

Wayne Christensen
1001

201

2 MAR 1960

CGI

Captain Ellis Ricknacker
Eastern Air Lines
10 Rockefeller Plaza
New York 20, New York

Dear Captain Ricknacker:

I am inclosing several copies of our national publication, CAP
TIMES, which include a photograph of one of your pilots, Captain
David W. Ferris, taken during a recent visit to National Headquarters.

Captain Ferris, serving as executive officer of the New Orleans
Civil Air Patrol cadet squadron, is one of our most dedicated and
enthusiastic officers and is doing a tremendous job training and
preparing the young boys and girls--CF cadets--for their responsi-
bilities in the aerospace age. His squadron is one of the finest
of our 1,500 such units throughout the 50 states and Puerto Rico.

Captain Ferris and the other Captain cadets in Civil Air
Patrol are contributing in a large measure to the successful
accomplishment of the CAP mission.

Sincerely,

Copy to: Wg Comdr

1001

Mr. John Spring, AT, Washington, DC

NEW ORLEANS CADET SQUADRON
NEW ORLEANS AIRPORT
NEW ORLEANS, LA.

15 June 1960

SUBJECT: Resignation of Captain David W. Ferrie.

TO : Commander
Louisiana Wing, Civil Air Patrol
Room 1723 Masonic Temple Building
New Orleans, Louisiana

1. On 14 June 1960 Captain David W. Ferrie submitted his verbal resignation as Executive Officer of New Orleans Cadet Squadron (Sep) effective immediately and further his withdrawal from New Orleans Cadet Squadron activities to become effective 26 June 1960.
2. Request instructions and information whether or not Captain Ferrie is to be transferred to Wing Headquarters in an unassigned status or casual status pending reassignment to another squadron or another job assignment.
3. The assignment of Executive Officer of this squadron will be the subject of future correspondence.

Robert E. Morrell
Robert E. Morrell
Major CAP
Commander

Copy furnished Captain Ferrie.

J.---

APPLICATION FOR SENIOR MEMBERSHIP IN CIVIL AIR PATROL			1. WING Louisiana	2. SERIAL NUMBER (For Nail Itq Use Only)
3. LAST NAME - FIRST NAME - MIDDLE INITIAL FERRIE David W			4. DATE OF BIRTH 20 Mar 10	
5. MAILING ADDRESS (No., street, city and state) 704 Airline Park Blvd., Metairie, Louisiana			6. HOME PHONE Vernon 5-4535	
7. BUSINESS ADDRESS AND OCCUPATION Eastern Air Lines, Moisant Airport, New Orleans, La Airline pilot			8. BUSINESS PHONE Kanner 4-5621	
9. SEX Male	10. COLOR OF HAIR Brown	11. COLOR OF EYES Brown	12. WEIGHT 157 1/2	13. HEIGHT 71"
14. COMPLEXION Medium	15. SCARS, MARKS OR PHYSICAL DEFECTS (Explain in 'Remarks' section if necessary) None		16. CITIZENSHIP <input checked="" type="checkbox"/> NATIVE <input type="checkbox"/> NATURALIZED (Explain in 'Remarks' section)	
17. NAME OF NEXT OF KIN Mrs. J.H. Ferrie		18. ADDRESS OF NEXT OF KIN 704 Airline Pk Blvd Metairie, La		19. RELATIONSHIP Mother
20. PRIOR CAP SERVICE				
<input type="checkbox"/> AS A CADET <input checked="" type="checkbox"/> AS A SENIOR	FORMER SERIAL NUMBER 4-6-2707	PERIOD OF SERVICE 1947-1954	HIGHEST GRADE HELD Captain	
21. U.S. ARMED FORCES SERVICE				
ARE YOU PRESENTLY OR HAVE YOU PREVIOUSLY SERVED IN THE REGULAR OR RESERVE (INCLUDING NATIONAL GUARD) MILITARY FORCES?				
YES	NO	SERVICE	COMPONENT	DATE & TYPE LAST DISCHARGE OR SEPARATION, GRADE AND SERVICE NO.
22. EDUCATIONAL AND PROFESSIONAL QUALIFICATIONS				
NAME AND ADDRESS OF LAST SCHOOL ATTENDED Univ. of Bari (Honors) at Bari Italy			HIGHEST GRADE ATTENDED Graduated	
DEGREES AWARDED Ph.D. Clinical Psychology				
OTHER				
<input type="checkbox"/> DOCTOR <input type="checkbox"/> LAWYER <input type="checkbox"/> JOURNALIST <input type="checkbox"/> TEACHER <input type="checkbox"/> OTHER (Explain under 'Remarks')				
23. LIST OF AERIAL LICENSES HELD				
TYPE	CAA NUMBER	RATINGS AND LIMITATIONS		
Airline Transport	552066	No limitations - all categories		
24. LIST OF LICENSES HELD				
NUMBER	CLASSES			
6-27800	Registered Radiotelegraphist			
OATH OF APPLICATION				
I HEREBY make application for membership in the Civil Air Patrol and				
I voluntarily subscribe to the objectives and purposes of the Civil Air Patrol and agree to be guided by the constitution and by-laws of Civil Air Patrol and such rules and regulations as may be promulgated.				
I do solemnly swear (or affirm) that I am not now nor have I ever been a member, or knowingly associated with members of organizations designated by the Attorney General pursuant to Executive Order 10450 as being totalitarian, fascist, communist or subversive organizations advocating the change of form of government of the United States by unconstitutional means.				
I have never been convicted of a felony and am not now awaiting trial or under suspended sentence or on probation.				
25. DATE 11 Sept 1959	26. SIGNATURE OF APPLICANT <i>David W Ferrie</i>			
(If applicant is under 21 years of age, parent or guardian will complete items below)				
27. DATE	28. SIGNATURE OF PARENT/GUARDIAN			
29. RELATIONSHIP	30. ADDRESS	31. SIGNATURE OF PARENT/GUARDIAN		

APPROVALS

32. NAME AND CHARTER NUMBER OF UNIT 1st Flight Unit (Co) 1017	33. DATE MEMBERSHIP COMMENCES 11 Oct. 1950
34. TYPED NAME OF UNIT COMMANDER ROBERT E. MORRILL	35. SIGNATURE OF UNIT COMMANDER <i>Robert E. Morrill</i>
36. WING Louisiana	37. DATE ACCEPTED BY WING 5 Oct. 1950
38. TYPED NAME OF WING COMMANDER OR DESIGNATED REPRESENTATIVE Col. W.D. Cahill. William H. Cahill	39. SIGNATURE OF WING COMMANDER OR DESIGNATED REPRESENTATIVE <i>W.D. Cahill</i>

40. REMARKS

(Include pertinent items not listed elsewhere)



INSTRUCTIONS

Item No. 33: "Date Membership Commences" will not be filled in until the Form 12 and all attachments (i.e., photo, fingerprint card, etc.) are ready for immediate transmission to your next higher headquarters. When all papers and attachments are complete, a CAP Form 14B, "CAP Membership Card (Temporary)" will be issued; Item No. 33 of the Form 12 completed and the signature of the unit commander affixed.

CAP Form 12 must be forwarded by the unit of membership without delay. No intermediate headquarters will delay forwarding for more than 2 weeks.

SENIOR MEMBER TRAINING RECORD		1. GRADE <i>CAPTAIN</i>	2. SERIAL NUMBER <i>200,94</i>
3. NAME (Last, first, middle, initial) <i>FERRIE, DAVID W.</i>		4. DATE OF BIRTH <i>28 MARCH 1918</i>	
5. SQUADRON <i>NEW ORLEANS CADET</i>	6. GROUP -	7. WING <i>LOUISIANA.</i>	
8. HOME ADDRESS (No. & Street, City & State) <i>704 AIRLINE PARK BLVD METAIRIE LOUISIANA.</i>		9. HOME PHONE <i>PE-5-4535</i>	
10. DATE OF MEMBERSHIP <i>01</i>		11. DUTY ASSIGNMENT <i>EXECUTIVE OFFICER</i>	
12. RATINGS OR SPECIALTIES <i>SENIOR PILOT P.O. SWR 27 9 NOVEMBER 1957</i>			
13. CATEGORIES OF TRAINING			
A. INDOCTRINATION TRAINING	DATE OF COMPLETION	B. GENERAL TRAINING	DATE OF COMPLETION
C. FUNCTIONAL TRAINING (Subject & date of completion) <i>EXECUTIVE OFFICER 1957.</i>			
14. AMERICAN RED CROSS STANDARD FIRST AID CERTIFICATE:		DATE OF CERTIFICATE	
15. EXTENSION COURSE INSTITUTE			
A. OFFICER CANDIDATE SCHOOL CORRESPONDENCE COURSE		DATE OF COMPLETION	
B. SQUADRON OFFICER SCHOOL CORRESPONDENCE COURSE		DATE OF COMPLETION	
C. COMMAND AND STAFF SCHOOL CORRESPONDENCE COURSE		DATE OF COMPLETION	
D. AIR WAR COLLEGE CORRESPONDENCE COURSE		DATE OF COMPLETION	
E. SPECIALIZED COURSES:			

NOTE: RECORD ITEMS 2, 8, 11 and 12 IN PENCIL SO THAT CHANGES CAN BE EASILY AFFECTED.

