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JFK Assassination System
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Date: 4/23/201

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UNITED STATES GOVERNMENT

Memorandum

SECRET

TO : Director, FBI (134-17201)

DATE: 7/29/68

FROM : SAC, Miami (134-1489) (P)

SUBJECT: HENRY RUDOLPH GOODMAN
PSI - GUYANA
PSI - SURINAM

OO: Miami

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RM
12-13-97
CLASSIFIED BY 5648 SLD/KSP
DECLASSIFY ON: 25X 1

Re Miami letter to the Bureau, 2/6/68, Washington Field letter to Bureau, 3/27/68, and St. Louis letter to Bureau, 4/10/68, Washington Field letter to Bureau, 4/26/68, and Washington Field letter to Bureau, 5/8/68.

Bureau authority is requested to designate HENRY RUDOLPH GOODMAN as a Bureau approved PSI and to proceed with his development. GOODMAN is a self-employed pilot, who makes trips to Guyana and Surinam every other Monday.

- a. Miami Field office files contain no references to subject.
- b. The following potential informants advised subject was not known to them.

Source	Date	Contacting Agent
MM 1275-S	2/26/68	JOSEPH R. MARSZALEK
MM 1276-S	2/26/68	JOSEPH R. MARSZALEK
MM 1070-S*	2/28/68	JOSEPH P. McCANN
MM 1071-S	2/28/68	JOSEPH P. McCANN
MM 1235-S	3/5/68	JOSEPH P. McCANN
MM 381-S	3/7/68	JOSEPH P. McCANN
MM 368-S	3/8/68	JOSEPH P. McCANN
MM 292-R	3/15/68	JOHN C. MENTON

② - Bureau (RM)
1 - Miami

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HSCA Request 1/20/78

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5010-108-01

c. On 8/24/67, Mr. CARL M. HAUN, Station Superintendent, British West Indian Airways, Miami International Airport, and his assistant, WILLIAM J. MASON, furnished the names of individuals who would possibly be knowledgeable concerning Guyana. Among them was that of subject and the fact he was connected with KIMEX, an import-export firm.

On 3/18/68, CHARLES LUDWIG, 1901 South Miami Avenue, Miami, advised he knew GOODMAN and knew of no derogatory information concerning him. LUDWIG, who is in the shrimp business, advised GOODMAN had a good reputation in the Miami area but he did not know if GOODMAN visited Guyana and Surinam with any regularity.

On 6/25/68, LEONARD R. POMEROY, pilot, 341 Grand Canal Drive, Miami, advised he had known GOODMAN for at least 20 years and had worked for GOODMAN and leased planes from him. He described GOODMAN as a man of fine reputation. He stated that although he, POMEROY, had had a misunderstanding with GOODMAN on one occasion, he felt GOODMAN was an honest man and would recommend him as such. In fact, after POMEROY had demanded \$200.00 which POMEROY claimed GOODMAN owed him, GOODMAN paid rather than argue. POMEROY stated that he had since thought about it and felt that GOODMAN was probably right about not owing POMEROY the money in the first instance. POMEROY stated that GOODMAN has a good family life and is a stable individual. POMEROY has never discussed politics with GOODMAN but regards GOODMAN as a loyal American citizen.

On 7/23/68, ALLEN S. YARBROUGH, Border Patrolman, Miami, Florida, advised he had been in the same Air Force Reserve unit with GOODMAN. He stated that he was cognizant of the information contained in GOODMAN's file in the Border Patrol office but stated he knew of nothing derogatory concerning GOODMAN as an American citizen. He advised GOODMAN was one of that special breed of pilots who know what they can do and what they cannot do concerning violations of the laws of the United States. However, he was of the belief that GOODMAN would not commit such an offense whereby he would be or could be openly charged with violations of the laws of the United States. As far as GOODMAN's loyalty

MM 134-1489

to the United States as an American citizen was concerned, he felt GOODMAN was a person of fine character and loyalty.

