

Escape Plan of JFK's Assassins

By JOHN MOULDER

Or the Tattler Staff
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Two Louisiana men have told TATTLER they were offered a large sum of money to fly two mysterious passengers from Dallas to a Latin American country on the day John F. Kennedy was assassinated.

Both men, who insist they turned down the offer, are convinced the proposed flight would have been for the escape of Kennedy's assassins after the President was shot to death in Dealey Plaza on Nov. 22, 1963.

WORLD EXCLUSIVE

They said the flight proposal was made to them by a Garland, Tex., man while all three were employed at Ling-Temco-Vought, a sprawling Dallas defense plant.

One of the men, Billy Kemp, 51, said he turned down the offer because he feared the flight involved something illegal. "After the assassination, I was glad I didn't have anything to do with it," Kemp told TATTLER.

By perhaps a strange coincidence, Kemp was married at the time to Maxine Kemp, who was in 1963 and still is an

employee of the Louisiana State Mental Hospital at Jackson. Mrs. Kemp, who was a witness in former New Orleans Dist. Atty. Jim Garrison's investigation of the John Kennedy assassination, said that Lee Harvey Oswald went to the hospital and filed out a job application. The application form has since disappeared, she said recently.

Oswald was named by the Warren Commission as the lone assassin of President Kennedy. He was murdered by Dallas strip joint owner Jack Ruby two days after the assassination.

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GARRISON CONTENTS that Kennedy's murder was part of a right-wing conspiracy originated in Louisiana.

Part of his contention was that Oswald was in Jackson and Clinton, La., in August of 1963 with Clay Shaw and David Ferrite, Ferrite, an investigator for New Orleans Mafia boss Carlos Marcello, died mysteriously just after Garrison's probe was made public in 1967. Shaw, a New Orleans businessman, was tried and acquitted of conspiracy charges. Oswald was more probably in the Jackson-Clinton area to claim the body of his aunt, Pearl Whiteaker, who died on Aug. 15, 1963, in the state hospital where Mrs. Kemp worked.

Kemp said the other man who was made the flight offer were located by a TATTLER reporter through the help of William H. (Joe) Cooper, a Baton Rouge private investigator and former police officer. Cooper has been independently investigating the Kennedy assassination for nine years.

KEMP AND HIS former friend said they went to Dallas from Louisiana together because they needed jobs and knew the defense plant was hiring many people.

Kemp's former friend, a 46-year-old businessman, would talk to TATTLER at length only on the agreement that his name would not be publicized.

He said he feared for his life, since many people who have

been connected to the assassination probe have died in deaths ruled murder, accidental, suicide or from natural causes.

Sitting on the patio of his home in a fashionable section of Baton Rouge, the man, who now is engaged in various business ventures, told a TATTLER reporter and Cooper the name of the man who proposed the flight.

TATTLER is withholding his name because of the on-going efforts of this publication's probe into Kennedy's death. Several days before Kennedy was assassinated, the businessman said, the fellow employe offered \$25,000 for him and Kemp to fly two men from Dallas to a destination in Mexico on Nov. 22, 1963.

"IT WAS TO BE unknown," he said. "No names asked. No questions."

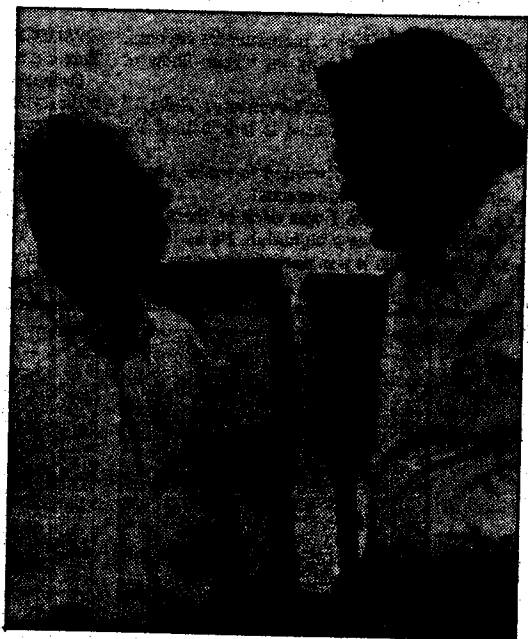
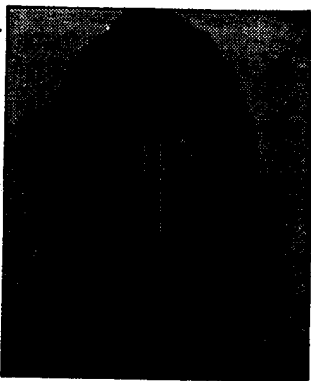
He said he believed Mexico City was mentioned as the destination of the flight. Oswald, incidentally, had visited Mexico City two months before the assassination.

