

Honoring the Heroes We Have Lost

Blessed Father In Heaven,

We temporarily set aside all the cares and troubles of this world, a moment of distinct focus and clarity, to offer tribute to the lives of the men and women throughout the United States Border Patrol who have fallen in the line of duty. Their lives truly made a difference in this world, and their departures left an enduring monument of self-sacrifice and courage for the entire span of creation to witness. These men and women did not lay down their lives needlessly or carelessly, they willingly risked their lives, unconditionally, to protect and to serve. Many in our society will never fully understand the reason we live within a measure of peace and safety. Gratitude was not a requirement for these agents to do what all those in law enforcement simply call "the job."

Holy Lord, we can find peace and comfort in your grace and mercy. In our tribulations we are: hard pressed, on every side, but not crushed; perplexed, but not in despair; persecuted, but not abandoned; struck down, but not destroyed. Therefore we do not lose heart. Your Spirit & the memory of their lives and devotion to duty renews us day by day. For our light and momentary troubles are preparing for us an eternal glory that far outweighs them all. So we fix our eyes not on what is seen, but on what is unseen. For what is seen is temporary, but what is unseen is eternal. Amen.

*Gilbert Maza
San Diego Sector Chaplain*

**IN
MEMORY OF
THOSE WHO
GAVE THEIR LIVES**

Updated – June 2007

INTRODUCTION

The Border Patrol Agents whose names appear here hold a place of honor in our hearts. They have made the ultimate sacrifice in an effort to fulfill the oath each officer took to protect and defend the United States of America.

The facts regarding each officer are presented without major editing of the "language of the day" found in the reports detailing the circumstances of each event. This is done to provide the reader an association with historical time frames.

LIST OF FALLEN AGENTS

Anderson, Ralph L.
Attaway, Travis W.
Azrak, George F.
Barnes, Michael W.
Barr, Jefferson L.
Blue, John S.
Bounds, Lee L.
Box, Michael T.
Buckelew, William F.
Burns, James G.
Byrd, Thomas K.
Carl, Kenneth L.
Carter, James M.
Childress, Clarence M.
Clark, Frank H.
Clarke, Richard D.
Connelly, Keith
DeBates, George B.
De La Ossa, Jesus
De La Pena, Augustin
Dennis, Edwin C.
Duran, Roberto Javier
Epling, James P.
Fleckinger, Earl F.
Gamez, Joseph P.
Gardiner, Charles
Gardner, Ross A.
Garza, Rene B.
Goldstein, Richard
Goode, Henley M., Jr.
Greenig, Nicholas D.
Haynie, Lester L.
Heibler, Robert J.
Henderson, Ned D.
Hernandez, Eloy
Hill, Benjamin
Hill, Catherine M.
Holliday, Elgar B.
Hopkins, Charles L.
Inch, Charles F.
James, Daniel M.
Jennings, Archie L.
Karl, Friedrich
Kee, Donald
Keenan, John D.
Kelsay, Robert W.
Kirchner, James M.
Kirpnick, Alexander
Lobdell, Robert H.
Lugo, Richard A.
* Magdaleno, Xavier G. *
Mahar, Josiah B.
Maldonado, Miguel J.
Mankin, James F.
McCalib, William D.
McCravey, John R.
McKee, William W.
Melton, Doyne C.
Nava, Jose A.
Nevarez, Ramon, Jr.
Newton, Theodore L., Jr.
Ochoa, Victor C.
Oneto, Anthony L.
Panchison, Walter S.
Panides, Jason C.
Parker, Lon
Phillips, Glenn A.
Pippin, Thad
Pringle, George E.
Ramsey, Ralph W.
Rector, John A.
Riley, Joseph P.
Roberson, David F.
Roberts, Earl A.
Rodriguez, Susan Lynn
Ross, Norman G.
Salcido, Manuel, Jr.
Salinas, Norman Ray
Salinas, Ricardo G.
Santiago, Luis A.
Scannell, Miles J.
Scotten, Ivan E.
Shute, Douglas C.
Sills, William L.
Smith, Weldon
Stahl, Louis D.
Starch, Stephen C.
Strobridge, Philip D.
Sullivan, Stephen M.
Torres, Oscar T.
Tourscher, David J.
Valencia, Aurelio E.
Vidmar, Frank Jr.
Vincent, Harry E.
Walthall, Bert G.
Wheeler, Edwin H.
White, Joe R.
Williams, Thomas J.
Wilson, Jeremy M.
Wood, Franklin P.
Webb, David N.

CLARENCE M. CHILDRESS

DOB: January 21, 1877
EOD INS: February 16, 1918
TITLE: Watchman [Mounted]
DOD: April 16, 1919

DETAILS:

At 3 a.m. on April 13, 1919, Mounted Watchman Childress and his partner, Mounted Watchman Leroy D. Straw, were on duty near Monument 9, known as "The Island", near El Paso, Texas. The officers observed a man come near the line on the Mexican side and a few seconds later three men ran from the United States side into Mexico and joined the man waiting there. The group then moved several hundred feet into Mexico and a few minutes later seven men came to the line which at that point was marked by a barbed wire fence. Two of the seven held down the barbed wire fence with their feet while the other five, with sacks on their backs, crossed to the American side. The officers made a challenging run at the smugglers and the two who had remained on the line immediately opened fire while the other five dropped the sacks they were carrying and ran toward Mexico. The officers returned the fire and all seven of the smugglers ran further into Mexico, disappearing over the mesa. While the officers were pursuing the smugglers, Childress said, "I am hit and going to telephone." Officer Straw proceeded to the point where the smugglers had abandoned their contraband where he remained, expecting Childress to return. When Childress failed to return to the scene within a reasonable time, Mounted Watchman Straw became concerned and proceeded to a house where a telephone was available. There he learned that Childress had been seriously wounded and was being cared for pending the arrival of an ambulance. An emergency operation was performed on Mounted Watchman Childress but he failed to recover. Death occurred at 9:10 a.m. on the morning of April 16, 1919.

CHARLES LLOYD HOPKINS

DOB: February 23, 1881
EOD INS: December 24, 1912
TITLE: Mounted Watchman
DOD: May 8, 1919

DETAILS:

On May 8, 1919, at 10:15 p.m., Mounted Watchman Charles Lloyd Hopkins was shot by smugglers on the banks of the Rio Grande River, near Laredo, Texas. He died three hours later in Mercy Hospital, Laredo. Reportedly, the shot which killed Mounted Watchman Hopkins was the first shot fired in a general gun battle between smugglers and federal officers in which a United States Public Health Service Guard, Ira Hill, and several of the Mexican smugglers were also killed.

CHARLES GARDINER

DOB: February 5, 1882
EOD INS: August 15, 1918
TITLE: Mounted Watchman
DOD: October 22, 1922

DETAILS:

Mounted Guard Gardiner was shot and killed without warning by the driver of a wagon, loaded with smuggled liquor, which he was approaching to inspect. The report indicated that he approached a one-horse wagon containing two Mexicans for the purpose of questioning them as to their immigration status and that they jumped from the wagon and immediately fired upon him from close range.

