communication to Atlanta and Buffalo enclosed Mutual of Omaha insurance claim forms regarding the death of captioned individual. The claim forms contained alterations on the amount to be furnished the beneficiary if the claim was paid.

Investigation conducted by Atlanta on 10/6/88, indicates [redacted] has denied altering the Mutual of Omaha insurance claim forms. In addition, [redacted] voluntarily provided handwriting exemplars, which an FBI Laboratory examination revealed nothing of significance in the comparisons of the known writing of [redacted] and questioned writing appearing on the previously enclosed documents.

b6
b7C

2 - Buffalo
 2 - Omaha
 MFM:cac
 (4)

149-341-4950

FEB 17 1989	
FBI - BUFFALO	
Per	[Signature]

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

OM 149A-411

In order to bring captioned matter to a logical conclusion, it is necessary that [redacted] be interviewed and handwriting exemplars be obtained. Upon receipt of the laboratory examination of [redacted] handwriting, this matter will be presented to an AUSA for a prosecutive opinion.

LEAD

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BUFFALO DIVISION

AT ROCHESTER, NEW YORK

1. Interview [redacted] regarding the submission of questioned documents and any knowledge of their alteration.

2. Obtain handwriting/handprinting samples through established procedures and furnish to FBI Laboratory for comparisons with other retained items.

FEDERAL BUREAU OF INVESTIGATION

2/17/89

Date of transcription _____

[redacted] Rochester, New York (NY), telephone [redacted] was advised of the identity of the interviewing Agents and the nature of the interview. [redacted] provided the following information:

She stated that she received a letter from the MUTUAL OF OHAMA INSURANCE COMAPNY (MOIC) in the mail on the Thursday after the December 7, 1987, plane crash caused by DAVID AUGUSTUS BURKE. She stated that it contained two short form applications made out by DAVID BURKE naming her as beneficiary. She noted that she did nothing with these applications until she gave them to [redacted] at the funeral of DAVID AUGUSTUS BURKE. She noted that the funeral was approximately one week after the crash.

[redacted] then returned to Atlanta, Georgia with the forms and later sent her these forms with an additional long form which he had filled out. He instructed her to sign the bottom of the form and send it to the insurance company. She admitted that she did sign the bottom of the form and make out the envelope that was used to send it back to the insurance company. She did not recall any additions to the short form applications that she had originally received and given to [redacted]

[redacted] She denied making any additions to these short forms. She recalled that [redacted] called her in December, 1988, and told her that he had been interviewed by the Federal Bureau of Investigation (FBI) regarding these forms. [redacted] told her that he did not alter these forms in any way.

She then recalled that when she originally received these forms in the mail, she took them to her attorney, [redacted] Rochester, NY, on the day she had received them which she recalled as a Thursday. She further recalled that [redacted] held onto these forms until the following Monday, when she picked them up from him. She explained that [redacted] took no action regarding these forms during that period. She further noted that no one else would have had access to these forms other than herself, her attorney, or [redacted]

Handwritten initials: P2

b6
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Investigation on 2/13/89 at Rochester, NY File # BU 149A-341 -51
OM 149A-411

by SA [redacted] & SA [redacted] / PEH; kah Date dictated 2/16/89

SEARCHED	INDEXED <i>WJW</i>
SERIALIZED <i>SP</i>	FILED
Date dictated	
FEB 17 1989	
FBI-BUFFALO	

Continuation of FD-302 of (BU 149A-341/OM 149A-411) , On 2/13/89 , Page 2*

She then provided the interviewing Agents with handwriting exemplars as well as a photocopy of three separate forms regarding MOIC Claim #80-633713 that were titled "Proof of Accidental Death, Statement of Beneficiary, and Statement of Employer/Statement of Mortician".

The following descriptive information was gathered through interview and observation:

Name
Address

Race
Sex
Date of Birth
Social Security
Account Number
Employer

b6
b7C

Field File No. Buffalo 149A-341

Serial # of Originating Document _____

~~Field~~ File No. Omaha 149A-411

Date Received 2/13/89

From _____
(Name of Contributor)

(Address of Contributor)

B _____
(Name of Special Agent)

To Be Returned Yes No Receipt Given Yes No

Grand Jury Material - Disseminate Only Pursuant to Rule 6(e), Federal Rules of Criminal Procedure Yes No

Title:

b6
b7C

Reference: _____
(Communication Enclosing Material)

Description: _____

*Sent to Omaha via airtel 2/21/89
Kic*

149-341-52

XX ALFRED

2/21/89

TO: DIRECTOR, FBI
(ATTN: LABORATORY DIVISION, DOCUMENTS SECTION -
HANDWRITING ANALYSIS UNIT)

FROM: SAC, BUFFALO (149A-341)(PUC)

DAVID AUGUSTUS BURKE, aka
David Alexander Burke;
DESTRUCTION OF PSA FLIGHT 1771
12/7/87;
DAHV;
OO: LOS ANGELES

Re Omaha airtel to Atlanta and Buffalo, 2/16/89.

REQUEST OF THE BUREAU - LABORATORY DIVISION, DOCUMENTS
SECTION - HANDWRITING ANALYSIS UNIT:

Will compare the enclosed known handwriting samples of [redacted] to the unknown handwriting samples previously submitted by the Omaha Division contained on altered claim forms of the MUTUAL OF OMAHA INSURANCE COMPANY (MOIC), Omaha, NE.

Enclosed for the Bureau are two sheets of original handwriting exemplars of [redacted] Rochester, NY, and one photocopy each of handwriting samples of [redacted] contained on MOIC forms labeled "Proof of Accidental Death, Statement of Beneficiary, and Statement of Employer/Statement of Mortician".

2 - Bureau (Encs.)
1 - Los Angeles (info)
2 - Omaha (Encs. 3)
1 - Buffalo
PEB:mah
(5)

b6
b7C

RUC #6
2/21/89

149-341-58
Searched _____
Serialized _____
Filed _____

BU 149A-341

Enclosed for the Omaha Division is an original and one copy of an FD-302 reflecting the interview of [redacted] with interviewing agents' original notes.

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In view of the fact that no further leads remain within the Omaha Division, captioned matter will be placed in an RUC status.

REPORT
of the



FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

To: SAC, Buffalo (149A-341) (RUC)

March 15, 1989

DAVID AUGUSTUS BURKE, aka
David Alexander Burke;
DESTRUCTION OF PSA FLIGHT 1771
12/7/87;
DAMV

FBI FILE NO. 149-13295
LAB. NO. 90228022 D SQ

OO: Los Angeles

Examination requested by: Addressee
Reference: Communication dated February 21, 1989
Examination requested: Document
Specimens received: February 28, 1989

Specimen:

K8 Two sheets of paper and photocopies of three forms bearing known writing of [redacted]

Result of examination:

It was determined that [redacted] the writer of specimen K8, prepared the previously submitted specimen Q22 envelope address and return address and the previously submitted specimen Q26 [redacted] signature.

Remarks:

If deemed necessary, additional hand printing exemplars should be acquired from [redacted] in the same wording and format as appear on both sides of the previously submitted specimen Q26. [redacted] should not be permitted to view the questioned hand printing. These additional known exemplars should then be submitted to the Laboratory for further comparisons with the specimen Q26 hand printing.

Specimen K8 is returned herewith. Photographs of this specimen are retained:

- 2 - Los Angeles (149A-2178)
- 2 - Omaha (149A-411)

149A-341-54

SEARCHED	INDEXED
SERIALIZED	FILED
MAR 20 1989	
FBI - BUFFALO	

[redacted] FBI/DOJ

b6
b7C

*Refuting # 362682831
Copies made
6 ECT*

C info

FBI

TRANSMIT VIA:

- Teletype
- Facsimile
- AIRTEL

PRECEDENCE:

- Immediate
- Priority
- Routine

CLASSIFICATION:

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

Date 2/7/92

1 TO : SAC, OMAHA (149A-411)
 2 FROM : SAC, BUFFALO (149-341) (C)
 3 DAVID AUGUSTUS BURKE, aka
 4 David Alexander Burke;
 5 DESTRUCTION OF PSA FLIGHT NUMBER 1771;
 6 12/7/87
 7 DAMV
 8 OO: LOS ANGELES

Re Buffalo airtel to Los Angeles dated 2/21/89, and Laboratory Division report dated 3/15/89.

Enclosed for the Omaha Division are handwriting exemplars of [redacted] Rochester, New York (NY).

As of the date of captioned Buffalo airtel, the Omaha Division was conducting an insurance fraud investigation regarding [redacted]

[redacted] captioned subject prior to his suicide aboard PSA Flight Number 1771. Retention of or destruction of enclosed documents are left up to the discretion of the Omaha Division.

- 2 - Omaha (Enc. 1)
- 2 - Los Angeles (Info)
- ① - Buffalo

18 PEH;kkw
 19 (4)
 20 [Handwritten initials]

149-341-55
 Searched _____ Serialized [initials]
 Indexed _____ Filed [initials]

b6
b7C

[Handwritten signature]

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

- C -

FEDERAL BUREAU OF INVESTIGATION
FOI/PA
DELETED PAGE INFORMATION SHEET
FOI/PA# 1464063-2

Total Deleted Page(s) = 4
Page 3 ~ Duplicate;
Page 4 ~ Duplicate;
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FBI

TRANSMIT VIA:

- Teletype
- Facsimile
- _____

PRECEDENCE:

- Immediate
- Priority
- Routine

CLASSIFICATION:

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

Date 12/10/87

0012

1 FM NEWARK (149A-733) (RUC) (FTRA)
 2 TO DIRECTOR FBI (IMMEDIATE)
 3 LOS ANGELES (149A-2178) (IMMEDIATE)

4 BT

5 UNCLAS

6 UNSUB; PSA FLIGHT 1771, LOS ANGELES TO SAN FRANCISCO, 12/7/87;
 7 DAMV; 00: LOS ANGELES

8 RE: LOS ANGELES TELETYPE TO BUREAU, 12/9/87.

9 ON 12/9/87, CONTACT MADE AT CHUBB AND SON, INC., 15
 10 MOUNTAINVIEW RD., WARREN, NJ. THEREAFTER, [REDACTED]
 11 ACCIDENT INSURANCE DEPARTMENT, WAS INTERVIEWED. HE INDICATED THAT
 12 HIS UNIT ONLY UNDERWRITES TRAVEL INSURANCE WHICH IS PROVIDED TO
 13 SELECTED TRAVEL AGENCIES AND CERTAIN CRED CAR COMPANIES WHO
 14 PROVIDE TRAVEL INSURANCE TO USERS OF THEIR VARIOUS SERVICES. AS
 15 SUCH, [REDACTED] UNIT VERY RARELY RECEIVES CONTACT FROM THE PUBLIC
 16 CONCERNING THE PURCHASE OF TRAVEL INSURANCE.

b6
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16
17
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RR/tc

Received
 12-15-87
 (Number)

A 2:29 pm

Approved: [Signature]

Transmitted (Number)

Per [Signature]

DUPLICATE SERIALS PURGED
 AND DESTROYED PFR BU AIRTEL
 DATED 11/3/86, ON [Signature] INITIALS [Signature]

SEARCHED INDEXED
 SERIALIZED FILED

U.S. GPO: 1987 - 181-486

destroy 7-1-88 [Signature]

SSRA, FTRA [Signature]

FBI

TRANSMIT VIA:

- Teletype
- Facsimile
- _____

PRECEDENCE:

- Immediate
- Priority
- Routine

CLASSIFICATION:

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

Date _____

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^PAGE TWO, NK 149A-733, UNCLAS

[REDACTED] RECALLED RECEIVING A TELEPHONE CALL DURING THE PERIOD 12/1-3/87, DURING THE AFTERNOON HOURS. THE CALLER, WHO DID NOT IDENTIFY HIMSELF, STATED THAT HE WANTED TO PURCHASE TRAVEL INSURANCE. [REDACTED] ADVISED THE CALLER OF THE ABOVE INFORMATION AND THE CALLER THEN THANKED [REDACTED] AND TERMINATED THE CALL.

[REDACTED] AGAIN ADVISED THAT HE REMEMBERED THIS CALL BECAUSE IT IS ONE OF THE RARE TELEPHONE CALLS THAT HIS DEPARTMENT RECEIVED FROM A MEMBER OF THE GENERAL PUBLIC IN THE RECENT PAST.

[REDACTED] DESCRIBED THE CALLER AS A MALE, AGE 25-45, WHO IS WELL-SPOKEN WITH AN AVERAGE VOICE AND NO ACCENT. THERE WERE NO BACKGROUND NOISES RECALLED BY [REDACTED] DURING THIS TELEPHONE CONVERSATION.

BT

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

FEDERAL BUREAU OF INVESTIGATION
FOI/PA
DELETED PAGE INFORMATION SHEET
FOI/PA# 1464063-2

Total Deleted Page(s) = 91

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(Title) _____

(File No.) 149A-483-1A

Item	Date Filed	To be returned		Disposition
		Yes	No	
<i>1A</i> ⁽¹⁾	<i>12/14/87</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>Orig. notes - [redacted]</i> <i>sent to LA via ATT 12-14-87</i>
<i>1A</i> ⁽²⁾	<i>12/14/87</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>Orig. notes - [redacted]</i> <i>sent to LA via ATT 12-14-87</i>
<i>1A</i> ⁽³⁾	<i>12/19/87</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>FD-597 receipt for PSA [redacted]</i> <i>sent to LA via ATT 12-14-87 # 3645074</i>
<i>1A</i> ⁽⁴⁾	<i>4/2/88</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>FD-441a Registered Mail receipt for ^(1A)(2)</i>

b6
b7C

DEC 19 1987
149A-483-1A

(3)

Field File No. 149A-483-1A

Serial # of Originating Document _____

OO and File No. _____

Date Received 12/14/87

From LA
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By

To Be Returned: Yes No Receipt Given: Yes No

Grand Jury Material - Disseminate Only Pursuant to Rule 6(e), Federal Rules of Criminal Procedure
 Yes No

Title:

Reference: _____
(Communication Enclosing Material)

Description: Original notes re interview of _____

FD 597
Receipt for PSA
Flight Coupon #
53645074
"Banker"

(3)

b6
b7C

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION
Receipt for Property Received/Returned/Released/Seized

Page 1 of 1

On (date) 12/8/87

- item(s) listed below were:
- Received From
- Returned To
- Released To
- Seized

(Name) SA c/o PSA pilot

b6
b7C

(Street Address) 880 Front Street, Suite 6S-31

(City) San Diego, California 92188-0050

Description of

Item(s): 1. Pacific Southwest Airlines flight coupon number J3645074,
for passenger , Mr. D. BURKE.

SD file # 149A-483-1A⁽³⁾

b6
b7C

Received by:

Received from

SATBLAX

Field File No. 149A-483-1a(4)

Serial # of Originating Document _____

OO and File No. Los Angeles

Date Received _____

From IB(2)
(Name of Contributor)

(Address of Contributor)

By _____
(Name of Special Agent)

To Be Returned Yes No Receipt Given Yes No

Grand Jury Material - Disseminate Only Pursuant to Rule 6(e), Federal Rules of Criminal Procedure Yes No

Title:

Reference: _____
(Communication Enclosing Material)

Description: Original notes re interview of

FD-441a Registered mail receipt for IB(2)

(4)

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FILL IN THIS CARD - RETURN TO

San Diego []
Attention: Evidence Control Custodian

Date

2/11/88

Mailed to

FBI Los Angeles

Registry No.

R456771807

Method of Mailing

 Registered Airmail Special Delivery Airmail Special Delivery

b6

Checked by

MA

Packaged by

b7C

RECEIPT

Date and Time Received

2/17/88 3:30 PM

FBI/DOJ

SD 149A-483-1B(2)

Date 12/8/87

Title and Character of Case
Unsub; Pacific Southwest Airlines (PSA) Flight # 1771,
Los Angeles, California to San Francisco, California,
12/7/87; DAMV;
OO: Los Angeles

Date Property Acquired 12/8/87 Source From Which Property Acquired PSA
Location of Property or Bulky Evidence Property and Efforts Made to Dispose of Same

To Be Returned Yes No See Serial Agent Submitting Property or Exhibit Agent Assigned Case

Yes No Grand Jury Property - Disseminate Only Pursuant to Rule 6(e), Federal Rules of Criminal Procedure.
 Yes No Property to be Forfeited to the Government

Description of Property or Exhibit

Pacific Southwest Airlines flight coupon
for passenger Mr. D. Burke # J3645074
all fwd to FBI, Los Angeles 12/8/87 per
SD airtel dated 12/8/87
by courier via SA [] dr

b6
b7C

For Valuable and/or Narcotics Evidence Only
Evidence Bag Seal # _____ Signature of Two Special Agents Verifying and Sealing Bag Contents _____

SEMIANNUAL INVENTORY CERTIFICATION TO JUSTIFY RETENTION OF PROPERTY (Initial and Date)

Field File # 149A-483
OO: Los Angeles
149A-483-1B (1)

BLOCK STAMP
DEC 08 1987
FBI - LOS ANGELES
[Signature]

CHAIN OF CUSTODY

Accepted Custody		Date	Time	Released Custody		Date	Time
Signature _____				_____			
Reason _____							
Signature _____				_____			
Reason _____							
Signature _____				_____			
Reason _____							
Signature _____				_____			
Reason _____							
Signature _____				_____			
Reason _____							
Signature _____				_____			
Reason _____							
Signature _____				_____			
Reason _____							

Item No.

Remarks



Date 12/8/87

Title and Character of Case

Unsub;
PSA Flight #1771
Los Angeles to San Francisco
12/7/87
DAMV OO: LA

Date Property Acquired 12/7/87 Source From Which Property Acquired PSA Reservation Center

Location of Property or Bulky Exhibit Tape Cabinet N-1 Reason for Retention of Property and Efforts Made to Dispose of Same EVIDENCE

b6
b7C

To Be Returned See Serial Agent Submitting Property or Exhibit Agent Assigned Case
 Yes No

Yes No Grand Jury Property - Disseminate Only Pursuant to Rule 6(e), Federal Rules of Criminal Procedure.

Yes No Property to be Forfeited to the Government

Description of Property or Exhibit

1 Cassette tape

forwarded to FBI, Los Angeles
2/11/88 per SD airtel dated
2/8/88. See 1a(4) for registered
mail receipt.
NON-ELSUR

For Valuable and/or Narcotics Evidence Only
Evidence Bag Seal # _____ Signature of Two Special Agents Verifying and Sealing Bag Contents _____

SEMIANNUAL INVENTORY CERTIFICATION TO JUSTIFY RETENTION OF PROPERTY (Initial and Date)

Field File # 149A-483-1B(2)
OO: Los Angeles

BLOCK STAMP
SEARCHED SERIALIZED INDEXED FILED
DEC 8 1987
FBI - LOS ANGELES

FORMS.TEXT HAS 3 DOCUMENTS

OUTBOX.1 (#603)

TO: HQ1 @ EMH1, LA @ EMH1

FROM: SD @ EMH1

SUBJECT: 341/0019 PRIORITY

DATE: 8 DEC 87 09:26:40 GMT

CC:

TEXT: SDO019 3420925Z

PP HQ

DE SD 019

P070730Z DEC 87

FM SAN DIEGO (149A-NEW) (P)

TO DIRECTOR, FBI PRIORITY

LOS ANGELES PRIORITY

BT

UNCLAS

UNSUB; PACIFIC SOUTHWEST AIRLINES (PSA) FLIGHT NUMBER 1771,

LOS ANGELES, CALIFORNIA TO SAN FRANCISCO, CALIFORNIA, 12/7/87;

DAMV; OO: LOS ANGELES.

RE SAN DIEGO TELCALLS TO THE BUREAU AND LOS ANGELES,
DEC. 7, 1987, AND LOS ANGELES TELCALLS TO SAN DIEGO, DEC. 7, 1987.

FOR INFORMATION OF BUREAU AND LOS ANGELES, SAN DIEGO,
CONTACTED PSA HEADQUARTERS, 3225 NORTH HARBOR DRIVE, SAN DIEGO,
CA., ON DEC. 7, 1987, WITH RESPECT TO CAPTIONED MATTER. [REDACTED]

[REDACTED] LABOR RELATIONS, PSA, SAN DIEGO, PROVIDED
A COPY OF THE MANIFEST FOR PSA FLIGHT 1771. A COPY HAS BEEN FACSI-
MILED TO LOS ANGELES. THE MANIFEST IS BASED ON TICKETS SURRENDERED
AT TIME OF PASSENGER BOARDING AT LAX.

b6
b7c

149A-483-1

SEARCHED INDEXED
SERIALIZED FILED

PAGE TWO (SD 149A-NEW) UNCLAS

ALSO, AT APPROXIMATELY 7:40 P.M., [REDACTED]

LABOR RELATIONS AND SECURITY, PSA, SAN DIEGO, ADVISED THAT A TELEPHONE CALL FROM BURBANK, CA, HAD BEEN MADE ANONYMOUSLY TO THE PSA RESERVATION CENTER AT 9850 CARROLL CANYON ROAD, SAN DIEGO, 619-586-6899, EARLIER ON DEC. 7, 1987, DURING WHICH THE CALLER REPORTEDLY SPOKE OF SABOTAGE OF PSA FLIGHT 1771.

[REDACTED] PSA RESERVATION SALES AGENT, SAN DIEGO,

[REDACTED] WAS INTERVIEWED AND ADVISED THAT SHE RECEIVED A TELEPHONE CALL ON THE BURBANK RESERVATION LINE, (818) 841-3800, AT APPROXIMATELY 5:30 P.M., ON DEC. 7, 1987. THE CALLER, A MALE, POSSIBLY ABOUT 40, HAD A MIDDLE EASTERN ACCENT, BUT SPOKE ENGLISH CLEARLY.

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THE ANONYMOUS CALLER ASKED FOR PSA SECURITY AT BURBANK. WHEN [REDACTED] ASKED WHY, THE CALLER STATED "BECAUSE OF THE PLANE. BECAUSE OF THE SABOTAGE." [REDACTED] PUT THE CALLER ON HOLD TO TRANSFER HIM TO THE PSA NUMBER IN SAN DIEGO HANDLING CRASH INQUIRIES WHEN SHE REALIZED THE CALLER HAD SAID SOMETHING ABOUT SABOTAGE.

[REDACTED] THEN WENT BACK ON THE LINE AND ASKED THE CALLER IF HE SAID SABOTAGE TO WHICH THE CALLER ANSWERED AFFIRMATIVELY. HE THEN STATED SOMETHING TO THE EFFECT "IT WAS GOING TO HAPPEN AGAIN." UPON HEARING THIS, [REDACTED] PUSHED THE EMERGENCY BUTTON TO RECORD

PAGE THREE (SD 149A-NEW) UNCLAS

THE CALL AND ASKED THE CALLER TO HOLD SO SHE COULD GET HER SUPERVISOR. ALTHOUGH THE CALLER DID NOT OBJECT TO HOLDING, HE STATED "WHY DON'T YOU JUST TAKE DOWN ALL THE INFORMATION." HE THEN WENT ON TO SAY THAT THE CRASH HAD TO DO WITH THE "AYATOLLAH KHOMEINI" AND THAT "AN IRANIAN TERRORIST GROUP HAD PLANTED A GUNMAN ON BOARD." THE CALLER HUNG UP WHEN [REDACTED] SUPERVISOR CAME ON THE LINE.

SAN DIEGO RETRIEVED THE ORIGINAL TAPE FROM [REDACTED] PSA RESERVATION CENTER, SAN DIEGO, CA, AND WILL FORWARD IT TO LOS ANGELES.

AT 8:10 P.M., ON DEC. 7, 1987, SA [REDACTED] ADVISED U.S. SECRET SERVICE AGENT [REDACTED] OF THE ABOVE THREAT AS WELL AS THE FACTS KNOWN AT THAT TIME REGARDING THE CRASH OF PSA FLIGHT 1771.

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IT IS NOTED THAT PSA IS RECEIVING NUMEROUS CRANK CALLS ON CAPTIONED MATTER.

ALSO, ON DEC. 7, 1987, AT APPROXIMATELY 8:00 P.M., [REDACTED] [REDACTED] PSA, SAN DIEGO, ADVISED THAT APPROXIMATELY TWO WEEKS AGO, (FNU) THOMPSON, USAIR STATION MANAGER, IN LOS ANGELES FIRED A USAIR EMPLOYEE NAMED DAVID BURKE.

PAGE FOUR (SD 149A-NEW) UNCLAS

TODAY, DEC. 7, 1987, BURKE WAS AT USAIR IN LA MEETING WITH THOMPSON PRIOR TO DEPARTURE OF PSA FLIGHT 1771. FOLLOWING THE MEETING, BURKE PURCHASED A ONE-WAY TICKET FOR PSA FLIGHT 1771. [REDACTED]

[REDACTED] WHO WORKS FOR USAIR AT LAX, REPORTEDLY SAW BURKE BOARD THE PLANE. [REDACTED] STATED THAT [REDACTED] LATER CHECKED HER TELEPHONE ANSWERING MACHINE AND DETERMINED BURKE HAD LEFT A MESSAGE TO THE EFFECT [REDACTED] IT'S DAVID. I'M CATCHING PSA FLIGHT 1771. I LOVE YOU. I WISH I COULD TELL YOU MORE. I JUST WANTED YOU TO KNOW THAT I LOVE YOU."

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[REDACTED] HAS ALSO ADVISED THAT BURKE REPORTEDLY BY-PASSED PSA SECURITY AT LAX TODAY BY LOGGING IN AT A CERTAIN LOCATION WHERE EMPLOYEES CAN AVERT SECURITY CHECK. RECORDS REFLECT HE SIGNED IN AT APPROXIMATELY 1:30 P.M. [REDACTED]

[REDACTED] LAX, HAS THIS LOG. IN ADDITION, A SECRETARY WITH USAIR SUPPOSEDLY OBSERVED BURKE WITH A BRIEFCASE BEFORE HE HAD HIS MEETING WITH THOMPSON. IT IS UNKNOWN WHETHER BURKE CARRIED THE BRIEFCASE ABOARD THE PSA AIRCRAFT.

PSA, SAN DIEGO, WILL PROVIDE BURKE'S ORIGINAL TICKET TO FBI, SAN DIEGO, ON DEC. 8, 1987, FOR EVIDENTIARY PURPOSES AND COMPARISON WITH BURKE'S KNOWN FINGERPRINTS.

PAGE FIVE (SD 149A-NEW) UNCLAS

ALSO, PSA, SAN DIEGO, IS COMPILING A LIST OF NEXT-OF-KIN OF
PSA PASSENGERS. THIS LIST WILL BE OBTAINED FOR FORWARDING TO THE
LOS ANGELES DIVISION.

LEAD: SAN DIEGO DIVISION AT SAN DIEGO, CA., WILL FURNISH
TO LOS ANGELES THE ORIGINAL TAPE OF CALL ALLEGING PSA FLIGHT 1771
WAS SABOTAGED, BURKE'S TICKET, AND LIST OF RELATIONS OF THE PASSENGERS.

BT

-->

Transmit attached by Facsimile - UNCLAS

Precedence _____

To: SAC, LOS ANGELES
ATTN: [Redacted]
From: SAC, SAN DIEGO

Date: 12/7/87
Time Transmitted - 7:30 pm

b6
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Subject: *unsub(s)*

Initials - *one*

*PACIFIC SOUTHWEST AIRLINES (PSA)
FLT # 1771
FROM LOS ANGELES, CA. TO SAN FRANCISCO, CA.*

- Fingerprint photo
- Fingerprint Record
- Map
- Newspaper clipping
- Photograph
- Artists Conception
- Other RESERVATION LIST

Special handling instructions:

*NOTE: LIST IS NOT A
PASSENGER OR MANIFEST LIST.*

Approved: *[Signature]*

149A-483-3

SEARCHED _____	INDEXED _____
SERIALIZED <i>[initials]</i>	FILED <i>[initials]</i>
DEC 7 1987	
FBI/DOJ	
FBI - SAN DIEGO	

[Signature]

OU SANDAPS

.SANTRPS 080039 9817

FL1771/07DECLAXSFO

001	01BURKE/DMR	HK	.D.Y.F	01	BZB6B
002	01CDNE/STEVE	HK	..FY.F	01	AMSX7
003	01GIULIANO/DMR	HK	.D.V..	01	BYJSB
004	01GOTTESMAN/J	HK	AQ.Y..	01	BTNSH

007	01KEKAI/THERES	HK	..FM..	01	A2D32
-----	----------------	----	--------	----	-------

009	01KEMPE/JG	HK	..FQ..	01	BGQZP
-----	------------	----	--------	----	-------

011	01KROM/KARENMS	HK	A.FYEF	01	ASY2K
012	01MIKA/KATHY	HK	..FQ..	01	AFFZR

014	01MURPHY/DFMR	HK	..FQ..	01	B23ZA
015	01FHELAN/KEVIN	HK	..FY..	01	AVVQK

017	01RETTINGHOUSE	HK	...Y..	02	B3A4F
018	01RHEE/CMR	HK	...Y..	01	B4FD7
019	01ROSEEN/JMR	HK	.D.Y..	01	B34BJ
020	01ROSENBERG/WI	HK	..FYEF	01	BUSTY
021	02SAUR/ERIKA/B	HK	...Y..	02	BTW5Z
022	01SCAFIRE/CAMI	HK	..FQ..	01	BZK29

025	01SIEGFRIED/LI	HK	A..Y..	02	B3A4F
-----	----------------	----	--------	----	-------

028	01STUEDEMANN/D	HK	A..Y..	01	BCSKR
029	01SWANSON/A	HK	..FY..	01	B37WP
030	01SYLLA/JRMR	HK	A.FQEF	01	BY5RT

032	01WEBB/EARL	HK	..FYEF	01	AZKHN
-----	-------------	----	--------	----	-------

RECV...08DEC 0039 AFT 00035

OU SANDAPS

.SANTRPS 080040 9817

PS1771/07DEC 14F

***** FLIGHT INFORMATION *****

ARRIVALS

DEPARTURES

CITY	SKED	ON	IN	BLOX	SKED	PUSH	OUT	OFF	A/C	CAP	DLY-CODE	R
LAX	ORIG	*	*	*	1530	1530	1532	1536	350	083		
SFO	1643			1643E	TERM	*	*	*	*	*	***	****

CLASS OF SERVICE

TOTAL

SEG	AUT	BKD	Y	G	B	M	V	MS	NP	SA	SEG	LEG	AGNT
LAXSFO	98	33	17	11	1	4	1	0	0	5	39	39	0000

RECV...08DEC 0040 AFT 00036

b6
b7C

Transmit attached by Facsimile - UNCLAS

Precedence P

To: SAC, LOS ANGELES
ATTN: [redacted]
From: SAC, SAN DIEGO
Subject: Unsub(s)
Pacific Southwest Airlines (PSA)
FLT # 1771

Date: 12/7/87
Time: Transmitted - 10:12p
Initials - *one*

b6
b7C

- Fingerprint Photo
- Fingerprint Record
- Map
- Newspaper clipping
- Photograph
- Artists Conception
- Other ORIGINAL PASSENGER LIST

Special handling instructions:

Approved: *[Signature]*

SEARCHED _____	INDEXED _____
SERIALIZED <i>[initials]</i>	FILED <i>[initials]</i>
DEC 7 1987	
FBI - SAN DIEGO	

149A-483-4

- 1. ADDINGTON, SHAWN MS ✓
- 2. ARTHUR, DOUG (PSA EMP) ✓
- 3. BURKE, DAVID ✓
- 4. CARROLL, JIM ✓
- 5. CONE, STEVE ✓
- 6. CONTE, JOHN (PSA EMP) ✓
- 7. CORDOVA, ANTHONY R. ✓
- 8. DEALAN, JEANNE ✓
- 9. ENGSTROM, SHARON (SMILE HIGH PASS TRAVEL AGENT) ✓
- 10. FOX, KAREN ✓
- 11. GIULIANO, MR. D. ✓
- 12. GOTTESMAN, JULIE (PSA EMP) ✓
- 13. HOAG, D. ✓
- 14. KEKAI, THERESA ✓
- 15. KEMPE, JOCELYN (J.G.) ✓
- 16. KROM, KAREN ✓
- 17. MIKA, KATHY ✓
- 18. MURPHY, OF MR. ✓
- 19. NELSON, WAYNE ✓
- 20. PERRY, CLIFF ✓
- 21. PHELAN, KEVIN ✓
- 22. RAVIN, TOM ✓
- 23. RETTINGHOUSE, JAMES ✓
- 24. RHEE, MR. C. ✓
- 25. ROSEEN, MR. J. ✓
- 26. ROSENBERG, WILLIAM ✓
- 27. SAUR, BIRGIT (International - Origin Stuttgart) ✓
- 28. SAUR, ERIKA " " ✓
- 29. SCAFIRE, CAMILLE ✓
- 30. SHIBA, JONATHAN ?
- 31. SIEGFRIED, LINDA " " ✓
- 32. STUEDEMANN, DR. ✓
- 33. SWANSON, A. ✓
- 34. SYLLA, JR. MR. ✓
- 35. THOMSON, RAY USAIR EMPLOYEE ✓
- 36. WEBB, EARL L. JR. ✓
- 37. WEBB, MR. N. ✓
- 38. WEBB, MRS. N. ✓
- 39. WINTERS, L. ✓

IMMEDIATE

Transmit attached by Facsimile - UNCLAS

Precedence ~~Priority~~

To: SAC, Los Angeles
From: ATTN: SA [Redacted]
SAC, SAN DIEGO (149A-NW)
Subject: UNSUB;
PSA RLT. # 1771
LAR T. SF, CA.
12/7/87
DAMV
002 LA

Date: 12/8/87
Time: Transmitted - 9:50AM
Initials - *Crut*

- Fingerprint Photo
- Fingerprint Record
- Map
- Newspaper clipping
- Photograph
- Artists Conception
- Other LIST of PASSENGERS AND NEXT OF KIN

b6
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Special handling instructions:

IMMEDIATE
Hand carry to LA Command Center
to SA [Redacted]

Approved: *TAM/ma*

149A-483-5

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 8 1987	
FBI - SAN DIEGO	

AM

FIT 1771

Passenger

Contacted

Alan Swanson

D. Burke

Thomas Rabin

Cliff Perry

Neil Webb

Mary Webb

Earl Webb

Theresa Kekai

Donald Hoag

Karen Fox

Sharon Engstrom

Leon Winters

b6

b7C

Stephen Cone

Shawn Addington

Jim Carroll

Anthony Cordova

Jeanne DeLon

Kathleen Mika

Karin Krom

James Sylla

Joselyn Kempe

Curtis Rhee

John Roseen

Kirk Shiba

Camille Seafire

Passenger

Contacted

Bill Rosenberg

Kevin Phelan

~~Stephen Case~~

~~Scott Eastman~~

b6
b7C

Leon Winters

~~Shawn Addington~~

~~Jim Carroll~~

~~Anthony Cordova~~

Wayne Nelson

RECORD OF INFORMATION FURNISHED OTHER AGENCIES

Orally _____ By Telephone _____ Written Communication 12/8/87
(date) (date) (date)

Information concerning: (Include NARCOTICS MATTERS here and in the TOTAL for "ALL MATTERS" column on Form FD-371.)

Information furnished from File, Serial, and Page Number: 149A-483

On _____ a continuing disclosure was initiated with
(date) _____ and will be maintained until the con-
(agency)
clusion of the investigation.

- from informants
- from complainants or other sources

Information furnished to: Special Agent [redacted] United States Secret Service

Number of items disseminated: 1

Remarks: On 12/8/87 SA [redacted] was furnished copy of San Diego teletype to the Bureau, dated 12/7/87, concerning the above case.

b6
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[redacted]

Special Agent

1 - 149A-483 - - -

1 - 66-1313 Sub **B**

JNT/jnt

207(2)

149A-483-6

SEARCHED _____	INDEXED _____
SERIALIZED <u>XX</u>	FILED <u>CA</u>
DEC 8 1987	
FBI - SAN DIEGO	

FBI/DOJ

FBI

TRANSMIT VIA:

- Teletype
- Facsimile
- _____

PRECEDENCE:

- Immediate
- Priority
- Routine

CLASSIFICATION:

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

Date 12/8/87

1
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21

TO: SAC, LOS ANGELES

FROM: SAC, SAN DIEGO (149A-483) (P)

SUBJECT: UNSUB;
 PACIFIC SOUTHWEST AIRLINES (PSA)
 FLIGHT NUMBER 1771,
 LOS ANGELES, CALIFORNIA, TO
 SAN FRANCISCO, CALIFORNIA,
 12/7/87;
 DAMV;
 OO: LOS ANGELES

Enclosed are eleven PACIFIC SOUTHWEST AIRLINES (PSA) Emergency Manual Identification Information questionnaires containing victim information. Also enclosed is the original PSA flight coupon for Mr. D. BURKE, received from [redacted] PSA, on December 8, 1987.

