

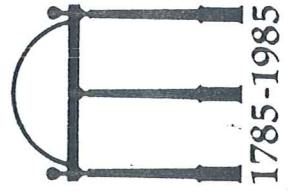
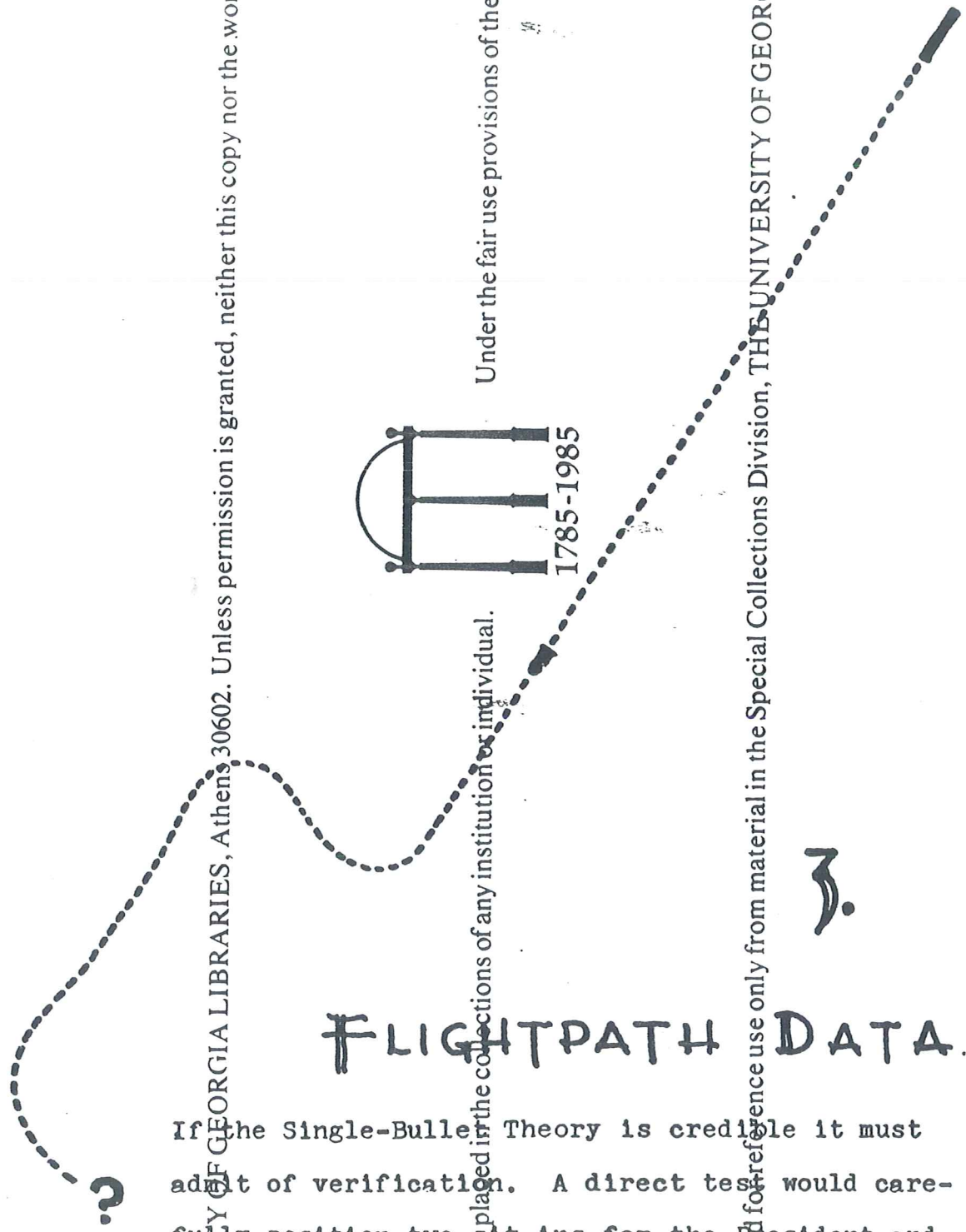
APPENDIX L

R.B. Cutler: The Flight of CE 399, Excerpts¹²

12. R.B. Cutler, The Flight of CE 399, Copy 158 of 200, Kennedy Assassination Series, Assassination Commission (correspondence) 1967, Richard B. Russell Collection, Richard B. Russell Memorial Library, University of Georgia Libraries, Athens.

If the Single-Bullet Theory is credible it must admit of verification. A direct test would carefully position two alt-ins for the President and Governor in the limousine on Elm Street; proper aiming of the Mannlicher-Carcano rifle from the

FLIGHTPATH DATA.



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TSBD's southerly, sixth-floor window should align both men in the cross-hairs of the telescopic sight. Access to the building is currently denied the public and the destruction of vital evidence through extensive remodeling of the presidential limousine immediately after the assassination renders the difficulties attendant on conducting such a simple test insurmountable.

The alternative is to gather as many facts as possible and assemble them carefully on paper; the flight path of CE 399 can then be delineated with reasonable accuracy and assessed as to its veracity.

Professional engineering surveying, being as exact as is humanly possible, has produced the primary vehicle for such a test. Robert H. West, Dallas County Surveyor, drafted a plat of Elm and Houston Streets for the FBI dated May 31, 1964. (CE 882, XVII, 901) On this he spotted the positions of the President's head coincident with fourteen frames from the motion-picture film taken by Abraham Zapruder, who was standing on a low abutment in the northeastern corner of the now-famous grassy knoll. It is easy to locate these fourteen positions along the length of Elm Street using the background tree, walls and curb markings, plus foreground street lights and road signs. It is somewhat more difficult to accurately spot them across Elm Street, i.e. between the curbs and the

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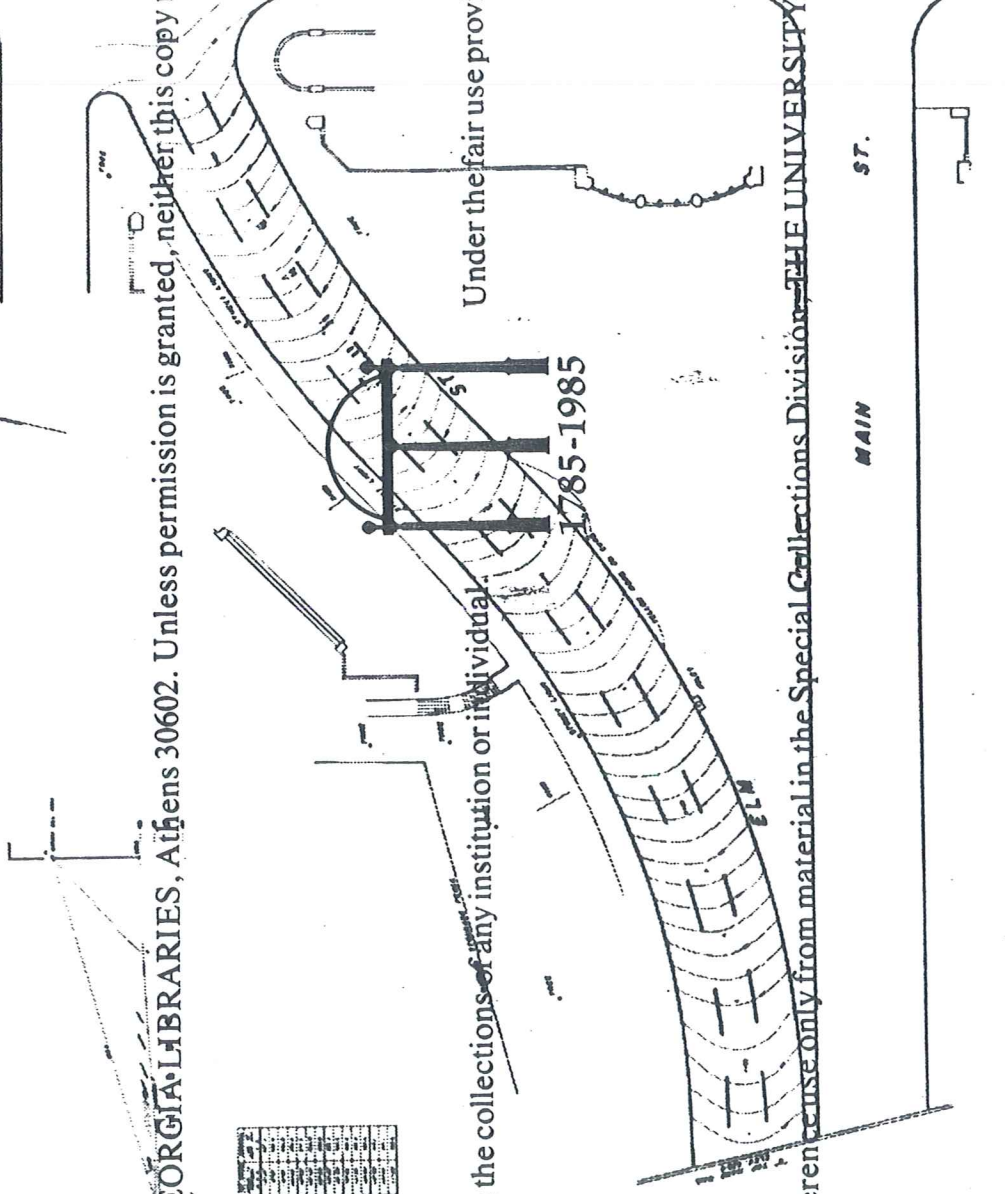
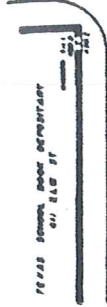
CE 882

The May 1964 plat drawn by the Dallas County Surveyor for the basis for the two variations that appear in the eleven volumes of exhibits.

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Accession Exhibit No. 882

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margin for error is greater in this dimension. If this appears to be needlessly doubting the accuracy of the draftsmanship, one need only compare the plat of the same area, prepared by the same surveyor for the Secret Service, dated December 5, 1963, (CE 585, XVI, 262), with the FBI's plat dated almost six months later.

The SS plat is a typical engineering drawing, composed with a border, a title in a title block in the usual lower right-hand corner, a legend explaining the symbols used and a certification, properly signed, as to the authenticity of the information shown on the drawing.

