



FEDERAL ELECTION COMMISSION

WASHINGTON D.C. 20461

THIS IS THE BEGINNING OF MUR # 3797

DATE FILMED 5-13-94 CAMERA NO. 2

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JUL 20 2 33 PM '93

BEFORE THE
FEDERAL ELECTION COMMISSION
OF THE
UNITED STATES OF AMERICA

93 JUL 20 PM 3:55

In the Matter of:

CLINTON FOR PRESIDENT COMMITTEE;
THOMASON AIRCRAFT CORPORATION; and
THOMASON, RICHLAND & MARTENS, INC.,
Respondents.

MUR 3797

COMPLAINT

NATIONAL LEGAL & POLICY CENTER, a corporation organized and existing under the District of Columbia Non-profit Corporation Act and having its offices and principal place of business at 8321 Old Courthouse Road, Suite 270, Vienna, Virginia, 22182, files this Complaint with the Federal Election Commission, in accordance with the provisions of 2 U.S.C. §437g(a)(1), in the belief that Respondents violated provisions of the Federal Election Campaign Act of 1971, as amended, 2 U.S.C. §§431, et seq., and of the Presidential Primary Matching Payment Account Act, as amended, 26 U.S.C. §§9031, et seq.

The primary purpose of National Legal & Policy Center, a charitable and educational organization described in section 501(c)(3) of the Internal Revenue Code, is to foster and promote ethics in government. In furtherance of that purpose, National

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Legal & Policy Center educates the public about the "Code of Ethics for Government," adopted by a Joint Resolution of Congress on July 11, 1958; and, it endeavors to assure compliance by governmental officials with the provisions of the Code and the laws of the United States. To that end, the apparent violations alleged herein are based upon reports filed by the Clinton for President Committee with the Federal Election Commission, as required by 2 U.S.C. §§432(g) and 434, and upon information and belief unless otherwise expressly so stated.

RESPONDENTS

CLINTON FOR PRESIDENT COMMITTEE, P. O. Box 615, Little Rock, Arkansas, 72203 (hereinafter "the Committee"), was the authorized, principal campaign committee of William J. Clinton, a candidate for nomination for election to the office of President of the United States.

THOMASON AIRCRAFT CORPORATION, also known as TAC Air, Inc., Route 12, Box 638B-2, Texarkana, Arkansas, 75502 (hereinafter referred to as "Thomason"), was a corporation which advanced "airfare" to or on behalf of the Committee.

THOMASON, RICHLAND & MARTENS, INC., also known as TRM, Inc., 4536 Airport Road, Cincinnati, Ohio, 45226 (hereinafter referred to as "TRM"), was a corporation which advanced "travel expenses" to or on behalf of the Committee.

FACTS

Thomason, reportedly a corporation owned by Harry Thomason that services and repairs aircraft, advanced \$38,268.20 in airfare to the Committee in February, 1992. (See page 23 of Schedule DP, Debts and Obligations of the Committee, February 1 - February 29, 1992.) That advance was critical to the Committee because, as reported in Travel Weekly, Volume 51, Number 73, Section 1, September 10, 1992, page 7, "the Clinton campaign was then able to spend the freed-up funds in key primary states, such as Michigan and Illinois" whose primary elections were held on March 17, 1992.

The \$38,268.20 debt due Thomason by the Committee was inexplicably reduced, comprised, or written-off by Thomason and the Committee. In its report for March, 1992, the Committee reported that the debt due Thomason was only \$9,370.18 as of March 1, 1992 and not the full \$38,268.20 the Committee reported was due and unpaid as of the close of business on February 29, 1992. (See page 29 of Schedule DP, Debts and Obligations of the Committee, March 1 - March 31, 1992.)

In May, 1992, notwithstanding the fact that its previous advance remained unpaid, Thomason advanced an additional \$6,968.50 in airfare to the Committee. (See page 100 of Schedule DP, Debts and Obligations of the Committee, May 1 - May 31, 1992.) The Committee continued to report that, as at May 31, 1992, June 30, 1992, and July 31, 1992, it remained indebted to Thomason in the total amount of \$16,338.68.

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The \$16,338.68 reported by the Committee over several consecutive months as being due Thomason was again inexplicably reduced, compromised, or written-off by Thomason and the Committee. In its report for August, 1992, the Committee reported that the debt due Thomason was only \$13,602.43 as of August 1, 1992 and not the \$16,338.68 the Committee reported was due and unpaid as of the close of business on July 31, 1992. (See page 145 of Schedule DP, Debts and Obligations of the Committee, August 1 - August 31, 1992.)

Finally, in August, long after the primary season and after candidate Clinton had received the nomination of his Party, the Committee paid Thomason \$9,370.18; the indebtedness - or the compromised portion thereof - incurred six months earlier. (See page 145 of Schedule DP, Debts and Obligations of the Committee, August 1 - August 31, 1992.) Then in September, 1992, the Committee paid Thomason \$4,232.25 and reported it had no further, remaining obligation to Thomason. (See unnumbered page of Schedule DP, Debts and Obligations of the Committee, September 1 - September 30, 1992.) No explanation was given for the \$28,898.02 in reported debt due Thomason that disappeared from the reports at midnight on February 29, 1992 or for the \$2,736.25 in reported debt due Thomason that disappeared from the reports at midnight on July 31, 1992.

TRM, which reportedly advises companies on aircraft purchases and expanded its business to help arrange aircraft charters for the Committee, also advanced travel expenses to the

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Committee during that critical period before the key primaries in Michigan and Illinois. In February, 1992, TRM, of which Harry Thomason is reported to be a one-third owner, advanced \$8,437.00 in travel expenses to the Committee. (See page 23 of Schedule DP, Debts and Obligations of the Committee, February 1 - February 29, 1992.) While that debt was paid back in late March, the Committee accepted another \$2,250.00 travel expense advance from TRM in April, 1992 (see page 33 of Schedule DP, Debts and Obligations of the Committee, April 1 - April 30, 1992); and, an additional \$297.50 advance in May, 1992 (see page 103 of Schedule DP, Debts and Obligations of the Committee, May 1 - May 31, 1992.) The Committee's debt due TRM was finally paid in July, 1992, over ninety days from the date it was originally incurred. (See unnumbered page of Schedule DP, Debts and Obligations of the Committee, July 1 - July 31, 1992.)

It has been reported that "[Harry] Thomason, a close Clinton friend who had a White House office and a pass giving him free access to all parts of the building," and Darnell Martens, President of Thomason, Richland & Martens, Inc. (TRM), sought to compete for the White House Press Corps charter business. See, for example, The Washington Post, May 22, 1993, page A1. This evident close relationship between the principal figures of the Committee, Thomason and TRM, strongly suggests that the credits extended by Thomason and TRM to the Committee were neither at arm's length nor in the ordinary course of business.

LAW

Section 441b(a) of Title 2 of the United States Code, a provision of the Federal Election Campaign Act of 1971, as amended (hereinafter "the Act"), provides that it is unlawful for any corporation to make a contribution or expenditure in connection with any primary election or political convention or caucus held to select candidates for Federal office. That Section also provides that it is unlawful for any candidate or political committee to receive a prohibited contribution, or for any officer or director of any corporation to consent to any prohibited contribution.

Section 100.7(a)(4) of the Regulations of the Federal Election Commission provide that the extension of credit by any person is a contribution unless the credit is extended in the ordinary course of the person's business and the terms are substantially similar to extensions of credit to nonpolitical debtors of similar risk and size of obligation. That Section further provides that if a debt owed by a political committee is forgiven or settled for less than the amount owed, a contribution results unless the debt is settled in accordance with the procedures and approval of the Federal Election Commission.

Section 114.9(e) of the Regulations provides that a candidate, candidate's agent, or person traveling on behalf of a candidate who uses an airplane which is owned or leased by a corporation, other than a corporation licensed to offer

commercial services for travel, must pay the corporation in advance.

With respect to the extension of credit by regulated industries, such as licensed air carriers, Section 116.3(d) of the Regulations states that the Federal Election Commission will look to regulations prescribed by the Department of Transportation to determine whether extensions of credit by licensed air carriers were made in the ordinary course of business. Part 374a of Title 11 of the Code of Federal Regulations, also codified as 14 CFR part 374a, provides that unsecured credit shall not be extended by a licensed air carrier to a candidate so long as any overdue indebtedness of such air carrier shall remain unpaid, in whole or in part, or so long as such air carrier shall know that any overdue indebtedness of such candidate to any other air carrier remains unpaid, in whole or in part. Overdue indebtedness is defined in that Part of the Regulations as unsecured credit unpaid 25 days after the last day of a billing period.

APPARENT VIOLATIONS

Thomason, a corporation in the business of servicing and repairing aircraft, made unlawful corporate contributions to the Committee for airfare. Thomason was not in the business of providing airfare to others. Alternatively, if the airfare was for the use of aircraft owned or leased by Thomason and Thomason was not licensed to offer commercial services for travel, the airfare should have been paid in advance. Alternatively, if Thomason was licensed to offer commercial services for air

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travel, Thomason extended credit to the Committee beyond that determined by the Department of Transportation to be in the ordinary course of business. (A review of the Committee's reports discloses that its primary air travel agency, World Wide Travel, Inc., was regularly and consistently paid by the Committee within the time limitation set forth in the Department of Transportation regulations.) Thomason also compromised the debts due it by the Committee without complying with the debt settlement procedures of the Federal Election Commission.

TRM, reportedly a corporation in the business of advising companies on aircraft purchases, made unlawful corporate contributions to the Committee for travel expenses. The fact that TRM expanded its business to help arrange aircraft charters for the Committee, does not qualify its extensions of credit to the Committee as being in the ordinary course of its business. Further, if it embarked upon this new line of business by arranging aircraft charters for the Committee, the credit extended by TRM to the Committee could not be upon terms substantially similar to credits extended by it to nonpolitical debtors of similar risk and size of obligation. Alternatively, if the travel expenses were for the use of aircraft owned or leased by TRM and TRM was not licensed to offer commercial services for travel, the travel expenses should have been paid in advance. Alternatively, if TRM was licensed to offer commercial services for air travel, TRM extended credit to the Committee

beyond that determined by the Department of Transportation to be in the ordinary course of business.

The Committee accepted unlawful corporate contributions from Thomason and TRM for the reasons stated above; and, the Committee compromised its debt to Thomason without complying with the debt settlement procedures of the Federal Election Commission.

The Federal Election Commission should also determine whether any officer or director of Thomason or of TRM knowingly consented to these unlawful contributions and whether the candidate, the Committee, or other person knowingly accepted or received these unlawful contributions.

THIS COMPLAINT, executed on July 16, 1993, is made under penalty of perjury and subject to the provisions of Section 1001 of Title 18 of the United States Code.

NATIONAL LEGAL & POLICY CENTER

By:

Peter T. Flaherty

President

Commonwealth of Virginia
County of Fairfax

)
) to-wit:

Subscribed and sworn to by PETER T. FLAHERTY, President of National Legal & Policy Center, this 16th day of July, 1993.

Ann L. Dougherty
Notary Public

My Commission Expires: Feb. 28, 1994.



FEDERAL ELECTION COMMISSION

WASHINGTON, D.C. 20463

JULY 26, 1993

Peter T. Flaherty, President
National Legal & Policy Center
8321 Old Courthouse Road, Suite 270
Vienna, Virginia 22182

RE: MUR 3797

Dear Mr. Flaherty:

This letter acknowledges receipt on July 20, 1993, of your complaint alleging possible violations of the Federal Election Campaign Act of 1971, as amended ("the Act"), by Clinton for President Committee, Thomason Aircraft Corporation and Thomas, Richard & Martens, Inc. The respondents will be notified of this complaint within five days.

You will be notified as soon as the Federal Election Commission takes final action on your complaint. Should you receive any additional information in this matter, please forward it to the Office of the General Counsel. Such information must be sworn to in the same manner as the original complaint. We have numbered this matter MUR 3797. Please refer to this number in all future communications. For your information, we have attached a brief description of the Commission's procedures for handling complaints.

Sincerely,


Lisa E. Klein
Assistant General Counsel

Enclosure
Procedures

94030974127



FEDERAL ELECTION COMMISSION

WASHINGTON, D.C. 20463

JULY 26, 1993

Robert A. Farmer, Treasurer
Clinton for President Committee
P.O. Box 615
Little Rock, Arkansas 72203

RE: MUR 3797

Dear Mr. Farmer:

The Federal Election Commission received a complaint which indicates that the Clinton for President Committee ("Committee") and you, as treasurer, may have violated the Federal Election Campaign Act of 1971, as amended ("the Act"). A copy of the complaint is enclosed. We have numbered this matter MUR 3797. Please refer to this number in all future correspondence.

Under the Act, you have the opportunity to demonstrate in writing that no action should be taken against the Committee and you, as treasurer, in this matter. Please submit any factual or legal materials which you believe are relevant to the Commission's analysis of this matter. Where appropriate, statements should be submitted under oath. Your response, which should be addressed to the General Counsel's Office, must be submitted within 15 days of receipt of this letter. If no response is received within 15 days, the Commission may take further action based on the available information.

This matter will remain confidential in accordance with 2 U.S.C. § 437g(a)(4)(B) and § 437g(a)(12)(A) unless you notify the Commission in writing that you wish the matter to be made public. If you intend to be represented by counsel in this matter, please advise the Commission by completing the enclosed form stating the name, address and telephone number of such counsel, and authorizing such counsel to receive any notifications and other communications from the Commission.

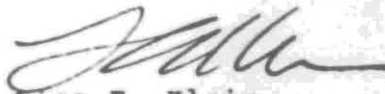
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Page 2

Ltr. to Robert A. Farmer

If you have any questions, please contact Noriega James, the staff member assigned to this matter, at (202) 219-3400. For your information, we have enclosed a brief description of the Commission's procedures for handling complaints.

Sincerely,



Lisa E. Klein
Assistant General Counsel

Enclosures

1. Complaint
2. Procedures
3. Designation of Counsel Statement

cc: William J. Clinton

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FEDERAL ELECTION COMMISSION

WASHINGTON, D.C. 20463

JULY 26, 1993

Harry Thomason, Owner
Thomason Aircraft Corporation
Route 12, Box 638B-2
Texarkana, Arkansas 75502

RE: MUR 3797

Dear Mr. Thomason:

The Federal Election Commission received a complaint which alleges that Thomason Aircraft Corporation may have violated the Federal Election Campaign Act of 1971, as amended ("the Act"). A copy of the complaint is enclosed. We have numbered this matter MUR 3797. Please refer to this number in all future correspondence.

Under the Act, you have the opportunity to demonstrate in writing that no action should be taken against Thomason Aircraft Corporation in this matter. Please submit any factual or legal materials which you believe are relevant to the Commission's analysis of this matter. Where appropriate, statements should be submitted under oath. Your response, which should be addressed to the General Counsel's Office, must be submitted within 15 days of receipt of this letter. If no response is received within 15 days, the Commission may take further action based on the available information.

This matter will remain confidential in accordance with 2 U.S.C. § 437g(a)(4)(B) and § 437g(a)(12)(A) unless you notify the Commission in writing that you wish the matter to be made public. If you intend to be represented by counsel in this matter, please advise the Commission by completing the enclosed form stating the name, address and telephone number of such counsel, and authorizing such counsel to receive any notifications and other communications from the Commission.

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Page 2
Ltr. to Harry Thomason

If you have any questions, please contact Noriega James, the staff member assigned to this matter, at (202) 219-3400. For your information, we have enclosed a brief description of the Commission's procedures for handling complaints.

Sincerely,


Lisa E. Klein
Assistant General Counsel

Enclosures

1. Complaint
2. Procedures
3. Designation of Counsel Statement

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FEDERAL ELECTION COMMISSION

WASHINGTON, D.C. 20463

JULY 26, 1993

Harry Thomason, Owner
Thomas, Richard & Martens, Inc.
4536 Airport Road
Cincinnati, Ohio 45226

RE: MUR 3797

Dear Mr. Thomason:

The Federal Election Commission received a complaint which alleges that Thomas, Richard & Martens, Inc., may have violated the Federal Election Campaign Act of 1971, as amended ("the Act"). A copy of the complaint is enclosed. We have numbered this matter MUR 3797. Please refer to this number in all future correspondence.

Under the Act, you have the opportunity to demonstrate in writing that no action should be taken against Thomas, Richard & Martens, Inc., in this matter. Please submit any factual or legal materials which you believe are relevant to the Commission's analysis of this matter. Where appropriate, statements should be submitted under oath. Your response, which should be addressed to the General Counsel's Office, must be submitted within 15 days of receipt of this letter. If no response is received within 15 days, the Commission may take further action based on the available information.

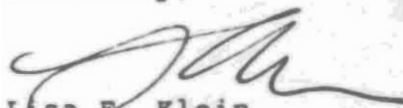
This matter will remain confidential in accordance with 2 U.S.C. § 437g(a)(4)(B) and § 437g(a)(12)(A) unless you notify the Commission in writing that you wish the matter to be made public. If you intend to be represented by counsel in this matter, please advise the Commission by completing the enclosed form stating the name, address and telephone number of such counsel, and authorizing such counsel to receive any notifications and other communications from the Commission.

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Page 2
Ltr. to Thomason

If you have any questions, please contact Noriega James, the staff member assigned to this matter, at (202) 219-3400. For your information, we have enclosed a brief description of the Commission's procedures for handling complaints.

Sincerely,



Lisa E. Klein
Assistant General Counsel

Enclosures

1. Complaint
2. Procedures
3. Designation of Counsel Statement

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TRUMAN ARNOLD COMPANIES

August 2, 1993

RECEIVED
FEDERAL ELECTION COMMISSION
93 AUG - 2 PM 3:40

Ms. Lisa E. Klein
Assistant General Counsel
Federal Election Commission
999 E. St. N.W. Room 657
Washington, D.C. 20463

Dear Ms. Klein:

The enclosed correspondence from your office was received by Truman Arnold Companies on July 29, 1993 at the address indicated in your letter. Please be advised that neither Truman Arnold Companies nor our general aviation services division, TAC Air, have any connection whatsoever with Mr. Harry Thomason, Thomason Aircraft Corporation or Thomason, Richland and Martens, Inc.

If there are any questions, please contact me at your convenience.

Sincerely,

TRUMAN ARNOLD COMPANIES

James H. Day
Director of Administration
and Secretary

JHD:dl
enclosure

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HOGAN & HARTSON

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COLUMBIA SQUARE
555 THIRTEENTH STREET NW
WASHINGTON DC 20004-1109
(202) 637-5600

L. ANTHONY SUTIN
PARTNER
DIRECT DIAL (202) 637-8173

BRUSSELS
LONDON
PARIS
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WARSAW
BALTIMORE, MD
BETHESDA, MD
MCLEAN, VA

August 6, 1993

Mr. Noriega James
Office of the General Counsel
Federal Election Commission
999 E Street, N.W.
Washington, D.C. 20463

Re: MUR 3797

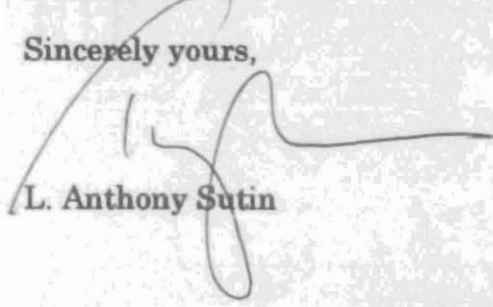
Dear Mr. James:

Pursuant to the Statement of Designation of Counsel signed on June 24, 1992, this firm will be representing the Clinton for President Committee and Robert A. Farmer, as Treasurer, in the above-captioned MUR.

These respondents respectfully request an extension of time in which to submit their response to the complaint until and including August 31, 1993. The grounds for this response are that a response to the complaint, which challenges several transactions that took place well over a year ago, will require location of and discussions with former Committee personnel and the identification and review of numerous records relating to the transactions. The Committee is in the process of winding up its operations and has limited personnel available to assist counsel in the preparation of a response.

Thank you for your consideration of this request.

Sincerely yours,


L. Anthony Sutin

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FEDERAL ELECTION COMMISSION
WASHINGTON, D.C. 20463

AUGUST 12, 1993

L. Anthony Sutin, Esquire
Hogan & Hartson
Columbia Square
555 Thirteenth Street, NW
Washington, DC 20004-1109

RE: MUR 3797
Clinton for President
Committee and
Robert A. Farmer, as
treasurer

Dear Mr. Sutin:

This is in response to your letter dated August 6, 1993, which we received on August 9, 1993, requesting an extension of 15 days to respond to the complaint in this matter. After considering the circumstances presented in your letter, the Office of the General Counsel has granted the requested extension. Accordingly, your response is due by the close of business on August 31, 1993.

If you have any questions, please contact me at (202) 219-3400.

Sincerely,

Karen White

Karen White
Paralegal

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SKADDEN, ARPS, SLATE, MEAGHER & FLOM

1440 NEW YORK AVENUE, N.W.

WASHINGTON, D.C. 20005-2007

(202) 371-7000

FAX: (202) 393-5760

DIRECT DIAL
(202) 371-7007

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TORONTO
WILMINGTON

August 20, 1993

HAND DELIVERY

Lawrence M. Noble, Esq.
General Counsel
Federal Election Commission
999 E Street, Northwest
Washington, D.C. 20463

Re: MUR 3797 Thomason, Richland and
Martens, Inc. ("TRM")

Dear Mr. Noble:

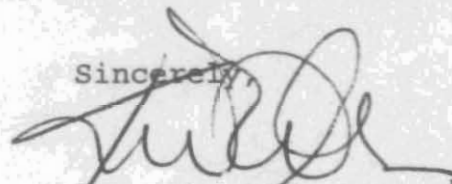
Enclosed is a designation of Counsel for
Thomason, Richard and Martins, Inc. ("TRM").

I received a copy of the complaint earlier this
week. As new counsel to the respondent in this matter I
am researching the matter in preparation of a response to
the complaint. I will need a thirty day extension to re-
search the case and file a response.

Although the complaint is dated July 26, 1993,
it was not received by my client until August 4, 1993. I
did not receive a copy of the complaint until earlier
this week. If an extension is granted, our response will
be due on September 8, 1993.

Thank you for your consideration of this re-
quest.

Sincerely,



Kenneth A. Gross

Enclosure

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STATEMENT OF DESIGNATION OF COUNSEL AUG 20 5 27 PM '93

MUR 3797

NAME OF COUNSEL: Kenneth Gross
Skadden, Arps, Slate, Meagher & Flom

ADDRESS: 1440 New York Avenue, N.W.
Washington, D.C. 20005-2107

TELEPHONE: (202) 371-7000

The above-named individual is hereby designated as my
counsel and is authorized to receive any notifications and other
communications from the Commission and to act on my behalf
before the Commission.

8-11-93
Date


Signature
DARNELL H. MARTENS, President

RESPONDENT'S NAME: THOMASON, RICHLAND & MARTENS, INC.

ADDRESS: 8044 Montgomery Road, Suite 700
Cincinnati, OH 45236

TELEPHONE: HOME()
BUSINESS(513) 792-2715

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93 AUG 23 PM 3:26



FEDERAL ELECTION COMMISSION

WASHINGTON, D.C. 20463

AUGUST 26, 1993

Kenneth A. Gross, Esq.
Skadden, Arps, Slate, Meagher & Flom
1440 New York Avenue, NW
Washington, DC 20005-2107

RE: MUR 3797 Thomason,
Richland and Martens,
Inc. ("TRM")

Dear Mr. Gross:

This is in response to your letter dated August 20, 1993, which we received on August 23, 1993, requesting an extension of thirty days to respond to the Commission's Notification of Complaint. After considering the circumstances presented in your letter, the Office of the General Counsel has granted the requested extension. Accordingly, your response is due by the close of business on September 8, 1993.

If you have any questions, please contact me at (202) 219-3690.

Sincerely,

Erik Morrison
Paralegal

94030974139

HOGAN & HARTSON

COLUMBIA SQUARE
555 THIRTEENTH STREET NW
WASHINGTON DC 20004-1109
(202) 637-5600

L. ANTHONY SUTIN
PARTNER
DIRECT DIAL (202) 637-5273

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BRUSSELS
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BALTIMORE, MD
BETHESDA, MD
MCLEAN, VA

August 23, 1993

Mr. Noriega James
Federal Election Commission
999 E Street, N.W.
Washington, D.C. 20463

Re: MUR 3797

Dear Mr. James:

On behalf of the Clinton for President Committee, I am writing to request an additional brief extension of time, until Friday, September 10, 1993, within which to submit a response to the complaint in the above-captioned matter. A response currently is due on August 31, 1993.

The ground for this request is that several of the persons with knowledge of the facts of the complaint have been unavailable to consult with counsel because of vacation schedules.

The Clinton for President Committee appreciates your consideration of this request.

Sincerely yours,

L. Anthony Sutin

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93 AUG 25 AM 9:16

RECEIVED
FEDERAL ELECTION
COMMISSION



FEDERAL ELECTION COMMISSION
WASHINGTON, D.C. 20463

AUGUST 27, 1993

L. Anthony Sutin, Esquire
Hogan & Hartson
555 Thirteenth Street, N.W.
Washington, D.C. 20004-1109

RE: MUR 3797
The Clinton for
President Committee

Dear Mr. Sutin:

This is in response to your letter dated August 23, 1993, which we received on August 24, 1993, requesting a second extension, of 10 days, to respond to the Commission's Notification of complaint. After considering the circumstances presented in your letter, the Office of the General Counsel has granted the requested extension. Accordingly, your response to the complaint is due by the close of business on September 10, 1993.

If you have any questions, please contact me or attorney Mary Taksar at (202) 219-3690.

Sincerely,

Jonathan A. Bernstein
Assistant General Counsel

94030974141



FEDERAL ELECTION COMMISSION
WASHINGTON, D.C. 20463

AUGUST 23, 1993

Thomason Aircraft Corporation
c/o Harry Thomason
10732 Riverside Drive
North Hollywood, CA 91602

RE: MUR 3797

Dear Mr. Thomason:

The Federal Election Commission received a complaint which indicates that Thomason Aircraft Corporation may have violated the Federal Election Campaign Act of 1971, as amended ("the Act"). A copy of the complaint is enclosed. We have numbered this matter MUR 3797. Please refer to this number in all future correspondence.

Under the Act, you have the opportunity to demonstrate in writing that no action should be taken against you in this matter. Please submit any factual or legal materials which you believe are relevant to the Commission's analysis of this matter. Where appropriate, statements should be submitted under oath. Your response, which should be addressed to the General Counsel's Office, must be submitted within 15 days of receipt of this letter. If no response is received within 15 days, the Commission may take further action based on the available information.

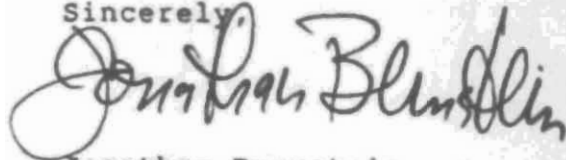
This matter will remain confidential in accordance with 2 U.S.C. § 437g(a)(4)(B) and § 437g(a)(12)(A) unless you notify the Commission in writing that you wish the matter to be made public. If you intend to be represented by counsel in this matter, please advise the Commission by completing the enclosed form stating the name, address and telephone number of such counsel, and authorizing such counsel to receive any notifications and other communications from the Commission.

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Page 2
Harry Thomason

- If you have any questions, please contact Mary Taksar at (202) 219-3400. For your information, we have enclosed a brief description of the Commission's procedures for handling complaints.

Sincerely,



Jonathan Bernstein
Assistant General Counsel

Enclosures

1. Complaint
2. Procedures
3. Designation of Counsel Statement

94030974143



FEDERAL ELECTION COMMISSION
WASHINGTON, D.C. 20463

AUGUST 23, 1993

TAC AIR
Truman Arnold Companies
P.O. Box 1481
701 South Robinson Road
Texarkana, TX 75504

RE: MUR 3797

Dear Sir or Madam:

The Federal Election Commission received a complaint which indicates that TAC Air may have violated the Federal Election Campaign Act of 1971, as amended ("the Act"). A copy of the complaint is enclosed. We have numbered this matter MUR 3797. Please refer to this number in all future correspondence.

Under the Act, you have the opportunity to demonstrate in writing that no action should be taken against you in this matter. Please submit any factual or legal materials which you believe are relevant to the Commission's analysis of this matter. Where appropriate, statements should be submitted under oath. Your response, which should be addressed to the General Counsel's Office, must be submitted within 15 days of receipt of this letter. If no response is received within 15 days, the Commission may take further action based on the available information.

This matter will remain confidential in accordance with 2 U.S.C. § 437g(a)(4)(B) and § 437g(a)(12)(A) unless you notify the Commission in writing that you wish the matter to be made public. If you intend to be represented by counsel in this matter, please advise the Commission by completing the enclosed form stating the name, address and telephone number of such counsel, and authorizing such counsel to receive any notifications and other communications from the Commission.

94030974144

Page 2
TAC AIR

If you have any questions, please contact Mary Taksar at (202) 219-3400. For your information, we have enclosed a brief description of the Commission's procedures for handling complaints.