TS

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b7C

2 - Los Angeles (Enc. 12)
 2 - San Diego
 SNS/jll
 (4)

A

Approved: _____ Transmitted 1* Per _____
 (Number) (Time)

149A-483-7

SEARCHED _____ INDEXED _____
 SERIALIZED PS FILED MS

FEDERAL BUREAU OF INVESTIGATION

12/8/87

Date of transcription _____

[redacted] PACIFIC SOUTHWEST AIRLINES (PSA) Reservation Sales Agent, PSA Reservation Center, 9850 Carroll Canyon Road, San Diego, California, [redacted] was interviewed and advised that she received a telephone call on the PSA Burbank reservation line, (818) 841-3800, at approximately 5:30 P.M., on December 7, 1987. The caller, a male, possibly about 40, had a middle eastern accent, but spoke English clearly. The anonymous caller asked for PSA Security at Burbank. When [redacted] asked why, the caller stated "Because of the plane. Because of the sabotage." [redacted] put the caller on hold to transfer him to the PSA number in San Diego handling crash inquiries regarding PSA Flight 1771 when she realized the caller had said something about sabotage. [redacted] then went back on the line and asked the caller if he said "sabotage" to which the caller answered affirmatively. He then stated something to the effect "it was going to happen again." Upon hearing this, [redacted] pushed the emergency button to record the call and asked the caller to hold so she could get her supervisor. Although the caller did not object to holding, he stated, "Why don't you just take down all the information." He then went on to say that the crash had to do with the "Ayatollah KHOMEINI" and that "an Iranian terrorist group had planted a gunman on board." The caller hung up when [redacted] supervisor came on the line.

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b7C

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 10 1987	
[redacted]	EGD

orig sent via AT 2/18/88

Investigation on 12/7/87 at San Diego, California File # SD 149A-483-8

by AM SSA [redacted] /jll Date dictated 12/7/87

b6
b7C

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 12/10/87

On December 8, 1987, [redacted] PACIFIC SOUTHWEST AIRLINES (PSA), San Diego, California, furnished Special Agent (SA) [redacted] PSA flight coupon no. J3645074 in the name of Mr. D. BURKE. A copy of the flight coupon is attached.

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The flight coupon was transported to the San Diego office of the FBI and entered into the Evidence Control Center.

orig. sent via AT 2/16/88

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 10 1987	
SAN DIEGO	

Investigation on 12/8/87 at San Diego, CA File # 149A-483-9
by SA [redacted]/kmw Date dictated 12/9/87

b6
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VALID ONLY ON
PACIFIC SOUTHWEST AIRLINES

FLIGHT COUPON

DATE OF ISSUE

1 OF 2 12/07/97

PASSENGER NAME

BURKE DM

LAX 2413

FROM LOS ANGELES TO SAN FRANCISCO

FLIGHT CLASS

FARE BASIS

DATE

TIME

771Y

Y9

07DEC 1530

FARE 238.59 TAX 19.00

X F0129.00 LAX129.00

TOTAL FARE ALL COUPONS 258.00

ST00

FORM OF PAYMENT
5417400030021180

CARDHOLDER NAME/SIGNATURE
David J. Pombo

CPN 1 TICKET NUMBER 2024724289

CK 4

J3645074

FORMS.TEXT HAS 1 DOCUMENT

INBOX.1 (#608)

TEXT:

VZCZCDE0004

RR LA SD SF

DE DE #0004 3421513

ZNY EEEEE

R 082013Z DEC 87

FM DETROIT (149A-931) (P) (C-7)

TO LOS ANGELES (149A-2171) (C-1) (ROUTINE)

SAN DIEGO (ROUTINE)

SAN FRANCISCO (149A-1560) (#-4) (ROUTINE)

BT

UNCLAS E F T O

UNSUB; CRASH OF NORTHWEST AIRLINES FLIGHT 255, DETROIT METROPOLITAN AIRPORT, ROMULUS, MICHIGAN; AUGUST 16, 1987;

DAMV; OO: DETROIT [REDACTED]

[REDACTED] - FUGITIVE (C);

UFAP - OBTAINING MONEY UNDER FALSE PRETENSES; OO: DETROIT

RE DETROIT AIRTEL TO ACTING DIRECTOR, OCTOBER 23, 1987, CAPTIONED AS ABOVE.

REFERENCED AIRTEL SET OUT INFORMATION WITH PHOTOGRAPHS REGARDING [REDACTED] WHO, WHILE IMPERSONATING A ARMED AND DANGEROUS.

[Handwritten signature]

b6
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Widened

[REDACTED]

At 12/8/87

[REDACTED]

149A-412-10*

SEARCHED FOR	INDEXED
SEARCHED MANUALLY	INDEXED
FILED	
DEC 08 1987	
FBI - SAN DIEGO	

[Handwritten initials]

PAGE TWO DE DE 0004 UNCLAS E T O

CATHOLIC PRIEST AT CAPTIONED PLANE CRASH, SOLICITED THE SERVICES OF A FLORIDA ATTORNEY, [REDACTED]

IN VIEW OF THE RECENT CRASH OF PACIFIC SOUTHWEST AIRLINES (PSA) FLIGHT 1771 IN SAN LUIS OBISPO ON DECEMBER 7, 1987, RECEIVING OFFICES SHOULD BE ALERT TO THE POSSIBLE PRESENCE OF [REDACTED] WILL BE INTERESTED IN OBTAINING IDENTITIES OF THE DECEASED SO AS TO ESTABLISH CONTACT WITH SURVIVING NEXT OF KIN.

BACKGROUND INFORMATION AND DETAILS REGARDING FEDERAL PROCESS CONTAINED IN REFERENCED AIRTEL.

LOS ANGELES AT SAN LUIS OBISPO, CALIFORNIA: WILL BE ALERT TO THE POSSIBLE PRESENCE OF [REDACTED] AT OR NEAR THE CRASH OF PSA #1771 SO AS TO LOCATE AND APPREHEND [REDACTED]

SAN DIEGO AT SAN DIEGO, CALIFORNIA: WILL ESTABLISH CONTACT WITH PSA [REDACTED]

[REDACTED] SAN DIEGO, CALIFORNIA, REGARDING POSSIBLE INTEREST/ACTIVITY BY [REDACTED] [REDACTED] IN THE CRASH OF PSA #1771 SO AS TO LOCATE AND APPREHEND [REDACTED]

SAN FRANCISCO AT SAN FRANCISCO, CALIFORNIA: WILL BE

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b7C

[REDACTED] *am*
b6
b7C

PAGE THREE DE DE 0004 UNCLAS E F T O

ALERT TO ACTIVITY BY [REDACTED] SHOULD HE ATTEMPT TO CONTACT
OR INFLUENCE NEXT OF KIN OF VICTIMS OF THE CRASH OF PSA
#1771 IN THE SAN FRANCISCO DIVISION SO AS TO LOCATE AND
APPREHEND [REDACTED]

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b7C

DETROIT AT DETROIT, MICHIGAN: INVESTIGATION
CONTINUING.

ARMED AND DANGEROUS.

BT

#0034

NNNN



over

FORMS.TEXT HAS 1 DOCUMENT

OUTBOX.1 (#679)

TEXT:

SDO0021 3440327

PP LA LV

DE SD

P 090045Z DEC 87

FM SAN DIEGO (149-483A) (P)

TO LOS ANGELES (149A-2178) (C1) (PRIORITY)

LAS VEGAS (PRIORITY)

BT

UNCLAS E F T O

UNSUB; PSA FLIGHT NUMBER 1771, LOS ANGELES, CALIFORNIA TO
SAN FRANCISCO, CALIFORNIA; DEC. 7, 1987; DAMV; OO: LOS
ANGELES.

RE SAN DIEGO TELEPHONE CALL TO SA [REDACTED] LAS VEGAS
DIVISION (RENO RA), DEC. 9, 1987.

ON DEC. 9, 1987, [REDACTED] LABOR
RELATIONS, PACIFIC SOUTHWEST AIRLINE (PSA), 3225 HARBOR
DRIVE, SAN DIEGO, CALIFORNIA, TELEPHONE [REDACTED]
ADVISED THAT THEY HAVE LOCATED ALL NEXT OF KIN OF PERSONS
WHO WERE KILLED ON CAPTIONED FLIGHT.

[REDACTED] ADVISED THE LAST NEXT OF KIN TO BE NOTIFIED
WAS THAT OF [REDACTED] OF DAVID ANTHONY GIULINO.

b6
b7C

149A-483-13

SEARCHED _____ INDEXED _____
SERIALIZED _____ FILED _____

PAGE TWO SD 149A-483 UNCLAS E F T O

ON DEC. 8, 1987, [REDACTED] WAS CONTACTED BY [REDACTED]

[REDACTED] PSA AT RENO, NEVADA, AIRPORT, TELEPHONE

[REDACTED] HAD LOCATED TWO UNCLAIMED BAGS AT THE RENO AIRPORT WHICH WERE SUBSEQUENTLY IDENTIFIED TO BE THE PROPERTY OF DAVID ANTHONY GIULINO. GIULINO HAD CAUGHT THE EARLIER ILL FATED 177 FLIGHT AND HIS BAGS WERE SHIPPED VIA A LATER FLIGHT AND ARRIVED AT RENO UNCLAIMED.

[REDACTED] UPON INVENTORYING THE BAG AT RENO, OBSERVED IDENTIFICATION BELONGING TO GIULINO AND ALSO WHAT APPEARED TO BE NUMEROUS PIECES OF NARCOTICS PARAPHERNALIA.

b6
b7C

LEADS

LAS VEGAS DIVISION

AT RENO, NEVADA: IMMEDIATELY CONTACT [REDACTED]

[REDACTED] AND INVENTORY AND EXAMINE BAGS LOCATED IN HIS POSSESSION.

BT

-->

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 12/14/87

[redacted] an employee of PACIFIC SOUTHWEST AIRLINES (PSA) Security, San Diego, California, telephone number [redacted] advised as follows:

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A review of the PSA records for PSA Flight 1784, December 1, 1987, from San Francisco to San Diego reflects that two airline employees were on that flight. She was further able to determine that U.S. AIR employee RAY THOMPSON flew on an employee pass that day and most likely was on PSA flight 1784 although she could not definitely confirm that. There is no indication that DAVID BURKE was on Flight 1784, however, a second unidentified employee flew on that flight and it is possible it could be DAVID BURKE.

Investigation on 12/11/87 at San Diego, California File # SD 149A-483 -18
LA 149A-2178

by SA [redacted] /jll Date dictated 12/14/87

b6
b7C

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 12/14/87

[redacted] residence [redacted] San Diego, California, telephone number [redacted] was interviewed and advised as follows. He is is a retired Special Agent (SA) for the California Department of Justice. [redacted] advised that he has information which may be pertinent to the Federal Bureau of Investigation (FBI) investigation of the destruction of a PACIFIC SOUTHWEST AIRLINES (PSA) flight from Los Angeles to San Francisco on December 7, 1987. [redacted] advised as follows:

On December 1, 1987, he arrived at the airport in San Francisco at about 3:30 pm. He had a reservation for a 4:45 pm non-stop PSA flight from San Francisco to San Diego. He checked in and he was told that he was to early and instructed to go to Gate 23 where he might be able to board an earlier flight. There was a 4:00 pm PSA flight from San Francisco to San Diego and he was placed on stand-by for that flight. [redacted] stated that from checking his records he was able to determine that he was originally booked on PSA Flight 1678, leaving 4:45 pm on December 1, 1987, however, the flight he actually took was the flight he was placed on stand-by for which was PSA Flight 1784 which left at 4:00 pm for San Diego. [redacted] stated that when he boarded PSA Flight 1784, he was assigned seat 27E. As he walked towards the rear of the plane somewhere in the vicinity of Row 24, he observed a black male in a dark blue pin-striped suit, age approximately 35 to 38 years old, who appeared slightly intoxicated. The black male was standing in the aisle speaking to a white male, age about 45 to 50 years old, who was coatless and was wearing a shirt and tie. [redacted] advised that after observing newspaper photographs of DAVID BURKE, he feels very strongly that the black male he observed on the aircraft was DAVID BURKE. [redacted] stated that after he took his seat he observed the white male and black male who had been standing in the aisle shake hands. The white male took his seat mid-way in the aircraft and the black male took a window seat in Row 24 on the right side as you face the cockpit. The aircraft took off and when the smoking light went out the black male raised his hand and said he wanted a drink. Initially, the male steward who was serving drinks aboard the flight ignored the black male. The stewards name was [redacted] Eventually the steward served a drink to the black male. When the black male had finished his first drink he asked the stewardess for another

b6
b7cInvestigation on 12/11/87 at San Diego, California File # SD 149A-483-19
LA 149A-2178by SA [redacted] /jllj Date dictated 12/14/87

SD 149A-483
LA 149A-2178

Continuation of FD-302 of _____, On 12/11/87, Page 2

drink. The stewardess refused to get him anymore and the black male said he wanted to see the captain. _____ stated he also noticed that the black male did not pay for his first drink. After the stewardess refused his request for a second drink and he asked for the captain, the stewardess picked up the telephone and apparently spoke to the crew. Shortly thereafter, the male steward was working his way back towards the black male pushing the drink cart. The black male stopped him and then had about a thirty second conversation with the steward. Finally the steward gave the black male another drink which was possibly a Bloody Mary. The black male spilled about half the drink over himself. The steward brought the black male some towels and he stood up in the aisle and wiped the drink off himself. At that time he also gave the steward a bear hug while they both stood in the aisle. When the aircraft landed at San Diego, _____ stated he was one of the first people off the aircraft and he had no further observations concerning the actions of the black male.

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_____ advised that on December 1, 1987, there was a storm in the San Francisco area and the airline schedules were all mixed up. For that reason people attempting to get to Los Angeles may have taken a flight to San Diego in order to connect to a Los Angeles flight.

_____ advised that on December 11, 1987, he called PSA in San Diego and spoke to a _____ at the security office. _____ informed him that U.S. AIR supervisor RAY THOMPSON was on Flight 1794, however, she was not sure if DAVID BURKE was on that same flight.

DEC 14 1987



MSGO

149A-483-19

b6
b7C

4

FBI

TRANSMIT VIA:

Teletype
 Facsimile
 AIRTEL

PRECEDENCE:

Immediate
 Priority
 Routine

CLASSIFICATION:

TOP SECRET
 SECRET
 CONFIDENTIAL
 UNCLAS E F T O
 UNCLAS

Date 12/14/87

TO : SAC, LOS ANGELES (149A-2178)
 FROM : SAC, SAN DIEGO (149A-483) (P)
 SUBJECT : DAVID AGUSTUS BURKE, aka
 David Alexander Burke;
 DESTRUCTION OF PSA FLIGHT 1771,
 LOS ANGELES TO SAN FRANCISCO;
 DECEMBER 7, 1987;
 DAMV;
 OO: LOS ANGELES

Reference Los Angeles teletype to the Bureau, dated 12/10/87; telephone call of Special Agent (SA) [redacted] from San Diego to Los Angeles Command Center, dated 12/11/87.

Enclosed for Los Angeles are the following:

1. Original and three (3) copies of an FD-302 reflecting the interview of [redacted] dated 12/11/87, at San Diego, California.
2. Original and three (3) copies of an FD-302 reflecting the interview of [redacted] PACIFIC SOUTHWEST AIRLINES (PSA) Security at San Diego, California, dated 12/11/87.
3. Two (2) 1-A envelopes containing agents original interview notes.

(S)
 [Signature]

b6
 b7C

2 - Los Angeles (149A-2178) (Enc. 10)

2 - San Diego (149A-483)

ETW: [Signature]
 (4)

1*

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

SEARCHED [Signature] INDEXED [Signature]
 SERIALIZED [Signature] FILED [Signature]

149A-483-20

FORMS.TEXT HAS 1 DOCUMENT

OUTBOX.1 (#847)

TEXT:

SDO0011 3490226

RR HQ LA

DE SD

R 142045Z DEC 87

FM SAN DIEGO (149A-483) (P)

TO DIRECTOR ROUTINE

ATTN: PERSONAL CRIMES UNIT

LOS ANGELES (149A-2178) ROUTINE

BT

UNCLAS

DAVID AUGUSTUS BURKE, AKA DAVID ALEXANDER BURKE; DESTRUCTION OF

PSA FLIGHT 1771; DEC. 7, 1987; DAMV; OO: LOS ANGELES

TO DATE, SAN DIEGO DIVISION HAS FORWARDED TO LOS ANGELES DIVISION

ALL VICTIM IDENTIFICATION QUESTIONNAIRES PROVIDED BY PSA CORPORATE

HEADQUARTERS. IN ADDITION, ON DEC. 8, 1987, SAN DIEGO FORWARDED TO

LOS ANGELES PSA FLIGHT COUPON NUMBER J3645074 FOR PASSENGER,

MR. D. BURKE.

SAN DIEGO HAS MAINTAINED CONTACT WITH PSA CORPORATE OFFICIALS

AND WILL CONTINUE LIAISON UNTIL THIS MATTER COMPLETED.

BT

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SEARCHED _____ INDEXED _____
SERIALIZED X FILED X

149A-483-21

PTS
791-1550

Transmit attached by Facsimile - UNCLAS

Precedence Immediate

To: SAC, LOS ANGELES (149-2178) (C-1)

Date: 12/9/87

From: SAC, SAN DIEGO (149A-483)

Time: Transmitted - 12:57 PM

Subject: Unsub, PSA FLIGHT #1771,
Los Angeles to San Francisco,
12/07/87;
DAMV

Initials: *Crow/ST*

- Fingerprint Photo
- Fingerprint Record
- Map
- Newspaper clipping
- Photograph
- Artists Conception
- Other passenger seating chart

Special handling instructions:

ATTN: SA

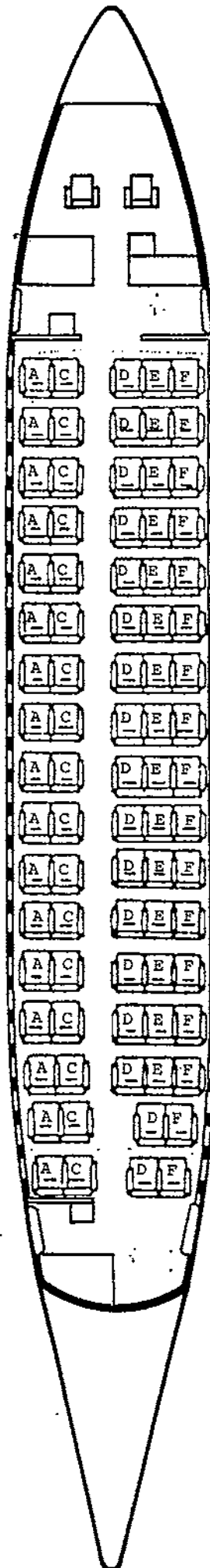
b6
b7C

Approved: *[Signature]*

FBI/DOJ

149-483-22

Bae 146-200
PSA 83 SEAT CONFIGURATION



- ROW ONE
- ROW TWO
- ROW THREE
- ROW FOUR
- ROW FIVE
- ROW SIX
- ROW SEVEN
- ROW EIGHT
- ROW NINE
- ROW TEN
- ROW ELEVEN
- ROW TWELVE
- ROW THIRTEEN
- ROW FOURTEEN
- ROW FIFTEEN
- ROW SIXTEEN
- ROW SEVENTEEN

149A - 483-22
SEARCHED _____ INDEXED _____
SERIALIZED _____ FILED _____

<u>Row</u>	<u>A</u>	<u>C</u>	<u>D</u>	<u>E</u>	<u>F</u>
1			Gottesman, J.		
2	Murphy, O.	Sylla, J.	Rosenberg, W.	Rettinghouse, J.	Siegfried, L.
3	Rabin, T.	Thomson, R.			Stuedemann, D.
4	Arthur, D.	Scafire, C.	Roseen, J.	Carroll, J.	Perry, C.
5	Kekei, T.		Cordova, A.		Burke, D.
6		Addington, S.	Cone, S.		Webb, E.
7	Saur, B.	Saur, E.	Mika, K.		Krum, K.
8	Engstrom, S.		Kempe, J.	Shiba, J.	
9	Fox, K.	Dealan, J.			Conte, J.
10	Webb, N.	Webb, M.	Phelan, K.		
11	Rhee, C.				Winters, L.
12		Nelson, W.	Hoag, D.		
13					
14					
15			Swanson, A.		
16			Giuliano, D.		

***** FLIGHT INFORMATION *****

ARRIVALS DEPARTURES
 CITY SKED ON IN BLOX SKED PUSH OUT OFF A/C CAP DLY-CODE R
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CHECK-IN LIST MON DEC 07 FLT 1771 FROM LAX 8083

CKIN Q	NAME	P A W	DEST	CKIN	SEAT	INB	OUT	CONN
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G009	WEBB/EARL	Y S	SFO	0000	06F			
G011	STUEDEMANN	Y G	SFO	1268	03F			
G012	SCAFIRE/CA	Q G	SFO	1224	04C			
G013	SAUR/ERIKA	Y T	SFO	1346	07A			
G014	SAUR/ERIKA	Y T	SFO	1346	07C			
G015	GIULIANO/D	V T	SFO	1346	16D		1969	RNO
G016	KEKAI/THER	M T	SFO	2418	05A			
G017	ROSEEN/JMR	Y T	SFO	1207	04D			
G018	GOTTESFMAN	N G	SFO	1224	01D			
G019	ADDINGTON	Q G	SFO	1224	06C			
G020	CONE/STEVE	Y T	SFO	1207	06D			
G021	SYLLAS	Q G	SFO	1224	02A		MURPHY	
G022	SYLLAS	Q G	SFO	1224	02D			
G023	SWANSON/A	Y G	SFO	1224	15D			
G024	KEMPE/JG	Q G	SFO	1224	08C			
G025	<i>Rettinghaus, J</i>	Y G	SFO	1235	02E			
G026	<i>Scaglies, Lynn</i>	Y G	SFO	1235	02F			
G027	FOX	Q G	SFO	1224	09A			
G028	FOX	Q G	SFO	1224	09C		Deaton	
G029	Webb, NME	M G	SFO	1235	10A			
G030	Webb, MAS	M G	SFO	1235	10C			
G031	ROSENBERG	Y G	SFO	1224	02D			
G032	BURKE/DMR	Y T	SFO	2418	05F			
G033	<i>Krum Karen</i>	Y G	SFO	1235	07F			
G034	SHIBA	Y G	SFO	1224	08D			
G035	<i>Conte, John</i>	N G	SFO	1235	09F			
G036	RHEE/CMR	Y T	SFO	1207	11A			
G037	<i>Carsova, Anthony</i>	Q G	SFO	1235	05D			
G038	<i>Phelan, Kevin</i>	Q G	SFO	1235	10D			
G039	NELSON, WAYNE	B G	SFO	1235	12C			
G040	<i>Winters, L.</i>	M G	SFO	1235	11F			
G041	HOAG, D.	Y G	SFO	1235	12D			
G042	<i>Chesler, Jim</i>	Y G	SFO	1235	04E			
G043	PERAY, CLIFF	Y G	SFO	1235	04F			
G044		N G	SFO	1235	04AX			
G045	MIKA, KATHY	Q G	SFO	1235	07D			
G046	ENGSTROM, SHARON	N G	SFO	1235	08A			
G047	RAVIN, TOM	Q G	SFO	1235	03A			
G048	<i>Thomson, Ray</i>	N G	SFO	1235	03C			

RECV...08DEC 0101 CEO

OU TSTXMP

.TSTXMP 080101 9900

PS1771/07DEC 14F

***** FLIGHT INFORMATION *****

ARRIVALS DEPARTURES
 CITY SKED ON IN BLOX SKED PUSH OUT OFF A/C CAP DLY-CODE R
 LAX DRIG * * * 1530 1530 1532 1536 350 083
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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 12/10/87

On December 7, 1987, [redacted] PACIFIC SOUTHWEST AIRLINES (PSA), [redacted] PSA Reservation Center, San Diego, California, furnished Special Agent (SA) [redacted] [redacted] the original cassette tape containing a call that was received at 5:30 p.m., on December 7, 1987, at the Reservation Center by PSA Reservation Sales Agent [redacted]

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b7C

The cassette tape was transported to the San Diego Office of the FBI and entered into the Evidence Control Center.

*orig sent
via AIT
date 2/3/88*

SEARCHED	INDEXED
SERIALIZED	FILED
JAN 12 1988	
[redacted]	GO

b6
b7C

Investigation on 12/7/87 at San Diego, CA File # 149A-483 - 23

by SA [redacted]/kmw Date dictated 12/9/87

FORMS.TEXT WAS 1 DOCUMENT

INBOX.1 (#894)

*12/15/87
856P*

TEXT:

VZCZCLA0002

OO HQ AL OM BS MI PG SC SF SD WF

DE LA #0002 3492254

ZNR UUUUU

O 150005Z DEC 87

FM LOS ANGELES (149A-2178) (C-1) (P)

TO DIRECTOR, FBI IMMEDIATE

ALBANY IMMEDIATE

OMAHA IMMEDIATE

BOSTON (INFO) IMMEDIATE

MILWAUKEE (INFO) IMMEDIATE

PITTSBURGH (INFO) IMMEDIATE

SACRAMENTO (INFO) IMMEDIATE

SAN FRANCISCO (INFO) IMMEDIATE

SAN DIEGO (INFO) IMMEDIATE

WASHINGTON FIELD (INFO) IMMEDIATE

BT

UNCLAS

DAVID AUGUSTUS BURKE, AKA; DESTRUCTION OF PSA FLIGHT 1771L

DECEMBER 7, 1987; DAMV; OO: LOS ANGELES.

RE LOS ANGELES TELETYPE DATED DECEMBER 11, 1987, OMAHA

*No action taken 12/15/87
[Signature]*

*NO action required
[Signature]
copy to SAC
[Signature]*

149A-483-24

DEC 15 1987
[Signature]

[Signature]

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b7C

PAGE TWO DE LA 0002 UNCLAS

TELCALL TO LOS ANGELES, DECEMBER 15, 1987.

CRIMINAL INVESTIGATION OF CRASH SITE COMPLETED MORNING OF DECEMBER 13, 1987. BULLET WITH POSSIBLE IDENTIFIABLE STRIATIONS LOCATED AND RETURNED TO BUREAU WITH DISASTER SQUAD. SITE TURNED OVER TO PSA FOR CLEAN-UP.

PSA ADVISED PM OF DECEMBER 13, 1987, THAT DURING THE ACCOMPLISHMENT OF THE ABOVE ACTIVITY, A PARTIALLY BURNED IDENTIFICATION BADGE CONTAINING THE PHOTOGRAPH OF SUBJECT WAS DISCOVERED.

[REDACTED] PROCESSED BY THE DISASTER SQUAD AND THEN TURNED OVER TO THE SAN LUIS OBISPO CORONER'S OFFICE, SAN LUIS OBISPO, CALIFORNIA, WHERE DENTAL EXAMINATIONS CONTINUE.

REFERENCED OMAHA TELCALL REVEALED THAT MUTUAL OF OMAHA INSURANCE COMPANY, OMAHA, NEBRASKA, ADVISED DECEMBER 15, 1987 THAT THAT COMPANY RECEIVED, VIA U.S. MAIL, DECEMBER 15, 1987, TWO FLIGHT INSURANCE POLICIES ISSUED ON DECEMBER 7, 1987 AT LOS ANGELES INTERNATIONAL AIRPORT (LAX) TO DAVID BURKE. BOTH OF THESE POLICIES, ONE FOR \$100,000 AND THE OTHER FOR \$195,000 LISTED THE BENEFICIARY AS [REDACTED]

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PAGE THREE DE LA 0002 UNCLAS

ROCHESTER, NEW YORK. INVESTIGATION CONDUCTED PREVIOUSLY AT LOS ANGELES HAS IDENTIFIED [REDACTED] IN ROCHESTER, AS [REDACTED]

[REDACTED]

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BUFFALO AT ROCHESTER, NEW YORK, INTERVIEW [REDACTED]

[REDACTED] ASCERTAIN RELATIONSHIP TO SUBJECT AND DETERMINE IF BURKE CONTACTED HER ON DECEMBER 7, 1987.

OMAHA AT OMAHA, NEBRASKA, OBTAIN ORIGINALS OF INSURANCE POLICIES ISSUED TO SUBJECT AND FORWARD FBI LABORATORY FOR HANDWRITING AND FINGERPRINTING INFORMATION.

LOS ANGELES WILL FACSIMILE TO OMAHA REFERENCED LOS ANGELES TELETYPE AS BACKGROUND IN THIS MATTER.

BT

#0002

NNNN

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 12/17/87

[redacted] Labor Relations, PACIFIC
SOUTHWEST AIRLINES (PSA), 3225 Harbor Drive, San Diego,
California, telephone number [redacted] was contacted.

[redacted] provided a seat configuration chart for a
PSA Plane Model BAe 146, PSA 83. [redacted] also provided seat
assignments for each of the passengers on Flight 1771 of
December 7, 1987. [redacted] also provided the computer printout
of the reservations before that flight.

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[redacted] advised that based on the actual tickets
returned compared with the reservations he came up with the final
seat assignments for the passengers. He advised that the PSA
Chief Pilot DOUGLAS ARTHUR was assigned seat 4A on his ticket.

C
u

The seat configuration, the computerized printout, and
the seat assignments are attached hereto and made a part of this
FD-302.

*orig sent
JTB AFD 2/18/88*

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SEARCHED	INDEXED
SERIALIZED	FILED
JAN 12 1988	
[redacted]	DIEGO

Investigation on 12/9/87 at San Diego, California File # SD 149B-483 -25

by SA [redacted] /jjs Date dictated 12/9/87

FBI

TRANSMIT VIA:

- Teletype
- Facsimile
- Airtel

PRECEDENCE:

- Immediate
- Priority
- Routine

CLASSIFICATION:

- TOP SECRET
- SECRET
- CONFIDENTIAL
- UNCLAS E F T O
- UNCLAS
- Date 2/8/88

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TO: SAC, LOS ANGELES (149A-2178) (C-1)

FROM: SAC, SAN DIEGO (149A-483) (RUC)

SUBJECT: DAVID AUGUSTUS BURKE, aka;
DESTRUCTION OF PSA FLIGHT 171,
12/7/87;
DAMV
OC: LOS ANGELES

Re San Diego teletype to Los Angeles, dated 12/7/87.

Enclosed are the original and one copy each of four FD-302s reflecting investigation conducted in San Diego, California. Also enclosed is an original cassette tape furnished by a reservation supervisor, PSA Reservation Center, San Diego, California, on 12/7/87, and the evidence package copy of the FD-192.

Inasmuch as all investigation conducted in this matter has been furnished to Los Angeles, and no further leads remain outstanding, San Diego considers this matter RUC'd.

2-Los Angeles (Encs..10)
 ① San Diego
 SNS:sdh
 (3)

dictated 1/27/88

filed 2/11/88, dv

*Rec'd 6
AOTV 2/8/88*

*J
ma*

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

SEARCHED _____ INDEXED _____
 SERIALIZED RB FILED RB

149B-483-26

149A-483-27

SEARCHED	INDEXED
SERIALIZED	FILED
FEB 22 1988	
FBI - SAN DIEGO	

[Handwritten signature]

[Handwritten mark]

[Vertical handwritten marks and symbols, including 'P', 'L', and 'J' characters, scattered across the page]

(Mount Clipping in Space Below)

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

SAN DIEGO UNION, A-1
SAN DIEGO, CA.

TUESDAY, 12/08/87

Date:

Edition:

Title:

Character:

or

149A-483

Classification:

Submitting Office:

Indexing:

All 44 aboard die in PSA crash

Crew said it heard gunshots in rear of jet; black box found

PASO ROBLES — A Pacific Southwest Airlines BAc-146 jetliner crashed and exploded outside Harmony, near the Central California tourist town of Cambria late yesterday afternoon, after crew members reported hearing what sounded like gunfire inside the plane, officials said. All 44 people aboard were killed.

The pilot was identified as Capt. Gregg N. Lindamood, 43, of Julian. He had been with PSA since 1973, the airline said. Also on board were four Chevron employees, including James Sylla, president of Chevron USA Corp., according to PSA.

The four-engine jet was en route from Los Angeles to San Francisco when it plummeted to the ground on a cattle ranch at 4:14 p.m., about 175 miles northwest of Los Angeles, a Federal Aviation Administration spokesman said.

Sgt. Greg Slane of the San Luis Obispo Sheriff's Department said the plane apparently nose-dived, plowing a 10-foot crater into the ground. Slane contradicted earlier reports of a fire seen as the plane rapidly lost altitude. He said the jetliner's black box, which records communication from the aircraft, was recovered late last night.

FAA spokesman Fred Bawar in Washington, D.C., said the pilot had reported smoke in the cockpit before the plane dropped from radio and radar contact at an altitude of 22,000 feet.

"It was very noisy, like a bomb going off," said 29-year-old Jim Hartzell, whose family owns the Santa Rita Creek ranch where the jetliner hit. Hartzell said he witnessed the crash from the top of a hill about a quarter-mile from the crash site.

"The plane was coming straight down when it hit into a hillside," said Jim's father, Bill. "The Sheriff's Department is closing off the area. There's airplane parts and body parts and luggage all over ... I don't know how anyone could have survived."

"The PSA pilot told the controller he had an emergency, there was gunfire," Gene Katz, a private pilot who overheard the conversation on the radio while flying nearby, told Cable News Network.

"He was squawking, 'Seven-seven-zero-zero,' which is a special (general emergency) code. At that time the controller said, 'Say again,' and the captain confirmed. He (the captain) said, 'I have an emergency, gunfire.' And that was the last communication."

A PSA spokesman said the flight, See PSA on Page A-4

Continued from A-1

number 1771, left Los Angeles at 3:36 p.m. with 39 passengers and a crew of five — three flight attendants and two pilots. The BAe-146, made by British Aerospace, has a maximum capacity of 109 but this flight was configured for 83 passengers.

The rest of the crew was identified as first officer James Howard Nunn, 48, of Upland, who had been with PSA since March of this year, and three flight attendants: Debbie Nissen Neil, 37, of San Jose, who had been with the airline since 1977; Debra Watterson Vuylsteke, 32, of Redding, Conn., also with PSA since 1977; and flight attendant trainee Julie Gottesman, 20, of Verdale, Wash., who joined the airline last month.

Among the passengers were two San Diegans, Neil Webb and Mary Webb.

In San Diego, PSA spokesman Bill Hastings said the aircraft usually carries a crew of four but that there was an extra crew member aboard yesterday.

Sgt. Slane of the San Luis Obispo Sheriff's Department said no bodies, debris or personal possessions — strewn over half a mile — will be removed from the site until today, after investigators from the FAA, National Transportation Safety Board and FBI arrive.

Sgt. Leon Cole of the Sheriff's Department said last night that his deputies searched the dark, remote area for survivors, but added, "We have found no survivors at this time."

"It's difficult to get into the crash site," he said. "The area is accessible only by four-wheel-drive (vehicle)." As deputies cordoned off the area and prepared for an all-night vigil to guard against intruders, Christmas lights twinkled eerily from nearby ranch houses.

Cole said that about 3 inches of rain fell in the area between Friday and Sunday. He described the weather at the time of the crash, however, as clear with patches of high clouds.

The plane that crashed was one of two dozen BAe-146s operated by PSA. The airline has an overall fleet of 59 planes to serve 29 cities in six Western states, Canada and Mexico.

Hastings said the airline has had no major problems with the BAe-146s, which PSA began using in 1984.

"We've had two engine outtings (incidents), but that is normal," he said. "The planes are checked every day."

Hastings dismissed the possibility that this crash could be linked to past maintenance problems with American-made engines in the British planes. In February, a PSA BAe-146 made an emergency landing in Fresno after an engine partially disintegrated.

"That particular engine failure is the worst incident we've had with this plane," Hastings said. "I don't think there's any correlation with that and this incident. You can take any aircraft in the sky today and you'll have engine failures."

A few weeks ago, Hastings said, two of the four engines of the aircraft that crashed yesterday were serviced in the overhaul shop and the other two underwent a "major maintenance check." Mechanics found all the engines were "very clean," he said.

PSA operates 30 flights a day between Los Angeles and San Francisco, the busiest air corridor in the world. Hastings said 8 million people fly between San Francisco and Los Angeles each year, and PSA carries about half of them.

Yesterday's was only the second fatal crash in PSA's 39-year history. The first occurred when Flight 182 collided with a single-engine Cessna 172 over North Park on Sept. 25, 1978. A total of 144 people were killed, making it the worst airline catastrophe in U.S. history at the time.

FBI spokesman Fred Regan, speaking about yesterday's crash, said: "We have confirmed that there were radio transmissions reporting there were gunshots in the passenger

compartment. We're in the process of checking that out."

The radio transmission was received at 4:10 p.m. by the FAA, which contacted the FBI's Washington office, Regan said.

A team of FBI agents, led by Richard Bretzing, special agent in charge of the bureau's Los Angeles office, was en route to the crash site last night, as was a team from the NTSB.

Responding to reports of gunshots on the plane, PSA spokesman Bruce Nelson said, "That could very simply turn out to be popping of metal."

There also were reports last night that a prisoner was being transported on the flight, but FBI and PSA officials said they had no information about it. Nelson said that any law-enforcement officer who transports a prisoner on a commercial flight must file a report in advance, and there is no evidence of such a report being filed.

