

# Memorandum

TO : SAC, DALLAS (89-43)

DATE: 4/13/64

FROM : SAC, OKLAHOMA CITY (89-41)

SUBJECT: ASSASSINATION OF PRESIDENT JOHN FITZGERALD KENNEDY,  
11/22/63, DALLAS, TEXAS  
MISCELLANEOUS INFORMATION CONCERNING  
OO: Dallas

Re: DAVID WILLIAM FERRIE  
New Orleans, Louisiana

Enclosed for Dallas are 25 copies of FD-302 dated 11/29/63, reflecting review of records of Federal Aviation Agency, Oklahoma City, Oklahoma, by SA O. JOE FAIRES.

Inserts previously were submitted to Dallas by Oklahoma City airtel 11/29/63. It is noted that this represents the only investigation conducted by Oklahoma City relating to FERRIE, the principal investigation having been conducted by New Orleans.

Information copy being furnished New Orleans Division so New Orleans will be aware of the fact that this information is being submitted by Oklahoma City.

*Repld. in 100-10461-350 p. 165  
all but 1 copy destroyed*

*Book D.  
check this - 14  
may have been  
acquired  
RFB*

*302 files  
copy preserved  
RFB*

- 2 - Dallas (Enc. - 25)
  - 1 - New Orleans (Info)
  - 1 - Oklahoma City
- DHB:bnm  
(4)

89-43-3855

SEARCHED	INDEXED
SERIALIZED	FILED
APR 15 1964	
FBI - DALLAS	

Date 11/29/63

LOIS WESTON, Aircraft Registration Branch, Federal Aviation Agency (FAA), Oklahoma City, Oklahoma, reviewed her files under registration number 8293K and advised this registration number is issued to a Stinson 150 aircraft with serial number 108-1293. This aircraft was registered to DAVE W. FERRIE, 1302 Clay Street, Kenner, Louisiana, on May 8, 1947. The latest registration records in file list FERRIE as the registered owner. His last address recorded in the file is 704 Airline Park Boulevard, Kenner, Louisiana.

WESTON advised that an application for airworthiness certificate dated April 7, 1961, is contained in the file and this certificate, according to regulations, would be valid as long as the aircraft is operated in accordance with operating regulations. There was no particular expiration date listed on this certificate and there is no information available in FAA files which would indicate that this aircraft is no longer airworthy. WESTON added, however, that in the event FERRIE had not complied with FAA regulations his aircraft would not be airworthy but it is not necessary that this information be recorded in the FAA files.

89-1237  
2092

100-350 p145

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On 11/29/63 at Oklahoma City, Oklahoma File # OC 89-41  
by SA O. JOE FAIRES/plm Date dictated 11/29/63