16.		FIELD PRACTICE MISSIONS	
A.	DATE	LOCATION	
	SARCAP	DUTY	
B.	DATE	LOCATION	
	SARCAP	DUTY	
C.	DATE	LOCATION	
	SARCAP	DUTY	
17.		OTHER TRAINING MISSIONS	
(date, type, location, etc.)			
18.		OTHER TRAINING	
(Record completion of any course of instruction in unit training programs not listed elsewhere):			
19.		REMARKS	
INSPECTED			
DATE	COMMANDER'S SIGNATURE		
	<i>Robert G. ... 34614</i>		
DATE	COMMANDER'S SIGNATURE		
DATE	COMMANDER'S SIGNATURE		

NATIONAL HEADQUARTERS
CIVIL AIR PATROL
Auxiliary of the United States
Air Force
Ellington Air Force Base Texas

21 January 1960

SUBJECT: Appointment of Aide

TO : Captain David W. Ferrie 482707
New Orleans Cadet Squadron (sep)
New Orleans, Louisiana

1. Captain DAVID W. FERRIE SN 482707 is hereby appointed aide to the National Commander, for purpose of assisting in promoting the Aviation Education Program among youth.

Stephen D. McElroy

STEPHEN D. McELROY
Brigadier General USAF
National Commander

DIST:
"D"
201

H. G. C. C. C.

NATIONAL HEADQUARTERS
CIVIL AIR PATROL
Auxiliary of the United States Air Force
Ellington Air Force Base, Texas

9 November 1959

PERSONNEL ORDERS)
NUMBER SWR 27)

1. Under the provisions of CAP Regulation 35-5, the following named CAP personnel are appointed Chaplains in the Civil Air Patrol with grade as indicated:

<u>Name</u>	<u>Ser No.</u>	<u>Grade</u>	<u>Unit</u>	<u>Wing</u>
STEVENSON, William	10020151	1/Lt	42080 Waco Comp Sq	Tex
TRENT, Kenneth E.	10030084	1/Lt	42020 Baytown Comp Sq	Tex

2. Under the provisions of CAP Regulation 60-3, the Aeronautical Rating of the following named member is reinstated effective date indicated:

<u>Name</u>	<u>Ser No.</u>	<u>Rating</u>	<u>Effective Date</u>	<u>Wing</u>
FERRIE, David W.	482707	SR PILOT	11 September 1959	16017 N. O. Cdt La

3. Under the provisions of CAP Regulation 35-5, the following named CAP personnel are appointed or promoted to the grade indicated:

<u>Name</u>	<u>Ser No.</u>	<u>Grade</u>	<u>Duty Assignment</u>	<u>Wing</u>
DODDS, Alexander M.	10003136	Captain	Chapl 02017 Bagdad Comp Sq	Ariz
EFFELICK, Donald M.	852627	Lt Col.	Dp/Cdts 02001 Arizona Wing	Ariz
GRISEY, Blanche E.	10028491	2/Lt	Exec 0 02028 Williams Comp Sq	Ariz
GRISEY, Myldon L.	10026571	2/Lt	C/Cdts 02028 Williams Comp Sq	Ariz
HELMS, Joseph E.	853023	Major	Dp/Comm 02001 Arizona Wing	Ariz
MATZKANIN, Edward	10006511	1/Lt	Ops 0 02021 Yuma Comp Sq	Ariz
LESTER, Ruby M.	8110738	1/Lt	Pers 0 42024 Beaumont Comp Sq	Tex

4. Under the provisions of CAP Regulation 60-3, the following named CAP personnel are awarded Aeronautical Ratings as indicated:

<u>Name</u>	<u>Ser No.</u>	<u>Rating</u>	<u>Unit</u>	<u>Wing</u>
DUGGAN, Charles J.	10031789	PILOT	16039 St Marys Comp Sq	La
GRIFFIN, Elmer J., Sr.	10031825	PILOT	16039 St Marys Comp Sq	La
GRIFFIN, Elmer J., Jr.	10031816	PILOT	16039 St Marys Comp Sq	La
GUARISCO, Leonard J.	10031792	PILOT	16039 St Marys Comp Sq	La
JEANSONNE, Gerard A.	10031257	PILOT	16038 Slidell Comp Sq	La
PATTERSON, Leonard L.	10031799	PILOT	16039 St Marys Comp Sq	La
SCHILLHASE, Don J.	527433	PILOT	16031 Louisiana Wing	La
SCHILLECI, Voel E.	10031820	PILOT	16039 St Marys Comp Sq	La
ALDRIDGE, Willis L.	842523	PILOT	30018 Santa Fe Comp Sq	N M
BONEY, Archie A.	10012534	PILOT	30009 Clovis Comp Sq	N M
BOONE, William D.	841800	COMD PILOT	30001 New Mexico Wing	N M
USSERY, Meredith S.	10031122	PILOT	30030 Albuquerque Sr Sq 2	N M

D
PO SWR 27, NATL HEDCAP-AUX-USAF, EAFB, Tex, 9 Nov 59 (Contd)

FOR THE NATIONAL COMMANDER:



RICHARD O. BRASWELL
Major USAF
Director, CAP Personnel

DISTRIBUTION: "D"

- 4 Natl Hq file
- 1 ea Natl Hq 201 file
- 1 ea Indiv concerned
- 3 ea Wing concerned
- 3 Southwest Region Comdr
- 1 ea Wing 201 file
- 1 ea Sqdn 201 file

D

NEW ORLEANS CADET SQUADRON (SEP)
New Orleans Airport
New Orleans, Louisiana

7 June 1959

SQUADRON ORDERS

NUMBER: 7

1. S/M David W. Ferrie, SN PENDING, is hereby assigned duties as Acting Executive Officer.
2. 2nd Lt. James P. Graffeo, SN 483620 is hereby assigned duties as Acting Squadron Supply Officer.
3. S/M Dan Sneathman, SN PENDING is hereby assigned duties as Acting Training Officer, Vice CWO Alvin Klester, SN relieved.
4. 2nd Lt. Ralph W. Napier, SN is hereby assigned duties as Operations Officer, vice CWO Rufus Ashby, relieved, in addition to duties as PIO and Finance Officer.
5. 2nd Lt. Center Stevens assignment as Assistant to the Chaplain is hereby confirmed and made a matter of record.
6. 1st Lt. (Chaplain) Michael Finnegan's assignment as Squadron Chaplain vice Captain (Chaplain) Forrest Hawkins is hereby made a matter of record.
7. In addition to duties as Squadron Supply Officer, 2nd Lt. James P. Graffeo is assigned additional duties as Assistant Training Officer for Phase II Cadets.
8. In addition to duties as Squadron Training Officer, S/M Dan Sneathman is assigned primary duties as Recruit Training Officer.

[Signature]
Robert H. McCrell
Major CAP
Unit Commander

201 - David W. Ferrie

HEADQUARTERS
NEW ORLEANS CADET SQUADRON
CIVIL AIR PATROL
Auxiliary U.S. Air Force
New Orleans Airport, La.

9 December 1958

SPECIAL ORDERS
NUMBER 23

1. In accordance with OAFR 35-5, the following named personnel are appointed to the temporary grades indicated:

DAVID W. FERRIE SN (onapl) to Captain (T)
RALPH W. MAPIER SN (on apl) to 2d Lt (T)
RUFUS W. ASHBY SN (on apl) to OWO (T)
GERLAID STEPHENS SN (on apl) to 2d Lt (T)

the effective dates as shown on respective Forms 12.

2. In accordance with OAFR 20-1 the following named personnel are appointed to the following duty assignments, effective this date:

Capt (T) DAVID W. FERRIE to Sqd Executive Officer
2dLt (T) GERLAID STEPHENS to Assistant to Sqd Chaplain
OWO (T) RUFUS W. ASHBY to Operations Officer

3. In accordance with Regulations, the above named personnel specified in par. 1 will accomplish, within six weeks, the following:

- (a) submit twenty five (25) questions and answers to the Unit Commander on the duty assignments;
- (b) accomplish an examination on OAFR 50-1.

Robert E. Morrell
ROBERT E. MORRELL
Major CAP
Commander

COLONEL WILLIAM D. HAAS

Wing Commander, Louisiana Wing

Civil Air Patrol



P. O. BOX 537

BUNKIE, LOUISIANA

MARCH 30, 1959

MAJOR DELWIN P. LAGUENS
HEADQUARTERS, CIVIL AIR PATROL
1723 MASONIC TEMPLE BUILDING
NEW ORLEANS, LOUISIANA

DEAR DELWIN:

SOMETIME AGO I TOLD LT. COL. EHRLICHER TO APPOINT A BOARD TO INVESTIGATE THE DAVE FERRY MATTER. HE TOLD ME YOU HAD BEEN MADE CHAIRMAN. HAS THIS BOARD EVER MET? IF NOT, WHY? IF SO, WHY HAVN'T I BEEN NOTIFIED OF THE RESULTS?

I WANT THIS HEARING TO BE COMPLETELY FAIR AND IMPARTIAL, AND TO BE JUDGED STRICTLY ON THE MERITS AS PRESENTED; NO PERSONALITY TO BE ENTERED INTO IT WHATSOEVER.

KINDEST PERSONAL REGARDS AND BEST WISHES,
I AM

YOURS VERY TRULY,

W. D. Haas
W. D. HAAS
COLONEL, CAP
WING COMMANDER
LOUISIANA WING

WDH:CGD

3/31/59

Col. E.:

May Laurence asked me
to bring this letter
over for you to see.
Helen Dixon

April 1, 1959

Colonel W. D. Haas, Jr.
Bunkie, Louisiana

Dear Colonel Haas:

Delwin again has asked me to answer your letter to him of March 30, 1959, relative to the Dave Terry matter.

The last time you discussed this matter with me, which was by long distance telephone about two weeks ago, I reported that I was still awaiting the report of your special investigator, in which you concurred. You told me that you were trying to reach your investigator by telephone to expedite the matter and would advise me when you heard from him.

Do you wish to proceed without this report? If so, please advise me.