Drucella Andersen, NTSB spokeswoman, said: "Just west of Paso Robles, the crew reported gunshots in the back of the plane."

The crash site was placed in a sparsely populated area of rolling hills about five miles east of the Pacific Ocean — one mile south of Highway 46, near the community of Harmony, about 10 miles west of Paso Robles.

Bill Vargas, who was driving by at the time of the crash, said there was no visible damage to the aircraft as it plummeted.

"I saw a streak drop out of the sky

about 3,000 feet. It appeared to be a large flame heading straight down to the ground at a very high rate of speed," Vargas said.

"It went behind the hill. As we were coming back up the hill, we saw black smoke erupt when it hit. It was obvious the plane was going to crash. There was no way the pilot was going to pull it out."

Mary Wiley, Hartzell's daughter, said she was standing outside her home on her father's ranch when she heard what sounded like a sonic boom and saw the door to her house shake. She saw smoke and firebursts a quarter-mile away.

"We ran to the end of my home by the ridge, and there was one huge flash, then an explosion," Mrs. Wiley said. "There were one or two flashes. We saw pieces of airplane and body parts all over the place."

At San Francisco International Airport, about a half-dozen people waited at Gate 9 for the arrival of PSA Flight 1771, whose late arrival was expected at 4:49 p.m.

Myron Schroer, PSA operations manager, said that between eight and 10 more people trickled in to find a message on the flight information board that said, "See Agent." All were ushered to a private lounge, protected from reporters and the curious.

"I've never seen anything so quiet and somber," said airport spokesman Ron Wilson.

"We'll be doing whatever we can for those folks," Schroer said.

Ravil Arslan of Burlingame saw reports of the crash on television and thought his sister might be on it. But it was confirmed from the woman's husband that she wasn't on the flight. "It's a relief," he said with red eyes.

PSA spokesman Nelson said that all inquiries from friends and relatives of the passengers were being referred to PSA headquarters in San Diego.

Although three clergymen were at the terminal in Los Angeles to console relatives of the victims, Nelson said that no relatives had showed up as of 8 p.m.

The mood at LAX was somber, but by evening, business had begun returning to normal. PSA employees at the airport appeared visibly upset, their eyes moist from having shed tears.

Nelson said he believed that most of the passengers were business people. "This flight is popular with the businessman," he said.

"You're coming off the Thanksgiving holiday and traditionally there is a lull," Nelson said in explaining why the flight was not full.

Demetria Bibar, customer service agent for PSA, was working at Gate 2 of the PSA Terminal, where the flight departed.

"The team that handled the flight, the gate team, was crushed," she said. "They had closed the door on the flight, given everyone their seat assignments."

The employees at the gate were sent home after they received news of the crash.

"It brought back memories of '78," Bibar said.

The passengers who boarded the flight would have passed through one of three security checkpoints at LAX. Each of the checkpoints is equipped with a metal detector and an X-ray machine for carry-on luggage.

Ogden Allied Aviation Services, based in New York City, operates the metal detectors and X-ray machines. The company has a contract with the airport to provide security, maintenance, food and cargo services, said a company spokesman, who declined to give his name.

He declined to answer any questions.

PSA spokesman Robert Benson read a statement from PSA President Russell Ray.

"This crash is a terrible tragedy for the passengers and the crew, and we all want to convey our concern and sympathy to the loved ones

of those involved. This is a sad event. Air crews at PSA pray for the families of those that were killed."

Hastings said the airline sent a team of employees to the crash scene to assist federal investigators and to help deal with media questions.

The airline brought in 25 employees to its San Diego headquarters to contact next of kin. The airline's public relations department also set up three extra phone lines to handle calls from news agencies.

Hastings said 200 employees were involved in the airline's response.

"PSA is a small company and we very much are a family. Two accidents in 39 years, that's two accidents too many."

In 1978, the PSA jetliner was on its final approach for landing when it collided with a small private plane. In addition to those aboard the flight, seven people on the ground were killed.

The accident, which occurred at 9:02 a.m. at 3,000-foot elevation, was watched by hundreds of people who described the crash as a sonic boom and looking like fireballs and the Fourth of July.

NTSB concluded that the PSA flight crew failed to maintain visual separation with the smaller plane.

but the board later said improper procedures by air traffic controllers contributed to the crash.

The last collision over California was at 11:55 a.m. on Aug. 31 between an Aeromexico DC-9 airliner bound for Los Angeles and a Piper Cherokee Archer II. Aeromexico Flight 498 began in Mexico City, had stopped three times and was in a landing pattern for Los Angeles International Airport.

Last May, after lengthy negotiations, PSA was acquired by USAir for \$400 million. PSA has been operated as a wholly owned subsidiary since then, maintaining its own identity and marketing program.

The merger is scheduled to be completed in the spring of 1988. The airline has already begun to familiarize PSA employees with USAir procedures. And in the most visible sign of the merger, PSA's trademark — the smile painted on its planes — has been stripped away.

Also contributing to this story were staff writers Michael Smolens in San Francisco; Tom Hays, R.B. Brenner and Jeannie Wong in San Diego, and Paul Pringle and Niki Cervantes of Copley News Service in Los Angeles.



Associated Press
 Investigators look over the site where a PSA BAe-146 crashed in San Luis Obispo County yesterday, killing all aboard.

Partial list of victims released by PSA

PSA released a partial passenger list of Flight 1771 last night, indicating that James Sylla, president of Chevron USA Corp. was among those killed when the jetliner crashed near Cambria.

The list named 29 of the 39 passengers aboard.

San Diego passengers listed on the manifest were Neil Webb and Mary Webb.

Passengers from the San Francisco area included: Shawn Addington of Foster City, Jim Carroll, Stephen Cone, Anthony Cordova, Sharon Engstrom, Donald Hoag, James Sylla, Karen Krom, Cliff Perry, Curtis

Rhee, Bill Rosenberg, Camille Scafiro, Kirk Shiba, Leon Winters and John Conte, a PSA employee in San Francisco.

Passengers from the Los Angeles area included: Alan Swanson, Kathleen Mika of Arcadia, Joselyn Kempe of Ventura, Theresa Kekai, Kevin Phelan, John Roseen and Earl Webb Jr.

From San Jose: Karen Fox.
 From New York City: Thomas Rabin.

Addresses were not available for Owen Murphy, Wayne Nelson and D. Burké.



Associated Press
 An unidentified man and woman console each other at San Francisco airport after learning of the crash of a PSA flight.

(Mount Clipping in Space Below)

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

SAN DIEGO TRIBUNE, A-6
SAN DIEGO, CA.

Date: TUESDAY, 12/08/87
Edition: FINAL

Title:

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Submitting Office:

Indexing:

List of passengers and crew killed in crash of PSA 1771

The Pacific Southwest Airlines plane that crashed near Paso Robles, killing everyone aboard, was carrying 38 passengers and a crew of five, including the pilot, who was from the San Diego area, and an off-duty chief pilot from San Diego.

Capt. Gregg Lindamood, 43, of Julian, was the pilot on PSA Flight 1771, the British Aircraft Corp. 146 jet that smashed into a hillside en route from Los Angeles to San Francisco yesterday.

Lindamood had been flying for PSA since 1973. He had 11,000 hours of flight time, including 1,500 in the BAC 146, a PSA spokesman said.

Also aboard was Doug Arthur, 41, of San Diego, a chief pilot for PSA at Los Angeles International Airport. He had been with PSA since September 1975 and had 7,500 hours of flight

time. His wife, Nikki St. Germaine, is PSA director of reservations in San Diego.

The first officer was identified as James H. Nunn, 48, of Upland, Calif. He had flown with PSA since March and had logged 12,000 hours of flight time in his aviation career, including 300 in the BAC 146.

Two flight attendants on board were identified as Debbie Nissen Neil, 37, of San Jose, a 17-year PSA employee, and Debra Watterson Vuylsteke, 32, of Redding, Conn., a 10-year employee.

A flight attendant trainee who had worked for the airline just one month also was aboard and was identified as Julie Gottesman, 20, of Veradale, Calif.

The following is a passenger list released by PSA as of 12:30 p.m. today:

1. Shawn Addington, Foster City.
2. David A. Burke, Long Beach.
3. Jim Carroll, San Francisco area.
4. Stephen Cone, San Francisco area.
5. John Conte, 30, of Milpitas in the San Francisco area, an off-duty PSA ramp service agent in San Francisco.
6. Anthony Cordova, San Francisco area.
7. Sharon Engstrom, San Francisco area.
8. Karen Fox, San Jose.
9. Donald Hoag, San Francisco area.
10. Theresa Kekaj, Los Angeles area.
11. Josalyn Kempe, 56, of Ojai, senior public affairs representative for

Chevron.

12. Karin Krom, San Francisco area.
13. Kathleen Mika, Arcadia.
14. Owen Murphy, Los Angeles area, regional vice president of public affairs for Chevron.
15. Wayne Nelson, San Francisco area.
16. Cliff Perry, San Francisco area.
17. Kevin Phelen, Los Angeles area.
18. Thomas Rabin, New York.
19. James Rettinghouse, no address given.
20. Curtis Rhee, San Francisco area.
21. John Roseen, Los Angeles area.
22. Bill Rosenberg, San Francisco area.
23. Birgit Saur of Germany.
24. Erika Sauer of Germany.
25. Camille Scaffire, San Francisco area.
26. Linda Siegfried, no address.
27. Kirk Shiba, San Francisco area.
28. Dr. Stuedemann, Germany.
29. Alan Swanson, Los Angeles area, public affairs manager for Chevron in Southern California.
30. James Sylla of Kentfield, Calif., president of Chevron USA.
31. Ray Thomson, Tiburon, a union manager for USAir Group Inc. in Los Angeles.
32. Earl Webb Jr., Los Angeles area.
33. Mary Webb, San Diego.
34. Neil Webb, San Diego.
35. Leon Winters, San Francisco area.

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149A-483-28

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FEB 22 1988	
FBI - SAN DIEGO	



JAMES SYLLA

Chevron executive killed

149A-483-29

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PSA: murder- suicide?

Fired USAir agent reportedly smuggled gun; 43 died in crash

From Tribune Wire and Local Report

PASO ROBLES — A former USAir employee who planned to kill his former boss and himself smuggled a .44-caliber Magnum pistol on board a PSA jet that crashed and burned yesterday, killing 43 people, ABC News reported today.

During the pilot's last communication with air traffic controllers, he reported the sound of gunfire aboard PSA Flight 1771, with smoke filling the cockpit, authorities said.

The employee, identified as David Burke on the airline's list of victims, had worked for USAir for 14 years before he was fired recently, allegedly for stealing from the airline and drinking on the job, Tom Schell, Los Angeles correspondent for ABC News, said he was told by a confidential government source.

Schell said authorities found a suicide note or tape left by the ex-employee.

Burke's boss was Ray F. Thomson,

49, of Tiburon, a station manager for USAir Group Inc. at Los Angeles International Airport. Thomson was also listed on the airline's list of victims. PSA is a wholly owned subsidiary of USAir Group Inc.

PSA spokesman Bill Hastings in San Diego said he could not confirm the report, but USAir spokeswoman Nancy Vaughan in Washington said: "David A. Burke joined USAir on June 13, 1973, and was terminated for misappropriation of funds from his position as a customer service agent for USAir at Los Angeles International Airport on Nov. 19, 1987.

"He was born May 18, 1952. USAir is cooperating fully with law enforcement officials in the investigation."

Another USAir spokesman, David Shipley, said a "recently terminated" USAir employee was on board the plane when it crashed.

Schell said the disgruntled employee learned that his station manager

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

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SAN DIEGO, CA.Date: TUESDAY, 12/08/87
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was going to be on Flight 1771, so he bought a one-way ticket for himself, smuggled the handgun and six rounds of ammunition on board and planned to take the station manager's life.

Shipley said Thomson was hired as customer service manager for the airline in 1986.

FBI Special Agent Richard T. Bretzing said today that investigators are searching for a weapon at the site.

"We are conducting a full investigation away from this area," he said, "and that would include obtaining search warrants." He mentioned Los Angeles and San Francisco as areas where search warrants are being sought.

"At this point, it does not look like it was an accident," Bretzing said of the crash.

Said FBI spokesman Fred Reagan:

Please see CRASH-A-6, Col. 7

Continued from Page 1

said in Los Angeles. "We're trying to determine if gunfire did occur and if it caused the crash. We sent special agents up there to confirm reports of gunfire on the plane. We have not heard if it took place in the cockpit or the body of the aircraft. In addition, we will be looking for signs of criminal activity, if any has occurred."

Following the report that the crash had apparently been caused by a "criminal act," John Leyden, a spokesman for the FAA in Washington, D.C., said his agency is not planning any kind of action against either the plane or its engine.

The information, he said, is that the crash had "nothing to do with the aircraft."

Flight 1771, en route from Los Angeles to San Francisco, plummeted "like a rock" and disintegrated over 10 acres. The plane carried 38 passengers and a crew of five.

Four San Diego County residents are known to have died in the crash. The pilot, Capt. Gregg Lindamood, 43, lived in Julian. Other county residents on the passenger list included Neil Webb and Mary Webb, and Doug Arthur, 41, PSA's chief pilot at Los Angeles International Airport.

Also killed in the crash of the four-engine BAe-148 jet were four Chevron executives, including James Sylla, 58, president of Chevron USA Inc., the Chevron corporation's main U.S. subsidiary, said Chevron spokesman Jerry Martin.

Moments before the 4:17 p.m. crash, other fliers overheard emergency broadcasts of the pilot reporting gunfire aboard. FBI agents in Santa Maria were sent to the crash site on a ranch in the mountains just west of Templeton, about halfway between San Francisco and Los Angeles and 15 miles east of the Pacific Ocean.

A search for survivors was called off four hours after the crash, and 100 law enforcement officers and members of rescue agencies sealed off the site overnight to protect possible evidence.

This morning, investigators were using two helicopters flying at low altitudes to determine if any further wreckage could be found before the crash site was entered by crime-scene technicians, said San Luis Obispo County Sheriff Edward Williams.

Bretzing, special agent in charge of the FBI's Los Angeles office, said FBI personnel had listened to tapes of communications from the pilot and said there was a "declaration from the pilot or first officer that something was occurring on the aircraft that he thought to be gunshots."

Bretzing said more than 20 FBI agents are involved in a joint investigation with the National Transportation Safety Board. More may be called from offices in Los Angeles or San Francisco as the investigation proceeds, he said.

He would not comment on whether any specific passengers were the focus of the investigation.

Gene Katz, a private pilot who overheard radio traffic from the PSA aircraft while flying nearby, said that "the PSA pilot told the controller he had an emergency, there was gunfire."

"He was squawking, 'Seven-seven-zero-zero,' which is a special (general emergency) code," Katz told Cable News Network.

"At that time the controller said, 'Say again,' and the captain confirmed. He said, 'I have an emergency, gunfire.' And that was the last communication."

In another plane, Sacramento attorney Steve Kronick said both he and a pilot taking him to Paso Robles in central California heard the PSA pilot tell Oakland air traffic controllers that there was gunfire aboard.

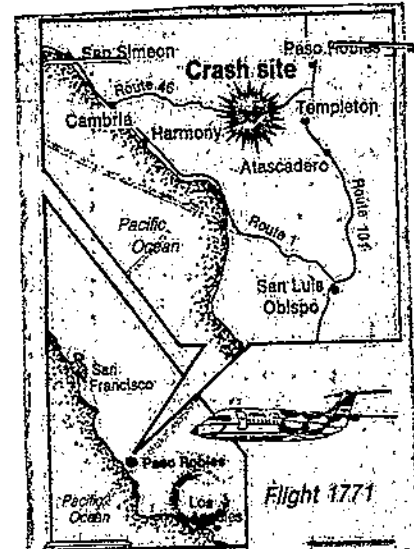
"I was sitting next to the pilot and he had the radio on and we were listening to traffic," Kronick said this morning. "We heard the PSA pilot talk and the PSA pilot, apparently from what my pilot said, was signaling an emergency, and then we heard him say 'gunfire aboard.'"

"And then he was communicating to the Oakland terminal," Kronick

said. "They tried to get him back and we never heard a response after we heard him say 'gunfire aboard.'"

"I didn't hear any excitement or any emotion in what he said," Kronick said. "There was nothing distinctive about the quality of his voice."

Drucella Anderson, a spokeswoman for the National Transportation Safety Board, earlier today had acknowledged the reports of gunfire on the plane but had said, "I have no comment on how a gun might have gotten on board. There is no speculation at this point."



Hastings said normal security measures were taken before the plane left Los Angeles International Airport, with passengers walking through metal detectors and passing their carry-on baggage through an X-ray machine.

But PSA spokeswoman Margery Craig noted that policy on employees and their luggage being screened varies at different airports.

"In some places employees do

Flurry of lawsuits expected — Page AA-1

Show a badge and go around security," she said, but said she did not know what the policy for employee screening was at Los Angeles.

The jet was spotted burning on its left side over Templeton, about 20 miles from the main crash site, shortly after radio and radar contact was lost at an altitude of 22,000 feet, said Fred Farrar, an FAA spokesman in Washington.

The home nearest the crash is a quarter of a mile away on the northwest edge of the 2,000-acre Santa Rita Creek Ranch owned by William Hartzell.

Hartzell's sons, Jim and Tim, were about half a mile away, working on a bulldozer atop a ridge, when the plane crashed. The two are used to the sounds of Navy jets zooming the airways over their ranch, but this jet sounded different, Jim Hartzell said.

"I was sitting there welding and my brother was handing me stuff back and forth," Jim Hartzell said. "That sounds pretty goddang

close, better stop and listen. Next thing there was a crash."

Because they were seated behind a clump of trees, the brothers couldn't see the plane. But they heard it and saw smoke rising from the site.

"There wasn't any fire or nothing, it just blew up," he said.

The crash was seen by Grant Leger, who was visiting friends at the Santa Rita ranch, where the plane went down in a cattle field. He saw no fire on the plummeting jet.

"The first thing that caught my attention was the roar of the jet engines," he said. "It was about 1,500 feet up and it was just going straight down. I thought to myself, 'That ain't supposed to do that.'"

"There were no flames, no smoke, no nothing. When it hit, it was just a giant fireball."

Another witness, Bill Vargas, said the plane "was going straight down — no smoke behind it — just like a rock.

"I saw a streak drop out of the sky about 3,000 feet. It appeared to be a large flame heading straight down to the ground at a very high rate of speed," Vargas said.

"It went behind the hill. As we were coming back up the hill, we saw black smoke erupt when it hit."

Ted Dellaganna, who was in his hilltop home when the jet crashed, said "It just sounded like a jet going by," a normal occurrence for that area.

"It just went by real quick. I thought, 'That sucker's going fast.' Then there was like a sonic boom — but that wasn't a sonic boom, it was the impact."

Dellaganna, who lives about a mile from the crash site, said he left his house soon after he heard the crash and didn't know what he had heard until about an hour later.

His 5-year-old daughter, Joni, told him.

"She said, 'Daddy, there was a plane crash and there's pieces all over the hillside,'" Dellaganna said.

Dellaganna's mother, Nancy, had a different perspective. She was one of those who saw a part of the crash.

"I was probably about eight miles away when I saw the mushroom cloud," she said last night.

She soon heard that a plane had crashed and drove to the scene with her granddaughter.

"Most of the wreckage was about 2-foot size," she said. "It was scattered all over. I've never seen anything so broken up like that."

Shredded metal that she likened to hunks of paper were strewn through

Nancy Dellaganna, who answered questions from a stream of reporters as she sat next to her home's small brick fireplace, said nothing like yesterday's crash has ever happened in that area of San Luis Obispo County.

"It's not the kind of news you hear around here," she said.

Williams, the San Luis Obispo County sheriff and coroner, described the crash as a "scene of devastation. There is no identifiable human being."

He said the point of impact was about 200 yards up the side of a hill and added that the plane, having descended in "just about a straight-down trajectory," gouged a crater 10 feet deep.

"There was debris scattered from hell to breakfast," said Paul Wiley, 34, whose father-in-law owns the ranch. "It was a mess. There must have been a lot of business people because there was paperwork all over. I walked up through that, looking for someone who was still alive."

"I've seen engine parts that have been compacted into nothing, and some parts have been shredded," said Deputy Mark Maki, of the San Luis Obispo County Sheriff's Department. "Most of the bodies are about the size of nothing."

Sheriff's search and rescue teams, aided by helicopters and personnel from the California Highway Patrol and California Department of Forestry, found few plane pieces bigger than 2 square feet, though a large chunk of what investigators believe to be the fuselage was discovered atop a hard-to-reach ridge, sheriff's Sgt. Greg Slane said. It will take horses or a four-wheel-drive vehicle to reach and retrieve it.

Searchers also found the black box, with recordings of final pilot communications and flight data, but Slane said he didn't know what shape the box was in.

There was no indication of fire aboard the plane, he said, and the surrounding land, still moist with heavy rains from the weekend, was uncharred.

The plane made no drag marks on the road nor did it pull any power lines with it, Slane said.

After five hours of scouring in darkness for survivors in the surrounding canyons and ridges, deputies secured the site at about 10 p.m. to preserve it for additional investigators who arrived this morning.

The plane was flying in a mostly clear sky at about 22,000 feet when air traffic controllers lost radio contact, the Federal Aviation Administration said.

PSA spokesman Hastings said the airline has been using the 85-passenger BEa-146, manufactured by the British Aerospace Corp., since 1984. He said the engines of the aircraft that crashed were overhauled last week.

The plane's pilot, Lindamood, and his wife, Diane, had lived in Julian for the past 10 years, moving to the mountain community shortly after he joined the airline. The couple have three children.

An emotional Diane Lindamood said this morning that her husband decided to make flying his career following his service in the Air Force.

"Being a pilot was what he wanted most," she said. "That was his life. That's all I can say."

As an Air Force pilot, Lindamood flew a cargo jet during the Vietnam War, his wife said.

About one dozen relatives and friends waiting for word of passengers on Flight 1771 sat quietly in a lounge at San Francisco International Airport last night, hoping for news of their loved ones.

"I've never seen anything so quiet and somber," said Ron Wilson, spokesman for San Francisco International Airport, describing the atmosphere in the lounge.

At PSA headquarters in San Diego, about 25 employees were brought in to contact relatives of passengers.

Hastings, who said he was a friend of an off-duty PSA employee who was on the plane, said simply, "We're stunned."

Hastings described the airline's employees as a close-knit group and called PSA a "very proud company." He acknowledged that the tragedy is a sad ending for PSA, which was purchased earlier this year by USAir Group Inc.

The last vestige of PSA is expected to disappear next spring when the merger of the carriers is completed. The trademark smiles already are coming off PSA's 59 jets and PSA planes are being painted in USAir's colors.

It was the second crash in the airline's 39-year history. On Sept. 25, 1978, a PSA aircraft collided with a small private plane over San Diego, killing 144 people.

Tribune staff writers Richard Core, Linda Puig, David Hasemyer, Susan Schroder, Preston Turegano, Darla Welles and James V. Grimaldi contributed to this report. Reports from Associated Press and United Press International also were used.



ONLY SMALL PIECES OF WRECKAGE REMAIN AFTER PSA CRASH
The tragedy near Harmony, Calif., claimed 43 lives

AP photo

FEDERAL BUREAU OF INVESTIGATION
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Date 2/9/88

Title and Character of Case

David Augustus Burke
aka ET AL
OO: LA
DAMV

Date Property Acquired 2/4/88 Source From Which Property Acquired

Location of Property or Bulky Exhibit Bulky San Jose Reason for Retention of Property and Efforts Made to Dispose of Same Evidence

To Be Returned Yes No See Serial Agent Submitting Property or Exhibit Agent Assigned Case
SA SA

Yes No Grand Jury Material - Disseminate Only Pursuant to Rule 6(e), Federal Rules of Criminal Procedure.

Description of Property or Exhibit

Eleven plastic envelopes containing paper products.

Evidence transferred to 1A(18), see 1A(18) for file copy 3/1/87

For Valuable and/or Narcotics Evidence Only
Evidence Bag Seal # _____ Signature of Two Special Agents Verifying and Sealing Bag Contents

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OO: LA 149A-2178

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BT

UNCLAS

UNSUB; PSA FLIGHT #1771 LOS ANGELES TO SAN FRANCISCO, 12/07/87;

DAMV; CO: LOS ANGELES

ON 12/07/87 PSA FLIGHT #1771 WHICH DEPARTED LOS ANGELES INTERNATIONAL AIRPORT (LAX) AT 3:36 P.M. PST ENROUTE TO SAN FRANCISCO, CRASHED AND BURNED NEAR PASO ROBLES, CA. SHORTLY AFTER THE PILOT RADIOED AT 4:13 P.M., "AH WE'VE GOT A PROBLEM; WE'VE GOT A GUN FIRED; AH, ARE THEY ABOARD...ON BOARD THE AIRCRAFT".

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PAGE TWO DE LA 0001 UNCLAS

FAA OAKLAND ASKED, "I BEG YOUR PARDON, SIR?", THE PILOT
RESPONDED, [REDACTED]

b7E

[REDACTED] (FAA REQUESTS THAT THIS MESSAGE NOT
BE DISSEMINATED OUTSIDE THE FBI).

THIS FLIGHT, A BRITISH AIRCRAFT ENTERPRISE (BAE) 146
COMMUTER JET WITH 39 PASSENGERS AND A CREW OF 4, WAS OBSERVED BY
WITNESSES ALLEGEDLY BURNING AS IT NOSED INTO THE FARM AREA NEAR
PASO ROBLES, CA. THE WRECKAGE, BROKEN INTO THREE LARGE PIECES,
IS STREWN OVER A VAST AREA.

DAVID AUGUSTUS BURKE, A RECENTLY FIRED L.A. BASED U.S. AIR
EMPLOYEE HAS BEEN DEVELOPED AS A SUSPECT IN THIS MATTER. [REDACTED]

[REDACTED] AND A U.S. AIR EMPLOYEE, REPORTED
THAT ON 11/15/87 BURKE WAS SUSPENDED BY U.S. AIR AFTER HE WAS
CAUGHT STEALING CASH FROM U.S. AIR. HE DID NOT APPEAR FOR HIS
GRIEVANCE HEARING WITH U.S. AIR ON 12/03/87 AND EARLY ON THE
MORNING OF 12/04/87 BURKE ACCOSTED [REDACTED] WITH A LARGE
HANDGUN WHILE WEARING A MASK. LOCAL CHARGES WERE FILED HOWEVER
[REDACTED] REFUSED TO IDENTIFY BURKE AS HER ASSAILANT. ON 12/07/87
BURKE WAS OBSERVED MEETING WITH RAY THOMSON, STATION MANAGER OF
U.S. AIR AT LAX. THE RESULTS OF THIS MEETING ARE UNKNOWN.

b6
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PAGE THREE DE LA 0001 UNCLAS

THOMSON WAS ON FLIGHT #1771 ON 12/07/87 AS WAS DAVID BURKE ACCORDING TO THE MANIFEST PROVIDED BY PSA. BURKE WAS SEEN BUYING A TICKET AT A PSA COUNTER THIS DATE AND LAFBI HAS LOCATED A DOCUMENT SHOWING THAT BURKE WAS ALLOWED, AT 1:30 P.M. PST, TO BYPASS THE BOARDING SECURITY POINT, AS HE WAS KNOWN AS A U.S. AIR EMPLOYEE.

BURKE LEFT A MESSAGE ON [REDACTED] TELEPHONE RECORDER SAYING IN EFFECT, "I WISH I COULD SEE YOU BUT I'M NOT GOING TO SEE YOU AGAIN. I'M SORRY I MESSED THINGS UP. I LOVE YOU. I LOVE YOU. I LOVE YOU".

BURKE ALSO TOLD [REDACTED] ON 12/07/87 THAT HE WAS GOING TO S.F. THAT DAY. HE ALSO LEFT A MESSAGE FOR [REDACTED] ON HIS TELEPHONE RECORDER THAT HE WOULD NOT BE RETURNING FROM S.F. TONIGHT (12/07/87).

BURKE RECENTLY BORROWED A CHROME .44 MAGNUM S&W 8 INCH BARREL REVOLVER FROM ANOTHER U.S. AIR EMPLOYEE WORKING IN S.F.

BURKE'S 1987 FORD TAURUS HAS BEEN LOCATED AT LAX AND IS BEING IMPOUNDED AND SEARCHED. HIS APARTMENT IS BEING SECURED.

BURKE IS A M/N, DOB 5/18/52 IN ENGLAND, 5'9", 185 LBS., BLK, BRN, SSN 052-44-0224, CAL. DL A1420346, CII A08643687, FBI

b6
b7c

PAGE FOUR DE LA 0001 UNCLAS

#89080L6, RESIDENCE 121 W. SPRING ST., APT. C, LONG BEACH, CA.

[REDACTED] RESIDES IN ROCHESTER, NEW YORK, TELEPHONE [REDACTED] HAS BEEN IN CONTACT WITH [REDACTED] IN LONG BEACH AND IS PROCEEDING TO LONG BEACH FOR HER.

SHERIFF ED WILLIAMS AND CORONER [REDACTED] SAN LUIS OBISPO COUNTY HAVE REQUESTED ASSISTANCE OF FBI DISASTER SQUAD. DISASTER SQUAD WILL ARRIVE IN LOS ANGELES 10:30 A.M., 12/08/87 AND FLOWN TO CRASH SCENE BY EU PLANE.

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SAC BRETZING AND ASAC [REDACTED] ALONG WITH SANTA MARIA RESIDENT AGENTS AND L.A. CRIMES SCENE TEAM ARE AT CRASH SCENE COMMAND POST.

CRIME SCENE SECURED LATE IN THE EVENING 12/07/87 AND INVESTIGATION WILL RESUME EARLY 12/08/87.

INFO COPIES BEING SENT TO BUFFALO SINCE [REDACTED] RESIDES IN ROCHESTER AND PITTSBURGH, THE HEADQUARTERS FOR U.S. AIR. LEGAT BONN BEING NOTIFIED AS GERMAN NATIONALS BELIEVED TO BE PASSENGERS.

BT

#0001

NNNN

FORMS.TEXT HAS 1 DOCUMENT

#10

INBOX.1 (#1511)

TEXT:

VZCZCLAC001

CO HQ BU NK PG SD SF WF

DE LA #0001 3430758

ZNR UUUUU

O 090805Z DEC 87

FM LOS ANGELES (149A-2178)(C-1)(P)

TO DIRECTOR IMMEDIATE

FBI, BUFFALO IMMEDIATE

FBI, NEWARK IMMEDIATE

FBI, PITTSBURGH IMMEDIATE

FBI, SAN DIEGO IMMEDIATE

FBI, SAN FRANCISCO IMMEDIATE

FBI, WASHINGTON FIELD OFFICE IMMEDIATE

BT

UNCLAS

UNSUB; PSA FLIGHT #1771 LOS ANGELES TO SAN FRANCISCO, 12/7/87;

DAMV; CO: LOS ANGELES.

RE LOS ANGELES TELETYPE, 12/8/87 AND WFC TELCAL, 12/8/87.

PURSUANT TO A SEARCH WARRANT AUTHORIZED ON 12/8/87 BY U.S.

MAGISTRATE JOSEPH REICHMAN, CENTRAL DISTRICT OF CALIFORNIA, A

PHYSICAL SEARCH OF DAVID AUGUSTUS BURKE'S RESIDENCE, 121 WEST

[Handwritten mark]
[Handwritten mark]

[Handwritten mark]

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SEARCHED	INDEXED
SERIALIZED	FILED
DEC 09 1987	
SAN FRANCISCO	

149A-1564-2

PAGE TWO DE LA 0001 UNCLAS

SPRING STREET, UNIT C, LONG BEACH, CALIFORNIA WAS CONDUCTED BY
FBI LOS ANGELES. SEARCH REVEALED NOTHING OF EVIDENTIARY NATURE
RELATING TO CAPTIONED MATTER. HOWEVER, THERE WERE INDICATIONS
THAT BURKE WAS OBTAINING A NUMBER OF QUOTES ON INSURANCE POLICIES
AND MAY IN FACT HAVE OBTAINED NEW POLICIES. A NOTE FOUND
INDICATED THAT BURKE MAY HAVE BEEN CONSIDERING PURCHASING A
\$500,000 FLIGHT INSURANCE POLICY THROUGH CHUBBS AND SONS
INSURANCE COMPANY, 150 MOUNTAIN VIEW, WARREN, NEW JERSEY,
TELEPHONE (201) 580-2000.

FOUND IN THE SEARCH WAS A MODIFIED WILL DATED 12/2/87.
UPDATED WILL SUPERCEDES PREVIOUSLY WRITTEN WILL DATED SEVEN YEARS
AGO. REVIEW OF THE WILL DID NOT INDICATE ANYTHING DIRECTLY
PERTINENT TO CAPTIONED INCIDENT.

ALSO FOUND DURING THE SEARCH WERE FOUR WALLETS CONTAINING AT
LEAST EIGHT CHARGE CARDS AND VARIOUS OTHER IDENTIFICATIONS
INCLUDING AIRLINE IDENTIFICATIONS.

NO WEAPONS WERE LOCATED NOR ANY INDICATION THAT HE WAS IN
POSSESSION OF WEAPONS.

PER REFERENCED WFO TELCAL, A PRELIMINARY ANALYSIS OF THE
VOICE RECORDER RECOVERED INDICATED THE FOLLOWING EVENTS:

PAGE THREE DE LA 0001 UNCL

THE FIRST TWENTY-EIGHT MINUTES OF RECORDING INDICATE ROUTINE FLIGHT. HOWEVER, THERE ARE FIVE MINUTES OF SIGNIFICANT RECORDINGS JUST AFTER THE PILOT REQUESTED A CHANGE IN ALTITUDE DUE TO TURBULANCE: SOUNDS OF 3-4 SHOTS ARE HEARD AND THEN CREW MEMBER #1 STATING "MY GOD THAT'S A GUN;" THEN CREW MEMBER #2 STATING "YES, I KNOW IT IS. TELL THEM WE HAVE A PROBLEM." RADIO TRAFFIC INDICATED THAT FLIGHT 1771 BROADCASTED [REDACTED]

SUBSEQUENT TO THE DISTRESS CODE, UNKNOWN #1, BELIEVED TO BE FLIGHT ATTENDANT'S VOICE, IS OVERHEARD TO SAY "CAPTAIN" IN A HIGH PITCHED VOICE. UNKNOWN VOICE #2, BELIEVED TO BE A BLACK MALE, IS THEN HEARD ENTERING THE CABIN AND SAYING "I'VE GOT A PROBLEM." VOICE RECORDING THEN INDICATES SOUNDS OF SCUFFLING AND MOANING FOLLOWED BY THE NOISE OF INSTRUMENTS BEING MOVED AND AN INCREASE IN SPEED. VOICE RECORDINGS END SEVEN SECONDS LATER.

LEADS -

NEWARK DIVISION

NEWARK IS REQUESTED TO CONTACT CHUBBS AND SONS COMPANY, TELEPHONE (201) 580-2000 AND ASCERTAIN IF BURKE HAD OBTAINED OR ATTEMPTED TO OBTAIN FLIGHT INSURANCE OR ANY OTHER INSURANCE

PAGE QUATRE DE LA 0001 UNCL

POLICY.

WASHINGTON FIELD OFFICE -

WFO WILL FORWARD VERBATIM VOICE RECORDING TRANSCRIPTION
TO FBIHQ AND LOS ANGELES, AND AN AUDIO COPY OF BLACK BOX VOICE
RECORDING.

BT

#0001

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FORMS.TEXT HAS 1 DOCUMENT

#10

INEX.1 (#1504)

TEXT:

VZCZCLAC029

PF HQ BU PG SD SF

DE LA #0029 3420048

ZNP UUUUU

P 070350Z DEC 87

FM LOS ANGELES (149A-2178)(C-1)(P)

TO DIRECTOR PRIORITY

FBI, BUFFALO PRIORITY

FBI, PITTSBURGH PRIORITY

FBI, SAN DIEGO PRIORITY

FBI, SAN FRANCISCO PRIORITY

BT

UNCLAS

UNSUB; PSA FLIGHT #1771, LOS ANGELES TO SAN FRANCISCO, 12/7/87;

DAMV; CO: LOS ANGELES

RE LOS ANGELES TELETYPE, 12/8/87.

FBI DISASTER SQUAD AND LABORATORY PERSONNEL ARRIVED PASO ROBLES, CALIFORNIA AND OBSERVED THE CRASH SITE. SEARCH OF THE SITE WAS LIMITED DUE TO VERY HEAVY RAIN DURING MOST OF THE DAY. FBI DISASTER SQUAD AGREED THAT SEARCH SHOULD NOT BE CONDUCTED DURING HEAVY RAIN IN ORDER TO PRESERVE THE SITE.

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SEARCHED	INDEXED
SERIALIZED	FILED
DEC 09 1987	
CISCO	

149A-1564-3

PAGE TWO DE LA 0029 UNCLAS

TEMPORARY MORGUE SET UP BY SAN LUIS OBISPO COUNTY CORONER'S OFFICE (SLOCCO) IN PASO ROBLES.

