

FEDERAL BUREAU OF INVESTIGATION
FOI/PA
DELETED PAGE INFORMATION SHEET
FOI/PA# 1341051-1

Total Deleted Page(s) = 46

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- Page 94 ~ Duplicate;
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F B I

Date: 12/8/72

19

Transmit the following in PLAINTEXT
(Type in plaintext or code)

Via TELETYPE URGENT
(Priority)

TO : ACTING DIRECTOR, AND SACS, ALEXANDRIA
WFO
OMAHA

FROM: SAC, CHICAGO (149-NEW)

CRASH OF UNITED AIRLINES FLIGHT FIVE FIVE THREE,
A BOEING SEVEN THREE SEVEN, AT CHICAGO, ILLINOIS, DECEMBER
EIGHT, SEVENTYTWO. DAMV.

RE CHICAGO TELEPHONE CALLS TO THE BUREAU AND ALEXANDRIA,
AND WFO, INSTANT.

CAPTIONED PLANE, A BOEING SEVEN THREE SEVEN, CRASHED AT
SEVENTIETH AND LAWNDALE AVENUE, CHICAGO, ILLINOIS, AT
APPROXIMATELY TWO TWENTYONE PM THIS DATE. THE PLANE
DEPARTED WASHINGTON, D.C., AT TWELVE FORTY PM CST AND WAS
SCHEDULED TO ARRIVE AT MIDWAY AIRPORT, CHICAGO, ILLINOIS,
AT TWO THIRTYONE PM CST. THERE WERE FIFTYTWO PASSENGERS
AND A CREW OF SIX WHICH INCLUDED THREE STEWARDESSES AND THREE
FLIGHT OFFICERS.

THIRTEEN PASSENGERS AND TWO STEWARDESSES ARE ALIVE AND
HAVE BEEN IDENTIFIED.

149-1060-1

CWC/slc
(1)

See

off of 18p
of 18p
Hant
12/11/72
0.3

Approved: *M/AP*
Special Agent in Charge

Sent _____ M Per _____

F B I

Date:

Transmit the following in _____
(Type in plaintext or code)Via _____
(Priority)

CG 149-NEW

PAGE TWO

THE PLANE CRASHED INTO SEVERAL SINGLE FAMILY DWELLINGS. THE NUMBER OF INJURIES AND FATALITIES TO PERSONS IN THE CRASH AREA IS NOT KNOWN AT THIS TIME. THERE WERE SEVERAL FIRES TRIGGERED BY CRASH. > SUPERINTENDENT JAMES CONLISK, CHICAGO, ILLINOIS, PD, AND CAPTAIN [REDACTED] EXECUTIVE, UAL, ELK GROVE VILLAGE, ILLINOIS, HAVE REQUESTED THE SERVICE OF THE FBI DISASTER UNIT.

A PLAYBACK OF THE RECORDING TAPE AT MIDWAY AIRPORT INDICATES POSSIBLE PILOT ERROR. ACCORDING TO THE TAPE ^{AS} FLIGHT FIVE FIVE THREE APPROACHED RUNWAY, A SMALL AIRCRAFT WAS ALREADY ON THE RUNWAY, THE PILOT OF FLIGHT FIVE FIVE THREE WAS INSTRUCTED TO MAKE A LEFT TURN AND COME TO A HEADING OF ONE EIGHTY DEGREES. THE PILOT ACKNOWLEDGED THE TRANSMISSION AND THE PLANE DISAPPEARED FROM RADAR. THE TAPE THEN INDICATES A FLUTTERING SOUND WHICH MIGHT HAVE COME FROM THE STALL SPEED INDICATOR, INDICATING THE PILOT HAD LOST HIS SPEED AND CRASHED.