The FBI's plat is uncomposed, has no border, no title, no title block, no legend and no certification; the signature over the surveyor's name carries no responsibility with it; it only lends an air of quasi-officialdom to the conglomeration of items spread around the sheet. In fact, it appears that the FBI excerpted the items they considered important from West's drawing and re-arranged them to suit the dearth of information required.

There are three major discrepancies between the two plats. The first is the location of three shots shown on the SS plat by three dots in Elm Street; this is absolutely contrary to the Report which states that one shot missed the limousine

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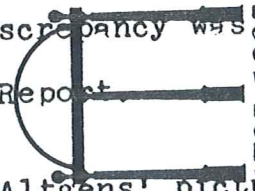
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and its occupants. The second is the direction of the Triple Underpass Bridge, incorrectly drawn parallel to the border on the SS plat. The third is the number of pairs of traffic lines on Elm Street between the intersection with Houston Street and the Triple Underpass, thirteen on the SS plat and twelve on the FBI's. This was not important when West made the first drawing in December 1963; by May 1964 with the advent of labor pains induced by the birth of the Single-Bullet Theory, this discrepancy was critical to the fundamental concept of the Report.



AP photographer James Altgens' picture of the motorcade, showing both the President and the Governor hit, and in obvious pain, was snapped from the southside of Elm Street and carried by almost every news media in the world immediately after the assassination (CE 900, R, 11 and Yarborough Exhibit A, XXI, 781-2) As well as showing a man strongly resembling the assassin standing in the first-floor doorway of the TSBD Building at the very moment of the three shot sequence in which the Report's theses are founded, it also located the limousine very precisely. Immediately to the left of the left front wheel is a white traffic line; once that line and the limousine were spotted on the surveyor's plat and correlated with the proper Zapruder film frame, a major piece of the assassination puzzle became irrevocable truth.

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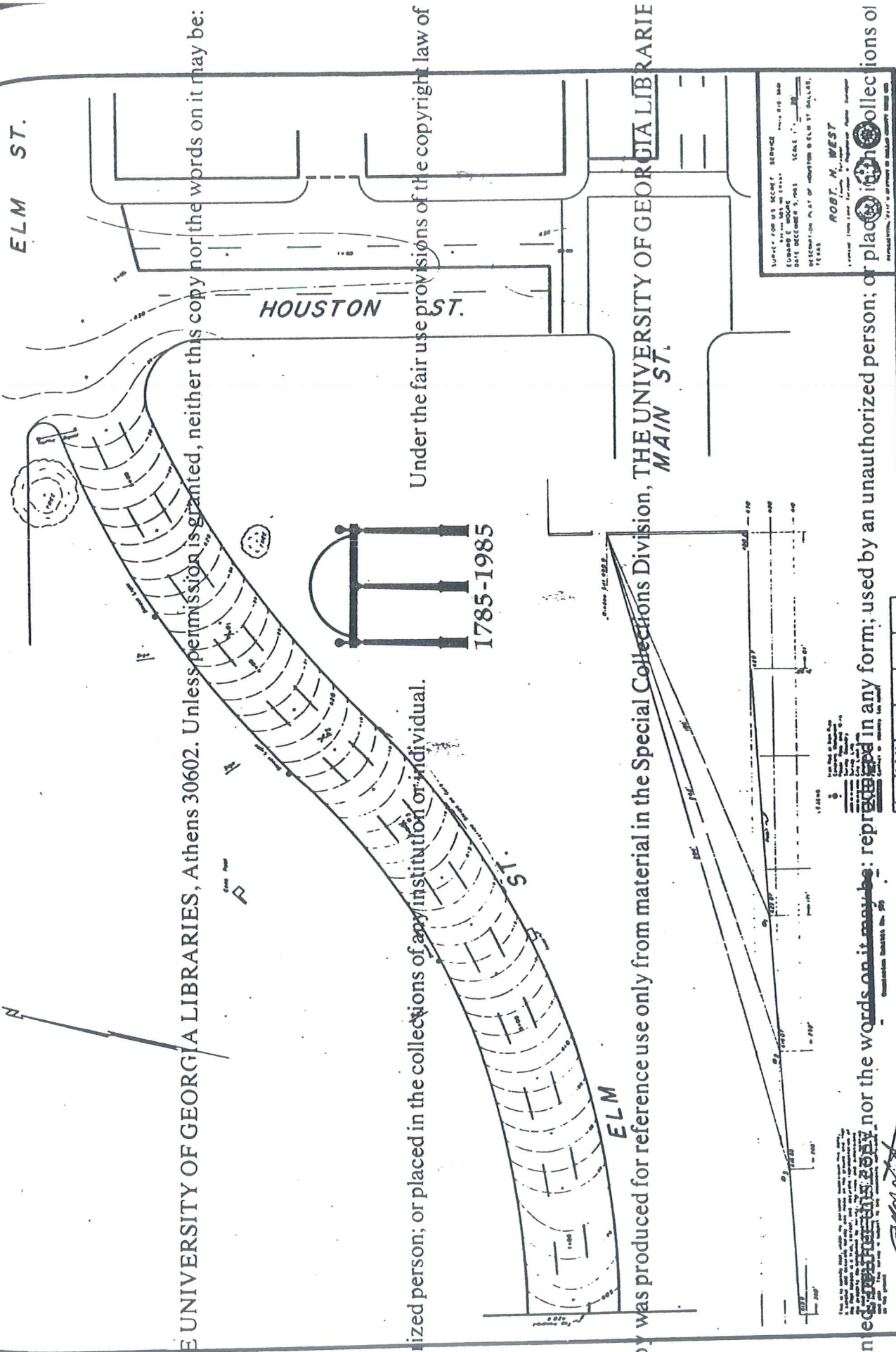
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CE 58
The December 1963 plan drawn by the Dallas County Surveyor for the U.S. Secret Service; the basis for the SS re-enactment and the FBI Summary Report of the same month, showing the three shots allegedly fired by the assassin. This pre-Singh-Bullet Theory document was eventually discarded in favor of the political truth born early in 1964.

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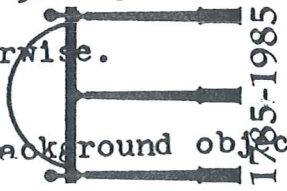
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If the SS plate is used there is no way of making the foreground object line up properly with those in the background, the net result being that it is impossible to place Altgens where he said he was when he snapped the picture. Having done a modicum of work in the photolab during the first months of 1964, the FBI made certain that each one of the two dozen pairs of white traffic lines was very accurately delineated on its May 31st plate; in this instance it could not afford to do otherwise.



By coordinating the background objects in the apruder film with the lime-sine spotted at the fifth pair of traffic lines, counting from Houston Street, Altgens' famous picture was correlated with Z-255, well beyond the span of reaction associated with C-399. Next the photographer's position was determined to the FBI's satisfaction and finally a picture similar to Altgens' was made during the May 2, 1964 re-enactment of the crime conducted by the FBI. (Please turn next to the caption and explanatory notes accompanying CE 900)

The FBI plate CE 882, was used to locate many spectators, particularly photographers, of the events in Daley Plaza. The elaborate model of the Plaza, photos of which are CE 878, 879, and 890 (XVII, 899, 900) has many shadow figures watching the motordade which appears to be positioned at about the instant of the first shot. This display gives the impression

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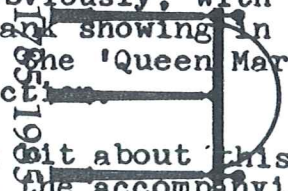
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CE 000

This exhibit is page 113 of the Report. The reader may easily check how carefully the FBI went about establishing the facts of the assassination by comparing the actual with the re-enactment 'facsimile' in the following details:

- 1. TSBD sign's letters, seen through and also to the right of the lower crotch of the 'large oak tree'.
- 2. Left front wheel's vertical alignment with this same crotch.
- 3. Vertical relationship of any of the three occupants of the right side of the limousine, left in the pictures, with the corners and faces of the concrete pylon in the background.
- 4. Amount of one of the TSBD's entrance columns visible to the immediate right of the pylon.

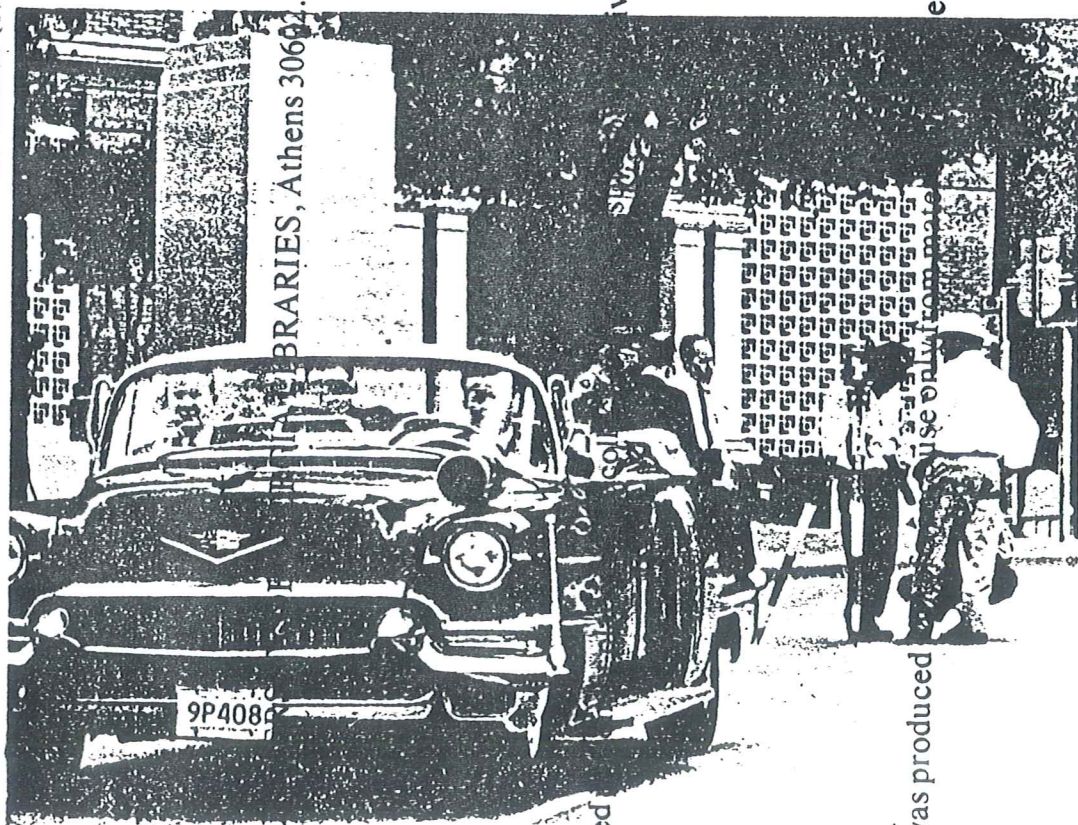
The one item that does appear to be reasonably correct is the space between the white traffic line and the left front wheel; this is small solace when the left rear wheel's vertical relationship with the TSBD's decorative screenwall is studied. Obviously, with a much larger amount of the limousine's flank showing in the Altgens' photo, the re-enactment car, the 'Queen Mary', is not heading in precisely the right direction.