ONE OF TWO FLIGHT RECORDERS (BLACK BOX) RECOVERED AND FLOWN TO WASHINGTON, D.C. TO BE REVIEWED BY NTSB AND FBI.

THE FORCE OF THE AIRCRAFT IMPACT CREATED A 30 FOOT DEEP CRATER WITH MOST OF THE DEBRIS LOCATED THEREIN. THIS WILL COMPLICATE SEARCH PROCEDURES.

DAVID A. BURKE'S 1987 FORD TAURUS WAS SEARCHED AND NOTHING OF EVIDENTIARY VALUE WAS LOCATED. A SEARCH WARRANT IS BEING OBTAINED FOR BURKE'S RESIDENCE AT 121 W. SPING STREET, LONG BEACH, CALIFORNIA.

THIRTY FOUR (34) OF THE FORTY THREE (43) PASSENGERS AND CREW MEMBERS HAVE BEEN IDENTIFIED THROUGH PUBLIC SOURCES AND RECORDS AND INFORMATION FORWARDED TO THE IDENTIFICATION DIVISION IN EFFORT TO LOCATE FINGERPRINT RECORDS.

INVESTIGATION CONTINUING.

BT

#0029

NNNN

Memorandum



To : SAC, SAN FRANCISCO (149A-1564) Date 12/8/87

From : IA [redacted]

Subject : UNSUB(S);
PSA Flight 1771
Los Angeles to San Francisco
12/7/87
DAMV
OO: Los Angeles

On 12/8/87, [redacted] telephone [redacted] advised that he formerly worked for Boeing and is familiar with the operations and parts of aircraft. He stated he has flown two times on the BAE-146 and on both occasions he heard a sound or boom, which was a very distinctive noise. He stated he heard the noise immediately after a muffled roar which he believed was when the aircraft was changing speeds, or leveling off. He advised he had never heard this sound on any other aircraft. He had thought at the time that the sound appeared to come from underneath the floor but stated it was difficult to determine exactly where the sound was made.

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[redacted] requested this information be made available to the National Safety Board.

2 - San Francisco
JSF:jst
(2)

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 8 1987	
[redacted] NCISCO	

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149A-1564-4

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 10 1987	

SAN FRANCISCO	
[Redacted]	IN

149A-1564-5

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FBI

TRANSMIT VIA:

- Teletype
- Facsimile
- AIRTEL

PRECEDENCE:

- Immediate
- Priority
- Routine

CLASSIFICATION:

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

Date 12/8/87

1 TO : SAC, LOS ANGELES (149A-2178)

2 FROM : SAC, SAN FRANCISCO (149A-1564) (P) (SQUAD 10)

3

4 SUBJECT: UNSUB;

5 PSA FLIGHT 1771

6 LOS ANGELES TO SAN FRANCISCO

7 12/7/87

8 DAMV

9 OO: Los Angeles

10

11 Re: San Francisco telephone call to Los Angeles

12 12/8/87.

Enclosed for Los Angeles is the original and one copy of FD-302 interview of [redacted] and the original notes from the interview.

[redacted] was advised that any information he could provide the FBI would remain confidential.

San Francisco is in the process of obtaining a copy of the taped conversation between the pilot of PSA Flight 1771 and the Oakland Tower. San Francisco will forward the tape to Los Angeles as soon as it is received.

Investigation continuing.

ARMED AND DANGEROUS

17 2 - Los Angeles (Enc. 3)

18 ② - San Francisco

19 MJM/dp

(4)

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b7D

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

Searched _____

Serialized 6

Indexed _____

Filed 6

149A 1564-6

SF 149A-1564

MJM/dp

LEAD

SAN FRANCISCO

AT OAKLAND, CALIFORNIA: Obtain copy of tape recorded conversation between PSA Flight 1771 and Oakland Tower. Immediately forward to Los Angeles.

ARMED AND DANGEROUS

INBOX.1 (#1602)

TO: HQ1 @ EMH1, AL @ EMH2, BS @ EMH1,
BU @ EMH1, MI @ EMH1, PG @ EMH1,
SC @ EMH2, SF @ EMH1, SD @ EMH1,
WF @ EMH1

FROM: LA @ EMH1

SUBJECT: 343/0022 IMMEDIATE

DATE: 10 DEC 87 05:36:09 GMT

CC:

TEXT:

VZCZCLAO022

CO HQ AL BS BU MI PG SC SF SD WF

DE LA #0022 3430025

ZNR UUUUU

O 090228Z DEC.87

FM LOS ANGELES (149A-2178)(C-1)(P)

TO DIRECTOR, FBI IMMEDIATE

ALBANY IMMEDIATE

BOSTON IMMEDIATE

BUFFALO IMMEDIATE

MILWAUKEE IMMEDIATE

PITTSBURGH IMMEDIATE

SACRAMENTO IMMEDIATE

SAN FRANCISCO IMMEDIATE

SAN DIEGO IMMEDIATE

WASHINGTON FIELD IMMEDIATE

BT

UNCLAS (SECTION 1 OF 2 SECTIONS)

UNSUB; ^{PSA} FLIGHT 1771 LOS ANGELES TO SAN FRANCISCO, 12/7/87;

DAMV CO: LOS ANGELES.

RE WASHINGTON FIELD (WFO) TELCALL, DECEMBER 8, 1987.

#10

~~SECRET~~

SEARCHED <input checked="" type="checkbox"/>	INDEXED <input checked="" type="checkbox"/>
SERIALIZED <input checked="" type="checkbox"/>	FILED <input checked="" type="checkbox"/>
DEC 09 1987	
FBI - SAN FRANCISCO	

144-1564-7

L/A

[Redacted]

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ON DECEMBER 7, 1987, PSA FLIGHT 1771 WHICH DEPARTED LOS ANGELES INTERNATIONAL AIRPORT (LAX) AT 3:36 PM PST ENROUTE TO SAN FRANCISCO, CRASHED AND BURNED NEAR PASO ROBLES, CALIFORNIA, SHORTLY AFTER THE PILOT RADIOED AT 4:13 PM, "AH WE'VE GOT A PROBLEM; WE'VE GOT A GUN FIRED; AH, ARE THEY ABOARD...ON BOARD THE AIRCRAFT." FAA OAKLAND ASKED, "I BEG YOUR PARDON SIR?", THE PILOT RESPONDED, [REDACTED]

[REDACTED] (FAA REQUEST THAT THIS MESSAGE NOT BE DISSEMINATED OUTSIDE THE FBI).

THIS FLIGHT, A BRITISH AIRCRAFT ENTERPRISE (BAE) 146 COMMUTER JET WITH 39 PASSENGERS AND A CREW OF 4, WAS OBSERVED BY WITNESSES ALLEGEDLY BURNING AS IT NOSED INTO THE FARM AREA NEAR PASO ROBLES, CALIFORNIA. THE WRECKAGE, BROKEN INTO THREE LARGE PIECES, IS STREWN OVER A VAST AREA.

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DAVID AUGUSTUS BURKE, A RECENTLY FIRED LOS ANGELES BASED US AIR EMPLOYEE HAS BEEN DEVELOPED AS A SUSPECT IN THIS MATTER.

[REDACTED] AND A US AIR EMPLOYEE, REPORTED THAT ON NOVEMBER 15, 1987 BURKE WAS SUSPENDED BY US AIR SUPERVISOR RAY THOMSON AFTER HE WAS CAUGHT STEALING CASH FROM US AIR. HE DID NOT APPEAR FOR HIS GRIEVANCE HEARING WITH US AIR ON

PAGE THREE DE LA 0022 CLAS

DECEMBER 3, 1987 AND EARLY ON THE MORNING OF DECEMBER 4, 1987
BURKE ACCOSTED [REDACTED] WITH A LARGE HANDGUN WHILE WEARING
A MASK. LOCAL CHARGES WERE FILED HOWEVER [REDACTED] REFUSED TO
IDENTIFY BURKE AS HER ASSAILANT. ON DECEMBER 7, 1987, BURKE WAS
OBSERVED MEETING WITH RAY THOMSON, STATION MANAGER OF US AIR AT
LAX. THE RESULTS OF THIS MEETING ARE UNKNOWN. THOMSON WAS ON
FLIGHT 1771 ON DECEMBER 7, 1987 AS WAS DAVID BURKE ACCORDING TO
THE MANIFEST PROVIDED BY PSA. BURKE WAS SEEN BUYING A TICKET AT
A PSA COUNTER THIS DATE AND LA FBI HAS LOCATED A DOCUMENT SHOWING
THAT BURKE WAS ALLOWED, AT 1:30 PM PST, TO BYPASS THE BOARDING
SECURITY POINT, AS HE WAS KNOWN AS A US AIR EMPLOYEE.

BURKE LEFT A MESSAGE ON [REDACTED] TELEPHONE RECORDER
SAYING IN EFFECT, "I WISH I COULD SEE YOU BUT I'M NOT GOING TO
SEE YOU AGAIN. I'M SORRY I MESSED THINGS UP. I LOVE YOU. I
LOVE YOU. I LOVE YOU."

BURKE ALSO TOLD [REDACTED] ON DECEMBER 7, 1987
THAT HE WAS GOING TO SAN FRANCISCO THAT DAY. HE ALSO LEFT A
MESSAGE FOR [REDACTED] ON HIS TELEPHONE RECORDER THAT HE WOULD
NOT BE RETURNING FROM SAN FRANCISCO TONIGHT (DECEMBER 7, 1987).

INFORMATION DEVELOPED INDICATING THAT BURKE HAD RECENTLY

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PAGE FOUR DE LA 0022 UNCLAS

BORROWED A CHROME .44 MAGNUM S&W 6-INCH BARREL REVOLVER FROM ANOTHER US AIR EMPLOYEE, [REDACTED] WHO WORKS IN SAN FRANCISCO, CALIFORNIA.

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FBI DISASTER SQUAD ARRIVED CRASH SCENE DECEMBER 8, 1987 HOWEVER BECAUSE OF INCLEMENT WEATHER, DETAILED INSPECTION DID NOT COMMENCE UNTIL DECEMBER 9, 1987. THE IN-FLIGHT RECORDER (BLACK BOX) WAS RECOVERED DECEMBER 8, 1987, HOWEVER AND DISPATCHED TO NATIONAL TRANSPORTATION BOARD HEADQUARTERS, WASHINGTON, D.C., FOR ANALYSIS AND TRANSCRIPTION.

PER REFERENCED WFO TELCALL, A PRELIMINARY ANALYSIS OF THE VOICE RECORDER RECOVERED INDICATED THE FOLLOWING EVENTS:

THE FIRST TWENTY-EIGHT MINUTES OF RECORDING INDICATED ROUTINE FLIGHT. HOWEVER, THERE ARE FIVE MINUTES OF SIGNIFICANT RECORDINGS JUST AFTER THE PILOT REQUESTED A CHANGE IN ALTITUDE DUE TO TURBULANCE: SOUNDS OF 3-4 SHOTS ARE HEARD AND THEN CREW MEMBER #1 STATING "MY GOD THAT'S A GUN" THEN CREW MEMBER #2 STATING "YES, I KNOW IT IS. TELL THEM WE HAVE A PROBLEM." RADIO TRAFFIC INDICATED THAT FLIGHT 1771 BROADCASTED, [REDACTED]

b7E

[REDACTED]

SUBSEQUENT TO THE DISTRESS CODE, UNKNOWN #1, BELIEVED TO BE

PAGE FIVE DE LA 0022 UNCLAS

FLIGHT ATTENDANT'S VOICE, IS OVERHEARD TO SAY "CAPTAIN" IN A HIGH PITCHED VOICE. UNKNOWN VOICE #2, BELIEVED TO BE A BLACK MALE IS THEN HEARD ENTERING THE CABIN AND SAYING, "I'VE GOT A PROBLEM." FOLLOWED BY THE NOISE OF INSTRUMENTS BEING MOVED AND AN INCREASE IN SPEED. VOICE RECORDINGS END SEVEN SECONDS LATER.

CRASH SCENE SEARCH ON DECEMBER 9, 1987, RECOVERED S&W .44 CALIBER PISTOL, SERIAL NUMBER [REDACTED] SIX INCH BARREL, CONTAINING SIX SPENT CARTRIDGES. WEAPON TO BE EXPEDITIOUSLY FORWARDED TO FBI LABORATORY DECEMBER 10, 1987. [REDACTED]

[REDACTED]

[REDACTED] THE IN-FLIGHT DATA RECORDER ALSO RECOVERED HOWEVER SEVERELY DAMAGED AND OF DOUBTFUL VALUE. THIS ITEM SENT TO NTSB HEADQUARTERS, WASHINGTON, D.C., DECEMBER 9, 1987.

SEARCH WARRANT EXECUTED AT DAVID BURKE'S RESIDENCE, LONG BEACH, CALIFORNIA, EVENING OF DECEMBER 8, 1987. NOTHING OF VALUE RECOVERED.

SPECIAL AGENT (SA) [REDACTED] ALCOHOL, TOBACCO AND FIREARMS (ATF) ADVISED DECEMBER 9, 1987 THAT S&W .44 MAGNUM, 6-

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INCH STAINLESS STEEL REVOLVER, SERIAL NUMBER [REDACTED] WAS SOLD IN
1985 TO [REDACTED] DATE OF BIRTH [REDACTED]

LEADS: MILWAUKEE AT GREEN BAY, WISCONSIN, WILL CONTACT [REDACTED]
[REDACTED] A GUN DEALER, AT [REDACTED] TELEPHONE [REDACTED]

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b7C

[REDACTED] AND OBTAIN RECORDS REGARDING THE SALE OF A SMITH AND WESSON
.44 MAGNUM STAINLESS STEEL REVOLVER, SERIAL NUMBER [REDACTED] AND
THEREAFTER CONDUCT APPROPRIATE INTERVIEWS WITH OTHER INDIVIDUALS
ASSOCIATED WITH THIS WEAPON.

SACRAMENTO AT SACRAMENTO, CALIFORNIA, WILL OBTAIN CALIFORNIA
DRIVER'S LICENSE PHOTOGRAPHS OF DAVID AUGUST BURKE, CALIFORNIA
DRIVER'S LICENSE NUMBER A1420346.

SAN DIEGO AT SAN DIEGO, CALIFORNIA, WILL MAINTAIN LIAISON
WITH PSA HEADQUARTERS AND CONTINUE TO PROVIDE LOS ANGELES WITH
DOCUMENTATION CONCERNING PSA FLIGHT 1771.

BT

#0022

NNNN

INEX.1 (#1603)

TO: HQ1 @ EMH1, AL @ EMH2, BS @ EMH1,
BU @ EMH1, MI @ EMH1, PG @ EMH1,
SC @ EMH2, SF @ EMH1, SD @ EMH1,
WF @ EMH1

FROM: LA @ EMH1

SUBJECT: 343/0023 IMMEDIATE

DATE: 10 DEC 87 05:41:35 GMT

CC:

TEXT:

VZCZCLAO023

OO HQ AL BS BU MI PG SC SF SD WF

DE LA #0023 3430026

ZNR UUUUU

O 090229Z DEC 87

FM LOS ANGELES (149A-2178)(C-1)(P)

TO DIRECTOR, FBI IMMEDIATE

ALBANY IMMEDIATE

BOSTON IMMEDIATE

BUFFALO IMMEDIATE

MILWAUKEE IMMEDIATE

PITTSBURGH IMMEDIATE

SACRAMENTO IMMEDIATE

SAN FRANCISCO IMMEDIATE

SAN DIEGO IMMEDIATE

WASHINGTON FIELD IMMEDIATE

BT

UNCLAS (SECTION 2 OF 2 SECTIONS)

UNSUB; PSA FLIGHT 1771 LOS ANGELES TO SAN FRANCISCO, 12/7/87;

DAMV; OO: LOS ANGELES.

SAN FRANCISCO AT SAN FRANCISCO, CALIFORNIA, WILL FORWARD

PAGE TWO DE LA 0023 UNCLAS

RESULTS OF INTERVIEWS WITH [REDACTED]

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SAN FRANCISCO AT OAKLAND, CALIFORNIA, WILL MAINTAIN CONTACT WITH THE FAA CONTROL CENTER REGARDING FAA TAPES OF CONVERSATIONS WITH PSA FLIGHT 1771 AND ADDITIONAL DOCUMENTATION.

WASHINGTON FIELD AT WASHINGTON, D.C., WILL OBTAIN A COMPLETE TRANSCRIPT OF THE INFORMATION GLEANED FROM THE IN-FLIGHT RECORDER FOR PSA FLIGHT 1771.

WILL ALSO MAINTAIN CONTACT WITH FAA REGARDING RECEIPT OF THE DAMAGED IN-FLIGHT DATA RECORDER ENROUTE TO WASHINGTON, D.C.

ALBANY, BOSTON, AND BUFFALO ARE BEING FURNISHED COPIES OF THIS COMMUNICATION AS BACKGROUND. INTERVIEWS OF RELATIVES AND ASSOCIATES OF DAVID BURKE WILL BE FORTHCOMING BY SEPARATE COMMUNICATION.

INVESTIGATION CONTINUING AT LOS ANGELES.

BT

#0023

NNNN

FBI

TRANSMIT VIA:
 Teletype
 Facsimile

PRECEDENCE:
 Immediate
 Priority
 Routine

CLASSIFICATION:
 TOP SECRET
 SECRET
 CONFIDENTIAL
 UNCLAS E F T O
 UNCLAS
Date 12/9/87

1 FM SAN FRANCISCO (149A-1564) (P) (ORA)

2 TO DIRECTOR (IMMEDIATE)

3 LOS ANGELES (149A-2178) (P) (C-1) (IMMEDIATE)

4 BT

5 UNCLAS

6 UNSUB; PSA FLIGHT 1771, LOS ANGELES TO SAN FRANCISCO ON 12/7/87;

7 DAMV; OO: SAN FRANCISCO.

8 RE 12/9/87 PHONE CONVERSATION BETWEEN SA [REDACTED]

9 SAN FRANCISCO DIVISION (OAKLAND RA), AND SA [REDACTED] LOS

10 ANGELES DIVISION.

11 ON 12/9/87, BUREAU AGENTS INTERVIEWED [REDACTED] AIR

12 TRAFFIC CONTROLLER, OAKLAND AIR ROUTE, TRAFFIC CONTROL CENTER,

13 FREMONT, CALIFORNIA, IN THE PRESENCE OF MESSRS. [REDACTED]

14 [REDACTED] OF THE FEDERAL AVIATION

15 ADMINISTRATION (FAA).

16 DURING THIS INTERVIEW IT WAS DETERMINED THAT THE FINAL

17

18

19 SA [REDACTED]

20 SA [REDACTED]

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Approved: [Signature] Transmitted 313/0020-5 6⁰⁹ Per [Signature]

Searched _____
Serialized 65
Indexed _____
Filed _____

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b7C

12/9 - [REDACTED] / P

149A-1564-8

FBI

TRANSMIT VIA:

- Teletype
- Facsimile
- _____

PRECEDENCE:

- Immediate
- Priority
- Routine

CLASSIFICATION:

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

Date _____

ⓄPAGE TWO SF 149A-1564 UNCLAS

1 VERBAL CONTACT FROM PSA FLIGHT 1771 OCCURRED AT APPROXIMATELY
 2 1613 HOURS PST, WHEN FLIGHT 1771 REPORTED [REDACTED]
 3 [REDACTED] FAA COMPUTER RECORDS WHICH RECORD
 4 ALL PERTINENT AIRCRAFT FLIGHT DATA AT SIX SECOND INTERVALS
 5 REVEALED THAT APPROXIMATELY 18 TO 20 SECONDS AFTER THIS
 6 TRANSMISSION, FLIGHT 1771 TRANSPONDER [REDACTED]

b7E

[REDACTED]

[REDACTED]

b7E

16 THE FAA COMPUTER RECORDS FURTHER REVEALED THAT APPROXIMATELY
 17 TEN SECONDS AFTER THE TRANSPONDER SIGNAL CHANGED, THE AIRCRAFT
 18 GROUND SPEED, WHICH HAD BEEN CONSTANT AT 330 TO 340 KNOTS
 19 ABRUPTLY DROPPED TO 313 KNOTS. AT THE SAME TIME, THE AIRCRAFT
 20 REPORTED ALTITUDE OF 21,000 FEET CHANGED TO AN UNRECOGNIZABLE
 21

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

FBI

TRANSMIT VIA:

- Teletype
- Facsimile
- _____

PRECEDENCE:

- Immediate
- Priority
- Routine

CLASSIFICATION:

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

Date _____

①PAGE THREE SF 149A-1564 UNCLAS

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COMPUTER GENERATED FIGURE. AN FAA OFFICIAL SPECULATED THAT IF THE TRANSPONDER AND ANTENNA WAS LOCATED ON THE UNDERSIDE OF THE FUSELAGE, AN EXAGGERATED CHANGE IN THE AIRCRAFT ANGLE OF DESCENT COULD HAVE CAUSED THE RADAR SIGNAL TO HAVE BEEN BLOCKED BY ITS OWN FUSELAGE.

INVESTIGATION AT SAN FRANCISCO IS CONTINUING.

BT

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

Transmit attached by Facsimile - **UNCLAS**

Precedence: Priority

To: San Francisco
From: Los Angeles (149A-2178)
Subject: PSA Flight 1771

Date: 12/10/87

Time: Transmitted -

Initials -

~~1~~
2
1

- Fingerprint Photo
- Fingerprint Record
- Map
- Newspaper clipping
- Photograph
- Artists Conception
- Other _____

Special handling instructions:

Att,
Approved: _____

149A-1564-9

SEARCHED <u>1</u>	INDEXED <u>5</u>
SERIALIZED <u>10</u>	FILED <u>5</u>
DEC 11 1987	
FBI - SAN FRANCISCO	

SA IGJ

FBI/DOJ

b6
b7C

IDENTIFICATION LIST DATED:

File: 149A-2178 Name: MARY SHAWN ADDINGTON Sex: F
 Race: WHITE Nation: -0- DOB: 09/21/59
 POB: HOUSTON, TEXAS Height: 5'6" Weight: 125
 Build: -0- Hair: BROWN Eyes: HAZEL
 Complexion: -0- SSAN: -0- D/L No.: CA N5681619
 Scars and Marks: -0-

File: 149A-2178 Name: DOUGLAS MILAN ARTHUR Sex: M
 Race: WHITE Nation: -0- DOB: 02/13/46
 POB: -0- Height: -0- Weight: -0-
 Build: -0- Hair: -0- Eyes: -0-
 Complexion: -0- SSAN: 545-62-2664 D/L No.: CA M0233889
 Scars and Marks: -0-

File: 149A-2178 Name: DAVID AUGUSTUS BURKE Sex: M
 Race: BLACK Nation: -0- DOB: 05/18/52
 POB: ENGLAND Height: 5'9" Weight: 185
 Build: -0- Hair: BLACK Eyes: BROWN
 Complexion: -0- SSAN: 052-44-0224 D/L No.: CA A1420346
 Scars and Marks: -0-

File: 149A-2178 Name: JAMES FRANKLIN CARROLL Sex: M
 Race: WHITE Nation: -0- DOB: 04/03/37
 POB: -0- Height: 5'9" Weight: 195
 Build: -0- Hair: BROWN Eyes: BLUE
 Complexion: -0- SSAN: -0- D/L No.: CA F0417630
 Scars and Marks: -0-

File: 149A-2178 Name: STEPHEN EARL CONE Sex: M
 Race: WHITE Nation: -0- DOB: 11/01/47
 POB: -0- Height: 6'1" Weight: 230
 Build: -0- Hair: BLOND Eyes: BLUE
 Complexion: -0- SSAN: -0- D/L No.: CA P0522172
 Scars and Marks: -0-

File: 149A-2178 Name: JOHN FRANK CONTE Sex: M
 Race: WHITE Nation: -0- DOB: 09/09/57
 POB: -0- Height: 5'6" Weight: 180
 Build: -0- Hair: BROWN Eyes: HAZEL
 Complexion: -0- SSAN: 569-27-6939 D/L No.: CA N3853364
 Scars and Marks: -0-

IDENTIFICATION LIST DATED:

File: 149A-2178 Name: ANTHONY RAYMOND CORDOVA Sex: M
 Race: WHITE Nation: HISPANIC DOB: 03/25/41
 POB: LOGAN, NEW MEXICO Height: 5'7" Weight: 155
 Build: -0- Hair: BLACK Eyes: BROWN
 Complexion: -0- SSAN: -0- D/L No.: CA G0636825
 Scars and Marks: -0-

File: 149A-2178 Name: JEANNE AVIS DEALAN Sex: F
 Race: WHITE Nation: -0- DOB: 08/24/45
 POB: -0- Height: 5'11" Weight: 150
 Build: -0- Hair: BLACK Eyes: BROWN
 Complexion: -0- SSAN: -0- D/L No.: CA N0898461
 Scars and Marks: -0-

File: 149A-2178 Name: SHARON MAE ENGSTROM Sex: F
 Race: WHITE Nation: -0- DOB: 02/21/38
 POB: MILWAUKEE, WISCONSIN Height: 5'5" Weight: 150
 Build: -0- Hair: BROWN Eyes: BROWN
 Complexion: -0- SSAN: -0- D/L No.: CA F0751516
 Scars and Marks: -0-

File: 149A-2178 Name: KAREN MARIE FOX Sex: F
 Race: WHITE Nation: -0- DOB: 05/12/49
 POB: BROCKTON, MASSACHUSETTS Height: 5'1" Weight: 108
 Build: -0- Hair: BROWN Eyes: GREEN
 Complexion: -0- SSAN: -0- D/L No.: CA N9947169
 Scars and Marks: -0-

File: 149A-2178 Name: JULIE GOTTESMAN Sex: F
 Race: WHITE Nation: -0- DOB: 07/10/67
 POB: MONTEBELLO, CALIFORNIA Height: 5'5" Weight: 110
 Build: -0- Hair: BROWN Eyes: BROWN
 Complexion: -0- SSAN: 649-92-3282 D/L No.: WA
 Scars and Marks: -0-

File: 149A-2178 Name: DAVID ANTHONY GUILIANO Sex: M
 Race: WHITE Nation: -0- DOB: 04/15/46
 POB: NEW YORK Height: -0- Weight: -0-
 Build: -0- Hair: -0- Eyes: -0-
 Complexion: -0- SSAN: -0- D/L No.: -0-
 Scars and Marks: -0-

IDENTIFICATION LIST DATED:

File: 149A-2178 Name: DONALD MITCHELL HOAG Sex: M
 Race: WHITE Nation: -0- DOB: 06/27/44
 POB: LOS ANGELES, CALIFORNIA Height: 6'3" Weight: 205
 Build: -0- Hair: BLACK Eyes: BROWN
 Complexion: -0- SSAN: -0- D/L No.: CA K0065690
 Scars and Marks: OTHER DOB 6/27/43

File: 149A-2178 Name: THERESA MARY KEKAI Sex: F
 Race: WHITE Nation: -0- DOB: 10/13/32
 POB: SAN FRANCISCO, CALIFORNIA Height: 5'5" Weight: 165
 Build: -0- Hair: BROWN Eyes: BROWN
 Complexion: -0- SSAN: -0- D/L No.: CA N4175289
 Scars and Marks: -0-

File: 149A-2178 Name: JOCELYN GAE KEMPE Sex: F
 Race: WHITE Nation: -0- DOB: 11/13/31
 POB: OXNARD, CALIFORNIA Height: 5'3" Weight: 120
 Build: -0- Hair: BROWN Eyes: HAZEL
 Complexion: -0- SSAN: -0- D/L No.: CA N8724651
 Scars and Marks: -0-

File: 149A-2178 Name: KAREN ANNE KROM Sex: F
 Race: WHITE Nation: -0- DOB: 07/17/48
 POB: BOSTON, MASSACHUSETTS Height: 5'11" Weight: 138
 Build: -0- Hair: BROWN Eyes: HAZEL
 Complexion: -0- SSAN: -0- D/L No.: CA N9491649
 Scars and Marks: -0-

File: 149A-2178 Name: GREGG NELSON LINDAMOOD Sex: M
 Race: WHITE Nation: -0- DOB: 10/09/44
 POB: -0- Height: 5'8" Weight: 172
 Build: -0- Hair: BROWN Eyes: BLUE
 Complexion: -0- SSAN: -0- D/L No.: CA N3555474
 Scars and Marks: -0-

File: 149A-2178 Name: KATHY JEAN MIKA Sex: F
 Race: WHITE Nation: -0- DOB: 02/28/49
 POB: PASADENA, CALIFORNIA Height: 6'6" Weight: 128
 Build: -0- Hair: BLOND Eyes: BLUE
 Complexion: -0- SSAN: -0- D/L No.: CA N4129001
 Scars and Marks: -0-

IDENTIFICATION LIST DATED:

File: 149A-2178 Name: OWEN FRANCIS MURPHY Sex: M
 Race: WHITE Nation: -0- DOB: 02/14/27
 POB: LONG BEACH, CALIFORNIA Height: 5'10" Weight: 180
 Build: -0- Hair: BROWN Eyes: BLUE
 Complexion: -0- SSAN: -0- D/L No.: CA U5010565
 Scars and Marks: -0-

File: 149A-2178 Name: DEBORAH ELLEN NEIL Sex: F
 Race: WHITE Nation: -0- DOB: 02/25/50
 POB: -0- Height: 5'1" Weight: 105
 Build: -0- Hair: BROWN Eyes: HAZEL
 Complexion: -0- SSAN: 545-80-3060 D/L No.: CA R0886513
 Scars and Marks: -0-

File: 149A-2178 Name: WAYNE JEROME NELSON Sex: M
 Race: WHITE Nation: -0- DOB: 04/07/39
 POB: MASON CITY, NEBRASKA Height: 5'10" Weight: 175
 Build: MEDIUM Hair: BROWN Eyes: BLUE
 Complexion: DARK TAN SSAN: 519-36-3503 D/L No.: CA R0620867
 Scars and Marks: 2 BIRTHMARKS-SMALL PIMPLES MID-SECTION OF BELLY

File: 149A-2178 Name: JAMES HOWARD NUNN Sex: M
 Race: WHITE Nation: -0- DOB: 11/22/39
 POB: -0- Height: 5'10" Weight: 150
 Build: -0- Hair: BROWN Eyes: BLUE
 Complexion: -0- SSAN: 363-40-3158 D/L No.: CA M0506734
 Scars and Marks: -0-

File: 149A-2178 Name: PAUL CLIFFORD PERRY Sex: M
 Race: WHITE Nation: -0- DOB: 07/20/31
 POB: SANTA CRUZ, CALIFORNIA Height: 6'4" Weight: 190
 Build: -0- Hair: BROWN Eyes: BROWN
 Complexion: -0- SSAN: -0- D/L No.: CA C5709285
 Scars and Marks: -0-

File: 149A-2178 Name: KEVIN W. PHELAN Sex: M
 Race: WHITE Nation: -0- DOB: 11/26/52
 POB: LONG ISLAND, NEW YORK Height: 6'0" Weight: 175
 Build: -0- Hair: BROWN Eyes: BLUE
 Complexion: -0- SSAN: -0- D/L No.: CA A1739194
 Scars and Marks: -0-

IDENTIFICATION LIST DATED:

File: 149A-2178 Name: THOMAS DANIEL RABIN Sex: M
 Race: WHITE Nation: -0- DOB: 05/29/63
 POB: NEW YORK, NEW YORK Height: 5'11" Weight: 160
 Build: -0- Hair: BROWN Eyes: BROWN
 Complexion: -0- SSAN: -0- D/L No.: CA C5862848
 Scars and Marks: -0-

File: 149A-2178 Name: JAMES RICHARD RETTINGHOUSE Sex: M
 Race: WHITE Nation: -0- DOB: 04/19/45
 POB: SEATTLE, WASHINGTON Height: 5'9" Weight: 160
 Build: -0- Hair: BROWN Eyes: BROWN
 Complexion: -0- SSAN: -0- D/L No.: CA E0431106
 Scars and Marks: -0-

File: 149A-2178 Name: CURTIS SUNG RHEE Sex: M
 Race: ASIAN Nation: KOREAN DOB: 07/30/54
 POB: KOREA Height: 5'6" Weight: 125
 Build: -0- Hair: BLACK Eyes: BROWN
 Complexion: -0- SSAN: 674-30-9514 D/L No.: CA N2255795
 Scars and Marks: -0-

File: 149A-2178 Name: JOHN ARTHUR ROSEEN Sex: M
 Race: WHITE Nation: -0- DOB: 11/18/46
 POB: -0- Height: 6'7" Weight: 235
 Build: -0- Hair: BROWN Eyes: BROWN
 Complexion: -0- SSAN: -0- D/L No.: CA P0108736
 Scars and Marks: -0-

File: 149A-2178 Name: WILLIAM IRA ROSENBERG Sex: M
 Race: WHITE Nation: -0- DOB: 12/02/47
 POB: -0- Height: 6'0" Weight: 185
 Build: -0- Hair: BROWN Eyes: BROWN
 Complexion: -0- SSAN: -0- D/L No.: CA N4637896
 Scars and Marks: -0-

File: 149A-2178 Name: BIRGIT HEIKE SAUR Sex: F
 Race: WHITE Nation: GERMAN DOB: 06/30/66
 POB: REUTLINGEN, GERMANY Height: 165 C Weight: 130
 Build: MEDIUM Hair: BROWN Eyes: BROWN
 Complexion: MEDIUM SSAN: -0- D/L No.: -0-
 Scars and Marks: -0-

IDENTIFICATION LIST DATED:

File: 149A-2178 Name: JAMES ROBERT SYLLA Sex: M
 Race: WHITE Nation: -0- DOB: 09/20/34
 POB: -0- Height: 6'3" Weight: 195
 Build: -0- Hair: BROWN Eyes: BLUE
 Complexion: -0- SSAN: -0- D/L No.: CA A0820689
 Scars and Marks: -0-

File: 149A-2178 Name: RAY FRANK THOMSON Sex: M
 Race: WHITE Nation: -0- DOB: 11/29/39
 POB: -0- Height: 6'0" Weight: 175
 Build: -0- Hair: BROWN Eyes: BLUE
 Complexion: -0- SSAN: -0- D/L No.: CA E0757943
 Scars and Marks: -0-

File: 149A-2178 Name: DEBRA LYNN VUGLSTEKE Sex: F
 Race: WHITE Nation: -0- DOB: 09/13/55
 POB: -0- Height: 5'3" Weight: 110
 Build: -0- Hair: BROWN Eyes: GREEN
 Complexion: -0- SSAN: 481-74-9245 D/L No.: CA N4186645
 Scars and Marks: -0-

File: 149A-2178 Name: EARL LLEWELLYN WEBB Sex: M
 Race: BLACK Nation: -0- DOB: 01/11/52
 POB: -0- Height: 6'0" Weight: 215
 Build: -0- Hair: BLACK Eyes: BROWN
 Complexion: -0- SSAN: -0- D/L No.: CA E0288472
 Scars and Marks: -0-

File: 149A-2178 Name: MARY GAY WEBB Sex: F
 Race: WHITE Nation: -0- DOB: 06/26/33
 POB: -0- Height: 5'1" Weight: 102
 Build: -0- Hair: BLOND Eyes: BLUE
 Complexion: -0- SSAN: -0- D/L No.: CA S0762006
 Scars and Marks: -0-

File: 149A-2178 Name: NEIL FRANCIS WEBB Sex: M
 Race: WHITE Nation: -0- DOB: 08/15/53
 POB: -0- Height: 5'11" Weight: 170
 Build: -0- Hair: RED Eyes: BLUE
 Complexion: -0- SSAN: -0- D/L No.: CA S0087420
 Scars and Marks: -0-

IDENTIFICATION LIST DATED:

File: 149A-2178	Name: LEON WINTERS	Sex: M
Race: WHITE	Nation: -0-	DOB: 12/05/25
POB: -0-		Height: 5'8" Weight: 190
Buld: -0-	Hair: BROWN	Eyes: BROWN
Complexion: -0-	SSAN: -0-	D/L No.: CA R0996261
Scars and Marks: -0-		

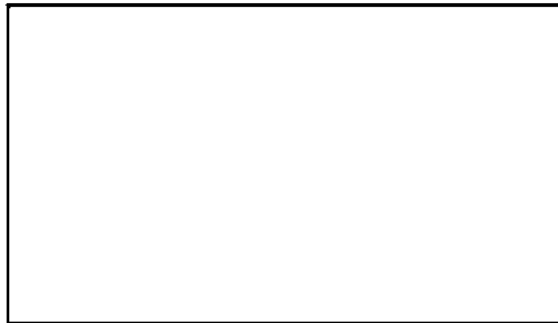
DENTAL/MEDICAL RECORDS INFORMATION

Please contact the following individuals in your respective divisions for information regarding below listed victim's medical and/or dental records:

NEW YORK

AT NEW YORK, NEW YORK:

VICTIM: THOMAS DANIEL RABIN



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VICTIM: DAVID ANTHONY GUILIANO

[redacted] (possibly [redacted] telephone number)

SAN FRANCISCO

AT BOYES HOT SPRINGS, CALIFORNIA:

VICTIM: THERESA MARY KEKAI



AT HALF MOON BAY, CALIFORNIA:

VICTIM: SHARON MAE ENGSTROM



AT OAKLAND, CALIFORNIA:

VICTIM: WILLIAM IRA ROSENBERG



AT SAN FRANCISCO, CALIFORNIA:

VICTIM: CURTIS SUNG RHEE



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No Known Dentist

VICTIM: JEANNE AVIS DEALAN

Obtain additional through home address of 641 29th street, San Francisco, California 94131.

