

1/1/67

Dear Mr. Lewis,

Thank you very much for your interesting letter of the interpretation of the Altgens picture. There is another way of reaching the conclusion you did: Liebeler placed Altgens incorrectly and there is a road stripe under the followup car. It is quite possible. I regret it if the inference that the car is located wrong is not accurate, but it is "proved" by Liebeler's locating of Altgens. I'll be content if it draws the admission of this error, for from that will flow much, beginning with the abandonment of the minimum requirement of the law your colleague at UCLA now teaches.

However, if he marked Altgens correctly, the pres. car was at the fourth road stripe, for the serial photo would "prove" it. Yours is a strong argument and is probably right. There is, however, no error in my reconstruction that is mine, for if I recall that ~~chapter~~ correctly, I asked could there have been a stripe under the followup car, I went into the marking out of the road stripes on 354 and related exhibits, and they went to the serial photo.

I believe it is not possible the President was farther from the corner at 255 210 than between the third and fourth stripes and at 255, in the same relationship to the 4th and 5th. I believe the sixth is impossible.

It would be quite interesting to me if you could do the same kind of thing backward on the Altgens picture from the man in the dorrway, with the light from between the tree and the concrete post to the Altgens camera. The data eliminated from the pictures and charts is important, hence it was eliminated. But the actual position of this man, who I believe was Oswald, is about 2/7ths of the distance from the eastern end of the bldg. to the west. Where on what line was Altgens?

At 45 frames per second (without even allowing for adjustment in the proportion 16/18.3, between Frames 210 and 255 there was less than 2 seconds, not 2.5.

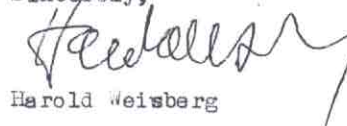
But the proof the President was struck before Frame 210 does not rest on this. Remember the evidence in Willis 5 and the early frames of the Zapruder film and his testimony and that of the others paralleling Willis 5.

You are right that we'd be much better off if we could come up with an alternative theory. I have two beliefs about that (and I do not regard the blend of plagiarism and irresponsibility that Kopkin did an "alternative theory"): first, correction should be a governmental function. I doubt any other solution would be credited, and I very much fear the effect on witnesses of interviews that could have the same results the official ones did, indoctrination. Next, how is who going to do it? There are indirect approaches, and I submit I have taken at least one of these. But before anyone will believe a new solution, the first thing is what I have addressed myself to, disproving the official one. I have no doubt I have done it, overwhelmingly. The next step must be for more universal recognition of this basic fact: The Report is entirely wrong.

I had planned a different one for the second book. After the third is done I hope to be able to return to it. You will, I think, find it something of what you are asking for. I call it A TIGER TO RIDE: THE UNTOLD STORY OF THE CUBA MISSILE CRISIS.

Thanks. Such criticism is constructive.