Sincerely,



Jonathan Bernstein
Assistant General Counsel

Enclosures

1. Complaint
2. Procedures
3. Designation of Counsel Statement

94030974145

SKADDEN, ARPS, SLATE, MEAGHER & FLOM

1440 NEW YORK AVENUE, N.W.

WASHINGTON, D.C. 20005-2107

(202) 371-7000

FAX (202) 393-5760

DIRECT DIAL
(202) 371-7007BOSTON
CHICAGO
LOS ANGELES
NEW YORK
SAN FRANCISCO
WILMINGTONBEIJING
BRUSSELS
BUDAPEST
FRANKFURT
HONG KONG
LONDON
MOSCOW
PARIS
PRAGUE
SYDNEY
TOKYO
TORONTO

September 3, 1993

VIA FAX

Mr. Erik Morrison
Office of General Counsel
Federal Election Commission
999 E Street, N.W.
Washington, D.C. 20463

RE MUR 3797 Thomason, Richland
and Martens, Inc.

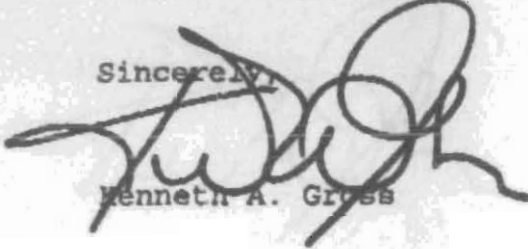
Dear Mr. Morrison:

As we discussed today, I request an extension of time of three working days in the above referenced matter. I need this additional time so that I may fully respond to the complaint in this case.

If this extension request is granted, my response will be due on Monday, September 13, 1993.

Thank you for your consideration in this matter.

Sincerely,


Kenneth A. Gross

94030974146

SEP 13 1993

02 9888

LAW OFFICES
MYMAN, ABELL, FINEMAN & GREENSPAN

11777 SAN VICENTE BOULEVARD

SUITE 880

LOS ANGELES, CALIFORNIA 90049-5061

LESLIE B. ABELL
THOMAS J. FINEMAN
MICHAEL K. GOLDSMITH
ERIC R. GREENSPAN
JEFFREY TAYLOR LIGHT
ROBERT M. MYMAN

OF COUNSEL

JAMES G. KORSER
A PROFESSIONAL CORPORATION
IRA B. SELSKY

TELEPHONE
(310) 820-7717

TELECOPIER
(310) 207-2680

September 9, 1993

VIA FEDERAL EXPRESS

Jonathan Bernstein, Esq.
Assistant General Counsel
Federal Election Commission
999 E Street, N.W.
Washington, D.C. 20463

Attention: Mary Taksar, Esq.

Re: MUR 3797; Thomas Aircraft Corporation

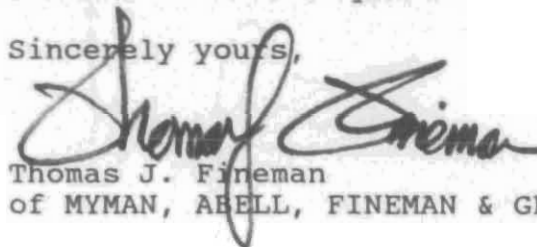
Dear Mr. Bernstein:

Enclosed is a designation of counsel for Thomason Aircraft Corporation ("TAC"). On September 2, 1993, TAC received a copy of the Complaint in the above-referenced matter. It is possible that the Complaint was delivered to the Riverside Drive address as early as August 28, but since that address is merely a mail services address and pick-ups are not made on a daily basis, TAC did not actually receive the Complaint until September 2, 1993.

In order to respond to the charges lodged in the Complaint, documents relating to aircraft use will have to be examined. To undertake this review and prepare a response, TAC will need an additional seventeen days to respond. Based on the date of service, the response would be due on September 17, 1993. If the additional time is granted, the response will be due on Monday, October 4, 1993.

Thank you for your consideration of this request.

Sincerely yours,



Thomas J. Fineman
of MYMAN, ABELL, FINEMAN & GREENSPAN

TJF:ed
Enclosure

cc: Thomason Aircraft Corporation

93 SEP 10 PM 3:52

RECEIVED
FEDERAL ELECTION COMMISSION

94030974147

STATEMENT OF DESIGNATION OF COUNSEL

MUR 3797

NAME OF COUNSEL: Thomas J. Fineman, Esq.

ADDRESS: MYMAN, ABELL, FINEMAN & GREENSPAN
11777 San Vicente Blvd., Suite 880
Los Angeles, CA 90049

TELEPHONE: (310) 820-7717

The above-named individual is hereby designated as my
counsel and is authorized to receive any notifications and other
communications from the Commission and to act on my behalf before
the Commission.

September 7, 1993
Date

Harry Thomason
Signature
HARRY THOMASON

RESPONDENT'S NAME: Thomason Aircraft Corporation

ADDRESS: 16700 Roscoe Blvd.
Van Nuys, CA 91406

HOME PHONE: _____
BUSINESS PHONE: (818) 908-5800

94030974148



FEDERAL ELECTION COMMISSION
WASHINGTON, D.C. 20463

SEPTEMBER 16, 1993

Thomas J. Fineman, Esquire
Myman, Abell, Fineman & Greenspan
11777 San Vicente Blvd., Suite 880
Los Angeles, CA 90049

RE: MUR 3797
Thomason Aircraft
Corporation

Dear Mr. Fineman:

This is in response to your letter dated September 9, 1993, which we received on September 10, 1993, requesting an extension until October 4, 1993, to respond to the complaint in this matter. After considering the circumstances presented in your letter, the Office of the General Counsel has granted the requested extension. Accordingly, your response is due by the close of business on October 4, 1993.

If you have any questions, please contact me at (202) 219-3400.

Sincerely,

Karen White
Karen White
Paralegal

94030974149

STATEMENT OF DESIGNATION OF COUNSEL

NAME OF COUNSEL:

Anthony S. Harrington
Christine A. Varney
L. Anthony Sutin
HOGAN & HARTSON
Columbia Square
555 Thirteenth Street, NW
Washington, DC 20004-1109
(202) 637-5600

The above named individuals are hereby designated as
my counsel and are authorized to receive any notifications and
other communications and to act on my behalf.

December 8, 1992

Date



RESPONDENTS' NAMES:

Clinton for President Committee
Robert Farmer, Treasurer

ADDRESS:

P.O. Box 615
Little Rock, Arkansas 72203

PHONE:

(501) 372-1992

94030974150

STATEMENT OF DESIGNATION OF COUNSEL

MUR: 3797NAME OF COUNSEL: Lyn UtrechtADDRESS: Oldaker, Ryan, & Leonard
818 Connecticut Ave., NW, Ste. 1100
Washington, DC 20006TELEPHONE: (202) 728-1010

The above-named individual/individuals is/are hereby designated as my
counsel and is authorized to receive any notifications and other communications
from the Commission and to act on my behalf before the Commission.

9/8/93
DateBarbara Gates
SignatureRESPONDENT'S NAME: Clinton for President CommitteeADDRESS: 124 W. Capitol Ave., Ste 1150
Little Rock, AR 72220BUSINESS PHONE: (501) 375-1290

BEFORE THE
FEDERAL ELECTION COMMISSION

In the Matter of:

CLINTON FOR PRESIDENT COMMITTEE;

THOMASON AIRCRAFT CORPORATION; and

THOMASON, RICHLAND & MARTENS, INC.,

Respondents.

MUR 3797

93 SEP 13 PM 1:01

RESPONSE OF THE CLINTON FOR PRESIDENT COMMITTEE

I. INTRODUCTION

This Response is filed on behalf of Respondent the Clinton For President Committee (the "Committee") in response to the Complaint of the National Legal & Policy Center (the "NLPC") filed on July 16, 1993 (the "Complaint"). The Complaint essentially alleges that the Committee received unlawful corporate contributions from Thomason Aircraft Corporation ("Thomason") and Thomason, Richland & Martens, Inc. ("TRM") in violation of §441b(a) of the Federal Election Campaign Act of 1971 ("FECA" or the "Act"), 2 U.S.C. §431 et seq., all in connection with the use of and payment for certain aircraft during the 1992 presidential campaign.

NLPC has offered three alternative theories in support of these allegations. NLPC claims that Thomason and TRM either (1) forgave certain amounts due from the committee; (2) failed to receive payment from the Committee in advance for flights on

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aircraft owned or leased by a corporation other than a licensed commercial air carrier; and/or (3) extended credit to the Committee which was not in the "ordinary course of business."

The Complaint is wholly without merit. First, NLPC's contentions are premised entirely on the Committee's original debt schedules, notwithstanding the fact that corrected amended schedules were on file [with the Commission] for over a month prior to the filing of the Complaint.¹ Moreover, NLPC incorrectly attributed to Thomason certain debts owed by the Committee to a totally unrelated entity, the Truman Arnold Corporation.²

A cursory review of the amended debt schedules reveals that the Committee's transactions with Thomason and TRM did not involve any violations of either the Act or the Commission's regulations.

¹ The Complaint falsely implies that a Travel Weekly article supports or documents its allegations. That article makes no reference whatsoever to Thomason, TRM or the subject matter of the Complaint.

² Amounts due to Truman Arnold Corporation were listed on the Committee's original debt schedules as due to "TAC, Inc." NLPC mistakenly assumed that these were amounts owed to Thomason Aircraft Corporation. If NLPC had taken the time to review the amended debt schedules, it would have easily discovered the error. In each instance in the Complaint where NLPC claims that amounts were "inexplicably reduced, compromised, or written-off by Thomason and the Committee," NLPC simply used the wrong figures in its calculations.

II. PARTIES

A. The Committee is the authorized, principal campaign committee of William J. Clinton, a candidate for nomination for election to the office of President of the United States.

B. Thomason Aircraft Corporation ("Thomason"), working along with another corporation, Trans-Executive Air Services, Inc. ("Trans-Exec") pursuant to the terms of a joint operating agreement, provided the Committee with the use of several aircraft, all of which were operated under a Trans-Exec charter certificate.³

C. Thomason, Richland & Martens, Inc. ("TRM") is a corporation in the business of providing aviation consulting services to entities which own, lease, or charter corporate aircraft. TRM provided the Committee with consulting services during the campaign, including arranging for charter flights through third party vendors. TRM's services in arranging charters were similar to those of a travel agent arranging for scheduled airline flights.

³ A copy of the letter advising the Committee that Thomason and Trans-Exec. were operating under a joint agreement is attached hereto as Exhibit A. Significantly, the letter instructed the Committee that debts owed to either company could be satisfied by sending payments to either entity.

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III. ALLEGED VIOLATIONS AND RESPONSES

A. Thomason Did Not Make Corporate Contributions to the Committee

1. No Amounts Owed to Thomason Were "Written-Off"

The Complaint alleges that amounts were "inexplicably reduced, compromised, or written-off by Thomason and the Committee" and that such amounts constituted unlawful corporate contributions. Complaint at pp. 3 and 4. However, no debt owed to Thomason was ever forgiven, compromised or written-off. The amounts that NLPC claims "disappeared" from the Committee's reports actually represent miscalculations by NLPC, which compared amounts owed to Thomason in one month to amounts due to "TAC, Inc." in the following month. As noted above, "TAC, Inc." is the Truman Arnold Corporation, an entity with no connection whatsoever to Thomason. Not surprisingly, the apples and oranges compared by NLPC could not be reconciled.

Moreover, the NLPC Complaint based its allegations on debt schedules originally filed by the Committee which did not take into account the joint operation of Thomason and Trans-Exec. The Committee's revised debt schedules, filed a month before the Complaint, make clear that no amounts actually due to Thomason were improperly written-off or otherwise compromised.

2. Thomason Did Not Illegally Advance Travel Expenses to the Committee

NLPC further alleged that Thomason's billing practices with respect to the Committee constituted either (1) a failure to

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receive payment in advance for use of corporate aircraft; (2) an extension of credit not in the ordinary course of business; or (3) an extension of credit in violation of the time limits allowed for commercial air carriers. None of these allegations has any merit.

As noted above, Thomason provided aircraft to the Committee through a joint operating agreement with Trans-Exec.⁴ The aircraft utilized by the Committee was operated under a Trans-Exec air charter certificate. Thus, Thomason and Trans-Exec were permitted, pursuant to 14 CFR Part 374a and 11 CFR §116.3(d), to extend credit to the Committee, so long as no overdue indebtedness to the air carrier remained unpaid.

Under 14 CFR Part 374a, for puposes of determining whether an air carrier may continue to extend credit, overdue indebtedness is defined as unsecured credit which remains unpaid 57 days after the last day of a billing period. 14 CFR §374a.4(a)(4) and (a)(5).⁵ The Committee's transactions with Thomason/Trans-Exec comply fully with this requirement. The vast majority of the flight charges incurred by the Committee was paid

⁴ For a brief period between January 26 and February 10, 1992, the Committee arranged for exclusive use of one Thomason aircraft pursuant to a lease agreement. The use of this plane was billed on a flight-by-flight basis and all fees were paid within the time periods provided for under the FAA rules. A schedule of the fees and payments for all of the flights arranged through Thomason, including flights arranged pursuant to the lease agreement, is attached hereto as Exhibit B.

⁵ FEC regulations at 11 CFR §116.3(d) state that the Commission may rely on these regulations to determine whether extensions of credit by air carriers were made in the ordinary course of business.

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either in advance, or within a few days of either the flight or the date of invoice. In no case was there any overdue unpaid indebtedness under 14 CFR Part 374a, and in almost every case, the flight charges were paid in full within 25 days of the end of the applicable billing period. Thomason therefore did not extend credit to the Committee while any unpaid overdue indebtedness remained. A complete listing of all Thomason/Trans-Exec. flights and corresponding Committee payments is set forth in Exhibit B attached.

B. TRM Did Not Make Corporate Contributions to the Committee

The Complaint alleges that TRM made unlawful corporate contributions by making advances to the Committee for travel expenses. This is simply false. TRM was hired by the Committee to provide consulting services by arranging charter flights for the Committee. TRM never advanced any travel expenses or extended any credit to the Committee nor did TRM ever charter its own aircraft to the Committee. TRM only provided the committee with operational consulting services. Thus, TRM was not subject to the regulations at 14 CFR Part 374a.

Each of the specific allegations of the Complaint pertaining to TRM is easily dismissed.⁶ First, NLPC alleged that in February 1992 TRM "advanced" \$8,437.00 in travel expenses to the Committee. In fact, this amount represents two charter flights booked by TRM with Executive Jet Management, Inc. ("Executive

⁶ For copies of the checks and invoices pertaining to these allegations, see Exhibit C.

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Jet") on behalf of the Committee, billed on Executive Jet invoice 1024, dated February 14, 1992, for \$4,367.00 and Executive Jet invoice 1043, dated February 20, 1992, for \$4,070.00. Although the Committee paid TRM for these flights on March 2, 1992, with check number 6998, the check was simply endorsed by TRM and forwarded to Executive Jet for payment. TRM did not advance any funds in connection with these flights or any other flights, and Executive Jet received payment in a timely fashion under 14 CFR Part 374a.

The Complaint further alleged that TRM advanced an additional \$2,250 to the Committee for travel expenses in late March 1992. Although this amount was billed by TRM on March 31, 1992, on invoice 10010, the charge was for consulting services in connection with negotiating a series of flights for March 9 and 10. Since the invoice was for services rendered in the ordinary course of TRM's consulting business, and did not reflect fees for the use of aircraft, the transaction is not subject to the 14 CFR Part 374a.

Finally, the Complaint alleges that TRM advanced the Committee an additional \$297.50 for travel expenses in May 1992. This amount was billed to the Committee by TRM on April 30, 1992 in invoice number 10014. The bill represents a cancellation fee incurred by the Committee in connection with the cancellation of a reservation for a helicopter flight in New York City. Since the fee was not for the use of an aircraft, the transaction is not subject to 14 CFR Part 374a.

Thus, there is no factual or legal basis in the Complaint for any allegation that TRM extended credit outside the ordinary course of business.

III. CONCLUSION

Based on all of the foregoing, the Complaint filed in this action does not provide the Commission with any basis upon which to determine that there is reason to believe that a violation of the Act or the regulations has occurred. Neither Thomason nor TRM ever made corporate contributions to the Committee. Nor did either company extend credit to the Committee in violation of the applicable regulations.

Respectfully submitted,

L. Anthony Sutin
Anthony S. Harrington *by LU*
L. Anthony Sutin
Hogan & Hartson
Columbia Square
555 13th Street, N.W.
Washington, D.C. 20004
(202) 637-5600

Lyn Utrecht
Lyn Utrecht
Gregory P. Schaffer
Oldaker, Ryan & Leonard
818 Connecticut Ave., N.W.
Suite 1100
Washington, D.C. 20006
(202) 728-1010

Counsel for Respondent
Clinton for President Committee

Dated: September 10, 1993

Exhibit A

Notice of Joint Operating Agreement between Thomason
Aircraft Corporation and Trans-Exec Air Services, Inc.

94030974160

THOMASON
AIRCRAFT CORPORATION

Date: November 22, 1991
To: Mr. David Watkins
Of: Clinton Campaign
P.O. Box 615
Little Rock, AK 72203

DATE REC'D DEC 2 1991
DATE ANSWERED _____
LETTER CODE _____ FILE CODE _____
D P INITIALS _____ PROOF INITIALS _____

Dear David,

Pertaining to our telephone conversation, Trans-Exec Air Services Inc. and Thomason Aircraft Corporation work under a joint operating agreement. Payments to either company on charter invoices is appropriate. Feel free to make checks payable to either company.

As Always,

Harry Thomason

Harry Thomason
President

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Exhibit B

Thomason/Trans-Exec Flights and Payments¹

I. October and November Flights

Charter flights from October 6-November 9, 1991, totaling \$20,878 for October and \$13,221 for November 5-9, were paid in advance with Committee check #00192 for \$35,000, dated October 4, 1991.

Charter flights on November 13-16, 1991, totaling \$10,050, were paid in advance with Committee check #1166 for \$15,000, dated November 11, 1991.

Charter flights on November 18-23, 1991, totaling \$15,809, were paid in advance with Committee check #1195 for \$10,000, dated November 18, 1991, plus the Committee's remaining balance from previous checks.

Charter flights on November 23-26, 1991, totaling \$11,885, were paid for with Committee check #1263 for \$25,000, dated November 29, 1991. The amount was paid within six days of the flights.

II. December Flights

¹ This schedule reflects only payments to Thomason and Trans-Exec for flights. See 14 CFR §374a.3 and a.4. (Credit restrictions applicable to provision of "transportation" as defined in regulations.) There were other payments made for catering, phone and other miscellaneous ground charges which are all reflected on the Committee's FEC reports and debt schedules, where applicable.

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Charter flights on December 1-4, 1991, totaling \$12,390, were paid in advance with the remaining balance of check #1263.

Charter flights on December 4, 1991, totaling \$3,396, were paid for with Committee check #1343 for \$15,000, dated December 9, 1991. The amount was paid within six days of the flights.

Charter flights on December 5-8, 1991, totaling \$13,698, were paid for with the remaining balance of previous checks, plus Committee check #1435 for \$5,000, dated December 13, 1991. The amount was paid in full within a week of the flights.

Charter flights on December 9-12, 1991, totaling \$20,289, were paid for with Committee check #1466 for \$20,000, dated December 17, 1991, plus the remaining balance of previous checks.

Charter flights on December 13-16, 1991, totaling \$14,703, and on December 17, 1991, totaling \$15,238, were paid for with Committee check #5239 for \$50,000, dated January 3, 1992. All of these flights were paid in full within 21 days of the flight.

III. January and February Flights

Charter flights on January 5-10, 1992, totaling \$23,156, and January 10-14, 1992, totaling \$26,360, were paid with the remaining balance of check #5239, plus Committee check #7957 for \$22,939, dated March 30, 1992. A large portion of this amount was paid in advance. The

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\$22,939 balance for the January 10-14 flights was stated on an invoice dated March 3, 1992, received by the Committee a few days later and paid by the Committee on March 30. Thus the amount was paid within 57 days of the end of the billing period.² Thus, the outstanding balance did not constitute an overdue indebtedness. Moreover, all flights between the date of the invoice, March 3, and the date of the payment, March 30, were paid in advance, so there was no extension of credit while the indebtedness was outstanding, whether or not it was overdue.

Charter flights on January 14, 1992, totaling \$2,080 and on January 14-21, 1992, totaling \$23,218, were paid with Committee check #6651 for \$25,298, dated February 24, 1992. With the billing period ending on January 31, the amount was paid in full within 25 days of the end of the billing period.

Charter flights on January 24-February 10, 1992, totaling \$68,565, were paid with Committee check #6663 for \$68,565, dated February 25, 1992. With the billing period ending on January 31, the amount was paid in full within 25 days from the end of the billing period.

² 14 CFR §374a.4(a)(5)(ii) provides that upon notice of an overdue indebtedness not paid within 25 days of the end of the billing period, a candidate shall pay the amount due within 25 days of such notice. Only if the amount remains unpaid at that time is the indebtedness considered overdue for purposes of 14 CFR §374a.4(a)(4), which governs further extensions of credit. Thus, an indebtedness is not overdue until 57 days after the end of the billing period.

Charter flights on January 23-26, 1992, totaling \$33,457.50, were paid with Committee check #5975 for \$33,457.50, dated January 31, 1992. The amount was paid in full within eight days after the flights.

Charter flights on January 30, 1992, totaling \$1,358, were paid in advance with Committee check #5822 for \$1,358, dated January 30, 1992.

Charter flights on January 30, 1992, totaling \$1,358, were paid in advance with Committee check #5823 for \$1,358, dated January 30, 1992.

IV. March, April, and May Flights

Charter flights on March 11, 1992, totaling \$2,830.68, were paid in advance with Committee check #7484 for \$2,830.68, dated March 11, 1992.

Charter flights on April 7, 1992, totaling \$754, were paid in advance with Committee check #8321 for \$754, dated April 7, 1992.

Charter flights on May 7, 1992, totaling \$600, were paid in advance with Committee check #9185 for \$600, dated May 7, 1992.

Charter flights on May 8, 1992, totaling \$3,011, were paid in advance with Committee check #9207 for \$3,011, dated May 8, 1992.

94030974165

CLINTON FOR PRESIDENT COMMITTEE

PHONE (501) 372-1992

P.O. BOX 615

LITTLE ROCK, AR 72203



WORTHEN
NATIONAL BANK OF ARKANSAS
LITTLE ROCK, ARKANSAS 72203

1466

CHECK NO.
1466

DATE
12-17-91

AMOUNT
20,000.00

PAY - Twenty thousand and 00/100's

TO
THE
ORDER
OF

Trans-Exec Air Service
2828 Donald Douglas Loop North
Santa Monica, CA 90405
Attn: Seema

TWO SIGNATURES FOR AMOUNTS OVER \$2,000

W. David Wall

NON-NEGOTIABLE

⑈001466⑈ ⑆082000073⑆008941⑈326⑈5⑈

CLINTON FOR PRESIDENT COMMITTEE
LITTLE ROCK, AR 72203

DETACH AND RETAIN THIS STATEMENT
THE ATTACHED CHECK IS IN PAYMENT OF ITEMS DESCRIBED BELOW
IF NOT CORRECT, PLEASE NOTIFY US PROMPTLY. NO RECEIPT DESIRED

DATE	DESCRIPTION	AMOUNT
12-17-91	Deposit - charter flights	20,000.00

13733

NON-NEGOTIABLE

CHECK REQUEST

PAYABLE TO

Jans Exec Air

VENDOR NUMBER

12220

CHECK AMOUNT

\$ 20,000.00

ACCTS TO CHARGE

101-1101

INVOICE NUMBER

12-17-91

INVOICE DATE

12-17-91

DUE DATE

12-17-91

DESCRIPTION

adv pmt for Charter FLT.

APPROVAL

Kan
BUDGETARY

COMPLIANCE

WATKINS

94030974167

94030974168

CLINTON FOR PRESIDENT COMMITTEE

PHONE (501) 372-1992

P.O. BOX 815

LITTLE ROCK, AR 72203



WORTHEN

NATIONAL BANK OF ARKANSAS

LITTLE ROCK, ARKANSAS 72203

1435

CHECK NO. 1885
DATE 12-13-91
AMOUNT \$5,000.00

PAY five thousand dollars & 00/100

TO THE ORDER OF

Trans Exec.

TWO SIGNATURES FOR AMOUNTS OVER \$2,000

W. D. Walters

NON-NEGOTIABLE

⑈001435⑈ ⑆082000073⑆008941⑈326⑈5⑈

CLINTON FOR PRESIDENT COMMITTEE
LITTLE ROCK, AR 72203

DETACH AND RETAIN THIS STATEMENT

THE ATTACHED CHECK IS IN PAYMENT OF ITEMS DESCRIBED BELOW
IF NOT CORRECT, PLEASE NOTIFY US PROMPTLY. NO RECEIPT DESIRED

DATE 12-13-91

DESCRIPTION

Bill Clinton Travel

AMOUNT

5,000.00

NON-NEGOTIABLE

CHECK REQUEST

PAYABLE TO

Trans Exec.

VENDOR NUMBER

12720

CHECK AMOUNT

\$ 5,000.00

ACCTS TO CHARGE

103-6310

INVOICE NUMBER

121391

INVOICE DATE

12-13-91

DUE DATE

12-13-91

DESCRIPTION

Bill Clinton travel

APPROVAL

BUDGETARY

COMPLIANCE

WATKINS

94030974169

Five thousand dollars & 00/100

CHECK NO.
1885

DATE
12-13-91

AMOUNT
5,000.00

Trans Rec.,

TWO SIGNATURES FOR AMOUNTS OVER \$2,000

W. Dai H. H. H.

NON-NEGOTIABLE

⑈001435⑈ ⑆08200073⑆008941⑆326⑆5⑈

CLINTON FOR PRESIDENT COMMITTEE
LITTLE ROCK, AR 72203

DETACH AND RETAIN THIS STATEMENT
THE ATTACHED CHECK IS IN PAYMENT OF ITEMS DESCRIBED BELOW
IF NOT CORRECT, PLEASE NOTIFY US PROMPTLY. NO RECEIPT DESIRED

DATE	DESCRIPTION	AMOUNT
12-13-91	Bill Clinton Travel	5,000.00

NON-NEGOTIABLE

DESCRIPTION

Bill Clinton Travel

APPROVAL

BUDGETARY

COMPLIANCE

WATKINS

9403097417

CLINTON FOR PRESIDENT COMMITTEE

PHONE (501) 372-1992

P.O. BOX 615

LITTLE ROCK, AR 72203

WOMEN

NATIONAL BANK OF ARKANSAS

LITTLE ROCK, ARKANSAS 72203

81-7

CHECK NO. 1343 DATE 12-9-91 AMOUNT 15,000.00

PAY Fifteen thousand and 00/100's

Thomson Aircraft Corp.

TO THE ORDER OF

TWO SIGNATURES FOR AMOUNTS OVER \$2,000

W. David [Signature]

NON-NEGOTIABLE

⑈0013⑈ ⑈082000073⑈0089⑈ ⑈326⑈5⑈

CLINTON FOR PRESIDENT COMMITTEE
LITTLE ROCK, AR 72203

DETACH AND RETAIN THIS STATEMENT
THE ATTACHED CHECK IS IN PAYMENT OF ITEMS DESCRIBED BELOW
IF NOT CORRECT, PLEASE NOTIFY US PROMPTLY. NO RECEIPT DESIRED

DATE	DESCRIPTION	AMOUNT
12-9-91	Deposit -- charter flights	15,000.00

POSTED

NON-NEGOTIABLE

1/31/92 TRANS EXC AIR SERVICE

AMOUNT \$ 33,457.50

5.

CLINTON FOR PRESIDENT COMMITTEE

P.O. BOX 916
LITTLE ROCK, AR 72203

WOMEN

HATTORI L. EARLE OF ALBERTA 5A9
 LITTLE ROCK, AR 72203
 517-820

১০৭৫

POSTED

1/31/92
DATE

\$ 33,457.50
AMOUNT

PLAY
TO THE
CHILDREN
OF

THIRTY THREE THOUSAND FOUR HUNDRED FIFTY SEVEN AND 50/100
TRANS EXEC AIR SERVICE TWO CT

TWO SIGNATURES REQUIRED FOR CASH \$2,630.00

NOT NEGOTIABLE

00000000000000000000

0303, 1.03.7.056.