VICTIM: LINDA HATHAWAY SIEGFRIED

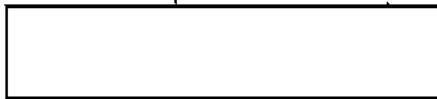
Home address:
10998 Peaks Pike
Sebastopol, California 95472



VICTIM: JAMES ROBERT SYLLA



VICTIM: CAMILE LORRAINE SCAFIRE



GREAT WESTERN BANK (victim's employer)
San Francisco, California

AT SAN MATEO, CALIFORNIA:

VICTIM: LEON WINTERS



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SEATTLE

AT SEATTLE, WASHINGTON:

VICTIM: JAMES RICHARD RETTINGHOUSE



SEARCHED	INDEXED
SERIALIZED	FILED
DEC 15 1987	
FBI - SAN FRANCISCO	
[Redacted]	

149A-1564-10

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FBI

TRANSMIT VIA:

- Teletype
- Facsimile
- AIRTEL

PRECEDENCE:

- Immediate
- Priority
- Routine

CLASSIFICATION:

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

Date 12/7/87

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TO: SAC, LOS ANGELES (149A-)

FROM: SAC, SAN FRANCISCO (149A-1564) (P) (ORA #2)

SUBJECT: UNSUB;
PSA Flight #1771
Los Angeles to San Francisco,
12/7/87;
DAMV;
OO: Los Angeles

Re Los Angeles telcal to San Francisco, 12/7/87.

Enclosed for Los Angeles is one copy of a cassette tape of last radio transmission received from PSA Flight #1771.

During referenced telcal, Los Angeles advised that Oakland Control F.A.A. had a tape of the last radio transmission from PSA Flight #1771. It was requested that San Francisco contact F.A.A. and obtain a copy of the tape.

On 12/7/87, [redacted] F.A.A., Oakland Center, was contacted and agreed to provide a copy of the tape. [redacted] requested that the contents of the tape not be disseminated outside the FBI.

Investigation at San Francisco continuing.

2 - Los Angeles (Encl. 1)

② - San Francisco (149A-1564)

WBS/pf

(4)

SA [redacted] [signature]

Supv. [signature]

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Approved: _____ Transmitted _____ Per _____

(Number) (Time)

Searched _____

Serialized 67

Indexed _____

Filed 67

149A-1564-11

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 15 1987	
FBI - SAN FRANCISCO	
[Redacted]	[Redacted]

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149A-1564-12

1
JKS/jks
SF 149A-1564

The following investigation was conducted by Special Agent (SA) [redacted] with regard to the medical/dental records of SHARON MAE ENGSTROM:

AT HALF MOON BAY, CALIFORNIA:

On December 11, 1987, [redacted] General Practitioner, [redacted] in Half Moon Bay, California, telephone number [redacted] was contacted with regard to the medical records for SHARON MAE ENGSTROM.

[redacted] explained his records for ENGSTROM do not include any x-rays or data that would assist in the post-mortem identification process. He did offer, however, [redacted]

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[redacted]

(X)
D/S/m

Thereafter, [redacted] orthodontist for [redacted] provided SHARON ENGSTROM's dentist's name as [redacted] in Half Moon Bay, telephone number [redacted]

12-16-87

Dr. MAAHS provided the original x-rays for SHARON MAE ENGSTROM and her history chart. The three x-rays provided are marked with ENGSTROM's name and the date each was taken. [redacted] explained

[redacted] If a more precise film is required, these may be obtained by another physician, [redacted] at [redacted]

SEARCHED
SERIALIZED
INDEXED
DEC 12 1987
FBI - SF

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 15 1987	
FBI - SAN FRANCISCO	
	<i>[Signature]</i>

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149A-1564-13

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JKS/jks
SF 145A-1564

The following investigation was conducted by Special Agent (SA) [redacted] with regard to the medical/dental records of LEON WINTERS:

AT SAN MATEO AND SAN FRANCISCO, CALIFORNIA:

On December 11, 1987, [redacted] General Practitioner, whose offices were located at [redacted] San Mateo, California, telephone number [redacted] was contacted with regard to the medical records for LEON WINTERS.

[redacted] advised he has been WINTERS' personal physician for the past twenty years and is very close with his family, who also reside in San Mateo. In reviewing WINTERS' file, [redacted] was unable to provide any data that would assist the medical examiners in a post mortem identification of WINTERS. He did, however, explain LEON WINTERS had been a patient of his for the past twenty years [redacted]

[redacted]

[redacted]

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12-168

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[redacted] did not recall, nor could he locate in his charts, any identifying scars or marks which would help identify LEON WINTERS.

Also on December 11, 1987, [redacted] WINTERS dentist, provided a full set of x-rays for LEON WINTERS. Each of the four films is clearly marked with the deceased's name and the date taken. These are the original x-rays for WINTERS along with the original brief health history signed by LEON WINTERS.

REC-12-168
DEC 12 1987
SEARCHED INDEXED
SERIALIZED FILED

Core agent



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P.1

Transmit attached by Facsimile - **UNCLAS**

Precedence Priority

To: *San Francisco*
From: *Los Angeles (149A-2178)*
Subject: *PSA Flight 1771*

Date: *12/10/87*

Time: Transmitted -

Initials -

- Fingerprint Photo
- Fingerprint Record
- Map
- Newspaper clipping
- Photograph
- Artists Conception
- Other _____

Special handling instructions:

ATTN



Approved: _____

FBI/DOJ

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12-16-87

Reassign to SA [unclear] 8/24/87 [unclear] [unclear] [unclear]

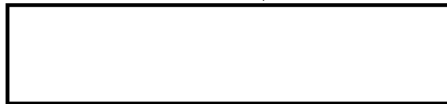
149A-1564-14

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 11 1987	
SAN FRANCISCO	

VICTIM: JAMES ROBERT SYLLA



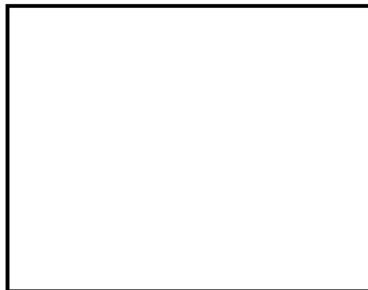
VICTIM: CAMILLE IORRAINE SCAFIRE



GREAT WESTERN BANK (victim's employer)
San Francisco, California

AT SAN MATEO, CALIFORNIA:

VICTIM: LEON WINTERS - *Identified*



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SEATTLE

AT SEATTLE, WASHINGTON:

VICTIM: JAMES RICHARD RETTINGHOUSE



TRANSMIT VIA:

- Teletype
- Facsimile
- _____

PRECEDENCE:

- Immediate
- Priority
- Routine

CLASSIFICATION:

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

Date 12/14/87

FM SAN FRANCISCO (149A-1564) (P) (SQ. 4)

TO DIRECTOR (IMMEDIATE)

LOS ANGELES (149A-2178) (C-1)

BT

U N C L A S

ATTENTION: [redacted] LATENT FINGERPRINT SECTION.

DAVID AUGUSTUS BURKE; DESTRUCTION OF PSA FLIGHT NUMBER 1771;
DECEMBER 7, 1987; DAMV; OO: LOS ANGELES.

RE LOS ANGELES TELETYPE TO BUREAU AND RECEIVING OFFICES,
DATED DECEMBER 11, 1987, CAPTIONED AS ABOVE.

FOR THE INFORMATION OF THE BUREAU AND LOS ANGELES DIVISION,
SAN FRANCISCO IS SENDING, UNDER SEPARATE COVER, PERSONAL EFFECTS
TAKEN FROM THE RESIDENCES OF THE BELOW-LISTED VICTIMS OF PSA
FLIGHT NUMBER 1771. IT IS REQUESTED THESE ARTICLES BE PROCESSED
FOR LATENT PRINTS TO AID IN THE POSITIVE IDENTIFICATION OF THE
VICTIMS.

Q
12-16-87

[redacted] *QBM*

DBM/cs
(1)

Q

Approved: *QWHL/OMC* Transmitted *3/8* Per *11/AO*
(Number) (Time)

Searched _____
Serialized *65*
Indexed _____
Filed *65*

149A-1564-15

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FBI

TRANSMIT VIA:

- Teletype
- Facsimile
- _____

PRECEDENCE:

- Immediate
- Priority
- Routine

CLASSIFICATION:

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

Date _____

PAGE TWO SF 149A-1564 U N C L A S

THE FOLLOWING IS A LIST OF AFOREMENTIONED VICTIMS: WILLIAM IRA ROSENBERG; JOHN FRANK CONTE; MARY SHAWN ADDINGTON; KAREN KROM; JAMES CARRÓLL; SHARON ENGSTRÖM; NEIL WEBB; MARY G. WEBB; CAMILE L. SCAFARE.

SAN FRANCISCO DIVISION IS CONTINUING THEIR ATTEMPTS TO PROCURE PERSONAL EFFECTS FOR THE FOLLOWING VICTIMS OF FLIGHT NUMBER 1771: STEPHEN EARL CONE; DONALD MITCHELL HOAG; JONATHAN KIRK SHIBA; THERESA MARY KEKAI; CURTIS SUNG RHEE; JEANNE AVIS DEALAN.

BT

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

FBI

TRANSMIT VIA:

- Teletype
- Facsimile
- Airtel

PRECEDENCE:

- Immediate
- Priority
- Routine

CLASSIFICATION:

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

Date 12/15/87

1 TO : SAC, LOS ANGELES (149A-2178) (P) (C-1)

2 FROM : SAC, SAN FRANCISCO (149A-1564) (P) (SQ:4)

3
4 SUBJECT: DAVID AUGUSTUS BURKE;
5 DESTRUCTION OF PSA FLIGHT #1771;
6 12/7/87;
7 DAMV;

8 OO: LOS ANGELES

9 Re San Francisco teletype to the Bureau and Los
10 Angeles, dated 12/15/87, and captioned as above.

11 Enclosed for the Los Angeles Division are the
12 original and one (1) copy each of the following inserts
13 reflecting investigation conducted by the San Francisco
14 Division:

- 15 1) Insert dated 12/11/87, by SA [redacted]
- 16 2) Insert dated 12/11/87, by SA [redacted]
(with FD-597).
- 17 3) Insert dated 12/11/87, by SA [redacted]
- 18 4) Insert dated 12/11/87, by SA [redacted]
- 19 5) Insert dated 12/11/87, by SA [redacted]
- 20 6) Insert dated 12/11/87, by SA [redacted]
at San Mateo, California.
- 21 7) Insert dated 12/11/87, by SA [redacted]

Attempts are still being made to locate any
information, i.e., medical and dental records for JEANNE AVIS
DEALAN.

- 3 - Los Angeles (Encls. 15)
- (1 - Santa Maria RA)
- 2 - San Francisco
- DBM/cs
- (5)

Q
DBM
12/15/87

WDR *ORR*

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(Number) (Time)

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Indexed _____
Filed CS

149A-1564-16

TO: HQ @ EMH1, AL @ EMH1, OM @ EMH1,
BS @ EMH1, MI @ EMH1, PG @ EMH1,
SC @ EMH2, SF @ EMH1, SD @ EMH1,
WF @ EMH1

FROM: LA @ EMH1

SUBJECT: 349/0002 IMMEDIATE

DATE: 16 DEC 87 00:46:31 GMT

CC:

TEXT:

VZCZCLAO002

OO HQ AL OM BS MI PG SC SF SD WF

DE LA #0002 3492254

ZNR UUUUU

O 150005Z DEC 87

FM LOS ANGELES (149A-2178)(C-1)(P)

TO DIRECTOR, FBI IMMEDIATE

ALBANY IMMEDIATE

OMAHA IMMEDIATE

BOSTON (INFO) IMMEDIATE

MILWAUKEE (INFO) IMMEDIATE

PITTSBURGH (INFO) IMMEDIATE

SACRAMENTO (INFO) IMMEDIATE

SAN FRANCISCO (INFO) IMMEDIATE

SAN DIEGO (INFO) IMMEDIATE

WASHINGTON FIELD (INFO) IMMEDIATE

BT

UNCLAS

DAVID AUGUSTUS BURKE, AKA; DESTRUCTION OF PSA FLIGHT 1771L

DECEMBER 7, 1987; DAMV; OO: LOS ANGELES.

RE LOS ANGELES TELETYPE DATED DECEMBER 11, 1987, OMAHA

#4

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OBM

1216-87

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 15 1987	
FBI - SAN FRANCISCO	
149A-1564-17	

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Handwritten mark resembling a stylized 'A' or 'M' with a long tail pointing towards the bottom left.

TELCALL TO LOS ANGELES, DECEMBER 15, 1987.

CRIMINAL INVESTIGATION OF CRASH SITE COMPLETED MORNING OF DECEMBER 13, 1987. BULLET WITH POSSIBLE IDENTIFIABLE STRIATIONS LOCATED AND RETURNED TO BUREAU WITH DISASTER SQUAD. SITE TURNED OVER TO PSA FOR CLEAN-UP.

PSA ADVISED PM OF DECEMBER 13, 1987, THAT DURING THE ACCOMPLISHMENT OF THE ABOVE ACTIVITY, A PARTIALLY BURNED IDENTIFICATION BADGE CONTAINING THE PHOTOGRAPH OF SUBJECT WAS DISCOVERED.

[REDACTED]

THE DISASTER SQUAD AND THEN TURNED OVER TO THE SAN LUIS OBISPO CORONER'S OFFICE, SAN LUIS OBISPO, CALIFORNIA, WHERE DENTAL EXAMINATIONS CONTINUE.

REFERENCED OMAHA TELCALL REVEALED THAT MUTUAL OF OMAHA INSURANCE COMPANY, OMAHA, NEBRASKA, ADVISED DECEMBER 15, 1987 THAT THAT COMPANY RECEIVED, VIA U.S. MAIL, DECEMBER 15, 1987, TWO FLIGHT INSURANCE POLICIES ISSUED ON DECEMBER 7, 1987 AT LOS ANGELES INTERNATIONAL AIRPORT (LAX) TO DAVID BURKE. BOTH OF THESE POLICIES, ONE FOR \$100,000 AND THE OTHER FOR \$195,000 LISTED THE BENEFICIARY AS [REDACTED]

ROCHESTER, NEW YORK. INVESTIGATION CONDUCTED PREVIOUSLY AT LOS

ANGELES HAS IDENTIFIED [REDACTED] IN ROCHESTER, AS ONE OF

[REDACTED]

[REDACTED]

BUFFALO AT ROCHESTER, NEW YORK, INTERVIEW [REDACTED]

[REDACTED] ASCERTAIN RELATIONSHIP TO SUBJECT AND

DETERMINE IF BURKE CONTACTED HER ON DECEMBER 7, 1987.

OMAHA AT OMAHA, NEBRASKA, OBTAIN ORIGINALS OF INSURANCE
POLICIES ISSUED TO SUBJECT AND FORWARD FBI LABORATORY FOR
HANDWRITING AND FINGERPRINTING INFORMATION.

LOS ANGELES WILL FACSIMILE TO OMAHA REFERENCED LOS ANGELES
TELETYPE AS BACKGROUND IN THIS MATTER.

BT

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TO: SF @ EMHL
FROM: LA @ EMHL
SUBJECT: 349/0001 PRIORITY
DATE: 16 DEC 87 00:42:27 GMT

#d

CC:

TEXT:

VZCZCLA0001

PP SF

DE LA #0001 3492237

ZNR UUUUU

P 150120Z DEC 87

FM LOS ANGELES (149A-2178)(C-1)(P)
TO SAN FRANCISCO PRIORITY.

BT

UNCLAS

DAVID A. BURKE, AKA; DESTRUCTION OF PSA FLIGHT 1771; LOS ANGELES
TO SAN FRANCISCO; DECEMBER 7, 1987; DAMV; OO: LOS ANGELES.

RE LOS ANGELES TELETYPE TO DIRECTOR DATED DECEMBER 11, 1987.

FOR INFORMATION, SAN LUIS OBISPO CORONER'S OFFICE IS
REQUESTING DENTAL RECORDS FOR KAREN MARIE FOX, WHITE FEMALE, DATE
OF BIRTH (DOB) MAY 12, 1949, DENTIST: [REDACTED]

[REDACTED] AND DOCTOR: [REDACTED] SUNNYVALE,
CALIFORNIA.

ALL RECORDS SHOULD BE SENT IN OVERNIGHT MAIL TO [REDACTED]

[REDACTED] CHIEF DEPARTMENT CORONER, SAN LUIS OBISPO COUNTY SHERIFF'S
OFFICE, P.O. BOX 32, SAN LUIS OBISPO, CALIFORNIA 93406, [REDACTED]

[REDACTED]

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FBI - SAN FRANCISCO	
[REDACTED]	[REDACTED]

149A-1564-18

OUTBOX.1 (#1973)

TO: HQ1 @ EMHI, LA @ EMHI

FROM: SF @ EMHI

SUBJECT: 349/0016S PRIORITY

DATE: 16 DEC 87 04:37:54 GMT

CC:

TEXT:

VZCZCSFO016

PP HQ LA

DE SF #0016 3490040

ZNR UUUUU

P 150000Z DEC 87

FM SAN FRANCISCO (149A-1564) (P) (SQ. 4)

TO DIRECTOR (PRIORITY)

LOS ANGELES (149A-2178) (P) (C-1)

BT

U N C L A S

DAVID AUGUSTUS BURKE; DESTRUCTION OF PSA FLIGHT NUMBER 1771,

DECEMBER 7, 1987; DAMV; OO: LOS ANGELES.

RE LOS ANGELES TELETYPES TO THE BUREAU AND RECEIVING
OFFICES, DATED DECEMBER 11 AND DECEMBER 12, 1987, AND CAPTIONED
AS ABOVE.

FOR THE INFORMATION OF THE BUREAU AND LOS ANGELES, DENTAL
AND/OR MEDICAL RECORDS FOR THE FOLLOWING VICTIMS OF PSA FLIGHT
NUMBER 1171 WILL BE SENT VIA EXPRESS MAIL TO BENEDICT-KETTERY,
1401 QUINTANA, MORRO BAY, CALIFORNIA, 93442, ATTENTION:

PSA-CORONER COORDINATOR, AS REQUESTED IN REFERENCED

TELETYPE, DATED DECEMBER 12, 1987:

Searched _____
Serialized 6
Indexed 6
Filed 6

149A-1564-19

411

1771

1771

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1771

PAGE TWO DE SF 0016 UNCLAS

WILLIAM IRA ROSENBERG - MEDICAL AND DENTAL RECORDS; LEON
WINTERS - DENTAL RECORDS ONLY; SHARON MAE ENGSTROM - DENTAL
RECORDS ONLY; CURTIS SUNG RHEE - MEDICAL RECORDS ONLY; THERESA
MARY KEKAI - MEDICAL AND DENTAL RECORDS; JAMES RICHARD
RETTINGHOUSE - MEDICAL AND DENTAL RECORDS; CAMILE LORRAINE
SCAFIRE - NO MEDICAL OR DENTAL RECORDS AVAILABLE; JEANNE AVIS
DEALAN - UNABLE TO LOCATE MEDICAL OR DENTAL RECORDS AS OF
DECEMBER 14, 1987; AND JAMES ROBERT SYLIA - MEDICAL AND DENTAL
RECORDS.

LOS ANGELES WILL BE PROVIDED, UNDER SEPARATE COVER, WITH
APPROPRIATE INVESTIGATIVE INSERTS REGARDING THE AFOREMENTIONED
MEDICAL AND DENTAL RECORDS.

BT

#0016

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FBI

TRANSMIT VIA:

- Teletype
- Facsimile
- ~~Airtel~~

PRECEDENCE:

- Immediate
- Priority
- Routine

CLASSIFICATION:

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

Date 12/14/87

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TO : DIRECTOR, FBI
(ATTN: [redacted] LATENT FINGERPRINT SECTION)

FROM : SAC, SAN FRANCISCO (149A-1564) (P) (SQ.4)

SUBJECT: DAVID AUGUSTUS BURKE;
DESTRUCTION OF PSA FLIGHT #1771;
12/7/87;
DAMV;

OO: LOS ANGELES

Re Los Angeles teletype to the Bureau and receiving offices, dated 12/11/87, and San Francisco teletype to the Bureau and Los Angeles, dated 12/14/87.

Enclosed, under separate cover, for the Latent Fingerprint Section are the following listed personal effects of the victims of PSA flight #1771:

- 1) WILLIAM IRA ROSENBERG - Victim

[redacted]

(X)

Orlin
12-16-87

- 2) JOHN FRANK CONTE - Victim

[redacted]

- 4 - Bureau
(1 - Package)
(1 - Package)
- 1 - Los Angeles (149A-2178)
- ② - San Francisco

DBM/cs

SA [redacted] *Orlin*

(7)

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

ENCLOSURES SENT 12/14/87
Sent unexhibited per SA [redacted] request.
VIA #R339618838, and #R339618839.

Searched _____
Serialized CS
Indexed _____
Filed CS

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3) MARY SHAWN ADDINGTON - Victim



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4) KAREN KROM - Victim



5) JAMES CARROLL - Victim



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b7C

6) SHARON ENGSTROM - Victim



7) NEIL WEBB - Victim



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SF 149A-1564

8) MARY G. WEBB - Victim



9) CAMILE L. SCAFIRE - Victim



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TRANSMIT VIA:

- Teletype
- Facsimile
- _____

PRECEDENCE:

- Immediate
- Priority
- Routine

CLASSIFICATION:

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

Date 12/15/87

FM SAN FRANCISCO (149A-1564) (P) (SQ. 4)

TO DIRECTOR (PRIORITY)

LOS ANGELES (149A-2178) (P) (C-1)

BT

U N C L A S

DAVID AUGUSTUS BURKE; DESTRUCTION OF PSA FLIGHT NUMBER 1771, DECEMBER 7, 1987; DAMV; OO: LOS ANGELES.

RE LOS ANGELES TELETYPES TO THE BUREAU AND RECEIVING OFFICES, DATED DECEMBER 11 AND DECEMBER 12, 1987, AND CAPTIONED AS ABOVE.

FOR THE INFORMATION OF THE BUREAU AND LOS ANGELES, DENTAL AND/OR MEDICAL RECORDS FOR THE FOLLOWING VICTIMS OF PSA FLIGHT NUMBER 1171 WILL BE SENT VIA EXPRESS MAIL TO BENEDICT-KETTERY, 1401 QUINTANA, MORRO BAY, CALIFORNIA, 93442, ATTENTION: []

[] PSA-CORONER COORDINATOR, AS REQUESTED IN REFERENCED TELETYPE, DATED DECEMBER 12, 1987:

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(1)

[Handwritten signature]

[] *0287*

[Handwritten marks]
12-16-87

Approved: *[Signature]*

Transmitted

349/10016-5 8:43 PM Per [Signature]
(Number) (Time)

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 Serialized *[Signature]*
 Indexed *[Signature]*
 Filed *[Signature]*

Teletype [] 11/P

149-1564-21

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TRANSMIT VIA:

- Teletype
 Facsimile

PRECEDENCE:

- Immediate
 Priority
 Routine

CLASSIFICATION:

- TOP SECRET
 SECRET
 CONFIDENTIAL
 UNCLAS E F T O
 UNCLAS

Date _____

^PAGE TWO SF 149A-1564 U N C L A S

WILLIAM IRA ROSENBERG - MEDICAL AND DENTAL RECORDS; LEON WINTERS - DENTAL RECORDS ONLY; SHARON MAE ENGSTROM - DENTAL RECORDS ONLY; CURTIS SUNG RHEE - MEDICAL RECORDS ONLY; THERESA MARY KEKAI - MEDICAL AND DENTAL RECORDS; JAMES RICHARD RETTINGHOUSE - MEDICAL AND DENTAL RECORDS; CAMILE LORRAINE SCAFIRE - NO MEDICAL OR DENTAL RECORDS AVAILABLE; JEANNE AVIS DEALAN - UNABLE TO LOCATE MEDICAL OR DENTAL RECORDS AS OF DECEMBER 14, 1987; AND JAMES ROBERT SYLIA - MEDICAL AND DENTAL RECORDS.

LOS ANGELES WILL BE PROVIDED, UNDER SEPARATE COVER, WITH APPROPRIATE INVESTIGATIVE INSERTS REGARDING THE AFOREMENTIONED MEDICAL AND DENTAL RECORDS.

BT

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

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SF-149A-1564
SMD/amb

Re Medical and Dental Records of JAMES RICHARD
RETTINGHOUSE.

The following investigation was conducted by SA [redacted]
[redacted] on December 11, 1987.

AT SANTA ROSA, CALIFORNIA

[redacted] of JAMES RICHARD
RETTINGHOUSE, came to the Santa Rosa Resident Agency and signed
an FD-465, Medical Release Form. He also advised that his
father's dentist was a [redacted] of Sebastopol, California.

[redacted] secretary, [redacted] (LNU), telephone
number [redacted] was telephonically contacted and she advised that
[redacted] and that no chart for
X-rays was available.

AT SEBASTOPOL, CALIFORNIA

[redacted] Sebastopol,
California, telephone [redacted] made available dental records and
X-ray charts for JAMES RICHARD RETTINGHOUSE. A receipt, FD-597,
was left and it was requested that the X-rays be returned.

[redacted] (LNU), at [redacted] office was
contacted and provided a copy of FD-465, signed by [redacted]
[redacted] was also provided a copy of FD-597,
receipt for two packages of medical records that are not to be
returned.

The FD-597 receipt form for [redacted] and [redacted]
[redacted] as well as the FD-465, Medical Release Form, are
being placed in the 1A section of this file.

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The following investigation was conducted by SA [redacted]
[redacted] with regard to the medical/dental records of CAMILE
LORRAINE SCAFIRE

AT SAN FRANCISCO, CALIFORNIA

On December 11, 1987, [redacted] whose
offices are located at [redacted] San Francisco,
California, telephone number [redacted] advised that there were no
pertinent medical records available concerning the deceased
individual. [redacted] advised that he had not seen the
deceased since March 1981 and that any identifying data or X-rays
concerning CAMILE LORRAINE SCAFIRE had been destroyed.

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SA [redacted] has attempted to locate any individuals
currently residing at 641 - 29th Street, San Francisco,
California to obtain information regarding JEANNE AVIS DEALAN.
This has met with negative results. It is noted that this
building appears to be a duplex, and there is a red Toyota Celica
parked in the driveway of this residence, with a temporary
registration listed to the deceased in the windshield of the
vehicle.

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Efforts will continue to locate somebody at this
address who has knowledge of the deceased, relatives, etc.

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FBI - S.F.

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RE MEDICAL AND DENTAL RECORDS OF
THERESA MARY KEKAI.

The following investigation was conducted by SA [redacted]

[redacted]:

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AT SANTA ROSA, CALIFORNIA

On 12/11/87 [redacted] provided copies of medical records for THERESA MARY KEKAI, date of birth October 13, 1931, home address P.O. Box 1015, Boyes Hot Springs, California 95416; Telephone (707)-996-4629.

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DM

AT SONOMA, CALIFORNIA

12-15-87

On 12/11/87 [redacted] provided eight separate items consisting of twenty x-rays of teeth taken on various dates from THERESA MARY KEKAI, date of birth October 13, 1931. [redacted] advised the x-rays provided are the only ones he has and he requests they be returned to him as soon as the investigation is finished re this matter.

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SF 149A-1564
LA 149A-2178
HRS/djo

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On December 11, 1987, the following investigation was conducted by SA [redacted]:

AT BERKELEY, CALIFORNIA

[redacted] Oakland, California, 94611, telephone [redacted] was contacted at her residence regarding [redacted] WILLIAM IRA ROSENBERG. [redacted] advised that [redacted] dentist was [redacted] Berkeley, California, [redacted] and his general medical care was provided by East Bay Family Practice, 2500 Milvia Street, Berkeley, California, (415) 540-8200. [redacted] signed an authorization for these persons to release the medical records of WILLIAM ROSENBERG. (K)

[redacted] further advised that WILLIAM ROSENBERG was [redacted] 12/18/87

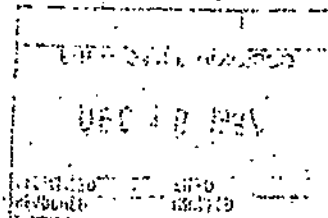
On the same date, [redacted] (LNU), East Bay Family Practice, 2500 Melvia Street, Berkeley, provided photo copies of the medical records of WILLIAM I. ROSENBERG.

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On December 14, 1987, the following investigation was conducted by SA [redacted]:

AT BERKELEY, CALIFORNIA

[redacted] Receptionist for [redacted] Berkeley, California [redacted] provided one set of full mouth x-rays, one set of bite wing x-rays and photo copies of the dental charts of WILLIAM I. ROSENBERG, JR.



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	<i>CPW</i>

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AUTHORITY TO RELEASE MEDICAL INFORMATION

I hereby authorize any Special Agent or other authorized representative of the Federal Bureau of Investigation bearing this release within one year of its date to obtain information available from my past or present medical records contained in any hospital, clinic or other medical facility or from any doctor, physician or examining medical official. I request that the custodian of such records in each instance permit my records in connection therewith to be examined, copied or otherwise reviewed.

I hereby release any such hospital, clinic or medical facility or any examining physician, doctor or other such qualified examiner from any liability resulting herefrom.

Q
OSM
12-18-87

Full Name

Full Name
(Print)

Parent or Guardian (if required) _____ (Signature)

Date DEC. 11, 1987

Current Address
SAN FRANCISCO, CALIF.

Witness
(Special Agent)
Federal Bureau of Investigation

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	<i>[Signature]</i>



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RAW/amb

The following investigation was conducted by SA [redacted]
[redacted]

AT SAN FRANCISCO, CALIFORNIA

On December 11, 1987, [redacted] Medical Doctor,
[redacted] telephone [redacted] furnished a copy of his
medical records of CURTIS SUNG RHEE which is attached to this
insert. [redacted] advised that the attached records probably
would not reflect any scars, marks, etc., that might prove useful
in identification.

[redacted] advised that he did not know if CURTIS SUNG
RHEE had a personal dentist or not. However, [redacted] was
in the office two days ago and the question of RHEE'S dentist
came up at that time. [redacted] advised that he was not
aware of the victim having ever had a dentist and suggested that
since [redacted] was in the U.S. Army, it might be of some
benefit to inquire about Army dental records.

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	<i>[Signature]</i>

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SF 149A 1564

CEE/amb

CEX

The following investigation was conducted by Special Agent [redacted]

AT SAN FRANCISCO, CALIFORNIA

On December 14, 1987, [redacted]

[redacted] San Francisco, California, telephone [redacted] provided copies of medical records for JAMES R. SYLLA, covering a time period from March 1983 until July 17, 1987. [redacted]

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[redacted] San Francisco, California, provided dental records and X-rays for JAMES SYLLA. The X-rays were taken on March 18, 1987 and January 29, 1986.

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12/18/87

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DEC 18 1987
FBI - SAN FRANCISCO

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DEC 17 1987	
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SF 149A-1564
LA 149A-2178

The following investigation was conducted by Special Agents (SAs) [redacted]

AT REDWOOD CITY, CALIFORNIA:

On December 11, 1987, three personal items believed to bear the fingerprints of victim JAMES FRANKLIN CARROLL were received from [redacted] at their home located at [redacted] in Redwood City, California, telephone number [redacted]. These items are as follow:

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- 1.
- 2.
- 3.

[redacted]

AT HALF MOON BAY, CALIFORNIA:

Also on December 11, 1987, eight personal items believed to bear the fingerprints of victim SHARON MAE ENGSTROM were received from her family members at her residence located at 705 Alsace Lorraine in Half Moon Bay, California. These items are as follow:

Q
SBM
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- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.

[redacted]

AT CORTE MADERA, CALIFORNIA:

On December 11, 1987, eight personal items believed to bear the fingerprints of victim KAREN ANNE KROM, were received from her family members from the residence of [redacted] in Corte Madera. These items are as follow:

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- 1.
- 2.
- 3.
- 4.

[redacted]

NOV 11 1987
FBI - SAN FRANCISCO

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LA 149A-2178

- 5.
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Each of the afore-described articles were sealed separately and marked with the Special Agent's initials and dated.

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SF 149A-1564

DBM/cs

1 *AM*

The following investigation was conducted by Special Agent (SA) [redacted] at San Francisco, California:

On December 15, 1987, five (5) personal items believed to bear the fingerprints of victim STEPHEN EARL CONE were received from his business associate, [redacted] at the victim's place of employment, 235 Montgomery Street, 29th Floor, San Francisco, California. These items are as follows:

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- 1)
- 2)
- 3)
- 4)
- 5)



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INDEXED
DEC 18 1987
FBI - SAN FRANCISCO

SEARCHED	INDEXED
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DEC 17 1987	
FBI - SAN FRANCISCO	
	BM

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149A-1864-34

SF-149A-1564
LA 149A-2178
CWW/amb

The following investigation was conducted by SA [redacted]

AT SAN RAFAEL, CALIFORNIA

On December 12, 1987, five personal items believed to bear the fingerprints of victim NEIL J. WEBB were received from [redacted] at Webb's office in Guzman Hall located on the Dominican College campus, telephone number (415) 485-3271. These items are as follows:

- 1.
- 2.
- 3.
- 4.
- 5.

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DB
(12/18)

AT TIBURON, CALIFORNIA

On December 12, 1987, six personal items believed to bear fingerprints of the victims NEILL J. WEBB and MARY G. WEBB were received from family friend [redacted] at the Webb's residence at 607 Ridge Road. These items are as follows:

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.

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Each of the afore-described articles were sealed separately and marked with the SA's initials and dated.

DEC 14 1987
FBI - SAN RAFAEL

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FBI - SAN FRANCISCO	
	<i>ESM</i>

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SF 149A-1564
LA 149A-2178
DAV/amb

The following investigation was conducted by SA [redacted]:

AT FOSTER CITY, CALIFORNIA

On December 12, 1987, five personal items believed to bear the fingerprints of the victim MARY SHAWN ADDINGTON were received from a family friend [redacted] at the victim's home located at 1048 Gull Avenue, Foster City, California, telephone number (415) 571-0906. The items are as follows:

- 1.
- 2.
- 3.
- 4.
- 5.

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12-2-87

AT MILBRAE, CALIFORNIA

Also, on December 12, 1987, five personal items believed to bear the fingerprints of the victim JOHN FRANK CONTE were received from [redacted] at their home located at [redacted] [redacted] Milbrae, California. These items are as follows:

- 1.
- 2.
- 3.
- 4.

Each of the afore-described articles were sealed separately and marked with Special Agent's initials and dated.

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SERIALIZED
INDEXED
FILED
DEC 15 1987
FBI - SAN FRANCISCO

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 17 1987	
FBI - SAN FRANCISCO	
	OMY

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b7C

149A-1564-36

SF 149A-1564
SA/amb

1

The following investigation was conducted by Special Agent (SA) [REDACTED].

AT SAN FRANCISCO, CA:

On December 12, 1987, three personal items believed to bear the fingerprints of victim CAMILE LORRAINE SCAFIRE were received from [REDACTED] at their home, [REDACTED] San Francisco, California. These items are as follows:

- 1.
- 2.
- 3.

Q

Obn

12/87

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b7C

SEARCHED
SERIALIZED
INDEXED
FILED
DEC 15 1987
FBI - SAN FRANCISCO

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 17 1987	
FBI - SAN FRANCISCO	
	<i>AM</i>

149A-1564-37

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b7C

SF 149A-1564
LA 149A-2178
CEF/amb

The following investigation was conducted by Special Agent [redacted]

OAKLAND, CALIFORNIA

On December 12, 1987 three personal items believed to bear the fingerprints of victim WILLIAM IRA ROSENBERG were received from [redacted] at their home located at [redacted] Oakland, California. These items are as follows:

- 1.
- 2.
- 3.

[redacted]

[redacted] said that she believed her husband had in his possession at the time of his death, [redacted]

[redacted]

b6
b7C



OKM
12-18-87

SEARCHED
SERIALIZED
DEC 18 1987
FBI - OAKLAND

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 17 1987	
FBI - SAN FRANCISCO	
	027

b6
b7C

149A-1569-38

Memorandum



To : SAC, SAN FRANCISCO (149A-1564) (P) Date 12/11/87

From : SA [redacted]

Subject : DAVID AUGUSTUS BURKE;
DESTRUCTION OF PSA FLIGHT 1771;
DECEMBER 7, 1987;
DAMV
OO: Los Angeles

b6
b7C

On December 11, 1987, writer telephonically contacted the family of victim STEPHEN EARL CONE, residence address [redacted] [redacted] in Berkeley, California, telephone number [redacted]. This call was made pursuant to leads set forth in Los Angeles immediate teletype to the Director and San Francisco dated December 11th.