JAMES F. MANKIN

DOB: April 5, 1902
EOD INS: July 28, 1924
TITLE: Patrol Inspector
DOD: September 14, 1924

DETAILS:

At about 4:30 p.m., September 14, 1924, Patrol Inspector James F. Mankin was killed by the accidental discharge of a Service rifle. The accident occurred about 18 miles northeast of Laredo near the Rio Grande River where Patrol Inspector Mankin, along with Patrol Inspectors Buck West and Ralph R. Dockum, were patrolling in a government vehicle. The officers, upon reaching the banks of the river, alighted from the car to determine whether or not any crossings had been made. Upon returning to the car, Patrol Inspector Mankin, who had been driving, entered the vehicle and seated himself behind the steering wheel. Patrol Inspector Dockum prepared to enter the back seat of the car from the left side and Patrol Inspector West was to enter the back seat from the right side of the automobile. There were two rifles in scabbards in the back of the car along with camping gear and other articles. The two officers were rearranging the items in the back of the car in order to make more room for themselves when a .30 caliber government rifle slipped out of the car, the hammer striking the running board and discharging the gun. The bullet struck the back of the front seat about six inches below the top. The bullet split, one part ricocheting to the left, striking the bow over the back seat and passing within a few inches of Dockum's face. The other part of the bullet ricocheted to the right through the upholstery of the front seat, striking Inspector Mankin behind the right ear. Inspector Mankin died less than thirty minutes after the accident.

FRANK N. CLARK

DOB: January 4, 1879
EOD INS: August 5, 1924
TITLE: Patrol Inspector
DOD: December 13, 1924

DETAILS:

While patrolling in company with another officer near Cordova Island, El Paso, Texas, on the evening of December 13, 1924, Patrol Inspector Clark was shot and killed by smuggler's spotters who were concealed at a strategic point on the American side of the international boundary line for the purpose of warning and protecting the smugglers should the presence of officers be detected. When the smugglers were challenged by the Patrol Inspectors, the spotters opened fire from ambush, and one of the shots hit Patrol Inspector Clark causing immediate death. Other officers quickly took positions in concealment surrounding the scene of the action and remained there through the night. They found sacks, which contained illegal liquor, and took into custody a Mexican family that was found on the scene searching the premises in the early morning. One of these Mexicans, Eulalio Aguilar, was subsequently indicted on charge of murder, convicted and given a 10-year sentence.

JOSEPH P. RILEY

DOB: October 23, 1894
EOD INS: October 8, 1924
TITLE: Patrol Inspector
DOD: April 6, 1925

DETAILS:

During the evening of April 4, 1925, Patrol Inspectors William A. Blundell and Joseph P. Riley were patrolling in a government-owned car about 1 1/2 miles from Eureka, Montana, when the tie rod broke, causing the automobile to leave the roadway. The vehicle continued over a high bank and then into a ditch and turned over, pinning Inspector Riley under the steering wheel. Patrol Inspector Blundell was not seriously injured.

Patrol Inspector Riley sustained a fractured cervical vertebra and a spinal cord injury. He was conveyed to the Eureka Hospital which was nearest the scene of the accident. The attending physician advised that Inspector Riley's condition was so serious that facilities were not available for providing proper attention at Eureka and he recommended moving the patient to Spokane, Washington. On April 5 Inspector Riley was transported by train to Spokane, Washington, where he was placed in the Sacred Heart Hospital. He succumbed at 6:00 a.m. on April 6, 1925, from respiratory paralysis.

AUGUSTIN DE LA PENA

DOB: October 9, 1882

EOD INS: August 9, 1923

TITLE: Patrol Inspector

DOD: August 2, 1925

DETAILS:

On August 2, 1925, Patrol Inspector Augustin De La Pena was shot and killed by an insane Mexican at Rio Grande City, Texas. While eating supper in a restaurant, the officer, accompanied by Patrol Inspector Fred Neale, noticed a Mexican enter the restaurant and get into an argument with the proprietor. It was later learned the Mexican's name was Macario Pena. The Mexican acted very peculiarly, and the officers noticed that he was armed with a revolver. After he left the restaurant, Patrol Inspector De La Pena decided to follow him and question him in regards to his immigration status. Accordingly, the officer followed the Mexican. Inspector De La Pena followed him into the drug store and started to question him when the Mexican drew his revolver. The officer ordered him to drop the gun, but instead the Mexican fired, the bullet striking De La Pena in the abdomen. The officer then attempted to take the revolver away from the Mexican and, after a struggle in which others could not assist the officer because of the location of the two behind a counter in the store, De La Pena became weakened by loss of blood and in order to protect others, drew his own revolver and shot the Mexican, killing him. Inspector De La Pena died on the operating table a few hours later.

ROSS A. GARDNER

DOB: July 9, 1900

EOD INS: January 2, 1925

TITLE: Patrol Inspector

DOD: October 28, 1925

DETAILS:

On October 27, 1925, Patrol Inspector Ross A. Gardner was returning from his official station, San Diego, California, to Elsinore, California, where he was temporarily assigned. He was operating a government-owned motorcycle which he had taken to San Diego to be repaired. At Sedoc, California, about three miles east of Elsinore, Inspector Gardner ran into the rear of an automobile that was stalled on the roadway. The stalled vehicle had no lights at the time and, reportedly, headlights on a truck heading in the opposite direction hampered the officer's vision.

Patrol Inspector Gardner sustained a fractured skull, fracture of the pelvis, and internal injuries. He was conveyed to Elsinore by a passing motorist but was later transferred to the Naval Hospital in San Diego, California. Death occurred at 4:20 a.m. on October 28, 1925.

WILLIAM W. McKEE

DOB: July 3, 1886

EOD INS: February 27, 1926

TITLE: Patrol Inspector

DOD: April 23, 1926

DETAILS:

On April 23, 1926, information was received that a liquor pack train had left Nogales, Sonora, Mexico, for the United States and on that date would be at or near the Alhambra Ranch about 40 miles southwest of Tucson, Arizona. Near the ranch, officers of the Border Patrol saw such a pack train and in an attempt to capture it Patrol Inspector McKee was shot and killed at the wheel of a patrol car. The smugglers fired from ambush while being pursued by Inspector McKee. The smuggler responsible for killing Inspector McKee was later convicted of first degree murder.