9 4 0 3 0 9 7 4 1 7 2

CHECK REQUEST

PAYABLE TO

Trans Exec Air Service

VENDOR NUMBER

12220

CHECK AMOUNT

\$ 33,457.50

ACCTS TO CHARGE

S&A

103-6312

INVOICE NUMBER

013192

INVOICE DATE

1/31/92

DUE DATE

1/31/92

DESCRIPTION

Charter for BC

APPROVAL

BUDGETARY

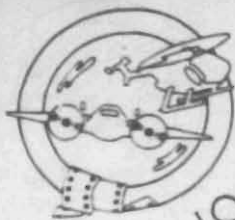
COMPLIANCE

WATKINS

DWJ

Give check
to Burkum

94030974173



TRANS-EXEC
AIR SERVICE INC.
(310) 399-9435
2828 DONALD DOUGLAS
LOOP NORTH
SANTA MONICA CA
90405

CONTRACT NUMBER:

12832

Clinton For President Committee
Attn: Mr. David Buxbaum
P.O. Box 615
Little Rock, Arkansas 72203

880WW	
WESTWIND	
LEASE	CHARTER
	X

(501) 392-1992

("LESSEE")

☐

CASH

☒

CHARGE

☐

MC/VISA

☐

AMEX

☐

OTHER

94030974174

DATE OUT	TIME OUT	DATE IN	TIME IN	DESTINATION	PILOT/CO-PILOT
01/21/92	0715	01/26/92	0420	SEE DESCRIPTION	DAN M/GEORGA

WASHINGTON DC, MANCHESTER, LITTLE ROCK, WASHINGTON DC, BOSTON, MANCHESTER, BOSTON, PORTSMOUTH, MANCHESTER, JACKSON, SANTA MONICA	DESCRIPTION	AMOUNT
	HOURS	
	16.5 @ 1600.00	26400.00
	STAND BY	
	48.5 @ 50.00	2425.00
	TRANS. TAX	
	10%	2882.50
	MISC CHG.	
		1750.00
	TOTAL CHARGE	33457.50
	ADJUSTMENTS	0.00
	NET TOTAL (SUBJECT TO AUDIT)	33457.50

TERMS: NET DUE WITHIN 10 DAYS

SIGNATURE OF LESSEE AUTHORIZING TERMS & CHARGES

[Signature]

AUTHORIZED AGENT

[Signature]

880WW

Billing Summary 1/22/92 - 1/26/92

<u>Destination</u>	<u>Standby</u>	<u>Flight Time</u>	
1/22/92 No flight	pilot 8.0	0.0	
1/23/92 Washington DC/Manchester	14.0	1.2	2,433.27
Manchester/Little Rock		3.3	6,691.50
1/24/92 No flight	pilot 8.0	0.0	
1/25/92 Little Rock/Washington DC		2.1	4,558.23
DCA/Boston	4.0	1.2	2,433.27
Boston/Manchester	3.0	.3	608.32
Manchester/Boston	3.0	.3	608.32
1/26/92 Boston/Portsmouth	4.0	.3	608.32
Portsmouth, r. Manchester	4.5	.3	608.32
Manchester/Jackson MS		3.4	6,894.27
Jackson/Santa Monica		4.1	8,313.68
TOTAL	48.5	16.5	33,457.50

94030974175

Billing Summary 1/14/92-1/21/92
880WW

<u>Destination</u>	<u>Stand By</u>	<u>Flight Time</u>	
1/14/92 Santa Monica/Little Rock	pilot 4.0	7144. ⁰⁰ 3.2	
1/15/92 No flights	pilot 8.0	0.0	
1/16/92 Little Rock/Tallahassee Tallahassee/Tampa Tampa/Boston	2.0 4.0	3348.75 1.5 1786.00 0.8 6027.75 2.7	4837.08 2579.78 8706.75
1/17/92 No flights	pilot 8.0	0.0	
1/18/92 No flights	pilot 8.0	0.0	
1/19/92 Boston/Manchester Manchester/New York	5.4	669.75.3 ² 1786.00.8	967.42 2,579.78
1/20/92 New York/Philadelphia	pilot 7.6	893.00.4	1,289.89
1/21/92 Philadelphia/Baltimore Baltimore/Washington DC	1.0 *pilot 6.3	893.00.4 669.75.3 ²	1,289.89 967.42
TOTAL	54.3	<u>16,074</u> 10.4	

*The 6.3 stand by was not included in the previous bill.

There was an addition error and .1 flight time was not included either.

94030974176

880WU

Plane

1/4/92
Santa Monica to Little Rock
~~BC, Bruce Lindsey, Dee Dee Meyers, Michael Kramer, Mark Halperin~~
C1, C13, C15, P1054, P1003

1/16/92
Little Rock to Talahassee
~~BC, George Stephanopolis, Craig Smith, Mark Halperin, Michael Kramer, Steve Lies, Eric Stone~~
C1, C17, C16, P1003, P1054, P1065, P1064

Talahassee to Tampa
~~BC, George Stephanopolis, Craig Smith, Mark Halperin, Alexis Moore, Michael Kramer, Buddy McKay~~

to Boston
~~BC, George Stephanopolis, Craig Smith, Mark Halperin, Alexis Moore, Michael Kramer, Bob Turner~~
C1, C17, C16, P1003, ~~P1054~~, P1063, P1054, C22, C1

1/19/92
Boston to Manchester
Relocate
P1003
P1054

Manchester to New York
~~BC, Bruce Lindsey, Alexis Moore, George Stephanopolis, Mark Halperin, Gary Ginsberg, Gwen Troll, Mark Miller~~
C1, C13, P1063, C17, P1003, C19, P1046, P1043

New York to Philadelphia
~~BC, Bruce Lindsey, George Stephanopolis, Alexis Moore, Mark Halperin, Gwen Troll~~
C1, C13, C17, P1063, P1003, P1046

1/21/92
Philadelphia to Baltimore
~~BC, Bruce Lindsey, George Stephanopolis, Alexis Moore, Mark Halperin, G. Troll~~
C1, C13, C17, P1063, P1003, P1046

Baltimore to Washington DC
Relocate

1/23/92
Washington DC to Manchester
~~BC, Bruce Lindsey, James Carville, Robert McGowan, George Stephanopolis, Mark Halperin~~
C1, C13, C4, P1072, C17, P1003

Manchester to Little Rock
~~BC, Bruce Lindsey, George Stephanopolis, Mark Halperin, G. Troll~~
C1, C13, C17, P1027, P1003, P1027

1/25/92
Little Rock to Washington DC
~~BC, Bruce Lindsey, George Stephanopolis, Mark Halperin, G. Troll, Scott P.~~
C1, C13, C17, P1043, ~~P1027~~, C20, P1069, P1003

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Have 1

1/25/92 (cont)

Washington DC to Boston

~~Be, Bruce Lindsey, George Stephanopolis, James Casville, Mark Miller, Mark Halperin, Gwen Ifell, Ron Brownstein~~

Boston to Manchester
same as above

C1, C13, C17, C4, P1043, P1003,
P1046, P1038

Manchester to Boston

~~Be, Hillary Clinton, Bruce Lindsey, George Stephanopolis, Frank Greer, Stan Rosenberg, James Casville~~

C1, C2, C13, C17, C21, C10, C4

1/26/92

Boston to Portsmouth

~~Be, Bruce Lindsey, George Stephanopolis, James Casville, Mark King~~
C1, C13, C17, C4, P1066

Portsmouth to Manchester
relocate

Manchester to Jackson, MS

Gary Johnson, Tom Keegan, PF Bentley, Tony Radzwill, ~~Ronald Brownstein, Mark Halperin, Gwen Ifell~~

P1004 P1005 P1053, P1006, P1038
P1003, P1046

94030974178

FAX TRANSMITTAL

DATE January 15, 1992

FROM Seema - Trans Exec

TO Jennifer

COMPANY Thomason Aircraft

PASSENGER MANIFEST 111GL 1/5/92 - 1/14/92

1/5/92

Santa Monica to Manchester, New Hampshire
Relocate a/c

1/6/92

Manchester to New York (LaGuardia Airport)

BC, Bruce Lindsey, Mark Miller, Tom Kaplan, George Stephanopolis, Adam
Nagourney, Wendy Smith + 1

NEWSWEEK

USA Today

1/7/92

New York to Baltimore

BC, Bruce Lindsey, Timothy A. Chorba, George Stephanopolis

Baltimore to Little Rock

BC, Bruce Lindsey, George Stephanopolis + 1

1/8/92

Little Rock to Oklahoma City

BC, Bruce Lindsey, Dee Dee Meyers

Oklahoma to Tulsa

BC, Bruce Lindsey, Dee Dee Meyers, Terri Walters, Glace Garcia, Congressman Bill
Brewster (not campaign related)

Tulsa to Little Rock

BC, Bruce Lindsey, Dee Dee Meyers

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1/10/92

Little Rock to New Orleans

BC, Bruce Lindsey, Dee Dee Meyers, ~~Mark Miller~~, Alexis MooreNew Orleans to Laredo
same as aboveLaredo to Austin
same as above + G. MauroAustin to Manchester
same (without G. Mauro)

1/12/92

Manchester to Chicago (Midway Airport)

BC, Bruce Lindsey, Dee Dee Meyers, ~~Mark Miller~~, Alexis Moore

1/13/92

Chicago to Corpus Christi

BC, Bruce Lindsey, Dee Dee Meyers, Amy Zisook

Corpus Christy to Chicago

BC, Bruce Lindsey, Dee Dee Meyers, Amy Zisook, Roy Wyse, Dave Minnis

Chicago to Las Vegas

BC, Bruce Lindsey, Dee Dee Meyers, ~~Mark Miller~~, Alexis Moore, Mark Halperin

Las Vegas to Santa Ana

Same as above

3962

94030974180

CLINTON CAMPAIGN MONTHLY TRIP LOG

Month: JANUARY

Reporters Fare 10%
additional:

DATE	FROM	TO	FARE	P.A.	REPORTER FEE	TOTAL AMOUNT
1/5/92	Santa Monica	Manchester	charter	relocate		\$ 8960.00
1/6/92	Manchester	New York	323.00	8	32.00	\$ 2616.00 2584
1/7/92	New York	Baltimore	243.00	4	0	\$ 972.00
1/7/92	Baltimore	Little Rock	679.00	4	0	\$ 2716.00
1/8/92	Little Rock	Oklahoma	451.00	3	0	\$ 1353.00
1/8/92	Oklahoma City	Tulsa	220.00	5	0	\$ 1100.00
1/8/92	Tulsa	Little Rock	428.00	3	0	\$ 1284.00
1/10	Little Rock	New Orleans	403.00	5	80.00	\$ 2095.00 2015
1/10	New Orleans	Laredo	396.00	5	80.00	\$ 2060.00 2020
1/10	Laredo	Austin	368.00	6	74.00	\$ 2282.00 2208
1/10	Austin	Manchester	848.00	5	170.00	\$ 4410.00 4240
1/12	Manchester	Chicago	683.00	5	136.00	\$ 3551.00 3415
1/13	Chicago	Corpus Christi	802.00	4	0	\$ 3208.00 3000
1/13	Corpus Christi	Chicago	802.00	6	160.00	\$ 4972.00 4812
1/13	Chicago	Las Vegas	971.00	6	291.00	\$ 6117.00 5826
1/14	Las Vegas	Santa Ana	Charter	6	63.00	\$ 1343.00 1280
1/14	Santa Ana	Santa Monica Cha:		Relocate		\$ 480.00

Reporter total:

\$ 1086.00

GRAND TOTAL:

\$ 49,519.00

94030974181

YEAR TO DATE

October	\$ 20,878.00
November	\$ 50,965.00
December	\$ 79,714.00
January	\$ 49,519.00
TOTAL:	\$ 201,076.00

94030974182

Jul 15, 1992

2:00 PM !

Page 1

Clinton For President Committee

VOUCHER HISTORY REPORT

Vendor Number	Vendor Name					
Voucher	Document					Applied
Number	Number	Type	Date	Source	Amount	Amount
THOMA55	<u>Thomason Aircraft Corp.</u>					
2189	030392	Invoice	03/03/92	APVCJ0024	22,939.00	
	<u>7957</u>	Comp. Chk.	03/30/92			22,939.00
3655	040792	Invoice	04/07/92	APCCR0028	754.00	
	<u>8321</u>	Comp. Chk.	04/07/92			754.00
THOMA60	Thomas Caterers					
8914	042792	Invoice	04/27/92	APCCR0188	2,204.80	
	9402	Comp. Chk.	05/18/92			2,204.80
THOMA70	Susan Thomases					
2576	031092	Invoice	03/10/92	APCCR0482	2,454.99	
	12633	Comp. Chk.	08/21/92			2,454.99
24172	080692	Invoice	07/30/92	APCCR0475	1,425.16	
	12348	Comp. Chk.	08/16/92			1,425.16
THOMA80	<u>Thomason Aircraft Corp.</u>					
7337	050792	Invoice	05/07/92	APVCJ0291	600.00	
	<u>9185</u>	Comp. Chk.	05/07/92			600.00
7470	050892	Invoice	05/08/92	APCCR0160	3,011.00	
	<u>9207</u>	Comp. Chk.	05/08/92			3,011.00

TOTAL RECORDS:

14

94030974183

CLINTON FOR PRESIDENT COMMITTEE

PHONE (501) 372-1992
P.O. BOX 615
LITTLE ROCK, AR 72204



WORTHEN
NATIONAL BANK OF ARKANSAS
LITTLE ROCK, ARKANSAS 72203

1263

PAY Twenty five thousand and 00/100's

CHECK NO. 1263 DATE 11-29-91 AMOUNT 25000.00

TO THE ORDER OF
Thomson Aircraft Corporation
16700 Recco Blvd.
Van Nuys, CA 91406

TWO SIGNATURES FOR AMOUNTS OVER \$2,000

W. J. ...

NON-NEGOTIABLE

⑈001263⑈ ⑈082000073⑈008941⑈326⑈5⑈

CLINTON FOR PRESIDENT COMMITTEE
LITTLE ROCK, AR 72203

DETACH AND RETAIN THIS STATEMENT
THE ATTACHED CHECK IS IN PAYMENT OF ITEMS DESCRIBED BELOW
IF NOT CORRECT, PLEASE NOTIFY US PROMPTLY. NO RECEIPT REQUIRED

DATE	DESCRIPTION	AMOUNT
11-29-91	Deposit for travel on Thomson plane	25000.00

NON-NEGOTIABLE

48147603046

PASSENGERS x OW 1st CLASS FARE = TOTAL + ADD. 10% REPORTERS FARE = TOTAL LEG FARE

2	589.	1178.	none	578.
4	238.	952.	24.00	976.
4	237.	948.	24.00	972.
3	482.	1146.	48.00	1194.
4	225	900.	23.00	923.
				349.
4	349.	1396.	35.00	1431.
4	541.	2164.	54.00	2218.
5	435.	2175.	43.00	2248.
3	487	1461.	none	<u>1461.</u>
			total	12350.00

94030974185

Spokane
file

- Ream -

Plane

Manifest #1178

Harry Thomason's Airplane (11/5-9/91) ¹⁵

LR to Tallahassee, Fla. (11/5/91) 589.00
Bill Clinton
Richard Mintz

Tallahassee to Tampa, Fla. (11/6/91)

~~#1178~~ { Bill Clinton
Richard Mintz
#714 { Mark Miller, Newsweek 238.00 + 24.00 = 262.00
Craig Smith

Tampa to Jacksonville, Fla. (11/6/91)

#711 { Bill Clinton
Richard Mintz
Mark Miller, Newsweek 237.00 + 24.00 = 261.00
Craig Smith

Jacksonville to Washington, D.C. (11/6/91)

#964 { Bill Clinton
Richard Mintz
Mark Miller, Newsweek (?) 482.00 + 48.00 = 530.00

Washington, D.C. to Manchester, N.H. (11/7/91)

#675 { Bill Clinton
Bruce Lindsey
Richard Mintz
Mark Miller, Newsweek 225 + 23.00 = 248.00

Concord, N.H. to Lebanon, N.H. (11/8/91)

#1047 { Bill Clinton
Bruce Lindsey
Richard Mintz
Mark Miller, Newsweek 349.00 + 35.00 = 384.00

Lebanon, N.H. to Memphis, Tenn. (11/8/91)

#1623 { Bill Clinton
Bruce Lindsey
Richard Mintz
Mark Miller, Newsweek 541 + 54.00 = 595.00

Trans Exec

213-399-9435

Seems

94030974186

Harry Thomason's Airplane (cont.)

Memphis, Tenn. to Atlanta, Ga. (11/8/91)

Bill Clinton

Hillary Clinton (~~non-campaign related~~)

Bruce Lindsey

Richard Mintz

Mark Miller, Newsweek

435.00 + 43.00 = 478.00

Atlanta, Ga. to L.R. (11/9/91)

Bill Clinton

Bruce Lindsey

Richard Mintz

487.00

Syracuse to Manchester N.H. -

All Reporters rates include
a 100% Reporter's fare.

Total w/o
Reporter's
fare
\$ 7,425

94030974187

Harry Thomason's Airplane
November 5-9, 1991

Little Rock - Tallahassee - Tampa - Jacksonville - D.C. -
Manchester, N.H. - Concord, N.H. - Lebanon, N.H. - Memphis -
Atlanta - Little Rock

Little Rock to Tallahassee, Fla. (11/5/91) *Per Person*

Reporter fee

\$1,178 { Bill Clinton
Richard Mintz

[509]

Tallahassee, Fla. to Tampa, Fla. (11/6/91)

\$976 { Bill Clinton
Richard Mintz
Craig Smith
Mark Miller, Newsweek

[238]

[24.00]

Tampa, Fla. to Jacksonville, Fla. (11/6/91)

\$972 { Bill Clinton
Richard Mintz
Craig Smith
Mark Miller, Newsweek

[237]

[24.00]

Jacksonville, Fla. to Washington, D.C. (11/6/91)

\$1,494 { Bill Clinton
Richard Mintz
Mark Miller, Newsweek

[482]

[48.00]

Washington, D.C. to Manchester, N.H. (11/7/91)

\$923 { Bill Clinton
Bruce Lindsey
Richard Mintz
Mark Miller, Newsweek

[225]

[23.00]

\$349 *relocate - Manchester to Concord*
Concord, N.H. to Lebanon, N.H. (11/8/91)

\$1431 { Bill Clinton
Bruce Lindsey
Richard Mintz
Mark Miller, Newsweek

[349]

[35.00]

Lebanon, N.H. to Memphis (11/8/91)

\$2218 { Bill Clinton
Bruce Lindsey
Richard Mintz
Mark Miller, Newsweek

[541]

[54.00]

Memphis to Atlanta (11/8/91)

\$2219 { Bill Clinton
Hillary Clinton
Bruce Lindsey
Richard Mintz
Mark Miller, Newsweek

[435]

[44.00]

94030974188

Little Rock - San Antonio - Laredo - Corpus Christi - Brownsville
McAllen - Little Rock

Little Rock to San Antonio (11/25/91)

\$1,200
\$1,182 {
Bill Clinton
Hillary Clinton
Bruce Lindsey
Richard Mintz

DP
[~~4310~~]
[45300]

San Antonio to Laredo (11/25/91)

\$768 {
Bill Clinton
Hillary Clinton
Bruce Lindsey
Garry Mauro
Gabe Lopez
Grace Garcia
Bruce Hight, Austin American Statesman
Wayne Slater, Dallas Morning News

FP
[128]

Laredo to Corpus Christi (11/26/91)

\$1,725 {
Bill Clinton
Hillary Clinton
Richard Mintz
Garry Mauro
Gabe Lopez
Mark Miller, Newsweek
Bruce Hight, Austin American Statesman
Wayne Slater, Dallas Morning News

DP
[H 345]

Corpus Christi to Brownsville (11/26/91)

Bill Clinton
Hillary Clinton
Richard Mintz
Garry Mauro
Gabe Lopez
Mark Miller, Newsweek
Bruce Hight, Austin American Statesman
Wayne Slater, Dallas Morning News

[charter]
[~~4518~~]

charge press
for 1/8 of fare
(to us?)

Brownsville to McAllen (11/26/91)

Bill Clinton
Hillary Clinton
Bruce Lindsey
Richard Mintz
Garry Mauro
Gabe Lopez
Mark Miller, Newsweek
Walter Slater, Dallas Morning News

[charter]
[H 623]

McAllen
~~Brownsville~~ to Little Rock (11/26/91)

\$1,668 {
Bill Clinton
Hillary Clinton
Bruce Lindsey
Richard Mintz

FP
[417]

94030974189

Harry Thomason's Airplane
November 25-26, 1991

Little Rock - San Antonio - Laredo - Corpus Christi - Brownsville
McAllen - Little Rock *per person*

*Press
fee*

Little Rock to San Antonio (11/25/91)

[*\$453*]

Bill Clinton
Hillary Clinton
Bruce Lindsey
Richard Mintz

\$1,800

San Antonio to Laredo (11/25/91)

[*\$128*]

[*\$28*]

Bill Clinton
Hillary Clinton
Bruce Lindsey
Garry Mauro
Gabe Lopez
Grace Garcia
Bruce Hight, Austin American Statesman
Wayne Slater, Dallas Morning News

\$1,050

Laredo to Corpus Christi (11/26/91)

[*\$345*]

[*\$100*]

Bill Clinton
Hillary Clinton
Richard Mintz
Garry Mauro
Gabe Lopez
Mark Miller, Newsweek
Bruce Hight, Austin American Statesman
Wayne Slater, Dallas Morning News

2,862
~~*\$1,200*~~

Corpus Christi to Brownsville (11/26/91)

Charter
[*\$1232*]

[*\$45*]

Bill Clinton
Hillary Clinton
Richard Mintz
Garry Mauro
Gabe Lopez
Mark Miller, Newsweek
Bruce Hight, Austin American Statesman
Wayne Slater, Dallas Morning News

\$1,278

Brownsville to McAllen (11/26/91)

Charter

~~*\$1,200*~~

Bill Clinton
Hillary Clinton
Bruce Lindsey
Richard Mintz
Garry Mauro
Gabe Lopez
Mark Miller, Newsweek
Walter Slater, Dallas Morning News

\$528

\$14

~~*\$1,600*~~
\$542.00

94030974190

McAllen

~~Memorandum~~ to Little Rock (11/26/91)

Bill Clinton
Hillary Clinton
Bruce Lindsey
Richard Mintz

Per Person

[417]

Press
fee

[0]

11668

94030974191

Little Rock - San Antonio - Laredo - Corpus Christi - Brownsville
McAllen - Little Rock

Little Rock to San Antonio (11/25/91)

\$1,360 {
Bill Clinton
Hillary Clinton
Bruce Lindsey
Richard Mintz

PP
[\$340]

San Antonio to Laredo (11/25/91)

\$768 {
Bill Clinton
Hillary Clinton
Bruce Lindsey
Garry Mauro
Gabe Lopez
Grace Garcia
Bruce Hight, Austin American Statesman
Wayne Slater, Dallas Morning News

PP
[\$128]

Laredo to Corpus Christi (11/26/91)

\$1,725 {
Bill Clinton
Hillary Clinton
Richard Mintz
Garry Mauro
Gabe Lopez
Mark Miller, Newsweek
Bruce Hight, Austin American Statesman
Wayne Slater, Dallas Morning News

PP
[\$345]

Corpus Christi to Brownsville (11/26/91)

A
Bill Clinton
Hillary Clinton
Richard Mintz
Garry Mauro
Gabe Lopez
Mark Miller, Newsweek
Bruce Hight, Austin American Statesman
Wayne Slater, Dallas Morning News

[charter]
\$1232

charge press
for 1/8 of fare
(to us?)

Brownsville to McAllen (11/26/91)

A
Bill Clinton
Hillary Clinton
Bruce Lindsey
Richard Mintz
Garry Mauro
Gabe Lopez
Mark Miller, Newsweek
Walter Slater, Dallas Morning News

[charter]
\$528

Brownsville to Little Rock (11/26/91)

\$1,668 {
Bill Clinton
Hillary Clinton
Bruce Lindsey
Richard Mintz

PP
[\$417]

94030974192

Harry Thomason's Airplane
November 13-16, 1991

Detroit - New York - Syracuse - Manchester, N.H. - Columbia, S.C.
Little Rock

(overboard)
Detroit to New York (11/13/91)

Per Person

Press Fee

[A460]

[A92]

Bill Clinton

Richard Mintz

Arthur Leeds, non-campaign related

Mark Miller, Newsweek

Jonathan Alter, Newsweek

Adam Pertman, Boston Globe

paid for

(overboard)
New York to Syracuse (11/14/91)

[A275]

[A28]

Bill Clinton

Bruce Lindsey

Richard Mintz

Arthur Leeds, non-campaign related

Adam Pertman, Boston Globe + 1

paid for

Syracuse to Manchester, N.H. (11/14/91)

[A215]

[A22]

Bill Clinton

Bruce Lindsey

Richard Mintz

Arthur Leeds, non-campaign related

Adam Pertman, Boston Globe

paid for

Manchester, N.H. to Columbia, S.C. (11/16/91)

Bill Clinton

Bruce Lindsey

Richard Mintz

Arthur Leeds, non-campaign related

[A664]

paid for

Columbia, S.C. to Little Rock (11/16/91)

[A589]

Bill Clinton

Bruce Lindsey

Arthur Leeds, non-campaign related

paid for

94030974193

\$2852

\$1678

\$1097

\$2656

\$11767

94030974194

Detroit - NY (11/13)

BC

R Mintz

A. Leeds - non-campaign related - pd. Gov

Mark Muller, Massachusetts

Adam Portman, Boston Globe

Jonathan Adler, Massachusetts

NY - Syracuse (11/14)

BC

BRL

R Mintz

A. Leeds - non-campaign related - pd. Gov

~~MA~~ Adam Portman, Boston Globe & 1

Syracuse - Manchester (11/14)

BC

BRL

R Mintz

A. Leeds - non-campaign related - pd. Gov

Adam Portman

Manchester - Columbia, S.C.

BC

BRL

R. Mintz

A. Leeds - non-campaign related - pd. Gov

Columbia, S.C. - Little Rock

BC

BRL

A. Leeds - non-campaign related - pd. Gov

*estimated passengers aboard

CLINTON CAMPAIGN TRIP LOG

LEG	DATE	FROM	TO	TIME ENROUTE	FARE	E.P.A.* X	TOTAL AMOUNTS =
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Atlanta to Little Rock (11/9/91)

Bill Clinton
Bruce Lindsey
Richard Mintz

A [487]

A 1461

94030974196



1195

CHECK NO. 1195 DATE 11-18-91 AMOUNT \$10,000.00

10/100 Dollars

Johnson Aircraft, Inc.

TWO SIGNATURES FOR AMOUNTS OVER \$2,000

NON-NEGOTIABLE

#001195# 1:08 20000731:008941 3 25 5

QUANTON FOR PRESIDENT COMMITTEE
LITTLE ROCK, AR 72203

DETACH AND RETAIN THIS STATEMENT
THE ATTACHED CHECK IS IN PAYMENT OF ITEMS DESCRIBED BELOW
IF NOT CORRECT, PLEASE NOTIFY US PROMPTLY. NO RECEIPT DESIRED

DATE

DESCRIPTION

AMOUNT

11-18-91

Little Rock - Washington, D.C. - Boston - Florida
Chicago - Des Moines - South Dakota - Little Rock

\$10,000.00

NON-NEGOTIABLE

76147603076

Harry Thomason's Airplane
November 19-23, 1991

Little Rock - D.C. - Boston - Orlando - Tampa - Boca Raton - Miami
Chicago - Des Moines - Souix Falls - Little Rock

Little Rock to Washinton, D.C. (11/19/91)

PP
[\$666]

{ Bill Clinton
George Stephanopoulos
Maury Sheey, Detail Magazine

Washington, D.C. to Boston (11/20/91)

PP
[\$422]

Bill Clinton
Bruce Lindsey
Mort Engelberg

Boston to Orlando (11/20/91)

PP
[\$465]

Bill Clinton
Bruce Lindsey
Mort Engelberg

Orlando to Tampa (11/21/91)

PP
[\$289]

Bill Clinton
Bruce Lindsey
Mort Engelberg
Andy Frank
Mark Miller, Newsweek

Tampa to Boca Raton (11/21/91)

[\$1408]
charter

Bill Clinton
Bruce Lindsey
Mort Engelberg
Andy Frank
Mark Miller, Newsweek
Gail Ifill, New York Times

Boca → Miami (Relocate)

Miami to Chicago (11/22/91)

PP
[\$538]

Bill Clinton
Bruce Lindsey
Mort Engelberg
Mark Doyle
Mark Miller, Newsweek

Chicago to Des Moines (11/23/91)

PP
[\$499]

Bill Clinton
Hillary Clinton
Bruce Lindsey
David Wilhelm
Degee Wilhelm (non-campaign related)
Mort Engelberg
Mark Miller, Newsweek

paid here

94030974198

Des Moines to Souix Falls (11/23/91)

Bill Clinton
Hillary Clinton
Bruce Lindsey
Mort Engelberg

PP
[479]

Souix Falls to Little Rock (11/23/91)

Bill Clinton
Hillary Clinton
Bruce Lindsey

PP
[619]

94030974199

RA-DC-Boston-Hon.-Chicago-Iowa-SD

(Gaithersburg MA

Per Person

Press Fee

RR to DC (11/19/91)

BC

George Stephanopoulos

Murray Sherry, Detail Magazine

Charter
to Gaithersburg
\$1,600

Relocate for
Gaithersburg to D.C.
\$220

DC to Boston (11/20/91)

BC

BRL

Mont Engelberg

[A422]

Boston to Orlando (11/20/91)

BC

BRL

Mont Engelberg

[A465]

94030974200

A 1395

A 1266

~~A 1395~~

~~A 1180~~
~~A 1198~~
\$1,820

94030974201

~~\$1151~~
\$1474

Orlando to Tampa (11/24/91) per person press

BC (\$289) (\$317.9)

BRL

Mont Engelking

Andy Frank

Mark Miller, Newswatch

Tampa to Boca Raton (11/21/91) Charter

BC ~~1100~~ \$1408

BRL

per head = ~~234.66~~
(\$234.66)

Mont Engelking

Andy Frank

Mark Miller, Newswatch

Gail Hill, N.Y. Times

Press fare

(\$48)

\$1456

\$195

Boca Raton to Miami -relocate

Miami to Chicago (11/22/91)

BC

(\$538) ~~(\$591.00)~~

BRL

press
fare

Mont Engelking

Mark Doyle

Mark Miller, Newswatch

(\$54.00)

~~\$2151~~
\$2174

94030974202

Chicago to Des Moines (11/23/91) per person

BC

[\$ 499]

press

HRC

[~~\$ 100~~
\$ 50.00]

BRL

David Wilhelm

[Roger Wilhelm, non-compensator]

- not included

related

Mont Engelberg

Mark Miller, Newman

(11/23/91)

Des Moines down to Sioux Falls, S.D.