The disturbing bit about this error is the limousine's travel-line is the accompanying error in plotting the positions of the President's head. It must be assumed that Z-313 is the only position close to being correct; the other thirteen are too far north, too close to the TSBD. Coupled with the fact that Altgens was actually further downhill alongside Elm Street's south curb than the FBI photographer, this error in plotting the limousine's actual left turn and subsequent curving path allows greater latitude in the so-called impossibility of being able to shoot through the upper branches of the 'large oak tree' at N-186. The actual travel-line positions the president in the larger part of the V-shaped opening in the branches (Ref 101); yet another example of the tender, loving care lavished by the FBI and the Commission on the Single-Bullet Theory.

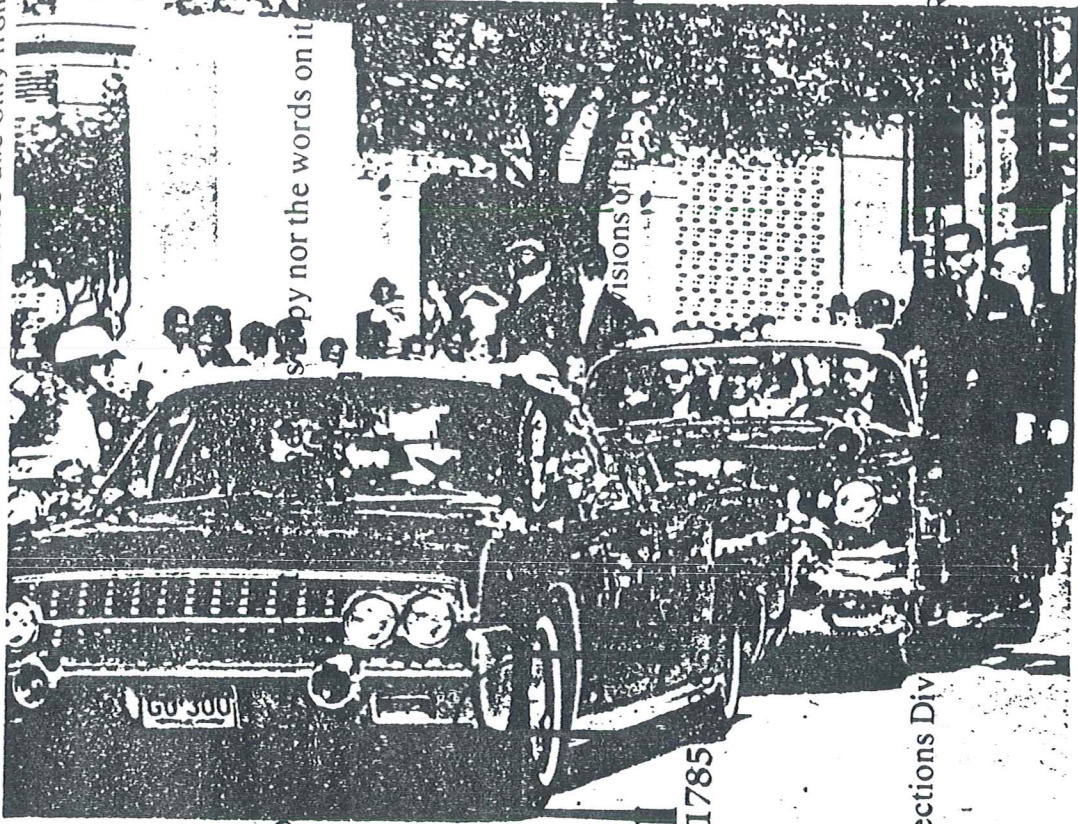
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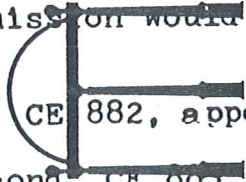
of a sincere effort by the Commission to ascertain the facts in a logical, straightforward manner. However, it is important to note that not one plat appears in the Report itself, nor one in any of its eighteen appendices, not one in the fifteen volumes of hearings and only four, one of which is the inaccurate, worthless, SS plat in the eleven volumes of exhibits. This is indeed a far cry from the forecast on the Report's page 1 anticipating the forthrightness with which the Commission would pursue its investigation. The first FBI plat, CE 882, appears to be the Commission's basic plat the second, CE 883, printed on the lower half of the same page, is almost identical except that an 'a' in 'Depository' has been corrected and the positions of three photographers, Zapruder, Muchmore and Nix have been added. The third and last is part of Shaneyfelt Exhibit #25 (XXI, 471), the plat acting as an explanation for the picture taken by Philip Willis, showing not only the motorcade immediately after the first shot was fired, but also Zapruder, standing on a wall in the background, filming his historic movie. This plat is a cropped version of CE 883; Muchmore is there but most of Main Street and Nix have been cut out. Having an accurate, professional representation of the lay of the land, one of the most effective tools for determining the basic facts of the assassination at hand, one can only

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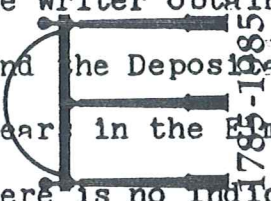
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conjecture why the Commission chose to use it so sparingly. This one picture is worth many more than ten thousand words; it is indeed an excellent vehicle for a precise graphic reconstruction of the crime, particularly as it pertains to the flight path possibilities of CE 399.

In passing it is pertinent to note the variations of West's FBI plat, CE 882, that are extant and have been published.

In January 1968 the writer obtained a print from West's office in Dallas and the Depository 'a' is still 'a'. However, no patch appears in the Elm Street roadway next to the northside curb; there is no indication of the 18" pipe connecting to the storm sewer inlet near the southernmost Elm Street street light, nor is there a storm sewer inlet along the south curb in Main Street. These three items, apparently expunged from the reproducible from which the writer's print was made, together with the Depository 'a' all appear on the print used by Josiah Thompson as the basic plat in his book 'Six Seconds in Dallas' (Bernard Geis Associates, N.Y. 1966). A print similar to Thompson's adorns an office wall of District Attorney Jim Garrison.

The curious aspect of these variations is that all prints of this FBI plat indicate the twelve pairs of traffic lines and the positions of the President's head, correlated to fourteen of the Zapruder film frames. But the patch, the



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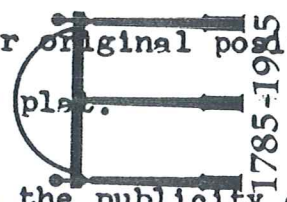
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18" pipe, the two inlets in Main Street and the one on the northside of Elm Street do not appear on the Commission's published plat CE 882. This version has the words 'street light', for the southernmost Elm Street light, relocated from west of (as on Thompson's plat) to east of (as on CE 882) the street light symbol. Thus the re-lettering conforms graphically to that of the other two Elm Street street lights and masks the erasure of the inlet and the word 'inlet' from their original positions on the drawing as shown on Thompson's plat.



All of which points up the publicity over this northside Elm Street inlet with its attendant speculation, the 'storm sewer theory' which stemmed from the investigation instigated by Jim Garrison in New Orleans.

There are six storm sewer inlets, all neatly lined up across Dealey Plaza, two each in Elm, Main and Commercial Streets. All six are connected to each other and to a seventh inlet on higher ground behind the stockade fence at the top of the grassy knoll. This upper inlet is a manhole some six feet deep with a large, iron, grille cover, when considered imaginatively from a conspiratorial point of view, transforms readily from 'inlet' to 'outlet', hiding place and/or escape hatch.

Garrison's investigator took a picture from inside a lower inlet, the one on northside Elm Street expunged from CE 882;