A request was made to pick up one or two personal articles from the victim in an effort to obtain latent fingerprints and more accurately identify all of the deceased. Writer was advised by [redacted] to contact [redacted] telephone number [redacted] explained he would have all of the information necessary to obtain fingerprints of STEPHEN EARL CONE and in addition, she believes his fingerprints are on file with the California State Bar Association.

2 - San Francisco (149A-1564)
JKS/aks
(2)

SEARCHED
SERIALIZED
INDEXED
DEC 13 1987
FBI - SAN FRANCISCO

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 17 1987	
FBI - SAN FRANCISCO	
	<i>[Signature]</i>

b6
b7C

149A-1564-39

Memorandum



To : SAC, SAN FRANCISCO (149A-1564) (P)

Date 12/11/87

From : SA [REDACTED]

Subject : DAVID AUGUSTUS BURKE;
DESTRUCTIO OF PSA FLIGHT 1771;
DECEMBER 7, 1987;
DAMV;
OO: Los Angeles

b6
b7C

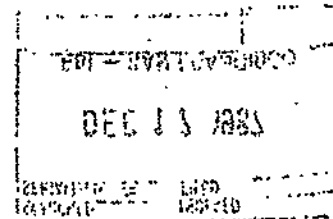
Reference Los Angeles teletype to the Director and San Francisco dated 12/11/87.

Pursuant to leads set out in referenced communication, an attempt was made to contact [REDACTED] of victim JONATHAN KIRK SHIBA, residence address [REDACTED] in Pacifica, California. This attempt met with negative results, as did a neighborhood inquiry done in an effort to ascertain her current whereabouts. Neighbors of [REDACTED] explained there had been no activity around their home for the past two to three days. A business card was left requesting [REDACTED] to contact the San Francisco Division as soon as possible.

(12-18-87)

2 - San Francisco (149A-1564)

JKS/jks
(2)



SEARCHED	INDEXED
SERIALIZED (3)	FILED (K)
DEC 17 1987	
FBI - SAN FRANCISCO	
	0144

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b7C

149A-1564-40

SF 149A-1564

DBM/cs

1

The following investigation was conducted by Special Agent (SA) [redacted] at San Francisco, California:

On December 15, 1987, fifteen (15) personal items, believed to bear the fingerprints of victim JEANNE AVIS DEALAN, were received from a friend, [redacted] which items were taken from DEALAN's residence located at 641 29th Street, San Francisco, California. These items are as follows:

- 1)
- 2)
- 3).



[redacted] were sealed together, initialed and marked, along with the other two items, and sent to the Latent Fingerprint Section for processing, as requested.

b6
b7C

(K)
12-18-87

SEARCHED
SERIALIZED
DEC 18 1987
FBI - S.F.

SEARCHED	INDEXED
SERIALIZED <i>OS</i>	FILED <i>50</i>
DEC 17 1987	
FBI - SAN FRANCISCO	
	<i>OS</i>

b6
b7C

149A-7564-41

SF 149A-1564

DAV/cs

1

The following investigation was conducted by Special Agent (SA) [redacted] at Pacifica, California:

On December 15, 1987, six (6) personal items, believed to bear the fingerprints of victim JONATHAN KIRK SHIBA, were received from an associate, [redacted] which items were taken from SHIBA's residence located at 1224 Ranier, Pacifica, California. These items are as follows:

- 1)
- 2)
- 3)
- 4)
- 5)
- 6)



b6
b7C



0152
12-18-87

Each of the aforementioned items was sealed separately, marked, and initialed by SA [redacted] to be submitted to the Latent Fingerprint Section for processing, as requested.

SEARCHED
SERIALIZED
INDEXED
FILED
DEC 18 1987
FBI - PACIFICA

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 17 1987	
SAN FRANCISCO	
	084

b6
b7C

149A-1564-42

SF 149A-1564

RAW/cs

1

The following investigation was conducted by Special Agent (SA) [redacted] at San Francisco, California:

On December 16, 1987, three (3) personal items, believed to bear the fingerprints of victim CURTIS SUNG RHEE, were received from [redacted] San Francisco, California. These items are as follows:

- 1) [redacted]
- 2) [redacted]
- 3) [redacted]

Each of the aforementioned items was sealed separately, marked, and initialed by SA [redacted] to be submitted to the Latent Fingerprint Section for processing, as requested.

b6
b7C



Okm
12-18-87

SEARCHED
SERIALIZED
INDEXED
DEC 18 1987
FBI - SAN FRANCISCO

SF 149A-1564
BCW

1

RE FINGERPRINT CARD OF
THERESA MARY KEKAI.

The following investigation was conducted by SA [redacted]:

AT SANTA ROSA, CALIFORNIA

On 12/14/87 DETECTIVE [redacted] Sonoma County Sheriff's Office, (SCSO), Santa Rosa, California provided SCSO fingerprint card number D-57783 dated 7/16/77 in the name of THERESA MARY KEKAI, date of birth 10/13/32. The knowledge of this arrest was obtained from [redacted] on the same date.

DETECTIVE [redacted] advised the SCSO would appreciate if the afore-said fingerprint card would be returned.

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(X)

QAM
12-18-87

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 17 1987	
FRANCISCO	
QAM	

b6
b7C

149A-1564-43

FD-36 (Rev. 5-22-82)

FBI

TRANSMIT VIA:

- Teletype
- Facsimile
- _____

PRECEDENCE:

- Immediate
- Priority
- Routine

CLASSIFICATION:

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

Date 12/12/87

FM LOS ANGELES (149A-2178)(P) (C-1)

TO DIRECTOR, FBI IMMEDIATE

NEW YORK IMMEDIATE

SAN FRANCISCO IMMEDIATE

SEATTLE IMMEDIATE

BT

DAVID AUGUSTUS BURKE; DESTRUCTION OF PSA FLIGHT 1771, LOS ANGELES TO SAN FRANCISCO; 12/7/87; DAMV; OO: LOS ANGELES.

RE LOS ANGELES TELETYPE TO DIRECTOR, DATED 12/11/87.

ON 12/12/87, [redacted] PSA, TELEPHONE

NUMBER [redacted] REQUESTED THAT THE ORIGINAL DENTAL AND MEDICAL RECORDS BE SENT EXPRESS MAIL DIRECTLY TO BENEDICT-KETTERY, 1401 QUINTANA, MORRO BAY, CALIFORNIA, 93442, ATTN:

[redacted] PSA-CORNERER COORDINATOR.

BT

(Handwritten initials and date)
12-10-87

OK to hold 12/12/87 PKM

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SEARCHED	INDEXED
SERIALIZED	FILED
DEC 14 1987	
FBI - SAN FRANCISCO	

Approved: *[Signature]*

Transmitted _____ (Number) _____ (Time)

Per 149A-1564-44

INBOX.1 (#1799)

TO: HQ1 @ EMH1, AL @ EMH2, BS @ EMH1,
BU @ EMH1, NY @ EMH1, SD @ EMH1,
SF @ FMH1, PG @ EMH1

FROM: LA @ EMH1

SUBJECT: 345/0022 PRIORITY

DATE: 12 DEC 87 14:47:56 GMT

CC:

TEXT:

VZCZCLAO022

PP HQ AL BS BU NY SD SF PG

DE LA #0022 3450032

ZNR UUUUU

P 110137Z DEC 87

FM LOS ANGELES (149A-2178) (C-1)

TO DIRECTOR PRIORITY

ALBANY (INFO)

BOSTON PRIORITY

BUFFALO PRIORITY

NEW YORK (INFO)

SAN DIEGO (INFO)

SAN FRANCISCO (INFO)

PITTSBURGH (INFO)

BT

UNCLAS

DAVID AUGUSTUS BURKE, AKA DAVID ALEXANDER BURKE; PSA FLIGHT 1771,

LOS ANGELES TO SAN FRANCISCO, DECEMBER 7, 1987; DAMV; OO: LOS

ANGELES

REFERENCE LOS ANGELES TELETYPES TO FBIHQ AND RECEIVING
OFFICES, DECEMBER 7, 1987, THROUGH DECEMBER 11, 1987.

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12-16-87

149A-1564-45

SEARCHED	INDEXED
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DEC 12 1987	
FBI - SAN FRANCISCO	
	<i>DSM</i>

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THIS COMMUNICATION CONTAINS SPECIFIC LEADS CONCERNING SUBJECT'S FAMILY, RELATIVES, FRIENDS AND ASSOCIATES. THE LEADS SET FORTH SHOULD ADDRESS THE SUBJECT'S STATE OF MIND, RECENT CONTACTS AND CONDUCT. RECEIVING OFFICES ARE REQUESTED TO DISCREETLY INTERVIEW THE ABOVE INDIVIDUALS CONCERNING BURKE'S COCAINE USE WHICH HE ADMITTED TO RAY THOMSON, THE DECEASED ~~U.S.~~ AIR STATION MANAGER FROM LOS ANGELES INTERNATIONAL AIRPORT ~~IN~~ ¹⁶⁻⁸⁷ IN THIS REGARD, ACCORDING TO THOMSON'S EXIT INTERVIEW NOTE, BURKE ADMITTED A \$300.00 A WEEK COCAINE HABIT WHICH SUBJECT STATED OCCURRED FROM NOT BEING TREATED FAIRLY AT U.S. AIR. BURKE STATED HE HAD GONE OUTSIDE THE COMPANY BECAUSE OF UNFAIR TREATMENT, RECEIVED NO RESPONSE WHICH HE CONSIDERED ANNOYING AND A SET-BACK AND PUT HIM INTO A STATE OF DEPRESSION. ADDITIONALLY, BURKE ADMITTED TO THOMSON AN ALCOHOL PROBLEM OF SIGNIFICANCE, "2 PINTS A DAY" FOR THE PAST 5 OR 6 YEARS.

ON DECEMBER 7, 1987, FOLLOWING THE LOCATION AND SUBSEQUENT SEARCH OF SUBJECT'S VEHICLE, A 1987 FORD TAURUS, CALIFORNIA LICENSE 2ECR747, A LETTER DATED JANUARY 8, 1987, FROM [] WAS LOCATED IN THE VEHICLE. THE LETTER CONTAINS STATEMENTS REGARDING [] AND THAT IT WAS "HARD TO SAY GOOD-BYE TO THE

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12-16-87

[]

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149A-1564-45

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[]

OSM

BEST SUPERVISOR LEFT IN ROCHESTER." IT WOULD APPEAR THAT [] WAS EMPLOYED AT U.S. AIR IN ROCHESTER AT THE TIME OF THE LETTER. IN THIS REGARD, SUBJECT WAS EMPLOYED BY ALLEGHENY AIRLINES, LATER U.S. AIR, FROM JUNE 6, 1972, AND WAS THEREAFTER TRANSFERRED TO LOS ANGELES ON DECEMBER 8, 1986. ALSO LOCATED IN SUBJECT'S VEHICLE WAS A 1987 ADDRESS/APPOINTMENT BOOK WHICH CONTAINED ONLY TWO LISTINGS ON A PAGE ENTITLED WEDNESDAY, DECEMBER 31, 1986. THE FIRST LISTING SHOWS [] LIVONIA, NEW YORK, 14487", THE SECOND [] 14618" (ROCHESTER).

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INVESTIGATION AT LOS ANGELES HAS ALSO REVEALED SUBJECT BORROWED APPROXIMATELY \$40,000.00 IN AUGUST, 1987, FROM HIS PARENTS TO BEGIN A CHECK CASHING SERVICE IN LOS ANGELES AND FURTHER HAD MADE INQUIRIES CONCERNING LIABILITY INSURANCE FOR THIS BUSINESS. ADDITIONALLY, BURKE RECENTLY ATTENDED A FAMILY REUNION AT THANKSGIVING HELD IN STONE MOUNTAIN, GEORGIA. IN THIS REGARD, LEADS TO INTERVIEW [] STONE MOUNTAIN, GEORGIA, AND [] ROCHESTER, NEW YORK, HAVE BEEN ACCOMPLISHED BY THE LOS ANGELES DIVISION FOLLOWING THEIR ARRIVAL. LOS ANGELES ALSO UNDERSTANDS THAT SUBJECT HAS FATHERED

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(2-16-87)

[]

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14961 1364-45

(Handwritten initials)

[]

(Handwritten initials)

7 CHILDREN [redacted] AS FOLLOWS:

[redacted]
[redacted]
[redacted]
[redacted]
[redacted]
[redacted]
[redacted]

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FOR INFORMATION OF PITTSBURGH, SUBJECT'S PERSONNEL FILE AND RELATED CORRESPONDENCE WAS REQUESTED INTERNALLY BY U.S. AIR, LOS ANGELES INTERNATIONAL AIRPORT; HOWEVER, SHOULD FURTHER LEADS DEVELOP IN THIS REGARD PITTSBURGH WILL BE ADVISED ACCORDINGLY.

LEADS:

BOSTON AT SPRINGFIELD, MASSACHUSETTS:

WILL CONTACT [redacted] DESCRIBED AS

[redacted]

FOR INFORMATION OF BOSTON, [redacted] HAS MADE A NUMBER OF CONTACTS WITH THE SAN LUIS OBISPO SHERIFF'S DEPARTMENT CONCERNING SUBJECT.

BUFFALO AT LIVONIA, NEW YORK:

WILL LOCATE AND INTERVIEW [redacted]

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[redacted]

1487 1369-45

[redacted]

REGARDING SUBJECT.

AT ROCHESTER:

WILL CONTACT SUBJECT'S [REDACTED]

[REDACTED] TELEPHONE NUMBER [REDACTED] FOR INFORMATION CONCERNING RECENT CONTACTS WITH [REDACTED] NOTING RECENT NATIONAL MEDIA EXPOSURE WHEREIN THEY EMPHATICALLY PROCLAIMED [REDACTED] INNOCENCE.

ROCHESTER IS ALSO REQUESTED TO ADDRESS THE LOCATION OF SUBJECT'S [REDACTED] SPECIFICALLY, [REDACTED] DATE OF BIRTH [REDACTED] SINCE THEIR [REDACTED] WAS RESIDING WITH SUBJECT IN LONG BEACH, CALIFORNIA.

LOCATE AND INTERVIEW [REDACTED] (LNU), [REDACTED] FOR ANY INFORMATION OF VALUE CONCERNING SUBJECT.

WILL CONTACT STATION MANAGER, U.S. AIR, ROCHESTER, FOR ADDITIONAL LOGICALLY INTERVIEWS OF SUBJECT'S FRIENDS AND ASSOCIATES AS DEEMED PRACTICAL AND NECESSARY.

WILL ALSO CONDUCT CRIMINAL RECORDS CHECK FOR DAVID AUGUSTUS BURKE, DATE OF BIRTH MAY 18, 1952, FBI NUMBER 89080L6.

INVESTIGATION CONTINUING AT LOS ANGELES.

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[REDACTED]

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b7C

[REDACTED]

PAGE SIX DE LA 0022 U.S.

BT

#0022

NNNN

INBOX.3 (#1749)

TO: HQI @ FMHI, NY @ FMHI, SF @ FMHI,
SE @ FMHI

FROM: LA @ FMHI

SUBJECT: 345/0014 IMMEDIATE

DATE: 11 DEC 87 23:33:55 GMT

CC:

TEXT:

VZCZCLAO014

OO HQ NY SF SL

DE LA #0014 3452115

ZNR UUUUU

O 112200Z DEC 87

FM LOS ANGELES (149A-2178)(C-1)(P)

TO DIRECTOR, FBI IMMEDIATE

NEW YORK IMMEDIATE

SAN FRANCISCO IMMEDIATE

SEATTLE IMMEDIATE

BT

UNCLAS

DAVID AUGUSTUS BURKE; DESTRUCTION OF PSA FLIGHT 1771, LOS ANGELES

TO SAN FRANCISCO; 12/7/87; DAMV; OO: LOS ANGELES.

RE LOS ANGELES FACSTMILES TO ABOVE OFFICES DATED DECEMBER
10, 1987.

FOR INFORMATION, RECEIVING OFFICES ARE REQUEST TO CONTACT
THE FOLLOWING DOCTORS/DENTIST AND INDIVIDUALS WITHIN YOUR
DIVISION IN AN EFFORT TO OBTAIN VICTIM'S DENTAL AND MEDICAL
RECORDS [REDACTED]

IF POSSIBLE CONTACT WITH THE FAMILY MEMBERS SHOULD BE

Q
~~12-10-87~~

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 11 1987	
FBI - SAN FRANCISCO	
	OJm

149A-1564-46

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INSTITUTED ONLY IN A LAST RESORT TO OBTAIN THESE RECORDS.

ALL RECEIVING OFFICES ARE REQUESTED TO EXPEDITIOUSLY OBTAIN RECORDS AND FAX TO FBI, LOS ANGELES HEADQUARTERS COMMAND CENTER, ATTENTION: SA [redacted]

NEW YORK AT NEW YORK, NEW YORK, CONTACT [redacted] [redacted] DOBBS FERRY, NEW YORK, [redacted] AND [redacted] IRVINGTON, NEW YORK, [redacted] (SCHOOL) AND [redacted] (TELEPHONE NUMBER) ALL RELATING TO VICTIM THOMAS DANIEL RABIN.

(2) REGARDING VICTIM DAVID ANTHONY GUILIANO, CALL [redacted] [redacted] TELEPHONE NUMBER).

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SAN FRANCISCO AT BOYES HOT SPRINGS, CALIFORNIA, CONTACT [redacted] [redacted] BOYES HOT SPRINGS, CALIFORNIA 95416; [redacted] [redacted] REGARDING VICTIM THERESA MARY KEKAI.

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12-16-81
(Handwritten mark)

SAN FRANCISCO AT HALF MOON BAY, CALIFORNIA, CONTACT [redacted] [redacted] HALF MOON BAY CALIFORNIA; [redacted] (PHONETIC); [redacted] REGARDING VICTIM SHARON MAE ENGSTROM.

(Handwritten) 1564-416

SAN FRANCISCO AT OAKLAND, CALIFORNIA, CONTACT [redacted]

[REDACTED] WILLIAM IRA ROSENBERG), [REDACTED]

[REDACTED] OAKLAND, CALIFORNIA 94611.

SAN FRANCISCO AT SAN FRANCISCO, CALIFORNIA, CONTACT [REDACTED]

[REDACTED] SAN FRANCISCO, CALIFORNIA, [REDACTED]

[REDACTED] NO KNOWN DENTIST REGARDING VICTIM

CURTIS SUNG RHEE.

(2) OBTAIN ADDITIONAL INFORMATION FOR VICTIM JEANNE AVIS
DEALAN THROUGH HOME ADDRESS OF 641 29TH STREET, SAN FRANCISCO,
CALIFORNIA, 94131.

(3) CONTACT [REDACTED] REGARDING VICTIM
LINDA HATHAWAY SIEGFRIED, HOME ADDRESS 10998 PEAKS PIKE,
SEBASTOPOL, CALIFORNIA 95472.

(V)

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(4) CONTACT [REDACTED] [REDACTED]
KENTFIELD, CALIFORNIA; [REDACTED]
AND [REDACTED] (2)

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12-11-67
67

REGARDING VICTIM JAMES ROBERT SYLLA.

(5) CONTACT [REDACTED] [REDACTED] SAN
FRANCISCO AND GREAT WESTERN BANK (VICTIM'S EMPLOYER), SAN
FRANCISCO, REGARDING VICTIM CAMILE LORRAINE SCAFIRE.

[Handwritten note]
SAN
7/2/61 1564-416

SAN FRANCISCO AT SAN MATEO, CALIFORNIA, CONTACT [REDACTED]

[REDACTED] SAN MATEO, CALIFORNIA,

[REDACTED] (WORK); [REDACTED] AND [REDACTED]

[REDACTED] REGARDING VICTIM LEON WINTERS.

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b7C

SEATTLE AT SEATTLE, WASHINGTON, CONTACT [REDACTED]

[REDACTED] SEATTLE; [REDACTED]

(PHONETIC), SEATTLE; [REDACTED] LAKEPARK MEDICAL CLINIC,

SEATTLE, REGARDING VICTIM JAMES RICHARD RETTINGHOUSE.

BT

#0014

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(C)

~~SECRET~~
6-1-67

[REDACTED]

1971 1367 416

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TREQ.4 (#1798.)

TO: HQ1 @ FMH1, AL @ EMH2, BS @ FMH1,
SC @ EMH2,
SF @ FMH1, SD @ FMH1, WF @ EMH1

FROM: LA @ EMH1

SUBJECT: 345/0020 IMMEDIATE

DATE: 12 DEC 87 14:40:53 GMT

CC:

TEXT:

VZCZCLA0020

OO HQ AL BS MI PG SC SF SD WF

DE LA #0020 3450013

ZNR UUUUU

O 110119Z DEC 87

FM LOS ANGELES (149A-2178)(C-1)(P)

TO DIRECTOR, FBI IMMEDIATE

ALBANY IMMEDIATE

BOSTON IMMEDIATE

MILWAUKEE IMMEDIATE

PITTSBURGH IMMEDIATE

SACRAMENTO IMMEDIATE

SAN FRANCISCO IMMEDIATE

SAN DIEGO IMMEDIATE

WASHINGTON FIELD IMMEDIATE

BT

UNCLAS

DAVID AUGUSTUS BURKE, AKA DAVID ALEXANDER BURKE; DESTRUCTION OF

PSA FLIGHT 1771; DECEMBER 7, 1987; DAMV; OO: LOS ANGELES.

RE LOS ANGELES TELETYPES DATED DECEMBER 7, 8, 9, 10, 1987.

THE FOLLOWING CHRONOLOGICAL SEQUENCE OF EVENTS IS BEING SET

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O'Brien
12-16-87

SEARCHED	INDEXED
SERIALIZED <i>bt</i>	FILED <i>CS</i>
DEC 12 1987	
FBI - SAN FRANCISCO	
<i>O'Brien</i>	<i>HOKE</i>

149A-1564-47

FORTH TO CLARIFY ACTIVITIES IN CAPTIONED MATTER:

NOVEMBER 5, 1987 - DAVID BURKE FILMED STEALING FROM US AIR,
LOS ANGELES INTERNATIONAL AIRPORT (LAX).

NOVEMBER 8, 1987 - BURKE AGAIN FILMED STEALING FROM US AIR
PETTY CASH FUNDS.

NOVEMBER 19, 1987 - BURKE FIRED FROM PSA.

NOVEMBER 20, 1987 - BURKE TRAVELS TO SAN FRANCISCO AND
OBTAINED SMITH AND WESSON (S/W) .44 MAGNUM, SERIAL NUMBER

[REDACTED] FROM [REDACTED]

NOVEMBER 30, 1987 - THOMSON TELEPHONICALLY ADVISED BURKE OF
GRIEVANCE PROCEDURE CONCERNING TERMINATION.

DECEMBER 3, 1987 - BURKE FAILS TO APPEAR FOR SCHEDULED
GRIEVANCE HEARING.

DECEMBER 4, 1987 - 1:00 AM, BURKE ASSAULTS [REDACTED]
[REDACTED] DISPLAYS .44 MAGNUM PISTOL.

DECEMBER 4, 1987 - 11:00 AM, BURKE TELEPHONICALLY CONTACTS
RAY THOMSON, SETS APPOINTMENT FOR 2:00 PM, DECEMBER 7, 1987.

DECEMBER 5, 1987 - [REDACTED] FILES CRIMINAL REPORT WITH
HAWTHORNE, CALIFORNIA, POLICE DEPARTMENT BUT REFUSES TO IDENTIFY
BURKE AS ASSAILANT.

(Handwritten mark: a circle containing a cross)

(Handwritten notes: "042m" and "12-16-87")

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b7C

(Handwritten initials: "bt" and "6")

(Handwritten notes: "149A-1564-47" and a small box)

DECEMBER 6, 1987 - [REDACTED] ROCHESTER,

b6
b7C

NEW YORK, TELEPHONICALLY CONTACTS DAVID BURKE. SUBJECT IS VERY UPSET CONCERNING JOB SITUATION.

DECEMBER 7, 1987 - 1:10 PM, DAVID BURKE DROVE TO LOS ANGELES INTERNATIONAL AIRPORT (LAX), PARKING LOT D, SECTION A-2.

1:20 PM - BURKE TAKES LAX SHUTTLE BUS TO TERMINAL 1.

1:30 PM - BURKE PASSES THROUGH SECURITY CHECK POINT - SIGNS SECURITY LOG BUT NOT SEARCHED.

1:50 PM - ARRIVES RAY THOMSON'S OFFICE, TALKS TO SECRETARY, HAS TWO CUPS OF COFFEE, AWAITING THOMSON.

2:03 PM - MEETS WITH RAY THOMSON.

2:55 PM - BURKE LEAVES THOMSON'S OFFICE, AFTER ADVISING THOMSON THAT HE HAS AN ALCOHOLIC AND COCAINE PROBLEM AND WANTS COUNSELING - THOMSON REFUSES BURKE'S REQUEST.

(Handwritten circle with a cross inside)

3:05 PM - TELEPHONICALLY CONTACTS [REDACTED] 12-16-87

AND [REDACTED] LEAVES MESSAGES ON ANSWERING MACHINES.

[REDACTED]

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b7E

(Handwritten initials)

(Handwritten notes: 9:47 AM, 1304-41)

3:20 PM - BURKE PROCEEDS TO PSA TICKET COUNTER AND PURCHASES
TICKET FOR FLIGHT 1771, LAX TO SAN FRANCISCO.

3:30 PM - BURKE OBSERVED AT GATE 2, PSA TERMINAL, AWAITING
BOARDING FOR FLIGHT 1771.

3:36 PM - PSA FLIGHT 1771 LEAVES BOARDING ARFA.

3:45 PM - PSA FIGHT 1771 DEPARTS LAX ENROUTE TO SAN
FRANCISCO.

4:13 PM - PSA FLIGHT 1771 RADIOED PROBLEMS ABOARD, SHOTS
FIRED, [REDACTED]

4:14:50 - PSA FLIGHT 1771 IMPACTS PASO ROBLES, CALIFORNIA.

DECEMBER 8, 1987 - FLIGHT BLACK BOX LOCATED CRASH SITE.

DECEMBER 9, 1987 - S/W .44 CALIBER MAGNUM PISTOL, SERIAL

NUMBER [REDACTED] LOCATED CRASH SITE [REDACTED]
[REDACTED]

[REDACTED] TRANSCRIPT OF VOICE RECORDER REVEALED AT LEAST FIVE SHOTS
FIRED ON PSA FLIGHT 1771, 2 IN THE PASSENGER COMPARTMENT, THREE
IN THE PILOTS' CABIN AFTER FORCED ENTRANCE.

DECEMBER 10, 1987 - AIR SICKNESS BAG WITH HANDWRITTEN
MESSAGE DIRECTED TO RAY LOCATED CRASH SITE.

DECEMBER 11, 1987 - POSITIVE IDENTIFICATION OF BURKE AS

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b7C
b7E

(Handwritten mark)

332m
12 10 87

ref. [REDACTED]

PAGE FIVE DE LA 0020 LAS

AUTHOR OF MESSAGE ON AIR SICKNESS BAG.

INTERVIEWS OF CRASH WITNESSES AS WELL AS RECOVERY OF BROKEN AIRPLANE INSTRUMENTS REVEAL THAT PSA FLIGHT 1771 WAS TRAVELING IN EXCESS OF MACH ONE AND ON A 10% PAST VERTICAL CONFIGURATION WHEN IT IMPACTED.

CRIMINAL INVESTIGATION OF CRASH SITE COMPLETED DECEMBER 11, 1987 HOWEVER IDENTIFICATION OF HUMAN REMAINS BY THE DISASTER SQUAD CONTINUES. TO DATE 15 PASSENGERS ON FLIGHT 1771 HAVE BEEN IDENTIFIED BY THIS ACTIVITY. IT IS ANTICIPATED THIS ACTIVITY WILL BE COMPLETED AFTERNOON OF DECEMBER 13, 1987.

BT

#0020

NNNN

INBOX.2 (#1745)

TO: HQJ @ EMH1, SF @ FMH1

FROM: LA @ EMH1

SUBJECT: 345/0003 IMMEDIATE

DATE: 11 DEC 87 23:25:14 GMT

CC:

TEXT:

VZCZCLA0003

OO HQ SF

DE LA #0003 3452054

ZNR UUUUU

O 112110Z DEC 87

FM LOS ANGELES (149A-2178)(C-1)(P)

TO DIRECTOR, FBI IMMEDIATE

SAN FRANCISCO IMMEDIATE

BT

UNCLAS

DAVID AUGUSTUS BURKE; DESTRUCTION OF PSA FLIGHT 1771; 12/7/87;

DAMV; CO: LOS ANGELES.

FOR INFORMATION, ALL RECEIVING OFFICES ARE REQUESTED TO CONTACT APPROPRIATE FAMILY MEMBERS IN AN EFFORT TO OBTAIN PERSONAL BELONGINGS OF VICTIMS IN ORDER TO EFFECT IDENTIFICATION. THESE ITEMS WILL BE PROCESSED FOR LATENT FINGERPRINTS BY FBIHQ, IDENTIFICATION DIVISION - LATENT FINGERPRINTS SECTION. NO FIELD PROCESSING SHOULD BE CONDUCTED AT RESIDENCES. ITEMS OBTAINED SHOULD BE ITEMS HANDLED EXCLUSIVELY BY VICTIMS, I.E. PAPERS, TOILETRIES, AND OTHER PERSONAL BELONGINGS.

IF ANY INQUIRIES ARE MADE BY FAMILY MEMBERS REGARDING

Completed

2
Check
DAM
12-16-87

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 11 1987	
FBI - SAN FRANCISCO	

149A-1564-48

b6
b7C

REQUEST, THESE MEMBERS SHOULD BE ADVISED VICTIM'S FINGERPRINTS WERE NOT AVAILABLE AND NO MENTION SHOULD BE MADE REGARDING THE ACUTE FRAGMENTS AT CRASH SITE.

ALL ITEMS ARE TO BE PACKED AND SENT THE MOST EXPEDITIOUS METHOD AVAILABLE TO FBIHQ - LATENT FINGERPRINTS SECTION, 9TH AND PENNSYLVANIA, N.W., WASHINGTON, D.C. 20537, ATTENTION: [REDACTED]

[REDACTED]
SAN FRANCISCO AT FOSTER CITY, CALIFORNIA, [REDACTED]

[REDACTED] OF VICTIM MARY SHAWN ADDINGTON, [REDACTED]
[REDACTED] FOSTER CITY, CALIFORNIA 94404. *OKM 12-16-87*

SAN FRANCISCO AT REDWOOD CITY, CALIFORNIA, CONTACT [REDACTED]
[REDACTED] OF VICTIM JAMES FRANKLIN CARROLL, [REDACTED]
[REDACTED] REDWOOD CITY, 94062, [REDACTED] *67 67*

SAN FRANCISCO AT BERKELEY, CALIFORNIA, CONTACT [REDACTED] *OKM*
[REDACTED] OF VICTIM STEPHEN EARL CONE, [REDACTED] BERKELEY,
CALIFORNIA 94705.

SAN FRANCISCO AT MILLBRAE, CALIFORNIA, VICTIM JOHN FRANK CONTE, ADDRESS: 904 PALMITO DRIVE, MILLBRAE, CALIFORNIA 94030. *1299A-1564-48*

SAN FRANCISCO AT SAN RAFAEL, CALIFORNIA, CONTACT [REDACTED]
[REDACTED] OF VICTIM DONALD MITCHELL HOAG, [REDACTED] SAN

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RAFAEL, CALIFORNIA, 94901.

(2) CONTACT [REDACTED] (EMPLOYEE HAS KEYS TO VICTIM'S HOUSE) AT DOMINICA COLLEGE, [REDACTED] [REDACTED] FOR ACCESS TO VICTIMS NEIL FRANCIS AND MARY GAY WEBB'S HOUSE.

SAN FRANCISCO AT CORTE MADERA, CALIFORNIA, CONTACT [REDACTED] [REDACTED] OF VICTIM KAREN ANNE KROM, [REDACTED] CORTE MADERA, CALIFORNIA 94925.

SAN FRANCISCO AT PACIFICA, CALIFORNIA, CONTACT [REDACTED] [REDACTED] OF VICTIM JONATHAN KIRK SHIBA, [REDACTED] PACIFICA, CALIFORNIA 94044.

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THE BELOW LISTED VICTIMS' BACKGROUNDS HAVE BEEN SENT TO SAN FRANCISCO ON DECEMBER 10, 1987 AND CONTACTS SHOULD BE MADE WITH NEXT OF KIN: THERESA MARY KEKAI, SHARON MAE ENGSTROM, WILLIAM IRA ROSENBERG, CURTIS SUNG RHEE, JEANNE AVIS DEALAN, CAMILE LORRAINE SCAFIRE.

IN VIEW OF THE FACT THAT THE ON-SCENE FBI DISASTER SQUAD IS MAKING DAILY IDENTIFICATIONS OF REMAINS, RECIPIENTS ARE TO CONTACT OFFICE OF ORIGIN COMMAND POST, TELEPHONE (213)209-3553, PRIOR TO COMPLETING REQUESTED INVESTIGATION.

BT
#0003

NNNN

INBOX.2 (#1745)

TO: HQ1 @ EMH1, SF @ EMH1

FROM: LA @ EMH1

SUBJECT: 345/0003 IMMEDIATE

DATE: 11 DEC 87 23:25:14 GMT

CC:

TEXT:

VZCZCLAO003

CO HQ SF

DE LA #0003 3452054

ZNR UUUUU

O 112110Z DEC 87

FM LOS ANGELES (149A-2178)(C-1)(P)

TO DIRECTOR, FBI IMMEDIATE

SAN FRANCISCO IMMEDIATE

BT

UNCLAS

DAVID AUGUSTUS BURKE: DESTRUCTION OF PSA FLIGHT 1771; 12/7/87;

DAMV; CO: LOS ANGELES.

FOR INFORMATION, ALL RECEIVING OFFICES ARE REQUESTED TO CONTACT APPROPRIATE FAMILY MEMBERS IN AN EFFORT TO OBTAIN PERSONAL BELONGINGS OF VICTIMS IN ORDER TO EFFECT IDENTIFICATION. THESE ITEMS WILL BE PROCESSED FOR LATENT FINGERPRINTS BY FBIHQ, IDENTIFICATION DIVISION -- LATENT FINGERPRINTS SECTION. NO FIELD PROCESSING SHOULD BE CONDUCTED AT RESIDENCES. ITEMS OBTAINED SHOULD BE ITEMS HANDLED EXCLUSIVELY BY VICTIMS, I.E. PAPERS, TOILETRIES, AND OTHER PERSONAL BELONGINGS.

IF ANY INQUIRIES ARE MADE BY FAMILY MEMBERS REGARDING

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Osm
12-16-87

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SEARCHED	INDEXED
SERIALIZED	FILED
DEC 11 1987	
FBI - SAN FRANCISCO	
	C/4

149A-1564-49

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PAGE TWO DE LA 0003 UNCLAS

REQUEST, THESE MEMBERS SHOULD BE ADVISED VICTIM'S FINGERPRINTS WERE NOT AVAILABLE AND NO MENTION SHOULD BE MADE REGARDING THE ACUTE FRAGMENTS AT CRASH SITE.

ALL ITEMS ARE TO BE PACKED AND SENT THE MOST EXPEDITIOUS METHOD AVAILABLE TO FBIHQ - LATENT FINGERPRINTS SECTION, 9TH AND PENNSYLVANIA, N.W., WASHINGTON, D.C. 20537, ATTENTION: [REDACTED]

[REDACTED]
[REDACTED] SAN FRANCISCO AT FOSTER CITY, CALIFORNIA, [REDACTED] *Completed*

[REDACTED] OF VICTIM MARY SHAWN ADDINGTON, [REDACTED]

[REDACTED] FOSTER CITY, CALIFORNIA 94404.

SAN FRANCISCO AT REDWOOD CITY, CALIFORNIA, CONTACT [REDACTED] *Completed*

[REDACTED] OF VICTIM JAMES FRANKLIN CARROLL, [REDACTED]

[REDACTED] REDWOOD CITY, 94062, [REDACTED]

SAN FRANCISCO AT BERKELEY, CALIFORNIA, CONTACT [REDACTED] *Completed*

[REDACTED] OF VICTIM STEPHEN EARL CONE, [REDACTED] BERKELEY,

CALIFORNIA 94705.

SAN FRANCISCO AT MILLBRAE, CALIFORNIA, VICTIM JOHN FRANK *Completed*

CONTE, ADDRESS: 904 PALMITO DRIVE, MILLBRAE, CALIFORNIA 94030.

SAN FRANCISCO AT SAN RAFAEL, CALIFORNIA, CONTACT [REDACTED]

[REDACTED] OF VICTIM DONALD MITCHELL HOAG, [REDACTED] SAN

PAGE THREE DE LA 0003 UNCLAS

RAFAEL, CALIFORNIA 94901.

