

Larry, Enclosed is a statu of Newsweek 12/25/72 which says that Dorothy Hunt's purse was not examined at the scene of the crash, obviously was not, then, retrieved until after the fire was out, and possibly was not available when Hunt was there, if this account and those of his brief stay in Chicago are both correct. Also enclosed is the beginning of a letter to a reporter friend to whom, after speaking to Lesar, I have sent the second copy you sent me of the Chicago stories. He notes, as I had earlier, reference to other stories that you did not send. If you can, we'd both appreciate it. I thought a little after today's earlier note on Kennelly's interest in de-icing and don't think that without knowing more I can buy it. As I understand it, All the ice ~~in the world~~ that could adhere to those parts of the plane requiring de-icing could not make any appreciable difference in the performance of the plane except in one area, maneuvering, and if the plane had gotten to that point in its landing pattern, I think it is pretty obvious that the controls were functioning. I have no reason to believe that at the very low elevation of less than 500 feet the pilot was either in need of further maneuvering or had the capability without de-icing. I don't know, but I imagine the flaps are down before he lowers to under 500 feet, too. Kennelly may have some purpose, but I don't believe there is a chance that ice was a factor in this crash. Have a good year, HW 12/29/72