BC

[\$ 479]

HRC

[~~\$~~]

Mont Engelberg

BRL

Sioux Falls to OR (11/23/91)

BC

[\$ 619]

HRC

[~~\$~~]

BRL

~~\$ 118~~
\$ 3543

\$ 1916

\$ 1857

94030974203

\$2495

Chicago to Des Moines (11/23/91)

per person

press

BC

[\$499]

[\$548.90]

HRC

BRL

David Wilhelms

Regis Wilhelms, non-compensary

- not included

related

Mont Engelberg

Mark Miller, Newsman

(11/23/91)

Des Moines down to Sioux Falls, S.D.

BC

[\$479]

[\$526.90]

HRC

Mont Engelberg

BRL

\$1916

Sioux Falls to QR (11/23/91)

BC

[\$619]

[\$680.90]

HRC

BRL

\$1857

Rehman - NY (11/13)

CLINTON CAMPAIGN MONTHLY TRIP LOG

Month: **NOVEMBER**Reporters Fare 10%
additional:

DATE	FROM	TO	FARE	P.A.	REPORTER FEE	TOTAL AMOUNT
11/05	Little Rock	Tallahassee	\$ 589.	2	none	\$ 1,178.
11/06	Tallahassee	Tampa, FL	\$ 238.	4	\$ 24.00	\$ 976.
11/06	Tampa	Jacksonville	\$ 237.	4	\$ 24.00	\$ 972.
11/06	Jacksonville	W. DC Nat'l	\$ 482.	3	\$ 48.00	\$ 1,494.
11/07	W. DC Nat'l	Manchester	\$ 225.	4	\$ 23.00	\$ 923.
11/08	Manchester	Concord NH	\$ 349.	0	Relocate	\$ 349.
11/08	Concord	Lebanon NH	\$ 349.	4	\$ 35.00	\$ 1,431.
11/08	Lebanon	Memphis TN	\$ 541.	4	\$ 54.00	\$ 2,218.
11/08	Memphis	Atlanta	\$ 435.	5	\$ 44.00	\$ 2,219.
11/09	Atlanta	Little Rock	\$ 487.	3	none	\$ 1,461. 15,000
11/13	Detroit	Teterboro NJ	\$ 460.	6	\$ 92.00	\$ 2,852. Bal 15,901
11/14	Teterboro	Syracuse	\$ 275.	6	\$ 28.00	\$ 1,678.
11/14	Syracuse	Manchester	\$ 215.	5	\$ 22.00	\$ 1,097.
11/16	Manchester	Columbia	\$ 664.	4	none	\$ 2,656.
11/16	Columbia	Little Rock	\$ 589.	3	none	\$ 1,767. 8,145
11/18	Little Rock	Gaithersburg charter		3	none	\$ 1,600. 10,000
11/18	Gaithersburg	W. DC	Relocate			\$ 220.
11/20	Wash. DC	Boston	\$ 422.	3	none	\$ 1,266.
11/20	Boston	Orlando	\$ 465.	3	none	\$ 1,395.
11/21	Orlando	Tampa	\$ 289.	5	\$ 29.00	\$ 1,474.
11/21	Tampa	Boca Raton	Charter	6	\$ 48.00	\$ 1,456.
11/21	Boca Raton	Miami	relocate			\$ 195. 10,000 1195
11/22	Miami	Chicago	\$ 538.	5	\$ 54.00	\$ 2,744. 135

94030974205

11/23	Chicago	Des Moines	\$ 499.	7	\$ 50.00	\$ 3,543.
11/23	Des Moines	Sioux Falls	\$ 479.	4	none	\$ 1,916.
11/23	Sioux Falls	Little Rock	\$ 619.	3	none	\$ 1,857. 1719.00 ²⁴
11/25	Little Rock	San Antonio	\$ 453.	4	none	\$ 1,812.
11/25	San Antonio	Laredo	\$ 128.	8	\$ 26.00	\$ 1,050.
11/26	Laredo	Corp. Chris.	\$ 345.	8	\$ 102.00	\$ 2,862.
11/26	Corp. Chris.	Brownsville	Charter	8	\$ 45.00	\$ 1,277.
11/26	Brownsville	McAllen	Charter	8	\$ 14.00	\$ 542.
11/26	McAllen	Little Rock	\$ 417.	4	none	\$ 1,668.
11/26	Little Rock	Santa Monica	Relocate A/C			\$ 817. 16.69

Reporter total:.....\$ 762.

NOVEMBER TOTAL:.....\$ 50,965. ✓

94030974206

CLINTON CAMPAIGN MONTHLY TRIP LOG

Month: NOVEMBER

Reporters Fare 10%
additional:

DATE	FROM	TO	FARE	P.A.	REPORTER FEE	TOTAL AMOUNT	
11/05	Little Rock	Tallahassee	\$ 589.	2	none	\$ 1,178.	20
11/06	Tallahassee	Tampa, FL	\$ 238.	4	\$ 24.00	\$ 976.	31
11/06	Tampa	Jacksonville	\$ 237.	4	\$ 24.00	\$ 972.	31
11/06	Jacksonville	W. DC Nat'l	\$ 482.	3	\$ 48.00	\$ 1,494.	21
11/07	W. DC Nat'l	Manchester	\$ 225.	4	\$ 23.00	\$ 923.	31
11/08	Manchester	Concord NH	\$ 349.	0	Relocate	\$ 349.	00
11/08	Concord	Lebanon NH	\$ 349.	4	\$ 35.00	\$ 1,431.	31
11/08	Lebanon	Memphis TN	\$ 541.	4	\$ 54.00	\$ 2,218.	31
11/08	Memphis	Atlanta	\$ 435.	5	\$ 44.00	\$ 2,219.	41
11/09	Atlanta	Little Rock	\$ 487.	3	none	\$ 1,461.	30
11/13	Detroit	Teterboro NJ	\$ 460.	6	\$ 92.00	\$ 2,852.	42
11/14	Teterboro	Syracuse	\$ 275.	6	\$ 28.00	\$ 1,678.	51
11/14	Syracuse	Manchester	\$ 215.	5	\$ 22.00	\$ 1,097.	41
11/16	Manchester	Columbia	\$ 664.	4	none	\$ 2,656.	40
11/16	Columbia	Little Rock	\$ 589.	3	none	\$ 1,767.	30
11/18	Little Rock	Gaithersburg charter		3	none	\$ 1,600.	30
11/18	Gaithersburg	W. DC	Relocate			\$ 220.	00
11/20	Wash. DC	Boston	\$ 422.	3	none	\$ 1,266.	30
11/20	Boston	Orlando	\$ 465.	3	none	\$ 1,395.	30
11/21	Orlando	Tampa	\$ 289.	5	\$ 29.00	\$ 1,474.	41
11/21	Tampa	Boca Raton	Charter	6	\$ 48.00	\$ 1,456.	42
11/21	Boca Raton	Miami	relocate			\$ 195.	00
11/22	Miami	Chicago	\$ 538.	5	\$ 54.00	\$ 2,744.	41

94030974207

6 part
Sunday 12/1/91

Santa Monica to Little Rock
no passengers

2 Little Rock to Chicago (Meigs airport)
Gov Clinton, Bruce Lindsey ✓

Monday 12/2/91

3 Chicago to Charlotte, North Carolina
Gov Clinton, Bruce Lindsey, Mort Engelberg ✓

4 Charlotte to Raleigh Durham
Gov Clinton, Bruce Lindsey, Mort Engelberg, Doug Hyle ✓

3 Raleigh Durham to Little Rock
Gov Clinton, Bruce Lindsey, Mort Engelberg

8 Tuesday 12/3/91

24 +1 Little Rock to Cheyenne, Wyoming
Gov Clinton, Bruce Lindsey, Mort Engelberg, Mark Halperin(ABC)

3 +1 Cheyenne to Denver
Gov Clinton, Bruce Lindsey, Mort Engelberg, Mark Halperin(ABC)
Jim Lyon (non campaign)
Clinton friend
not charged

Wednesday 12/4/91

41 Denver to Little Rock
Gov Clinton, Bruce Lindsey, Mort Engelberg, Mark Halperin(ABC)

41 Little Rock to Washington, DC
Gov Clinton, Bruce Lindsey, Mort Engelberg, Mark Halperin,
Mrs. Clinton

Thursday 12/5/91

2 Washington Dc to Providence, RI
Gov Clinton, Bruce Lindsey, Mort Engelberg, Mark Halperin,
Mark Peterson

2 Providence to Pease, New Hampshire
Gov Clinton, Bruce Lindsey, Mort Engelberg, Mark Halperin,
Mark Peterson, + ?

2 Pease to Brainerd, MN
Gov Clinton, Bruce Lindsey, Mort Engelberg, Mark Halperin,
Mark Peterson, + ?

Regan's
old
schedules?

Paul
Cares

NY Times

Brainerd to Sioux City, Iowa
Gov Clinton, Bruce Lindsey, Mort Engelberg

3
Sioux City to Santa Ana
Gov Clinton, Bruce Lindsey, Mort Engelberg

Monday 12/9/91

Little Rock to Newark, New Jersey
BC, Bruce Lindsey, Peter Appleton, George Stubbins

Newark to Manchester, New Hampshire
GARY DIX AS

Tuesday 12/10/91

Manchester to Denver

Denver to Telephone

BC, Bruce Lindsey, George Stubbins

Denver to Little Rock

BC, Bruce Lindsey, Peter Appleton

Wednesday 12/11/91

Washington DC to Chicago (M/T)

BC, Bruce Lindsey, George Stubbins, Peter Appleton, Alexis Moor

Chicago to Washington DC

BC, Bruce Lindsey, George Stubbins, Peter Appleton, Alexis Moor

Thursday 12/12/91

Washington to Dallas

BC, Bruce Lindsey, Mort Engelberg, Peter Appleton

Dallas to Little Rock

BC, Bruce Lindsey

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7) fax.

Friday 12/6/91

Santa Monica to San Jose

Gov Clinton, Mort Engleberg, Bruce Lindsey, Mark Miller,
Pat Dorington

4+1

Sunday 12/8/91

Newsweek

San Jose to Las Vegas

BC, Mort Engleberg, Bruce Lindsey, Mark Miller

+1

Las Vegas to Little Rock

BC, Bruce Lindsey, Mark Miller

2+1

Monday 12/9/91

Little Rock to Newark, New Jersey

BC, Bruce Lindsey, Peter Applebom, George Stubhanof

3+1

Newark to Manchester, New Hampshire
same pax as above

0

3+1

Tuesday 12/10/91

Manchester to Concord
relocate a/c

2

4

6

Concord to Teterboro

BC, Bruce Lindsey, Andrew, George Stubhanof, Peter Applebom,
James Darnes

9

72

Teterboro to Washington DC

BC, Bruce Lindsey, George Stubhanof, David Ifshin,
Peter Applebom, James Darnes

3

9+2

Wednesday 12/11/91

Washington DC to Chicago-(Meigs)

BC, Bruce Lindsey, George Stubhanof, Peter Applebom,
Alexis Moore

3+2

Phil
Engineer

Chicago to Washington DC

BC, Bruce Lindsey, George Stubhanof, Peter Applebom,
Alexis Moore, Steve Rabinowitz

1+2

Thursday 12/12/91

Washington to Dallas

BC, Bruce Lindsey, Mark Miller, Peter Applebom

2+2

Dallas to Little Rock

BC, Bruce Lindsey

2

12/13/91 - 12/21/91
CLINTON PASSENGER LIST
N880WW MISCHA HAUSSSERMAN/JOHN FERGUSON

12/13/91
Little Rock to Birmingham, Alabama
BC, Bruce Lindsey

Birmingham to Orlando, Florida
BC, Bruce Lindsey

12/14/91
Orlando to Washington, DC
BC, Bruce Lindsey, Mark Miller, Frank Greer, George
Stephanapolis + |

12/16/91
Washington DC to Little Rock
BC, Bruce Lindsey, Bev Lindsey, George Stephanapolis, Mort
Engleberg, Dave Lauter (LA Times), Alexis Moore (PHL Enquirer)

Little Rock to Miami
BC, Bruce Lindsey, Mort Engleberg, Amy Zisouk, David Lauter

12/17/91
Miami to Ft. Lauderdale
Relocate aircraft
Ft. Lauderdale to Columbus, Ohio
BC, Bruce Lindsey, Mort Engleberg, Amy Zisouk, David Lauter

Columbus to Portsmouth, New Hampshire
BC, Bruce Lindsey, Mort Engleberg, David Lauter

12/19/91
Portsmouth to Manchester, New Hampshire
Relocate aircraft

Manchester to Atlanta, Georgia.
BC, Hillary Clinton, Bruce Lindsey, Mort Engleberg, Mark
Miller

12/20/91
Atlanta to Memphis
BC, Bruce Lindsey, Mort Engleberg, Charles Smith

Memphis to Nashville
BC, Bruce Lindsey, Charles Smith, Doug Heyl, Rahm Emanved

Nashville to Little Rock
BC, Bruce Lindsey, Charles Smith, Doug Heyl, Rahm Emanved

12/21/91
Little Rock to Santa Monica
No passengers

94030974211

\$749

\$666

\$666

\$480

\$663

\$620

Rev
Stith who?

Date: November, 25 1991
To: Tim Wilkins

Littlerock to Washington D.C.	\$ 666.00 per. pass.
Washington to Boston	\$ 422.00 per. pass.
Boston to Orlando	\$ 465.00 per. pass.
Orlando to Tampa	\$ 289.00 per. pass.
Tampa to Boca Raton	\$ 1408.00 total trip
Miami to Chicago	\$ 538.00 per. pass.
Chicago to Des Moines	\$ 499.00 per. pass.
Des Moines to Souix Fall	\$ 479.00 per. pass.
Souix Fall to Littlerock	\$ 619.00 per. pass.

If you have any questions please call.

Jennifer LaFayette

94030974212

Date: November 22, 1991
To: Tim Wilkins

San Antonio to Laredo \$ 128.00
Per. Passenger
Laredo to Corpus Christi \$ 345.00
Per. Passenger
Corpus Christi to Brownsville \$ 1232.00 —
Total flight
Brownsville to McAL \$ 628.00 —
Total flight

Tim, if one of the legs on the flight is going into an airport where there are no regular flights between them, we have to get a charter cost that will be for the whole flight, no matter how many passengers there are. Harry Thomason just informed me that this is the law, and the way I have to do it. Also if there are no first class flights going into a certain destinations we have to use coach fares, as in the San Antonio to Laredo flight, so therefore the flight will be less expensive. Sorry for the delay or any problems.

Any Question Please call me, Jennifer, at 818-908-5800.

Jennifer LaFayette

94030974213

Nov. 19 '91 11:12

CL IN 1991

TEL 501-37 215

P. 2

One way 1st Class

\$1049. Dallas Texas to Manchester N.H.
1323. Manchester N.H. to Denver Colorado
645. Denver Colorado to Houston Texas
314. Houston Texas to Austin Texas
235. Austin Texas to Dallas Texas
138. Dallas Texas to Texarkana Texas
237. Texarkana Texas to Little Rock AR
512. Little Rock AR to Chicago IL
563. Chicago FL, to Birmingham AL
406. Birmingham, AL to Asheville, N.C.
539. Asheville, N.C. to Little Rock AR
870. Little Rock AR to L.A. Cal
245. Syracuse NY to Manchester N.H.

JANUARY 6-19 1992 ADVANCE AIRCRAFT LEASE - B. CLINTON

\$50,000.00

CLINTON FOR PRESIDENT COMMITTEE

P.O. BOX 815
LITTLE ROCK, AR 72203

WORTHEN

NATIONAL BANK OF ARKANSAS
LITTLE ROCK, AR 72203
CI-7-820

5239

JAN 3, 1992
DATE

AMOUNT

\$50,000.00

FIFTY THOUSAND DOLLARS AND NO/100s*

TRANS EXECUTIVE AIR SERVICE, INC.

TWO SIGNATURES REQUIRED IN OVER \$1000.00

NOT NEGOTIABLE

9403054215
PA
TO THE
CASHIER
OF

CHECK REQUEST

PAYABLE TO

Trans Exec Air Service Inc

VENDOR NUMBER

9283

CHECK AMOUNT

\$ 50,000.00

ACCTS TO CHARGE

So A private plane BC
103 6312

INVOICE NUMBER

010392

INVOICE DATE

1/3/92

DUE DATE

DESCRIPTION

1/2 January 6-19th

air travel prepayment

APPROVAL

Rogan Burke

BUDGETARY

COMPLIANCE

WATKINS

DWB



94030974216

CLINTON CAMPAIGN MONTHLY TRIP LOG

Month: DECEMBER

Reporters Fare 10%
additional:

DATE	FROM	TO	FARE	P.A.	REPORTER FEE	TOTAL AMOUNT
12/01	Santa Monica	Little Rock	relocate	0	—	\$ 870.00
12/01	Little Rock	Chicago	\$512.00	2	—	\$1024.00
12/02	Chicago	Charlotte	\$582.00	3	—	\$1746.00
12/02	Charlotte	Raleigh Durham	\$225.00	4	—	\$ 900.00
12/02	Raleigh Durham	Little Rock	\$657.00	3	—	\$1971.00
12/03	Little Rock	Cheyenne	\$651.00	4	\$ 65.00	\$2669.00
12/03	Cheyenne	Denver	\$152.00	4	\$ 15.00	\$ 623.00
12/04	Denver	Little Rock	\$631.00	4	\$ 63.00	\$2587.00
12/04	Little Rock	Washington DC	\$666.00	5	\$ 66.00	\$3396.00
12/05	Washington DC	Providence	\$366.00	5	\$ 36.00	\$1866.00
12/05	Providence	Pease	Charter	6	—	\$ 640.00
12/05	Pease	Bridgeport	Charter	6	—	\$1120.00
12/05	Bridgeport	Sioux City	\$639.00	3	—	\$1917.00
12/05	Sioux City	Santa Ana	\$671.00	3	—	\$2013.00
12/06	Santa Monica	San Jose	Charter	5	—	\$1600.00
12/08	San Jose	Las Vegas	\$478.00	4	\$ 48.00	\$1960.00
12/08	Las Vegas	Little Rock	\$833.00	3	\$ 83.00	\$2582.00
12/09	Little Rock	Newark	\$739.00	4	\$ 74.00	\$3030.00
12/09	Newark	Manchester	\$786.00	4	\$ 79.00	\$3223.00
12/10	Manchester	Concord	relocate	0	—	\$ 320.00
12/10	Concord	Teterboro	Charter	6	—	\$1280.00
12/10	Teterboro	Washington DC	Charter	6	—	\$1280.00
12/11	Washington DC	Chicago	\$598.00	5	\$120.00	\$3110.00

Pres

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12/11 Chicago	Washington DC	\$598.00	6	\$120.00	\$3708.00	2
12/12 Washington DC	Dallas	\$811.00	4	\$162.00	\$3406.00	2
12/12 Dallas	Little Rock	\$466.00	2	—	\$ 932.00	
12/13 Little Rock	Birmingham	\$446.00	2	—	\$ 892.00	
12/13 Birmingham	Orlando	\$491.00	2	—	\$ 982.00	
12/14 Orlando	D.C.	\$749.00	6	\$75.00	\$4569.00	
12/16 D.C.	Little Rock	\$666.00	7	\$134.00	\$4796.00	
12/16 Little Rock	Miami	\$666.00	5	\$134.00	\$3464.00	
12/17 Miami	Ft. Lauderdale	relocate	0	—	\$ 157.00	
12/17 Ft. Laud.	Columbus	\$480.00	5	\$96.00	\$2496.00	
12/17 Columbus	Portsmouth	Charter	4	\$68.00	\$2720.00	
12/19 Portsmouth	Manchester	relocate	0	—	\$ 480.00	
12/19 Manchester	Atlanta	\$620.00	5	\$62.00	\$3162.00	
12/20 Atlanta	Memphis	\$435.00	4	—	\$1740.00	
12/20 Memphis	Nashville	\$184.00	5	\$36.00	\$ 956.00	
12/20 Nashville	Little Rock	\$511.00	5	\$102.00	\$2657.00	
12/21 Little Rock	Santa Monica	relocate		—	\$ 870.00	
total to date					\$ 79714.00	

FT
08

T
09

9403097421081

Ref.
2189

Inv. Number
930322

Inv. Date
03.03/92

Inv. Account
22,272.00

Amount Paid
12,938.00

\$22,939.00

CLINTON FOR PRESIDENT COMMITTEE

P.O. BOX 815
LITTLE ROCK, AR 72203

Y. CATHEN

NATIONAL BANK OF ARIZONA
LITTLE ROCK, AR 72103
217-820

7957

03/30/92

DATE _____

*****22,939.00

AMOUNT

*****22,939 DOLLARS AND 00 CENTS

THOMSON AIRCRAFT CORP.
16700 ROSCOE BLVD

VAN NUYS, CA 91406

TWO SIGNATURES REQUIRED IF OVER \$1,000.00

NOT NEGOTIABLE

HT 7957# 002200007L: 0027434316m5u

CHECK REQUEST

PAYABLE TO

Thomason Aircraft Corp

VENDOR NUMBER

12028

CHECK AMOUNT

\$22,939.00

THOMASS

ACCTS TO CHARGE

103-6312

BC private plane
close at account

INVOICE NUMBER

INVOICE DATE

DUE DATE

DESCRIPTION

APPROVAL

BUDGETARY

COMPLIANCE

MATKINS

D. Watts 3-30-92

DW

✓#

7957

P

94030974220

I N V O I C E

March 3, 1992
Clinton for President
1220 West 3rd Street
Little Rock, AR 72201

To Invoice for Aircraft Usage Through 1/14/92

October	\$ 20,878.00
November	\$ 50,965.00
December	\$ 79,714.00
January	\$ 79,714.00

TOTAL AMOUNT DUE: \$ 197,939.00

Payments to date:	\$ 35,000.00
	\$ 15,000.00
	\$ 10,000.00
	\$ 25,000.00
	\$ 15,000.00
	\$ 5,000.00
	\$ 20,000.00
	\$ 50,000.00

TOTAL AMOUNT PAID: \$ 175,000.00

NET AMOUNT DUE: \$ 22,939.00

EVENING SHADE

TO: Regan Burke
FAX NUMBER: 501-372-2292
FROM: Daron McAfee
FAX NUMBER: (818) 760-5129
DATE: 11-11-91
NUMBER OF PAGES (INCLUDING COVER SHEET) 2

The estimated cost for the four passengers from Detroit to Little Rock is \$8300.00, but Harry suggests you make a check for \$15,000.00 payable to TransExec;

Trans-Exec Air Service Inc.
2828 Donald Douglas Loop North
Santa Monica, CA 90405

They can't have a plane today, but they'll meet you in Detroit on Wednesday. Dave Bilson of Trans-Exec will pick up the check from you in Detroit.

Thank you,

Daron McAfee

Daron McAfee

94030974222

94030974223

CLINTON FOR PRESIDENT COMMITTEE

PHONE (501) 372-1992

P.O. BOX 915

LITTLE ROCK, AR 72203

WORTHEN
NATIONAL BANK OF ARKANSAS
LITTLE ROCK, ARKANSAS 72203



1166

81-7/68

CHECK NO. 1166

DATE

11-11-91

AMOUNT

15,000.00

PAY Fifteen thousand and 00/100's

Trans-Exec Air Services, Inc.
2828 Donald Douglas Loop North
Santa Monica, CA 90405

TO THE ORDER OF

TWO SIGNATURES FOR AMOUNTS OVER \$2,000

[Signature]
[Signature]
NON-NEGOTIABLE

⑈001166⑈ ⑆082000073⑆008941⑈325⑈5⑈

DETACH AND RETAIN THIS STATEMENT
THE ATTACHED CHECK IS IN PAYMENT OF ITEM DESCRIBED BELOW
IF NOT CORRECT, PLEASE NOTIFY US PROMPTLY NO RECEIPT DESIRED

CLINTON FOR PRESIDENT COMMITTEE
LITTLE ROCK, AR 72203

DATE

11-11-91

DESCRIPTION

Detroit - NY - Syracuse - Boston - Manchester
Columbia - Little Rock (11-13/to 11-16, 1991)

AMOUNT

15,000.00

NON-NEGOTIABLE

CLINTON CAMPAIGN MONTHLY TRIP LOG

Month: DECEMBER

Reporters Fare 10%
additional:

DATE	FROM	TO	FARE	P.A.	REPORTER FEE	TOTAL AMOUNT
12/01	Santa Monica	Little Rock	relocate	0	---	\$ 870.00
12/01	Little Rock	Chicago	\$512.00	2	---	\$1024.00
12/02	Chicago	Charlotte	\$582.00	3	---	\$1746.00
12/02	Charlotte	Raleigh Durham	\$225.00	4	---	\$ 900.00
12/02	Raleigh Durham	Little Rock	\$657.00	3	---	\$1971.00
12/03	Little Rock	Cheyenne	\$651.00	4	\$ 65.00	\$2669.00
12/03	Cheyenne	Denver	\$152.00	4	\$ 15.00	\$ 623.00
12/04	Denver	Little Rock	\$631.00	4	\$ 63.00	\$2587.00
12/04	Little Rock	Washington DC	\$666.00	5	\$ 66.00	\$3396.00
12/05	Washington DC	Providence	\$366.00	5	\$ 36.00	\$1866.00
12/05	Providence	Pease	Charter	6	---	\$ 640.00
12/05	Pease	Bridgeport	Charter	6	---	\$1120.00
12/05	Bridgeport	Sioux City	\$639.00	3	---	\$1917.00
12/05	Sioux City	Santa Ana	\$671.00	3	---	\$2013.00
12/06	Santa Monica	San Jose	Charter	5	---	\$1600.00
12/08	San Jose	Las Vegas	\$478.00	4	\$ 48.00	\$1960.00
12/08	Las Vegas	Little Rock	\$833.00	3	\$ 83.00	\$2582.00
12/09	Little Rock	Newark	\$739.00	4	\$ 74.00	\$3030.00
12/09	Newark	Manchester	\$786.00	4	\$ 79.00	\$3223.00
12/10	Manchester	Concord	relocate	0	---	\$ 320.00
12/10	Concord	Teterboro	Charter	6	---	\$1280.00
12/10	Teterboro	Washington DC	Charter	6	---	\$1280.00
12/11	Washington DC	Chicago	\$598.00	5	\$120.00	\$3110.00

Pres

HT
105HT
10694
97.4
103.4HT
10812,793
15,000

12/11 Chicago	Washington DC	\$598.00	6	\$120.00	\$3708.00	2
12/12 Washington DC	Dallas	\$811.00	4	\$162.00	\$3406.00	2
12/12 Dallas	Little Rock	\$466.00	2	---	\$ 932.00	0 (18,082 5000
12/13 Little Rock	Birmingham	\$446.00	2	---	\$ 892.00	0 13,974
12/13 Birmingham	Orlando	\$491.00	2	---	\$ 982.00	0
12/14 Orlando	D.C.	\$749.00	6	\$75.00	\$4569.00	1
12/16 D.C.	Little Rock	\$666.00	7	\$134.00	\$4796.00	2 (11,132)
12/16 Little Rock	Miami	\$666.00	5	\$134.00	\$3464.00	1
12/17 Miami	Ft. Lauderdale	relocate	0	---	\$ 157.00	0
12/17 Ft. Laud.	Columbus	\$480.00	5	\$96.00	\$2496.00	1 26,817
12/17 Columbus	Portsmouth	63 Charter	4	<u>\$68.00</u> ?	\$2720.00	1 20,000 19,537
12/19 Portsmouth	Manchester	relocate	0	---	\$ 480.00	0
12/19 Manchester	Atlanta	\$620.00	5	\$62.00	\$3162.00	1
12/20 Atlanta	Memphis	\$435.00	4	---	\$1740.00	0
12/20 Memphis	Nashville	\$184.00	5	\$36.00	\$ 956.00	0
12/20 Nashville	Little Rock	\$511.00	5	\$102.00	\$2657.00	0
12/21 Little Rock	Santa Monica	relocate	---	---	\$ 870.00	0
total to date					\$ 79714.00	

666
666
480
666
2475

94030974226

23,218.00	+
2,080.00	+
002.....	
25,298.00	*

01-2034
01-2035

CHECK REQUEST

PAYABLE TO

Trans Exec Air

VENDOR NUMBER

12220

CHECK AMOUNT

\$ 23,218.00

ACCTS TO CHARGE

103-6312

INVOICE NUMBER

12823

INVOICE DATE

1-21-92

DUE DATE

1-31-92

DESCRIPTION

Charter Flt Svc.