On 7/23/68, Miss JEAN DEL MANZO, secretary, Border Patrol office, Miami, made available a file on the subject which contained the following:

U.S.A. FOREIGN
Bureau of Customs report dated 7/29/60, by JOHN E. VAN DIVER, Customs Agent, disclosed GOODMAN was under investigation concerning his purchase of a B-25 plane from one ED BROWDER, who was known for neutrality violations and other criminal activities. The report reflected that the aircraft was purchased by United Americas Export and Import Company on 6/27/60 for \$6,500, one-half cash and the balance to be paid within one year. This company was composed of HENRY R. GOODMAN, president; ELEANOR LESSLEY, vice president; WALTER H. LESSLEY, secretary; and ANNA E. GOODMAN, treasurer.

PERU CUBA
JOHN E. VAN DIVER made an extensive investigation into the background of HENRY GOODMAN and determined he was a person of good reputation and character. He had been employed previously as chief pilot for Argonaut Airlines and chief test pilot for Air International.

PANAMA
CRAIG WILLIAMS, manager of Air International, had stated GOODMAN was a person of excellent character and he felt the corporation above was a legitimate enterprise and HENRY GOODMAN would not attempt to illegally export the B-25 plane, #NS 3482 G.

CUBA PERU PANAMA
The file contained a letter dated 7/29/62, to FAA, Zahns Airport, Lindehurst, Long Island, New York, from HAROLD SUGARMAN 68 Allen Avenue, Valleystream, Long Island, N.Y. Certificate #1039986. This letter spoke of multiple violations of Civil Aeronautics regulations by HENRY GOODMAN.

CUBA PERU PANAMA
SUGARMAN met GOODMAN in the latter part of 1959 at Floridian Plant Farms, Miami, Florida. GOODMAN and his partner, WALTER LESSLIE, were operating a B-25 plane

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and approached SUGARMAN as a potential buyer of an interest in their company, United Americas Import-Export Corporation. They suggested that SUGARMAN could get multi-engine commercial and instrument ratings on the B-25. GOODMAN said that with his instruction, SUGARMAN would be able to co-pilot the aircraft and be an active partner. They mentioned huge profits they were making in buying, selling and transporting tropical fish, animals and plants. SUGARMAN paid them \$4,200 for a 10 per cent interest in the firm.

On 12/30/59, LESSLIE was doing maintenance on an aircraft and later with SUGARMAN loaded eight 50-gallon drums of fuel in the bomb bay compartment, which LESSLIE said was to be used on the return trip because it was cheaper than buying fuel in Iquitos, Peru, their destination. Several refrigerators were loaded aboard, which LESSLIE said had been sold in advance of the trip. LESSLIE said this was legal.

That evening, a Swedish fellow joined SUGARMAN and GOODMAN on the trip. The Swedish fellow told SUGARMAN that he had agreed to supply GOODMAN with orchid plants in several weeks for immediate transportation. When the plane took off, it began an unusual vibration. GOODMAN took a flashlight and saw the wind pulling the cowl open because of loose Zeus fasteners. GOODMAN got clearance to land and later berated LESSLIE for his carelessness in maintenance. The cowl was fastened by LESSLIE and the plane again took off.

When they were airborne, GOODMAN gave the controls to SUGARMAN to hold. Later, he turned the navigation lights and the beacon off, stating they would be over Cuba in a few minutes and the State Department forbid flying over Cuba. Therefore, they would go with the lights off. This conserved fuel, according to GOODMAN.

In a little while, they were over land, at which time GOODMAN called Havana and gave their position as west of Cuba when actually they were east of Havana.

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When they landed in Panama, GOODMAN gave SUGARMAN money to purchase liquor and told him to be sure to get the crew discount. The liquor was later delivered to the ramp, along with some liquor which GOODMAN, himself, had purchased.

After unloading the fuel in Iquitos, Peru, and prior to loading the cargo, GOODMAN placed this liquor in the lower front portion of the bomb bay compartment. Cargo was then placed on top.

In Iquitos, they had specific orders with cash deposits for most of the tropical fish and animals that were purchased.

They returned to Miami via Aruba when SUGARMAN asked about the legality of flying over Cuba and was told it saved fuel. SUGARMAN was also told it was legal to take cash deposits on orders and when SUGARMAN voiced objection, GOODMAN said they would not fly over Cuba again.