LON PARKER

DOB: April 26, 1892

EOD INS: September 26, 1924

TITLE: Patrol Inspector

DOD: July 25, 1926

DETAILS:

Patrol Inspector Lon Parker was killed in a battle with alien liquor smugglers 2 1/2 miles south of Wills Ranch, west of the Huachuca Mountains, in Arizona, on July 25, 1926. Late that afternoon he left camp alone to take up the trail of mounted liquor smugglers. Tracks of a man and a horse had been discovered with evidence that the man had ridden the horse where the terrain was smooth and walked over rough places, indicating that the horse was loaded with liquor or other contraband. Nothing was heard from Inspector Parker until the Wills family returned to their ranch at about 6 p.m. the same day, and found him on their woodpile dying from a gunshot wound. He had been shot with a rifle bullet in the back. He died within a few minutes without regaining consciousness. During the investigation, the body of a Mexican was found about 2 1/2 miles from the Wills' home. The Mexican was identified as Artilio Espinosa, a well-known smuggler. Espinosa's horse, with 20 gallons of mescal in cans strapped on his back, was found dead of a bullet wound. From the tracks in the area and the position of Espinosa and his horse, the investigating officers theorized that Espinosa was accompanied by another smuggler, that Officer Parker rode up to Espinosa, covered him with a pistol and was shot by Espinosa's companion, who was purposely riding at some distance for the purpose of protecting Espinosa and the liquor, and that Inspector Parker, although mortally wounded, retained sufficient command of himself to kill Espinosa and his horse, using only one shot for each, and then rode 2 1/2 miles to Wills Ranch, where he collapsed.

THAD PIPPIN

DOB: October 16, 1889

EOD INS: May 17, 1926

TITLE: Patrol Inspector

DOD: April 21, 1927

DETAILS:

Thad Pippin, Patrol Inspector, El Paso, Texas, met his death in the mountains near Pelea, New Mexico, on the night of April 21, 1927, during the course of a gunfight in which he and a brother officer were engaged with smugglers. Patrol Inspector Crossett who was with him was wounded four times.

On information that contraband was being smuggled into the United States through mountains south of the western end of the smelter district of El Paso, a number of Patrol Inspectors, including Inspector Pippin, about 6 p.m., on April 21, 1927, went to Pelea, New Mexico, near these mountains, and continued until they arrived near the trails leading out of Mexico across the mountains. Just before dark they discovered a pack train approaching along the trail at some distance. It had not yet arrived at a point where the trails intersected and the officers could not ascertain which trail the train would take. The officers divided into two teams and guarded their respective trails until after dark, when one team of officers decided that the pack train must have taken the other trail and started down the mountain in that direction. They had not gone far before they heard rapid shooting from the direction of the other trail, which the team consisting of Officers Crossett and Pippin was guarding. When the first-mentioned team reached the point where the shooting took place they found Officer Crossett had been shot four times and was in urgent need of medical attention. While one Patrol Inspector went to telephone headquarters, another remained with Crossett and in the meantime located the body of Officer Pippin which had fallen down an embankment after having been shot and killed. Nineteen gallons of liquor and two burros were seized at the time but none of the smuggling party was apprehended.

FRANKLIN P. WOOD

DOB: September 22, 1894

EOD INS: March 11, 1926

TITLE: Patrol Inspector

DOD: December 15, 1927

DETAILS:

Franklin P. Wood, Patrol Inspector stationed at Sibley, Michigan, disappeared in the early morning of December 15, 1927. On the Detroit River near Wyandotte, Michigan, under cover of darkness, Patrol Inspectors Wood, James W. Oliver, and Chief Patrol Inspector Ivan A. Hall, patrolled in search of smugglers expected in the area. Two boats containing contraband liquor had been seized and were being guarded when Inspector Wood left to pursue another boat operating in the vicinity of Wyandotte. He left in pursuit of one boat load of aliens, while his fellow officers pursued another. His

wrecked boat, rammed by the smugglers, was found on the river some time after Patrol Inspector Wood was last seen. Patrol Inspector Wood either drowned or was killed by the smugglers and thrown into the river. His body was never found.

NORMAN G. ROSS

DOB: May 15, 1901
EOD INS: February 23, 1926
TITLE: Patrol Inspector
DOD: February 10, 1928

DETAILS:

Patrol Inspector Ross was shot and killed near Kane Springs, California, on the afternoon of February 10, 1928. He had arrested two Mexican aliens and was attempting to convey them to Patrol Headquarters at El Centro. The aliens, in whose car they were being transported, had a revolver concealed in the automobile which one of the aliens used to kill Inspector Ross. The officer's body was found on the back seat of the aliens' abandoned car. He had been shot through the head.

ROBERT H. LOBDELL

DOB: May 15, 1898
EOD INS: June 16, 1928
TITLE: Patrol Inspector
DOD: December 25, 1928

DETAILS:

Patrol Inspector Lobdell was shot and killed instantly on the night of December 25, 1928, near Roseau, Minnesota, by an individual who was suspected of being an alien entering the United States illegally. Inspector Lobdell was shot while he was attempting to get the individual into the patrol car for transportation to Warroad, Minnesota. The murderer was apprehended the following day but he denied his guilt and steadfastly refused to make any statement which would reveal his past history. He was later convicted and sentenced to life imprisonment in the state penitentiary at Stillwater, Minnesota. Reportedly, he subsequently corresponded with the judge of the court in which he was tried, confessing that he had killed Patrol Inspector Lobdell.

EARL A. ROBERTS

DOB: August 21, 1894
EOD INS: January 21, 1929
TITLE: Patrol Inspector
DOD: March 24, 1929

DETAILS:

Patrol Inspector Earl A. Roberts was shot by a liquor smuggler at about 8 p.m. Saturday, March 23, 1929, and died from the wound at 5 p.m., Sunday, March 24, 1929. The shooting occurred on the St. Clair River, in Algonac, Michigan. Inspector Roberts was working with Patrol Inspector Stanley H. Graham, when they noticed a motorboat towing a small rowboat approaching from the direction of Canada. The officers proceeded along the shore following the course of the boat in an attempt to intercept the boat when the shore was reached. The officers separated in order to converge on a probable landing point. The motorboat came to the shore at which time Patrol Inspector Roberts stepped aboard the stern of the boat and identified himself as a federal officer.

Patrol Inspector Graham, who was standing on the shore a few feet from the boat, flashed his light on the occupants and observed that an individual known to him as Vet Brown was standing in the center of the boat with a .45 caliber revolver aimed at Inspector Roberts. Inspector Graham instructed Brown to surrender; however, the latter fired, point-blank, at Inspector Roberts and immediately whirled toward Inspector Graham, firing the remaining bullets in that direction. Inspector Graham emptied his gun in returning the fire but none of the shots exchanged hit their mark. A second individual in the boat, later identified as Clayton Smith, had jumped from the boat into the rowboat that was being towed and had cast-off, setting a course for Canada. Smith was a witness to the events and later testified on behalf of the government in the case against Brown.

BENJAMIN T. HILL

DOB: October 23, 1901
EOD INS: May 14, 1929
TITLE: Patrol Inspector
DOD: May 30, 1929

DETAILS:

Patrol Inspector Hill was shot and killed near the international boundary, El Paso, Texas, on May 30, 1929, while pursuing a narcotics smuggler whom he had seen cross the Rio Grande River. While being pursued on foot through an alley, the smuggler suddenly wheeled and shot Inspector Hill through the heart, killing him instantly.