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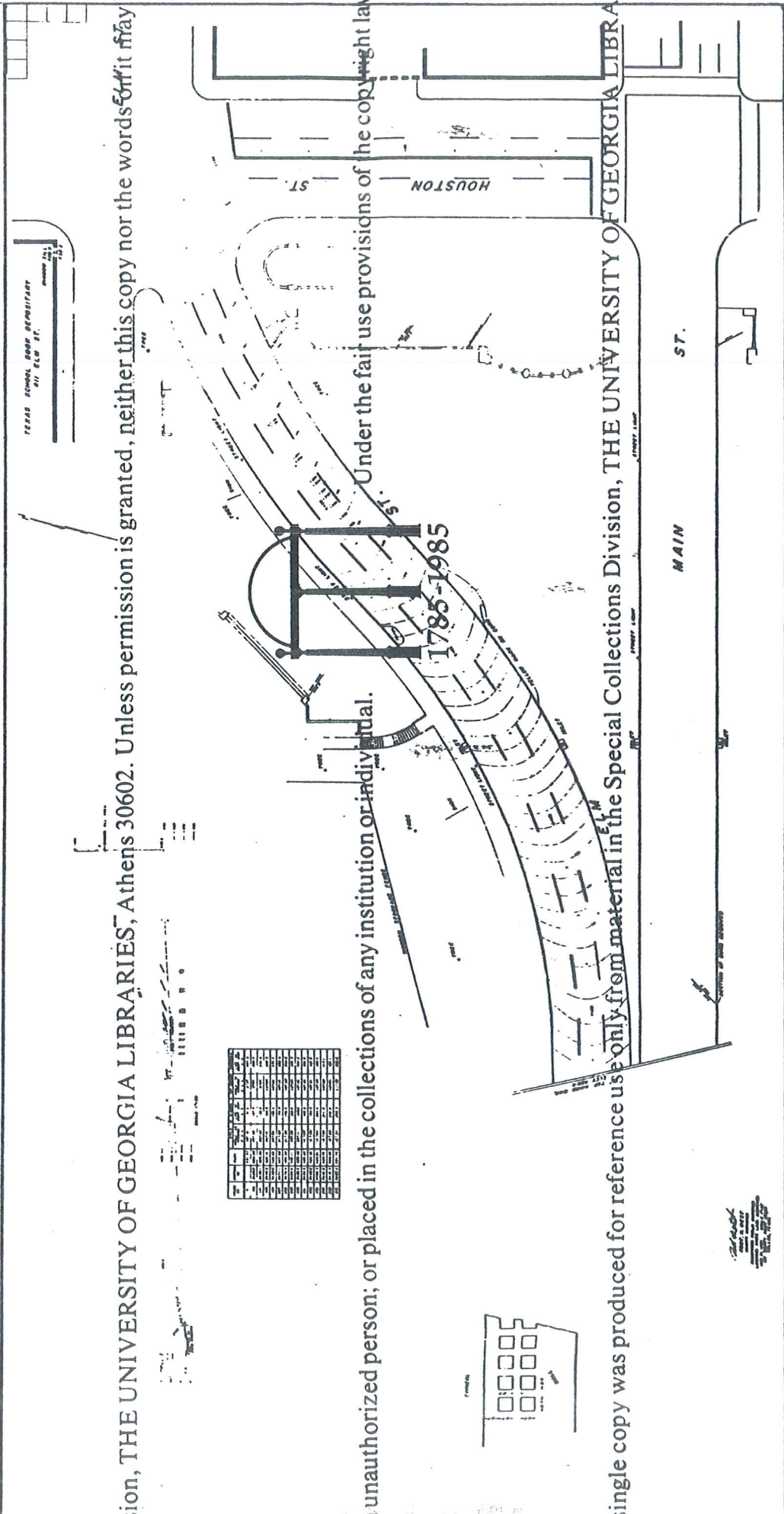
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THOMPSON'S PLAT

So-named because it is the only published plat of the original drawn by the Dallas County Surveyor from which some items were removed and others added prior to its becoming CE 882, CE883, part of Shaneyfelt Exhibit No. 25 as well as the writer's 'a' print. note the patch, the inlet and the 18" connecting pipe along the north-side Elm Street curb. the words 'street light' are west of the street light symbol. Depository has not yet been corrected. the vertical angle diagram and its accompanying table of elevations, the contour lines in Elm Street and a typical ball diagram were omitted and the notes accompanying West's signature relocated to create a better composition for the page in Thompson's book. the Zapruder frame numbers were also relettered and enlarged for clarity. the writer's print was kindly furnished by Richard Sprague, a researcher in New York; it is a copy of one given him by Sylvia Deagher, of 'Accessories After The Fact' fame, whose original came from Lillian Castellano in Los Angeles who made the notations 'Nix', 'Muchmore', 'Willis', 'Dirt', 'grass' and 'sidewalk' during her research of the first shot. this is as close as one can get to the original after five years has elapsed.

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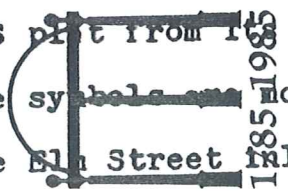
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the picture was published in the December 22-23 issue of the Los Angeles Free Press. It proved that the head of a person riding by in a convertible was visible, and therefore shootable, from this well-hidden and escapable sniper's nest. One need only consider the multitudinous chances against a successful assassination to arrive at the logic of having as many guns at the ready as possible in order to forestall failure. Should the above-ground riflemen miss their mark, it could well be that the most of the underground pistolman, held in reserve for just such an emergency, could execute the final coup-de-grace. All this appears as gross speculation only if one refuses to think as a conspirator.

The major variations between the SS and FBI plats are consistent with the minor discrepancies. The Thornton road sign, the first encountered along Elm Street, sets a quite a different angle in the SS plat from its final, correct alignment in the FBI's; the tree symbols are more realistic in the SS drawing; the northside Elm Street inlet, the 12" pipe and the patch are not shown at all in the SS plat even though the patch is clearly evident in CA 875 (XVII, 870-895), photographs of the SS re-enactment of December 5, 1963. The patch is only important when related to testimony by spectators that a bullet scarred the sidewalk in this vicinity. By including physical fact in one drawing and excluding it from another gives one pause to reflect on the possibility



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of the eradication of yet another, unreported bullet scar, this one on the roadway pavement.

The ridiculous side of this whole performance by the Commission is that the inlet on the northside of Elm Street exists about ten feet uphill from the southernmost street light; the writer stood on its manhole cover in January, 1968. Had the Commission chosen to publish more frames on the Nix film (CE 885, XVIII, 82-3) the inlet would be readily seen in frames 92-96. It is lined up with the other five, previously mentioned, in order to protect the three streets forming the Triple Underpass, against surface water flooding. To erase, or cause the professional surveyor to erase, any one of these inlets is so unethical, so clumsy, so puerile that it immediately becomes suspect. Granted the storm-sewer theory is speculation; it has more verisimilitude than the Commission's elimination of physical facts on the basic plat of the scene of the crime in attempted confirmation of the Single Bullet Theory.

In concluding this examination of the basic data available for plotting the flightpath it is pertinent to note two errors on Thompson's plat which of course carry over onto CE 882.

When numbering the contour lines on Elm Street the draftsman lettered 26 on line 424 thereby making two 426's,

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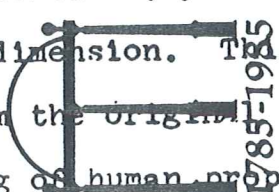
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one where it is at Z-168 and an incorrect one at 200, as well as omitting 424 completely. This minor clerical error, similar to the 'a' in 'Depository', could only be construed as important if it affected the calculations emanating from these roadway contours. The street profile, in the diagram, upper right, shows a smooth, downhill slope, which indeed it is and the table of figures below the profile is not affected by the lack of elevation 424.00.

The other error, the height of the President's head above the pavement, also shown in the road profile diagram, is quite another matter. The 17° downward angle attributed to CE 399's flightpath traversing the President's neck originates in this part of the engineering plan. Column 3, the table of elevations of his head, when juxtaposed with the proper roadway elevations, yields an average height of 40" for this crucial dimension. This is corroborated by scaling the point from the original plat and indicates a clear misunderstanding of human proportions.



A normal person, sitting casually upright in a straight chair, has a 45" - 50" height of eye above the floor. In that the limousine's adjustable rear seat was in the full 'up' position that day, the President's eye-level was in the upper half of the range. When an estimated 10" - 12" is added as the reasonable dimension for the limousine's

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floor over the pavement, it can readily be ascertained that the President's head was much closer to " than 40" above the Elm Street roadway. While the actual difference in the resulting correction of the angles at Z-186 and Z-234 only lessens the declination of half a degree, accentuates the monumental lack of concern with which the murder of the President was investigated, is that indeed be the proper term.

After all this hokus-pokus, one has to assume that the positions of the President's head are sufficiently accurate for use in testing the possible flightpaths of CE 399. Despite the incorrect height and the clear indication of a sharper left turn from Houston Street onto Elm than the FBI assumed, the limousine's curved travel line remains the starting point for the tests that follow. The errors encountered so far are minuscule alongside that preposterous fantasy of one ancient (1964) bullet causing seven wounds in two men and subsequently being 'found' three miles from the scene of the crime, virtually unscathed.

1785-1985

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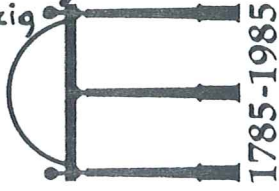
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FIVE TEST FLIGHT PATHS

The first of the flight paths chosen is at Z-186 because the Report considers this an possible shot on the basis that the smallness of the opening in the top branches of the 'large oak tree' as seen from the sixth-floor window, precluded enough



4.

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time to aim and fire with any hope for success. It must be pointed out that the wind conditions were quite different between 1230, 22 November 1963, and 0600, 24 May 1964, the date of the re-enactment. This difference is clearly shown by comparing the windblown lower branches of the tree across Elm Street in the Zaprudern film, with the same branches shown in a state of utter calm in the re-enactment photos (CE 892 through 8, XVIII, 8-91). The branches 'penetrate' the wall in Z-193 through 243 (XVIII, 12-35) whereas in no instance does this occur in the May 1964 pictures. Surely, the top branches of the 'large oak tree' would be even more subject to wind-motion than the lower branches of a neighboring tree and hence allow a large opening than the Report does. In fact, the re-enactment photos show some motion of these top branches, even on that calm, May morning; Z-188 is a good place to start the tests.

The same reasoning forms the basis of examining Z-198. Critics have voiced the opinion that the first shot that hit came before Z-210; the Report contends it could not have, which in itself tends to make one almost certain that it did. Mrs. Lillian Castellano, a Hollywood accountant and researcher, has established the fact that Willis Exhibit 1, slide #5 (XXI, 770) snapped after the first

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shot was fired, is coincident with Z-202. It is, therefore, more than pertinent to examine Z-198, a quarter-second earlier than Z-202, for CE 399's meanderings.

Z-210 is chosen because the Report states that this is the first frame at which the assassin could have opened fire because the branches no longer interfere with his aim. The Stemmons road sign becomes a vast annoyance to this test in that the President's forehead is all that is visible in the frame and the Governor disappeared at Z-209. Despite these difficulties, Z-210 must be examined if for no other reason than to check the Report's premise.

Z-225 is also considered important by the Report because it is the first frame in which the President is wholly visible as he emerges from behind the road sign. It is obvious that he has been hit and the question now is: has CE 399, having traversed the President's neck, zigged, yawed and zagged into the Governor's back yet? The Report indicates this to be the case so Z-225 is a frame to test.