TWO STEWARDESSES AND A FEDERAL NARCOTICS AGENT WHO WERE ABOARD THIS PLANE HAVE BEEN INTERVIEWED BY BUAGENTS AND THEY

b6
b7c

Approved: _____ Sent _____ M Per _____
Special Agent in Charge

F B I

Date:

Transmit the following in _____
(Type in plaintext or code)

Via _____
(Priority)

CG 149-NEW

PAGE THREE

STATE NOTHING UNUSUAL HAPPENED PRIOR TO CRASH.

COMPLETE PASSENGER MANIFEST OBTAINED FROM UAL WITH
CONTACT POINTS FOR ALL PASSENGERS.

CLOSE LIAISON BEING MAINTAINED WITH CPD AND
NATIONAL TRANSPORTATION SAFETY BOARD.

U. S. CONGRESSMAN GEORGE COLLINS, CHICAGO, ILLINOIS,
HAS BEEN MANIFESTED ABOARD THIS FLIGHT ACCORDING TO UAL RECORDS.
NO OTHER INFORMATION CONCERNING COLLINS AT THIS TIME.

ASAC, CHICAGO, ON SCENE AND HANDLING INVESTIGATION
PERSONALLY.

INFORMATION COPY TO OMAHA AS FLIGHT FIVE FIVE THREE
WAS TO TERMINATE OMAHA.

Approved: _____ Sent _____ M Per _____
Special Agent in Charge

File No. 149-1060-1A¹

Date Received 12/8/72

From _____
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By John Watson
(NAME OF SPECIAL AGENT)

To Be Returned Yes
 No

Receipt given Yes
 No

Description:

*negatives of photos
of crash scene.*

File No. 149-1060-1A²

Date Received 12/18/72

From [Redacted]

Air Sales
(ADDRESS OF CONTRIBUTOR)

John and Transported in Good

By [Redacted]

To Be Returned Yes
 No

Receipt given Yes
 No

Description:

*receipt for flight
records from
Yutid 553.*

b6
b7C



AIR SAFETY INVESTIGATOR

b6

b7C

NATIONAL TRANSPORTATION
SAFETY BOARD
BUREAU OF AVIATION SAFETY

2300 E. DEVON AVE.
DES PLAINES, ILL. 60018

12/18/72

Turned to [redacted]
on 12/18/72 one flight recorder
from flight 553, United Airlines,
enroute to Washington airport.

[redacted]

b6
b7C

SA

[redacted]

FAI

149-1060

File No. 44-1060-1A3

Date Received 12/8/74

From [Redacted]

National Transportation
(ADDRESS OF CONTRIBUTOR)

Safety Board

By [Redacted]
(NAME OF SPECIAL AGENT)

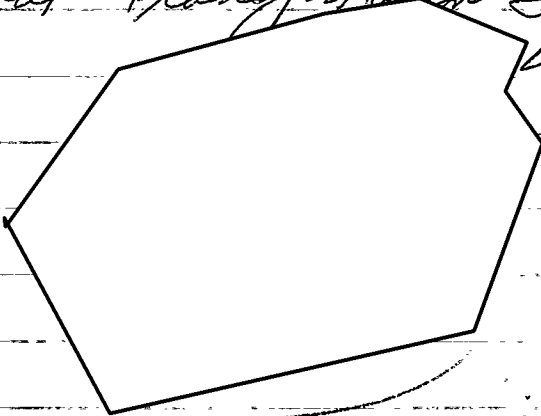
To Be Returned Yes
 No

Receipt given Yes
 No

Description:
receipt for flight
records from
United 553

b6
b7c

This is a receipt for the voice recorded
from flight # 833 United airline
furnished by SA [redacted] on 12/8/72
to [redacted] Safety Investigator
National Transportation Safety Board.



b6
b7c

6:35
/p



SA FMI 8/ 12/8/72

File No. 149-1060

Date Received 12-8-72

From ROBERT SANDERS

(NAME OF CONTRIBUTOR)

CBS RADIO (WBBM) 630 N.

(ADDRESS OF CONTRIBUTOR)

MCCLURG COURT. CHICAGO, ILL.