With best personal regards, I am,

Very truly yours,

GEORGE C. WICKHAMER
Lieutenant Colonel, CAP
Deputy Commander

JGE:DH

CC: Major Bohrin P. Ingalls, Jr.
7105 West End Blvd.
New Orleans, La.

Memo You Record

0 Aug 61

Call Mrs. Henry Dumas - 282-4096 and asked if her son could come to our office as I would like to talk with him about the Falcon Call Sqdn. Mr. Henry Dumas and son arrived at office about 12:15, 12:30. Mr. Dumas indicated that the only reason he pulled his son from the squadron was because of his son arriving home a very late hour in the morning etc. Talked with his son said he'd been in the sqdn about 2 1/2, 3 mos. Meetings were Fridays 7:30 - 10:00, Sundays 7:00 - 5:00 Mission Airport and Mr. Ferris home. Asked boy if he had ID card no hasn't gotten one. Asked if they studied aerospace booklets he indicated no. Said there are 11 boys in squadron (see attached names - not sure of addresses (boy)).

2 months: Study of Aviation Brochlets
no.

Fridays 7:30 - 10:00 Mansard Airport
Mr. Fernie Howe
Sundays 2:00 - 5:00

1st Pair -

James Whitmore
Broad - Espanade

Johnnie Johnson
across -

Donnie Richards
Filmore - Ply & Pine

COLONEL WILLIAM D. HAAS

Wing Commander, Louisiana Wing

Civil Air Patrol



P. O. BOX 537 BUNKIE, LOUISIANA

2 July 1959

Lt. Col. Joseph G. Ehrlicher
Deputy Commander
Headquarters Louisiana Wing, CAP
1723 Masonic Temple Building
New Orleans 12, Louisiana


Dear Joe:

I am perfectly willing to abide by the recommendations of the Membership Board hearing May 15, 1959, with reference to D. W. Ferrie. I must at the same time reprimand them for the manner in which they handled their finding.

Nothing should have been told the Commander of the New Orleans Cadet Squadron or Mr. Ferrie until the results had been reviewed by me and I would have notified the persons concerned. The Board was neither appointed by Mr. Ferrie nor the Commanding Officer of the New Orleans Cadet Squadron, therefore they should have referred any findings back to me. I am surprised at the members of the Board.

With kind personal regards, I am

Sincerely yours,


W. D. HAAS
Colonel, CAP
Commander

WDH:dhc

MINUTES OF THE MEETING OF THE
MEMBERSHIP COMMITTEE OF THE CIVIL AIR PATROL

HELD MAY 19, 1959

The meeting of the Membership Committee of the Civil Air Patrol was held on May 19, 1959 and was presided over by Lieutenant Colonel William F. Kelly.

Members present were:

Major William H. Cahill

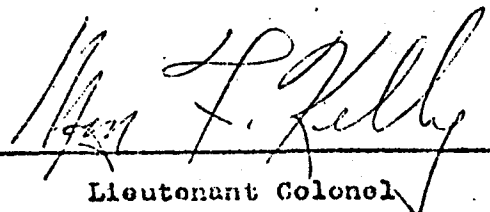
Lieutenant Colonel Alvin S. Rousse

Lieutenant Colonel William F. Kelly

The status of Mr. D. W. Ferris in connection with his membership granted under a temporary authorization by the Commander of the New Orleans Cadet Squadron was thoroughly discussed. Insofar as no one had submitted, nor had any of the Membership Committee been able to obtain actual and/or factual derogatory reports, we had to take the position that officially none existed. His position was further strengthened by the failure of the King Membership Committee to have acted within the prescribed ninety days allotted time of his temporary membership.

After extensive discussion of the many facets and ramifications of the problem it was agreed that the best procedure would be to call a meeting on the evening of June 5, 1959 and request that the Chaplain, Commander and Mr. Ferris of the Squadron meet with the members of the Membership Committee to discuss with Mr. Ferris his membership in the Civil Air Patrol.

There being no further business to discuss at this time the meeting was adjourned.



Lieutenant Colonel

KELLY-GENERES CONSTRUCTION COMPANY, INC.
P. O. Box 8067 NEW ORLEANS 22, LA.

May 27, 1959

Alvin S. Rouse
Lt. Colonel, CAP
5161 Gallier Drive
New Orleans, La.

Dear Colonel Rouse:

I have been asked to preside over a Membership Board at Wing level and you are one of the members appointed to this Board.

Subject to your convenience, I would appreciate it if you would have lunch with me and the other members of this Board next Wednesday, June 3, 1959 at Kolb's Restaurant at 12:00 Noon. Ask for my table so that the first one there will be able to be seated regardless of when the others arrive.

I sincerely look forward to the pleasure of working with so fine a person, and with best wishes for your continued success and good health, I remain,

Sincerely yours,

William F. Kelly, Lt. Col., CAP
Advisor to Commander

cc: Major H. Cahill
Lt. Col. Jeannette De Jarnette
Major D. P. Laguens
Lt. Col. J. G. Ehrlicher

MINUTES OF THE MEETING OF THE
MEMBERSHIP COMMITTEE OF THE CIVIL AIR PATROL
WITH THE COMMANDER, CHAPLAIN AND D. W. FERRIE
HELD JUNE 5, 1959

The meeting of the Membership Committee with the Commander, Chaplain and Mr. D. W. Ferrie was held on the evening of June 5, 1959 at the Wing Headquarters Office of the Civil Air Patrol.

Members present were:

Major William E. Cahill
Lieutenant Colonel Alvin S. Rousse
Major Edwin P. Lagunas
Lieutenant Colonel William F. Kelly

A very frank discussion was had with the three gentlemen relative to the membership of Mr. Ferrie and it was very emphatically pointed out that as long as the Cadets were at a Civil Air Patrol meeting that subjects of instruction compatible with and previously approved by Civil Air Patrol officials be only those given, and that any extra curricular subjects be handled strictly on a personal basis in such a manner that they would in no way be connected with nor represent the policy of the Civil Air Patrol.

Major Lagunas had a very frank discussion with Mr. Ferrie relative to his discussions with the Cadets on the subject of psychology as being out of keeping with Civil Air Patrol activities. Mr. Ferrie, the Chaplain and Commander definitely understood and pledged themselves to abide by the restrictions of teaching only those subjects officially approved by the Civil Air Patrol. We believe that the atmosphere was cleared by bringing the discussions in the open and we instructed the Commander of the Squadron to process Mr. Ferrie's senior membership application through regular channels.

There being no further business to come before the meeting it was declared adjourned.



Lieutenant Colonel

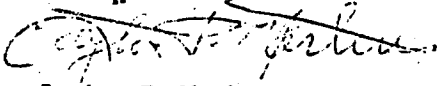
HEADQUARTERS
THE FALCON CADET SQUADRON
Aux. U.S. Air Force
Moliant Airport, La.

28 February 1961

To: O/3rd. class James Mullins

Subject: Absences and lack of participation in Squadron activities

1. This is a reminder that your lack of participation in Squadron activities will eventually lead to dismissal from the Squadron. You are advised to contact Capt. Ferris in order to keep more acquainted with Squadron activities and to assure your status quo in the Squadron.


Layton P. Martens
O/2nd./Lt. Adj.

Crucy from June 60
to about Mar 61,

Jennie in N.O. (15) yrs	1966	1967
	15	15
	<u>51</u>	<u>1962</u>

51-52-53 - Macintosh Comp.

Young, 20
Joe - Lisimon Co, Delta,

53: - Herbert Lindsay, Co,
NW Cordix Co

52-53

Jessie, former number 1000

~~1968 Jennie v M.O.
H.H. v M.O.~~

MEMO ROUTING SLIP		Never Use for Approvals, Disapprovals, Concurrences, or Similar Actions		ACTION	
1	TO	INITIALS	CIRCULATE		
		DATE	COORDINATION		
2			FILE		
			INFORMATION		
3			NOTE AND RETURN		
			PER CONVERSATION		
4			SEE ME		
			SIGNATURE		
REMARKS					
<p>Spoke with Maj. Durr in reference to Oswald being in Mousant. She said she does not remember him being in the sq. Only thing she had to go on was Vables statement that he had brought him out to Mousant when they had a big recruiting party. After the recruiting party Ferris left Mousant & went to D.O. & Vable said Oswald went with him. He never did come one time only. Ferris stated he never was in Mousant.</p>					
FROM				DATE	
				PHONE	

HEADQUARTERS
THE FALCON CADET SQD
AUX. U.S. AIR FORCE
Holcomb Airport

28 February 1961

SUBJECT: Merits & Demerits, Praises and Blames.

TO : All Personnel

1. One of our airplanes is completed, our almost. Thus it should be apparent to all that our flying schedule is about to begin. We become operational shortly thereafter.

2. We have released the previous mechanic in charge of the bus, and hired a new one, who guarantees (again!) that the bus will be ready for Drill Friday nite.

3. For the past fourteen weeks it has been a pleasure to observe personnel steadily doing all the painstaking, boring labor needed for (a) flight training, (b) patrol, (c) search work. As those weeks have progressed I have learned various things about each of you you interest in the Squadron, your initiative, your military bearing courtesy & discipline; I have learned about your qualities of leadership; I have learned about your dependability to do a job whether you were being watched or not. Sometimes officers were exemplary, sometimes not. Sometimes enlisted personnel outshone officers, sometimes they fell below the expected norms entirely. In general, however, I think that this Squadron is to be congratulated on its fine achievements.

4. I am rearranging that Staff, to some extent, based on what I have observed in the past 14 weeks. If future rearrangements become necessary, they will be made on the basis of observation, plus the Merit and Demerit List given below.

