

## Air Force Records Related to the Assassination of President Kennedy

### Pre-assassination

Investigations of John Edward Pic

All MOUs, security requirements, or arrangements between the U.S. Secret Service and Air Force that were operative at any time during 1963.

All MOUs, security requirements, or arrangements involving Presidential protection or providing AF Police at bases in Texas or Florida in support of presidential trips in November, 1963.

### Day of Assassination: November 22, 1963

Radio communications (transcripts, tapes)

White House Communications Agency

Air Force 1

Presidential motorcade<sup>1</sup>

Andrews Air Force Base<sup>2</sup>

MDW

SAC

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<sup>1</sup>Including any recordings of Secret Service Dallas motorcade radio comms with the Dallas White House. (Subject comms were monitored “real-time” onboard Air Force One and Air Force Two on the ground at Love Field, and also at the White House in Washington, according to existing documents. What is not known is whether these voice communications were recorded. The patch would have been relayed to the White House in Washington via personnel and equipment located at Andrews AFB.

<sup>2</sup>Examination of the existing, edited audiotapes from the LBJ library indicate that voice traffic to-and-from Air Force One and the ground was all being patched through “Andrews” on the following four frequencies:

11176 MHZ (upper sideband)

13247 MHZ (upper sideband)

15011 MHZ (upper sideband)

18027 MHZ (lower sideband).

"Cabinet plane" over Pacific

*Day of assassination continued*

Readiness status change  
DEFCON  
THREATCON

Tower logs from Andrews AFB  
Identifying all aircraft, by tail number (or mission/flight number) that landed at or took off from Andrews, including both fixed wing aircraft and helicopters.

Andrews maintenance logs  
Maintenance/flight logs from any USAF helicopters stationed at Andrews for the period 21-25 November, 1963 (with the emphasis on November 22, 1963).

Maintenance/flight logs from SAM 26000 (Air Force One from November 21-22, 1963) and from the C-130 aircraft which carried the Presidential limousine (SS-100X) and secret service follow-up car to-and-from Dallas on Nov 22, 1963 (tail# 373).

**Post-Assassination**

Memoranda, messages, notes by:

Brigadier General Godfrey McHugh

JFK's Air Force Aide, who was with President on Nov. 22

Colonel James B. Swindal

Air Force One Aircraft Commander, November 21-22, 1963

Captain Cecil W. Stoughton

Air Force White House photographer, who was present in Dallas on November 22, 1963 and who photographed LBJ's swearing-in ceremony as well as the unloading of JFK's casket onto Air Force One in Dallas

All communications with other government agencies, including ONI, DOD, CIA, regarding any issues related to the assassination

Correspondence of Curtis E. LeMay

Correspondence with Joint Chiefs/SECDEF

Other Air Force correspondence regarding the assassination

Any Air Force investigations (or involvement in investigations) of the assassination<sup>3</sup>

Any Air Force investigation of response to assassination

Correspondence with Warren Commission

Correspondence with Church Committee

Correspondence with HSCA

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<sup>3</sup>*See, for example*, December 7, 1963, flight from Hawaii to Japan, return to Hawaii from Japan, December, 22, 1963. Aircraft Serial Number: 50855 (C-54). December, 1963, flight from California to Dallas, (KC-130).