By

(NAME OF SPECIAL AGENT)

To Be Returned Yes

No

Receipt given Yes

No

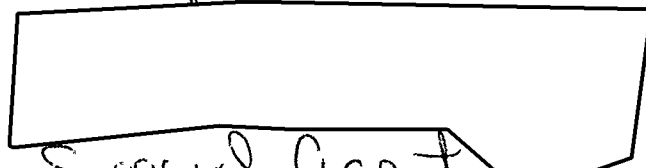
Description:

ONE (1) COPY OF RECEIPT
FURNISHED TO SANDERS
RE. TAPE RECORDING
OF INTERVIEW WITH

CBS
630 N. McClurg Court

CHICAGO, ILLINOIS
Dec. 8, 1972

I have received this date from
BOB SANDERS me (1) copy of a
tape recording which consists of a
telephone conversation between BOB
SANDERS and an unidentified male
regarding the crash of a United
Airlines 737 jet aircraft on this
date.



Special Agent
Federal Bureau of Investigation

b6
b7c

File No. 149-1060-1A5

Date Received 12/8/72

From CBS Radio

630 N. Mc Clellan

By William J. Dortch

To Be Returned Yes ()

No (X)

Description:

Tape recording and transcription
of same.
copy of receipt for tape

Tape destroyed
per SA [redacted]
instructions
11-9-13 J

b6
b7c

ANNOUNCER:

We have a tape rolling here. We'd like to talk to you. Tell us what you know about this crash.

UNKNOWN MALE:

I, well, I was listening to aircraft radio, I have an aircraft band and I was monitoring Midway Tower and there was a business jet in front about five minutes before and it was not too clear, the radio was not too clear, but it appeared he lost sight of the runway and had to abort his landing and made a left turn-out. He came around and contacted Midway approach again and he was, as he was coming around again, United 553 was in back of him. His air speed, the business jet's air speed was 120 miles per hour and I believe the United jet's was 160 and he was overtaking him, the tower asked him at first asked the business jet to take the right runway but then told him to forget it and to land on the left runway.

And told the United jet to make a left turn out to a south heading of 180 degrees and that is when he lost contact with the jet and that is the last I heard of the jet too.

ANNOUNCER: Do you often monitor these aircraft conversations?

UNKNOWN MALE: Yes sir.

ANNOUNCER: What do you gather from this, now you have told me in technical terms which our listeners can't understand. What do you get from this conversation?

UM: How do you mean, what do I get? I understand distance between the two jets was too close and that one either had to make a left turn out. You see, this business jet had already once made a left turn out which meant the approach pattern was, it was all messed up and it was mostly being played by ear and the United jet was much too fast, it was overtaking the business jet and was told to make the left turn out. It wasn't really standard operating procedure at all.

ANNOUNCER: Now you say he lost sight of the runway?

UM: I believe that's what it was. Because

as they get lower, as they get toward 63rd and Cicero on the threshold of the runway, the radio becomes a little fuzzier and all I heard was, I forget what the name of...small business jet was a Sabreliner and all I heard was that he was supposed to make a left turn out to 190 degrees and contact approach. and the only reason I could think of this was I believe after he lost sight of the runway, because after that, the controller in the tower told all planes approaching the runway to tell him when they had the runway in sight and I know that Midway's visibility is now instrumental, only. Its not visual, its less than a mile visibility with a 5,000 foot ceiling.

ANNOUNCER:

How did it happen that these two planes got so close together in the approach pattern?

UM:

It was because the business jet had to abort its first approach and then had to make a second approach into Midway

again and United 553 was already on a set approach pattern and that they have a time, I believe to about four miles between the planes but because this business jet had to abort its landing and come around again, this distance was made closer and consequently the distance between the planes was too close to make a safe landing between the two.

ANNOUNCER:

Was the last thing you heard from the tower or one of the planes?

UM:

The last thing I heard was the controller asking United 553 to come in about three or four times after he told him to make a left turn out to a south heading and he did not make any contact and he after about a minute, he told United 553 if anyone in United 553 was still monitoring the tower to contact Chicago O'Hare on 1-18-4 which is a departure frequency for O'Hare.