5. Here is the merit & Demerit List. Note that there is one set for enlisted personnel, another for officers. Flying time, special considerations, job assignments, promotions will be based on this list, as well as what I observe.

<u>MERITS</u>	<u>Enlisted</u>	<u>Officers</u>
improving school grades	5	5
extra services to Sqd	5	5
any advancement in Aviation knowledge	5	5
each new book read (any subject)	10	7
each time you initiate on your own work for the Sqd	10	7
<u>DEMERITS</u>	<u>Enlisted</u>	<u>Officers</u>
each time late for Drill	10	20
each time late for uniform	5	15
each time drunk attention in ranks or class	5	10

6. The following is being distributed to members of the Squadron for their information.

collected personnel, notices for transfers, paying term, special considerations, job assignments, promotions will be based on this list, as well as what I observe.

<u>MERITS</u>	<u>Initiated</u>	<u>Officer</u>
increasing school grades	5	3
extra services to Sgd	5	3
any advancement in Aviat ⁿ knowledge	5	3
each new book read (any subject)	10	7
each time you initiate on your sup. work for the Sgd	10	7

<u>DEMERITS</u>	<u>Initiated</u>	<u>Officer</u>
each AWOL	10	10
each time late for drill	10	10
each time out of uniform	5	15
each time break attention in ranks or class	5	10

6. The Adjutant is being instructed to prepare a permanent type book in which each Cadets' name will be listed, together with his merits & demerits. For the time being, I will be the sole person eligible to issue Merits or Demerits. You will be notified at the time you receive either a Merit or a Demerit, so that you can settle any misunderstanding then and there.

7. Since we are so close, now, to becoming operational, it is necessary that we mention some items out of 50-2 and 50-3:

Officers - are to set the example by their deeds, each, any, every officer is responsible for the welfare of his men, their health, school grades, transportation, difficulties, Drill schedule and the like.

Enlisted - you are the Team X or must respond to the direction of your officers. Likewise, you must make your wants known and air your problems so that they can be solved. BUT, you must remember military discipline, your place, and the chain of command.

8. Chain of Command: none of you is unaware of what it is and how it works. Use it. If you have problems, suggestions, difficulties and the like these should come up via the chain of command.

9. Starting with this date, if you are not going to make a particular Drill, the following MUST be done:

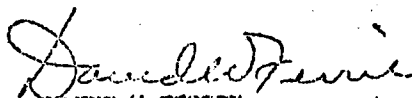
- a) telephone Capt. Ferris before hand in sufficient time;
- b) in military form hand in absence at the next meeting you attend.

10. The following Staff assignments are made, effective this date:

RODRIGUEZ, Lt. Ivy...C.O.	responsible for everything that goes on or is to go on
MARTENS, Lt. Layton.. Adj.	resp. for Morning Reports, files, records, transportation arrn
JOHNSON, Lt. Johnny..Jrm.OFC.	resp for all communications
LARSEN, O/Alc Al. . Maint.	acting maint. off. responsible for ALL maintenance problems
REBERT W/Alc John	Ops acting Ops. off. responsible for all ops flt & ground
RICHARDS W/Alc Don	Trng acting Training Officer
RANLIE, S/Alc Hmo	1st Sgt responsible for formations, attendances, discipline, work details

11. Effective this date and hereafter, the Adj will prepare Orders of the Day at least one week in advance.

12. Sunday 5 March there will be an Operational Conference on the Spring Program.


 DAVID W FERRIS
 Captain
 Unit Commander

THE TIMES-PICTURE, NEW ORLEANS, LA, THURSDAY MORNING, MAY 30, 1968

DA Has Photo Showing Oswald in CAP Uniform

Ferrie in Fatigues at CAP Activity--DA

Johnson Says 18-Year-Olds Should Have Privilege

Garrison Blasts Action by Federal Court

By CLARENCE DOUCET

District Attorney Jim Garrison Wednesday released a photograph of Lee Harvey Oswald in a Civil Air Patrol uniform, a photograph he claimed the federal government "tried to pick up" and suppress. Garrison circulated copies of the photograph during a press conference in his office at which time he asserted there is no legal basis for the federal courts to prevent him from bringing Clay L. Shaw to trial.

Shaw has been charged by Garrison with participation in a conspiracy to murder President John F. Kennedy. Garrison called the temporary restraining order of U.S. District Judge Frederick J. R. Russo, one of Heebe's, preventing him from trying Shaw, "an outrageous and unprecedented interference by the federal government with the legal processes of the state of Louisiana."

Shaw was arrested on March 1, 1967, and after several delays Garrison's office finally set the trial for June 11. Shaw recently went to the federal court here asking that Garrison be enjoined from bringing him to trial.

Judge Heebe issued the temporary restraining order on Tuesday, and on Wednesday he signed an order allowing attorneys for Shaw to take depositions from the following persons:

- Assistant Dist. Atty. James L. Alcock and Anthony Schambra.
- Dr. Esmond Patter, who administered truth serum to Garrison.
- Lynn Lolsel and Louis Iron, investigators for Garrison.
- Sandra Moffett, Des Moines, Iowa, a former friend of Russo who has refused to come to New Orleans to testify.

LITTLE KNOWN BOOK

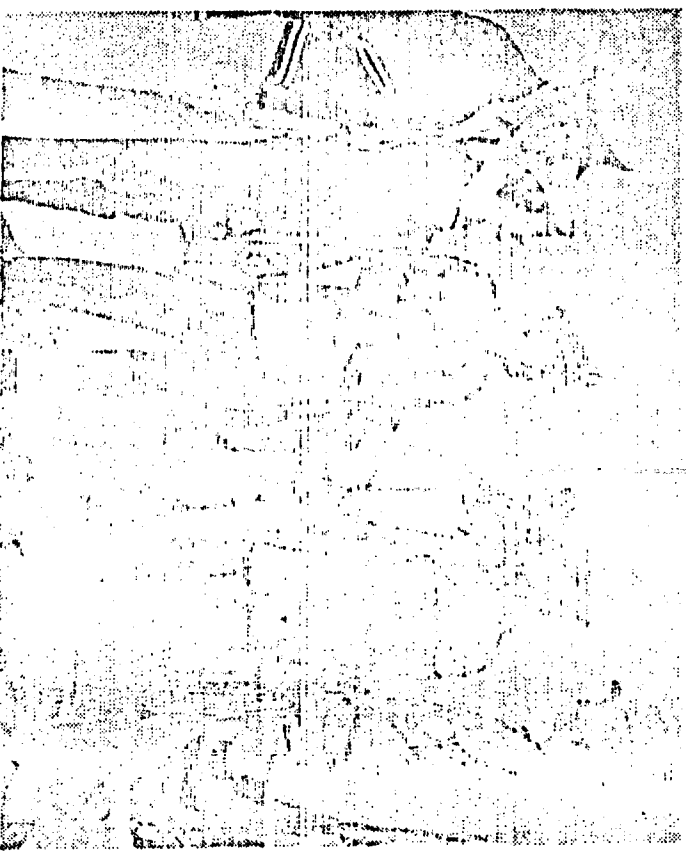
a few days after news of Garrison's investigation into the assassination was made public.

TAKING DEPOSITIONS

Dr. Esmond Patter, who administered truth serum to Garrison.

Lynn Lolsel and Louis Iron, investigators for Garrison.

Sandra Moffett, Des Moines, Iowa, a former friend of Russo who has refused to come to New Orleans to testify.



DISTRICT ATTORNEY JIM GARRISON Wednesday released this photograph which he said shows David L. Ferrie in fatigues (at right) during a Civil Air Patrol function. Garrison also released a photograph of Lee Harvey Oswald in a CAP uniform. He said

the federal government has attempted to suppress the Oswald picture and he claimed that Ferrie indicated Oswald into the Central Intelligence Agency through the CAP. None of the other persons in this photograph were identified.

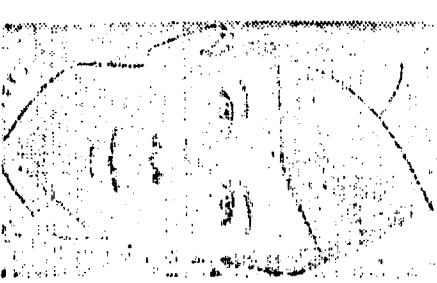
By DOUGLAS E. CORBIN
FORT WORTH, Tex. (AP)—President Johnson Wednesday proposed letting 18-year-olds and cautioned them against rule-or-weaknessism and a glorification of violence.

"The great majority of people in America," the president said, "have demonstrated maturity; their participation; their zeal for peace."

Johnson flew from Washington to Fort Worth on Tuesday missions: to meet friend and Texas congressional aide James C. Wright to deliver the congressional address at Texas Christian University. He also received an honorary degree at the ceremony.

...I believe we should have an... to... His... of 1970... in the... baseball... 1968

of Oswald, Garrison said it was contained in a little known book written shortly after the assassination of President Kennedy. He speculated that it was from



LEE HARVEY OSWALD
In CAP uniform.

ably given to the author by a member of the Oswald family. Garrison claimed that the federal government purchased what it believed to be all of the copies of the book and then suppressed the picture.

Garrison, publisher of the magazine, said he had copies of the book and then suppressed the picture.

Asserting that his office has long received "an excessive amount" of trouble from the federal government, Garrison said there are two primary reasons why the federal courts should not prevent him from trying Starr. "The federal court has no legal justifications whatever for interrupting the scheduled trial at this time."

"The federal government is a party with special interests in this case."

The DA added: "Our investigation was faked and the Warren Commission inquiry was faked to conceal the act that President Kennedy was killed in a professionally executed ambush."