Kemp, a decorated fighter pilot during World War II, was to have piloted a twin-engine plane that would be furnished for the trip. The offer was made to both men because they were partners at the time.

Kemp's ex-partner said he had attended a meeting in a

FALSE!

This is a never before published photo of Lee Harvey Oswald in his Civil Air Patrol uniform at the age of 15½. It was given to Baton Rouge Investigator William H. (Joe) Cooper by Oswald's mother, Marguerite Oswald whom Cooper interviewed in Fort Worth during his independent investigation of the John Kennedy assassination.



Special Projects Editor John Moulder (right) talks with Billy Kemp, one of two men allegedly contacted to fly President Kennedy's assassins out of country.

building with the fellow employe and several other men. He said he believes David Ferris was present at the meeting, which was held in Garland, a Dallas suburb. Ferris was also a former Eastern Airlines pilot and was believed by Garrison to have flown anti-Castro missions to Cuba.

BOTH KEMP and the Baton Rouge businessman said that a month before the assassination the fellow employe had tried to get them to enter a deal to distribute in the Dallas area counterfeit money that had been printed in New Orleans.

"It was a matter of buying it for one amount and selling it for another," Kemp told TATTLER.

Both men said they turned down the counterfeit money offer.

Kemp said the phony money proposition made him

suspicious of the proposed airplane flight.

Kemp said he was never told the destination of the flight. "but only that it was in some South American country."

THE PILOT SAID he was afraid he and the other occupants of the plane might be arrested on landing in a Latin American country.

His former partner said he told Kemp before the assassination that he suspected Kennedy was going to be murdered. He said he reached that conclusion after reading in a newspaper that Kennedy was to be in Dallas Nov. 22.

"I said, Billy, do you know what they want for \$25,000?" he said. "I said, Kennedy ain't gonna' get out of Dallas. They're gonna' kill him. He says, 'you're crazy.'"

The businessman added, "It was going to be a one-way trip. Leave the plane there. Come back by the commercial airlines."

He said he encouraged Kemp to turn down the offer.

"I SAID, BILLY, you're gonna' end up dead. "I said, money like that — throw it away. I saw, you've got yourself in a position of something real serious ... They can get people to fly dope for \$5,000."

The businessman said he had never told the story of the \$25,000 offer to anybody in authority. Investigator Cooper asked him why he had not told the FBI about the offer.

"Oh, hell, Joe," he replied. "I don't trust anybody. Who could I talk with that you could trust? Look at all the other people who got involved in testifying and who wound up dead."

Through directions supplied by Maxine Kemp, Cooper and a TATTLER reporter located Kemp living in a trailer house in the country near Slaughter, La.

Kemp generally confirmed the story told by the Baton Rouge businessman whom he had not seen or talked with in several years.

"I don't feel all the truth has come out about the assassination," Kemp said.

HE SAID HE had never told anybody else about the flight offer, except his brother.

Kemp said that, since the assassination, he had not been in contact with the former L-T-V employe who made the offer. Neither has his former partner in Baton Rouge. But the businessman said he had heard the man, who at the time was about 35 years old, had ended up in the construction business. He said he tried to locate the man recently, but could not.

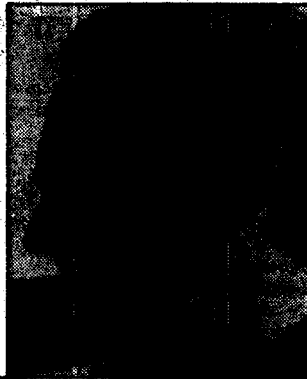
KEMP DISTINGUISHED himself as a fighter pilot in the

South Pacific during World War II. He shot down at least two Japanese fighter planes and his own plane was shot down over China. He was awarded the Air Medal for his service. He was a pilot instructor during the Korean war.

During the past few years, he has suffered three serious heart attacks. In failing health, he does light truckdriving work. Divorced from Maxine Kemp, he now lives with his son.

Startling conclusions about naval intelligence involvement in the assassination of President Kennedy will be carried in a later issue.

Joe Cooper, Baton Rouge Private investigator, is cooperating with the TATTLER in uncovering facts surrounding the escape plan for President Kennedy's assassins. Cooper has been independently investigating JFK's killing for the past nine years.



Investigator's Life in Danger

People connected with various investigations of the John F. Kennedy assassination have something in common — a short life expectancy.

An uncommonly large number of persons connected with the probe — either prominently or vaguely — have ended up dead.

Baton Rouge private investigator William H. (Joe) Cooper, a former police officer, was almost killed in 1968 a few days before he was scheduled to testify before a New Orleans grand jury about his findings (up to then) in an independent investigation of the assassination.