APPROVAL

Km
BUDGETARY

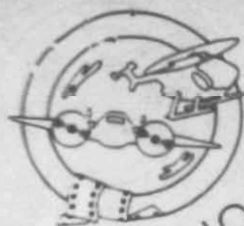
COMPLIANCE

WATKINS

OK/ (aw)
2-24-92



94030974228



TRANS-EXEC
AIR SERVICE INC.
(310) 399-9435
2828 DONALD DOUGLAS
LOOP NORTH
SANTA MONICA CA
90405

CONTRACT NUMBER:

12823

Clinton For President Committee
Attn: Mr. David Buxbaum
P.O. Box 615
Little Rock, Arkansas 72203

880WW

WESTWIND

LEASE

CHARTER

X

(501) 392-1992

("LESSEE")



CASH



CHARGE



MC/VISA



AMEX



OTHER

DATE OUT	TIME OUT	DATE IN	TIME IN	DESTINATION	PILOT/CO-PILOT
01/14/92	2250	01/21/92	1515	SEE DESCRIPTION	DAN M/GEORGA
				DESCRIPTION	AMOUNT
				HOURS	
SANTA MONICA, LITTLE ROCK, TALAHASSEE, TAMPA				10.3 @ 1600.00	16480.00
BOSTON, MANCHESTER, NEW YORK, PHILADELPHIA,					
BALTIMORE, WASHINGTON DC 1/14/92-1/21/92				48.0 @ 50.00	2400.00
				STAND BY	
				TRANS. TAX	
				10%	1888.00
				MISC. CHG.	
					2450.00
				TOTAL CHARGE	
					23218.00
				ADJUSTMENTS	
					0.00
				NET TOTAL (SUBJECT TO AUDIT)	
					23218.00

TERMS: NET DUE WITHIN 10 DAYS

SIGNATURE OF LESSEE AUTHORIZING TERMS & CHARGES

[Signature]

AUTHORIZED AGENT

[Signature]

CHECK REQUEST

PAYABLE TO

Trans Exec Air

VENDOR NUMBER

12220

CHECK AMOUNT

\$ 2080.

ACCTS TO CHARGE

103-6312

INVOICE NUMBER

12822

INVOICE DATE

1/14/92

DUE DATE

1/31/92

DESCRIPTION

Charter Flt.

APPROVAL

Km

BUDGETARY

COMPLIANCE

WATKINS

OK/mw
2-14-92



94030974230



TRANS-EXEC
AIR SERVICE INC.
(310) 399-9435
2828 DONALD DOUGLAS
LOOP NORTH
SANTA MONICA CA
90405

CONTRACT NUMBER:

12822

Clinton For President Committee
Attn: Mr. David Buxbaum
P.O. Box 615
Little Rock, Arkansas 72203

502RP	
AGUSTA 109A	
LEASE	CHARTER
	X

(501)392-1992

("LESSEE")

☐

CASH

☒

CHARGE

☐

MC/VISA

☐

AMEX

☐

OTHER

DATE OUT	TIME OUT	DATE IN	TIME IN	DESTINATION	PILOT/CO-PILOT
01/14/92	1300	01/14/92	1600	SMO/SNA/SIMI/SMO	MISCHA/PAT B,
ORANGE COUNTY TO SIMI VALLEY AND RETURN <i>Helicopter</i>				DESCRIPTION	AMOUNT
				HOURS	
				1.6 @ 1300.00	2080.00
				STAND BY	
				0.0 @ 50.00	N/C
				TRANS. TAX	
				10%	N/A
				MISC. CHG.	0.00
				TOTAL CHARGE	2080.00
				ADJUSTMENTS	0.00
				NET TOTAL (SUBJECT TO AUDIT)	2080.00

TERMS: NET DUE WITHIN 10 DAYS

TERMS: NET DUE WITHIN 10 DAYS

SIGNATURE OF LESSEE AUTHORIZING TERMS & CHARGES

P/S

AUTHORIZED AGENT

[Signature]

94030974232

CLINTON EXPLORATORY COMMITTEE

P. O. BOX 615
LITTLE ROCK, ARKANSAS 72203

00192

81-7/820

PAY
TO THE
ORDER OF

Thomason Aircraft

October 4 1991

Thirty five thousand and

no/100

\$ 35,000.00

DOLLARS



WORTHEN
NATIONAL BANK OF ARKANSAS
LITTLE ROCK, ARKANSAS 72203

FOR

[Signature]

⑈000192⑈ ⑆082000073⑆008941⑈326⑈5⑈

HARRY THOMASON'S AIRPLANE (10/6-13/91)

Plane relocation: Santa Monica to Dallas -
(charged for 1 person) - \$811.00

Dallas, Texas to Manchester, N.H. (10/6/91)

✓ ~~\$1,100~~
~~\$2,610~~ { Bill Clinton
Hellen Clinton -- [\$870.] PP
Bruce Edging

Manchester, N.H. to Denver, Colorado (10/8/91)

✓ ~~\$1,300~~
~~\$2,700~~
~~\$3,600~~
2,700.00 { Bill Clinton
Hellen Clinton [\$900.00] PP
Bruce Edging
Burr Edging - NON-campaign related

Denver, Colorado to Houston, Texas (10/9/91)

✓ ~~\$1,100~~
~~\$3,225~~ { Bill Clinton
Hellen Clinton [\$645] PP
Bruce Edging
Burr Edging
Jim Mancham (non-campaign related)

Houston, Texas to Austin, Texas (10/10/91)

✓ ~~\$1,100~~
~~\$1,256~~ { Bill Clinton
Hellen Clinton [\$314] PP
Bruce Edging
Burr Edging

94030974233

-bl
+94-65

Henry Therman's Expenses (cont.)

Austin, Texas to Dallas, Texas (10/10/91)

✓ ~~A 705~~ { Bill Clinton [235] PP
Bruce Ed
Tucker Sutherland ✓ paid for
Therman Arnold & wife - (non-campaign related)
State Senator (?) - (non-campaign related)

Dallas, Texas to Tarrant, Texas (10/10/91)

A 276 ~~✓~~ { Bill Clinton [138.00] PP
Bruce Ed
Therman Arnold & wife - (non-campaign related) ?

✓ Tarrant, Texas to Little Rock, Arkansas (10/10)

~~A 474~~ { Bill Clinton [237] PP
Bruce Ed

Little Rock, Ark. to Chicago, Illinois (10/11/91)

A 536 ~~✓~~ { Bill Clinton [512] PP
Haley Clinton
Bruce Ed

94030974234

Harry Thompson's Amplex (cont.)

Chicago, Illinois to Birmingham; Alabama (10/12/91)

~~\$1,704~~ { Bill Clinton [568] PP
 Bruce Edging
 Mrs Parker, Arkansas Gazette } ✓

Birmingham, Alabama to Asheville, N.C (10/12/91)

~~\$1,408~~ { Bill Clinton [408] PP
 Bruce Edging }

Asheville, N.C. to Little Rock, Arkansas (10/12/91)

~~\$1,178~~ { Bill Clinton [589] PP
 Bruce Edging }

Little Rock, Arkansas to Los Angeles, Calif (10/13/91)

~~\$2,610~~ { Bill Clinton [870]
 Hillary Clinton
 Bruce Edging }

~~Total as of 10/13/91~~

~~\$6,000~~

Total to date (10/13/91)

~~\$19,086~~
~~+ 900~~

Total: 20,878.00

~~\$19,986~~

94030974235

CLINTON CAMPAIGN TRIP LOG

[illegible]



HARRY THOMASON'S AIRPLANE (10/6-13/91)

\$811 Plane Relocation - 10/6/91
Santa Monica to Dallas, TX [A811.00]
Dallas, Texas to Manchester, N.H. (10/6/91)

~~\$2,610~~ { Bill Clinton - [A870.] PP
Hellen Clinton
Bruce Edging

Manchester, N.H. to Denver, Colorado (10/8/91)

~~\$2,700~~ { Bill Clinton
Hellen Clinton - [A900.00] PP
Bruce Edging
Burr Edging (non campaign related)

Denver, Colorado to Houston, Texas (10/9/91)

~~\$3,225~~ { Bill Clinton
Hellen Clinton - [A645] PP
Bruce Edging
Burr Edging
Jim Marchan (non-campaign related)

Houston, Texas to Austin, Texas (10/10/91)

~~\$1,256~~ { Bill Clinton
Hellen Clinton - [A314] PP
Bruce Edging
Burr Edging

94030974237

Harry Truman's Airplane (cont.)

Austin, Texas to Dallas, Texas (10/10/91)

~~\$1,410~~ { Bill Clinton [235] PP
 Bruce Lindsey
 Tucker Sutherland
 Truman Arnold & wife - (non-campaign relat.
 State Senator (?) - (non-campaign
 related)

Dallas, Texas to Tusculum, Texas (10/10/91)

~~\$552~~ { Bill Clinton [138.00] PP
 Bruce Lindsey
 Truman Arnold & wife - (non-campaign
 related)

Tusculum, Texas to Little Rock, Arkansas (10/10/91)

~~\$474~~ { Bill Clinton [237] PP
 Bruce Lindsey

Little Rock, Ark. to Chicago, Illinois (10/11/91)

~~\$536~~ { Bill Clinton [512] PP
 Hillary Clinton
 Bruce Lindsey

94030974238

Harry Therman's Airplane (cont.)

Chicago, Illinois to Birmingham, Alabama (10/12)

~~\$1,704~~ { Bill Clinton [568] PP
 Bruce Edging
 Mrs Parker, Arkansas Gazette

Birmingham, Alabama to Asheville, N.C (10/12)

~~\$1,286~~ { Bill Clinton [408] PP
 Bruce Edging

Asheville, N.C. to Little Rock, Arkansas (10/12)

~~\$1,178~~ { Bill Clinton [589] PP
 Bruce Edging

Little Rock, Arkansas to Los Angeles, Calif (10/13)

~~\$2,610~~ { Bill Clinton [870]
 Hillary Clinton
 Bruce Edging

~~Total as of 10/13/91~~

~~\$6,000~~

Total to date (10/13/91)

~~\$19,086~~

\$20,878

94030974239

Harry Thomason's Airplane
October 6-13, 1991

Dallas - Manchester - Denver - Houston - Austin - Dallas -
Texarkana - Little Rock - Chicago - Birmingham - Asheville, N.C. -
Little Rock - Los Angeles

Dallas to Manchester, N.H. (10/6/91)

Bill Clinton
Hillary Clinton
Bruce Lindsey

staff
3 press

Manchester, N.H. to Denver (10/8/91)

Bill Clinton
Hillary Clinton
Bruce Lindsey

Bev Lindsey - Not campaign related

3

Denver to Houston (10/9/91)

Bill Clinton
Hillary Clinton
Bruce Lindsey
Bev Lindsey

Jim Monahan, non-campaign related

4

Houston to Austin (10/10/91)

Bill Clinton
Hillary Clinton
Bruce Lindsey
Bev Lindsey

4

Austin to Dallas (10/10/91)

Bill Clinton
Bruce Lindsey
Tucker Sutherland
Truman Arnold, non-campaign related
Mrs. Truman Arnold, non-campaign related
State Senator Ted Lyons, non-campaign related

4 paid for
6

Dallas to Texarkana (10/10/91)

Bill Clinton
Bruce Lindsey
Truman Arnold, non-campaign related
Mrs. Truman Arnold, non-campaign related

2 paid Gov
4

Texarkana to Little Rock (10/10/91)

Bill Clinton
Bruce Lindsey

2

Little Rock to Chicago (10/11/91)

Bill Clinton
Hillary Clinton
Bruce Lindsey

3

94030974240

Chicago to Birmingham, Ala. (10/12/91)

Bill Clinton

Bruce Lindsey

Max Parker, Arkansas Gazette

2 1

Birmingham, Ala. to Asheville, N.C. (10/12/91)

Bill Clinton

Bruce Lindsey

2

Asheville, N.C. to Little Rock (10/12/91)

Bill Clinton

Bruce Lindsey

2

Little Rock to Los Angeles (10/13/91)

Bill Clinton

Hillary Clinton

Bruce Lindsey

3

94030974241

4030974242

CLINTON EXPLORATORY COMMITTEE

P. O. BOX 615
LITTLE ROCK, ARKANSAS 72203

00192

October 4 1991

81-7/820

PAY
TO THE
ORDER OF

Thomason Aircraft

\$ 35,000.00

thirty five thousand and

no/100

DOLLARS



WORTHEN
NATIONAL BANK OF ARKANSAS
LITTLE ROCK, ARKANSAS 72203

FOR

[Signature]

⑈000192⑈ ⑆082000073⑆008941⑈326⑈5⑈

94030974243

CLINTON EXPLORATORY COMMITTEE

P. O. BOX 615
LITTLE ROCK, ARKANSAS 72203

00192

81-7/820

PAY
TO THE
ORDER OF

Thomason Aircraft

October 4 1991

Thirty five thousand and

no/100

\$35,000.⁰⁰

DOLLARS



WORTHEN
NATIONAL BANK OF ARKANSAS
LITTLE ROCK, ARKANSAS 72203

FOR

[Signature]

⑈000192⑈ ⑆082000073⑆008941⑈326⑈5⑈

HARRY THOMASON'S AIRPLANE (10/6-13/91)

Plane relocation: Santa Monica to Dallas -
(charged for 1 person) - \$811.00

Dallas, Texas to Manchester, N.H. (10/6/91)

~~\$2,610~~ { Bill Clinton
Hillery Clinton - [\$870.] PP
Bruce Edging

Manchester, N.H. to Denver, Colorado (10/8/91)

~~\$3,600~~ { Bill Clinton
Hillery Clinton - [\$900.00] PP
Bruce Edging
Bew Edging - NON-campaign related
2,700.00

Denver, Colorado to Houston, Texas (10/9/91)

~~\$3,225~~ { Bill Clinton
Hillery Clinton - [\$645] PP
Bruce Edging
Bew Edging
Jim Mancham (non-campaign related)

Houston, Texas to Austin, Texas (10/10/91)

~~\$1,256~~ { Bill Clinton
Hillery Clinton - [\$314] PP
Bruce Edging
Bew Edging

94030974244

Harry Truman's Airplane (cont.)

Austin, Texas to Dallas, Texas (10/10/91)

~~A 705~~ { Bill Clinton [235] PP
Bruce Lindsey
Tucker Sutherland ✓ paid car
Truman Arnold & wife (non-campaign related)
State Senator (?) - (non-campaign related)

Dallas, Texas to Texarkana, Texas (10/10/91)

~~A 276~~ { Bill Clinton [138.00] PP
Bruce Lindsey ✓ paid car
Truman Arnold & wife (non-campaign related?)

Texarkana, Texas to Little Rock, Arkansas (10/10/91)

~~A 474~~ { Bill Clinton [237] PP
Bruce Lindsey

Little Rock, Ark. to Chicago, Illinois (10/11/91)

~~A 1536~~ { Bill Clinton [512] PP
Helen Clinton
Bruce Lindsey

94030974245

Harry Therman's Airplane (cont.)

Chicago, Illinois to Birmingham, Alabama (10/12/91)

~~\$1,704~~ { Bill Clinton [568] PP
 Bruce Edging
 Max Parker, Arkansas Gazette } ✓

Birmingham, Alabama to Asheville, N.C. (10/12/91)

~~\$1,704~~ { Bill Clinton [408] PP
 Bruce Edging }

Asheville, N.C. to Little Rock, Arkansas (10/12/91)

~~\$1,178~~ { Bill Clinton [589] PP
 Bruce Edging }

Little Rock, Arkansas to Los Angeles, Calif (10/13/91)

~~\$2,610~~ { Bill Clinton [870]
 Hillary Clinton
 Bruce Edging }

~~Total as of 10/13/91~~

~~\$6,800~~

Total to date (10/13/91)

~~\$11,908~~

~~+ 900~~

Total: 20,878.00

~~\$19,986~~

94030974246

CLINTON CAMPAIGN TRIP LO

[illegible]

HARRY THOMASON'S AIRPLANE (10/6-13/91)

~~\$811~~ Plane Relocation - 10/6/91
Santa Monica to Dallas TX ~~[A811.90]~~
Dallas, Texas to Manchester, N.H. (10/6/91)
~~\$2,610~~ { Bill Clinton
Hillary Clinton [A870.] PP
Bruce Lindsey

Manchester, N.H. to Denver, Colorado (10/8/91)

~~\$2,700~~ { Bill Clinton
Hillary Clinton [\$900.00] PP
Bruce Lindsey
Bar Lindsey (non campaign related)

Denver, Colorado to Houston, Texas (10/9/91)

~~\$3,225~~ { Bill Clinton
Hillary Clinton [\$645] PP
Bruce Lindsey
Bar Lindsey
Jim Marchan (non-campaign related)

Houston, Texas to Austin, Texas (10/10/91)

~~\$1,256~~ { Bill Clinton
Hillary Clinton [A314] PP
Bruce Lindsey
Bar Lindsey

94030974248

Harry Truman's Airplane (cont.)

Austin, Texas to Dallas, Texas (10/10/91)

~~#11410~~ { Bill Clinton [235] PP
 Bruce Lindsey
 Tucker Sutherland
 Truman Arnold & wife - (non-campaign related)
 State Senator (?) - (non-campaign related)

Dallas, Texas to Tarrant, Texas (10/10/91)

~~#552~~ { Bill Clinton [138.00] PP
 Bruce Lindsey
 Truman Arnold & wife - (non-campaign related?)

Tarrant, Texas to Little Rock, Arkansas (10/10/91)

~~#474~~ { Bill Clinton [237] PP
 Bruce Lindsey

Little Rock, Ark. to Chicago, Illinois (10/11/91)

~~#1536~~ { Bill Clinton [512] PP
 Hillary Clinton
 Bruce Lindsey

94030974249

Harry Thuman's Airplane (cont.)

Chicago, Illinois to Birmingham, Alabama (10/12/91)

~~\$1,704~~ { Bill Clinton [568] PP
 Bruce Reddy
 Max Parker, Arkansas Gazette

Birmingham, Alabama to Asheville, N.C. (10/12/91)

~~\$812.85~~ { Bill Clinton [408] PP
 Bruce Reddy

Asheville, N.C. to Little Rock, Arkansas (10/12/91)

~~\$1,178~~ { Bill Clinton [589] PP
 Bruce Reddy

Little Rock, Arkansas to Los Angeles, Calif (10/13/91)

~~\$2610~~ { Bill Clinton [870]
 Hillary Clinton
 Bruce Reddy

~~Total as of 10/13/91~~

~~\$6,110.66~~

Total to date (10/13/91)

~~\$19,086~~

\$20,878

94030974250

Harry Thomason's Airplane
October 6-13, 1991

Dallas - Manchester - Denver - Houston - Austin - Dallas -
Texarkana - Little Rock - Chicago - Birmingham - Asheville, N.C. -
Little Rock - Los Angeles

Dallas to Manchester, N.H. (10/6/91)
Bill Clinton
Hillary Clinton
Bruce Lindsey

staff
3 press

Manchester, N.H. to Denver (10/8/91)
Bill Clinton
Hillary Clinton
Bruce Lindsey
Bev Lindsey - Not campaign related

3

Denver to Houston (10/9/91)
Bill Clinton
Hillary Clinton
Bruce Lindsey
Bev Lindsey
Jim Monahan, non-campaign related

4

Houston to Austin (10/10/91)
Bill Clinton
Hillary Clinton
Bruce Lindsey
Bev Lindsey

4

Austin to Dallas (10/10/91)
Bill Clinton
Bruce Lindsey
Tucker Sutherland
Truman Arnold, non-campaign related
Mrs. Truman Arnold, non-campaign related
State Senator Ted Lyons, non-campaign related

4 paid for
4 (6)

Dallas to Texarkana (10/10/91)
Bill Clinton
Bruce Lindsey
Truman Arnold, non-campaign related
Mrs. Truman Arnold, non-campaign related

2 paid for
4

Texarkana to Little Rock (10/10/91)
Bill Clinton
Bruce Lindsey

2

Little Rock to Chicago (10/11/91)
Bill Clinton
Hillary Clinton
Bruce Lindsey

3

94030974251

Chicago to Birmingham, Ala. (10/12/91)

Bill Clinton

Bruce Lindsey

Max Parker, Arkansas Gazette

2 1

Birmingham, Ala. to Asheville, N.C. (10/12/91)

Bill Clinton

Bruce Lindsey

2

Asheville, N.C. to Little Rock (10/12/91)

Bill Clinton

Bruce Lindsey

2

Little Rock to Los Angeles (10/13/91)

Bill Clinton

Hillary Clinton

Bruce Lindsey

3

94030974252

94030974253

002 37,834.00 +
30,731.00 +
58,565.00 *

THOMASON AIRCRAFT CORP.

Date 02/25/92

Invoice Inv. Date 02/21/92

Inv. Amt	Disc/Fin	Prev Pmts	Due	Amt. Paid
68,565.00			68,565.00	68,565.00
Total			68,565.00	68,565.00

CLINTON FOR PRESIDENT COMMITTEE

P.O. BOX 016
LITTLE ROCK, AR 72203

WORTHEN
NATIONAL BANK OF ARIZONA
LITTLE ROCK, AR 72203
31-7-820

6663

02/25/92 \$*****68,565.00

DATE

AMOUNT

PAY
TO THE
ORDER
OF

***** Sixty Eight Thousand
***** Five Hundred Sixty Five Dollars and No Cents
THOMASON AIRCRAFT CORP.

TWO SIGNATURES REQUIRED TO OPEN \$1,000.00

NOT NEGOTIABLE

4 5 2 4 7 4 0 3 0 9 7 4 2 5 4

2/1/92 - 2/10/92
Dan Marker/John Ferguson
40TA

2/1/92

Washington DC to Manchester

BC, Bruce Lindsey, George Stephanopolis, Gwen Ifell, Mark Miller, Ron Taylor

2/2/92

Manchester to Portland

BC, Bruce Lindsey, George Stephanopolis, Adam Pertman, Mark Halperin, Randy Lilliston, Mark Horner, Gwen Ifell

Portland to Washington DC

Same

Washington to Little Rock

Relocate a/c

2/3/92

Little Rock to Bedford

HRC, Kathy Jurado

Bedford to Washington DC

HRC, Kathy Jurado, Gail Sheehy

2/4/92

Washington DC to Manchester

HRC, Kathy Jurado, Gary Clifford, Robert Trippett

2/7/92

Manchester to Portsmouth

Relocate

Portsmouth to Newark

BC, Bruce Lindsey, George Stephanopolis, Bruce Garamella, Gwen Ifell, Mark Halperin, Mark Honer, Gail Sheehy

Newark to Columbia, SC

BC, Bruce Lindsey, George Stephanopolis, Gwen Ifell, Mark Halperin, Mark Honer, Gail Sheehy, Susan Thomases

Columbia to Little Rock

Same 10732 RIVERSIDE DRIVE, NORTH HOLLYWOOD, CA 91602 • (818) 959-1638 • FAX (818) 954-4094

2/8/92

Little Rock to Jonesboro, AK
BC, Mary Thompson, Trey Schroeder, Mark Middleton, Jim
Pledger, Mary Ann Salmon, Carol Rasco

Jonesboro to Little Rock
Same

2/10/92

Little Rock to Nashua
BC, HRC, Grady Brown, Jimmie Jones, Hershel Geber, James
Carville, George Stephanopolis

Nashua to Van Nuys
Home



2/8/92

Little Rock to Jonesboro, AK

BC, Mary Thompson, Trey Schroeder, Mark Middleton, Jim
Pledger, Mary Ann Salmon, Carol Rasco

Jonesboro to Little Rock

Same

2/10/92

Little Rock to Nashua

BC, HRC, Grady Brown, Jimmie Jones, Hershel Geber, James
Carville, George Stephanopolis

Nashua to Van Nuys

Home

178 THOMASON AIRCRAFT CORP

931-5428

AGRAS BILLING - M.A.C.C.
P.O. BOX 400
BLAIR NE 68008

JAN 16, 1992

--- DO NOT SEPARATE - PLEASE RETURN ENTIRE-PAGE WITH PAYMENT ---

THOMASON AIRCRAFT CORP
ATTN: LEE G HALL
16700 ROSCOE BLVD
VAN NUYS CA 91406

AIR/GROUND PHONE CALLS THROUGH JAN. 10,
1992. REMIT IN U.S. DOLLARS. MAKE
CHECK PAYABLE TO M.A.C.C.
PAYMENT DUE 02-13-92.

AGRAS BILLING - M.A.C.C.
P.O. BOX 400
BLAIR NE 68008

PLEASE REMIT

572.29

PLEASE REMIT

572.29

931-5428 01/16/92 400 W

AMOUNT PAID: \$

BILL SUMMARY

THOMASON AIRCRAFT CORP

931-5428

12/16/91 STATEMENT 647.01
PAYMENT RECEIVED 647.01
THANK YOU

JAN 16, 1992

FOR BILL INQUIRIES CALL
1-800-552-4727
1-402-426-6222-EXT 248

DESCRIPTION..	AMOUNT	FED-TAX	ST-TAX	LC-TAX
AIRGROUND TOLL	552.80	16.58	2.91	

MACC
P O BOX 400
BLAIR NE 68008

AGRAS BILLING - M.A.C.C.

BALANCE DUE 572.29 RETAIN THIS PAGE AS YOUR RECORD



CHECK REQUEST

PAYABLE TO

Thomason Aircraft Corp

VENDOR NUMBER

12028

CHECK AMOUNT

\$ 572.29

ACCTS TO CHARGE

S&A ~~private plane~~ ~~entering~~
103-6311

INVOICE NUMBER

012392

INVOICE DATE

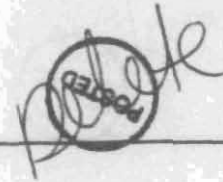
01-23-92

DUE DATE

01-23-92

DESCRIPTION

Phone charges



APPROVAL

BUDGETARY

COMPLIANCE

WATKINS

DWB

Give check
to DWB
to hold until
original invoice
arrives.

CLINTON FOR PRESIDENT COMMITTEE

Date 12/26/91

THOMASON AIRCRAFT CORP.

Invoice	Inv.Date	Inv.Amt	Disc/Fin	Prev Pmts	Due	Amt.Paid
DEC. 16	12/16/91				647.01	
		647.01				647.01
Total					647.01	
		647.01				647.01

CLINTON FOR PRESIDENT COMMITTEE

P.O. BOX 615
LITTLE ROCK, AR 72203

WORTHEN
NATIONAL BANK OF ARKANSAS
LITTLE ROCK, AR 72203
31-7-820

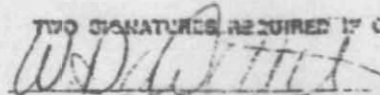
5111

12/26/91 \$*****647.01
DATE AMOUNT

***** Six Hundred Forty Seven Dollars and One Cents

THOMASON AIRCRAFT CORP.

TWO SIGNATURES REQUIRED IF OVER \$1000.00



NOT NEGOTIABLE

9430974261
PAY TO THE ORDER OF

CHECK REQUEST

PAYABLE TO

Thomason Aircraft Corp.

VENDOR NUMBER

12028

CHECK AMOUNT

\$ 647.01
~~1030.00~~

ACCTS TO CHARGE

103-6311

INVOICE NUMBER

Dec. 16

INVOICE DATE

12-16-91

DUE DATE

DESCRIPTION

phone expense on Thomason
aircraft

APPROVAL



BUDGETARY

COMPLIANCE

WATKINS

94030974262

320 THOMASON AIRCRAFT CORP

931-5428

AGRAS BILLING - M.A.C.C.
P.O. BOX 400
BLAIR NE 68008

DEC 16, 1991

--- DO NOT SEPARATE - PLEASE RETURN ENTIRE PAGE WITH PAYMENT ---

check to

THOMASON AIRCRAFT CORP
ATTN: LEE G HALL
16700 ROSCOE BLVD
VAN NUYS CA 91406

AIR/GROUND PHONE CALLS THROUGH DEC. 10,
1991. REMIT IN U.S. DOLLARS. MAKE
CHECK PAYABLE TO M.A.C.C.
PAYMENT DUE 01-13-92.

AGRAS BILLING - M.A.C.C.
P.O. BOX 400
BLAIR NE 68008

PLEASE REMIT

647.01

PLEASE REMIT

647.01

931-5428 12/16/91 400 W

AMOUNT PAID: \$

BILL SUMMARY

THOMASON AIRCRAFT CORP

931-5428

11/16/91 STATEMENT
PAYMENT RECEIVED

.00
.00

DEC 16, 1991

FOR BILL INQUIRIES CALL
1-800-552-4727
1-402-426-6222-EXT 248
MACC
P O BOX 400
BLAIR NE 68008

DESCRIPTION..

AMOUNT FED-TAX ST-TAX LC-TAX

AIRGROUND TOLL
OTHER CHG & CR

617.84 18.54 5.63
5.00

BALANCE DUE

647.81

RETAIN THIS PAGE AS YOUR RECORD

AGRAS BILLING - M.A.C.C.

94030974263

01-30-92

THOMASON AIRCRAFT CORP. - ~~RENDER~~ FOR H.C.
LR TO DC 1/30/92

\$1,358.00

CLINTON FOR PRESIDENT COMMITTEE

P.O. BOX 618
LITTLE ROCK, AR 72203

WORTHEN
NATIONAL BANK OF ARKANSAS
LITTLE ROCK, AR 72203
61-7-820

5823

01-30-92
DATE

\$1,358.00
AMOUNT

PAY
TO THE
ORDER
OF

*****ONE THOUSAND THREE HUNDRED FIFTY EIGHT DOLLARS & 00/100*****

THOMASON AIRCRAFT CORP.