ANNOUNCER:

Was there any panic in anyone's voice in this communication?

UM

I really can't tell because the controllers are more or less, I admire them because they more or less are equipped to handle any type of danger and I really didn't hear any tone of worry except when he could not contact the United jet.

ANNOUNCER:

Will you give me your name?

UM:

No sir, I want to withhold that, okay?

ANNOUNCER:

That's okay, is what you are doing this monitoring of this conversation, is this illegal?

UM:

No sir, it's perfectly legal, as far as I know because they sell aircraft band radios to the public, and there is no law against it if they sell it I would suppose.

ANNOUNCER:

But you do not care to identify yourself?

UM:

No sir

ANNOUNCER:

Then, thank you very much

File No. 149-1060-1A6

Date Received 11/2/73

From Geo. P. [Signature]
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By Geo. P. [Signature]
(NAME OF SPECIAL AGENT)

To Be Returned Yes No

Receipt given Yes No

Description:

*Tape of Hot Line
phone message on
11/2/73*

RE UNITED AIRLINES CRASH
MIDWAY AIRPORT DECEMBER 1972

ATTACHED IS "SHERMAN SKOLNIKS"
PRESENTATION TAPED ON NOV. 2, 1973.

HOLD TAPE & INCLUDE IN ABOVE CASE
PER SAC HELD'S INSTRUCTIONS

SA GEO H. PARFET

AI
EXTE

F B I

Date: 12/9/72

Transmit the following in PLAINTEXT
 (Type in plaintext or code)

Via TELETYPE URGENT
 (Priority)

TO ACTING DIRECTOR
 FROM CHICAGO (149-NEW)

CRASH OF UNITED AIRLINES FLIGHT FIVE FIVE THREE,
 A BOEING SEVEN THREE SEVEN, AT CHICAGO, ILLINOIS,
 DECEMBER EIGHT, SEVENTYTWO. DAMV.

RE BUCALL TWELVE EIGHT LAST AND CG TEL TO BUREAU
 TWELVE EIGHT LAST.

ON SCENE INVESTIGATION INDICATES PILOT ERROR AS
 CAUSE OF CRASH.

NO INFORMATION RECEIVED OR DEVELOPED BY CHICAGO
 TO INDICATE CAUSE OF CRASH DUE TO SABOTAGE.

THREE VICTIMS, ON BOARD AIRCRAFT, INTERVIEWED. NO
 INDICATION OF SABOTAGE OR SKYJACKING.

REVIEW OF TAPED CONVERSATIONS BETWEEN PILOT AND
 TOWER DETERMINED STALL INDICATOR ACTIVATED JUST PRIOR
 TO CRASH, DENOTING FLIGHT SPEED INSUFFICIENT AT TIME
 PILOT RECEIVED LANDING WAVE OFF.

INVESTIGATION CONTINUING. BUREAU WILL BE KEPT
 ADVISED.

149-1060-2
 3
 6

BKM/AD

Approved: _____
 Special Agent in Charge

Sent 3:20 A M

Per *Jm*

F B I

Date: 12/9/72

Transmit the following in PLAINTEXT
(Type in plaintext or code)

Via Teletype
~~TELETYPE~~ URGENT
(Priority)

TO ACTING DIRECTOR
FROM CHICAGO (149-NEW)

CRASH OF UNITED AIR LINES FLIGHT FIVE FIVE THREE,
BOEING SEVEN THREE SEVEN, CHICAGO, ILLINOIS, DECEMBER
EIGHT LAST, DAMV.

RE CHICAGO TEL DECEMBER EIGHT LAST.