IVAN E. SCOTTEN

DOB: June 17, 1903
EOD INS: October 29, 1928
TITLE: Patrol Inspector
DOD: July 20, 1929

DETAILS:

Patrol Inspector Scotten was shot and killed in the early morning of July 20, 1929, during a gun battle following the ambush of Scotten and three other Patrol Inspectors at the upper Los Pompos crossing on the Rio Grande River, near San Elizario, Texas, by Mexican alien smugglers numbering 15 or 20. The smugglers, who had come off second best in a brush with Patrol Inspectors earlier in the night, saw the lights of the returning patrol car, crossed the river to the American side, and hid themselves in the brush at the side of the narrow road along an irrigation ditch which the road crossed. They opened fire on the patrol car from two sides at almost point blank range, killing Scotten before the other officers succeeded in driving them off. One of the smugglers fired a shot through Scotten's head while Scotten lay wounded in the road.

MILES J. SCANNELL

DOB: December 19, 1895
EOD INS: September 27, 1921
TITLE: Senior Patrol Inspector
DOD: September 9, 1929

DETAILS:

Miles J. Scannell, Senior Patrol Inspector, Marfa, Texas, was shot and killed on September 9, 1929, on the banks of the Rio Grande River near Polvo, Texas, southeast of Presidio. Inspector Scannell was working alone and apparently was attempting to arrest several aliens. Signs indicated that, while walking with the individuals he had in custody, Inspector Scannell was shot from ambush by someone else. Inspector Scannell's body bore two bullet and fifteen stab wounds. There is no information available concerning whether or not the killer or killers were identified and apprehended.

Inspector Scannell had entered the Service as a Mounted Watchman in September 1921 at Presidio. He was among the first Patrol Inspectors to be appointed to the Border Patrol in 1924, and became a Senior Patrol Inspector in July 1926.

WILLIAM D. McCALIB

DOB: December 20, 1895
EOD INS: December 4, 1928
TITLE: Patrol Inspector
DOD: January 7, 1930

DETAILS:

On January 7, 1930, Patrol Inspector McCalib, together with Senior Patrol Inspector West, apprehended Pedro Rendon, at Alice, Texas. Rendon was suspected of being an alien unlawfully in the United States. Rendon claimed that the proprietor of a restaurant in Alice could vouch for him and, accordingly, the officers put Rendon in the back seat of the car and drove to the restaurant. Senior Patrol Inspector West entered the establishment to interview the proprietor while Inspector McCalib remained in the

car with Rendon. During West's absence, Rendon drew a pistol and shot McCalib in the back of the head, killing him instantly. Rendon was subdued and taken into custody by Senior Patrol Inspector West. It was later discovered that Rendon, alias Jose Ramirez, was an escaped convict.

HARRY E. VINCENT

DOB: October 3, 1895
EOD INS: February 16, 1926
TITLE: Patrol Inspector
DOD: March 25, 1930

DETAILS:

During the evening of March 23, 1930, Senior Patrol Inspector James E. Renshaw and Patrol Inspector Harry E. Vincent were inspecting northbound traffic about one mile north of Oceanside, California. The traffic check operation was being conducted on a temporary roadway where new construction was underway. At 10:00 p.m., an automobile traveling in a southerly direction missed the detour and struck down Officers Renshaw and Vincent. Both officers were knocked unconscious. A bystander, Mr. William Trotter, took charge of the situation. Mr Trotter had the officers transported to a clinic in Oceanside. He also sent word to other Patrol Inspectors working nearby in conjunction with the traffic check operation.

Senior Patrol Inspector Renshaw was not seriously injured but Patrol Inspector Vincent was in serious condition with a fractured skull. The following day preliminary arrangements were made to move Inspector Vincent to the Navy Hospital in San Diego, California, but after consultation by several doctors it was agreed that there was little chance for recovery and no chance at all if Inspector Vincent was moved. Patrol Inspector Vincent passed away at 5:00 a.m., March 25, 1930.

ROBERT W. KELSAY

DOB: January 23, 1899
EOD INS: July 1, 1927
TITLE: Senior Patrol Inspector
DOD: June 25, 1930

DETAILS:

During the night of June 25, 1930, Senior Patrol Inspector Kelsay and another officer were watching a river crossing near Laredo, Texas. They were fired upon by liquor smugglers whom they attempted to stop. During the gun battle, Senior Patrol Inspector Kelsay was fatally wounded. There is no information available regarding the identity of the smugglers.

FRANK VIDMAR, JR.

DOB: September 20, 1901

EOD INS: July 6, 1931

TITLE: Patrol Inspector

DOD: March 24, 1932

DETAILS:

Patrol Inspectors Frank Vidmar, Jr. and James W. Hudson were performing voluntary extra duty in the vicinity of Lewiston, New York, in an effort to apprehend a known alien smuggler. Since the government vehicle customarily used was known to the smuggler, the personal automobile of Patrol Inspector Vidmar was being used but Inspector Hudson was doing the driving. The smuggler was encountered in his automobile, accompanied by two other persons, at Lewiston Heights during the early morning hours. He disregarded the command of the officers to stop, and increased the speed of his vehicle trying to escape. The officers gave chase pursuing the smuggler's car at 50 miles per hour into the city of Niagara Falls. At a curve in the roadway the officers' car skidded on the icy pavement and collided broadside with an oncoming trolley car, demolishing the car owned by Patrol Inspector Vidmar, and causing injuries that resulted in his death. Inspector Vidmar died at 4:52 p.m., March 24, 1932, after failing to regain consciousness. He sustained a fractured skull, brain concussion, and a crushed chest. Patrol Inspector Hudson was badly injured but survived.

CHARLES F. INCH

DOB: April 8, 1902

EOD INS: October 14, 1930

TITLE: Patrol Inspector

DOD: June 26, 1932

DETAILS:

The limited information available relative to Patrol Inspector Charles F. Inch indicates that he was attempting to board a moving freight train but was thrown from the train, the wheels passing over his body. He was pursuing two aliens who were attempting to enter illegally from Canada. The fatal accident occurred in the Michigan Central tunnel yard at Detroit, Michigan, on June 26, 1932.

PHILIP D. STROBRIDGE

DOB: December 28, 1904

EOD INS: October 1, 1930

TITLE: Patrol Inspector

DOD: March 7, 1933

DETAILS:

In the early morning hours of March 2, 1933, Patrol Inspectors Philip D. Strobridge and Harold W. Brown were injured when the government automobile in which they were

riding left the highway in a fog near Fallbrook, California. The officers, accompanied by Senior Patrol Inspector Irvin J. Curtis of Elsinore, California, had been detailed to Los Angeles to appear before a Federal Grand Jury and to work information relative to smuggling in aircraft.

The three officers left Los Angeles at approximately 11:00 p.m. enroute to Elsinore and then on to Chula Vista. They encountered heavy fog which hampered the driver's vision and prompted very slow driving. Near Puente, they came upon an accident on the highway in which several persons had been severely injured. The Patrol Inspectors spent about 45 minutes at the scene of the wreck directing traffic to keep the road clear and to prevent further accidents. They were relieved on arrival of Los Angeles County Deputy Sheriffs and resumed their return trip to Elsinore where Inspector Curtis lived. Reports of the accident revealed the government automobile left the highway on an "S" turn and crashed into a concrete abutment. Patrol Inspector Brown received severe lacerations on the face and was removed to the U.S. Naval Hospital, San Diego. Patrol Inspector Strobridge suffered a frontal fracture of the skull. He too was transported to the Naval Hospital where he passed away at 1:35 p.m. on March 7, 1933.