Sincerely,



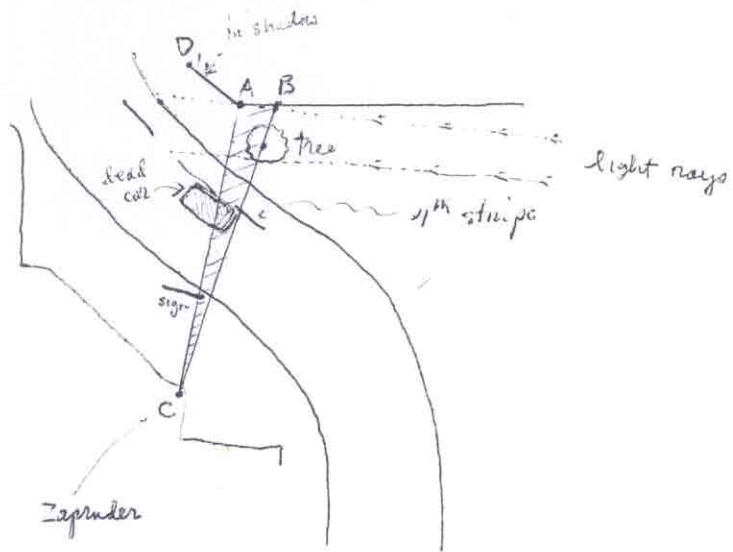
Harold Weisberg

Dear Mr Weisberg, Thanks for the copy of WWII. I had already read the book, so I sent the extra one to a friend. It is excellent, full of good things. The best of all, in my view, are the arguments showing that Lovelady was not the man in the doorway, and your discovery of the arm-like object in the window of the Dal-Tex building. As for the main argument, on page 218, to the effect that Kennedy was first hit before he was accessible from the sixth-story window, I sadly fear that it is based on a false premise, viz, that the lead car is at the fourth stripe, in the Altgens photo. I think that this cannot be. Here is my reasoning: On page 247 of WWII, consider the aerial photo. On it locate Zapruder's position with a point, C. (See accompanying diagram.) He is at the very end of the diagonal boundary line between the cement area and the lawn. A glance at Altgens reveals that the shadow of the tree falls between the second and third road stripes. Hence, the (parallel) rays of the sun traveled as shown in the diagram. Thus, the side DA of the wall will be dark, and side AB will be light. This is confirmed by frame 210, on page 249. Consider the triangle ABC, along with frame 210. The interior of this triangle is part of what Zapruder saw, in frame 210. (The location of the road sign is irrelevant. We observe, if we have drawn our diagram on the aerial photo, as I have in my copy of WWII, that the line BC cuts the fourth road stripe. And from frame 210, we see that Kennedy's car was more or less touching line BC. Hence at the time of frame 210 it was approximately at the fourth stripe. From this it follows that the Altgens lead car cannot be at stripe 4, because in the Altgens photo Mrs Kennedy is leaning over and touching her husband with her glove, and this didn't happen until at least two seconds worth of Zapruder film had been taken. ^(after frame 210, that is) Thus the idea that Altgens scene shows the fourth stripe contradicts not only the report, but also the Zapruder film. However, if Zapruder was opposite the sixth stripe, and the lead car was at the fifth, then everything is consistent. For, supposing that stripes are twenty feet apart, and that the car was going at 5.5 mph, then going from the fourth to the fifth stripe would take about 2.5 seconds, = about 45 frames. So then the Altgens photo would come out about where you said, at frame 255. A glance at the aerial view on the cover of Mark Lane's book suggests that the 6th stripe hypothesis is also more consistent with the photo. For, in Altgens, almost none of the TSB to the right of the concrete slab is visible, except for the doorway and everything to the right, thus indicating a rather sharp angle with the wall of the depository. The chunk of the TSB between the doorway and the corner is seen as being to the right of the tree, thus the angle cannot be too sharp. I think ~~it~~ that the 6th stripe theory is most compatible with these observations. The aerial photo on p 247 is at a tilt, so that the doorway isn't where it ordinarily would be, but a little to the right. This may account for the mistake. (By the way, the photo on page 182+ of Sauvage's book shows how very close to the corner the doorway is.) *(This ignores the length of the stripe, so isn't entirely accurate.)*

You understand that I am very sorry that your argument didnt work out, and would be delighted if my refutation turns out to have a hole in it. Anyhow, the Lovelady bit is plenty good in itself. One suggestion I have is that it is probably time to stop working exclusively to debunk the commission, and to try to suggest, in great detail, an alternative version. It would make the whole thing easier to understand, ~~for now things~~ Whitewash I and II pretty well destroy any confidence one might have in the honesty of the commission staff. I expect that they picked the most venal, unscrupulous lawyers they could find. Out here only two bookstores plan to stock WWII, as far as I can tell. In the others, the clerks looked blank when I mentioned it. Am enclosing a check for 25.25, for the copy of WWII, and for 4 copies of WWIII.

So long, Yours Truly, G. Lewis

Diagram (copy of aerial photo, p 247)



Note: only fixed points of reference are used.

By inspection of aerial photo, we see that line \overline{BC} cuts 7th stripe
 from frame 210, we see that the dead car is about tangent to line \overline{BC} .