TWO SIGNATURES REQUIRED IF OVER \$1,000.00



NOT NEGOTIABLE

⑈005823⑈ ⑈001000072⑈ ⑈005823⑈ ⑈5⑈

CHECK REQUEST

PAYABLE TO

Thomson Aircraft Corp

VENDOR NUMBER

12028

CHECK AMOUNT

\$ 1,358.00

Give check
to Buckner
by 1:00pm

ACCTS TO CHARGE

S & A

103-6313

INVOICE NUMBER

INVOICE DATE

DUE DATE

DESCRIPTION

~~Ch~~ Charter LR-DC (H.C.)

APPROVAL

BUDGETARY

COMPLIANCE

WATKINS

DWJ

94030974265

CLINTON FOR PRESIDENT

First Class Fare Advisory (for Charter)

Date: 1/30

Price the cheapest First Class fare for the following city pairs:

Date: 1/30

City Pairs

First Class Fare (per person)

Little Rock
Nashville
Wash Nat'l

521⁰⁰
514⁰⁰

Little Rock
Wash Nat'l

619⁰⁰

Date: _____

City Pairs

First Class Fare (per person)

Return to Fax # 372-1215

94030974266

*I

1 AA 628F 23FEB S LITBNA SS1 1204P 107P

B9L0.B9L0*A56 1531/29JAN92 FED106

4030974267

*WS

FARE - PRICE RETAINED

1. WS

BASE FARE

USD473.64

473.64

TAXES

47.36

47.36

TOTAL

USD521.00ADT

521.00TTL

ADT-01 F

LIT AA BNA473.64F 473.64 END

B9L0 B9L0 *A56 1531/29JAN

B9L0.B9L0*A56 1531/29JAN92 FED106

*T
1 AA1574F 23FER S BNADCA SS1 215P 458P

B9LO.B9LO*A56 1536/29JAN92 FED106

94030974268

*WS

FARE - PRICE RETAINED

1. WS

BASE FARE

USD467.27

467.27

TAXES

46.73

46.73

TOTAL

USD514.00ADT

514.00TTL

ADT-01 F28

BNA AA WAS467.27F28 467.27 END

B9LO B9LO *A56 1536/29JAN

B9LO.B9LO*A56 1536/29JAN92 FED106

*I

1 DL1040F 23FEB S LITDCA SS1 250P 710P /DCDL

B9L0.B9L0*A56 1534/29JAN92 FED106

94030974269

*WS

FARE - PRICE RETAINED

1. WS

BASE FARE

USD617.27

617.27

TAXES

61.73

61.73

TOTAL

USD679.00ADT

679.00TTL

ADT-01 F

LIT DL WAS617.27F 617.27 END

B9L0 B9L0 *A56 1534/29JAN

B9L0.B9L0*A56 1534/29JAN92 FED106

THOMASON AIRCRAFT CORP. - H.C. CHARTER
ON 1/30 FEB ADDITIONAL PEOPLE

\$1,358.00

P.O. BOX 616
LITTLE ROCK, AR 72203

WORTHEN
NATIONAL BANK OF ARKANSAS
LITTLE ROCK, AR 72203
61-7-820

5822

01-30-92
DATE

\$1,358.00
AMOUNT

PAY
TO THE
ORDER
OF

*****ONE THOUBAND THREE HUNDRED FIFTY EIGHT DOLLARS & 00/100*****
THOMSON AIRCRAFT CORP.

TWO SIGNATURES REQUIRED IF OVER \$200.00

NOT NEGOTIABLE

072058 3 20# COS 200007 10 00294 1-3 26m 50"

CHECK REQUEST

PAYABLE TO

Thomason Air Craft

VENDOR NUMBER

12028

CHECK AMOUNT

\$ 1,358.00

ACCTS TO CHARGE

103-6313

INVOICE NUMBER

013092

INVOICE DATE

01-30-92

DUE DATE

01-30-92

DESCRIPTION

Charter for HC on 1/30 for
additional² people on A/C
not a duplicate

APPROVAL

BUDGETARY

COMPLIANCE

WATKINS



94030974271

SCHEDULE FOR HILLARY RODHAM CLINTON
ate: Thursday, January 30, 1992

Little Rock, AR; Washington, DC

Traveling: HRC, Mintz, Harry Thomason

Advance: Bob Cundall
(202) 393-3323
(202) 554-1678 HOME

**PREVIOUS
RON**

**Little Rock
Mansion**

12:55 pm Richard Mintz will greet HRC at Mansion

1:00 pm DEPART Mansion
ENROUTE Central Flying Services

1:10 pm ARRIVE Central Flying Services

1:15 pm BOARD

Plane Manifest: HRC, Thomason, Mintz, Shackelford, Sheehy

1:25 pm WHEELS UP from Little Rock

4:30 pm WHEELS DOWN in Washington, DC
Washington National Airport
FBO: Butler Aviation

4:40 pm DEBOARD

Note: Bitsy Folgers will greet HRC at terminal.

4:45 pm DEPART Airport
ENROUTE Grand Hotel

Driver: Bob Cundall
(202) 393-3323 (WORK)
(202) 554-1678 (HOME)

Car Manifest: HRC, Thomason, Mintz, Folgers, Cundall

5:15 pm ARRIVE Grand Hotel
2350 M Street NW
Washington, DC
(202) 429-0100
(202) 429-9759 FAX

*Don't charge
aircraft
to CFP*

CLINTON FOR PRESIDENT COMMITTEE

3/11/92 THOMASON AIRCRAFT CORP.

\$28830.68

CLINTON FOR PRESIDENT COMMITTEE

P.O. BOX 816
LITTLE ROCK, AR 72203

WORTHEN
NATIONAL BANK OF ARKANSAS
LITTLE ROCK, AR 72203
81-7-820

7484

TWO THOUSANDS EIGHT HUNDREDS THIRTY
AND 68/100

3/11/92
DATE

\$2,830.68
AMOUNT

THOMASON AIRCRAFT CORP.

TWO SIGNATURES REQUIRED IF OVER \$2000.00

NOT NEGOTIABLE

⑆007134⑈ ⑆002000073⑆ 000141⑈ 326⑈ 5⑈⑆

DATE: 03/11/92 AT 13:16

EXECUTIVE JLT MANAGEMENT FLIGHT OPERATIONS

CHARTER QUOTATION

Date - 03/11/1992
For - CLINTON

at 501-372-1992

Quotation Basis - Hourly
Status on 3/11/92 - Inquiry

Quote Number - 920311-003
By - DHH

ITINERARY & TIME

From	To	Miles	LR-35
CHICAGO, IL (MEIG)	CARBONDALE, IL	319	0:55
CARBONDALE, IL	CHICAGO, IL (MEIGS)	319	0:52
		638	1:47

ADDITIONAL EXPENSES

LAYOVER HOURS	=	0 HOURS
LANDING FEES	=	50
OVERNIGHT CHARGES	=	0
FERRY CHARGES	=	0
MISC. CHARGES	=	20

QUOTATIONS

Aircraft	Item	RETAIL		CONTRACT	
		Rate	Amount	Rate	Amount
LR-35	1.0 HOURS TOTAL AIRCRAFT CHARGES	1450	2610.00	1370	2400.40
	.0 HOURS BILLABLE WAITING TIME	50	.00	50	.00
	TOTAL ADDITIONAL EXPENSES ABOVE		70.00		70.00
	FEDERAL EXCISE TAX	9.99%	267.73	9.99%	264.78
	STATE AND LOCAL TAXES	1.00%	26.00	1.00%	26.50
TOTAL -----			2974.53		2830.68

\$2,830.68

E
M/MAG

9403097427

CHECK REQUEST

PAYABLE TO

Thomson Aircraft Corp

VENDOR NUMBER

12078

CHECK AMOUNT

\$ 2,830.68

ACCTS TO CHARGE

103-6313
HRC center IL 3/11

INVOICE NUMBER

INVOICE DATE

DUE DATE

DESCRIPTION

APPROVAL

BUDGETARY

COMPLIANCE

WATKINS

DWS

give to Dave
Baukham

ext. 246

94030974275

FOR PRESIDENT COMMITTEE

Date 03/23/92

THOMASON AIRCRAFT CORP.

Invoice	Inv. Date	Inv. Amt	Disc/Fin	Prev Pmts	Due	Amt. Paid
021692	02/16/92	815.64			815.64	815.64
Total					815.64	815.64

CLINTON FOR PRESIDENT COMMITTEE

P.O. BOX 616
LITTLE ROCK, AR 72203

WORTHEN
NATIONAL BANK OF ARKANSAS
LITTLE ROCK, AR 72203
51-7-820

7732

03/23/92 \$*****815.64

DATE

AMOUNT

***** Eight Hundred Fifteen Dollars and Sixty Four Cents

PAY
TO THE
ORDER
OF

THOMASON AIRCRAFT CORP.

TWO SIGNATURES REQUIRED IF OVER \$2000.00

NOT NEGOTIABLE

⑈007732⑈ ⑈082000071⑈ ⑈08741⑈326⑈5⑈

CHECK REQUEST

PAYABLE TO

Thomson Aircraft Corp

VENDOR NUMBER

CHECK AMOUNT

\$ 815.64

Delinquent

ACCTS TO CHARGE

See return pg

INVOICE NUMBER

931-5428

INVOICE DATE

3-16-92

DUE DATE

4-10-92

DESCRIPTION

Air to Ground

APPROVAL

BUDGETARY

COMPLIANCE

WATKINS

94030974277

~~pol 3/23~~
~~clerk 3/23~~

Ref.	Inv. Number	Inv. Date	Inv. Amount	Amount Paid
3655	040792	04/07/92	754.00	754.00

✓

\$754.00

CLINTON FOR PRESIDENT COMMITTEE

P.O. BOX 616
LITTLE ROCK, AR 72203

WORTHEN
NATIONAL BANK OF ARKANSAS
LITTLE ROCK, AR 72203
61-7-820

8321

04/07/92 \$*****754.00

*****754 DOLLARS AND 00 CENTS

DATE

AMOUNT

PAY
TO THE
ORDER
OF

THOMASON AIRCRAFT CORP.
16700 ROSCOE BLVD

VAN NUYS, CA 91406

TWO SIGNATURES REQUIRED IF OVER \$2000.00

[Signature]
NOT NEGOTIABLE

⑈000321⑈ ⑈0020000720 000041⑈20⑈54⑈

WFO

	BASE FARE	TAXES	TOTAL
1-2	USD685.45	68.55	USD754.00ADT
4	685.45	68.55	754.00TTL

ADT-01 F

NYC DL X/ATL DL LIT685.45F 685.45 END

#A 3

VO REMES

1 DE 355F 11APR J LGAATL SS1 1155A 210P /DCDL

2 DL1118F 11APR J ATLLIT SS1 335P 405P /DCDL

JOK2.DOK2*AS6 1105/10APR92

CLINTON FOR PRESIDENT

First Class Fare Advisory (for Charter)

Date: _____

Price the cheapest First Class fare for the following city pairs:

Date: 7/18

City Pairs

First Class Fare (per person)

9
4
0
3
0
9
7
4
2
8
0

Date: 7/18

City Pairs

First Class Fare (per person)

NYC
LR

754⁰⁰

Return to Fax # 372-1215

CHECK REQUEST

Give to
Bixbaum

PAYABLE TO

Thomson Aircraft Corp

VENDOR NUMBER

THOMASS

CHECK AMOUNT

\$ 754.00

ACCTS TO CHARGE

103-6313

HRC private plane 4/3
MI-AR

INVOICE NUMBER

INVOICE DATE

DUE DATE

DESCRIPTION

APPROVAL

BUDGETARY

COMPLIANCE

WATKINS

D. Watkins 4-10-82
DW

CP
3655

94030974281

CLINTON FOR PRESIDENT COMMITTEE 4030974282

Ref. #	Inv. Number	Inv. Date	Inv. Amount	Amount Paid
7337	050792	05/07/92	600.00	600.00
TRX DESCRIPTION: HRC Charter				

\$600.

CLINTON FOR PRESIDENT COMMITTEE

P.O. BOX 818
LITTLE ROCK, AR 72203

WORTHEN
NATIONAL BANK OF ARKANSAS
LITTLE ROCK, AR 72203
21-7-820

0185

05/07/92 \$*****

*****600 DOLLARS AND 00 CENTS

DATE

AMOUNT

\$600.00

PAY
TO THE
ORDER
OF

Thomason Aircraft Corp.

TWO SIGNATURES REQUIRED IF OVER \$1,000.00

NOT NEGOTIABLE

#007105# 00020000710 000710520050

CHECK REQUEST

PAYABLE TO

Thomson Aircraft Corp

VENDOR NUMBER

CHECK AMOUNT

\$ 600.00

ACCTS TO CHARGE

103-6313

HRC charter CA 5/7

INVOICE NUMBER

INVOICE DATE

DUE DATE

DESCRIPTION

APPROVAL

BUDGETARY

COMPLIANCE

WATKINS

D. Watkins
5-7-92
WB

94030974283

CLINTON FOR PRESIDENT

First Class Fare Advisory (for Charter)

Date: 5/7/92

Price the cheapest First Class fare for the following city pairs:

Date: 5/7/92

City Pairs

First Class Fare (per person)

9
4
4
0
3
0
9
7
4
2
8
4

<u>LA</u>	
<u>LGA Santa Barbara</u>	<u>\$120x5</u>

Date: _____

City Pairs

First Class Fare (per person)

Return to Fax # 372-1215

WFL

	BASE FARE	TAXES	TOTAL
1-	USD109.09	10.91	USD120.00ADT
	109.09	10.91	120.00TTL

ADT-01 Y26

LAX AM EBA109.09Y26 109.09 END

REFUND REISSUES SUBJECT TO USD 25 FEE

5

8

2

NO NAMES

4

4:50:35 07MAY 9 LAXSBA SS1 125FF 139P

LAX/ETD1314 AMED *1421

SBA/PFE1354 *1421

DOK2.DOK24656 1439/07MAY92

0

3

0

4

0

3

0

9

HRC SCHEDULE

Date: Thursday, May 7, 1992

Page 4

HRC Car Manifest: HRC, Jurado, Gurbin, Eric Bailey, Los Angeles Times

Driver: Rene Robbins

Staff Car Manifest: Shearer, Echaveste, Weiler

Driver: Ellen Gross

Note: Los Angeles Times will interview HRC in car.

1:15 pm ARRIVE John Wayne Santa Ana Airport
FBO: Martin Aviation
(714) 263-5800
(714) 852-9684 FAX

1:25 pm BOARD

Citation Jet Tail #N458N

Pilots Paul D'Allura, David Woelker

Plane Manifest: (HRC, Jurado, Echaveste, Gurbin, Shearer

Flt. Time: 30 min.

1:45 pm WHEELS UP from Santa Ana

2:15 pm WHEELS DOWN in Santa Barbara
FBO: Santa Barbara Aviation
(805) 967-5608
(805) 967-5781 FAX

2:25 pm DEBOARD

Note: Jim Cullinan will greet HRC at airport.

2:30 pm DEPART Santa Barbara Aviation
EN ROUTE USCB

HRC Car Manifest: HRC, Jurado, Gurbin, Marilyn McMann, Santa Barbara News Press

Driver:

Staff Car Manifest: Shearer, Cullinan, Echaveste

Driver:

Note: Santa Barbara News Press will interview HRC in car.

SECRET

1207

Ref.	Inv. Number	Inv. Date	Inv. Amount	Amount Paid
7470	650092	05/00/92	3,011.00	3,011.00

TRX DESCRIPTION: MRC Charter Ca 5/0

\$3,011.00

CLINTON FCH PRESIDENT COMMITTEE

P.O. BOX 616
LITTLE ROCK, AR 72203

WORTHEN

NATIONAL BANC OF AMERICA
LITTLE ROCK, AR 72203

7207

*****3,011 DOLLARS AND 00 CENTS

FOR
TO THE
OF

Thomson Aircraft Corp.

17% SIGNATURES REQUIRED IF OVER \$2000.00

NOT NEGOTIABLE

[illegible]

94030974287

CLINTON FOR PRESIDENT

First Class Fare Advisory (for Charter)

Date: 5/8

Price the cheapest First Class fare for the following city pairs:

Date: 5/8

City Pairs

First Class Fare (per person)

Santa Barbara, CA

San Luis Obispo, CA

~~Wash DC~~

Sacramento, CA

SFO

\$145⁰⁰

~~\$123~~

~~\$188~~ F

\$226

Y

1102

x 5 725

x

x

x 5 1130

x

Date: 5/8

City Pairs

First Class Fare (per person)

SFO

Santa Cruz, CA

LAX

SFO

\$224 -

\$170 -

\$464 -

Y

289

Y x 4

1,156

3011

x

x

x

x

x

Return to Fax # 372-1215

SBH 051-SBP TRIP-OUTBOUND C&R-4A 12MAY92 USD

QTE	F/B	BY	FARE	EFF	EXP	TKT	AP	MIN/MAX	RTG
1	- Y26	Y X	120.00	-	-	-	-	- / -	102
2	- QE7NF	Q R	160.00	-	-	-	-	SUN / -	102
3	- VE14NR	V R	120.00	-	-	-	-	SUN / -	102

102 NONSTOP

YAYSBASBP12N

FRI SBA/PDT SBP/PDT 0

DL5657 Y4 B4 M4 Q0 H0 K0 L0 SBASBP 535P 605P SHH 0 DC

NORE

DL5657Y 08MAY F SBASBP SS1 535P 605P

WEST AIRLINES

BASE FARE	TAXES	TOTAL
USD131.82	13.18	USD145.00ADT
131.82	13.18	145.00TTL

1-01 Y

SA DL SBP131.82Y 131.82 END

9 4 0 3 0 9 7 4 2 9 0 1 Y

1 NAMES

UA3136Y 08MAY F SMFSFO SS1 740P 830P /PENDING

V2.DON2*456 1432/08MAY92

BY

BASE FARE

TAXES

TOTAL

USD205.45

20.55

USD226.00ADT

205.45

20.55

226.00TTL

Y

UA SF0205.45Y 205.45 END

21

BASE FARE	TAXES	TOTAL
- USD262.73	26.27	USD289.00ADT
262.73	26.27	289.00TTL

T-01 Y.

BP DL SMF262.73Y 262.73 END

21
NAMES

DL5667Y 08MAY F 5BFSMF SSI 350P 455P /DCDL

DL00K24A56 1613/08MAY92

9403097

HRC Car Manifest: HRC, Jurado, Garbin
Staff Car Manifest: Shearer, Echaveste, Cullinan

6:55 am ARRIVE Santa Barbara Airport
FBO: Santa Barbara Aviation
phone: (805) 967-5608
fax: (805) 967-5781

7:05 am BOARD

Citation Airplane Tail # 44FM
Pilots: David Voelker, Paul D'Allure
Plane Manifest: HRC, Jurado, Shearer, Garbin, Echaveste
Flt. Time: 20 mins.
Food: Breakfast

2
9
2:10 am WHEELS UP Santa Barbara Airport

4
7
7:30 am WHEELS DOWN San Luis Obispo
FBO: IFC Aviation
phone: (805) 541-3873

0
3
7:40 am DEBOARD

0
4
NOTE: Max Stire to greet HRC at the airport.

07:45 am DEPART San Luis Obispo Airport
EN ROUTE California Poly Technical University

HRC Car Manifest: HRC, Jurado, Garbin, Dave Wilcox
(Telegram Tribune)
Staff Car Manifest: Shearer, Echaveste, Photographer,
Telegraph Tribune

NOTE: Dave Wilcox, Telegram Tribune to conduct interview while riding
in car with HRC.

HRC SCHEDULE

Date: Friday, May 8, 1992

Page 3

8:00 am **ARRIVE Breakfast Fundraiser**
California Poly Technical University
Vista Grande
(805) 756-1204
(805) 756-1233 (office)
OPEN PRESS

Contact: Elissa Maas
Regional Coordinator
Clinton for President
(805) 541-3873

FORMAT: Elissa Maas, Regional Coordinator, the Clinton Campaign to greet HRC upon arrival. Estimated attendance 120. Meet and greet. California State Senator Gary Hart to intro. HRC. HRC to deliver a 10-15 min. stump and to take Q and A.

9:15 am **DEPART California Poly Technical University**
EN ROUTE San Luis Obispo Airport

9:30 am **ARRIVE Airport**
FBO: IFC Aviation
phone: (805) 541-3873

9:35 am **BOARD**

Plane Manifest: HRC, Jurado, Garbin, Shearer, Echaveste
Flt. Time: 30 mins
Food: Snacks

10:00 am **WHEELS UP San Luis Obispo**

10:30 am **WHEELS DOWN Executive Airport, Sacramento, CA**
FBO: Patterson Aviation
phone: (916) 428-8292
fax: (916) 428-3032

10:40 am **DEBOARD**

NOTE: Kelly Craighead to greet HRC at the airport.

5:35 pm ARRIVE V.I.P. Reception

Contact: Mary Kaems
Clinton Coordinator
(916) 445-8090

FORMAT: _____ estimated attendance. Meet and greet
with local community and elected officials.

6:00 pm DEPART Sacramento State University
EN ROUTE Sacramento Airport

HRC Car Manifest: HRC, Jurado, Garbin
Staff Car Manifest: Shearer, Craighead

4
8
2
4
2
3:20 pm ARRIVE Sacramento Airport
FBO: Patterson Aviation
phone: (916) 428-8292
fax: (916) 428-3032

3:30 pm BOARD

9
0
3
Plane Manifest: HRC, Jurado, Garbin, Shearer, Craighead
Flt. Time: 15 mins
Food: Snacks

6:35 pm WHEELS UP Sacramento Executive Airport

4
06:50 pm WHEELS DOWN San Francisco, CA
FBO: Bulter Aviation
phone: (415) 877-6800
fax: (415) 583-0454

7:00 pm DEBOARD

7:05 pm DEPART San Francisco Airport
EN ROUTE The Fairmont Hotel

HRC Car Manifest: HRC, Jurado, Garbin, Craighead
Staff Car Manifest: Shearer, Craighead

Exhibit C

Checks and Invoices Pertaining to TRM Allegations

94030974295

$$D_{\text{eff}} = \frac{1}{2} \left(\frac{1}{D_1} + \frac{1}{D_2} \right)^{-1}$$

TILN. [N.].

Invoice	Inv. Date	Company	Description	Price	Total Due	Paid
10924	02/14/92				\$, 457.00	
		\$, 457.00*				\$, 457.00
Total					\$, 457.00	
		\$, 457.00				\$, 457.00

CLINTON FOR PRESIDENT COMMITTEE

P.O. BOX 815
LITTLE ROCK, AR 72203

WORTHEN
NATIONAL BANK OF ARKANSAS
LITTLE ROCK, AR 72203
51-7-820

7399

03/02/92 *****8,437.00

DATE _____

AMOUNT

***** Eight Thousand
***** Four Hundred Thirty Seven Dollars and No Cents
T R M, INC.
4536 AIRPORT ROAD
CINCINNATI, OH 45226

TWO SIGNATURES REQUIRED IF OVER \$1000.00

NOT NEGOTIABLE

0067721 1032000071 000419816454

94403074296

Executive Jet

TO:

TRM Inc.
4536 Airport Road
Cincinnati, OH 45226
ATTN: Darnell Martens

PLEASE SEND REMITTANCE TO:

EXECUTIVE JET CHARTER SALES
85 Chestnut Ridge Road
Montvale, NJ 07645

Invoice No.	Invoice Date	Trip No.	Trip Date	Aircraft Tail No. Aircraft Type
1024	02/14/92	774	02/12/92 02/12/92	N220KC MERLIN IIIB

PASSENGER(s): Bruce Garamella

ITINERARY: HARTFORD / MANCHESTER / SPRINGFIELD / PORTSMOUTH
HARTFORD

AIRCRAFT CHARGE				\$	3630.00
WAITING CHARGE	4.4	@ \$	50.00	\$	220.00
LANDINGS	4.0	@ \$	30.00	\$	120.00
SUBTOTAL:				\$	3970.00
FEDERAL EXCISE TAX				\$	397.00
TOTAL DUE				\$	4367.00

Brokered to Aviation Services, Inc
Flight times: (leg 1).7 (leg 2).7 (leg 3).9 (leg 4)1.0

PAYMENT: DUE UPON RECEIPT

Please contact Becky O'Banion at (513) 871-2004 if you
have any questions regarding this invoice.

THANK YOU FOR THE OPPORTUNITY TO BE OF SERVICE

Set OK 6/4/98
\$4367.00 applied

Executive Jet

TO:

TRM Inc.
4536 Airport Road
Cincinnati, OH 45226
ATTN: Darnell Martens

PLEASE SEND REMITTANCE TO:

EXECUTIVE JET CHARTER SALES
4536 Airport Road
Cincinnati, OH 45226

Invoice No.	Invoice Date	Trip No.	Trip Date	Aircraft Tail No. Aircraft Type
1043	02/20/92	783	02/13/92 02/14/92	N501AB MERLIN IIIB

PASSENGER(s): I. WYMAN
C. JOHNSON
M. HONER
M. COOPER
C. WILKIE
R. BROWNSTEIN
R. LILLESTIN
S. COHEN
S. SAWOIA
R. STRAUSS
E. CLATT
M. HALPERN
G. ITEL

ITINERARY: HARTFORD / PORTSMOUTH / LEBANON / MANCHESTER / HARTFORD

AIRCRAFT CHARGE			\$	3380.00
WAITING CHARGE	4.0	@ \$	50.00	\$ 200.00
LANDINGS	4.0	@ \$	30.00	\$ 120.00
SUBTOTAL:			\$	3700.00
FEDERAL EXCISE TAX			\$	370.00
TOTAL DUE			\$	4070.00

PAYMENT: DUE UPON RECEIPT

Please contact Becky O'Banion at (513) 871-2004 if you have any questions regarding this invoice.

THANK YOU FOR THE OPPORTUNITY TO BE OF SERVICE

*pd ch 6998
4070.00*

94030974298

\$2,547.50

11475

AMOUNT

NOT NEGOTIABLE

9 | 4 0 3 0 9 4 2 9 9



TRM, Incorporated
4536 Airport Road
Cincinnati, Ohio 45226

INVOICE

Invoice submitted to:

Clinton For President, Incorporated
1220 West 3rd Street
Little Rock, AR 72201
ATTN: David Buxbaum

March 31, 1992

#10010

Additional charges

Amount

3/9/92 3/9/92: Flight administration for McNall B727 flight - 1,150.00

Orlando to Ft Lauderdale to Tampa to Little Rock

3/10/92 3/10/92: Flight administration for McNall B727 flight - 1,100.00

Little Rock to Chicago then ferry to Bedford, MA

Total costs \$2,250.00

Previous balance \$11,700.00

Clinton For President, Incorporated
March 31, 1992

Page 2

	<u>Amount</u>
3/30/92 -Payment - Thank You	<u>(\$11,700.00)</u>
Balance due	<u>\$2,250.00</u>

94030974301





TRM, Incorporated
4536 Airport Road
Cincinnati, Ohio 45226

INVOICE

Invoice submitted to:

Clinton For President, Incorporated
1220 West 3rd Street
Little Rock, AR 72201
ATTN: David Buxbaum

April 30, 1992
#10014

Additional charges

4/29/92 4/2/92: Cancellation fee on helicopter for J.
Kennedy. National Helicopter. Receipt attached.

Amount

297.50

Total costs

\$297.50

Previous balance *moop for McNall fees*

\$2,250.00

Balance due

\$2,547.50

94030974302

✓
00000000 TRM
Statement submitted to:

Clinton For President, Incorporated
1220 West 3rd Street
Little Rock, AR 72201
ATTN: David Buxbaum

~~TRM, Inc~~

July 22, 1992

94030974303

<u>Date</u>	<u>Description</u>	<u>Amount</u>	<u>Balance</u>
2/29/92	Invoice #10007	11,700.00	11,700.00
3/30/92	Payment - Thank You 10007	11,700.00	0.00
3/31/92	Invoice #10010	2,250.00	2,250.00
4/30/92	Invoice #10014	297.50	2,547.50
	Ending balance		2,547.50
	Amount due		<u>2,547.50</u>

09c 9913

SKADDEN, ARPS, SLATE, MEAGHER & FLOM

1440 NEW YORK AVENUE, N.W.
WASHINGTON, D.C. 20005-2107

FAX (202) 393-5760
DIRECT DIAL
(202) 371-

(202) 371-7000

BOSTON
CHICAGO
LOS ANGELES
NEW YORK
SAN FRANCISCO
WILMINGTON

BEIJING
BRUSSELS
BUDAPEST
FRANKFURT
HONG KONG
LONDON
MOSCOW
PARIS
PRAGUE
SYDNEY
TORONTO

September 13, 1993

BY HAND

Lawrence M. Noble, Esq.
General Counsel
Federal Election Commission
999 E Street, N.W.
Washington, D.C. 20463

Re: MUR 3797
Thomason, Richland, & Martens, Inc.

Dear Mr. Noble:

This letter is submitted on behalf of Thomason, Richland & Martens, Inc. ("TRM") in response to a complaint of the National Legal and Policy Center ("NLPC") dated July 16, 1993. In its complaint, the NLPC alleges that TRM violated 2 U.S.C. § 441b(a) in connection with the use of aircraft on behalf of The Clinton for President Committee ("Committee").