Z-234 is the Governor's frame: in the 26 November 1966 issue of Life he indicates that he was not hit until then. If the Governor is correct about Z-234, and it is assumed the President is hit at Z-210 as the Report indicates, the time lag of 1.265 seconds (an interval of 23 frames @ .055

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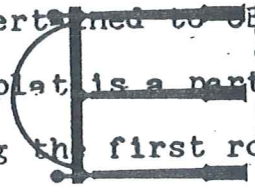
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seconds per frame) is a long time for CE 399 to zig, yaw and zag the less than three-foot space between the two men, especially at the point-blank range of less than seventy yards. Some critics have maintained that the governor was hit at Z-32 or 233; any one of these frames indicate more than enough difference with the Report to warrant a test at Z-234

The five test flightpaths are similar in most respects; the variations are noted in the captions accompanying each picture; the similarities are explained in detail below.

1. The plot of Dealey Plaza, in the center, has been traced and re-lettered from the writer's print of West's Depository "drawing. This was necessary so that the lettering when reduced to this page size would be legible without a magnifying glass, and to show only that portion of the plot that pertained to CE 399's flightpaths.
2. At the top of the plot is a partial plan of the TSBD's sixth floor showing the first row of interior, wood columns, the seven pairs of double hung sash on the south facade and the 'nest' in the far right Houston Street corner.
3. The 90" dimension, indicating the assumed pivot-point of the rifle as the rifleman turns slightly to follow his quarry over the span of the tests, is a reasonable



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assumption which could vary a few inches either way but not enough to materially alter the results.

4. #411 is the TSBD's Elm Street address; it is shown in front of the main entrance which is centered below the second pair of windows from Houston Street.
5. Elm Street originally continued straight on as part of the Dallas grid pattern street layout. When the Triple Underpass was built, Elm Street was curved, as was Commerce Street, to go under the railroad together with Main Street. This left a small section of Elm Street which now serves as an entrance to the parking lot to the west of the TSBD.
6. The traffic light shown on CE 585, and street light at the Elm Street split, not ever shown, have been included, as have some additional walls and hedges to make Elm Street attractive as the Dealey Plaza landscape architects designed it in 1940.
7. The Thornon road sign is drawn at its proper angle to Elm Street, corrected from its position shown on CE 585.
8. The grass knoll, up which the steps proceed, is a gentle landscaped slope between the curving street and the stockade fence, a corner of which is shown, lower left; it extends southwestly to the Triple Underpass, off the plot to the left.

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9. Zapruder position, on a low abutment, is indicated and his testimony comes through vividly when examined in connection with this plate....yes, some of them were motorcycle cops - I guess they left their motorcycles running and they were running right behind me, of course, in the line of shooting. I guess they thought it came from right behind me.' (VII, 572) The TSBD was to the left and in front of Zapruder; behind him indicates activity in the vicinity of the stockade fence; this is where most bystanders first looked and ran towards, the Report to the contrary.
10. The two light lines flanking the shaded area indicate where the Stemmons road sign interferes materially with the movie camera's view of the tragedy.
11. In plan, the 'large oak tree' appears to block all five test flight paths. The explanation lies in the unevenness of the top branches which could only be in the way on a completely windless morning until Z-200; beyond that point CE 399 soars over the branch-tops, unmolested.
12. The FBI's fourteen presidential head positions are shown as solid dots along the dashed, curved travel-line of the center of the limousine indicating its downhill path on Elm Street. Each test travel-line is drawn tangent to the dashed curve at the test points

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- which are located on the basis of reasonable spacing between the FBI-given, solid dots. Three non-test solid dots are numbered: 71, because to label the first one, 168, would have necessitated removing part of a traffic line; 255 because it is referred to in the text and 313 because this is where the fatal head wound occurred, the result of the fifth or six shots, the consensus of the majority of the critics. (Forgive My Brief II, Penn Jones, Jr., Midlothian Mirror, Midlothian, Texas, 1967, p. 63)
13. The dimension line spanning the five test calls attention to the fact that this book is only concerned with about 45 feet of space and 2 1/2 seconds of time, less than half of the total assassination action.
 14. The numbers alongside each of the pairs of traffic lines show how Altgen's photograph, if one imagines the limousine's front wheels near pair five, was correlated with Z-255. The President was then almost over the limousine's centerline, about fourteen feet from the front, and seven feet from the rear bumper.
 15. The tree in the center part of the Plaza, across Elm Street from Zapruder, is the one whose branches 'penetrate' the low wall in the background of the film frames.

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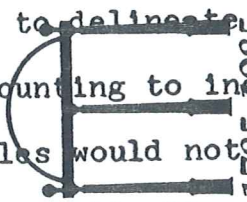


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16. The north arrow and scale are usually included on any plat; the scale as finally reduced and printed on this page is approximately eighty feet to the inch. A good check can be obtained by scaling the known curb to curb width of forty-one feet across Elm Street at Z-255.

17. The enlarged, detail plan of the 'nest', upper right corner, was drawn using dimensions of boxes, heights of sill and window openings shown in various CE's, plus known dimensions of lumber, bricks and mortar joints. The plan's accuracy was checked by a fellow-researcher in Dallas who measured the building's brick, corner plaster at sidewalk level and the error was found to be an inch and a half, which is less than the width of a pencil line drawn on this page. Were another draftsman to delineate the plan there would be differences amounting to inches here and there but the resulting angles would not vary as much as one degree from those graphically determined in the five test flight paths.



18. The numbers preceded by a plus sign indicate the heights of objects above the sixth floor flooring. Of note is the 59-inch height of a few open flaps on the top of the 54-inch plies of boxes which can scarcely be construed as effectively hiding a 69-inch rifleman.

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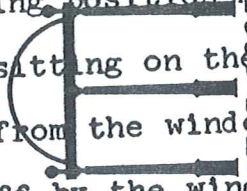
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19.

When the aim angle and the assassin's position are examined using a live man, it soon becomes clear that the physical limitations of the nest render accurate, rapid fire virtually impossible; this explains why only the head and shoulders of the rifleman are indicated. It is assumed that he is kneeling on one knee, both the 'gunrest' and 'seat' boxes are in the way of his legs and the prone position simply will not fit into the non-human configuration of the boxes as arranged. This was actually shown to be the case in the FBI re-enactment. The boxes were cleared away to make room not only for photography but also for the gun mounted on a tripod and the body and legs of the stand-in for the assassin, thereby enabling him to kneel and follow the target comfortably.

(R, 99) A sitting position might work for the gunrest boxes but sitting on the seat box, the rifleman's eye is too far from the window and his view of the target is cut off by the window sill. The standing position is equally untenable: the opening through which he must aim and fire is framed below by the wood window sill, 16" off the floor. It is framed above by the partially raised sash, the bottom of which is 30" off the floor. This firing port indicates that the assassin is a midget, and a small



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one at that. Most tables are 29-31" high and a man between 5' and 72" tall would encounter insurmountable obstacle in scoring two bullseyes out of three shots crouched in a position to shoot under a table, the gunrest boxes notwithstanding. The careful regulation of his breathing is a vital factor in his ability to fire accurately and the slightest quiver of his knees would be sufficient to throw his aim off target.

20. The proper relationship between the 40.2-inch rifle and the partially open window, the firing port, comes into focus in this scale drawing. With the assassin as close to the opening as possible the muzzle of the rifle is barely even with the inside face of the sash. Compare this with the information given by the Commission's star witness, who was directly across both Elm Street from the window, sitting on a low wall, near the word 'pool' on the plot: 'Brennan stated that he saw 70 to 85 percent of the gun when it was fired and the body of the man from the waist up.'

(R, 63)

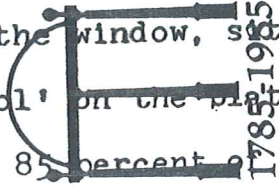
21. To further compound the impossibility of the setup, the most difficult shot some hunters encounter is the downhill shot. If the possibility exists they will stalk their quarry until it is either level with or above their line of fire before moving in for the

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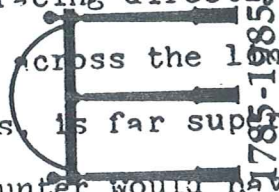
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kill. The angles of declination, 17 and 5 degrees for the President and Governor respectively, present difficulties apart from the cramped nest which appear to mitigate against two perfect shots and one miss in less than six seconds.

22. Another unfavorable point is afforded by the sun's rays, which at half-after twelve, the precise hour of the assassination, had moved beyond the zenith to a point only 18 degrees to the left of CE 399's flight path. While it is true some hunters experience very little trouble with the sun's glare and glint in the wide, open spaces precious few have the intimate knowledge of the difficulties attendant upon working Pealey Plaza. Given the choice, it is sensible to assume that a position behind the stockade fence with the target facing directly into the sun, which would be shining across the line of fire at an angle of eight degrees, is far superior to the sixth-floor nest where the hunter would have to squint into the sun.

23. The whole setup emits an odor of falsity: the low barricades, the non-functional heights of the boxes with their various arrangements pictured in different CE's, the downhill shot, the glare of the half-past-noonday sun, the seat box and the piles behind it

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all hindering, rather than complimenting the efforts of someone shooting with the intent to kill. It may well be this is the place where the shot was fired that missed the limousine scarred the Elm Street pavement or sidewalk, or hit the southside Main Street curb wounding bystander James Tague. It could also have been a blank, a diversion to both signal to and divert attention from other riflemen. In fact, it was almost anything other than the perfect spot for the assassin which the Commission would have the world believe it was.

24. When a would-be assassin considers his own post-murder hide the nest come a-cropper on a most fundamental score: escape. The only route is a distance of some 100 feet away, across the crowded warehouse floor, to the two freight elevators and the only stair. All three are in the northwest corner of the building, the farthest possible point removed from the nest.

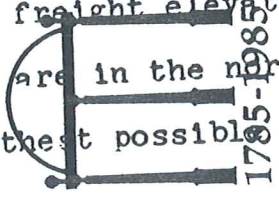
25. The possibility of an access hatch through the sixth floor into the top of the passenger elevator shaft, which has its last stop on the fifth floor has not been mentioned to this writer's knowledge. This sixth-floor hatch, if it exists, would be about 25 feet north of the nest; C photographs show boxes

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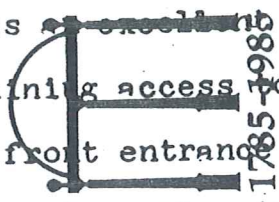
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...piled in this vicinity but it is not possible to be certain whether or not they cover this exact floor area.