(2) CONTACT [REDACTED] (EMPLOYEE HAS KEYS TO VICTIM'S HOUSE) AT DOMINICA COLLEGE, [REDACTED] - DEAN, [REDACTED] FOR ACCESS TO VICTIMS NEIL FRANCIS AND MARY GAY WEBB'S HOUSE. *Completed*

SAN FRANCISCO AT CORTE MADERA, CALIFORNIA, CONTACT [REDACTED] *Completed*
[REDACTED] OF VICTIM KAREN ANNE KROM, [REDACTED] CORTE MADERA, CALIFORNIA 94925.

SAN FRANCISCO AT PACIFICA, CALIFORNIA, CONTACT [REDACTED] *Completed*
[REDACTED] OF VICTIM JONATHAN KIRK SHIBA, [REDACTED] PACIFICA, CALIFORNIA 94044.

THE BELOW LISTED VICTIMS' BACKGROUNDS HAVE BEEN SENT TO SAN FRANCISCO ON DECEMBER 10, 1987 AND CONTACTS SHOULD BE MADE WITH NEXT OF KIN: *Completed* *Completed*
THERESA MARY KEKAI, SHARON MAE ENGSTROM, WILLIAM IRA ROSENBERG, CURTIS SUNG RHEE, JEANNE AVIS DEALAN, CAMILE LORRAINE SCAFIRE. *Completed*

IN VIEW OF THE FACT THAT THE ON-SCENE FBI DISASTER SQUAD IS MAKING DAILY IDENTIFICATIONS OF REMAINS, RECIPIENTS ARE TO CONTACT OFFICE OF ORIGIN COMMAND POST, TELEPHONE (213)209-3553, PRIOR TO COMPLETING REQUESTED INVESTIGATION.

BT

#0003

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INBOX.3 (#1749)

TO: HQI @ EMHL, NY @ EMHL, SF @ EMHL,
SE @ EMHL

FROM: LA @ EMHL

SUBJECT: 345/0014 IMMEDIATE

DATE: 11 DEC 87 23:33:55 GMT

CC:

TEXT:

VZCZCLA0014

OO HQ NY SF SL

DE LA #0014 3452115

ZNR UUUUU

O 112200Z DEC 87

FM LOS ANGELES (149A-2178)(C-1)(P)

TO DIRECTOR, FBI IMMEDIATE

NEW YORK IMMEDIATE

SAN FRANCISCO IMMEDIATE

SEATTLE IMMEDIATE

BT

UNCLAS

DAVID AUGUSTUS BURKE; DESTRUCTION OF PSA FLIGHT 1771, LOS ANGELES

TO SAN FRANCISCO; 12/7/87; DAMV; OO: LOS ANGELES.

RE LOS ANGELES FACSIMILES TO ABOVE OFFICES DATED DECEMBER
10, 1987.

FOR INFORMATION, RECEIVING OFFICES ARE REQUEST TO CONTACT
THE FOLLOWING DOCTORS/DENTIST AND INDIVIDUALS WITHIN YOUR
DIVISION IN AN EFFORT TO OBTAIN VICTIM'S DENTAL AND MEDICAL
RECORDS [REDACTED]

IF POSSIBLE CONTACT WITH THE FAMILY MEMBERS SHOULD BE

2,3,4
12-16-87

SEARCHED <i>6</i>	INDEXED <i>6</i>
SERIALIZED <i>6</i>	FILED <i>6</i>
DEC 11 1987	
FBI - SAN FRANCISCO	
[REDACTED]	<i>6</i>

149A-1564-50

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INSTITUTED ONLY IN A LAST RESORT TO OBTAIN THESE RECORDS.

ALL RECEIVING OFFICES ARE REQUESTED TO EXPEDITIOUSLY OBTAIN RECORDS AND FAX TO FBI, LOS ANGELES HEADQUARTERS COMMAND CENTER, ATTENTION: SA [REDACTED]

NEW YORK AT NEW YORK, NEW YORK, CONTACT [REDACTED]
[REDACTED] DOBBS FERRY, NEW YORK,
[REDACTED] AND [REDACTED]
IRVINGTON, NEW YORK, [REDACTED] (SCHOOL) AND [REDACTED]
(TELEPHONE NUMBER) ALL RELATING TO VICTIM THOMAS DANIEL RABIN.

(2) REGARDING VICTIM DAVID ANTHONY GUILIANO, CALL [REDACTED]
[REDACTED] (POSSIBLY VICTIM'S [REDACTED] TELEPHONE NUMBER).

SAN FRANCISCO AT BOYES HOT SPRINGS, CALIFORNIA, CONTACT
[REDACTED] BOYES HOT SPRINGS,
CALIFORNIA 95416. [REDACTED]
[REDACTED] REGARDING VICTIM THERESA MARY REKAL.

SAN FRANCISCO AT HALF MOON BAY, CALIFORNIA, CONTACT [REDACTED]
[REDACTED] HALF MOON BAY,
CALIFORNIA; [REDACTED] (PHONETIC); [REDACTED] REGARDING
VICTIM SHARON MAE ENGSTROM.

SAN FRANCISCO AT OAKLAND, CALIFORNIA, CONTACT [REDACTED]

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2

[REDACTED] OF VICTIM WILLIAM IRA ROSENBERG), [REDACTED]

[REDACTED] OAKLAND, CALIFORNIA 94611.

SAN FRANCISCO AT SAN FRANCISCO, CALIFORNIA, CONTACT [REDACTED]

[REDACTED] SAN FRANCISCO, CALIFORNIA, [REDACTED]

[REDACTED] NO KNOWN DENTIST REGARDING VICTIM

CURTIS SUNG RHEE.

(2) OBTAIN ADDITIONAL INFORMATION FOR VICTIM JEANNE AVIS
DEALAN THROUGH HOME ADDRESS OF 641 29TH STREET, SAN FRANCISCO,
CALIFORNIA, 94131.

(3) CONTACT [REDACTED] REGARDING VICTIM
LINDA HATHAWAY SIEGFRIED, HOME ADDRESS 10998 PEAKS PIKE,
SEBASTOPOL, CALIFORNIA 95472.

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(4) CONTACT [REDACTED]
KENTFIELD, CALIFORNIA; [REDACTED]

AND [REDACTED]

REGARDING VICTIM JAMES ROBERT SYLLA.

(5) CONTACT [REDACTED] SAN
FRANCISCO AND GREAT WESTERN BANK (VICTIM'S EMPLOYER), SAN
FRANCISCO, REGARDING VICTIM CAMILE LORRAINE SCAFIRE.

SAN FRANCISCO AT SAN MATEO, CALIFORNIA, CONTACT [REDACTED]

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17

[REDACTED] SAN MATEO, CALIFORNIA,

[REDACTED] (WORK); [REDACTED] AND [REDACTED]

[REDACTED] REGARDING VICTIM LEON WINTERS.

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b7C

SEATTLE AT SEATTLE, WASHINGTON, CONTACT [REDACTED]

[REDACTED] SEATTLE; [REDACTED]

(PHONETIC), SEATTLE; [REDACTED] LAKEPARK MEDICAL CLINIC,

SEATTLE, REGARDING VICTIM JAMES RICHARD RETTINGHOUSE.

BT

#0014

NNNN

FBI

TRANSMIT VIA:

- Teletype
- Facsimile
- Airtel

PRECEDENCE:

- Immediate
- Priority
- Routine

CLASSIFICATION:

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

Date _____

1 TO : DIRECTOR, FBI
(ATTN: [redacted] LATENT FINGERPRINT SECTION)

2 FROM : SAC, SAN FRANCISCO (149A-1564) (P) (SQ.4)

3
4 SUBJECT: DAVID AUGUSTUS BURKE;
5 DESTRUCTION OF PSA FLIGHT #1771;
6 12/7/87;
7 DAMV;

8 OO: LOS ANGELES

9 Re San Francisco airtel and teletype to the Bureau
10 and Los Angeles, dated 12/14/87, and captioned as above; and
11 Los Angeles teletype to the Bureau and receiving offices,
12 dated 12/11/87.

13 Enclosed, under separate cover, for the Latent
14 Fingerprint Section are the below listed personal effects of
15 the victims of PSA Flight #1771.

16 Enclosed for Los Angeles are the original and one
17 (1) copy each of the below listed investigative inserts
18 reflecting investigation conducted by the San Francisco
19 Division.

PERSONAL EFFECTS

20 1) STEPHEN EARL CONE - Victim

- a) [redacted]
- b) [redacted]
- c) [redacted]
- d) [redacted]
- e) [redacted]

- 21 3 - Bureau
(1 - Package)
- 1 - Los Angeles (149A-2178) (C-1) (Encls. 10)
- ② - San Francisco

DBM/cs

(6)

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

Searched _____
Serialized 65
Indexed 65
Filed _____

149A-1564-53

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b6
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2) THERESA MARY KEKAI - Victim

a)

[Redacted]

b6
b7C

3) JONATHAN KIRK SHIBA - Victim

a)

[Redacted]

b)

c)

d)

e)

f)

4) JEAN AVIS DEALAN - Victim

a)

[Redacted]

b)

c)

b6
b7C

5) CURTIS SUNG RHEE - Victim

a)

[Redacted]

b)

c)

The following is a list of the investigative inserts enclosed for the Los Angeles Division:

1) Investigative insert, dated 12/15/87, by SA

[Redacted]

2) Investigative insert, dated 12/14/87, by SA

[Redacted]

3) Investigative insert, dated 12/15/87, by SA

[Redacted]

b6
b7C

4) Investigative insert, dated 12/15/87, by SA

[Redacted]

5) Investigative insert, dated 12/16/87, by SA

[Redacted]

SF 149A-1564

For the information of the Los Angeles Division, on 12/16/87, Major [redacted] of the 445TH CIVIL OFFICERS COMPANY, UNITED STATES ARMY RESERVE, Alameda, California, advised that the CORONER'S OFFICE at San Luis Obispo, California, had requested dental records for victim DONALD HOAG and that these records will be sent directly to that location. San Francisco will, therefore, disregard the request to obtain dental records for DONALD HOAG.

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Los Angeles is further advised that San Francisco has been unable to obtain medical or dental records for victim JEANNE AVIS DEALAN; however, personal effects from DEALAN have been forwarded to the Bureau, Latent Fingerprint Section, as requested. Los Angeles may wish to contact [redacted] of victim JEANNE AVIS DEALAN, who resides in Milwaukee, Wisconsin, in an attempt to obtain dental and/or medical records for DEALAN.

San Francisco is maintaining captioned matter in a pending status until advised to the contrary by the Los Angeles Division.

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 17 1987	
FBI - SAN FRANCISCO	
	0182

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149A-1564-54

63



SF 149A-1564
RJB/kjk

1

The following investigation was conducted by SA [redacted]:

AT SUNNYVALE, CALIFORNIA

On December 16, 1987, [redacted] Foothill Medical Dental Center, 877 West Fremont Avenue, Suite [redacted] telephone number [redacted] furnished the dental records of KAREN MARIE FOX, date of birth May 12, 1949. The dental records consisted of three separate x-ray negatives.

[redacted] advised that on Wednesday morning, the day following the plane crash of PSA flight number 1771, a PSA employee (name unrecalled) picked up a similar set of dental records from [redacted] office.

On December 16, 1987, the above described dental records were mailed via United States Postal Service Express Mail to [redacted] Chief Coroner, San Luis Obispo Sheriff's Office, Post Office Box 32, San Luis Obispo, California 93406.

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b7C

⊗

OSM

12-16-87

DEC 13 1987

FBI

TRANSMIT VIA:

- Teletype
- Facsimile
- AIRTEL

PRECEDENCE:

- Immediate
- Priority
- Routine

CLASSIFICATION:

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

Date 12/16/87

TO: SAC, LOS ANGELES (149A-271) (SQ. C-1)

FROM: SAC, SAN FRANCISCO (149A-1564) (P)

SUBJECT: DAVID AUGUSTUS BURKE;
 DESTRUCTION OF PSA FLIGHT NUMBER 1771
 12/7/87;
 DAMV;
 OO: LOS ANGELES

Re Los Angeles teletype to San Francisco dated 12/15/87.

Enclosed for the Los Angeles Division are two copies of an investigative insert at Sunnyvale, California.

For information Los Angeles, the dental records consisting of three x-ray negatives of KAREN MARIE FOX, date of birth 5/12/49 were obtained on 12/16/87 from [redacted] Sunnyvale, California and were express mailed on the same day to the Chief Coroner, San Luis Obispo Sheriff's Office.

(Handwritten mark)

Open
(2-18-87)

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2 - Los Angeles (Encs. 2)
 2 - San Francisco
 RJB/kjk
 (4)

[Redacted box with handwritten initials]

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

Searched _____
 Serialized 6
 Indexed _____
 Filed _____

55
149A-1564-35

SEARCHED _____ INDEXED _____
SERIALIZED 6 FILED 2

DEC 23 1987

FBI - SAN

[Redacted]

149A-1564-50

b6
b7C

Memorandum



To : SAC, SAN FRANCISCO (149A-1564) Date 12/8/87

From : SSA [redacted] (ORA #2)

Subject : UNSUB;
PSA Flight 1771
Los Angeles to San Francisco
12/7/87
DAMV
OO: Los Angeles

b6
b7C

On 12/7/87, writer was telephonically contacted at approximately 8:00 p.m. by SA [redacted] Los Angeles Division, re captioned matter. [redacted] stated that the Oakland Control of the F.A.A. had a tape of the last transmission from PSA Flight No. 1771. [redacted] requested that writer obtain a copy and provide it to the LA Division.

Writer contacted [redacted] of the F.A.A. and obtained a copy of the tape for LA. A copy is also to be maintained for the SF file.

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Ozm
12-29-87

2 - San Francisco (149A-1564)
WBS/pf
(2)

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 08 1987	
FBI - SAN FRANCISCO	

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149A-1564 -57
57

DEC 08 '87 19:22
FD-448 (Rev. 8-18-78)

P.1

Transmit attached by Facsimile - UNCLAS

Precedence Priority

To: FBI San Francisco/Attn: SA [redacted]

Date: 12-8-87

From: Ident Division

Time Transmitted -

Subject: [redacted]

Initials -

FBI# [redacted]

- Fingerprint Photo
- Fingerprint Record
- Map
- Newspaper clipping
- Photograph
- Artists Conception
- Other _____

Special handling instructions:

Approved: LKY/cj

FBI/DOJ

b6
b7C

FORMS.TEXT HAS 1 DOCUMENT

INBOX.1 (#1700)

TEXT:

VZCZCLAO017

OO HQ AL BS BU MI PG SC SF SD WF

DE LA #0017 3442353

ZNR UUUUU

O 100057Z DEC 87

FM LOS ANGELES (149A-2178)(C-1)(P)

TO DIRECTOR, FBI IMMEDIATE

ALBANY IMMEDIATE

BOSTON IMMEDIATE

BUFFALO IMMEDIATE

MILWAUKEE IMMEDIATE

PITTSBURGH IMMEDIATE

SACRAMENTO IMMEDIATE

SAN FRANCISCO IMMEDIATE,

SAN DIEGO IMMEDIATE

WASHINGTON FIELD IMMEDIATE

BT

UNCLAS

(CHANGED); DAVID AUGUSTUS BURKE, AKA DAVID ALEXANDER BURKE;

DESTRUCTION OF PSA FLIGHT 1771, LOS ANGELES TO SAN FRANCISCO;

DECEMBER 7, 1987; DAMV; OO: LOS ANGELES.

12-28-87

SEARCHED <i>AM</i>	INDEXED
SERIALIZED <i>CS</i>	FILED
DEC 11 1987	
SAN FRANCISCO	
<i>SA</i>	<i>OM</i>

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149A-1504-58 58

TITLE MARKED CHANGED TO REFLECT IDENTITY OF UNSUB AS DETERMINED FROM CRIME SCENE SEARCH.

RE LOS ANGELES TELETYPE DATED DECEMBER 9, 1987.

ASSISTANT U.S. ATTORNEY (AUSA) [REDACTED] LOS ANGELES, CALIFORNIA, ADVISED DECEMBER 10, 1987, THAT BASED ON EVIDENCE OBTAINED FROM CRASH SITE AS WELL AS INVESTIGATION CONDUCTED AT LOS ANGELES INTERNATIONAL AIRPORT (LAX), HE WOULD HAVE AUTHORIZED AN ARREST WARRANT FOR DAVID AUGUSTUS BURKE FOR VIOLATION TITLE 18, U.S. CODE, SECTION 32(A), DESTRUCTION OF AIRCRAFT, IF THAT INDIVIDUAL HAD NOT PERISHED PERFORMING THAT ACT.

CRASH SCENE INVESTIGATION DECEMBER 10, 1987, RESULTED IN RECOVERY OF A HANDWRITTEN MESSAGE ON AN AIR SICKNESS BAG. THIS MESSAGE READ "HI RAY, I THINK IT SORT OF IRONICAL THAT WE END UP LIKE THIS. I ASKED FOR SOME LENIENCY FOR MY FAMILY REMEMBER. WELL I GOT NONE, AND YOU'LL GET NONE." THIS DOCUMENT AS WELL AS KNOWN SPECIMENS OF SUBJECT'S HANDWRITING BEING SENT EXPEDITIOUSLY DECEMBER 10, 1987 TO FBI LABORATORY.

TAPE RECORDINGS OF SUBJECT'S VOICE OBTAINED FROM BURKE'S ANSWERING MACHINE AS WELL AS ANSWERING MACHINE OF [REDACTED]

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b7C

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b7C

PAGE THREE DE LA 0017 CLAS

[REDACTED] BEING SENT TO FBI LABORATORY FOR COMPARISON WITH BLACK BOX VOICE TAPE.

FBI DISASTER SQUAD INVESTIGATION OF CRASH SCENE HAS RESULTED IN THE RECOVERY OF [REDACTED]

[REDACTED]

[REDACTED] TO DATE ONLY SUBJECT'S REMAINS HAVE BEEN POSITIVELY IDENTIFIED.

NATIONAL TRANSPORTATION SAFETY BOARD (NTSB) REPRESENTATIVES AT CRASH SCENE HAVE RECOVERED THE "FOUR CORNERS" OF VICTIM PLANE AS WELL AS PARTS OF ALL ENGINES. THROUGH AN ANALYSIS OF THIS MATTER, NTSB HAS DETERMINED THAT ALL FOUR ENGINES WERE OPERATING AT TIME OF IMPACT AND THAT THERE IS NO EVIDENCE OF STRUCTURAL DAMAGE. NTSB HAS ALSO DECIDED, BECAUSE OF THE ACUTE FRAGMENTATION OF FLIGHT 1771, NOT TO ATTEMPT TO RECONSTRUCT THE AIRPLANE.

INVESTIGATION CONTINUING AT LOS ANGELES.

BT

#0017

NNNN

OUTEOX.1 (#808)

TO: BA @ EMH2, LA @ EMH1

FROM: SF @ EMH1

SUBJECT: 355/0002S PRIORITY

DATE: 21 DEC 87 18:16:23 GMT

CC:

TEXT:

VZCZCSFO002

PP BA LA

DE SF #0002 3551837

ZNR UUUUU

P 211815Z DEC 87

FM SAN FRANCISCO (149A-1564) (P)

TO FBI BALTIMORE/PRIORITY

FBI LOS ANGELES (149A-2178)/PRIORITY

BT

UNCLAS

CITE: //3790//

SUBJECT: DAVID AUGUSTUS BURKE; DESTRUCTION OF PSA FLIGHT #1771;
DECEMBER 7, 1987; DAMV; CO: LOS ANGELES.

FOR INFORMATION OF THE BALTIMORE DIVISION, EFFORTS BY LOS ANGELES AND SAN FRANCISCO DIVISIONS ARE CONTINUING TO IDENTIFY REMAINS OF VICTIMS OF CAPTIONED AIRPLANE DISASTER. AS OF DECEMBER 21, 1987, ONE OF THE VICTIMS, A LIEUTENANT COLONEL IN THE UNITED STATES ARMY RESERVES, HAS NOT BEEN IDENTIFIED. THE FOLLOWING DESCRIPTIVE DATA IS FOR ONE DONALD MITCHELL HOAG: CAUCASIAN MALE; DOB JUNE 27, 1944 OR JUNE 27, 1943; HEIGHT 6'3"; WEIGHT 205 POUNDS; SSAN 567-58-0469.

Searched _____
Serialized GN
Indexed _____
Filed GN

149A-1564-59

PAGE TWO DE SF 0002 U.S.

INVESTIGATION BY SAN FRANCISCO HAS DETERMINED THAT HOAG'S FINGERPRINTS SHOULD BE ON FILE IN HIS MILITARY DOSSIER LOCATED AT FORT GEORGE G. MEADE, MARYLAND. AT THE TIME OF HIS DEATH, HOAG WAS ASSIGNED TO THE 445TH CIVIL AFFAIRS COMPANY, UNITED STATES ARMY RESERVE, OAKLAND, CALIFORNIA.

BALTIMORE AT FORT GEORGE G. MEADE, MARYLAND: IA [REDACTED]

[REDACTED] IS REQUESTED TO OBTAIN THE FINGERPRINTS OF LIBUTENANT COLONEL DONALD MITCHELL HOAG AND FORWARD SAME TO THE LATENT FINGERPRINT SECTION, FBIHQ, ATTENTION: [REDACTED] IA

[REDACTED] IS ALSO REQUESTED TO CONFIRM FINDING OF PRINTS FOR HOAG WITH THE LOS ANGELES DIVISION.

BT

#0002.

NNNN

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OUTBOX.1 (#1022)

TO: LA @ EMH1

FROM: SF @ EMH1

SUBJECT: 358/0003S PRIORITY

DATE: 24 DEC 87 18:58:18 GMT

CC:

TEXT:

VZCZCSFO003

PP LA

DE SF #0003 3581852

ZNR UUUUU

P 241845Z DEC 87

FM FBI SAN FRANCISCO (149A-1564) (P) (SQ. 4)

TO FBI LOS ANGELES (149A-2178)/PRIORITY/

BT

UNCLAS

CITE: //3790//

SUBJECT: DAVID AUGUSTUS BURKE, AKA DAVID ALEXANDER BURKE;

DESTRUCTION OF PSA FLIGHT 1771, LOS ANGELES TO SAN FRANCISCO;

DECEMBER 7, 1987; DAMV; OO: LOS ANGELES

FOR INFORMATION OF THE LOS ANGELES DIVISION, CONTACT WITH

[REDACTED] OF VICTIM KAREN MARIE FOX, HAS DETERMINED THAT DENTAL RECORDS FOR KAREN MARIE FOX HAVE BEEN FORWARDED AND

ARE IN THE HANDS OF [REDACTED] CHIEF DENTAL OFFICER,

CALIFORNIA MEN'S COLONY, SAN LUIS OBISPO, CALIFORNIA. SA [REDACTED]

HAS SPOKEN TO [REDACTED] TO VERIFY THE RECEIPT OF THOSE

DENTAL RECORDS AND THE DOCTOR ADVISED THAT SHOULD ANY QUESTIONS

ARISE HE CAN BE REACHED AT [REDACTED]

Searched _____
Serialized _____
Indexed _____
Filed _____

149A-1564-60

b6
b7C

PAGE TWO DE SF 0003 UNCLAS

SA [] HAS SET AN APPOINTMENT WITH [] TO OBTAIN
PERSONAL ITEMS FROM KAREN FOX WHICH MAY BE OF VALUE IN OBTAINING
LATENT FINGERPRINTS. SA [] WILL FORWARD THESE ITEMS TO THE
LATENT FINGERPRINT SECTION AT BUREAU HEADQUARTERS. EFFORTS ARE
CONTINUING TO CONTACT KAREN MARIE FOX'S DOCTOR, []
IN AN EFFORT TO OBTAIN ANY PERTINENT MEDICAL RECORDS.

BT

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SEARCHED	INDEXED
SERIALIZED <i>ls</i>	FILED <i>ls</i>
DEC 21 1987	
FBI - SAN FRANCISCO	
	<i>COB</i>

149A-1564-61

b6
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SF 149A-1564
SMD/dmp

1

MEDICAL/DENTAL RECORDS OF LINDA SIEGFRIED

The following investigation was conducted by Special Agent (SA) [redacted] on December 11, 1987:

AT SANTA ROSA, CALIFORNIA

LINDA SIEGFRIED's [redacted] was located at her residence, [redacted] Santa Rosa, California, telephone number [redacted] and executed an FD-465 (medical release) for [redacted].

(X)
0/2/87

AT SEBASTOPOL, CALIFORNIA

12-22-87

[redacted] telephone number [redacted] provided a copy of LINDA SIEGFRIED's dental records and x-rays. A copy of the receipt was left with [redacted] and it was requested that these be returned.

[redacted] office was contacted, [redacted] telephone number [redacted] and LINDA SIEGFRIED's medical records were obtained. A receipt (FD-597) was left with the office, but the records do not have to be returned. A medical release signed by [redacted] was left with the office.

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[redacted] telephone number [redacted] was contacted. A medical release (copy) was left, and a copy of an FD-597 receipt was given. The records and x-rays are to be returned.

SA [redacted] called and advised that the Los Angeles FBI Office had advised to discontinue in that LINDA SIEGFRIED had been positively identified as having been on PSA Flight 1771.

All receipts and medical releases are being 1A'd.

All records and x-rays are being returned that were requested to be returned. [redacted] records are being 1A'd as they are not to be returned.

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 14 1987	
FBI - SEBASTOPOL	

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 29 1987	
FBI - MEMPHIS	
[Redacted]	681

b6
b7C

149A-1564-62

FBI

TRANSMIT VIA:

- Teletype
- Facsimile
- Airtel

PRECEDENCE:

- Immediate
- Priority
- Routine

CLASSIFICATION:

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

Date 12/29/87

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TO : DIRECTOR, FBI
(ATTN: [redacted] LATENT FINGERPRINT SECTION)

FROM : SAC, SAN FRANCISCO (149A-1564) (P) (SQ.4)

SUBJECT: DAVID AUGUSTUS BURKE, aka
David Alexander Burke;
DESTRUCTION OF PSA FLIGHT #1771,
LOS ANGELES TO SAN FRANCISCO,
12/7/87;
DAMV;

OO: LOS ANGELES

Re Los Angeles teletype to San Francisco, dated
12/16/87.

Enclosed, under separate cover, for the Latent
Fingerprint Section are the following personal effects of
victim KAREN MARIE FOX:

- 1)
- 2)
- 3)
- 4)
- 5)



(X)
OHM
3-15-88

- 3 - Bureau
(1 - Package)
- 2 - Los Angeles (149A-2178) (C-1)
- 2 - San Francisco

DBM/cs
(7) *[Signature]*

Supv. OHM

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

Searched _____
Serialized 65
Indexed 9
Filed _____

149A-1564 - 64

b6
b7C

SF 149A-1564

For the information of the Los Angeles Division, investigation has determined that the dental records of KAREN MARIE FOX have already been forwarded to [redacted] Chief Dental Officer, Men's Colony, San Luis Obispo, California, telephone number [redacted] to assist in identification. Contact with victim's personal physician, [redacted] on 12/24/87, determined no medical records were on file for KAREN MARIE FOX.

On 12/28/87, [redacted] victim's [redacted] advised that a physician, currently practicing in Connecticut, [redacted] and these records may be of some assistance for identification purposes. [redacted] stated that he would contact SA [redacted] with the name and address of the aforementioned physician.

b6
b7C

LEAD

SAN FRANCISCO

AT SAN FRANCISCO, CALIFORNIA.

1) Will continue efforts to contact [redacted] [redacted] the deceased's gynecologist, in an effort to obtain pertinent medical records, if available.

2) Will await contact from [redacted] concerning information he may have obtained from aforementioned physician currently practicing medicine in Connecticut.

INBOX.1 (#1525)

TO: LA @ EMH1, SF @ EMH1, SC @ EMH2

FROM: BA @ EMH2

SUBJECT: 007/0073 PRIORITY

DATE: 7 JAN 88 01:32:09 GMT

CC:

TEXT:

VZCZCBAO073

PP LA SF SC

DE BA #0073 0070044

ZNR UUUUU

P 062330Z JAN 88

FM BALTIMORE (149A-481) (SQ 8) (RUC)

TO LOS ANGELES (149A-2178)/PRIORITY/

SAN FRANCISCO (149A-1564)/PRIORITY/

SACRAMENTO/PRIORITY/

BT

UNCLAS

CITE: //3050//

SEARCHED	INDEXED
SERIALIZED	FILED
JAN 06 1988	
FBI - SAN FRANCISCO	

SA [redacted] [redacted]

149A-1564-65

SUBJECT: DAVID AUGUSTUS BURKE; DESTRUCTION OF PSA FLIGHT

NUMBER 1771; DECEMBER 7, 1987; DAMV; OO: LOS ANGELES.

RE SAN FRANCISCO TELETYPE TO BALTIMORE, DECEMBER 26, 1987, AND BALTIMORE TELEPHONE CALLS TO LOS ANGELES AND SACRAMENTO, JANUARY 4, 1988.

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CHECK OF THE DEFENSE CENTRAL INDEX OF INVESTIGATIONS (DCII), CONDUCTED BY IA [redacted] DISCLOSED AN "OPEN AND PENDING" DEFENSE INVESTIGATIVE SERVICE (DIS) INVESTIGATION CONCERNING DONALD MITCHELL HOAG, BORN JUNE 27, 1944, SSAN

[Handwritten signature]

#4

[Handwritten initials]

PAGE TWO DE BA 0073 UNCLAS

© PAGE TWO DE BA 149A-481 UNCLAS

567-58-0469.

DIS OFFICIAL ADVISED JANUARY 5, 1988, THAT THE INVESTIGATION WAS BEING CONDUCTED TO UP-DATE HOAG'S RESERVE STATUS IN THE U.S. ARMY RESERVES AND WAS REQUESTED BY HEADQUARTERS, 351ST CIVIL AFFAIRS COMMAND, MOUNTAIN VIEW, CALIFORNIA.

DIS REPRESENTATIVE ADVISED THAT THROUGH TELEPHONIC CONTACT IT WAS ASCERTAINED THAT THE CALIFORNIA DEPARTMENT OF JUSTICE, DIVISION OF LAW ENFORCEMENT, 4949 BROADWAY, SACRAMENTO, CALIFORNIA 94203, HAS A FINGERPRINT CARD FOR HOAG, AND TO CONTACT [REDACTED] PHONE NUMBER [REDACTED] [REDACTED] WHO IS HOLDING THE FINGERPRINT CARD.

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FOR INFORMATION OF SACRAMENTO, EFFORTS BY LOS ANGELES AND SAN FRANCISCO DIVISIONS ARE CONTINUING TO IDENTIFY REMAINS OF VICTIMS OF CAPTIONED PLANT DISASTER. AS OF DECEMBER 21, 1987, ONE OF THE VICTIMS, LIEUTENANT COLONEL IN THE U.S. ARMY RESERVES HAS NOT BEEN IDENTIFIED. THE FOLLOWING DESCRIPTIVE DATA IS FOR ONE DONALD MITCHELL HOAG: CAUCASIAN MALE, DATE OF BIRTH JUNE 27, 1944; HEIGHT: 6'3";

PAGE THREE DE BA 0073 UNCLAS

WEIGHT: 205 POUNDS; SSAN: 567-58-0469.

© PAGE THREE DE BA 149A-481 UNCLAS

BALTIMORE WAS REQUESTED TO OBTAIN FINGERPRINTS OF
LIEUTENANT COLONEL DONALD MICHELL HOAG AND FORWARD SAME TO
THE LATENT FINGERPRINT SECTION, FBIHQ; ATTENTION: [REDACTED]

[REDACTED]
SACREMENTO IS REQUESTED TO CONTACT [REDACTED]
CONCERNING FINGERPRINT OF HOAG AND FORWARD SAME TO THE
LATENT FINGERPRINT SECTION, FBIHQ, ATTENTION: [REDACTED]

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BT

#0073

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SEARCHED INDEXED
SERIALIZED FILED
78.00

JAN 25 1988

FBI - SAN FRANCISCO

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149A-1564-66

INBOX.1 (#677)
TO: SF @ EMHL
FROM: LA @ EMHL
SUBJECT: 020/0006 PRIORITY
DATE: 21 JAN 88 00:30:44 GMT
CC:

4c
[Redacted]
[Signature]
#4

b6
b7C

TEXT:
VZCZCLA0006
PP SF
DE LA #0006 0202130
ZNR UUUUU
P 202130Z JAN 88

Lead Card
New York R.A.
SA [Redacted]
J-L 1/28/88

[Signature]
1-22-88

SEARCHED	INDEXED
SERIALIZED	FILED
JAN 20 1988	
FBI - SAN FRANCISCO	
[Redacted]	<i>[Signature]</i>

149A-1564-67

FM LOS ANGELES (149A-2178) (C-1) (P)
TO SAN FRANCISCO (149A-1564) PRIORITY
BT
UNCLAS

DAVID AUGUSTUS BURKE, AKA; DESTRUCTION OF PSA FLIGHT 1771, LOS ANGELES TO SAN FRANCISCO, DECEMBER 7, 1987; DAMV; OO: LOS ANGELES.

RE LOS ANGELES AIRTEL TO BUREAU, DECEMBER 11, 1987, SAN FRANCISCO AIRTEL TO LOS ANGELES DATED DECEMBER 29, 1987.

REFERENCED COMMUNICATION DETAILED OBTAINMENT OF PERSONAL PROPERTY OF VICTIM KAREN MARIE FOX AND FORWARDING OF SAME TO THE FBI LABORATORY, LATENT FINGERPRINT SECTION FOR PROCESSING FOR IDENTIFICATION PURPOSES. TO DATE, NO IDENTIFICATION OF FOX HAS BEEN EFFECTED.

[Redacted] VICTIM'S [Redacted]

SUNNYVALE, CALIFORNIA HAS CONTACTED THE SAN LUIS OBISPO CORONER'S

[Signature]

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b7C

PAGE TWO DE LA 0006 UNCLAS

OFFICE, FBI, SAN FRANCISCO AND FBI, LOS ANGELES NUMEROUS TIMES WITHIN THE LAST THREE WEEKS ATTEMPTING TO ASCERTAIN STATUS OF LATENT IDENTIFICATION PROCEDURE.

ON JANUARY 20, 1988, [REDACTED] LATENT FINGERPRINT EXAMINER, LATENT FINGERPRINT SECTION, IDENTIFICATION DIVISION ADVISED THAT PROCESSING OF PERSONAL ARTICLES SUBMITTED FOR KAREN FOX HAD RESULTED IN THE OBTAINMENT OF ONLY ONE LATENT OF VALUE. [REDACTED] SUGGESTED THAT IF PAPER PRODUCTS, I.E. LETTERS, BOOKS, ETC., HANDLED BY FOX WERE PROVIDED, ADDITIONAL IDENTIFIABLE LATENTS MIGHT BE OBTAINABLE.

LEADS

SAN FRANCISCO

AT SUNNYVALE, CALIFORNIA: (1) CONTACT [REDACTED] HOME PHONE NUMBER [REDACTED] OR WORK PHONE NUMBER [REDACTED] [REDACTED] AND ARRANGE FOR OBTAINMENT OF ARTICLES IDENTIFIED.

(2) EXPEDITIOUSLY FORWARD MATERIAL OBTAINED TO IDENTIFICATION DIVISION, LATENT FINGERPRINT SECTION, ATTENTION:

[REDACTED]
BT

#0006

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179A 1564 - 68

SEARCHED	INDEXED
SERIALIZED	FILED
JAN 04 1988	
FBI - SAN FRANCISCO	
	<i>mm</i>

b6
b7C

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 12/23/87

[redacted] Air Traffic Control Specialist (Developmental), Oakland Air Route Traffic Control Center (OARTCC), 5125 Central Avenue, Fremont, California, business telephone [redacted] home address of [redacted] [redacted] Oakley, California 94561,, telephone [redacted] [redacted] was interviewed at his place of employment. Also present were Messrs. [redacted] of the Federal Aviation Administration (FAA). [redacted] provided the following information:

[redacted] has been employed by the FAA as an Air Traffic Control Specialist since 1982. On December 7, 1987, he was working the 1430 - 2230 hours shift and was the associate controller for Sector 10.

At approximately 1610 hours, PSA Flight 1771 checked in with the Sector 10 Controller, [redacted] and requested permission to climb to a higher altitude to avoid some turbulence. [redacted] then switched his headset over to the High Altitude Sector to request authority for the altitude change and he was informed of turbulence at the higher altitude. [redacted] then returned his headset to the radio frequency for Flight 1771 and overheard the pilot's second report of gunshots aboard the aircraft. At that time, Controller [redacted] notified their supervisor of the emergency.

[redacted] immediately contacted Los Angeles Center by telephone and notified them of the situation. He then switched back to the aircraft radio frequency and heard [redacted] give Flight 1771 clearance to 10,000 feet; however, there was no response from Flight 1771. [redacted] observed the data tag on the radar screen change from [redacted] just prior to the transponder signal disappearing from the screen. [redacted] recontacted Los Angeles Center and informed them of the loss of contact. Los Angeles Center reported they had no radar contacts with Flight 1771.

