

HEADQUARTERS UNITED STATES AIR FORCE THE INSPECTOR GENERAL OFFICE OF SPECIAL INVESTIGATIONS REPORT OF INVESTIGATION		FILE NO. <b>10-2</b>	DATE <b>12 October 1948</b>
TITLE <b>Lt Col JAMES BISHOP BLAKE, AO-413562 USAF (Reserve)</b>		REPORT MADE BY <b>ARMY E. KENNEDY, JR.</b>	
		REPORT MADE AT <b>HQ USA, Fairfield-Suisun AFB</b>	
		PERIOD <b>1 - 9 October 1948</b>	
		OFFICE OF ORIGIN <b>HQ USA, Fairfield-Suisun AFB</b>	
		STATUS <b>OPEN</b>	
CHARACTER	<b>SUBVERSIVE ACTIVITY</b>		
REFERENCE	Letter, Department of the Air Force, Headquarters USAF, File No. 0105, sub B Interrogation of JAMES BISHOP BLAKE, AO-413562, Lt Col., USAF (Reserve)		
SYNOPSIS	<p>JAMES BISHOP BLAKE revealed to this agent the names of representatives and contacts of the Israeli Government in the United States; stops and routes of aircraft destined for Israel from the United States; flight procedures and clearance procedures while enroute; contacts while enroute; description of Eatec airfield; aircraft stationed at Eatec airfield; supplies received at Eatec and other points destined for Israel; number of flights between Eatec and Israel; and information regarding the use of United States Military personnel in maintaining some of these aircraft</p>		
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	<i>Donna L. Jolley</i> DONNA L. JOLEY Captain, USAF		
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force (non-rated) and is married to a woman from Palestine. GARDNER and BEANE conversed at great length and after GARDNER had examined BEANE's Form S and personal 201 file, offered BEANE a job ferrying aircraft for the Israeli Government. GARDNER offered BEANE a salary of \$400.00 a month plus expenses. BEANE objected to the low salary and was then assured by GARDNER that an adjustment would be made upon arrival in Israel. GARDNER further stated that he realized the salary was small; however, there was a long range planning program and it was hoped that the pilots who flew these aircraft for them would eventually become part of the Israeli Air Line, and in such a position their salaries would be increased considerably. BEANE asked LEO GARDNER whether he knew ELEANOR RUDINICK in Bakersfield, and GARDNER advised BEANE that ELEANOR RUDINICK played a big part in their organization. BEANE asked GARDNER whether there was any possibility of trouble with the State Department over flying these aircraft and GARDNER assured BEANE that he (GARDNER) had been assured by the State Department that there would be no trouble for the men who ferried these aircraft. BEANE finally agreed to the stipulation and was advised by LEO GARDNER to return to Bakersfield and await further word from him. BEANE was given a list of equipment to buy in the way of clothing, etc., and was advised to reinstate his National Service Life Insurance. Gardner furnished BEANE with money for these expenses. BEANE returned to Bakersfield and at a later date he was contacted and advised to come down to Los Angeles as there was an airplane ready to be ferried. BEANE was taken out to the Van Nuys Municipal Airport by LEO GARDNER and to a B-17, Army No. 448311. A clearance had already been filed, as was the case on the complete trip. BEANE at no time knew where he was going or what route to be taken, until after take-off when he was advised by LEO GARDNER and/or his navigator, whose name BEANE could not recall as he "had little to do with him." BEANE's co-pilot was DAVE GOLDBERG, 5834 Hazel Avenue, Philadelphia, Pennsylvania, Phone No. Sherwood 7-4394. BEANE carried with him from Van Nuys, California, the following personnel: a pilot, a navigator, both ex-USAF personnel; 5 Jewish students (4 male, 1 female), who had been instructed at ELEANOR RUDINICK's air park; and LEO GARDNER. From Van Nuys, California, BEANE took the B-17 to Tulsa, Oklahoma. BEANE did not know the name of the airport at which he landed in Tulsa; however, he described it as being a "large depot." The B-17 had bomb bay tanks installed here at this time. There he found out that the B-17 had been purchased at this airport for \$20,000 by LEO GARDNER. It was further noted that GARDNER attempted to buy several B-25's that were at this depot from, as BEANE described him, the "head man" of the depot. Further, there was at this field one other B-17 which was purchased by LEO GARDNER later, while in Miami. BEANE personally heard LEO GARDNER call Tulsa from Miami and buy the B-17. This B-17 is the same B-17 that was later picked up in Halifax, Nova Scotia, and was flown by "SWIFTY" SCHINDLER (or SCHEINLEY). At Tulsa the 5 Jewish students left and were flown by commercial air line to New York where it was understood they were flown out by commercial air line to Europe. From Tulsa, BEANE and the others proceeded with the B-17 to the 36th Street Airport, Miami, Florida, where they joined 2 other B-17's that were flown by "SMOXY" LEE, ECB WEIDMAN, and a ROTHSCHILD (first name unknown). It was learned at Miami that these 2 B-17's