26. This possibility aside, far superior next, 50 feet nearer the stair, is the open window shown in a photograph of the southside of the TSBD taken by Tom Dillard immediately after the shooting and published on p. 6 of the Report. This is the westerly, left-hand window of the fifth pair counting from Houston Street; as can be readily ascertained by examining the TSBD plan on the plan, a flightpath from this window could be completely clear of the large oak tree' by about Z-180.

27. From either nest the passenger elevator, accessible across the fifth floor from the northwest corner stairway affords an excellent escape route for a conspirator. Gaining access to the ground floor adjacent to the front entrance on Elm Street, he would only have to brazenly mingle with the confused crowd, the police rushed for the roof in the opposite corner, to become lost in a matter of minutes. The summation of these liabilities far outweighs any assets the nest might have and only strengthens the premise that this cramped, uncomfortable space was in fact a decoy, a diversion, a clever tactic for



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someone to 'see' and for everyone to 'discover' thereby making escape feasible for those who performed the dirty work, who live to be hired as required and who must continually chortle at the ease with which their difficult mission was accomplished.

28. The enlarged, detail plan of the limousine lower left corner, is drawn from information on the published measured drawing of the car (CE 872 XVII, 867). This is printed on the same page with a similar drawing of the SS car, the 'Queen Mary'. The differences in the interior spaces of the two automobiles is important in evaluating the re-enactment photographs and the Report. There is 1/2" less space between the President and the Governor and they sit 6" closer to the center travel-line because of the 'Queen's' narrower and shallower back seats. The jump seats are entirely different; as previously noted, they are much higher off the pavement; the sit-ins sit higher above the door and the seats form an almost continuous bench across the car. This allowed a wider latitude in positionings than if the limousine had been available and was a large factor in making the re-alignment appear correct. (CE 903, XVII, 96)

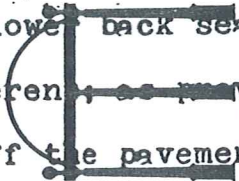
29. The angle of the shoulders and the direction of the heads of the two men was determined by studying the

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pertinent apruder film frames, covering the two and a half seconds under examination. . (CE 885 XVIII, 7-30) The determination together with the direction of the limousine's travel-line are critical to the tests and will always vary slightly with each draftsman's judgment and ability in transferring these facts to paper. Suffice it to say that this writer 'erred' consciously in favor of the Report whenever the occasion presented itself; this was particularly true in selecting the tangential direction of the travel-line for each test.

30. The drawings illustrating the test flight are composed to facilitate the reader's understanding of the difficulties encountered in espousing the political truth the Single-Bullet Theory. The center establishes the overall picture; the flightpath is extended, aligned in each direction, to lead the reader's eye into the detailed situation not only in the sixth floor nest but also in the limousine on Elm Street. For those who would like to check the draftsmanship and its results, the starting point is the angle of 40° 30' south of west between the north arrow's direction and TSBD's southwall. The flightpath angles with this wall were not considered relevant to

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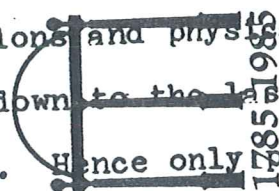
this study but are included as a further check: Z-186 =
52° 40' Z-198 = 51° 45' Z-210 = 50° 30' Z-225 =
49° 40' Z-234 = 49° 10' Another draftsman's de-

lineations will produce other figures for these and other measurements but none should be so far removed from the writer's to warrant responsible consideration of the Single-Bullet Theory.

- 31. The test flightpaths are in plan only; looking down from above, a bird's-eye view, for the following basic reason. The variables encountered in attempting to state, for example, the precise relationship between CE 399's alleged point of exit at the left edge of the President's tie to the bullet's point of entry in the Governor's back just above his right armpit were insurmountable. There are too many human-element evaluations and physical variables to pin this dimension down to the last unchallengeable fraction of an inch. Hence only passing mention is accorded the ups and downs, the yaw in the vertical plane, of CE 399's flightpath. The horizontal variations, the changes in direction in plan, the zig and the zag are sufficient unto themselves as indications of this unbelievable track in time and space. The vertical vagaries will be held in reserve should the dark,

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CE 903

The rod depicting the approximately 17° vertical angle of CE 399's flightpath is carefully posed parallel to a clothesline strung along the wall and a correctly-tilted transit telescope. This alinement is supposed to show how the bullet wounded the President in the neck and throat and then hit the Governor in the back. The horizontal angle between these alleged points on the flightpath, seen only by looking straight down into the limousine, will not allow this triple hit.

First, the President's stand-in is positioned in Z-186 through Z-210, less the waving right hand which of course would have spoiled the picture. Secondly, the Governor's stand-in is slumping as in Z-238 through Z-246 which is well after the Governor was hit. Thirdly, the Governor himself stated that he was looking 'a little bit to the left of center' when he was hit (Life, November 25, 1966, p. 21); scarcely the position of the stand-in who is looking about 120° to the right of center. Finally, the rod can be seen to be well this side of the first two wounds and must terminate on the far side of the third which was near the Governor's right armpit. The actual alinement of these three wounds, so fundamental to the Report, will be seen in the test flightpaths to follow. Once again the tender, loving care with which the FBI and the Commission treat any aspect of the Single-Bullet Theory is so far removed from the truth that it makes a mockery not only of this exhibit but also of the entire investigation into the facts surrounding the assassination.

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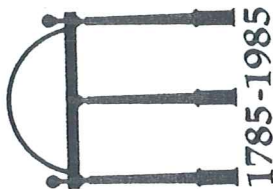


creeping shadow of doubt appear for one instant to be in need of further intensification. Enough of discussion; these thirty-one considerations aside, this article must follow the lead of the Report which states that the bullet was fired from the TSBD's sixth-floor, southeasterly window. This is the starting point for the flight of CE 39 and the five test flight-paths constitute a careful attempt to ascertain precisely which is the one that fits the Report's report on the actions of this marvelous missile.

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TEST #186

The President and the Governor both face the people crowded along the northside sidewalk... the President is sitting at the very outside edge of the back seat; the Governor, in the jump seat, is about 3" closer to the centerline of the limousine.... this relationship between the former's neck and the latter's right shoulder is maintained through these first three tests.

This test's travel-line/flight path angle is 17° 10', largest of the five tests, making it necessary for CE 30 to zig hard-right, yaw then zag hard-left to hit the Governor properly.... were the Governor positioned even further towards the center of the limousine credulity must still be strained to classify him as being in direct alignment with the President. in fact the flight path's fantastically erratic flummox carries the mind well beyond the allowable boggle-limit....

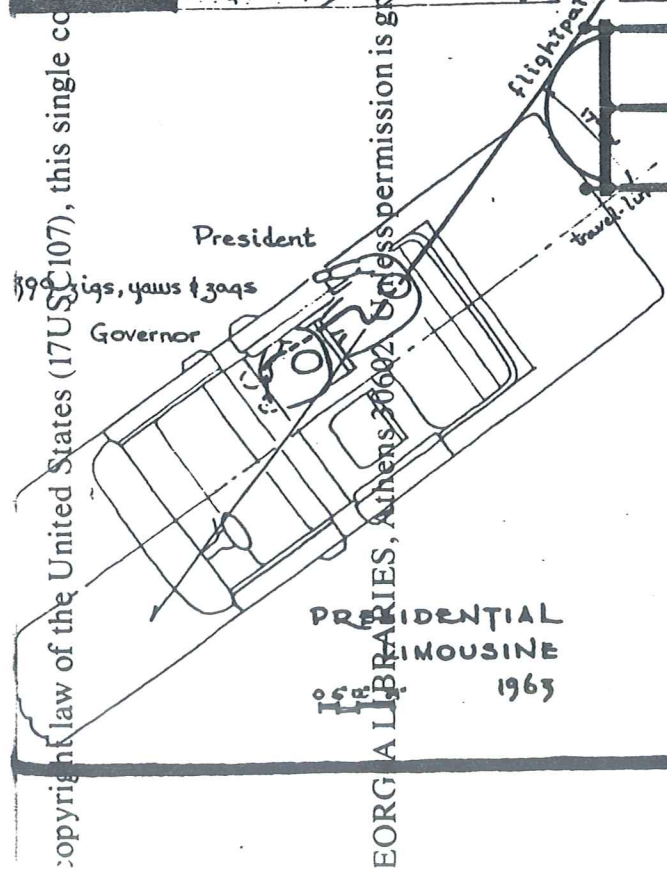
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LIGHTPATH of CE 399

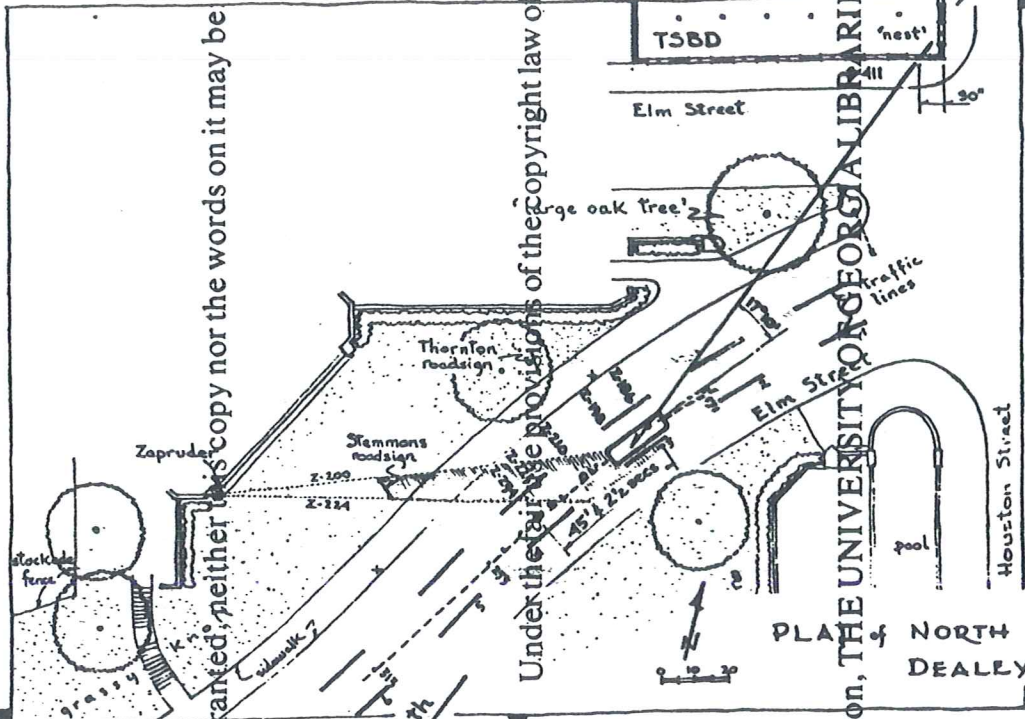
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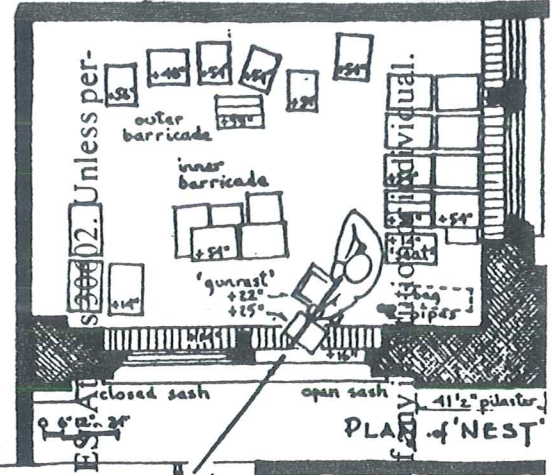