The steering column came loose in his auto and it crashed into a culvert, seriously injuring Cooper, his wife and daughter. (The accident and the information Cooper had will be detailed in next week's TATTLER.)

IF ALL THE "accidents" and deaths of people related to assassination probes are coincidental, it is the strangest coincidence in history.

Concern for their safety is contained in excerpts from a recent tape-recorded interview Cooper had with a Baton Rouge businessman who was offered a deal to fly men believed to be Kennedy's assassins from Dallas to another country.

"It's a wonder you didn't get killed, Joe," the businessman told Cooper. "You know, that's what it was meant to be."

Cooper: "I believe so, too. Because it happened when I had asked to testify. You see, what bugs me, if the car was tampered with, it was tampered with here in Baton Rouge."

Later in the hour-long interview, the conversation went like this:

"I'll tell you, Joe, you're still open to problems with what you're doing."

COOPER: "YOU think I ought to leave it alone."

"You're still open to problems."

"Did you fly anybody into Mexico?"

"Hell, no. You know better than that."

When Cooper pressed him, the businessman said:

"The people in any way associated with this damned thing are dead."

Cooper: "I don't believe that. I believe those behind it are still living."

"Some of them are that were involved in it. Some that carried it out and some that got too close on the trail of it are dead. About 18 out of 22 of them are dead."

The interview was concluded this way:

"Joe, be careful on this thing."

Cooper: "Do you think it's still dangerous?"

"You're damn right."

Cooper: "If it's dangerous, the people who are involved in it must still be living."

"WHY, SURE, the people who perpetrated it are still living."

Cooper: "Yeah, that's what I feel, too."

"You see, you're not dealing with just regular old Mafia stuff here. With the Mafia, you know who to stay away from. With this, you don't know who to stay away from."

Cooper: "Yeah, with this, you don't know who to stay away from."

WAS COOPER TO TESTIFY?

Behind The Front Page

IF THE MURDER OF John F. Kennedy was actually the work of a single fanatic named Lee Harvey Oswald, as the Warren Commission concluded, there would have been no reason for anyone to hire pilots and an airplane to fly TWO assassins out of the country on Nov. 22, 1963.

And yet, according to the latest bit of a growing mountain of evidence unearthed in TATTLER's continuing investigation into President Kennedy's death and related events, someone did attempt to hire two pilots for just such a mission.

This startling new evidence of conspiracy and coverup in the JFK assassination was presented to TATTLER by William H. Cooper of Baton Rouge, La., a private detective. Impressed after reading several articles developed out of our investigation, Cooper contacted us with a story that has never been published anywhere before.

It is the story of two licensed pilots who were offered the phenomenal sum of \$25,000 for one day's work in the fall of 1963. The job: To fly two men from Dallas, Tex., to Mexico City on the afternoon of Nov. 22.

When Cooper told TATTLER that he could put us in touch with two men who received - and later declined - that offer, we assigned Special Projects Editor John Moulder to fly to Baton Rouge to confer with Cooper. We realized that, if Cooper's story was true, it would be possibly the most significant piece of information to emerge to date to contradict the theory that Oswald was a lone killer.

MOULDER WAS A natural choice for the assignment. He is a prize-winning investigative reporter with a sober "get-the-facts" attitude toward his assignments. And he's TATTLER's resident expert on the assassination and its puzzling aftermath.

In Baton Rouge, Moulder quizzed Cooper at length about his nine-year private investigation of the assassination. During the talk, he got the names of the two men Cooper said were offered the large amount of money to fly from Dallas to Mexico on Nov. 22, 1963. Then, typically, Moulder went right to the source.

He questioned the men - Billy Kemp, 51, and a 45-year-old businessman who would only talk on the agreement that his name not be published.

They not only confirmed Cooper's report but told Moulder the name of the man who contacted them and made the \$25,000 offer. That name is withheld because of TATTLER's continuing investigation into the assassination and related events.

They said the offer was made by a Garland, Tex., man while they were co-workers at a big Dallas defense plant.

Kemp said the destination for the mystery flight was to be Mexico City - a place Oswald visited two months before the President was killed. He said the aircraft was to be left at the destination and the two pilots would return to Dallas by commercial airline.

ALL TOLD, IT was a shocking story and, after thorough examination, it was decided that TATTLER's readers should know this startling new development in the tragedy of Nov. 22, 1963. The first of several reports by Moulder on his findings in Baton Rouge begins on the front page of this issue of TATTLER.

Once again, it appears, the Warren Commission either fell down on the job or failed to disclose some very important information. And, once again, TATTLER urges that the government open the commission's files for examination and, if necessary, reopen the investigation into the death of John F. Kennedy.

-RJS