NEIGHBORHOOD INVESTIGATION IN VICINITY OF AREA OF
CRASH OF UAL FLIGHT FIVE FIVE THREE REFLECTS INFORAMTION
FROM WITNESSES TO EFFECT THAT AIRPLANE WAS UNDER OBSERVATION
UNTIL IT DISAPPEARED AND CRASHED. WITNESSES STATED THERE
WAS NO EXPLOSION OR APPARENT DAMAGE TO AIRCRAFT BEFORE CRASH
AND IT APPEARED TO BE MUSHROOMING INTO THE HOUSES.
THE TAIL WAS DOWN, NOSE ELEVATED ABOUT FORTY-FIVE DEGREES
AND UNABLE TO GAIN ALTITUDE.

INFORMATION FROM FAA REFLECTS NO POSSIBILITY OF ANY
CAUSE OF CRASH OTHER THAN PILOT ERROR. ACCORDING TO CONSENSUS
OF INFORMATION FROM WITNESSES AND TOWER AT MIDWAY AIRPORT,

149-1050-3

Approved: _____
Special Agent in Charge

Sent _____ M

Per Filed

F B I

Date:

Transmit the following in _____
(Type in plaintext or code)

Via _____
(Priority)

PAGE TWO

THE FOLLOWING IS WHAT OCCURRED LEADING UP TO CRASH OF UAL
FLIGHT FIVE FIVE THREE:

UAL FLIGHT FIVE FIVE THREE WAS ON FINAL APPROACH FOR
LANDING AT MIDWAY AIRPORT FOLLOWING A SMALL PRIVATE
AIRCRAFT. TOWER OBSERVED THAT DISTANCE BETWEEN FIVE FIVE
THREE AND PRIVATE AIRCRAFT WAS BECOMING MARGINAL. FIVE
FIVE THREE WAS ORDERED TO PULL OFF FROM APPROACH TURNING
LEFT TO A HEADING OF ONE HUNDRED EIGHTY DEGREES. THE PILOT
APPARENTLY THREW FULL THROTTLE TO THE ENGINES AND STARTED
TO TURN TO THE LEFT AT THE SAME TIME, PULLING UP THE NOSE OF
THE AIRCRAFT. THIS MANEUVER APPARENTLY CAUSED THE AIRCRAFT
TO STALL
AND MUSHROOM INTO THE GROUND.

PERSONS INTERVIEWED INCLUDING FOUR SURVIVORS OF THE
CRASH AND FAA INVESTIGATORS, IN ADDITION TO NEIGHBORHOOD
WITNESSES DEVELOPED NOTHING WHICH COULD INDICATE ANY
REASON TO BELIEVE THAT A VIOLATION OF THE DAMV STATUTE EXISTS.

Approved: _____ Sent _____ M Per _____
Special Agent in Charge

F B I

Date:

Transmit the following in _____
(Type in plaintext or code)Via _____
(Priority)

PAGE THREE

DISASTER SQUAD HAS ARRIVED IN CHICAGO AND IT IS PRESENTLY AT COUNY MORGUE IDENTIFYING DEAD PASSENGERS. POSITIVELY IDENTIFIED ARE EIGHT BODIES. THERE ARE ONLY TWELVE BODIES WITH WHICH THE DISASTER SQUAD CAN WORK. THERE ARE FORTY FIVE BODIES AT THE MORGUE, THIS WOULD INCLUDE TWO PERSONS WHO WERE ON THE GROUND, WHO RESIDED IN NEIGHBORHOOD OF CRASH. THERE IS A TOTAL OF EIGHTEEN SURVIVORS.

FOR INFORMATION OF THE BUREAU, NATIONAL TRANSPORTATION SAFETY BOARD (NTSB) SURVEYING CRASH SCENE. ENTIRE AREA EXTENSEVILY PHOTOGRAPHED BY FBI AND SCENE DIAGRAMED. LIASION BEING MAINTAINED WITH NTSB.

UACB NO FURTHER INVESTIGATION BEING CONDUCTED OTHER THAN TO ASSIST DISASTER SQUAD IN IDENTIFYING BODIES.