PRESIDENTIAL LIMOUSINE 1963

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PLAN of NORTH CORNER DEALEY PLAZA



PLAN of 'NEST'

TEST Z 186

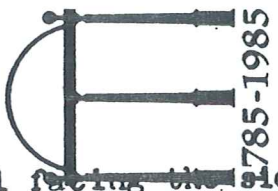
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TEST 2-198

The President is still facing the sidewalk spectators and waving as before.... The Governor has turned his head a bit more to his right, a strong indication that he has already heard the sound of the first shot, which he recognized as such, and is trying to see the President out of the corner of his right eye.....

The divergence between this travel-line and flightpath has narrowed to 14° 30' which still makes CE 39's zig and zag routine, not to mention the yaw-between, a maneuver of monumental intricacy if it is to be accomplished according to the book.....



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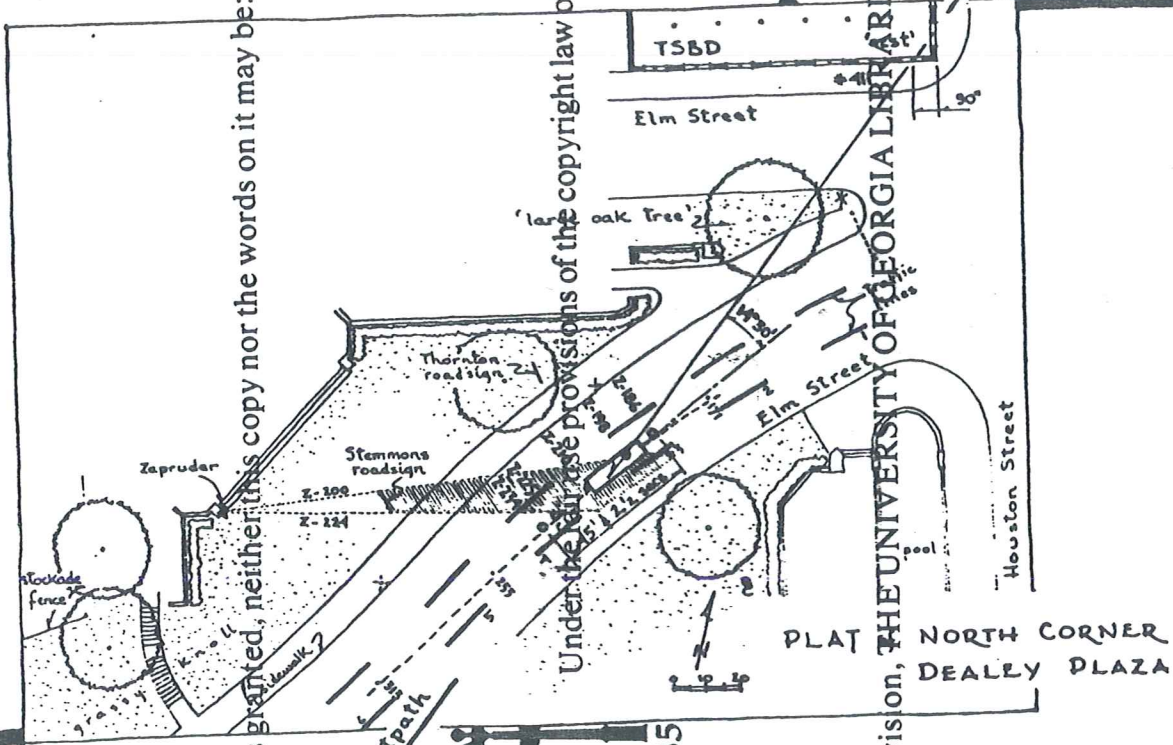
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OUTPATIENT of CE 399

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TST Z 198

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1963

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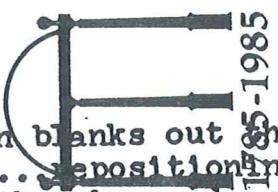
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TEST Z-210

The Stemmons road sign blanks out the limousine's seating section in this test... repositioning of the President and the Governor is thereby rendered impossible as only the top of the former's head is visible and the latter disappeared in the preceding frame....no change is made in either man from Test Z-198....

The travel-line/flight path angle has diminished to 110 30' and presents CE 399 with the easiest zig and zag of all the tests... however, the yaw is maximized in that the change in elevation must be accomplished in the minimum distance... even this least possible zig and zag is well beyond the reasonable limits of how a bullet in flight could, would or should perform.....

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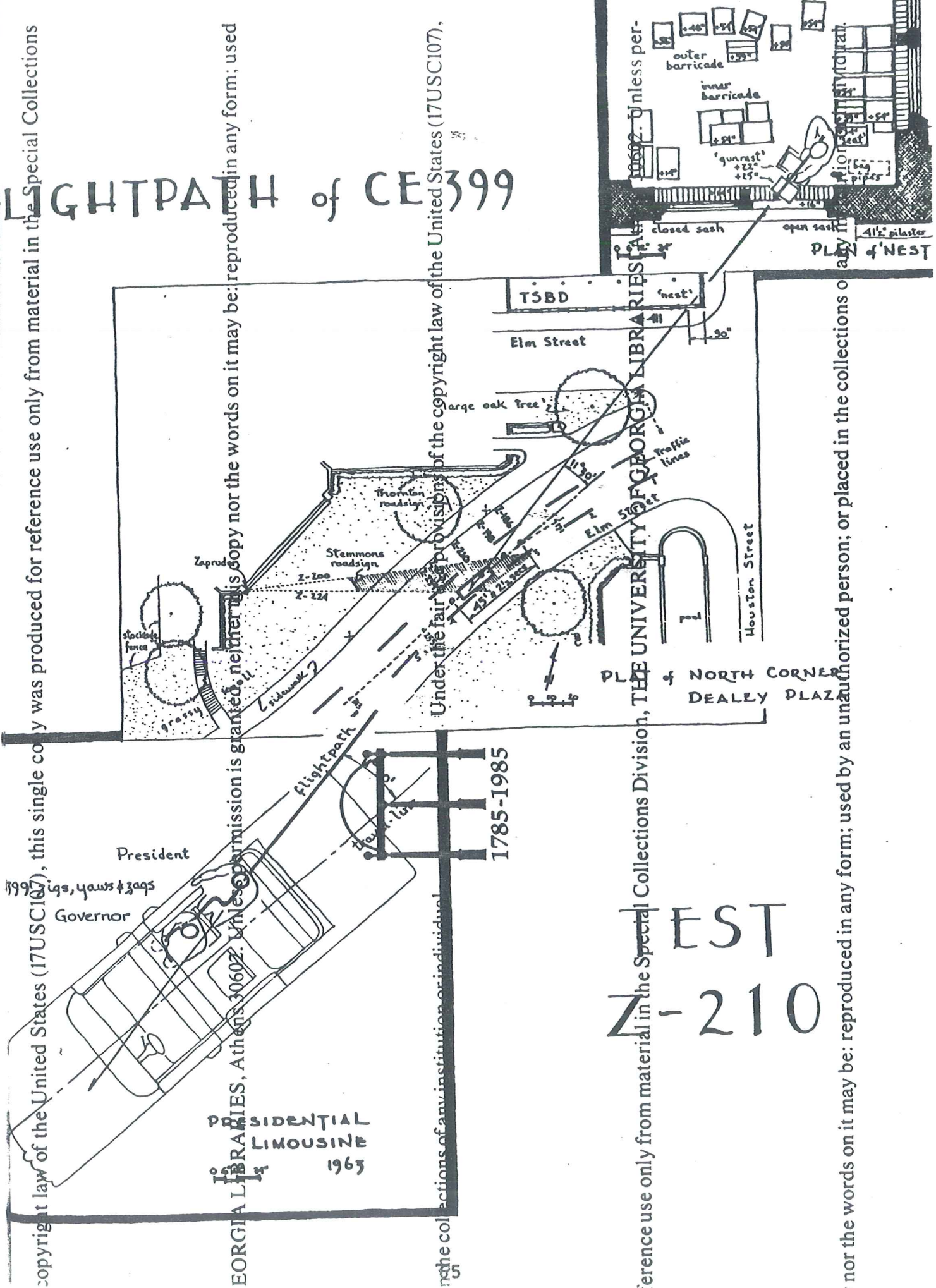
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LIGHTPATH of CE 399



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LIMOUSINE
1963

EST
Z-210

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TEST Z-225

This is the first of two tests wherein an insurmountable difficulty is introduced into the pattern of the flight-path...the President, in 'barely reacting' to his having been hit is raising both hands to his throat...this complicates Dr 399's work in that the autopsy makes no mention of hand wounds...

The Governor has started his turn to his left having failed to glimpse the President out of his right eye.... the President has swayed slightly forward and to his left making the lateral zig-yaw-zag distance about the same as in Z-186....

The travel-line/flightpath angle has narrowed to 80° 50', close enough to admit of a single-bullet theory had the Governor sustained a puncture of his left lung rather than being 'hit by a bullet which entered the extreme right side of his back'.....