NLPC's complaint against TRM is based on the erroneous premise that TRM advanced travel expenses to the Committee. TRM never advanced any payment for use of aircraft. In fact, TRM did not lease aircraft to the Committee; it provided travel consulting services. TRM arranged private aircraft transportation for the Committee. That service involved ensuring that aircraft was safe, available in a timely and economical fashion, and suitable for the intended use. TRM assisted the Committee in securing aircraft use by negotiating with aircraft leasing companies on the Committee's behalf. Also, TRM provided services such as arranging for on-board food service. As demonstrated in the attached affidavit of Darnell Martens, President of TRM, TRM never advanced any travel expenses to the Committee or extended any credit that was not in strict compliance with applicable law. Exhibit 1. Consequently, TRM is not subject to Federal Aviation Authority ("FAA") regulations

94030974304

93 SEP 13 PM 5:36

Lawrence M. Noble, Esq.
September 13, 1993
Page 2

under 14 C.F.R. § 374(a) or Federal Election Commission ("FEC") regulations under 11 C.F.R. § 114.9(e).

As to the specific charges of NLPC's complaint, the allegations miss the mark in every respect. Specifically, NLPC alleges that TRM violated the law in connection with the following bills to the Committee: 1) in February 1992, a TRM invoice for \$8,437.00 in expenses, 2) in April 1992, a TRM invoice for \$2,250.00 in expenses, and 3) in May 1992, a TRM invoice for \$297.50. No violations of law occurred with regard to any of those transactions as demonstrated below and supported by the affidavit attached as Exhibit 1.

1) Expense for \$8,437.00

The \$8,437.00 expense relates to two invoices from a licensed aircraft carrier Executive Jet Management ("Executive Jet"), one of many aircraft leasing companies that TRM uses in arranging flights for its clients. On March 2, 1992, the Committee paid Executive Jet \$8,437.00 to cover invoice #1024, dated February 14, 1992 in the amount of \$4,367 and invoice #1043, dated February 20, 1992, in the amount of \$4,070.00. Exhibits 2, 3 and 4. The Committee's payment check for these two invoices was mistakenly made payable to TRM. TRM simply endorsed the check and forwarded it to Executive Jet. Apparently, the Committee lost the original invoices for those flights and TRM sent copies of those invoices to the Committee with its own cover invoice, which may have caused the Committee to make the check payable to TRM in this one instance. Exhibit 5 (replacement invoice). In all other instances, the Committee paid Executive Jet directly for the cost of leasing the aircraft. In any event, no extension of credit occurred and all payments were made in compliance with FEC and FAA rules.

2) Expense for \$2,250.00

On March 31, 1992, TRM billed the Committee \$2,250.00 for travel consulting services. Specifically, TRM charged the Committee that amount for negotiating a series of flights that occurred on March 9 and 10, 1992.

94030974305

Lawrence M. Noble, Esq.
September 13, 1993
Page 3

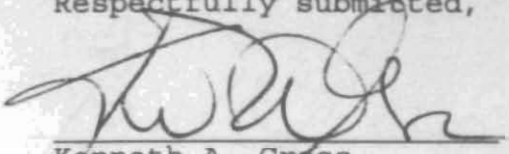
Exhibit 6. The Committee paid the bill on July 28, 1992. Exhibit 7 (payment in one check for \$2,250.00 and the \$297.50 cancellation fee discussed below). As noted in Mr. Marten's affidavit, that debt was handled in the same fashion that TRM handled other outstanding bills from its non-political clients. Exhibit 1. In fact, on April 30, 1993, TRM sent the Committee a reminder notice regarding that outstanding bill. Exhibit 8.

3) Expense for \$297.50

On April 30, 1992, TRM billed the Committee for a cancellation fee of \$297.50 in connection with a cancelled helicopter reservation in New York City. Exhibit 8. The Committee paid TRM's bill on July 28, 1992. Exhibit 7. Again, as in the case of the service provided for negotiating aircraft leases, TRM's services are not subject to FAA regulation or FEC rules concerning advance payment because the fee was not for use of an aircraft.

The attached affidavit and documentation specifically addresses each and every allegation in NLPC's complaint. The billing for TRM's invoices was handled in strict accordance with the Federal Election Campaign Act and the FEC's and FAA's regulations. Consequently, TRM respectfully requests that the Commission dismiss the complaint against TRM.

Respectfully submitted,


Kenneth A. Gross
Attorney for
Thomason, Richland,
& Martens, Inc.

Attachments

94030974306

94030974307

EXHIBIT 1

BEFORE THE FEDERAL ELECTION COMMISSION

In Re:

Thomason, Richland and Martens, Inc.

MUR 3797

Ohio
Hamilton County

AFFIDAVIT OF DARNELL MARTENS

I, Darnell Martens, being duly sworn, do depose and say:

1. I am President of Thomason, Richland & Martens, Inc. ("TRM"), an aviation consulting firm located in Cincinnati, Ohio.

2. TRM provided consulting services to Clinton for President Committee ("Committee") by arranging flights for the Committee. TRM was responsible for aircraft availability, aircraft safety, on board food service and other related services. TRM also attempted to obtain the most economical air service for the Committee.

3. TRM never advanced any travel expenses to the Committee. TRM did not extend credit to the Committee that was not in the ordinary course of business or substantially different to extensions of credit to nonpolitical debtors of similar risk and size of obligation.

94030974308

9 4 0 3 0 9 7 4 3 0 9

4. TRM has never chartered its own aircraft to the Committee. Rather, TRM provided the Committee only with operational consulting services.

5. As part of its dealings with the Committee, TRM arranged flights through Executive Jet Management, Inc. ("Executive Jet"), which is a licensed air carrier. Executive Jet billed the Committee for the flights Executive Jet provided to the Committee. Executive Jet sent invoices for approval to TRM, which in turn sent them to the Committee for payment. The Committee's debt for aircraft use was owed to Executive Jet, not TRM. TRM did not invoice the Committee for flights. The operators, such as Executive Jet, billed the Committee. In the instance described in paragraph 6, those two invoices were originally sent to the Committee by Executive Jet but the Committee lost those invoices. Consequently, I obtained copies of the those invoices and sent them to the Committee with a cover invoice requesting payment on behalf of Executive Jet. As a result, the Committee mistakenly sent the payment check to TRM, which, as described in paragraph 6, TRM simply endorsed and physically handed the payment to Executive Jet.

6. A charge of \$8,437.00 was a debt owed to Executive Jet for charter flights. The \$8,437.00 charge was derived from two separate invoices from Executive Jet, Executive Jet invoice #1024, dated February 14, 1992, in the amount of \$4,367.00, and Executive Jet invoice #1043, dated February 20, 1992, in the amount of \$4,070.00. Those invoices were paid in full by the

94030974310

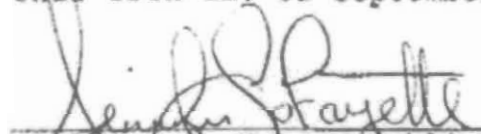
Committee with check #6998 on March 2, 1992. The payment check, as described in paragraph 5, was mistakenly written to TRM, which endorsed the check and forwarded the payment to Executive Jet. None of the charged amount was advanced by, owed to, or retained by TRM. In all other instances, the Committee paid Executive Jet directly for the cost of leasing the aircraft.

7. The Committee was billed \$2,250.00 by TRM for consulting services. TRM invoice #10010, dated March 31, 1992, in the amount of \$2,250.00, charged the Committee for my time in negotiating a series of flights which occurred on March 9 and 10, 1992. The \$2,250.00 charge was a bill for services rendered by TRM to the Committee in the ordinary course of business in the same fashion that TRM bills other clients. The \$2,250.00 charge was paid for by the Committee with check #11476 on July 28, 1992.

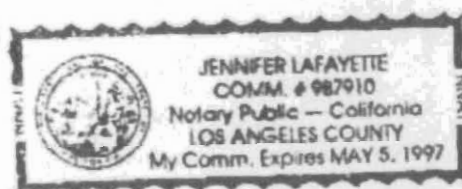
8. The Committee was billed \$297.50 due to the cancellation fee for a helicopter reservation in New York City for a flight which was canceled. TRM invoice #10014, dated April 30, 1992, in the amount of \$297.50, was paid for by the Committee with check #11476 on July 28, 1992.


Darnell Martens

Signed and sworn to before me
this 13th day of September 1993


Notary Public

State of California
County of Los Angeles³



94030974311

EXHIBIT 2

CLINTON FOR PRESIDENT COMMITTEE

Date 02/02/92

T R M, INC.

Invoice	Inv. Date	Dep. Amt.	Discrepan	Prev. Unls.	Due	amt. Paid
1024	02/14/92				8,437.00	
		8,437.00				8,437.00
Total					8,437.00	
		8,437.00				8,437.00

CLINTON FOR PRESIDENT COMMITTEE

P.O. BOX 815
LITTLE ROCK, AR 72203

WORTHEN
NATIONAL BANK OF ARKANSAS
LITTLE ROCK, AR 72203
51-7-820

6398

02/02/92 *****8,437.00

DATE AMOUNT

***** Eight Thousand
***** Four Hundred Thirty Seven Dollars and No Cents
T R M, INC.
4536 AIRPORT ROAD
CINCINNATI, OH 45226

TWO SIGNATURES REQUIRED IF OVER \$500.00

[Signature]

NOT NEGOTIABLE

***** 1030000071002 ***** 51

94030974312
PAY TO THE ORDER OF

EXHIBIT 3

94030974313

Executive Jet

TO:

TRM Inc.
4536 Airport Road
Cincinnati, OH 45226
ATTN: Darnell Martens

PLEASE SEND REMITTANCE TO:

~~EXECUTIVE JET CHARTER SALES
85 Chestnut Ridge Road
Montvale, NJ 07645~~

Invoice No.	Invoice Date	Trip No.	Trip Date	Aircraft Tail No. Aircraft Type
1024	02/14/92	774	02/12/92 02/12/92	N220KC MERLIN IIIB

PASSENGER(s): Bruce Garamella

ITINERARY: HARTFORD / MANCHESTER / SPRINGFIELD / PORTSMOUTH
HARTFORD

AIRCRAFT CHARGE				\$ 3630.00
WAITING CHARGE	4.4	@ \$	50.00	\$ 220.00
LANDINGS	4.0	@ \$	30.00	\$ 120.00
SUBTOTAL:				\$ 3970.00
FEDERAL EXCISE TAX				\$ 397.00
TOTAL DUE				\$ 4367.00

Brokered to Aviation Services, Inc
Flight times: (leg 1).7 (leg 2).7 (leg 3).9 (leg 4)1.0

PAYMENT: DUE UPON RECEIPT

Please contact Becky O'Banion at (513) 871-2004 if you
have any questions regarding this invoice.

THANK YOU FOR THE OPPORTUNITY TO BE OF SERVICE

94030974314

94030974315

EXHIBIT 4

Executive Jet

TO:

TRM Inc.
4536 Airport Road
Cincinnati, OH 45226
ATTN: Darnell Martens

PLEASE SEND REMITTANCE TO:

EXECUTIVE JET CHARTER SALES
4536 Airport Road
Cincinnati, OH 45226

Invoice No.	Invoice Date	Trip No.	Trip Date	Aircraft Tail No. Aircraft Type
1043	02/20/92	783	02/13/92 02/14/92	N501AB MERLIN IIIB

PASSENGER(s): I. WYMAN
C. JOHNSON
M. HONER
M. COOPER
C. WILKIE
R. BROWNSTEIN
R. LILLESTIN
S. COHEN
S. SAWOIA
R. STRAUSS
E. CLATT
M. HALPERN
G. ITEL

ITINERARY: HARTFORD / PORTSMOUTH / LEBANON / MANCHESTER / HARTFORD

AIRCRAFT CHARGE				\$	3380.00
WAITING CHARGE	4.0	@ \$	50.00	\$	200.00
LANDINGS	4.0	@ \$	30.00	\$	120.00
SUBTOTAL:				\$	3700.00
FEDERAL EXCISE TAX				\$	370.00
TOTAL DUE				\$	4070.00

PAYMENT: DUE UPON RECEIPT

Please contact Becky O'Banion at (513) 871-2004 if you
have any questions regarding this invoice.

94030974316

94030974317

EXHIBIT 5

REPLACEMENT INVOICE

February 21, 1992

FROM:

TRM, INC.
4536 AIRPORT ROAD
CINCINNATI, OH 45226

TO:

THE CLINTON FOR PRESIDENT COMMITTEE, INC.
LITTLE ROCK, AR

This invoice replaces and corrects prior invoice:

Aircraft Charge per attached	\$ 4,367.00
Aircraft Charge per attached	<u>\$ 4,070.00</u>
TOTAL DUE	\$ 8,437.00

Charges by leg:

2/12/92:

Leg 1:	Hartford to Manchester	\$ 926.33
Leg 2:	Manchester to Springfield	\$ 926.33
Leg 3:	Springfield to Portsmouth	\$1191.00
Leg 4:	Portsmouth to Hartford	\$1323.34

2/13 & 14/92:

Leg 1:	Hartford to Portsmouth	\$1399.07
Leg 2:	Portsmouth to Lebanon	\$1017.50
Leg 3:	Lebanon to Manchester	\$ 763.13
Leg 4:	Manchester to Hartford	\$ 890.30

94030974318

94030974319

EXHIBIT 6



TRM, Incorporated
4536 Airport Road
Cincinnati, Ohio 45226

INVOICE

Invoice submitted to:

Clinton For President, Incorporated
1220 West 3rd Street
Little Rock, AR 72201
ATTN: David Buxbaum

March 31, 1992

#10010

Additional charges

Amount

3/9/92	3/9/92: Flight administration for McNall B727 flight -	1,150.00
--------	--	----------

Orlando to Ft Lauderdale to Tampa to Little Rock

3/10/92	3/10/92: Flight administration for McNall B727 flight -	1,100.00
---------	---	----------

Little Rock to Chicago then ferry to Bedford, MA

Total costs	\$2,250.00
-------------	------------

Previous balance	\$11,700.00
------------------	-------------

Clinton For President, Incorporated
March 31, 1992

Page 2

	<u>Amount</u>
3/30/92 -Payment - Thank You	<u>(\$11,700.00)</u>
Balance due	<u><u>\$2,250.00</u></u>



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EXHIBIT 7

Ref.	Inv. Number	Inv. Date	Inv. Amount	Amount Paid
3828	033092	03/30/92	2,250.00	2,250.00
TRX DESCRIPTION: BC Private Plane				
9327	10014	04/30/92	297.50	297.50
TRX DESCRIPTION: Cancelled Helicopter NY 4/2				

62,547.50

CLINTON FOR PRESIDENT COMMITTEE

PHONE (501) 573-1000
P.O. BOX 915
LITTLE ROCK, AR 72203

WORTHEN NATIONAL BANK
LITTLE ROCK, AR 72203
501-7-0001

11476

07/28/92 *****2,547.50

*****2,547 DOLLARS AND 50 CENTS

DATE

AMOUNT

TRM, Inc.
4536 Airport Rd.

TWO SIGNATURES REQUIRED IF OVER \$5000.00

Cincinnati, OH 45226

NOT NEGOTIABLE

940303074323

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EXHIBIT 8



TRM, Incorporated
4536 Airport Road
Cincinnati, Ohio 45226

INVOICE

Invoice submitted to:

Clinton For President, Incorporated
1220 West 3rd Street
Little Rock, AR 72201
ATTN: David Buxbaum

April 30, 1992

#10014

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Additional charges

Amount

4/29/92

4/2/92: Cancellation fee on helicopter for J. Kennedy. National Helicopter. Receipt attached.

297.50

Total costs

\$297.50

Previous balance

make up for McNall fees

\$2,250.00

Balance due

\$2,547.50

CAC 0058

LAW OFFICES
MYMAN, ABELL, FINEMAN & GREENSPAN

11777 SAN VICENTE BOULEVARD
SUITE 880
LOS ANGELES, CALIFORNIA 90049-5061

LESLIE B. ABELL
THOMAS J. FINEMAN
MICHAEL K. GOLDSMITH
ERIC R. GREENSPAN
JEFFREY TAYLOR LIGHT
ROBERT M. MYMAN

OF COUNSEL
JAMES G. KORSEN
A PROFESSIONAL CORPORATION
IRA B. SELSKY

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TELEPHONE
(310) 820-7717
TELECOPIER
(310) 207-2680

October 1, 1993

VIA FEDERAL EXPRESS

Lawrence M. Noble, Esq.
General Counsel
Federal Election Commission
999 E Street, N.W.
Washington, D.C. 20463

Re: **MUR 3797/Thomas Aircraft Corporation**

Dear Mr. Noble:

This response is filed on behalf of Thomason Aircraft Corporation ("Thomason") in response to a Complaint filed by the National Legal and Policy Center ("NLPC"), in which the NLPC claims that Thomason made prohibited corporate contributions and advanced travel expenses to the Clinton for President Committee (the "Committee"). The transactions from which these complaints stem consist of the use of Thomason aircraft by the Committee during the 1992 presidential primary campaign.

I. Background.

During 1991 and 1992, the Clinton for President Committee utilized aircraft owned by Thomason Aircraft Corporation. Thomason planes were provided in conjunction with Trans-Exec Air Services, Inc. ("Trans-Exec") pursuant to a joint operating agreement between Thomason and Trans-Exec. Attached hereto and incorporated herein by reference as Exhibit "1" is a copy of the letter from Thomason to the Committee dated November 22, 1991 notifying the Committee of the working arrangement between Thomason and Trans-Exec.

In its complaint, NLPC alleged that Thomason either "inexplicably" reduced Committee debts or advanced flight expenses to the Committee beyond the limits set forth in Federal Election Commission ("FEC") or FAA regulations, thus resulting in prohibited corporate contributions by Thomason to the Committee.

These allegations are entirely false. No such violations were committed by either Thomason or the Committee. NLPC was mistaken in its conclusions for a number of reasons. NLPC derived the amounts it claims were compromised from the debts owed to an unrelated party, and so incorrectly calculated the

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amounts which were owed by the Committee to Thomason. Furthermore, NLPC drew its conclusions on the basis of the Committee's original debt schedules; yet, the Committee had filed amended debt schedules over a month prior to the date that NLPC made its complaint. These debt schedules make clear that no improper extension of credit occurred.

II. NLPC Incorrectly Utilized the Committee's Debt Schedules.

NLPC's incorrect reading of the Committee's debt schedules spawned inaccurate allegations for several reasons. In attempting to determine the debts which the Committee owed Thomason, NLPC combined the debts owed Thomason with those owed to a separate corporation, referred to in the debt schedules as "TAC, Inc." However, NLPC erred in that TAC, Inc. does not refer to Thomason Aircraft Corporation, but rather Truman Arnold Corporation, an entity with absolutely no relation to any of the parties addressed in the complaint. Had NLPC made the effort to research its allegations, rather than make baseless accusations, it would have realized its mistake. NLPC's computations were made by comparing debts owed to Thomason at the end of one month with debts owed to TAC, Inc. at the beginning of the next. It is therefore natural that there was no correlation between the amounts, as they were separate, unrelated entities.

In addition, by using the original debt schedules, rather than the readily available amended schedules, NLPC relied on incorrect figures on which to base its incorrect allegations. The original debt schedules did not reflect the working arrangement between Thomason and Trans-Exec which allowed the Committee to pay either company for submitted invoices. Accordingly, to determine the correct payments and balances, the Committee's transactions with Thomason and Trans-Exec must be combined. The amended debt schedules show the correct balances and the month-to-month debts owed Thomason and Trans-Exec.

III. Thomason's Provision of Aircraft Services Was in Full Compliance with the Law.

At no time did Thomason make improper extensions of credit. Since the Committee utilized Thomason aircraft pursuant to a permitted commercial arrangement, the payment terms contained in 11 CFR §116.3(d) were applicable to the flights set forth in Exhibit 2 which is attached hereto and incorporated by reference. As demonstrated in Exhibit 2, there was never an extension of credit when there was an outstanding overdue indebtedness owed to Thomason from the Committee. See 14 CFR Part 374a and 11 CFR §116.3(d).

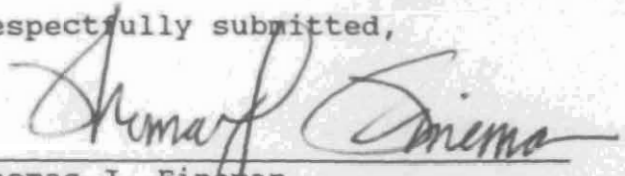
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Lawrence M. Noble, Esq.
October 1, 1993
Page 3

IV. Conclusion.

Based on the reports on file at the FEC and the documents underlying the transactions between Thomason and the Committee, none of NLPC's allegations with respect to Thomason can be substantiated. At no time did Thomason make unlawful corporate contributions or extend unlawful credit to the Committee. Thus, this complaint is wholly without merit and must be dismissed.

Respectfully submitted,



Thomas J. Fineman
Attorney for
Thomason Aircraft Corporation

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Date: November 22, 1991
To: Mr. David Watkins
Of: Clinton Campaign
P.O. Box 615
Little Rock, AK 72203

DATE REC'D DEC 2 1991
DATE ANSWERED _____
LETTER CODE _____ FILE CODE _____
D.P. INITIALS _____ PROD. INITIALS _____

Dear David,

Pertaining to our telephone conversation, Trans-Exec Air Services Inc. and Thomason Aircraft Corporation work under a joint operating agreement. Payments to either company on charter invoices is appropriate. Feel free to make checks payable to either company.

As Always,
Harry Thomason
Harry Thomason
President

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<u>Flight Date</u>	<u>Flight Cost</u>	<u>Check Date</u>	<u>Check Amount</u>
10/6-11/9/91	\$20,878	10/4/91	\$35,000
11/13-11/16/91	10,050	11/11/91	15,000
11/18-11/23/91	15,809	11/18/91	10,000 + remaining balance
11/23-11/26/91	11,885	11/29/91	25,000
12/1-12/4/91	12,390		remaining balance
12/4/91	3,396	12/9/91	15,000
12/5-12/8/91	13,698	12/13/91	5,000 + remaining balance
12/9-12/12/91	20,289	12/17/91	20,000 + remaining balance
12/13-12/16/91	14,703	1/3/92	50,000
12/17/91	15,238		
1/5-1/10/92	23,156	3/30/92	22,939 + remaining balance
1/10-1/14/92	26,360		
1/14/92	2,080	2/24/92	25,298
1/14-1/21/92	23,218		
1/24-2/10/92	68,565	2/25/92	68,565
1/23-1/26/92	33,457.50	1/31/92	33,457.50
1/30/92	1,358	1/30/92	1,358
1/30/92	1,358	1/30/92	1,358
3/11/92	2,830.68	3/11/92	2,830.68
4/7/92	754	4/7/92	754
5/7/92	600	5/7/92	600
5/8/92	3,011	5/8/92	3,011

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FEDERAL ELECTION COMMISSION
999 E Street, N.W.
Washington, D.C. 20463

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FIRST GENERAL COUNSEL'S REPORT

MUR # 3797
DATE COMPLAINT RECEIVED
BY OGC: July 20, 1993
DATE OF NOTIFICATION TO
RESPONDENTS: July 26, 1993
DATE ACTIVATED: November 22, 1993
STAFF ATTORNEY: Holly Quate

COMPLAINANT: National Legal & Policy Center

RESPONDENTS: Clinton for President Committee and Robert A.
Farmer, as treasurer

Thomason Aircraft Corporation

Thomason, Richland & Martens, Inc.

Truman Arnold Companies

RELEVANT STATUTES
AND REGULATIONS:

2 U.S.C. § 441b(a)
2 U.S.C. § 441b(b)(2)
11 C.F.R. § 100.7(a)(4)
11 C.F.R. § 114.1(a)(1)
11 C.F.R. § 114.9(e)
11 C.F.R. § 116.3(c)
11 C.F.R. § 116.3(d)
11 C.F.R. § 116.4
14 C.F.R. § 374a.4(4)(i)
14 C.F.R. § 374a.4(5)(ii)

INTERNAL REPORTS CHECKED: Disclosure Reports

FEDERAL AGENCIES CHECKED: None

I. GENERATION OF MATTER

This matter was generated by a signed, sworn, and
notarized complaint from the National Legal & Policy Center
("NLPC") alleging that the Thomason Aircraft Corporation
("Thomason Aircraft") and Thomason, Richland & Martens, Inc.
("TRM") made unlawful corporate contributions to the Clinton

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for President Committee (the "Committee"), and that the Committee accepted those contributions, in violation of the Federal Election Campaign Act of 1971, as amended (the "Act"). (Attachment 1). According to the complaint, Complainant National Legal & Policy Center is a non-profit charitable and educational organization whose primary purpose is to foster ethics in government. The Clinton for President Committee was the authorized, principal campaign committee of then-candidate Bill Clinton during the 1992 presidential primary election campaign. The NLPC contends that two of the Committee's vendors, Thomason Aircraft and Thomason, Richland & Martens, improperly extended credit for airfare and travel expenses to the Committee during the 1991-92 primary campaign and that Thomason Aircraft improperly forgave portions of the Committee's debts. The allegations are based in part on published reports that Harry Thomason, the owner of Thomason Aircraft and part-owner of TRM, is a close friend of Clinton's. Complaint, p. 5 (Attachment 1, p. 5).

The complaint further alleges that Thomason Aircraft is "also known as TAC Air." (Attachment 1, p. 2). As discussed below, "TAC Air" is not the acronym for Thomason Aircraft. Rather, it is the name of a division of the Truman Arnold Companies, and has no connection to Thomason or TRM. The Committee, the Truman Arnold Companies, TRM, and Thomason Aircraft each filed a response to the Complaint. (Attachments 2, 3, 4, and 5).

After a thorough review of the responses, the affidavit of

TRM's President, Darnell Martens, the documentation provided by Respondents, and the Committee's disclosure reports, this Office believes that none of the allegations in the complaint is supported by the record. First, the charge that Thomason Aircraft improperly forgave the Committee's debts appears to stem from a case of mistaken identity. Because the complainant apparently confused two different vendors identified in the Committee's disclosure reports, it incorrectly assumed that the Committee's debts to Thomason Aircraft had been forgiven -- when, in fact, they had not. Furthermore, the evidence does not support the claims that Thomason Aircraft or TRM made any improper extensions of credit to the Committee. Therefore, because the allegations in the complaint are not supported by the record, there appears to be no reason to believe that any of the Respondents violated the Act as alleged.

II. FACTUAL AND LEGAL ANALYSIS

The Act provides that it is unlawful for any corporation to make a contribution or expenditure in connection with any federal election. 2 U.S.C. § 441b(a). Furthermore, candidates and political committees may not knowingly accept or receive such prohibited contributions. Id. A "contribution or expenditure" within the meaning of the Act includes "any direct or indirect payment, distribution, loan, advance, deposit, or gift of money, or any services, or anything of value [except a loan of money by a national or State bank]" to any candidate or campaign committee in connection with a federal election. 2 U.S.C. § 441b(b)(2). See also 11 C.F.R. § 114.1(a)(1).

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According to the controlling regulations, an extension of credit by a vendor to a candidate or political committee is a contribution unless the credit is extended in the ordinary course of the vendor's business and the terms are substantially similar to extensions of credit to nonpolitical debtors that are of similar risk and size of obligation. 11 C.F.R. § 100.7(a)(4). An extension of credit to a committee by any person for a length of time beyond normal business or trade practice is a contribution, unless the creditor has made a commercially reasonable attempt to collect the debt. Id. See also 11 C.F.R. § 116.3(c) (listing factors used in determining whether credit was extended in the ordinary course of business). If a debt owed by a political committee is forgiven or settled for less than the amount owed, a contribution results unless the debt is settled in accordance with the applicable regulations. 11 C.F.R. §§ 100.7(a)(4), 116.4.

In the case of a federally regulated entity such as a licensed air carrier, the Commission may look to the regulations promulgated by the appropriate regulatory agency in order to determine whether an extension of credit was made in the ordinary course of business. 11 C.F.R. § 116.3(d). In this case, the relevant Department of Transportation ("DOT") regulation provides that a licensed air carrier may not extend unsecured credit to a candidate as long as any "overdue indebtedness" remains unpaid, in whole or in part. 14 C.F.R. § 374a.4(4)(i). "Overdue indebtedness" is a term of art defined by regulation. If a bill is unpaid more than 25

days after the last day of the billing period, the carrier, within 7 days, is to notify the candidate of the amount of the indebtedness. If the bill is not paid within 25 days of that notice, the outstanding balance is deemed an "overdue indebtedness." 14 C.F.R. § 374a.4(5)(ii). Thus, for purposes of this regulation, an indebtedness is "overdue" when it remains unpaid for more than 57 days after the last day of the billing period.

Finally, a candidate or a person traveling on behalf of a candidate who uses an airplane which is owned or leased by a corporation which is not licensed to offer commercial services for travel must, in advance, reimburse the corporation for the regularly scheduled first class airfare, or, when no first class airfare is available, for the usual charter rate. 11 C.F.R. § 114.9(e).

The allegations against TAC Air, Thomason Aircraft, TRM and the Committee will be discussed in turn.