Approved: _____ Sent _____ M Per _____
Special Agent in Charge

F B I

Date: 12/9/72

Transmit the following in PLAINTEXT
(Type in plaintext or code)

Via TELETYPE URGENT
(Priority)

TO : ACTING DIRECTOR, FBI
FROM: SAC, CHICAGO (149-NEW)

CRASH OF UNITED AIR LINES FLIGHT FIVE FIVE THREE,
BOEING SEVEN THREE SEVEN, CHICAGO, ILLINOIS, DECEMBER
EIGHT LAST, DAMV.

RE CHICAGO TEL DECEMBER EIGHT LAST.

NEIGHBORHOOD INVESTIGATION IN VICINITY OF AREA OF
CRASH OF UAL FLIGHT FIVE FIVE THREE REFLECTS INFORMATION
FROM ~~SEVERAL~~ WITNESSES TO EFFECT THAT AIRPLANE WAS UNDER
OBSERVATION UNTIL IT DISAPPEARED AND CRASHED. WITNESSES
STATED THERE WAS NO EXPLOSION OR APPARENT DAMAGE TO AIRCRAFT.
BEFORE CRASH AND IT APPEARED TO BE MUSHROOMING INTO THE
HOUSES. ~~SEVERAL WITNESSES OBSERVED SPARKS EMITTED FROM~~
~~THE TAIL WAS DOWN, NOSE UP AND UNABLE TO~~
~~GAIN ALTITUDE.~~ ~~AIRCRAFT, BUT THEY BELIEVED THIS CAUSED BY AIRPLANE HITTING~~
~~POWER LINES.~~ *ELEVATED ABOUT 45 DEGREE*

INFORMATION FROM FAA REFLECTS NO POSSIBILITY OF ANY
CAUSE OF CRASH OTHER THAN PILOT ERROR. ACCORDING TO CONSENSUS
OF INFORMATION FROM WITNESSES AND TOWER AT MIDWAY AIRPORT,

KMG/kpr

(1) *KMG*

Searched _____
Serialized *B* _____
Indexed _____
Filed *B* _____

Approved: *[Signature]*
Special Agent in Charge

Sent *2:34* M

Per *KMG*

F B I

Date:

Transmit the following in _____
(Type in plaintext or code)Via _____
(Priority)

PAGE TWO

CG 149-NEW

THE FOLLOWING IS WHAT OCCURRED LEADING UP TO CRASH OF UAL
FLIGHT FIVE FIVE THREE:

UAL FLIGHT FIVE FIVE THREE WAS ON FINAL APPROACH FOR
LANDING AT MIDWAY AIRPORT ~~AND~~ FOLLOWING A SMALL PRIVATE
AIRCRAFT. TOWER OBSERVED THAT ~~SEPARATION~~ DISTANCE BETWEEN
FIVE FIVE THREE AND PRIVATE AIRCRAFT WAS BECOMING MARGINAL.
FIVE FIVE THREE WAS ORDERED TO PULL OFF FROM APPROACH
TURNING LEFT TO A HEADING OF ONE HUNDRED EIGHTY DEGREES.
THE PILOT APPARENTLY THREW FULL THROTTLE TO THE ENGINES
AND STARTED TO TURN TO THE LEFT AT THE SAME TIME, PULLING
UP THE NOSE OF THE AIRCRAFT. THIS MANEUVER APPARENTLY
CAUSED THE AIRCRAFT TO STALL AND MUSHROOM INTO THE GROUND.

~~A NUMBER OF PERSONS HAVE BEEN~~ INTERVIEWED INCLUDING *FOUR*
~~THE~~ SURVIVORS OF THE CRASH AND FAA INVESTIGATORS, IN ADDITION
TO NEIGHBORHOOD WITNESSES, *AND* NOTHING DEVELOPED WHICH WOULD
INDICATE ANY REASON TO BELIEVE THAT A VIOLATION OF THE DAMV
STATUTE EXISTS.