DOYNE C. MELTON

DOB: January 17, 1902
EOD INS: October 29, 1927
TITLE: Patrol Inspector
DOD: December 7, 1933

DETAILS:

Patrol Inspector Doyne C. Melton was shot and killed in a battle with Mexican smugglers at El Paso, on December 7, 1933. Six Patrol Inspectors were moving up in the darkness on seventeen Mexican smugglers who were wading across the river with packs of liquor. One of three smugglers acting as spotters who had preceded the main body of the smugglers over the river, concealed beneath a platform on the American side, opened hostilities by shooting Inspector Melton. The opening shot was fired without warning and before any challenge had been given. Inspector Melton was shot through the heart, dying instantly. The bitterness of the fight was evidenced by the fact that in addition to the slaying of Inspector Melton, four smugglers were killed and another was wounded.

BERT G. WALTHALL

DOB: February 27, 1900
EOD INS: July 31, 1931
TITLE: Patrol Inspector
DOD: December 27, 1933

DETAILS:

On the evening of December 27, 1933, Patrol Inspectors Bert G. Walthall, Louis A. Smith, and Curtis D. Mosely were patrolling the international boundary near Cordova Island at El Paso, Texas. Cordova Island is not in fact an island, but Mexican territory left on the north side of the Rio Grande River when the river changed its course. The boundary here was an imaginary line and a person could step across from one country to another.

At about 8:45 p.m., the officers noticed two men cross the line with sacks on their backs and depart in a waiting automobile. The officers attempted to stop the car by blowing their horn but the smugglers only increased their speed. After a chase of a couple of blocks, the patrol car overtook the smugglers and the smugglers pulled over to the side of the road. Before the patrol car could be stopped, it had arrived along side the smugglers' car, about 10 feet to the left of it. Inspector Mosely was driving, Inspector Walthall was sitting beside him, and Inspector Smith was in the back seat. When the patrol car stopped, Officers Walthall and Smith alighted from the right side. They were met by a blast of rifle fire from the smugglers which instantly killed Inspector Walthall and wounded Inspector Smith. Inspector Mosely had gotten out of the car on the left side and opened fire on the smugglers whose car was then in motion. Inspector Mosely continued shooting with his rifle and pistol until his weapons were empty and then turned his attention to his fellow officers.

WILLIAM L. SILLS

DOB: August 21, 1909

EOD INS: May 16, 1936

TITLE: Patrol Inspector

DOD: January 17, 1940

DETAILS:

Patrol Inspector William L. Sills was killed on January 17, 1940, while on night patrol duty at a crossing on the Rio Grande River in the vicinity of La Grulla, Texas. On the date mentioned, three Patrol Inspectors, William L. Sills, Albin Ulrickson, and Leslie H. Buchanan, encountered three smugglers in the act of smuggling contraband. Two of the smugglers were taken into custody, and Patrol Inspector Sills, in attempting to cut off the escape of the third smuggler, was shot at close range and fatally wounded. Before falling, Inspector Sills returned the smuggler's fire and killed him. The smuggler, a Mexican alien, had previously been deported from the United States.

Patrol Inspector Sills died in an ambulance enroute to the hospital at McAllen, Texas, where he was stationed. The two smugglers who were apprehended were arraigned on smuggling charges and for complicity in the killing.

GEORGE E. PRINGLE

DOB: August 24, 1896
EOD INS: June 5, 1936
TITLE: Patrol Inspector
DOD: December 28, 1940

DETAILS:

During the evening of December 25, 1940, Patrol Inspector George E. Pringle was working alone in the vicinity of Parker, Arizona, his official duty station. He was engaged in conversation with a Special Agent for the Metropolitan Water District of Southern California, Ralph F. Stringfellow, whom he knew both officially and personally, when he indicated he was going to follow a car that had just passed. The vehicle was known to both men as belonging to a group of aliens suspected of illegal activities in connection with the Parker Dam.

Inspector Pringle was next observed driving south on Parker Road about two miles south of the Parker Dam Checking Station. Two witnesses indicated the government vehicle being driven by Inspector Pringle veered toward the center of the road about the time the vehicle in which they were riding passed going in the opposite direction. The government vehicle then swerved to the right off the roadway and overturned two or three times before coming to rest about 200 yards from where the vehicle had left the roadway. Subsequent investigation revealed that the accident occurred as a result of a blow out of the right front tire which was caused by the tire passing over a broken bottle in the roadway.

Inspector Pringle sustained multiple injuries including contusions of the upper frontal region of the skull, and a fracture at the base of the skull. He died of injuries received in the accident on December 28, 1940.

ROBERT J. HEIBLER

DOB: January 28, 1916
EOD INS: April 30, 1941
TITLE: Patrol Inspector
DOD: September 7, 1941

DETAILS:

During the evening of September 7, 1941, Patrol Inspectors Robert J. Heibler and Eldon C. Wade were on duty inspecting traffic on U.S. Highway #90 about three miles west of Uvalde, Texas. At approximately 9:00 p.m., one of the road flares used to warn approaching traffic was blown out by the wind, and Patrol Inspector Heibler while relighting it, was struck by a passing automobile and dragged about 20 feet. The automobile did not stop and Inspector Wade did not pursue it at the time feeling that it was more important that he render first aid to Inspector Heibler. A physician reached the scene of the accident in about 15 minutes, gave Inspector Heibler an injection of

adrenalin, and continued artificial respiration which Inspector Wade had started; however, the officer died within a few minutes.

RALPH W. RAMSEY

DOB: February 22, 1915

EOD INS: May 29, 1941

TITLE: Patrol Inspector

DOD: February 26, 1942

DETAILS:

Patrol Inspector Ralph W. Ramsey was killed on February 26, 1942, in Columbus, New Mexico, while attempting to board a freight train in search of aliens illegally in the United States. Patrol Inspector Harry E. Lennon, in charge of the two-man unit stationed in Columbus, was working with Inspector Ramsey at the time of the accident and related the following concerning the events at the time of the accident. The officers, while patrolling to the east of Columbus, observed an open boxcar on a regular west bound freight heading towards Columbus. The officers returned to Columbus, checked an east bound freight train at a siding, and awaited the incoming west bound train. Inspector Ramsey took up a position between the siding and the main line while Inspector Lennon stood opposite him across the main line tracks. It was customary that the train crew halt the west bound freight at a water tower. The officers had stationed themselves in the vicinity of the open box car they had observed. On this occasion, however, the train did not stop but proceeded on in order to clear the main track for the train on the siding. Apparently, Inspector Ramsey attempted to board the train when the open boxcar passed him. The first indication Inspector Lennon had that an accident had occurred was when he noticed an object beneath the moving train and realized it was his partner's body. As soon as the train passed, Inspector Lennon rushed to Inspector Ramsey. Death occurred within seconds after he reached his side.