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had been bought by LEO GARDNER from CHARLIE WINTERS on a conditional sale in that the B-17's would be paid for upon arrival in Israel.

NOTE: BEANE describes CHARLIE WINTERS as being a person who had flown B-17's to Cuba for the purpose of taking part in a revolution in Central America. However, the revolution had failed and CHARLIE WINTERS was forced to leave Cuba.

BEANE arrived in Miami on June 8th, and stayed at the Hotel McAllister. Names of others who took part in the flight of the 3 B-17's may be obtained from the hotel register as they all checked out on the morning of the 13th of June. While at Miami an application for registration with the Civil Aeronautical Administration was submitted on BEANE's B-17. The application was made out in the name of ERVIN L. JOHNSON (This is a fictitious name). Copy of the application is inclosed. At Miami LEO GARDNER left the flight and CHARLIE WINTERS and a member of the Haganah joined the flight. BEANE stated he knew nothing concerning the Haganah member except he "ran the whole show" after leaving Miami. The contact man in Miami, Florida, was an "older, fat Jew" who owns an aircraft parts plant in Miami. It was first established that the B-17's would fly to Ciudad, Trujillo, Dominican Republic. However, this was changed and a local clearance was filed and then, when in the air, the 3 B-17's went directly to San Juan, Puerto Rico. Upon arrival at the Municipal Airport at San Juan, Puerto Rico, the airplanes were serviced. It was understood by BEANE that at all stops along the route CHARLIE WINTERS had deposited money with the Standard Oil Company to cover expenses of fuel. Another local clearance for formation flying was filed. The planes took a course for Santa Maria, Azores. After take-off BEANE's aircraft developed a leak in the right fuel tank so BEANE returned to San Juan. Due to this delay of several hours, the Azores reported to San Juan that he was overdue. The TTX's are inclosed. Upon arrival at Santa Maria, Azores, a clearance was filed for Corsica but after the aircraft was airborne, BEANE was given a course which took him over Spain, to Bordeaux, France, and then directly across France to Prague, Czechoslovakia, and from Prague, to Zatec, Czechoslovakia. Upon arrival at Zatec, a phone call was made to Geneva, Switzerland, to persons unknown, reporting the arrival of the B-17's. It was understood by BEANE that these people would in turn call Corsica, and Corsica would notify the Azores of the B-17's arrival at Corsica. Upon arrival at Zatec, BEANE's and the other's passports were picked up by a man named MEYER (first name unknown), and a man named LEWY (first name unknown), who were later established as the heads of the organization at Zatec.

NOTE: BEANE's passport, #2303, was one he had been issued while in business in Guatemala. He had no information about the other personnel's passports or visas. In place of the passports the men were given passes which were good any place in Czechoslovakia. These passes identified the holders as employees at the Zatec Air Field.

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Following is a description of the Zatec Air Field: Zatec Air Field is described as being the most heavily guarded air field in Czechoslovakia. It is approximately 30 miles North of Prague, and East of the village of Zatec. It has one 5,000 foot asphalt runway. This air field is lighted by night with lights the full length of the East side of the runway, and lights on the North half of the West side of the runway. On the North end of the air field are a group of buildings which are the Headquarters of the Czechoslovakian Air Force Detachment. In the Southeast corner of the air field are a group of buildings which are used as Headquarters for the Israeli activities.

The following information was given to Beane, while enroute, for navigational purposes:

The following radio equipment has been installed at Zatec:

- a. Middle frequency direction finder mf D/F  
Call sign GRS, sending 430, receiving 427 Kcs.
- b. Air field Control tower  
Call sign MEDIK
- c. Beacon (Location E13 O, N50 22 B)  
Call sign KR, Frequency 400 Kcs.

Station LK, at Zatec, can always be contacted on 3085 Kcs and 414 Kcs for contact with air fields in Bohemia, especially with air field Khely, military air field of Prague. The stations on air field Zatec have been operating from 1200 hours, 14 May 1948.