Approved: _____ Sent _____ M Per _____
Special Agent in Charge

F B I

Date:

Transmit the following in _____
(Type in plaintext or code)Via _____
(Priority)

PAGE THREE

CG 149-NEW

DISASTER SQUAD HAS ARRIVED IN CHICAGO AND IT IS PRESENTLY AT COUNTY MORGUE IDENTIFYING DEAD PASSENGERS. POSITIVELY IDENTIFIED ARE EIGHT BODIES. THERE ARE ONLY TWELVE BODIES WITH WHICH THE DISASTER SQUAD CAN WORK. THERE ARE FORTY FIVE BODIES AT THE MORGUE, THIS WOULD INCLUDE TWO PERSONS WHO WERE ON THE GROUND. ^{who resides in neighborhood of crash.} THERE IS A TOTAL OF EIGHTEEN SURVIVORS.

FOR INFORMATION OF THE BUREAU, NATIONAL TRANSPORTATION SAFETY BOARD (NTSB) ~~HAS TAKEN CHARGE OF THE INVESTIGATION~~ ^{Surveying} ~~INTO THE CRASH.~~ ^{scene. Entire area extensively photographed} ~~THE ENTIRE AREA HAS BEEN SEALED OFF AND~~ ^{by FBI and scene diagrammed. Reason being} ~~THEY ARE BEGINNING TO LOCATE AND RETRIEVE THE PARTS OF~~ ^{maintained with NTSB.} ~~THE AIRCRAFT.~~

UACB, NO FURTHER INVESTIGATION BEING CONDUCTED OTHER THAN TO ASSIST DISASTER SQUAD IN IDENTIFYING BODIES.

Approved: _____ Sent _____ M Per _____
Special Agent in Charge

219 South Dearborn Street
Chicago, Illinois 60604
December 11, 1972

149-NEW

Mr. James B. Conlisk, Jr.
Superintendent
Chicago Police Department
1121 South State Street
Chicago, Illinois

Dear Jim:

This Bureau is conducting an investigation regarding the tragic crash of an United Air Lines jet near Midway Airport on December 8, 1972. It would assist us a great deal in our investigation if you would authorize for the Bureau, color photographs of the scene such as those obtained by your Graphic Arts Section at the site.

Your cooperation in this matter is greatly appreciated.

Very truly yours,

ROY K. MOORE
Special Agent in Charge

2 - Addressee
(1 - Graphic Arts Section)

① - Chicago

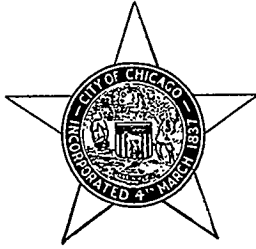
JHW/kpr

(3) *JHW*

JHW

149-1060-4

Searched _____
Serialized B
Indexed _____
Filed B



RICHARD J. DALEY, Mayor
JAMES B. CONLISK, JR., Superintendent

December 22, 1972

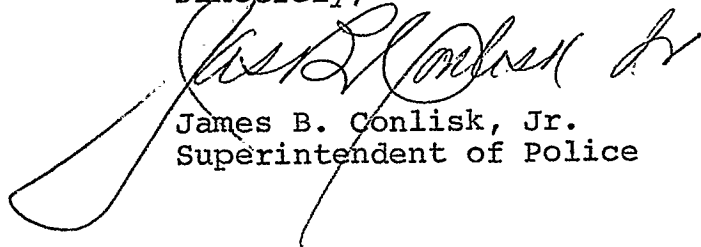
Mr. Roy K. Moore
Federal Bureau of Investigation
219 South Dearborn Street
Chicago, Illinois 60604

Dear Roy:

Enclosed are photographs of the
December 8, Midway Air Crash, taken by police
photographers as you requested.

Please call upon the Chicago Police
Department at any time you feel we can be of
service.

Sincerely,



James B. Conlisk, Jr.
Superintendent of Police

Enclosures

149-1060-6

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 29 1972	
CHICAGO	

Handwritten initials and signatures are present over the stamp.

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b7c

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