Two weeks later, SUGARMAN was told he could not go along on the trip since GOODMAN said LESSLIE and another individual had to go along and they had more experience in purchasing fish.

About three weeks later, they scheduled another trip to Iquitos. That evening, ~~CHARLES MOORE~~, an AP mechanic, said the left engine did not sound right. The trip was postponed. Next day, it was discovered that the propeller governor made the noise. GOODMAN decided it was not bad enough to postpone the trip further. CHARLES MOORE was to go along on the trip "for services rendered." GOODMAN proceeded over Cuba and by mistake landed at Guantanamo Naval Station. GOODMAN told SUGARMAN to keep quiet and let him do the talking to the authorities. This GOODMAN did for the next two hours.

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PANAMA

SECRET

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When they returned to Miami, LESSLIE and GOODMAN said SUGARMAN was giving them "too much static." They refused to let him go along on the next trip. When SUGARMAN told them to give him his money back, they said he had his "stock" which he had purchased.

SUGARMAN summarized the following items, stating that GOODMAN was a menace on or off the airways: (1) flying at night without lights; (2) doing heavy maintenance himself; (3) knowingly flying in restricted areas; (4) hauling cargo commercially in a noncertified aircraft; (5) hauling passengers for hire in a restricted aircraft; (6) using an aircraft to bring liquor into the country without declaring it to Customs and paying duty on it.

SUGARMAN advised the aircraft registration was NS 3482 G and stated GOODMAN's address was 7840 S. W. 125th Avenue, Miami.

Attempts were made to locate and contact WALTER H. LESSLEY, above, with negative results.

On 7/26/68, LEONARD H. THORNTON, Counselor, FAA, Miami, advised that GOODMAN had come to his attention approximately one year ago in connection with a possible violation of FAA rules concerning his operational certificate for piloting a B-25 airplane. GOODMAN's certificate permits him to carry his own goods but he may not haul freight for other people. However, it was determined through GOODMAN's attorney that GOODMAN owned the goods he was hauling in connection with the complaint that had been received by that agency against GOODMAN. Nothing came of the matter.

d. Subject has no local arrest record. He has a favorable credit record. An FD-9 submitted 1/30/68 reflected that on the basis of information furnished (date and place of birth, description and Air Force serial numbers), the Identification Division was unable to identify GOODMAN in either the criminal or civil files.

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e & f. Subject's Armed Services record and Air Force Reserve record were set forth in St. Louis letter to the Bureau dated 4/10/68.

g. Subject married ~~ANNA ELIZABETH BOWMAN~~, ~~born 5/3/21~~ ~~Elizabeth, New Jersey, on 8/25/46, place not shown.~~ GOODMAN and his wife appear to have a marriage free of domestic difficulty. *MRS HENRY RUDOLPH GOODMAN*

h. LEONARD R. POMEROY, above, stated on interview that GOODMAN knows how to do favors for the people in the countries he visits and for this reason never gets into trouble of any kind.

On 2/6/68, [redacted] (S) (protect), CIA covert, Miami, Florida, advised GOODMAN was not of operational interest to his agency (S)

i. Leads for other offices have been covered.

UNITED STATES GOVERNMENT

Memorandum

TO : DIRECTOR, FBI (134-17201)

DATE: 4/26/68

FROM : SAC, WFO (134-8085) (P)

SUBJECT: HENRY RUDOLPH GOODMAN

PSI - GUYANA

PSI - SURINAM

(OO:MM)

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DATE 1-18-95 BY SP8 MJB/MLK

ReWFOlet to the Bureau dated 3/27/68.

On 4/11/68, records of the Office of Security, United States Department of State (USDS), were reviewed by SA ROBERT M. EGAN. These records revealed that the USDS had directed a communication to its Miami Office on 8/11/60 which was in reference to a temporary "SOJ" permit for a B-25 airplane which had been requested by HENRY GOODMAN. In this communication USDS advised USDS, Miami, that the United States Customs Office was investigating GOODMAN concerning his purchase of the B-25 from ED BROWDER, who has a notorious reputation for past neutrality violations and other criminal activities. According to this communication, no derogatory information has been developed concerning GOODMAN. Also in this communication it is stated that the Border Patrol had no derogatory information concerning GOODMAN and both agencies have no objection to issuance of a "SOJ" permit.