A. The Truman Arnold Companies (TAC Air)

The complaint alleges that Thomason Aircraft Corporation is "also known as TAC Air Inc." (Attachment 1, p. 2). Therefore, this Office notified the company identified in the Committee's reports as "TAC Air" that it is a Respondent in this case. In response, an entity named "the Truman Arnold Companies" submitted a letter from its Director of Administration, James H. Day, stating that neither the Truman Arnold Companies, nor its general aviation services division, TAC Air, has any connection with Harry Thomason, Thomason

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Aircraft Corporation, or Thomason, Richland & Martens, Inc. (Attachment 2). This claim is not disputed by the other Respondents. The Committee and Thomason Aircraft also maintain that "TAC Air Inc." refers to the Truman Arnold Companies, not Thomason Aircraft. See Response of the Clinton for President Committee, p. 2, n.2 (Attachment 3, p. 2); Response of Thomason Aircraft, p. 2 (Attachment 5, p. 2).

Under the circumstances, it appears that the Truman Arnold Companies was named as a Respondent by mistake. The complaint makes no allegations against the Truman Arnold Companies, and the Truman Arnold Companies has no connection to the other Respondents. Therefore, based on the allegations of the complaint, there appears to be no reason to believe that this Respondent violated 2 U.S.C. § 441b(a) or any of the applicable regulations.

B. The Thomason Aircraft Corporation

Thomason Aircraft Corporation owns a number of airplanes. Trans-Executive Air Services, Inc. ("Trans-Exec") is a licensed air carrier which holds an air charter certificate for the planes. During the primary campaign, the Committee used one of Thomason's aircraft. Arrangements for the use of the plane were made either directly through Thomason, or, for

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approximately three months, by chartering the aircraft through Trans-Exec. Under the charter arrangement, the Committee was advised that Thomason Aircraft and Trans-Exec were operating under a joint operating agreement, and that payment could be made to either company. See Response of Clinton for President Committee, Exhibit A (Attachment 3, p. 9). (The terms of the joint operating agreement are not in the record). The allegations against Thomason will be discussed in turn.

1. The Alleged Reduction of
the Committee's Debts

The complaint first alleges that Thomason Aircraft improperly reduced some of the Committee's debts. Specifically, the NLPC claims that in February, 1992, Thomason Aircraft advanced to the Committee \$38,268.20 in airfare, yet the March report reflects a balance owing to "TAC Air" of only \$9,370.18. Apparently, based on the incorrect assumption that "TAC Air" stands for "Thomason Aircraft Corporation," the NLPC concluded that Thomason Aircraft "inexplicably" forgave part of the February debt. Similarly, the complaint alleges that the Committee reported a balance owing of \$16,338.68 to Thomason Aircraft in May, June, and July, 1992, which amount was "inexplicably" reduced to \$13,602.43 in the Committee's August report. See Complaint, pp. 3-4. (Attachment 1, pp. 3-4).

As discussed above, "TAC Air" is the acronym for the "Truman Arnold Companies" -- not Thomason Aircraft Corporation. Thus, it appears that the NLPC incorrectly assumed that a debt of more than \$38,000 reportedly owed to Thomason Aircraft in

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February was reduced to approximately \$9,000, the amount reportedly owing to TAC Air in March. The amounts reflected on the reports did not reconcile, however, because Thomason and TAC Air are not the same vendor.

The NLPC's apparent misunderstanding may be explained, in part, by the fact that Thomason Aircraft was doing business under a joint operating agreement with Trans-Exec, and the Committee was permitted to make its payments to either vendor. See Response of Clinton for President Committee (Attachment 3, p. 9). Thus, a balance was reported due to "Thomason" in February, yet no entry for "Thomason" appears on the reports for March or the ensuing months. Instead, the Committee's payment is reflected in the entry for "Trans-Exec."

Despite the apparently confusing entries in the original reports, the Committee's amended schedules of debts and obligations plainly reflect separate entries for "Thomason/Trans-Exec" and "TAC Air, Inc."² The outstanding balances for each vendor are accurately forwarded from month to month, and all payments are correctly subtracted. From a review of the amended reports, it appears that none of the Committee's debts to any of the vendors at issue was reduced without payment or forgiven. (A summary of the relevant obligations and payments to each vendor as reflected on the Committee's amended reports is appended as Attachment 6. The

2. Apparently, the NLPC did not review the amended reports which were filed on July 2, 1993, 18 days before the filing of the complaint.

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relevant pages from the amended reports are appended as Attachment 7). As further support for its position, the Committee submitted a list of debts incurred and payments to Thomason/Trans-Exec, along with a copy of the relevant invoices and checks. That list further demonstrates that all flights were paid for in full, and no balances were improperly reduced. See Response of the Clinton for President Committee, Exhibit B. (Attachment 3, pp. 11-14).

2. The Use of Corporate Aircraft

Next, the complaint alleges that Thomason Aircraft made a corporate contribution by providing the Committee with the use of its corporate-owned airplane without obtaining payment in advance. 11 C.F.R. § 114.9(e)(1) provides that:

A candidate, candidate's agent, or person traveling on behalf of a candidate who uses an airplane which is owned or leased by a corporation. . . other than a corporation. . . licensed to offer commercial services for travel in connection with a Federal election must, in advance, reimburse the corporation. . . --

(i) In the case of travel to a city served by regularly scheduled commercial service, the first class air fare;

(ii) In the case of travel to a city not served by a regularly scheduled commercial service, the usual charter rate.

(emphasis added).

In this case, the aircraft in question was owned by Thomason Aircraft Corporation, which did not hold a license to offer commercial services. There were two separate arrangements for the Committee's use of the plane. Under the first arrangement, the Committee dealt

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directly with Thomason, and made all payments in advance,
as required by section 114.9(e).

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The second arrangement under which the Committee used the Thomason plane was through a commercial charter company. Specifically, on January 14, 1992, the Committee entered into a contract for charter services with Trans-Exec, which held an airline charter certificate for

the plane. It appears that this arrangement continued until approximately March, 1992. According to information provided by the California Secretary of State, Trans-Exec was incorporated in 1979 as an air charter service. Trans-Exec's officers, Mischa Hausserman, President, and David L. Bilson, Vice President, have no apparent relationship to any of the Respondents. Nor were they contributors to the Clinton campaign.

Under the contract with Trans-Exec, the Committee agreed to pay, among other fees, \$1,600 per hour for flight time and \$50 per hour for pilot stand-by time. (A copy of the agreement, which was obtained from the Audit Division, is appended as Attachment 8). As noted above, Thomason and Trans-Exec were working under a joint operating agreement, and payment could be made to either company. (Attachment 3, p. 9).

For services provided under the charter contract, Trans-Exec billed the Committee after the flights were completed. Between mid-January and mid-March, 1992, the bills totaled approximately \$127,000. The Committee paid all of Trans-Exec's bills either in advance, or within 30 days of the end of the billing cycle. Response of Clinton for President Committee, Exhibit B. (Attachment 3, pp. 11-14).

This Office does not know why the Committee began chartering the plane in January, instead of making arrangements directly through Thomason Aircraft. It

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appears, however, that chartering aircraft during the primary was the Committee's standard operating procedure. It used several air charter companies in addition to Trans-Exec during the time period in question.⁴

According to the complaint, because the owner of the airplane, Thomason Aircraft Corporation, was not licensed to offer commercial services, the Committee should have made all payments in advance for the use of the plane, in accordance with 11 C.F.R. § 114.9(e). This allegation ignores the contract entered into with Trans-Exec, a licensed air charter company. In view of that contract, it does not appear that the Committee's use of the airplane under the contract for charter services with Trans-Exec is governed by section 114.9(e). Rather, it appears that the charter arrangement in this case falls within the terms of 11 C.F.R. § 100.7(a)(4) (requiring that a vendor's extension of credit to candidates and committees be made in the ordinary course of business and under terms similar to those afforded nonpolitical

4. For example, the Committee's amended disclosure report for February, 1992 reflects approximately \$155,000 in debt incurred to "Jet Fleet" and \$19,307.50 to TAC Air for air charter services. (Attachment 7, pp. 2 and 3.) The March report reflects a debt incurred to "Jet Fleet" of \$48,677.20, to Executive Express Charters for \$2,128.00, and to Central Flying Service for \$217.06, all for air charter services. (Attachment 7, pp. 7, 8, and 9).

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debtors) and 11 C.F.R. § 116.3(c) (listing factors used in determining whether credit was extended in the ordinary course of business).

Furthermore, it appears that the requirements of section 100.7(a)(4) were met. There is nothing to suggest that the rate at which Trans-Exec billed the Committee -- \$1,600 per hour -- was anything less than fair market value. In addition, the Committee paid all of Trans-Exec's bills in advance, or promptly after receiving a bill -- within 30 days at the latest. Finally, there are no facts which suggest that Trans-Exec's extension of credit to the Committee was outside the ordinary course of its business.

In summary, it appears that apart from no longer having to make payments in advance, the Committee obtained no special advantage by entering into the charter contract. Further, it was not an exclusive arrangement. The Committee routinely chartered airplanes from a number of companies during the first quarter of 1992, at a cost of several hundred thousand dollars, including \$127,000 to Trans-Exec. Moreover, it appears that Trans-Exec charged the Committee at fair market value and offered no unusual credit terms. Finally, the Committee paid Trans-Exec's bills promptly. Based on these facts, it appears that

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the Committee's agreement with Trans-Exec was an arm's-length business relationship. For this reason, and because Trans-Exec was a licensed air carrier, it appears that section 114.9(e) does not govern the flights at issue. Therefore, there appears to be no reason to believe that the Committee received a corporate contribution when it contracted with Trans-Exec to charter the Thomason airplane.

3. The Alleged Violation of the DOT Regulation

Finally, the complaint alleges that Thomason Aircraft violated the DOT regulation governing the extension of credit by licensed air carriers, 14 C.F.R. § 374a, by extending credit to the Committee at a time the Committee had an "overdue indebtedness" within the meaning of the regulation. For the reasons discussed above, this claim is not supported by the record. First, Thomason is not a licensed air carrier. Next, the Committee's payments to Trans-Exec for charter services were made either in advance or, at the latest, within 30 days of the flight. (Attachment 3, pp. 11-14). Therefore, there is no support for the claim that Thomason Aircraft advanced credit to the Committee when it had an "outstanding indebtedness" beyond the 57 day period specified in 14 C.F.R. §§ 374a.4(4)(i) and (5)(ii).

In conclusion, the Committee's response and its amended disclosure reports demonstrate that, because TAC Air and Thomason Aircraft are not the same vendor, there

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is no merit to the allegation that Thomason Aircraft improperly forgave any portion of the Committee's debts. Nor does the record support the claim that the Committee received a corporate contribution when it used the Thomason airplane pursuant to the agreement with Trans-Exec. Accordingly, there appears to be no reason to believe that the Thomason Aircraft Corporation violated 2 U.S.C. § 441b(a), or any applicable regulation.

C. Thomason, Richland & Martens, Inc. (TRM)

According to the complaint, Thomason, Richland & Martens, Inc. was in the business of advising companies on aircraft purchases, but expanded its business during the primary campaign in order to provide consulting services to the Committee. Complaint, p. 4 (Attachment 1, p. 4). For that reason, the complainant contends that TRM's extension of credit to the Committee was not in the "ordinary course" of its business. Complaint, p. 8 (Attachment 1, p. 8). Complainant provides no factual support for its claim that TRM expanded its business specifically for the Clinton campaign.

In response, TRM proffers that it is in the business of providing travel consulting services, which is not simply limited to advising clients on the purchasing of aircraft. In this case, TRM explains that its services for the Committee included arranging for its private aircraft transportation, as well as arranging for on-board food service. Response of Thomason, Richland and Martens,

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Inc., p. 1 (Attachment 4, p. 1).

In addition, TRM submitted the sworn affidavit of its President, Darnell Martens (the "Martens Affidavit") (Attachment 4, pp. 5-7). In his affidavit, Martens characterizes TRM as an "aviation consulting firm." Martens Affidavit, paragraph 2 (Attachment 4, p. 5). He further declares that "TRM did not extend credit to the Committee that was not in the ordinary course of business or substantially different to extensions of credit to nonpolitical debtors of similar risk and size of obligation." Martens Affidavit, paragraph 3 (Attachment 4, p. 5).

Although the Martens Affidavit tends to be conclusory, there is evidence to corroborate his declarations and nothing in the record to contradict them.

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Consequently, because of the lack of factual support for the claim that providing consulting services was not TRM's regular line of business, there appears to be no evidence to support the allegation that any extension of credit by TRM was not in the "ordinary course" of its business. (Even if TRM did "expand its business," as alleged, it is not clear how that in and of itself would constitute a violation of the Act as long as TRM treated all of its customers of similar risk and size in the same fashion).

Next, the complaint specifically alleges that TRM improperly advanced travel expenses to the Committee in the amounts of \$2,250, \$8,437, and \$297.50. Complaint, p. 5 (Attachment 1, p. 5). Aside from the general allegation, discussed above, that TRM's provision of services to the Committee was not its ordinary course of business, complainant offers two additional theories to support the allegation that these advances were corporate contributions. First, the NLPC asserts that "if the travel expenses were for the use of aircraft owned or leased by TRM," the bills should have been paid in advance if TRM was not licensed to offer commercial services for travel. In the alternative, complainant argues that if

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TRM was licensed, it should not have extended credit to the Committee at a time the Committee had an "overdue indebtedness" as defined by DOT regulation. Complaint, p. 8 (Attachment 1, p. 8).

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In its response, TRM submitted the relevant invoices and checks as attachments to the Martens Affidavit. It appears that none of the bills in question was for the use of aircraft, as alleged. The first, in the amount of \$2,250, is for "Flight administration for McNall B727 flight" for two flights on March 9 and 10, 1992. Martens Affidavit, Exhibit 6. (Attachment 4, p. 17). According to the Audit Division, "McNall B727" refers to a Boeing 727 aircraft owned by "McNall Aviation." TRM proffers that this bill was for Martens' time expended in negotiating the flights. Because it appears that Martens' services included negotiating flights for the Committee, and because it is unlikely that a bill as small as \$2,250 was for the use of a 727 aircraft, it appears that the billing notation of "flight administration" refers to Martens' negotiation services, and not to the use of the aircraft.

The invoices also appear to support Martens' declarations that the Committee was billed for services in the same fashion as other clients and that TRM treated the

Committee no differently from its other clients in seeking payment for the bill.⁷ The \$2,250 charge first appeared on TRM's March 31 invoice. Martens Affidavit, Exhibit 6 (Attachment 4, p. 17). TRM included a notice of the Committee's past due balance in its April 30, 1992 invoice. Martens Affidavit, Exhibit 8 (Attachment 4, p. 22). It sent another notice of the \$2,250 unpaid balance on July 22, 1992. Response of Clinton for President Committee, Exhibit C (Attachment 3, p. 176). The Committee paid the bill on July 28, 1992. Martens Affidavit, Exhibit 7 (Attachment 4, p. 20).

With regard to the bill for \$2,250, it appears that TRM billed the Committee in the ordinary course of business, and made commercially reasonable efforts to collect the bill when it sent the Committee reminders of its past due balance in its April 30 invoice and its July 22 notice. Moreover, the Committee paid the bill in full on July 28. Even though this bill was not paid by the due date in April, it appears that TRM followed its ordinary billing practices when it sent the Committee reminders of its outstanding balance. Under these circumstances, it does not appear that simply because the

7. "The \$2,250.00 charge was a bill for services rendered by TRM to the Committee in the ordinary course of business in the same fashion that TRM bills other clients. . . ." Martens Affidavit, paragraph 7 (Attachment 4, p. 7).

Committee did not pay the \$2,250 bill on time, that extension of credit amounted to an unlawful contribution by TRM.

Next, a balance due of \$8,437.00 appeared because TRM forwarded to the Committee a bill for two charter flights from another vendor, Executive Jet Management, Inc. (whose invoice was inadvertently sent to TRM). In that case, the Committee mistakenly made its check payable to TRM. TRM endorsed the check and forwarded it to Executive Jet Management. Response of Thomason, Richland & Martens, p. 2 (Attachment 4, p. 2); Martens Affidavit, paragraph 6 (Attachment 4, p. 6).

Finally, the \$297.50 charge was incurred when TRM billed the Committee for a cancellation fee imposed when the Committee canceled a reservation for a helicopter flight. That bill was dated April 30. Martens Affidavit, paragraph 8. (Attachment 4, p. 7) A past due notice was sent on July 22, 1992. Response of Clinton for President Committee, Exhibit C. (Attachment 3, p. 176). The Committee paid the bill on July 28, 1992. Response of Thomason, Richland & Martens, Inc. (Attachment 4, pp. 2-3); Martens Affidavit, paragraph 8 (Attachment 4, p. 7). Again, although the Committee was late in paying this bill for \$297.50, it does not appear that this amounted to an unlawful contribution by TRM.

The facts set forth by TRM are supported by the relevant invoices and checks attached to the Martens

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Affidavit. Response of Thomason, Richland & Martens, Exhibits 1-8. (Attachment 4, pp. 9-22). They are further corroborated by the Committee's response and accompanying exhibits. See Response of Clinton for President Committee, pp. 6-8, and Exhibit C (Attachment 3, pp. 6-8 and 168-176). Finally, the Audit Division found no irregularities concerning TRM's bills or billing practices at issue here. Thus, because the bills in question were not for the use of aircraft, there is nothing in the record to support the claim that TRM acted in violation of the regulations, as alleged. Specifically, 14 C.F.R. § 374a does not apply because TRM is not a licensed air carrier. Nor is 11 C.F.R. § 114.9(e), which governs the terms of a candidate's payment for the use of a corporation's privately-owned airplane, applicable here. In sum, the allegations against TRM are not supported by the record. Therefore, there appears to be no reason to believe that this Respondent violated section 441b(a) of the Act, or any relevant regulation.

D. The Committee

Finally, the NLPC claims that the Committee violated the Act by accepting the allegedly unlawful contributions from Thomason Aircraft and TRM. Because there is no reason to believe that any unlawful contributions were made, there is also no reason to believe that the Committee violated the Act, as alleged.

III. RECOMMENDATIONS

1. Find no reason to believe, based on the allegations of the complaint, that either the Truman Arnold Companies, or its general aviation services division, TAC Air, violated 2 U.S.C. § 441b(a) or any other applicable section of the Federal Election Campaign Act of 1971, as amended.

2. Find no reason to believe, based on the allegations of the complaint, that the Thomason Aircraft Corporation violated 2 U.S.C. § 441b(a) or any other applicable section of the Federal Election Campaign Act of 1971, as amended.

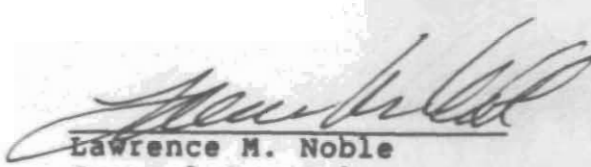
3. Find no reason to believe, based on the allegations of the complaint, that Thomason, Richland & Martens, Inc. violated 2 U.S.C. § 441b(a) or any other applicable section of the Federal Election Campaign Act of 1971, as amended.

4. Find no reason to believe, based on the allegations of the complaint, that the Clinton for President Committee and Robert A. Farmer, as treasurer violated 2 U.S.C. § 441b(a) or any other applicable section of the Federal Election Campaign Act of 1971, as amended.

5. Approve the appropriate letters.

6. Close the file.

3/24/94
Date


Lawrence M. Noble
General Counsel

Attachments:

1. Complaint
2. Response of Truman Arnold Companies
3. Response of the Clinton for President Committee
4. Response of Thomason, Richland & Martens, Inc.
5. Response of Thomason Aircraft Corporation
6. Summary of Schedule of Debts and Obligations
7. Relevant Pages from Committee's Amended Schedules of Debts and Obligations
8. Contract for Charter Services between the Committee and Trans-Exec Air Service, Inc.

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BEFORE THE FEDERAL ELECTION COMMISSION

In the Matter of

Clinton for President Committee
and Robert A. Farmer as treasurer;
Thomason Aircraft Corporation;
Thomason, Richland & Martens, Inc.;
Truman Arnold Companies;
TAC Air.

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) MUR 3797
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CERTIFICATION

I, Marjorie W. Emmons, Secretary of the Federal Election Commission, do hereby certify that on March 30, 1994, the Commission decided by a vote of 5-0 to take the following actions in MUR 3797:

1. Find no reason to believe, based on the allegations of the complaint, that either the Truman Arnold Companies, or its general aviation services division, TAC Air, violated 2 U.S.C. § 441b(a) or any other applicable section of the Federal Election Campaign Act of 1971, as amended.
2. Find no reason to believe, based on the allegations of the complaint, that the Thomason Aircraft Corporation violated 2 U.S.C. § 441b(a) or any other applicable section of the Federal Election Campaign Act of 1971, as amended.
3. Find no reason to believe, based on the allegations of the complaint, that Thomason, Richland & Martens, Inc. violated 2 U.S.C. § 441b(a) or any other applicable section of the Federal Election Campaign Act of 1971, as amended.

(continued)

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4. Find no reason to believe, based on the allegations of the complaint, that the Clinton for President Committee and Robert A. Farmer, as treasurer, violated 2 U.S.C. § 441b(a) or any other applicable section of the Federal Election Campaign Act of 1971, as amended.
5. Approve the appropriate letters, as recommended in the General Counsel's Report dated March 24, 1994.
6. Close the file.

Commissioners Aikens, Elliott, McGarry, Potter, and Thomas voted affirmatively for the decision; Commissioner McDonald did not cast a vote.

Attest:

3-30-94

Date

for Delores Hardy
Marjorie W. Emmons
Secretary of the Commission

Received in the Secretariat: Thurs., Mar. 24, 1994 5:02 p.m.
Circulated to the Commission: Fri., Mar. 25, 1994 12:00 p.m.
Deadline for vote: Wed., Mar. 30, 1994 4:00 p.m.

bjr

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FEDERAL ELECTION COMMISSION

WASHINGTON, D.C. 20463

April 13, 1994

**CERTIFIED MAIL
RETURN RECEIPT REQUESTED**

Peter J. Flaherty, President
National Legal & Policy Center
8321 Old Courthouse Road
Suite 270
Vienna, VA 22182

RE: MUR 3797
Clinton for President Committee, et al.

Dear Mr. Flaherty:

On March 30, 1994, the Federal Election Commission reviewed the allegations of your complaint dated July 16, 1993, and found that there is no reason to believe, based on the allegations of the complaint, that the Clinton for President Committee and Robert A. Farmer, as treasurer; the Truman Arnold Companies, and its general aviation division, TAC Air; the Thomason Aircraft Corporation; and Thomason, Richland & Martens, Inc. violated 2 U.S.C. § 441b(a), or any other applicable section of the Federal Election Campaign Act, of 1971, as amended (the "Act"). Accordingly, the Commission closed the file in this matter.

The Act allows a complainant to seek judicial review of the Commission's dismissal of this action. See 2 U.S.C. § 437g(a)(8).

Sincerely,

Lawrence M. Noble
General Counsel

BY: Lois G. Lerner
Associate General Counsel

Enclosure
General Counsel's Report (redacted)

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FEDERAL ELECTION COMMISSION
WASHINGTON, D.C. 20463

April 13, 1994

Ms. Lyn Utrecht
Oldaker, Ryan & Leonard
818 Connecticut Ave., N.W.
Suite 1100
Washington, D.C. 20006

Mr. Anthony S. Harrington
Hogan & Hartson
555 Thirteenth Street, N.W.
Washington, D.C. 20004-1109

RE: MUR 3797
Clinton for President
Committee, and Robert A.
Farmer, as treasurer

Dear Ms. Utrecht and Mr. Harrington:

On July 26, 1993, the Federal Election Commission notified your clients, the Clinton for President Committee and Robert A. Farmer, as treasurer, of a complaint alleging violations of certain sections of the Federal Election Campaign Act of 1971, as amended (the "Act").

On March 30, 1994, the Commission found that there is no reason to believe, based on the allegations of the complaint, that the Clinton for President Committee and Robert A. Farmer, as treasurer, violated 2 U.S.C. § 441b(a) or any other applicable section of the Act. Accordingly, the Commission closed its file in this matter.

The confidentiality provisions at 2 U.S.C. § 437g(a)(12) no longer apply and this matter is now public. In addition, although the complete file must be placed on the public record within 30 days, this could occur at any time following certification of the Commission's vote. If you wish to submit any factual or legal materials to appear on the public record, please do so as soon as possible. While the file may be placed

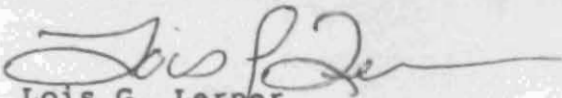
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Ms. Lyn Utrecht
Mr. Anthony Harrington
Page 2

on the public record before receiving your additional materials, any permissible submissions will be added to the public record upon receipt.

Sincerely,

Lawrence M. Noble
General Counsel


BY: Lois G. Lerner
Associate General Counsel

Enclosure: General Counsel's
Report (redacted)

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FEDERAL ELECTION COMMISSION

WASHINGTON, D.C. 20463

April 13, 1994

Mr. Thomas J. Fineman
MYMAN, ABELL, FINEMAN & GREENSPAN
11777 San Vicente Blvd., Suite 880
Los Angeles, CA 90049

RE: MUR 3797
Thomason Aircraft Corporation

Dear Mr. Fineman:

On July 26, 1993, the Federal Election Commission notified your client, Thomason Aircraft Corporation, of a complaint alleging violations of certain sections of the Federal Election Campaign Act of 1971, as amended (the "Act").

On March 30, 1994, the Commission found that there is no reason to believe, based on the allegations of the complaint, that Thomason Aircraft Corporation violated 2 U.S.C. § 441b(a) or any other applicable section of the Act. Accordingly, the Commission closed its file in this matter.

The confidentiality provisions at 2 U.S.C. § 437g(a)(12) no longer apply and this matter is now public. In addition, although the complete file must be placed on the public record within 30 days, this could occur at any time following certification of the Commission's vote. If you wish to submit any factual or legal materials to appear on the public record, please do so as soon as possible. While the file may be placed on the public record before receiving your additional materials, any permissible submissions will be added to the public record upon receipt.

Sincerely,

Lawrence M. Noble
General Counsel

A handwritten signature in dark ink, appearing to read "Lois G. Lerner", is written over the typed name.

BY: Lois G. Lerner
Associate General Counsel

Enclosure
General Counsel's Report (redacted)

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FEDERAL ELECTION COMMISSION

WASHINGTON, D.C. 20463

April 13, 1994

Mr. Kenneth A. Gross
SKADDEN, ARPS, SLATE, MEAGHER & FLOM
1440 New York Avenue, N.W.
Washington, D.C. 20005-2107

RE: MUR 3797
Thomason, Richland
& Martens, Inc.

Dear Mr. Gross:

On July 26, 1993, the Federal Election Commission notified your client, Thomason, Richland & Martens, Inc. ("TRM"), of a complaint alleging violations of certain sections of the Federal Election Campaign Act of 1971, as amended (the "Act").

On March 30, 1994, the Commission found that there is no reason to believe, based on the allegations of the complaint, that TRM violated 2 U.S.C. § 441b(a) or any other applicable section of the Act. Accordingly, the Commission closed its file in this matter.

The confidentiality provisions at 2 U.S.C. § 437g(a)(12) no longer apply and this matter is now public. In addition, although the complete file must be placed on the public record within 30 days, this could occur at any time following certification of the Commission's vote. If you wish to submit any factual or legal materials to appear on the public record, please do so as soon as possible. While the file may be placed on the public record before receiving your additional materials, any permissible submissions will be added to the public record upon receipt.

Sincerely,

Lawrence M. Noble
General Counsel

BY: Lois G. Lerner
Associate General Counsel

Enclosure
General Counsel's Report (redacted)

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FEDERAL ELECTION COMMISSION

WASHINGTON, D.C. 20463

April 13, 1994

Mr. James H. Day
Director of Administration
and Secretary
TRUMAN ARNOLD COMPANIES
P.O. Box 1481
701 South Robison Road
Texarkana, TX 75504

RE: MUR 3797
Truman Arnold Companies

Dear Mr. Day:

On August 23, 1993, the Federal Election Commission notified the Truman Arnold Companies of a complaint alleging violations of certain sections of the Federal Election Campaign Act of 1971, as amended (the "Act").

On March 30, 1994, the Commission found that there is no reason to believe, based on the allegations of the complaint, that the Truman Arnold Companies, or its general aviation services division, TAC Air, violated 2 U.S.C. § 441b(a) or any other applicable section of the Act. Accordingly, the Commission closed its file in this matter.

The confidentiality provisions at 2 U.S.C. § 437g(a)(12) no longer apply and this matter is now public. In addition, although the complete file must be placed on the public record within 30 days, this could occur at any time following certification of the Commission's vote. If you wish to submit any factual or legal materials to appear on the public record, you should do so as soon as possible. While the file may be placed on the public record before receiving any additional materials, any permissible submissions will be added to the public record upon receipt.

Sincerely,

Lawrence M. Noble
General Counsel

BY: Lois G. Lerner
Associate General Counsel

Enclosure: General Counsel's Report (redacted)

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FEDERAL ELECTION COMMISSION
WASHINGTON, D.C. 20463

THIS IS THE END OF MUR # 3787

DATE FILMED 5-13-94 CAMERA NO. 2

CAMERAMAN JMH

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