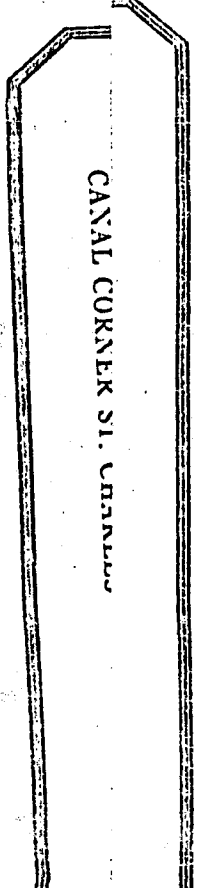
Garrison asserted that it is obvious that the federal government does not want it known that it conducted a fraudulent inquiry "using altered evidence and false evidence to fool the people of this country," and he continued: "Therefore, it would be a much more objective inquiry in a court of the state of Louisiana, where the case has been tried."

Why is there such a sudden loss of confidence in the federal government to prosecute Starr?

INTERFERENCE CHARGED
Garrison alleged that the federal government has been interfering "with any honest inquiry in every conceivable way... the arresting of witnesses at the outset to the monitoring of telephones to the use of a constant barrage of propaganda through national media in an attempt to discredit the inquiry."

He continued: "In contradiction, we have made no critical or derogatory statements concerning Mr. Shaw. From the time he was charged, my office has been fair to him and none of his rights have been violated even interminably. The members of

CANAL CORNER ST. CHARLES



PERSONAL AND CONFIDENTIAL

2632 Belle Chasse Highway
Post Office Box 24
Gretna, Louisiana

15 June 1960

Lt. Col. Joseph Ehrlicher
Deputy Commander, Louisiana Wing
Civil Air Patrol
Room 1723 Masonic Temple Building
New Orleans, Louisiana

Dear Col. Ehrlicher,

In reference to our telephone conversation today, regarding Dave Ferrie's resignation last night, I wish to brief you regarding activities that may have had a bearing on his decision to resign. However, I cannot actually say, for certain, just what precipitated this resignation.

First of all, I wish to thank you most kindly for not saying, "I told you so".

To go back to the time Dave joined the squadron as an adviser (this upon the recommendation of Jim Graffeo, Bob Boylston, John Irion, Al Meister and several others), I had no idea of what had gone on when Dave was previously a member of CAP--of this I still must plead ignorance, nor, on the other hand, does it fit into this picture other than possibly to re-establish a pattern that seems to be an integral part of Dave's psychological make-up. At any rate, against your desires and advice, I followed through on the re-establishment and reinstatement of Dave's membership. During this process, many bitter words were bandied about by Dave regarding all members of Wing Staff, the Liaison Officer and former members of the squadron. In addition he made threats to sue for defamation of character, abuse of office and authority. These unrecorded statements I passed off as possibly a means of trying to sate his ego and to blame or pass the blame of his lack of success on a scapegoat, not having the guts nor the fortitude to accept the blame himself. I was somewhat remiss in not reading this immediately as a pattern that would be followed. As will be born out in this letter, this is a part of a pattern that seems to be Dave himself.

Dave was most successful in re-establishing discipline and respect of the cadets by most all people with whom they came in contact with. For this and his other accomplishments, he should be most highly commended. A very fine squadron has, as a result been developed. However, he was and still is at odd's ends with other Senior members of the CAP and some other people in and about the airport.

I do not desire to detract one iota from Dave's abilities nor his devotion to young people--predominantly male. (his feeling about females is that 1) they should be seen, not heard; 2) their fields of endeavor should be directed toward the home and families, nursing, religious orders, teaching but not aviation; 3) that there is no place for them in the CAP nor the military life).

The first blow-up on a large scale was in reference to Chaplain Hawkins' objection to Dave's picturesque and profane language which is most vulgar according to society's accepted version of profanity and vulgarity. Chaplain Hawkins fortunately was able to roll with the punches and came out on top. He is to be commended for his forbearance and christian attitude toward Dave. He has all the right in the world to be most bitter toward him. Many words were exchanged regarding semantics. Major Christiansen and Sergeant Sidman were unfortunately present leaving an area of wonderment regarding the whole squadron and myself in the major's mind.

Unless Senior members subscribed wholeheartedly to Dave's way of presenting CAP and his interpretation of regulations and directives, he soon became persona non-grata and ways and means were found to make the situation so intolerable as to cause their resignation or cropping out of CAP activities.

Dave made a statement one time in reference to Chaplain Hawkins and Dr. Stevens (the latter giving most freely of his time toward the goal of whipping together a chorus for the squadron for Dave's idea of presenting a TV program—since dropped!) and Ralph Napier that the Baptist faction of the city and Louisiana were trying to get a foothold in CAP in order to use them for political pressure.

Another question raised by Dave was whether or not a parent of a cadet should be permitted to join the same squadron, causing us to lose a most able Senior member in Ralph Napier through his machinations as brought out above.

Despite warnings and directions at the time of the Board meeting re Dave's reinstatement, he has constantly "psychoanalyzed" both cadets and parents to the degree that in many instances CAP is being blamed by the parent for a cadet's attitude toward his parents, when actually this intolerant attitude on the cadet's part is merely a reflection of Dave's guidance in establishing thought patterns for the cadet. In the Communist countries this is called brainwashing.

When remonstrated for this sort of activity and in interfering in the cadet's private life the reasoning was brought out that the cadet's activity at home reflected most directly on the CAP and that absences caused by dates and activities that were directed by parents in many instances were a direct responsibility of the squadron and as a result CAP was affected and he had all the right in the world to interfere. I have repeatedly exchanged many bitter words with him on this subject. He also reminded me that he had a PhD (in parapsychology from the University of Phoenix); that he had years and years of experience; that experience had taught him ("us"); that he as a non-parent was more able to view such problems much more objectively than the parents themselves and that he should not be interfered with in this respect as he had been called in by the parents themselves since he was a well established nationally known authority on youth problems.—setting himself up as a slightly removed from the Third Person of the Holy Trinity.

As a matter of fact, he did at one time, tell Mrs Cheramie that he came as close to being the most perfect, self-sufficient man as it was possible to be!

His attitude toward dating by teen-agers is somewhat to be commended. He does reflect the attitude of educators and religious and lay authorities that a certain amount of danger lies in 'going-steady'. This much I will and do sanction. I do not however, sanction nor can I tolerate the interference in occasional dating to the point that where a few of his favorite male cadets who date, are called up at the girl-friend's home and really chewed out.

and told to go home or to come to his home before he was called for and escorted there by himself personally. He has, in other words projected himself as a pseudo-parent—this being in essence my conclusions of his interest in young people in that he would like very much to be a parent without the responsibilities of parenthood.

He has given most freely of his time, his money and energy to several of the cadets and the squadron in general. It is merely his way of assuring the dependence of the cadets and the squadron generally on him. In this he has made a grave error in giving to the cadets who fail to develop into the type of person the CAP program desires. If a squadron of cadets have to work, scrounge and develop their own source of completing projects they will more greatly appreciate the entire program and will learn through their own efforts. Here the attitude of the cadets was that 'Dave will do it, so why worry?'

One former cadet (Irion) left home and got out on his own because of Dave's agitation and abetting of the rebellious attitude of Irion, but he did it in such a way that he is completely removed through subtly building up and tearing down, emotionally, of the person involved and then re-building again. Yet we cannot prove this other than to observe the final results. It was through Dave's efforts that Irion finally left the CAP program. In other words, Irion could no longer be 'used' to personal advantage and was thereby dropped.

His fluency enables him to sway people to his way of thinking—most phenomenal in itself.

As a case in point—still unpublicized by the way—is that fact that despite their knowledge of wrong-doing (statutory) he has without an FAA instructor's rating unauthorizably solved a number of teenagers (through the flying club) (the club is now disbanded since his resignation following the pattern I mentioned previously). He encouraged and abetted one student pilot to carry another teen-age passenger and was caught in the act by Mr. Olsen of the FAA. Additionally the aircraft did not carry nor was one possessed, an airworthiness certificate nor a certificate of ownership. This case is still pending I believe. When asked if he has an instructor's rating he always answers in the affirmative by stating that he is qualified to teach—yet Olsen claims that no instructor's rating is held by Dave.

Some of his so-called projects for the squadron started by him are as yet unfinished and they will never be finished. One case is the building that was to be erected on airport property leased (?) by him; another is this airstrip that he mentioned to you and Major Christiansen the time I drove you to your friends home.

Since his resignation however, there may be a possibility that in the back of his mind that he will form a squadron of his own and set up shop at this site—with Steve Middleton—if not a CAP squadron then a private club.

He has upon several occasions when he felt it so demanded, represented himself as an Air Force Reserve Colonel (bird) but when questioned came up with some sort of gobble-de-gook that was most ambiguous. I asked him one time what his serial number in the Air Force Reserve was, and was given a group of numbers that was meaningless and had no relationship to the Air Force serial numbers. I do not recall them and was most remiss in not copying them down. He is constantly referring

to his experience ~~xx~~ in the Air Force Cadets.

I must plead utter confusion in my own mind as to what makes this boy 'tick'. It has been brought out that Dave is extremely jealous of his fairly successful brother. Successful in the fact that he has achieved some recognition in the field of nuclear physics. Apparently Dave has had to take a back seat in favor of the brother, is most bitter toward his parents for favoritism and does not receive either the attention ~~for~~ recognition he so richly deserves.

Possibly you recall seeing his referral to himself as Commander of this squadron in the spread given the squadron in the CAP times. Despite claims of not having any knowledge of what was written, the fact remains that he wrote the article himself. I purposely made no issue of this due to the possible effect it might have had on his functioning in the interest of the squadron. He has reportedly repeatedly presented himself in this capacity at National Headquarters.