In addition, these records contained a USDS memorandum dated 9/14/62. This memorandum refers to a copy of a letter dated 7/29/62 from a HAROLD SUGARMAN, 68 Alden Avenue, Valley Stream, Long Island, New York, which had been written to the Federal Aviation Agency and which contained certain

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- 2 - Miami (RM)
- 1 - WFO

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allegations concerning HENRY GOODMAN's flying activities. From the memorandum it could not be determined whether this letter was being forwarded by the USDS to its Miami Office, or vice versa; however, there was no copy of this letter in the file.

This memorandum also makes reference to a report of the Miami Office of the USDS dated 7/27/60, captioned "B-25 N8090H—Exportation to Argentina". It was not contained in this file. In addition, this memorandum indicated that the Federal Aviation Agency, Miami, is presently processing violations against HENRY GOODMAN and his B-25 which violations apparently are for infractions of civil air regulations.

This file contains no additional information concerning HENRY GOODMAN.

It is noted that HAROLD SUGARMAN, referred to above, is apparently identical with the SUGARMAN who accompanied the subject on subject's B-25 landing in Cuba which information was set forth in referenced WFO letter.

On 4/11/68, records of the Passport Office, USDS, were reviewed by SA ROBERT M. EGAN. These records indicated that HENRY RUDOLPH GOODMAN, born 8/6/21 at New York, New York, last applied for a passport at Miami, Florida, on 1/22/65. At this time he listed his residence as 7840 S. W. 125th Street, Miami, Florida, and his occupation was given as airline transportation pilot. His spouse was identified as ANNA ELIZABETH BOWMAN, born on 5/3/21 at Elizabeth, New Jersey. They were married on 8/25/46 (place not specified).

In this application GOODMAN's parents were identified as LESTER GOODMAN, date of birth unknown, and MINNA HILGEMAN, Goodman born 10/31/96 at New York, New York. He indicated purpose of

WFO 134-8085

the passport was to visit various countries of the Western Hemisphere in connection with his occupation as an airline pilot. On 1/22/65, GOODMAN was issued passport F068079. He is described in this application as six feet two inches, grey-brown hair, hazel eyes with a scar above his left eye. In addition, these records showed that GOODMAN previously had passport number 1673730 which had been issued on 10/21/59. At this time he held the same occupation and resided at the same address as listed above. He indicated that the purpose of the passport would be to allow him to travel to various countries throughout the Western Hemisphere to ferry air craft. In addition, these records indicated that on 10/29/53 GOODMAN had been issued passport 222279. At that time he resided at the above address and his occupation was given as airplane pilot for the Continental Charter Air Craft, Miami, Florida. Other background information is as above.

In addition, a notation in this file indicated that in January of 1959, GOODMAN resided at 956 Palmetto, Miami Springs, Florida, and worked for the International American Air Ways, Miami, Florida.

These records contained no additional pertinent information.

On 4/17/68, Mr. GEORGE DANE, Chief, Investigations Branch, Federal Aviation Agency, advised that he was unable to locate any record at the Federal Aviation Agency for GOODMAN. He indicated that possibly the Civil Aeronautics Board might have conducted investigations concerning this subject if it involved civil air regulations.

WFO is presently having the records checked at the Civil Aeronautics Board and Customs Office for any information concerning the subject.

WFO 134-8085

LEADS:

WASHINGTON FIELD

my
S.7 / AT WASHINGTON, D. C. Will report results of the checks at the Customs Office and Civil Aeronautics Board.

MIAMI

AT MIAMI, FLORIDA. Contact the local offices of the Federal Aviation Agency, Civil Aeronautics Board, and Customs Office for information concerning investigation of the subject. This investigation took place in about 1962 as set forth in the records of the Office of Security, USDS.