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# Jet crash money checked for link to Watergate affair

By Art Petacque

Federal and local investigators Monday inventoried the \$10,560 found in the suitcase of a victim in the Friday crash of a jetliner to see if it was connected with the money involved in the Watergate affair in Washington last summer.

The cash was discovered in the suitcase belonging to Mrs. E. Howard Hunt, whose husband has been indicted in the break-in of the Democratic National Headquarters at the Watergate office building.

Mrs. Hunt was among 45 persons killed in the crash of the United Air Lines 737 jet that the crash of the United Air Lines 737 jet that approaching Midway Airport for a landing. She was en route to Chicago to visit a cousin,

Continued from Page 9

particular sequence to be wrapped in such a manner.

Hunt, a former Central Intelligence Agency official and former consultant to the Nixon administration, was one of seven men indicted Sept. 15 in connection with the Watergate break-in, although he was not one of the five men arrested inside the Democratic headquarters.

Some of the money traced to those involved in the break-in has been linked to funds collected by the Republican Party for the 1972 presidential campaign, but not all of the money has been located.

The numbers on the bills in Mrs. Hunt's suitcase will be compared with the serial numbers on the missing money, investigators said.

Mrs. Hunt, 52, of Potomac, Mich., wanted to talk to Carlstead about investing money, Carlstead said.

Her body was identified by her husband, who flew here from Washington Friday. He left Chicago soon after making the identification.

Meanwhile Monday, investigators from the National Transportation Safety Board were completing the final accumulation of material that will be used in making the official study of the disaster.

At the crash site at 70th Pl. and Lawndale, NTSB crews dismantled the frame of the aircraft for removal to a hangar at Midway Airport where pieces of the wreckage will be laid out and studied.

Another NTSB team conducted interviews with 10 survivors who are hospitalized at Holy Cross Hospital and another survivor in Michael Reese Hospital. A 12th survivor still

Harold C. Carlstead, of Flossmoor.

Agents of the Federal Bureau of Investigation and other federal agencies and investigators from the Chicago Police Department and the office of Cook County Coroner Andrew J. Toman checked the bills Monday to determine if the serial numbers matched those linked to the Watergate break-in.

Investigators said the money in Mrs. Hunt's suitcase consisted of 100 \$100 bills, 10 \$50 bills, two \$20 bills and two \$10 bills. The bills were old and their serial numbers were not in any sequence.

The \$100 bills were in 10 separate bundles, bound by bank wrappers. Investigators noted that it was unusual for old bills not in a par-

Turn to Page 12

hospitalized, Mrs. Marguerite McCausland, a stewardess on the plane, is in the intensive care unit at Holy Cross and will not be interviewed, according to Edward E. Slattery Jr., director of public affairs for the NTSB.

Slattery said the plane's two jet engines were being prepared for shipment to United's San Francisco headquarters. Another NTSB team there is checking the plane's maintenance records from the time of its purchase throughout its use by the airline.

At NTSB headquarters in Washington, investigators were studying the craft's flight data recorder, and another team was at Midway going over the taped communication between the plane and the airport tower.

Slattery said the NTSB has all the plane's instruments in custody "under lock and key" and that they will be taken apart later either at the Bureau of Standards in Washington or at the offices of the company that manufactured them.

Slattery said that the NTSB has no evidence to support a published speculation that the craft's altimeter could have malfunctioned and given the pilot the wrong reading on the plane's altitude.

William L. Lamb, NTSB investigator-in-charge in Chicago, explained that the altimeter readings depend on atmospheric pressure, and the instrument is highly sensitive to barometric changes, some of which may have occurred after the crash.

Lamb said the reading of the altimeter after the crash could have been affected by the impact or to weather changes after it was recovered.

He discounted the possibility that the reading of the altimeter when it was found had any relation to the reading the pilot saw on it prior to impact.