#### NAVIGATIONAL AIDS:

##### Military Beacons:

- Khely sign EZ frequency 380 Kcs, (Location E14 32 16, N50 07 20)
- E. Brud sign FX frequency 386 Kcs, (Location E15 33 36, N49 36 11)

##### Civilian Beacons:

- American Radio range on air field Ruzyně, Sign PG, frequency 310 Kcs, (Location E14 B 00, N50 06 00) Magnetic Course:  
92 - 162 - 3

The beacons are operating daily from 0700 till 1700 hours.

##### Military Control towers:

- Khely sign RG 6, sending 425 Kcs, Operating daily from 0700 till 1800 hours.

##### Civilian Control towers:

- Prague "OKL", sending 327, receiving 33 Kcs.  
Deske Sudejovics "OKC", sending 338, receiving 333 Kcs.  
Marieška Ladne "OKM", sending 336, receiving 333 Kcs.

In addition to the above, there is available at Ruzyně air field a landing installation SOS 31 for extreme emergencies. The installation will be operated 30 minutes after request made to air control Ruzyně (sign "Prague" frequency 6410 Kcs, 2834 Kcs.) If the flight be kept secret, it is essential that the plane should in the course of flight keep strict radiotelegraphic silence, i.e., make no transmitting. The whole navigation must be executed by pilot on military or civil beacons and radio stations. Only in case of need can collaboration of military and/or civil stations be asked for.

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BEANE's aircraft for collation purposes with air control was allocated the sign "NARNA" and for radio telegraphy the sign "AO 12". BEANE was given directions that his plane would call air control TATEC, when approaching the air field, at a distance of 20 to 30 km by his lowest radio frequency.

Upon arrival at Zatec, BEANE noted that at the North end of the field (Czech area) were numerous new ME-109's and ME-262's, and in the Southeast area (Israeli area) were 5 C-47's and one BT-13. All aircraft in the Israeli area carried the markings of "Lineas Aereas de Panama." Later, one Constellation bearing the markings "Lineas Aereas de Panama," arrived. This Constellation was flown by SAM LEWIS, who is described as a former TWA man, who was "kicked out by TWA." LEWIS is further described as being the head of the air program for the Israeli Government in the United States.

NOTE: On 8 October 1948 it was reported by 1948 District CBI that a SAM FALLAS was head of the air program in the U. S. The name FALLAS is in error. It should be SAM LEWIS.

BEANE stated that all armament for the Israeli Government is purchased from the Skoda Armament Works. New 109's are flown from Prague to Zatec where they are disassembled and flown into Israeli by the C-47's stationed at Zatec. The Czechoslovakian Government is running a fighter school in the vicinity of Prague where American ex-fighter pilots and others are trained in the use of the ME-109's for the Israeli Air Force. The aircraft from Zatec are flown by personnel of a mixed nationality, of which several are former American service pilots. These 109's cost the Israeli Government \$30,000 each. Other equipment is flown from an airport (name unknown) near Paris, France, by a C-54 which carries the markings, "Lineas Aereas de Panama." This C-54 is flown by American gentile pilots who receive from \$270.00 to \$300.00 an hour. The C-54 makes 3 round trips weekly between Zatec and Israeli. Its route takes it from Paris direct to Zatec where it refuels and then to Israeli (Code ONIS) on a course which goes over Switzerland, down the Adriatic, into the Mediterranean and then directly into Tel Aviv (Code TA). The field at Tel Aviv where these aircraft land is described as in the outskirts of Tel Aviv, consisting of a concrete runway and disguised as a wheat field. This air field was built by the Israelis while the British were in Tel Aviv; however, the British never discovered it. All flights into this field are made at night. On the final trip of each week the C-54 returns to its base outside Paris where it is given a 100 hour inspection by U. S. military personnel, who are paid by the registered owners (unknown officials of the Lineas Aereas de Panama). The Commanding Officer of this base is an Air Force Colonel and is aware of this procedure. The pilots of the aircraft have stated the above and they say the Colonel is very sympathetic with the Israeli Government. However, they do not know whether he is Jewish or gentile. All maintenance for aircraft at Zatec is performed by hired American personnel. When BEANE left Zatec there were 23 American maintenance men of which one was reputed to be an armament expert. These men

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are the only personnel at Zatec who are familiar with maintenance of American aircraft and it is the opinion of BEANE if they left, the maintenance would cease. BEANE made no flights after he arrived at Zatec. His B-17 and the other 2 B-17's were flown from Zatec to the Skoda Armament Works where they were modified completely with armor, guns, and bomb sights (BEANE expressed the opinion that the bomb sights were of the Norden type) for combat. The above operations and flights have been constant since the beginning of hostilities in Palestine and were not stopped at any time during the truce periods.

