

MEMORANDUM

January 8, 1968 (Dictated 1/ 26/ 68)

TO: JIM GARRISON, District Attorney  
FROM: STEPHEN JAFFE, Investigator  
RE: EDGAR EUGENE BRADLEY

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The following story was related to me by ART KEVIN of KHJ Radio News in Los Angeles on January 2, 1968.

A reporter of his by the name of TONY ALLEN was given a current picture of EDGAR EUGENE BRADLEY, and told by KEVIN to go to a local airport, the Van Nuys Airport, and inquire if anyone recognized the man in the photograph. KEVIN had been told by BRADLEY that he (BRADLEY) had taken flying lessons at Van Nuys Airport. After showing the picture to many people who worked in the airport, he showed the picture to a MR. WILLIAM BURCHETTE, who works as an instructor in the American Flight Service, a division of the American Aviation, Inc., 16300 Stagg Street, Van Nuys, Cal., Zip-91406. MR. BURCHETTE had an immediate reaction to the photo, and recognized, immediately, the man in the photograph to be a frequent visitor to the airport approximately six months back. The important thing about his response was that he insisted that the man in the photo was named DENNIS KELLY, an insurance salesman. BURCHETTE said he had known KELLY very well at the airport, and that he (KELLY) had taken flying lessons. He further supported his recognition by insisting that the man was indeed KELLY and that even his wife (BURCHETTE's) would recognize KELLY. Upon further question by the reporter (I'll give you his name later), the man (BURCHETTE) said that he even had probably retained the card on which he had written KELLY's phone number. After searching through his desk, he found the number written on a card with the name of KELLY or DENNIS KELLY. He then gave the number to the reporter.

The reporter returned immediately to the radio station and told KEVIN of the witness. At about 11 a.m. the reporter telephoned the number he had been given by BURCHETTE and asked, not for MR. KELLY, but for MR. BRADLEY (at KEVIN's direction). The person who answered the phone said simply that MR. BRADLEY would be back later, about 1:15 p.m., and that the caller could reach him then. The reporter said thanks and said that he would call back then.

The reporter called back at 1:15 p.m. and again asked for MR. BRADLEY. Another man answered this time and very impertinently stated that no man named BRADLEY was there or had ever been there. The reporter explained that the man who answered when he called that morning had said that MR. BRADLEY would be back and they were simply calling back as directed. The man on the other end once again denied ever having known a MR. BRADLEY at that number. He inquired then, rather aggressively, why they were calling this man

MR. BRADLEY. The reporter quickly said that he was an attorney and that he was trying to clear up an old suit involving his company with Lyon Van and Storage (for whom BRADLEY used to work), and he wanted some details. The man on the other end of the line then became extremely inquisitive and asked repeatedly for more information about this law suit, MR. BRADLEY, and the attorney. (I think the name used by the reporter was Don Smith.) The reporter said this was a matter for MR. BRADLEY and MR. BRADLEY only, and he could say nothing more.

The reporter, TONY ALLEN, then called the American Flight Service at Van Nuys Airport and reached the supervisor of the service. It was very near closing time and the supervisor had evidently been the only one there to answer the phone. The reporter asked for MR. WILLIAM BURCHETTE. The supervisor related to the reporter, that not only was BURCHETTE not there, but very strangely BURCHETTE had drawn all of his back pay and had quit not more than an hour prior to this call. He said he was extremely puzzled that this man would quit so abruptly after working for them for many years. The reporter called a number which he obtained for the apartment of BURCHETTE throughout the night and the next day. The man was not home.

On January 3, 1968, during my interview with JIM ROSE, I inquired about the Van Nuys Airport. ROSE stated that he had worked in the Summer of 1967 at Van Nuys Airport flying missions for CIA-financed operations out of that airport. He further stated that the Van Nuys Airport is a known "nest", explaining that by this he meant a flight headquarters for the CIA. He said he had several friends who were pilots who flew exclusively for the CIA, and exclusively from the Van Nuys Airport. He said the Van Nuys Airport is the central headquarters for all U-2 surveillance flights which emanate from the West Coast; that on several occasions he had seen U-2 aircraft take off from Van Nuys Airport runways. ROSE said there were three main CIA hangars and that the airport is specifically constructed for the U-2 equipment. Upon questioning ROSE about the American Aviation Flight Service, ROSE told me that he had never heard of it, but he felt there were several offices within the airport utilized in various CIA functions. ROSE suggested that we terminate our investigation of the airport, and said that he would check out the KELLY-American Aviation story for us and report back to me.

On January 12, 1968, ROSE reported to me that the American Aviation Company had in fact been a CIA office, and as soon as our reporter had visited that office it had been totally removed. He said all signs, mail boxes, file cabinets, telephones, etc., had been removed and the office was empty. Upon inquiring about the American Aviation Company, a pilot associate of ROSE's told him that he had known BURCHETTE around the airport, but had not known what his function was. ROSE's pilot associate stated to ROSE that on several occasions he had flown EDGAR EUGENE BRADLEY on government missions. This friend ROSE, named TERRY (no last name given), said the aircraft in which he flew BRADLEY was identified as CHEROKEE 150, #N 5947 W. TERRY, a long time friend of JIM ROSE, said that he would never be able to testify about his flights with BRADLEY because of his CIA association, but that he would help ROSE prove that BRADLEY had, in fact, flown on government missions, if necessary. TERRY gave ROSE a document (see attached) which he described as a CIA inter-office memorandum in code and said the

memorandum contained the aircraft identity and the address and name of MR. WILLIAM BURCHETTE. AIRCRAFT "CERBERUS 150, #N5947W)

ROSE told me that because of our KEVIN reporter's inquiry, BURCHETTE had been relieved from all work at Van Nuys Airport and sent into hiding somewhere in Southern California.

ROSE found, by his own investigation, a specific "night spot" where BURCHETTE is known to frequent and said he had seen him around that night spot during this period of BURCHETTE's so-called hiding.

I told ROSE to gather as much information as he could regarding BRADLEY's government-sponsored flights and to obtain from his friend TERRY the proof which TERRY had discovered.