Moreover, he has mentioned time and again how General McClellroy is using his many-faceted talents for the advancement of McClellroy's ambitions for the CAP and how close the two of them are as friends and co-workers.

On other occasions he has attempted to 'fill me in on the background' son I would understand (just what I was supposed to understand has never been brought out) why differences existed between the recruiting office and Lt. Col. Burpee and his staff with Major Christiansen

he has endeavored--so far unsuccessful but for one--to interest about six or seven cadets in becoming priests in the Catholic Church. One actually attended a seminary for about six months; others have dropped the searching for a vocation; some have gone into the service and he was still working on several others. Only one has evinced any evidence of interest and is still conferring with Fr. Ward of St. Louis' Cathedral.

At one time or another, as mentioned above, Dave has let these youngsters down completely when he could no longer use them for his own personal glorification and then let them "dangle" until he could use them further. Parents have been most upset, mothers have actually been hysterical but through his utter glibness he has been able to placate them only to once again repeat the process at a later time. I can never obtain from these parents factual details--never specifics--only generalities.

Dave is purported to have had a party at his house during the past holidays (Christmas or New Years)--boys and girls present. Dave is supposed to have commenced hugging and kissing several of the girls who did not want to be 'party-poopers' and went along with the silly game. Afterward Dave was supposed to have made the comment that these same girls were nothing but little two bit whores. I cannot get names dates nor places on this incident. I cannot get names, dates nor places of actual heavy drinking and drunkenness of cadets abetted by Dave. These are well-founded rumors--more than rumors, but no proof exists. Other incidents have undoubtedly taken place several of which I am aware but without substantiating evidence, so can take no action. I have remained silent, hoping that if true, as alleged, that I could obtain the necessary documentation or witnesses. This has not been forthcoming.

Members of the ministry and parents alike are constantly raising the question of homo-sexual tendencies. This is much too dangerous a subject even to discuss with them. They are wondering and ask me if I know. I don't and cannot say. I have, to be perfectly frank with you, the same curiosity as these people do. Still no evidence. If there is any hanky-pank going on, it is impossible to get a boy of this age even to discuss the question due to utter shame (if he is involved) and the desire to protect his friends if they are involved by not even discussing it. It is seldom a young person will discuss the question with an older person.

Dave has on numerous occasions held correspondence relative to membership of cadets and seniors, applications for promotions and appointments and aeronautical ratings, claiming either they were not given to him, they were forwarded or that they were lost. A good case in point is the membership application of Dan Smetherman and a Form 19 requesting his promotion to 2d Lt. about a year ago — this was 'lost'. In my mind I am sure that Smetherman is eligible and should be promoted to 1st Lt., but since becoming aware of the discrepancy have just recently submitted an application for his appointment to 2d Lt.

All of the above is rather damnable unsupported evidence against Dave, and is just exactly what you warned me against without coming right out and so stating. I wish now, belatedly, to apologize for not going along with your wishes and desires on this question. However, the milk is spilt, and I must live with my own guilt in this.

I am not surprised at any of the above incidents I have referred to. I am beyond surprise at this point. At the same time I cannot, to sum up, support any of it by strictly factual evidence.

When I was apprised by Dave of his intention to resign I resolved to carry out my expressed policy of accepting any and all resignations submitted to me either verbally or written without begging the person to stay on. As far as I am concerned this action is unrevokable.

I am sorry that it is necessary for me to carry him, even administratively on the rolls of this squadron as it would greatly simplify matters if he could be dropped and completely divorced from any official attachment to the squadron where he could possibly have any influence over the cadets presently assigned to the 'squadron, for in his resignation as executive officer and ceasing to function as a member of the squadron at his own request, I actually have no control over his actions as a member of the squadron except to be able to prefer charges if I can obtain the necessary factual evidence. This will be most difficult if not impossible to do.

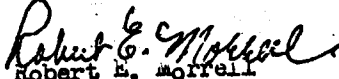
I wish to reiterate that Dave has done a very good job in most respects in teaching and instilling discipline. He must be commended for this. His interest in the CAP when not misdirected lacks nothing other than I feel that it is his desire for recognition that urges him along these fields. Frankly, despite his shortcomings (which we all have to a certain degree) I find him most personable and easy to like. He is gifted in many ways that I find enviable, yet, again, the squadron will be better off without him.

After an emergency meeting of the cadet staff on 14 June 1960, I was most pleasantly surprised to have the majority of the cadets come to me and assure me they would work 1000% behind me and the Senior staff to continue to make the New Orleans Cadet Squadron one to be reckoned with and to bend all their efforts to make a presentable showing at National Drill Competition.

At the present time I have directed Dan Smetarman to take charge of the Drill Team and to attempt to whip it into shape in accordance with AFM 50-14.

Attached is a copy of a letter notifying wing of Dave's action.

Sincerely,



Robert E. Morrell
Major CAP

Commander, N.O. Cadet Sqdn.

NEW ORLEANS CADET SQUADRON
NEW ORLEANS AIRPORT
NEW ORLEANS, LA.

15 June 1960

SUBJECT: Resignation of Captain David W. Ferris.

TO : Commander
Louisiana Wing, Civil Air Patrol
Room 1723 Masonic Temple Building
New Orleans, Louisiana

1. On 14 June 1960 Captain David W. Ferris submitted his verbal resignation as Executive Officer of New Orleans Cadet Squadron (dep) effective immediately and further his withdrawal from New Orleans Cadet Squadron activities to become effective 26 June 1960.
2. Request instructions and information whether or not Captain Ferris is to be transferred to Wing Headquarters in an unassigned status or casual status pending reassignment to another squadron or another job assignment.
3. The assignment of Executive Officer of this squadron will be the subject of future correspondence.

Robert E. Morrell
Major Cdr
Commander

Memo Log Record

Aug 61

Received telephone call from Mr. Epenan concerning the Falcon Cadet Squadron. He was disturbed as to the complaints of various parents. Also, wanted to clear up the point as to whether it was a CAP squadron or not? I informed him of our message to Capt. Dyer Loco 61-15, 4 Aug 61 and Capt. Dyer's reply CFFE 691, 4 Aug 61. However, Mr. Epenan indicated that the Meteoric Falcon CAP Squadron was in error and that it is the Falcon Cadet Squadron. He further indicated that the squadron has a charter and that if I could stay in my office he would get the charter and bring it to me to see. I indicated I would keep the office open. Mr. Epenan arrived around 5:30 with three cadets names (see attachment - in cadets own handwriting).

The document I viewed looked like a CAP Charter and listed the squadron name as the Falcon Cadet Squadron.

The charter was dated 21 October 60 with a charter number of 16269 signed pen and ink Stephen D. McPhay.

Mr. Esperan was very please with Mr. David St. Ferris and his help with his son especially the studying of algebra, and other subjects. Mr. Ferris has given his cadets many orientation flights in his airplane etc. Mr. Esperan also indicated that if they were not a squadron, would there be any way that the squadron could ~~be~~ be formed legally with Mr. Ferris as its Commander. I indicated that I was sure that Louisiana Wing would charter a new squadron but that they would not accept Mr. Ferris.

Asked with cadets about their squadron they indicated that they were studying the aviation booklets. I asked whether they were taking the examinations

of each of the aerospace education
booklets and the bags indicated
that they did and that the
CAF Forms 23A and B were sent to
Neil Hays for grading. I asked
if they ever saw the return
form with the passing or failing
grade they said "no" that Dave
Fenice just told them verbally that
they passed. Asked Michael Finney
for his ID card he showed me
a ID card with his name and
a Cadet SN #8-6366. Card was
not signed by a responsible CAF
representative. Further, he indicated
this was his SN from New Orleans
Cadet Squadron but he did not
renew his membership in
Louisiana CAF so actually
this is a dead number since
he does not belong to
Louisiana Wing and all cadet
serial numbers are from a
single Louisiana Wing Serial Number

list for cadets. The other two boys
did not have ID cards. The
boys and Mr. Popenan also indicated
that the boys were going to
Eglin AFB on Wednesday for
their summer encampment and
also to Petrick AFB.

I indicated to Mr. Popenan that
I would inquire with Hall & Hytes again
with the name of the squadron,
date and charter number to
see if there is any record.

Memo For Record 9 Aug 61

On Col Ehrlich's request called
Information Office, Community
Relations Branch, Major Ballou,
Edin AFB.

Capt. David H. Ferrie arranged
for a tour for period of
10 Aug 8:00 thru 13 Aug 9:00.

Tour was arranged through
Eastern Airlines and not
auspices of Civil Air Patrol.

Time: 10 minutes Charges: \$2.50 plus
tax

H. Sidman

complaints against Wave Teevee - Falcon CPHI Sgdn

Mr. Landry - 282-1339 ✓ 1 arts

Mrs. Nancy Espenan - 282-4121

Mrs. Henry Deumas - 282-4096

Furns credit Landry.

Alleged they are in possession of car charter
not affiliated with Landry but received
directly from Gen. M. E. Long.

(Charter: Falcon Credit Sgdn
Charter No. 16269
Att 2/ Oct 60)

↑
Call Peter informally this AM.
indicated no such animal.

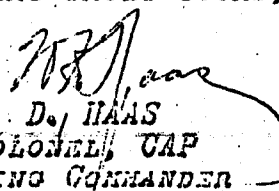
716. Cad
OCTOBER 29, 1958

MAJOR ROBERT E. MORRELL
NEW ORLEANS CADET SQD., CAP
NEW ORLEANS AIRPORT, LOUISIANA

DEAR MAJOR MORRELL:

I HAVE TAKEN UP THE MATTER CONTAINED IN YOUR
LETTER OF OCTOBER 21, 1958 WITH MEMBERS OF MY STAFF.
AT THE PRESENT TIME, I HAVE NOT REACHED ANY DECISION.
AFTER MY FURTHER INVESTIGATION, YOU SHALL HEAR FROM
ME.