EARL F. FLECKINGER

DOB: July 25, 1917

EOD INS: September 8, 1941

TITLE: Patrol Inspector

DOD: June 23, 1945

DETAILS:

At about 3:00 p.m. on the afternoon of June 23, 1945, Patrol Inspectors Earl F. Fleckinger and Wilbur E. Kinney were patrolling on U.S. Highway No. 98 about 1 1/2 miles east of Calexico, California, when they stopped and searched an automobile driven by a Mexican alien. Search of the automobile disclosed a quantity of liquor in the rear compartment, whereupon the alien was placed under arrest. The officers then started west toward Calexico with the alien. Inspector Fleckinger was driving the government automobile with the alien seated beside him and Inspector Kinney was following immediately behind in the alien's automobile. They had proceeded about one

mile when Mr. Kinney heard two shots and observed the government automobile swerve off the road and into an adjacent canal bank.

Mr. Kinney stopped the alien's car about 10 or 15 yards ahead of the government car and while he was attempting to get out of the automobile, the alien fired four shots which failed to hit him. Inspector Kinney pursued, caught and subdued the alien, and left him in an apparently unconscious condition lying prone in the center of the highway. Mr. Kinney then went to the aid of Inspector Fleckinger, at which time his attention was drawn back to the alien who was observed to be staggering across the international boundary into Mexico.

Inspector Fleckinger was taken to a hospital in Calexico by a passer-by. He had been shot in the head which resulted in his death about 6:15 p.m. on the same day.

NED D. HENDERSON

DOB: December 19, 1905
EOD INS: December 26, 1929
TITLE: Autogiro Pilot
DOD: November 18, 1945

DETAILS:

Ned D. Henderson, Autogiro Pilot, died on November 18, 1945, from injuries he received two days earlier when the autogiro he was piloting crashed near Sullivan City, Texas. Pilot Henderson was enroute to his official station at McAllen, Texas, following a detail to San Antonio. He was alone in the plane when it crashed at about 1:00 p.m., November 16, 1945.

A witness to the accident, Mr. Francisco Flores, stated that he noticed the aircraft coming from the west just before or about the time it hit an electric high line. The autogiro hit the ground and turned over about two times before it came to rest. Mr. Flores stopped his truck and ran over to the aircraft. He rushed over to Pilot Henderson who was rolling on the ground just outside of the autogiro, his clothes and gloves on fire. Mr. Flores extinguished the flames and then improvised a shade from a blanket he had in his truck. Pilot Henderson was later removed to the McAllen Municipal Hospital by ambulance.

A physician's certificate indicates that Pilot Henderson suffered extensive burns about the face, neck, arms and legs; fracture of the right arm below the shoulder; and a deep cut across the forehead and right cheek. Death occurred at 1:30 a.m., November 18, 1945, about 36 hours after the accident.

ANTHONY L. ONETO

DOB: December 29, 1916

EOD INS: October 24, 1940

TITLE: Patrol Inspector

DOD: March 11, 1947

DETAILS:

On March 11, 1947, while conducting routine traffic checks near Indio, California, Patrol Inspectors Anthony L. Oneto and John L. Fouquette arrested Carlos Ochoa Romero in the act of hauling four smuggled aliens. The aliens were placed in the back seat of the government car and Ochoa was instructed to drive his car to the Border Patrol Office. After a short time, Ochoa stopped his car which was being followed by the government car, walked back, said something about his car stalling, pulled a .32 calibre pistol from his pocket, and began firing at the officers. Inspector Oneto was struck four times in the head and died instantly. Patrol Inspector Fouquette was wounded but returned the fire, wounding Ochoa who escaped in the darkness. In spite of this activity, Inspector Fouquette was able to retain custody of the smuggled aliens until help arrived.

MICHAEL T. BOX

DOB: August 4, 1901

EOD INS: September 2, 1923 - Entered on Duty
February 15, 1926 - Separated
November 25, 1926 - Reinstated

TITLE: Airplane Pilot

DOD: August 29, 1950

DETAILS:

Just after dawn on August 29, 1950, Airplane Pilot Michael T. Box was patrolling by plane in the irrigated farm area about 20 miles north of El Paso, Texas, searching for aliens who had walked through the desert at night and were attempting to get away to the north through the upper Rio Grande Valley. Pilot Box was working with two ground crews who were in radio-equipped jeeps. The operation had netted several aliens and others were being sought when the engine of the aircraft stopped and the plane crashed. The plane burst into flames, however, fellow officers were able to remove Pilot Box from the aircraft within minutes after the crash occurred. Artificial respiration was commenced immediately and was continued until Pilot Box was pronounced dead by a doctor who lived nearby.

Investigation into the accident revealed that the motor of the aircraft ceased apparently due to difficulty in the fuel system. Pilot Box maintained control of the plane as it lost altitude and maneuvered the aircraft into position to make an emergency landing in an irrigation ditch. The aircraft struck a submerged object on the canal bottom upon impact. Pilot Box's seat strap was broken and he was thrown with terrific force into the

wheel and instrument panel. He died instantly as his chest and skull were crushed, his jawbone was broken in two places, and both shoulders were broken.

RICHARD D. CLARKE

DOB: December 6, 1926
EOD INS: February 23, 1949
TITLE: Patrol Inspector
DOD: December 18, 1950

DETAILS:

At about 1:00 p.m. on December 18, 1950, Patrol Inspector Clarke and his teammate, Patrol Inspector Ralph L. Trantor, took an alien into custody in south El Paso and were bringing him to headquarters by automobile for further questioning when the alien suddenly stabbed Inspector Clarke in the heart. Patrol Inspector Clarke's death was instantaneous. The alien then seized Inspector Trantor's gun. Patrol Inspector Trantor slammed on the car brakes, held on to the gun and threw himself into the back seat where he grappled with the alien and succeeded in holding him until police officers arrived. During the struggle, Trantor's gun was discharged once, the bullet passing through a car seat. Inspector Trantor was badly bitten on the face and arms. The incident began as a routine immigration procedure. Inspector Clarke questioned the Mexican alien on a street in El Paso, Texas. First claiming to be a citizen of the United States, he later admitted he was an alien illegally in the United States. The alien, Eulalio Cordero, was charged with murder.

EDWIN H. WHEELER

DOB: November 1, 1908
EOD INS: November 12, 1940
TITLE: Patrol Inspector In Charge
DOD: July 6, 1952

DETAILS:

At about 9:45 p.m. on July 6, 1952, Patrol Inspector In Charge Edwin H. Wheeler was involved in a head-on auto collision on Highway 59 near a bridge spanning the Nueces River approximately four miles south of Mathis, Texas, in San Patricio County. Inspector Wheeler was in a government automobile traveling in a southerly direction after having been in Mathis on official business. The government automobile collided with an automobile driven by Milton Mareth who was hospitalized with a fractured left arm. Three other passengers with Mareth received superficial cuts and bruises. Shortly after the accident, Inspector Wheeler's body was discovered lying on the front seat of the automobile which had traveled over 400 feet beyond the point of original impact. His body was positioned as though it had fallen from behind the steering wheel, giving the appearance that he had been driving the automobile. Inspector Wheeler was pronounced dead by a nurse who stopped at the scene of the accident. The body was removed to a mortuary in Alice, Texas, where, at 1:30 p.m. the following day, a bullet

hole was discovered in Inspector Wheeler's head. An autopsy performed on July 7, 1952, revealed death was instantaneous from a bullet wound in the head above the right ear. Investigation into various aspects of the case led to the conclusion that Inspector Wheeler was shot to death by an unknown person or persons.

