

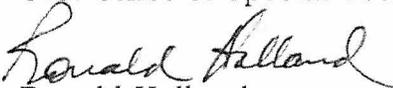


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September 5, 2014

MEMORANDUM

TO: Catherine A. McMullen
Chief, Disclosure Unit
U.S. Office of Special Counsel

FROM: 
Ronald Holland
Special Agent in Charge
Dallas Field Office

RE: OSC File No. DI-14-0457

This memorandum is in response to an August 15, 2014, request from your office for supplemental information to our summary of investigative findings dated June 13, 2014, regarding our investigation of allegations that on December 8, 2012, Drug Enforcement Administration (DEA) Special Agent in Charge (SAC) Jeffrey Stamm arranged for an unauthorized use of a DEA aircraft to attend a retirement luncheon and that flight crew were instructed to identify the flight as a "training flight" in order to circumvent federal laws regarding personal use of the aircraft. In its request for supplemental information, your office indicated it identified an issue, outlined below, that is central to a determination whether our findings appear to be reasonable.

Our June 13, 2014, summary of investigative findings reported that DEA SAC Stamm and five members of his staff were passengers on a December 18, 2012, flight in a Beech King Air 350 aircraft in order to familiarize them with the capabilities of the recently upgraded avionics system, and the training requirements their subordinate pilots would undergo as a result of the upgrade. In your request for supplemental information, you asked for "specifics as to how the six managers, while airborne, were able to familiarize themselves with the upgraded avionics system and the training their subordinate pilots were undergoing, particularly given the size and configuration of the aircraft, including the cockpit, to the extent that the flight was appropriately identified as a 'training flight' and taken consistent with ethics regulations and DEA policy."

Our investigation determined that in addition to the two DEA pilots on board the December 18, 2012, flight, there was one instructor responsible for certifying the pilots on the new equipment. Also on board were six DEA supervisors assigned to the Aviation Division: Special Agent in Charge Jeffery Stamm, 2 Assistant Special Agents in Charge (ASAC), a Training Officer, and 2 Group Supervisors (GS).

One of the ASACs told the OIG that he supported and promoted acquisition by the DEA Aviation Division of the upgraded avionics system, referred to as G-1000 equipment. He said he convinced Stamm to go on the flight in order to evaluate the new equipment, and Stamm requested the flight travel to Conroe. This ASAC said the training flight was an opportunity for him to demonstrate the capabilities of the new technology to Stamm and the other supervisors. He explained that all of the supervisors on board the aircraft were either pilots themselves or were involved in some way in implementing the G-1000 equipment upgrade. During the flight, this ASAC said he relocated himself during the flight so that he could observe the capabilities of the upgraded equipment, and further, that he encouraged all of the supervisors on the flight to do the same. The Training Officer told the OIG that during the training flight everyone on board relocated themselves and traded seats so that all had the opportunity to observe the operation and capabilities of the G-1000 equipment. When interviewed by the OIG, one of the GSs confirmed that he had observed the new equipment being used and demonstrated during the flight. The other GS said the flight was a great opportunity for him to see the pilots he supervised being trained on the G-1000 equipment. This GS also told the OIG that he relocated himself during the training flight to enable him to closely observe the G-1000 equipment in operation.

If you have any further questions or need any additional information please do not hesitate to contact me or Special Agent in Charge Ron Powell at 202-616-4760.