While at Zatec BEANE and the other employees were housed in one of the following 3 hotels in Zatec,

Hotel Stalingrad  
Hotel Zlaty Lev (Golden Lion)  
Hotel Zlaty Anjel (Golden Angel)

The Hotel Stalingrad is operated by a Czechoslovakian family who had resided in Nebraska.

BEANE expressed the opinion that the big contact man between the Israeli Government and the Czechoslovakian Government for the supplies and the use of the Zatec Air Field was Dr. POLLOCK, who is Second Ambassador from Israeli to Czechoslovakia.

Because of pay difficulties BEANE decided to quit the organization and return to the U. S. However, some of the personnel remained, and he understands are now in Israeli flying for the air lines, flying combat or instructing. BEANE was flown to Geneva, Switzerland, and from there returned to New York by TWA. BEANE's passport was returned to him upon departure from Zatec. Upon arrival in New York BEANE stayed at the Hotel Century on 46th Street and while there was contacted by LEO GARDNER and given fare home.

3. The following contacts for the Israeli Government are stationed in the United States for the purpose of hiring personnel, raising money and obtaining equipment:

IN NEW YORK, N. Y.

COE SIEGEL  
Le Marquis Hotel  
NOTE: This person may never be contacted by telephone; only in person.

SEN SWARZE  
305 Broadway, Room 901  
Telephone: Beekman 3-7859  
NOTE: This telephone is listed in the New York Directory as the phone number for Palestine Land and Labor

LINLAS ARNEAS EN PANAMA Office  
1010 Felix (or Felix) Bldg.

LOS ANGELES, CALIFORNIA

R. B. BINNMAN  
114 South Sycamore Avenue  
Los Angeles 36, California

WENLY B. RAEER  
Box 401  
159 South Beverly Drive  
Beverly Hills, California

LEO GARDNER  
12229 Moor Park Street  
North Hollywood, California  
Telephone Nos. State 4-8097 or BR-25922.

4. In the course of this interrogation it was learned by this Agent that a "EUGS" RAER of Bakersfield, California, has flown in Mexico for the organization. "EUGS" RAER is a member of the Navy Reserve Unit at Bakersfield, California. Further it was learned that there are 2 or 3 Lockheed Constellations in Milford, Ohio, which have been bought by the Israeli Government, and are awaiting transport, and there are 3 A-26's at Moulton Air Port, New Orleans, Louisiana, which are ready for flying to Mexico and that SAM LEWIS (head of the hiring of flight personnel) is believed to be in New Orleans awaiting the A-26 crews.

NOTE: The information concerning the Constellations was told to BRAKE by "EUGS" RAER who had personal knowledge of this fact. Further, a man by the name of WIMMER told BRAKE that he had flown one of the A-26's from Van Nuys to New Orleans. WIMMER is located in Bakersfield, California. His exact whereabouts may be obtained from BRAKE. At the time of this interrogation BRAKE could not get the information.

5. No checks were made by this agent on any of the Los Angeles or Bakersfield personnel because of the possibility of the compromising of this investigation.

Enclosures:

FOR DIRECTOR OF INTELLIGENCE, HEADQUARTERS USAF

1. The original and one copy of Application for Registration, B-17 Army No. 4433511 signed by ERVIN W. JOHNSON dated 9 June 1945
2. The original and one copy TWX from Azores to San Juan, Puerto Rico reporting BRAKE's aircraft overdue.
3. The original and one copy TWX from Azores to San Juan, Puerto Rico reporting BRAKE's aircraft overdue.

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4. The original and one copy letter dtd 24 June 1948 from E. P. HERRMAN to Mrs. "JUDGE" BEAN.

5. The original and one copy letter dtd 6 August 1948 from WILLY R. KAZZE to Mrs. JUSTINE O. BEANE.

FOR OSI HEADQUARTERS, DIRECTOR OF INTELLIGENCE, 4TH AF, FEDERAL BUREAU OF INVESTIGATION, SAN FRANCISCO, AND FILE

Two copies of the original inclosures 1 through 5 as listed above.

-- CLOSED --

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