WILLIAM F. BUCKELEW

DOB: December 21, 1918
EOD INS: December 28, 1944
TITLE: Airplane Pilot
DOD: July 23, 1954

DETAILS:

Airplane pilot William F. Buckelew was stationed at Laredo, Texas; however, at the time of his death, he was on official detail, assigned to the Special Mobile Task Force with headquarters at McAllen, Texas. This task force was engaged in a special program conducted by the Service to bring the "wetback" situation under control.

On July 23, 1954, Airplane Pilot Buckelew was assigned to serve as pilot during a flight wherein the aircraft worked in conjunction with ground units checking laborers on farms in the vicinity of Rio Grande City, Texas. Patrol Inspector Donald Kee was on the flight as an observer.

The joint operation had resulted in ten aliens being taken into custody by the ground teams. The patrol aircraft had just made a low pass over a cotton field near the Rio Grande River and was banking to return to the field when it was seen to spin and plunge into the river. The plane burst into flames which hampered rescue operations by officers and bystanders in the area. Several persons were hospitalized suffering from burns sustained in the rescue efforts. The crash occurred about 4:00 p.m., approximately two miles downstream from the Rio Grande City Bridge. Pilot Buckelew was still alive when he was removed from the plane but died 45 minutes later at the hospital.

DONALD KEE

DOB: July 29, 1912
EOD INS: July 31, 1944
TITLE: Patrol Inspector
DOD: July 23, 1954

DETAILS:

Patrol Inspector Donald Kee's official station was Mission, Texas; however, at the time of his death, he was on official detail, assigned to the Special Mobile Task Force with headquarters at McAllen, Texas. This task force was engaged in a special program conducted by the Service to bring the "wetback" situation under control.

On July 23, 1954, Patrol Inspector Kee was assigned to serve as observer during a flight wherein the aircraft worked in conjunction with ground units checking laborers on

farms in the vicinity of Rio Grande City, Texas. The aircraft was piloted by William F. Buckelew.

The joint operation had resulted in ten aliens being taken into custody by the ground teams. The patrol aircraft had just made a low pass over a cotton field near the Rio Grande River and was banking to return to the field when it was seen to spin and plunge into the river. The plane burst into flames which hampered rescue operations by officers and bystanders in the area. Several persons were hospitalized suffering from burns sustained in the rescue efforts. Patrol Inspector Kee was killed instantly. A Justice of the Peace held an inquest upon arrival at the scene of the accident and pronounced Inspector Kee dead. Pilot Buckelew was still alive when removed from the plane but was pronounced dead upon arrival at the hospital.

JAMES M. KIRCHNER

DOB: December 15, 1931
EOD INS: November 3, 1954
TITLE: Patrol Inspector (Trainee)
DOD: November 15, 1954

DETAILS:

While waiting to attend a training session at the Border Patrol Academy which was scheduled to commence in December, Trainee Kirchner and other new appointees were assigned to work with older and more experienced officers in and around El Paso. Trainee Kirchner had been assigned to a variety of duties between November 4 and November 14.

On November 15, 1954, Trainee Kirchner was assigned to work the 3:00 p.m. to 11:00 p.m. shift with Patrol Inspector James W. Dove. They were delayed in leaving the office due to other work that Inspector Dove had to complete and it was about 4:00 p.m. when they left the office. They patrolled west of El Paso on Highway 80 for some distance and, reaching the end of their route, they turned around and started back toward Sector Headquarters. When they arrived opposite a mountain known as Mt. Christo Rey, Trainee Kirchner saw three persons coming from the direction of Mexico. The persons were up in the hills and estimated to be about 1/2 mile away. Trainee Kirchner informed Inspector Dove who was driving and the later immediately turned toward the mountain and parked the vehicle. Inspector Dove and Trainee Kirchner then proceeded onfoot, Inspector Dove instructing Trainee Kirchner to go east up the mountain and to keep the suspects under surveillance and he would travel in a westerly direction and through a tunnel under the railway track in order to head off the suspects if they turned into the valley. Trainee Kirchner obeyed orders and hurried off in the direction of the mountain.

Inspector Dove intercepted the three suspects and determined that they were of Mexican extraction and were citizens of the United States. While the suspects were being questioned, Trainee Kirchner was observed near the top and was instructed, through hand signals, to return. During the descent Trainee Kirchner was out of the

view of Inspector Dove. When Trainee Kirchner did not return in a reasonable time and did not respond to being called, Inspector Dove and the three citizens began searching for him. Inspector Dove found Trainee Kirchner slumped to the ground, face forward. After a hurried examination, Inspector Dove applied artificial respiration in an effort to revive Trainee Kirchner but was unsuccessful. Leaving one of the citizens with the body. Inspector Dove went to the McNutt Oil Refinery and called Border Patrol Headquarters. He then returned to the scene and waited until Trainee Kirchner's body was removed.

DOUGLAS C. SHUTE

DOB: December 31, 1918

EOD INS: January 24, 1949

January 6, 1950 - Separated

September 5, 1950 - Reinstated

TITLE: Airplane Pilot

DOD: June 6, 1956

DETAILS:

During the morning hours of June 6, 1956, Airline Pilot Douglas C. Shute was patrolling in Service aircraft N4375A, a Piper Supercub. He was working with a ground unit about 35 miles north-northwest of Comstock, Texas, engaged in "sign-cutting", a term applied to locating and following footprints or other physical evidence left by a person in traversing an area. First contact was made with the ground unit at 7:00 a.m. when Pilot Shute landed the plane on a roadway and conferred with Patrol Inspectors James M. Carter, Emmitt R. Brotherton, and Carter M. Newsome. The ground crew had located the tracks of two persons which could more readily be checked out by officers in the aircraft. Patrol Inspector James M. Carter decided to serve as observer in the aircraft while the other officers continued to follow the tracks on the ground.

At about 10:00 a.m. the plane returned. Pilot Shute informed the officers by radio that the walkers had been located and had been instructed to come out of the brush to a roadway where they could be picked up by the ground crew. The plane was observed making a turn to the left and then resuming level flight at about 100 feet altitude. Shortly thereafter, the plane went into a steep climb and continued through the first one hundred or more degrees of an inside loop. The plane reached a height estimated to be 450 feet during this maneuver when it reached a stall and began a left spin from which there was no recovery. It struck the ground in vertical descent, the engine still operating at near cruising power. The wreckage was contained in a circle no larger than the wingspan. The engine was driven back into the cockpit, the force of the impact telescoping the cabin, imprisoning the pilot and the observer. Both were killed in the impact.