The difficulty of negotiating a clear passage between the President's clutching fingers is now added to the impossible, contorted configuration of the flightpath.

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LIGHTPATH of CE 399

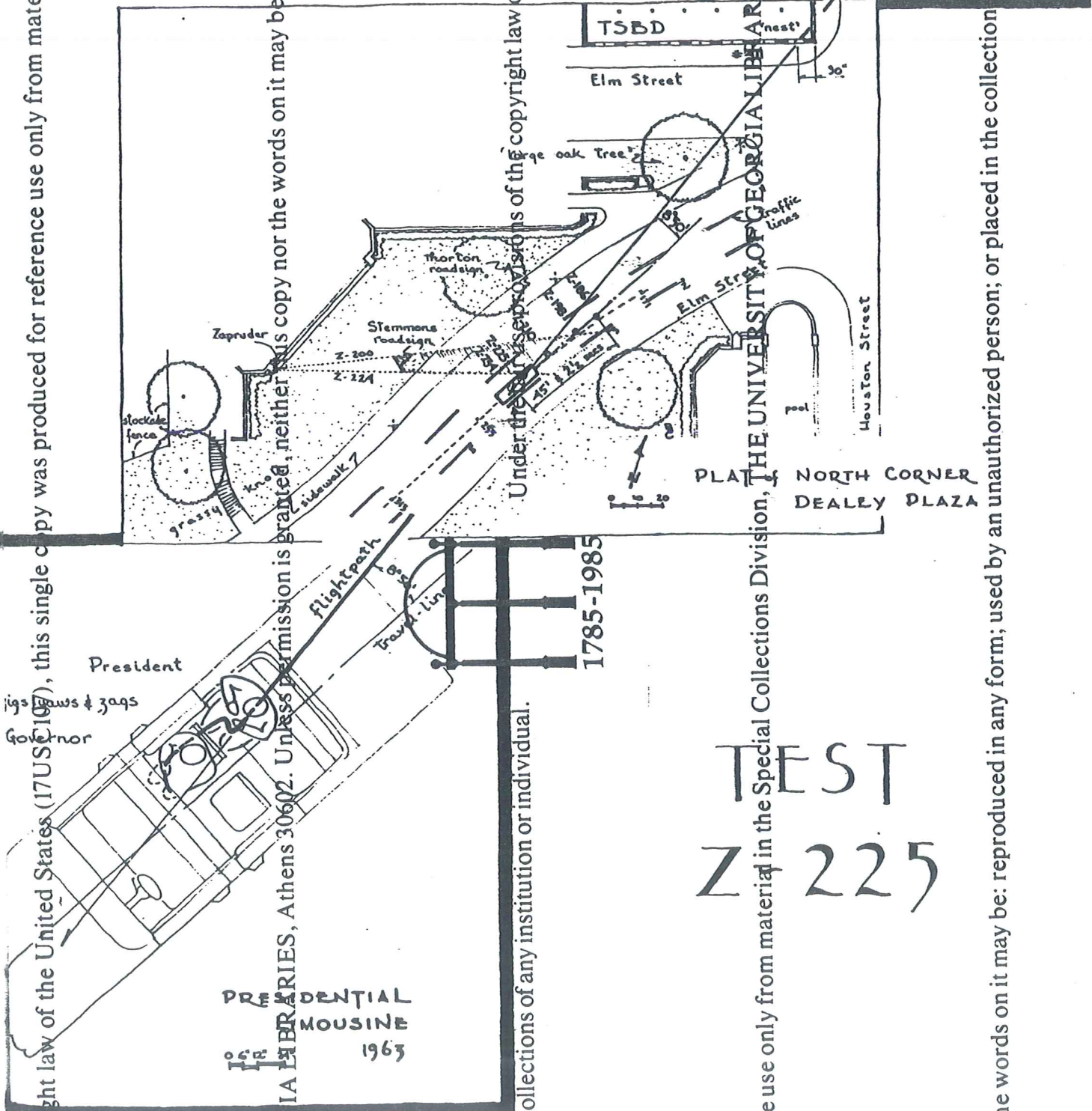
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TEST
Z 225



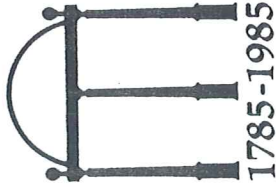
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TEST Z-234

The President's hands are now closer about his throat and he has leaned further forward and to his left...the Governor has turned slightly beyond the left of center where 'he felt something strike him in the back'... this last chance for sober consideration of CE 399's extraordinary efforts find the asset of the minimum travel/flight-path angle, so 20', more than offset by the liability of the maximum lateral distance across the limousine.....



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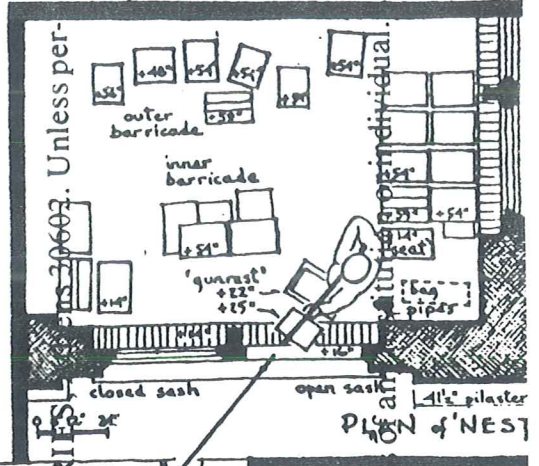
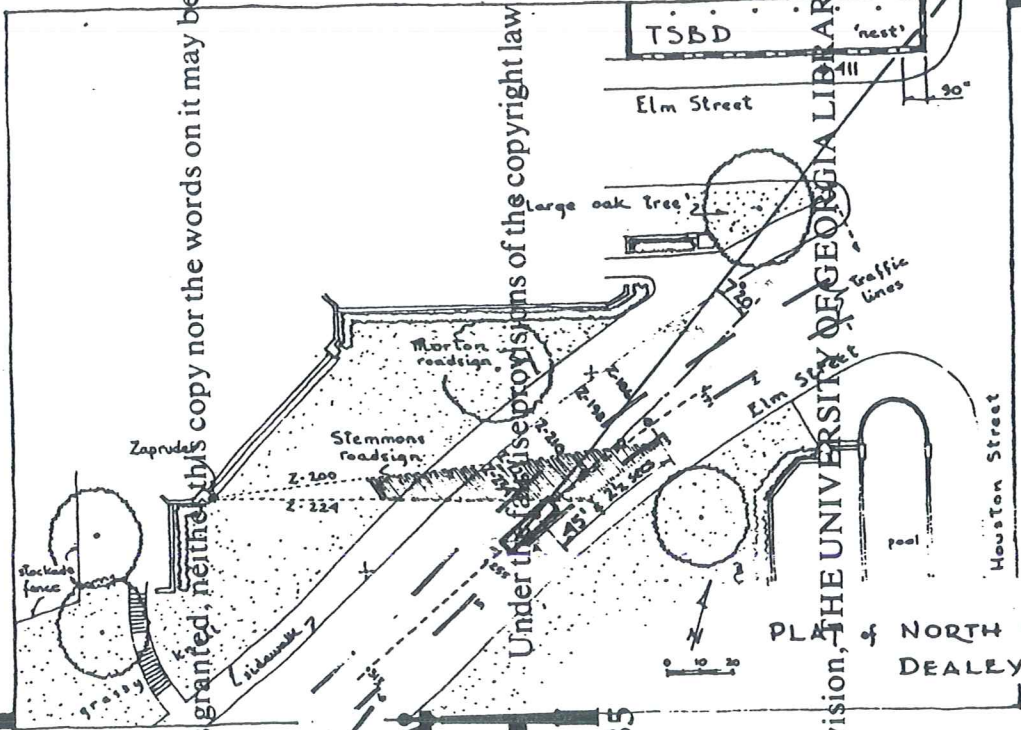
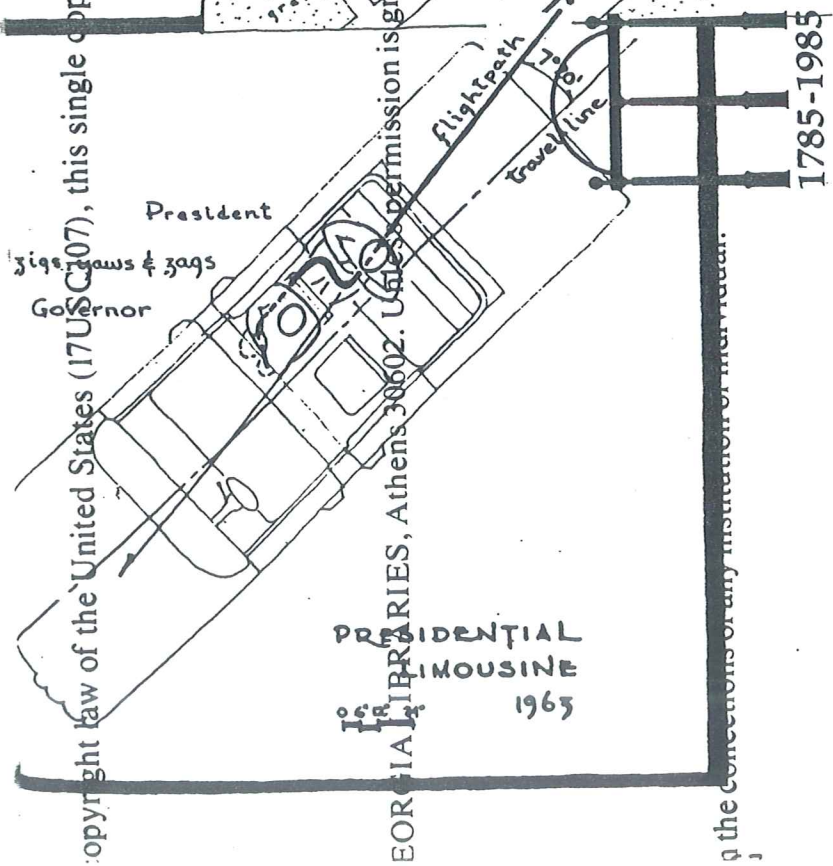


LIGHTPATH of CE 399

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