VERY TRULY YOURS,


W. D. HAAS
COLONEL, CAP
WING COMMANDER
LOUISIANA WING

WDH:CGD

cc: Lt. Col. J. G. Ehrlicher

HEADQUARTERS
LOUISIANA WING, CIVIL AIR PATROL
AUXILIARY OF THE UNITED STATES AIR FORCE
1723 MASONIC TEMPLE BUILDING
NEW ORLEANS, LOUISIANA

11 November 1959

SUBJECT: David W. Ferrie, Source of information of 1955 application for

TO: Deputy Commander
Civil Air Patrol
1723 Masonic Temple Bldg.
New Orleans 12, La.

1. On attachment 1, page 2, para 1, the above-named person states his position as to his 1955 membership application.
2. On attachment 1, page 1, letter from Colonel Haas regarding reinstatement. No further letter has been found subsequent to this.
3. On attachment 2, page 2, para 2, Major Edward W. Christiansen, Liaison Officer gives word concerning above-named individual.

FOR THE COMMANDER:

James T. McCarley
James T. McCarley
Major CAP
Deputy for Personnel

HEADQUARTERS
LOUISIANA WING, CIVIL AIR PATROL
AUXILIARY OF THE UNITED STATES AIR FORCE
1723 MASONIC TEMPLE BUILDING
NEW ORLEANS, LOUISIANA

3 November 1959

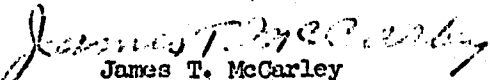
SUBJECT: David W. Ferrie, Period of non-membership.

TO: DEPUTY COMMANDER
Civil Air Patrol
Louisiana Wing
1723 Masonic Temple Bldg.
New Orleans, La.

1. There was no 201 file card for above member.
2. His 201 file listed under the New Orleans Cadet Section of the files showed the following information:

Was a member in 1954.
Submitted 1955 renewal, but was rejected.
Temporary ID card issued 8 Dec. 58 by Major Bob Morrell, Commander of
New Orleans Cadet Sq.
3. Date of reinstatement could not be located. Must have been around 8 Dec. 1958 since temporary ID card issued then.
4. If this is not sufficient, please let me know and I will dig further into the 201 file of the individual concerned--such as it is.

FOR THE COMMANDER:


James T. McCarley
Major, CAP
Deputy for Personnel

HEADQUARTERS
LOUISIANA WING, CIVIL AIR PATROL
AUXILIARY OF THE UNITED STATES AIR FORCE
1723 MASONIC TEMPLE BUILDING
NEW ORLEANS, LOUISIANA

24 October 1959

SUBJECT: Reinstatement of Previous Members

TO: Lt. Colonel Joseph G. Ehrlicher, CAP
Deputy Commander
1723 Masonic Temple Bldg.
New Orleans 12, La.

1. CAP Regulation 35-5, para 4, dtd. 29 Nov. 57 concerns the reinstatement of former CAP members and reads as follows:

2. "A CAP member may be reappointed to any grade not higher than the last grade previously held in CAP if the following conditions are met:

1. He has not been inactive (a non-member) for more than two years immediately prior to the membership year in which he rejoined the CAP, and,

2. There is a vacancy for his grade in accordance with para 3a if an officer grade is involved; and,

3. He is considered qualified and recommended for the grade by his unit and wing commander. (Reccomendation is not mandatory).

FOR THE COMMANDER:

James T. McCarley
James T. McCarley
Major, CAP
Deputy for Personnel

Recommendation for Appointment or Promotion of Officer			WING LOUISIANA	Serial No.
TO: Nat'l Comdr, CAP (Thru Channels)				Present Grade
Last Name	First Name	Middle Initial		Date of Birth
FERRIE	DAVID	W		28 March 1918
Business Address & Occupation				Business Phone
Moisant Airport, Eastern Air Lines Airline Pilot				Kenner 4-3621
RECOMMENDATION				Date 11 Sept 1959

I recommend that the above named member be appointed/promoted to the grade of
Captain and duty assignment of Executive Officer

Provisions of CAPR 35-5 have been met with the exception of:
 paragraphs 14 and 17
 for which waiver is hereby requested, justification appears on reverse side.

Unit to which assigned	Duty assignment	
New Orleans Cadet Sqd (Sep)	Executive Officer	
Months in Duty Assignment	P.O., Par. No and Date Assigning Present Grade	If no Grade, date joined CAP
1 year		11 Sep 1959
No. Positions in Recommended grade authorized in Assigned Unit	No. Presently Assigned in present grade	Total Active Members in Unit
1	0	8 Seniors 80 Cadets

APPROVALS

Signature of Comdr & Grade	Unit	SN
<i>Robert E. McNeill - Meyer</i>	New Orleans Cadet Sqd	3-1694
Signature of Comdr & Grade	Group	Date
Signature of Comdr & Grade	Wing	Date
Approved & Waivers Granted as Requested:	Region	Date
Commander		
National Headquarters		Date

Wing forwards to Nat'l Hdqts unless waiver is required, in which case recommendation is forwarded to Regional Hdqts.
 NOTE: Use reverse side for justification and remarks, and sign same at bottom of remarks.

VETERANS

Grade at time of relief from Active Duty	Branch of Service
Last Primary Duty Assignment	Service Serial Number
MEMBER OF ARMED FORCES ACTIVE AND RESERVE	
Military Grade	Present Station
Present Primary Duty	Service Serial Number
REMARKS	

MR. Ferrie has been active in CAP for several years. During his last membership was a Captain and a Squadron CO. Since returning he has demonstrated great loyalty as follows:

- a) revamped Squadron training program
- b) increased membership
- c) brought Sqd procedures in line with Regulations and Policies
- d) donated numerous flight scholarships to deserving Cadets
- e) donated a college scholarship to a deserving Cadet

Since MR. FERRIE has demonstrated experience and knowledge of CAP it is requested that his former rank of Captain be restored, waiving those provisions of CAPR 35-5 that might be applicable

Recommendation for Appointment or Promotion of Officer	WING Louisiana	Serial No.
TO: Nat'l Comdr, CAP (Thru Channels)		Present Grade Sr. Member
Last Name	First Name	Middle Initial
Ferrie	David	W.
Date of Birth		28 March 1918
Business Address & Occupation		Business Phone
		VE 5-4535
RECOMMENDATION		Date

(*) I recommend that the above named member be appointed/promoted to the grade of Captain and duty assignment of Executive Officer
 See Remarks

Provisions of CAPR 35-5 have been met with the exception of: See reverse for which waiver is hereby requested, justification appears on reverse side.

Unit to which assigned	Duty assignment	
New Orleans Cadet Sqdn (Separate)	Executive Officer	
Months in Duty Assignment	P.O., Par. No and Date Assigning Present Grade	If no Grade, date joined CAP
16 months		October 1958
No. Positions in Recommended grade authorized in Assigned Unit	No. Presently Assigned in present grade	Total Active Members in Unit
One	None	6 Seniors 10 Cadets

APPROVALS

Signature of Comdr & Grade	Unit	SN
<i>Robert E. Monnell</i>	Major New Orleans Cadet Sqdn	3462
Signature of Comdr & Grade	Group	Date
Signature of Comdr & Grade	Wing	Date
Approved & Waivers Granted as Requested:	Region	Date
Commander		
National Headquarters		Date

Wing forwards to Nat'l Hdqts unless waiver is required, in which case recommendation is forwarded to Regional Hdqts.
 NOTE: Use reverse side for justification and remarks, and sign name at bottom of Remarks.

VETERANS

Grade at time of relief from Active Duty	Branch of Service
Last Primary Duty Assignment	Service Serial Number

MEMBER OF ARMED FORCES ACTIVE AND RESERVE

Military Grade	Present Station
Present Primary Duty	Service Serial Number

REMARKS

Mr. Ferris has actually served in the capacity of Executive Officer in excess of one year. He was formerly Unit Commander prior to his separation from the CAP. For more than a year the undersigned has endeavored to obtain reinstatement of membership and has recommended his acceptance. Since reinstatement of membership he has served six months in the capacity as Executive Officer. Since his previous grade was that of Captain, it is recommended this be also reinstated.

Robert G. McNeill

NEW ORLEANS, AF-CAP LIAISON OFFICE
Headquarters, Civil Air Patrol, USAF (ConAC)
1723 Masonic Temple Building
New Orleans 12, Louisiana

30 January 1959

SUBJECT: Report of Staff Visit, New Orleans Cadet Squadron

TO: Commander
Louisiana Wing, Civil Air Patrol
1723 Masonic Temple Bldg.
New Orleans 12, La.

I. AUTHORITY AND AGENCY VISITED:

1. Under the provisions of HOI 20-2, dated 12 August 1955, paragraph 6h, as amended, Headquarters, Civil Air Patrol, USAF (ConAC) a Staff Visit to the New Orleans Cadet Squadron, Louisiana Wing, Civil Air Patrol was conducted 30 January 1959 by Major Edward W. Christiansen, Jr., and Staff Sergeant Frederick W. Sidman of the office of the New Orleans AF-CAP Liaison Office, Headquarters, Civil Air Patrol, USAF (ConAC), Louisiana Wing, Civil Air Patrol.

2. Visit was also conducted through the invitation and request of Major Robert E. Morrell, CAP, Commander of the New Orleans Cadet Squadron.