Investigation on 12/9/87 at Fremont, Calif. File # SF 149A-1564
LA 149A-2178
 by SA [redacted] / sac Date dictated 12/9/87

2-8-88

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Continuation of FD-302 of [redacted] SF 149A-1564 On 12/9/87 Page 2

[redacted] then contacted the 26th Air Defense Command at March Air Force Base and inquired if they had any radar contacts with Flight 1771, and received a negative response.

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149A 1564-09

SEARCHED	INDEXED
SERIALIZED	FILED
JAN 04 1988	
FBI - SAN FRANCISCO	
	100613

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 12/23/87

[redacted] Air Traffic Control Specialist, Oakland Air Route Traffic Control Center (OARTCC), 5125 Central Avenue, Fremont, California, business phone [redacted] home address [redacted] Redwood City, California 94061, telephone [redacted] was interviewed at his place of employment. Also present were Messrs. [redacted] and [redacted] of the Federal Aviation Administration (FAA). [redacted] provided the following information:

[redacted] has been employed by the FAA as an Air Traffic Control Specialist for approximately five years. On December 7, 1987, he was working the 1500 - 2300 shift and was the primary radar controller for PSA Flight 1771. He came on duty at approximately 1430 hours and at approximately 1610 hours he returned from a break and relieved the controller on Sector 10. After he had been at the station for approximately five minutes, he was contacted by PSA Flight 1771 which was being transferred to his control from Los Angeles. Flight 1771 reported light turbulence and requested a higher altitude. [redacted] informed Flight 1771 that there was turbulence at the higher altitudes. Almost immediately, Flight 1771 notified [redacted] of apparent gunshots aboard the aircraft. (X)
Cyr
2-8-88

Flight 1771 then notified [redacted] that they were [redacted] and repeated the message about the gunshots. [redacted] observed the letters [redacted] on his radar screen, which resulted from Flight 1771's transponder signal. [redacted] immediately reported the situation to his supervisor, [redacted] [redacted] believed the [redacted] data tag flashed approximately five times before changing to [redacted] [redacted]

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[redacted] then observed on his screen an altitude update signal indicating Flight 1771 was at 21,000 feet. Approximately ten seconds later, the target signal disappeared from his screen. During this time, [redacted] had been attempting to re-establish radio contact with Flight 1771, without success.

Investigation on 12/9/87 at Fremont, Calif.File # SF 149A-1564
LA 149A-2178

by SA [redacted] / SA [redacted] / sac

Date dictated 12/9/87 [redacted]

Continuation of FD-302 of SF 149A-1564 , On 12/9/87 , Page 2

then proceeded to direct other aircraft in the vicinity of Flight 1771's last known location to area until such time as another flight pilot reported seeing the wreckage.

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b7C



FEDERAL BUREAU OF INVESTIGATION

Washington, D. C. 20537

REPORT

of the

LATENT FINGERPRINT SECTION IDENTIFICATION DIVISION

YOUR FILE NO.	149A-1564 (P) (SQ.4)	1/22/88
FBI FILE NO.	149-13295	
LATENT CASE NO.	C-70163	

TO: SAC, San Francisco

RE: DAVID AUGUSTUS BURKE;
DESTRUCTION OF PSA FLIGHT #1771
12/7/87;
DAMV

REFERENCE: Airtel received 12/17/87
EXAMINATION REQUESTED BY: San Francisco
SPECIMENS: Personal items of STEPHEN EARL CONE and four other individuals
Fingerprints of THERESA MARY KEKAI

The specimens were examined and latent prints were developed on the personal items of JEAN AVIS DEALAN.

The latent prints were compared with the inked impressions obtained from the victims in the captioned case, but no identification was effected.

Three inked fingerprints obtained from body parts A95-1, A161-4, and B2, have been identified as finger impressions of THERESA MARY KEKAI, born 10/13/32, in San Francisco, California, fingerprinted by the Sheriff's Office, Santa Rosa, California, their #D-57783. The right thumbprint appearing on the fingerprint card is identical with the thumbprint present in a copy of California driver's license #N4175289.

The specimens are being returned under separate cover.

2 - Los Angeles (149A-2178) (C-1)

149A-1564-70

SEARCHED <input checked="" type="checkbox"/>	INDEXED <input checked="" type="checkbox"/>
SERIALIZED <input checked="" type="checkbox"/>	FILED <input checked="" type="checkbox"/>
FEB 25 1988	
FBI - SAN FRANCISCO	
<input type="checkbox"/>	<input checked="" type="checkbox"/>

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149A-1564-70x1



FEDERAL BUREAU OF INVESTIGATION

Washington, D. C. 20537

REPORT

of the

LATENT FINGERPRINT SECTION IDENTIFICATION DIVISION

YOUR FILE NO. 149A-1564.(P) (SQ. 4) 1/22/88
FBI FILE NO. 149-13295
LATENT CASE NO. C-70163

TO: SAC, San Francisco

RE: DAVID AUGUSTUS BURKE, aka
David Alexander Burke;
DESTRUCTION OF PSA FLIGHT #1771,
LOS ANGELES TO SAN FRANCISCO
12/7/87;
DAMV

Q
1-26-88

REFERENCE: Airtels 12/14/87 and 12/29/87
EXAMINATION REQUESTED BY: San Francisco
SPECIMENS: Personal items of KAREN MARIE FOX and nine other individuals

The specimens were examined and latent prints of value were developed on the personal items of JOHN FRANK CONTE, SHARON MAE ENGSTROM and KAREN MARIE FOX.

One latent fingerprint developed on a personal item of SHARON MAE ENGSTROM, an instruction book entitled "Working your way through WORDSTAR," has been identified with the inked fingerprint obtained from body part A56.

The remaining latent prints were compared with the inked impressions obtained from the victims in the captioned case, but no additional identification was effected.

The specimens are being returned under separate cover.

2 - Los Angeles (149A-2178) (C-1)

149A-1564-71

FBI

TRANSMIT VIA:

- Teletype
- Facsimile
- AIRTEL

PRECEDENCE:

- Immediate
- Priority
- Routine

CLASSIFICATION:

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

Date 2/8/88

1 TO: DIRECTOR, FBI
 2 (ATTN: IDENTIFICATION DIVISION,
 3 LATENT FINGERPRINT SECTION EXAMINER [redacted])

b6
b7C

4 FROM: SAC, SAN FRANCISCO (149A-1564) (P) (SJRA)

5 SUBJECT: DAVID AUGUSTUS BURKE, aka;
 6 Destruction of PSA Flight 1771,
 7 Los Angeles to San Francisco,
 8 December 7, 1987;
 9 DAMV
 10 OO: LOS ANGELES

11 Re Los Angeles teletype to San Francisco, 1/21/88.

12 Enclosed herewith for the Bureau are eleven (11)
 13 plastic envelopes containing paper products obtained from the
 14 residence or workplace of KAREN FOX.

⊗
LLF

15 REQUEST OF THE BUREAU

16 Identification Division, Latent Fingerprint Section,
 17 is requested to process and effect identification of KAREN FOX.

⊗

OK
2-19-88

- 18
- 19 5 - Bureau (Encl. 11)
- 20 2 - Los Angeles (149A-2178)
- 21 ② - San Francisco

b6
b7C

[redacted] BA

[redacted] BA

LLF/lv
(9)

enclosure sent 2-9-88
via 2340 569 655-03

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

Searched ln

Serialized ln

Indexed ln

Filed ln

149A-1564-72

0-4 (Rev. 1-20-84)
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

DATE: 1/22/88
TO: SAC, San Francisco

Re: DAVID AUGUSTUS BURKE, aka
David Alexander Burke;
DESTRUCTION OF PSA FLIGHT #1771,
LOS ANGELES TO SAN FRANCISCO
12/7/87;
DAMV

Invoice of Contents

Description of Contents:

Personal items of:
KAREN MARIE FOX
WILLIAM IRA ROSENBERG
JOHN FRANK CONTE
MARY SHAWN ADDINGTON
KAREN FROM
JAMES CARROLL
SHARON MAE ENGSTROM
NEIL WEBB
MARY G. WEBB
CAMILE L. SCAFFIRE

FBI File # 149-13295

Case # LC#C-70163

Your # 149A-1564 (P) (SQ. 4)

~~Q~~
DM
3308

Hazardous Materials Only

Weight of Hazardous Materials:

Packaged By _____
Signature

Date _____

All items listed above are contained in this package.

A detailed description of items will be found in Bureau communication dated 1/22/88

REGISTERED

SEARCHED	INDEXED
SERIALIZED	FILED
MAR 02 1988	
FBI - SAN FRANCISCO	
	<i>DM</i>

149A-1564-73

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FEDERAL BUREAU OF INVESTIGATION

Washington, D. C. 20537

REPORT

of the

LATENT FINGERPRINT SECTION IDENTIFICATION DIVISION

YOUR FILE NO. 149A-1564 (P) (SJRA)-1B7 3/8/88
FBI FILE NO. 149-13295
LATENT CASE NO. C-70163

TO: SAC, San Francisco

RE: DAVID AUGUSTUS BURKE, aka;
DESTRUCTION OF PSA FLIGHT 1771
LOS ANGELES TO SAN FRANCISCO
12/7/87;
DAMV

REFERENCE: Airtel 2/8/88 and routing slip 2/9/88, from RA, San Jose,
California
EXAMINATION REQUESTED BY: San Francisco
SPECIMENS: Personal items of KAREN FOX

The requested latent print examination was conducted, but no latent prints of value were detected.

The specimens are being forwarded to the RA, San Jose, California, as requested.

2 - Los Angeles (149A-2178)

① - FBI - Enc. (26) (REGISTERED) via R# 362 183 016
Post Office Box 612857
San Jose, California 95161

149A-1564-74

FBI

TRANSMIT VIA:

- Teletype
- Facsimile
- AIRTEL

PRECEDENCE:

- Immediate
- Priority
- Routine

CLASSIFICATION:

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

Date 3/14/88

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TO: SAC, LOS ANGELES (149A-2178)

FROM: SAC, SAN FRANCISCO (149A-1564) (RUC) (SQ. 4)

SUBJECT: DAVID AUGUSTUS BURKE, aka
David Alexander Burke;
DISTRUCTION OF PSA FLIGHT NO. 1771
LOS ANGELES TO SAN FRANCISCO
12/7/87;
DAMV;
OO: LOS ANGELES

For information of Los Angeles Division, San Francisco Division has no leads outstanding referenced captioned matter. Unless advised otherwise, San Francisco is placing captioned matter in an RUC status.

RUC-6
J-f
3/23/88

(X)

DBM
3-12-88

2 - Los Angeles
① - San Francisco
DBM/an
(3) *an*

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

Searched _____
Serialized *en* _____
Indexed _____
Filed _____

149A-1564-75

FEDERAL BUREAU OF INVESTIGATION
FOI/PA
DELETED PAGE INFORMATION SHEET
FOI/PA# 1464063-2

Total Deleted Page(s) = 62

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- Page 4 ~ Duplicate;
- Page 5 ~ Duplicate;
- Page 6 ~ Duplicate;
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Date 12/10/87

Title and Character of Case

Unsub: PSA Flight 1771
Los Angeles to San Francisco
12/7/87 TAMV

Date Property Acquired

Source From Which Property Acquired

12/8/87

NTSB

Location of Property or Bulky Exhibit

Reason for Retention of Property and Efforts Made to Dispose of Same

Bulky

Evidence

To Be Returned

See Serial

Agent Submitting Property or Exhibit

Agent As

Yes No

Yes No Grand Jury Material

suant to Rule 6(e), Fede

cedure.

b6
b7C

Description of Property or Exhibit

Flight Voice recorder
case and recorder

returned to
NTSB on 3/4/88

For Valuable and/or Narcotics Evidence Only

Evidence Bag Seal # _____

Signature of Two
Special Agents
Verifying and Sealing
Bag Contents

SEMIANNUAL INVENTORY CERTIFICATION TO JUSTIFY RETENTION OF PROPERTY (Initial and Date)

149-444-B1

BLOCK STAMP

Field File # 149-444

OO Los Angeles

ORIGINAL (FILE COPY)

SEARCHED
SERIALIZED
DEC 10 1987
AW

Date 12/10/87

Title and Character of Case

Unsub PSA Flight 1771
Los Angeles to San Francisco
12/7/87 DAMU

Date Property Acquired

Source From Which Property Acquired

NTSR

Location of Property or Bulky Exhibit

Reason for Retention of Property and Efforts Made to Dispose of Same

Bulky 1st St Newington
12/10/87

Evidence

To Be Returned See Serial Agent
 Yes No

Yes No

[Redacted]

Exhibit

Agent

[Redacted]

Yes No Grand Jury Material -

suant to Rule 6(e), Fed

procedure.

b6
b7C

Description of Property or Exhibit

1 Flight recorder tape

Sent to Newington
to be returned to
OO

For Valuable and/or Narcotics Evidence Only

Evidence Bag Seal # _____

Signature of Two
Special Agents
Verifying and Sealing
Bag Contents

SEMIANNUAL INVENTORY CERTIFICATION TO JUSTIFY RETENTION OF PROPERTY (Initial and Date)

149-444-1B2

Field File #

149-444

OO:

Los Angeles

ORIGINAL (FILE COPY)

BLOCK STAMP

adm

DEC 10 1987

Am

AIRTEL

12/9/87

TO: DIRECTOR, FBI
ATTENTION TECHNICAL SERVICES DIVISION AND
THE TRAINING DIVISION, QUANTICO, BEHAVIORIAL SCIENCE
UNIT

FROM: SAC, WFO(149A-444)(P) (C-4)

SUBJECT: UNSUB; PSA FLIGHT 1771 LOS ANGELES TO SAN FRANCISCO,
12/7/87
DAMV;
OO:LOS ANGELES

Ref WFO(SA [redacted]) telcall to Los Angeles(SSA
[redacted]) dated 12/9/87 and Los Angeles teletype to the
Bureau and others dated 12/9/87.

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Handcarried to the Technical Services Division is the original tape recording from the flight recorder retrieved from the crash site of the captioned commercial airplane. Also provided for TSD are two copies of the tape which were made by the technical lab at the National Transportation Safety Board, (NTSB) Washington D. C. The tapes have had preliminary enhancement techniques applied to them. Additionally provided for all receiving offices is a partial transcript of the pertinent section of the tape. Provided herewith for Los Angeles is a cassette copy of the tape which has not been enhanced and is considered a working copy.

For the information of the receiving offices WFO supervised the opening and processing of the flight recorder and obtained custody of it from the representatives of the NTSB, who transported it to Washington D.C. The tape sustained minimal damage but is very difficult to fully understand. The transcript provided may not be totally accurate because of substantial noise interference. The NTSB personnel along with two officials from the Federal Aviation Administration (FAA) assisted the case agent at WFO in the transcription. A more accurate transcription of the tape is possible if the sound quality can be enhanced. WFO explained the necessity for confidentiality regarding the contents of the tape to those persons who have listened to it.

- 4- Bureau(Enc.4)
 - 2- Los Angeles (149A-2178)(Enc. 2)
 - ②- WFO(149-444)
- DAG/dar

*Handcarried to Washington
12/9/87.
L.A. copies overnight express 12/6/87.*

P-G

149-444-2

Searched.....
Serialized.....
Indexed.....
Filed.....

REQUEST OF THE FBIHQ

TSD is requested to conduct a complete aural examination of the original flight recorder tape and enhance the tape for future transcription and comparison with tapes to be submitted by the Office of Origin. When an enhanced version of the tape is made provide a copy of the tape to the Behavioral Science Unit at Quantico to effect a reconstruction profile of the chain of events which led to the crash. It is further requested that an acoustic examination of the tape be made to determine the nature of the sounds which may be gunfire or mechanical sounds of unknown origin. TSD should note that Voice number 4 on the transcript is believed by WFO to be the subject and a voice comparison of Voice number 4 will be requested by the Office of Origin with the main suspect DAVID AUGUSTUS BURKE.

TRAINING DIVISION, BEHAVIORIAL SCIENCE UNIT is requested to analyze the above mentioned tape and provide a reconstruction of the chain of events to the Office of Origin. Los Angeles will provide background information for this purpose on the crew members and the suspect, BURKE.

LOS ANGELES at Los Angeles, California provide pertinent data and recovered tape recordings of the suspect to the Bureau for the above described examinations.

WFO at Washington D.C. will forward FD 302s to Los Angeles and maintain contact with the FAA and NTSB regarding the captioned matter.

FBI

TRANSMIT VIA:

- Teletype
- Facsimile
- _____

PRECEDENCE:

- Immediate
- Priority
- Routine

CLASSIFICATION:

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

Date _____

0022

202
5:44P

FM FBI WASHINGTON FIELD OFFICE (149A-144)(P)(C-4)
 DIRECTOR FBI ATTENTION TECHNICAL SERVICES DIVISION
 FBI ALEXANDRIA IMMEDIATE
 FBI LOS ANGELES (149A-2178) IMMEDIATE

BT

UNCLAS

UNSUB; PSA FLIGHT 1771 LOS ANGELES TO SAN FRANCISCO, 12/7/87;

DAMV;OO: LOS ANGELES

REF WFO AIRTEL TO THE BUREAU DATED 12/9/87, LOS ANGELES

TELCALL TO WFO DATED 12/10/87, AND WFO TELCALL TO
ALEXANDRIA, 12/10/87.

LOS ANGELES ADVISED WFO TELEPHONICALLY THAT TAPE RECORDINGS
 OF THE MAIN SUSPECT IN THE CAPTIONED MATTER ARE ENROUTE TO THE
 WASHINGTON D.C. AREA FOR SUBMISSION TO THE TECHNICAL SERVICES
 DIVISION, NEWINGTON VIRGINIA. LOS ANGELES ADVISED THAT THE

149-444-4

DEC 10 5 04 PM '87

Approved: *WDG/AN*

Transmitted _____
(Number)

DEC 10 5 04 PM '87
 Per _____
 WASH. F. O.
[Signature]

^PAGE TWO DE WF UNCLAS

EVIDENCE WAS TO BE RECEIVED AT DULLES AIRPORT AT 4:30 PM IN POSSESSION OF CAPTAIN [] AIR LINE FLIGHT CAPTAIN FOR UNITED AIRLINES FLIGHT 76. WFO TELEPHONICALLY ADVISED ALEXANDRIA OF THIS INFORMATION AND THEY ADVISED THAT SINCE THEY HAVE AN RA VERY NEAR THE AIRPORT THEY WOULD RECEIVE THE EVIDENCE FROM CAPTAIN [] FOR TRANSPORT TO NEWINGTON, ATTENTION SSA [] [] ENGINEERING EXAMINER.

WFO AND AND ALEXANDRIA REQUEST THAT IN THE EVENT ADDITIONAL EVIDENCE IS SHIPPED IN A SIMILAR FASHION WFO AND ALEXANDRIA BE NOTIFIED IN ADVANCE SO MORE EFFICIENT ARRANGEMENTS CAN BE MADE TO PICK UP THE EVIDENCE AND TRANSPORT IT TO TSD.

FOR THE INFORMATION OF LOS ANGELES SSA [] ADVISED THAT THE BEHAVIORIAL SCIENCE UNIT EXAMINATION OF THE FLIGHT RECORDER TAPE MAY NOT PROVIDE APPROPRIATE EXPERTISE TO CONFIRM THE CHAIN OF EVENTS THAT OCCURRED IN THE COCKPIT OF THE CAPTIONED AIRCRAFT. WFO IS AWARE THAT LOS ANGELES WISHES TO KEEP THE CONTENTS OF THE ORIGINAL TAPE CONFIDENTIAL AND THEREFORE REQUESTS LOS ANGELES TO COORDINATE WITH TSD AS TO WHAT TYPE OF PROFILE EXAMINATION SHOULD BE DONE TO INSURE THE ACCURACY OF THE REPORT. [] FURTHER ADVISED THAT PROCESSING OF THE TAPE FOR VOICE

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^PAGE THREE DE WF UNCLAS

IDENTIFICATION WILL TAKE APPROXIMATELY ONE WEEK . DUE TO THE
FACT THAT THE SUBJECT MAY HAVE ONLY UTTERED THREE WORDS ON THE
TAPE THE VOICE PRINT COMPARISON MAY BE IMPOSSIBLE.

ALEXANDRIA AT DULLES AIRPORT OBTAIN EVIDENCE FROM CAPTAIN
[REDACTED] UNITED FLIGHT 76 AND TRANSPORT TO NEWINGTON.

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WFO AT WASHINGTON D.C. MAINTAIN CONTACT WITH NTSB REGARDING
THEIR EXAMINATION OF THE FLIGHT DATA RECORDER WHICH HAS BEEN
TRANSPORTED TO THEIR LABORATORY FOR EXAMINATION.

BT

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 1/7/88

1

On the below listed date, [redacted] technician at the National Transportation Safety Board (NTSB) opened the flight recorder box which was in Pacific Southwest Airlines flight 1771 when it crashed. [redacted] advised that the original tape recording was a continuous use recording that records the last thirty minutes of activity of the flight deck prior to the crash. [redacted] further advised that the tape was in "good to excellent" condition, but would require some splicing of the tape to restore it for playback. [redacted] accomplished this splicing in the presence of the below listed Special Agent, [redacted] (NTSB crash investigator) [redacted] and [redacted] [redacted] safety supervisors from the Federal Aviation Administration, [redacted] Bureau of Technology, NTSB were present during the playback of the tape recording and assisted in the transcription of the final minutes of the tape recording which was a preliminary transcript considering the quality of the sound reproduction. Incorporated into this report will be a copy of that transcript.

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b7C

Investigation on 12/8/87 at Washington, D.C. File # Washington Field 149A-444-8
by SA [redacted]:jrw Date dictated 12/8/87

b6
b7C

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 1/7/881

[redacted] employee of the National Transportation Safety Board, (NTSB), home address [redacted] [redacted] home telephone number [redacted] telephonically advised the below listed Special Agent of the FBI that he transported the so called black box (voice recorder) from Pacific Southwest Airlines flight number 1771 crash scene near Para Robles, California. [redacted] advised that he arrived on todays date at Dulles Airport and turned the flight recorder over to NTSB employee [redacted] for processing at the NTSB Laboratory.

b6
b7C

Investigation on 12/8/87 at Washington, D.C. File # Washington Field
149A-444-9
LA 149A-2178
by SA [redacted]:jrw Date dictated 12/8/87

b6
b7C

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 1/7/88

1

[redacted] Technician with The National Transportation Safety Board who resides at [redacted] telephone number [redacted] turned over to the below listed Special Agent the so called black box or voice recorder from Pacific Southwest Airlines Flight 1771. [redacted] said he obtained the recorder at Dulles Airport from [redacted] at approximately 8:00 pm on todays date.

b6
b7C

Investigation on 12/8/87 at Washington, D.C. File # Washington Field 199A-444-10
Los Angeles 199A-2178
by SA [redacted]:jrw Date dictated 12/8/87

b6
b7C

**REPORT
of the
FBI
TECHNICAL SERVICES DIVISION
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535**

To: SAC, Los Angeles (149A-2178) (LBRA/C-1)

February, 12, 1988

FBI FILE NO. 149-13295

Re: DAVID AUGUSTUS BURKE;
DESTRUCTION OF PSA FLIGHT 1771,
LOS ANGELES TO SAN FRANCISCO,
12/7/87;
DAMV

LAB. NO. 71210002 E QZ
71211031 E QZ
71211036 D/E SQ QZ

Specimens received December 9, 1987, personally delivered by
SA [redacted] Washington Field Office, under Laboratory
Number 7121002 E QZ

- Q1 One partially filled 5-inch reel of 0.25-inch-wide magnetic tape marked in part "Rec. 12/9/87" on a white label
- Qc2 One 7-inch reel of 0.25-inch-wide magnetic tape marked in part "Full Length. Copy" on a white label
- Qc3 One 7-inch reel of 0.25-inch-wide magnetic tape marked "Filter Version. Last minute" on a white label

ALSO SUBMITTED:

One copy of a partial transcript

Specimen received: December 10, 1987, personally delivered by
SA [redacted] Alexandria Office, under Laboratory
Number 71211031 E QZ

- K6 One Memorex dB 60-minute magnetic tape cassette marked in part "D. Burke" on side A

Specimens received: December 11, 1987, personally delivered by
SA [redacted] under Laboratory Number 71211036 D/E SQ QZ

- K4 One Panasonic C-60 Incoming Message Cassette marked in part "12-7-87" on side 1

Page One

(Continued Over)

BEK/dwa (17)

149A-444-11

b6
b7C

K5. One Panasonic 30-second Outgoing Message Cassette marked in part "12-7-87"

ALSO SUBMITTED:

FD-302 for

b6
b7C

Result of examination:

The pertinent voices in the designated portion of the Cockpit Area Microphone (CAM) channel on specimen Q1 were subjected to spectrographic (voiceprint) examination, which revealed that the recording quality is too poor to allow meaningful comparisons with known voice samples, including specimens K4 through K6.

Voice identification by the spectrographic method is not considered a positive means of speaker identification and the results of such examinations are furnished for investigative guidance only.

An aural and electronic examination of specimen Q1 revealed that no meaningful improvement in voice intelligibility could be obtained through enhancement procedures, due to the high-level, wide band noise.

Four direct, speed-corrected, copies each were prepared of the four channels on specimen Q1, with three copies on separate magnetic tape cassettes and the fourth copy on a 5-inch reel of magnetic tape in a full-track configuration at a recording speed of 3 3/4 inches per second.

An aural and electronic examination of the designated portion of specimen Q1 revealed six high-level transient events, characteristic of gunshots or other loud, short duration sounds. The third, fourth, and fifth transient events are consistent with sounds occurring inside the aircraft cockpit; whereas the first, second, and sixth events are characteristic of sounds occurring outside the cockpit. Following is a transcription of the very end of specimen Q1 reflecting the approximate speed-corrected time from the beginning of the recording, the channel, and the speech or non-voice event. The transcription is being provided only to reflect the sequence of the six gunshot-like events.

<u>Time</u>	<u>Channel</u>	<u>Description</u>
31:32	CAM	" <u> ?</u> just let it go now or do I ask him?"
31:34	CAM	"Can you ask him how its been?"
31:39	RADIO	"Center, PSA 1771. Any reports on the ride ahead? We've had a little continuous light chop."

Page Two
71210002 E QZ
71211031 E QZ
71211036 D/E SQ QZ

(Continued Over)

31:46 CAM Bump-like sound
RADIO "Ah, Rocky (?), well (?) tell you what, ah,
(Contoller) high altitude says that, ah, I guess about
the last, ah, half hour they're been coming
down 22 to get out of it. So, ah, matter of
fact, I do have one now at 22. I'm not ?
about the minute, but, ah, he hasn't, ah, I
guess requested ? so it's not too bad."

31:48 CAM + 1st high-level gunshot-like sound
RADIO
CAM Bump-like sound
CAM " ? my god"

31:50 CAM + 2nd high-level gunshot-like sound
RADIO
CAM "That's a gun."

31:51 CAM "Yeah, I know ?."

31:55 CAM "Tell 'em we got a problem."

31:57 CAM

31:59 CAM + "PSA. Yeah, we've got a problem. We've had
RADIO a gun fired on air board, on board the
aircraft."

32:07 RADIO "Beg your pardon, sir."
(Contoller)

32:09 RADIO "We're and we've had a gun
fired on board the aircraft."

32:15 RADIO "Okay. Do you want to go to Monterey?
(Contoller) Could you make it, sir?"
CAM "Tryin' (?) get lower."

32:17 CAM Door opening (?)

32:19 CAM " ? Captain." (female speaker)

b7E

Page Three
71210002 E QZ
71211031 E QZ
71211036 D/E SQ QZ

(Continued Over)

32:20	RADIO	Aircraft alarm (?)
	CAM	" ? problem" (subject's voice?)
32:21	CAM + RADIO	3rd high-level gunshot-like sound
	CAM	"Mm"
32:22	CAM + RADIO	4th high-level gunshot-like sound
	CAM	"Ah"
	CAM + RADIO	Metallic clinking sound
32:24	RADIO (Controller)	"1771 descend at your discretion to one zero thousand"
32:28	CAM + RADIO	5th high-level gunshot-like sound
32:43	CAM + RADIO	Door opening/closing (?) sounds
	CAM	Sound of increased air speed
	RADIO	Aircraft alarms (?)
	CAM	Low-level sounds
33:15	CAM + RADIO	6th high-level gunshot-like sound
	CAM	Thud-like sound Wind/static-like sounds Sounds of distant voices
	CAM + RADIO	Break-up of recording
33:33	CAM + RADIO	End of recording

All of the above speech information was from male speakers, except at 32:19.

Page Four
71210002 E QZ
71211031 E QZ
71211036 D/E SQ QZ

(Continued Over)

No examination was conducted of specimens Qc2 and Qc3, as they were designated as copies of specimen Q1.

The direct copies were forwarded to the Los Angeles Office on December 11, 1987, via DHL Overnight Signature Service. Specimens Q1 through Qc3 and K4 through K6 were forwarded to the Los Angeles Office on February 5, 1988, via registered mail. The Also Submitted items will be retained.

Page Five
71210002 E QZ
71211031 E QZ
71211036 D/E SQ QZ

FBI
TECHNICAL SERVICES DIVISION
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

1 - [redacted]
Room 5096
1 - [redacted]
Room 3372F
1 - [redacted]
1 - [redacted]
1 - [redacted]
1 - [redacted]
3 - [redacted]
3 - [redacted]

b6
b7C

To: SAC, Los Angeles (149A-2178) (LBRA/C-1)

February, 12, 1988

From: Director, FBI

FBI FILE NO. 149-13295

Re: DAVID AUGUSTUS BURKE;
DESTRUCTION OF PSA FLIGHT 1771,
LOS ANGELES TO SAN FRANCISCO,
12/7/87;
DAMV
OO: LOS ANGELES

LAB. NO. 71210002 E QZ
71211031 E QZ
71211036 D/E SQ QZ

Examination requested by: SACs, Washington Field and Los Angeles

Reference: Three Airtels dated December 9, 1987

Examination requested: Duplication - Enhancement - Miscellaneous -
Signal Analysis - Voice Comparison

Remarks: No copies of submitted specimens were sent to the Behavioral
Science Unit, since little or no usable voice information from
subject is present on the original cockpit recording.

The results of the document examination, under
Laboratory Number 71211036 D/E SQ QZ, has been reported
separately.

Supervisory Special Agent [redacted] conducted the
duplication, enhancement, miscellaneous, signal analysis and
voice comparison examinations.

Enclosures 2 (2 Technical Services Division Reports)

b6
b7C

② - Washington Field (149A-444) (C-4) - Enclosures 2 (Technical
Services Division Reports)

BEK/dwa (17)

ADMINISTRATIVE PAGE

Do Not Include Administrative Page Information In Investigative Report

MAR. ROOM

149A-444-6
SEARCHED
SERIALIZED
FEB 18 1988
[redacted]

C-4

FBI

TRANSMIT VIA:

- Teletype
- Facsimile
- AIRTEL

PRECEDENCE:

- Immediate
- Priority
- Routine

CLASSIFICATION:

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

Date 1/22/88

1 TO : SAC, WASHINGTON FIELD OFFICE

2 FROM : SAC, LOS ANGELES (149A-2178) (C-1) (P)

3 SUBJECT: DAVID AUGUSTUS BURKE, aka;

4 DESTRUCTION OF PSA FLIGHT 1771,

5 Los Angeles to San Francisco, 12/7/87;

6 DAMV;

7 OO: Los Angeles

FEB 1 10 25 AM '88

Enclosed for Washington Field Office is one copy of the enhanced cockpit audio mike tape in captioned matter.

Contact with FBIHQ on 1/14/88 revealed that enclosed tape could be disseminated to the NATIONAL TRANSPORTATION SAFETY BOARD, Washington, D.C., for assistance in compilation of their mandated sixty day report in captioned matter.

GENERAL INDICES:

Automated Search CG

Manual Search _____

- ② - Washington Field Office (Enc. 1) *1/25*
- 2 - Los Angeles (149A-2178)

JTV/el
(4)

1*

149-444-13

Approved: *[Signature]*

Transmitted _____

(Number) (Time)

SEARCHED _____ INDEXED _____

SERIALIZED _____ FILED _____

Per FEB 01 1988

FBI - WASH FIELD OFFICE

b6
b7C

AIRTEL

5/27/88

TO: SAC, LOS ANGELES (149A-2178)

FROM: SAC, WMFO (149A-444) (RUC)

SUBJECT: DAVID AUGUSTUS BURKE, AKA
DESTRUCTION OF PSA FLIGHT 1771
LOS ANGELES TO SAN FRANCISCO, 12/7/87
DAMV
OO: LOS ANGELES

Enclosed for Los Angeles are 3 original FD 302s and 1 copy each, 4 FD 340s (1A envelopes) containing notes and records relating to the chain of custody of the Flight recorder and tape in this matter. A copy of the enhanced flight recorder tape.

For the information of Los Angeles representatives of the National Transportation Safety Board were given custody of the flight recorder box which was previously received for examination by the FBI. They were desirous of conducting further metal examination of the box for crash evaluation purposes.

These representatives, [redacted] and [redacted] considered their obtaining of the enclosed tape and accompanying transcript to be to politically sensitive. They said that it would be better for the FBI to maintain control of the tape, since this was clearly a criminal act as opposed to an accident. They further advised that they would take responsibility for returning the recorder to PSA airlines, since they (PSA) were the rightful owners.

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b7C

WMFO will conduct no further investigation into this matter and considers this case RUCd.

2-Los Angeles (149A-2178)
1-Bureau (Information)
1-WMFO (149A-444)
DAR/dar

RUC
5/23/88
[Signature]
C

149-444-14

Searched _____
Serialized _____
Indexed _____
Filed _____

MASTER
1-4 (Rev. 7-19-77)

MASTER

MASTER

CC#

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION
IDENTIFICATION DIVISION
WASHINGTON, D.C. 20537

1-24-89

JAN 31 2 27 PM '89

[Handwritten signatures and initials]

Use of the following FBI record, NUMBER 89 080 L6, is REGULATED BY LAW. It is furnished FOR OFFICIAL USE ONLY and should ONLY BE USED FOR PURPOSE REQUESTED. When further explanation of arrest charge or disposition is needed, communicate directly with the agency that contributed the fingerprints.

CONTRIBUTOR OF FINGERPRINTS	NAME AND NUMBER	ARRESTED OR RECEIVED	CHARGE	DISPOSITION
SPOL Canandaigua NY	David Alexander Burke 11 709 SID 3304479P	11-2-72	reck endangerment 1st	
Gates PD Rochester NY	David Augustus Burke 1267 SID 3304479P	12-31-75	robbery 2nd PL 160/10 assault 2nd PL 120.00	
FBI Disaster Squad Wash DC	David Augustus Burke	DECEASED FP 12-9-87		

GENERAL INDICES:

Automated Search *[Handwritten initials]*

Neg Pos

Manual Search

Neg Pos

149 A-444-15

SEARCHED *[initials]* INDEXED *[initials]*

SERIALIZED *[initials]* FILED *[initials]*

JAN 30 1989

FBI OFFICE

b6
b7C

CC4
RUC6

UCFN

Pos

eg.

[Handwritten initials]

GENERAL ADDRESS

1

b6

TO: SAC,

Automated Search

TO: LEGAT,

b7C

- Albany
- Indianapolis
- Albuquerque
- Jackson
- Anchorage
- Jacksonville
- Atlanta
- Kansas City
- Baltimore
- Knoxville
- Birmingham
- Las Vegas
- Boston
- Little Rock
- Buffalo
- Los Angeles
- Charlotte
- Louisville
- Chicago
- Memphis
- Cincinnati
- Miami
- Cleveland
- Milwaukee
- Columbia
- Minneapolis
- Dallas
- Mobile
- Denver
- Newark
- Detroit
- New Haven
- El Paso
- New Orleans
- Honolulu
- New York City
- Houston
- Norfolk
- ASAC, Brooklyn-Queens (MRA)

- WE: Oklahoma City
- Omaha
- Philadelphia
- Phoenix
- WE: Pittsburgh
- Portland
- Richmond
- Sacramento
- St. Louis
- Salt Lake City
- San Antonio
- San Diego
- San Francisco
- San Juan
- Seattle
- Springfield
- Tampa
- Washington Metropolitan Field
- Quantico
- Bangkok
- Bern
- Bogota
- Bonn
- Bridgetown
- Brussels
- Canberra
- Hong Kong
- London
- Manila
- Mexico City
- Montevideo
- Ottawa
- Panama City
- Paris
- Rome
- Tokyo

2/1/91

Date

RE: UNSUB; PSA Flight 1771
LDS Angeles to San Francisco, 149A-444
12/7/87
OO: Los Angeles

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- For information
- Retention optional
- For appropriate action
- Surep.
- The enclosed is for your information. If used in a future report, paraphrase contents.
- Enclosed are corrected pages from report of SA dated _____

Remarks:

FILE # 149-13298
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FILE # 149-13295

Enc. 149-13295
Bufile 149A-444
Urfile CONS/40

[Handwritten circle containing 'e', '2/11/91', and 'ad']

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