II. GENERAL REMARKS:

A. Personnel

NAME	RANK	TITLE	ASSIGNED
Robert E. Morrell	Major	Commander	8 Jan 58
✓ Forrest H. Hawkins	2nd Lt.	Chaplain	16 May 58
Ralph W. Napier	S/M	Unknown	1 Oct 58
Alvin C. Miester	S/M	Unknown	10 Mar 58
Kenneth L. Moore	S/M	Unknown	10 Mar 58
Genter L. Stephens	S/M	Unknown	1 Jan 59

1. Personnel cited in preceding paragraph were found extremely interested in the Civil Air Patrol program and especially that of the Civil Air Patrol Cadet Program.

Rept of Staff Visit of New Orleans Cadet Sqdn, La. Wg, Civil Air Patrol:

2. It was noted that Mr. David W. Ferrie is issued a temporary ID Card dated 8 December 1958 signed by Major Robert E. Morrell, CAP, Commander of this squadron upon accepting Mr. David W. Ferrie's application for membership. In checking with the Deputy for Personnel, Lt. Colonel Jeannette M. De Jarnette, CAP, Wing Headquarters that subject individuals application has not been processed for membership and CAP Form 12 and attached papers are in the possession of the Deputy Commander, Louisiana Wing, Lt. Colonel Joseph G. Ehrlicher, CAP.

3. It was further noted that Mr. David W. Ferrie was in a Civil Air Patrol fatigue uniform, wearing a service cap with a CAP Officer's Insignia. His uniform was further incomplete as it did not display the Civil Air Patrol breast patch.

4. In checking with the Deputy for Personnel, Lt. Colonel Jeannette M. De Jarnette, CAP, Wing Headquarters on the above personnel it is an established fact that the following members have not yet submitted Phase I examinations: 2nd Lt. (Chaplain) Forrest H. Hawkins, S/M Alvin C. Miester and S/M Kenneth L. Moore.

B. Administration

1. The New Orleans Cadet Squadron is located in Room 126, New Orleans Municipal Airport Terminal Building (Lakefront), New Orleans, Louisiana. The squadron consists of three very small rooms which are inadequate for the size of the squadron.

2. CAP Forms 66 Cadet Records were not completely posted up to date. (Mr. David W. Ferrie indicated they were being reaccomplished from locally reproduced CAP Forms 66.)

3. CAP Regulations were not posted or up to date, many of the CAPR's were lying inside the binder not properly filed. CAP Form 8 Requisition for Publications was not available showing that subject items had been ordered. (Mr. David W. Ferrie indicated that CAP Form 8 could not be produced since the person responsible was not available at time of this visit.)

4. Spot check of supply account showed a small quantity of supplies and equipment were on hand this organization through Issue Slips. (Did not make a physical inventory or check supply administration in accordance with CAPR 65-1 and 65-3.)

C. Communications

Communications facilities are inoperative as it is not licensed. (Mr. David W. Ferrie indicated that members of the squadron were planning a trip to Baton Rouge, Louisiana to approach Major Stanley Preston, Deputy for Communications on this matter.)

Rept. of Staff Visit of New Orleans Cadet Sqdn, La. Wg, Civil Air Patrol:

D. Supply

See paragraph 4, item B this report.

E. Transportation

Squadron does not possess a CAP corporate owned vehicle.

F. Training

1. Visitation of two classes in the Aviation Education Studies revealed the following:

(a) Navigation Class - very small room crowding an estimated twenty cadets and two instructors. Most of the cadets had to stand or squat as there was no room for additional seats.

(1) Observation of class procedures and instructors ability appeared adequate, however, further observations would be required in order to form a true opinion as to whether the text and allied requirements were in conformance with Civil Air Patrol procedures.

(b) Aircraft Recognition - class was formed of all female cadets meeting in the stair-well to the second floor of the terminal building. Attendance to this class is estimated at fourteen female cadets.

(1) See item F "Training" paragraph 1(a),(1).

2. Mr. David W. Ferrie indicated that squadron was behind approximately 138 cadet orientation flights at the time of this visit.

3. Through a discussion of the training program of the squadron it was revealed that cadets who felt they could study the Aviation Study Series by themselves were permitted to acquire the material for their individual home study and when they felt capable of taking the examinations were permitted to do so. Major Morrell and Mr. David Ferrie admitted that seven cadets had just taken the examinations after these conditions were met and that five cadets had failed and two passed. Major Morrell and Mr. David Ferrie indicated that this practice was being discontinued.

Rept of Staff Visit of New Orleans Cadet Sqdn, Ia. Wg., Civil Air Patrol:

4. Drill Instruction - the cadet drill period was observed and found in accordance with AFM 50-14. Cadets were divided into three separate components for drill instruction as follows:

(a) Recruit Drill, consisting of the basic face movements, etc.)

(b) Intermediate Drill, for those cadets not proficient in the rudiments of drill to be on the squadron drill team.

(c) Squadron Drill team, giving instruction in drill rudiments for exactness and precision drill, leading to competition in Wing, Regional and National Drill meets.

III. SUMMARY:

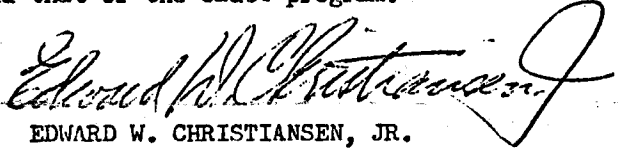
1. Seven (7) senior members were present at this squadron meeting.

2. Eighty-three (83) cadet members were also present, six (6) of which were prospective cadets.

3. Technical Sergeant Johnnie L. Black of the New Orleans Air Force Recruiting Office was present at this meeting. This sergeant is devoting his free time in teaching the cadets of this squadron the rudiments of drill and grooming them for competition in the forthcoming drill meets.

4. This squadron is considered as satisfactory in its performance of the Civil Air Patrol mission and that of the cadet program.

cc: Commander
N. O. Cadet Sq, CAP


EDWARD W. CHRISTIANSEN, JR.
Major, USAF
Liaison Officer

8/26/61

BOYS INVOLVED IN JEFF INQUIRY

Metairie Man Booked in Indecency Case

A Jefferson parish man was being investigated Friday in connection with alleged indecent acts against juveniles at his Metairie home.

New Orleans police juvenile bureau officers and Jefferson parish deputies said the 43-year-old airline pilot apparently used alcohol, hypnotism, and the adventure of flying to lure the juveniles—mostly 15- and 16-year-olds—into committing indecent acts.

Capt. David Ferrie, 331 Atherton dr., Metairie, has been booked in Jefferson parish with committing a crime against nature on a 15-year-old boy and indecent behavior with three juvenile boys, including the 15-year-old.

REPORT STUDIED

The Orleans parish district attorney's office Friday was studying a report on Ferrie's alleged contributing to the delinquency of juveniles.

New Orleans juvenile bureau officers Roland Fournier and Charles Jonau worked on the case with Jefferson parish sheriff's office Sgt. Richard Thompson and Pin. Fred Roth.

According to the New Orleans officers, runaway boys are involved.

Ferie allegedly assisted and encouraged two juveniles to run away from home, one in August 1960 and another this August, police said.

Officers said Ferrie, as well as being an airline pilot, was a former Civil Air Patrol squadron commander.

After he was "quietly dismissed" from the New Orleans CAP unit about a year ago, he formed his own unit, "The Metairie Falcon Squadron," officers said.

CAP officials in New Orleans told police that CAP national headquarters in Houston had no record of a "Metairie Falcon Squadron" charter and there of links expressed the opinion that the charter sheet to parents by Ferrie was a forgery.

TILL OF SEAN

New Orleans officers said they took a number of statements from juveniles who reside in New Orleans. The statements told how a number of the teen-

said they entered the case when a New Orleans family contacted officers that their 15-year-old son was missing from home earlier this month.

Officers said the family told them the youth disappeared several days before they called police but another member of the squadron told them he knew the boy was at Ferrie's home and could get him back.

The missing youth returned home but left a day or so later, police said.

He telephoned from Houston and said he would return home if the parents agreed not to prosecute Ferrie.

Officers said the parents followed instructions and signed a notarized statement that they would not prefer charges against Ferrie.

Upon the boy's return to New Orleans, he was questioned by juvenile bureau officers but he refused to accuse Ferrie of anything.

AIRPLANE FLIGHTS

Other boys gave police statements that Ferrie took them on airline flights to Houston and Corpus Christi on different occasions.

Ferie encouraged the boys to stay at his home on various occasions "so they could get an early start working on airplanes," one boy told New Orleans officers.

The plane was being constructed at an airline heavy construction, officers added.

New Orleans officers working with Jefferson parish authorities obtained a search warrant and went through Ferrie's home earlier this week.

They reported they discovered a quantity of ammunition, many maps of Cuba, and other items at Ferrie's home.

Officers also reported that Ferrie had flown to Cuba at different occasions. Ferrie asked another person to deliver a check with him to account, police said.

Police would find the youth's automobile when he was flying, according to officers.

PARISH SETS FIRST OF VARIETY SHOWS

The last of two summer variety show performances at Our Lady of Good Counsel parish will be held Saturday at 7:30 p.m. on the parish grounds, Louisiana and Chestnut streets from 20 musical num-

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SR PILOT		Sept 27	9 Nov 59		
COMD PILOT					
ORSERVER					
SR ORSERVER					
S/SGT				SPECIAL QUALIFICATIONS MEMBERSHIP COMMENCES	
T/SGT				PHONE: HOME	RENEWALS: 1959
M/SGT				PHONE: BUSINESS	1960
WO 1				REMARKS	
WO 2					
2ND LT					
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DECORATIONS					