JAMES M. CARTER

DOB: February 26, 1921

EOD INS: April 25, 1955

TITLE: Patrol Inspector

DOD: June 6, 1956

DETAILS:

Patrol Inspectors James M. Carter and Carter M. Newsome were temporarily detailed from Marfa, Texas, to Comstock, Texas, on June 4, 1956, for a two-week horse patrol operation to work in the vicinity of Comstock. On June 6, these officers, accompanied by Patrol Inspector Emmit R. Brotherton, were about 35 miles north-northwest of Comstock engaged in "sign-cutting", a term applied to locating and following footprints or other physical evidence left by a person traversing an area. The officers had located two sets of footprints and were tracking them when Service aircraft N4375A, piloted by Airplane Pilot Douglas G. Shute, arrived. Thereafter, the aircraft was used in the search operation with Patrol Inspector Carter serving as observer in the plane.

At about 10:00 a.m., the pilot reported by radio that the walkers had been located and directed the ground crew on a course to intercept them. The plane was then seen making a banking turn to the left and resuming level flight at 100 feet altitude. Shortly thereafter, the plane went into a steep climb and at 450 feet it stalled, falling into a left spin from which there was no recovery. There had been no change in engine power during the maneuver, in the spin, or at impact. The plane struck the ground in vertical descent, the engine being driven back into the cockpit. The force of the impact telescoped the cabin, imprisoning the pilot and observer.

JOHN A. RECTOR

DOB: August 23, 1898

EOD INS: March 13, 1928

TITLE: Patrol Inspector

DOD: October 16, 1956

DETAILS:

At approximately 11:30 a.m., October 16, 1956, Patrol Inspector John A. Rector was accidentally shot by the firing of a .357 Magnum revolver by a fellow officer. The mishap occurred at the Chula Vista Sector Headquarters where two officers were discussing various guns and their limitations and advantages. During the course of the conversation, the .357 Magnum was unloaded, examined, then reloaded, and placed in a desk drawer. The two officers then examined a .22 revolver and soon the discussion returned to the .357 Magnum. At this point one of the officers reached into the desk drawer, picked up the pistol, and without realizing that it had been reloaded, pulled the trigger.

The bullet passed through a partition wall into Patrol Inspector Rector's office where it struck him in the left jaw and ranged up through his head. Upon arrival of an ambulance and a doctor, Patrol Inspector Rector was removed to the Paradise Valley Hospital in National City. Two neurosurgeons from San Diego were called; however, nothing could be done for Inspector Rector. He died at approximately 2:00 p.m. the same day.

ARCHIE L. JENNINGS

DOB: May 6, 1923
EOD INS: October 15, 1956
TITLE: Patrol Inspector
DOD: April 16, 1960

DETAILS:

On April 16, 1960, Patrol Inspectors Robert M. Chaldu, Archie L. Jennings, and Gordon G. Hanks were assigned to duty from midnight to 8:00 a.m. at a traffic check point known as San Mateo Flats, on Highway 101, about 18 miles north of Oceanside, California. The operation was concerned primarily with locating deportable aliens and alien smugglers who were enroute from the border to interior destinations. All vehicular traffic was stopped and inspected with a view to determining the citizenship status of the occupants.

At about 6:40 a.m., an automobile went through the check point without slowing down whereupon Inspector Chaldu pursued the car in a patrol vehicle. At that time, Inspector Jennings was manning the traffic check at the stop sign where vehicles are halted. A car driven by Mr. Francis J. Defazio approached the stop sign, and his car was struck from behind by a speeding automobile operated by Mr. Gabriel Montoya. On impact, Mr. Defazio's car went out of control and struck Inspector Jennings, knocking him 50 feet away. Mr. Defazio's car was later found to have catapulted some 698 feet beyond the check point. Inspector Jennings was pronounced dead upon arrival at the hospital. The cause of death was listed as basilar fractures of the skull. In addition, he suffered numerous contusions, fractures, and lacerations.

KENNETH L. CARL

DOB: September 5, 1926
EOD INS: August 17, 1953
TITLE: Airplane Pilot
DOD: June 18, 1961

DETAILS:

During the hours after midnight on Saturday, June 17, 1961, several jeep teams composed of Patrol Inspectors from Calexico, California, tracked two illegal aliens to an alfalfa field located approximately three miles north of the Mount Signal School and approximately nine miles southwest of El Centro, California. Personnel of the jeep patrol encircled the field and prevented possible egress of the aliens. At dawn on June

18, officers at the scene initiated a radio message to Sector Headquarters for aerial patrol assistance in spotting the aliens.

Pilot Kenneth L. Carl was airborne at approximately 5:30 a.m. in Piper Supercub N8574D and proceeded to rendezvous with the jeep patrol. At the field he immediately initiated low observation passes over the field. In a short time one of the illegal aliens raised his head above the level of the alfalfa and was spotted by the pilot and ground units. When the first capture had been accomplished, the Patrol Inspectors ascertained the description, dress, and name of the second alien and radioed that information to Pilot Carl. The pilot then made repeated passes over the alfalfa field, as well as over an adjoining maize field, searching for the second alien, calling his name over the loud-speaker system, directing him to give up and surrender himself.

The pilot was reported to have been flying at reduced air speed and very close to the ground. After circling the search area, the pilot flew to mid-field and then commenced a left bank which steepened rapidly to a near vertical angle. The aircraft was observed to climb to an altitude of approximately 40 feet above the ground and then to stall. The aircraft struck the ground in a flight path angle of approximately 40 degrees and stopped immediately upon impact with the soft muddy soil.

Pilot Carl was pronounced dead prior to being removed from the scene of the accident. It was later ascertained that his heart had been crushed within the rib cage on impact with the instrument panel.

RICHARD A. LUGO

DOB: August 14, 1935
EOD INS: July 18, 1966
TITLE: Patrol Inspector (Trainee)
DOD: May 14, 1967

DETAILS:

On May 14, 1967, Patrol Inspectors (Trainee) Richard A. Lugo and Bruce A. Plaskett were assigned to maintain signcutting drag strips and to deliver tire drags to selected sites. They were enroute from their official station, Yuma, Arizona, to Andrade, California, traveling north on Levee Road at approximately 40 miles per hour. Without advance indication that anything was wrong, the right rear tire of the 1966 International Scout suddenly deflated causing the rear end of the vehicle to swerve radically. Trainee Lugo lost control of the vehicle which skidded and overturned. The vehicle came to rest on its left side with the top crushed in almost to the level of the body. Trainee Lugo was killed instantly, his head having been crushed when the vehicle overturned.

THEODORE L. NEWTON, JR.

DOB: July 30, 1941
EOD INS: April 11, 1966
TITLE: Patrol Inspector
DOD: June 17, 1967

DETAILS:

Patrol Inspector Theodore Lawrence Newton, Jr., and his fellow officer, Patrol Inspector (Trainee) George Frederick Azrak, both of Temecula, California, were found murdered in a remote deserted mountain cabin on June 19, 1967, following an intensive 48-hour search after they disappeared while on official duty. The men who were killed were kidnapped from their post during a traffic check operation along Highway 79 near Oak Grove, California, in the early morning hours of June 17, 1967. The check point was located about 75 miles north of the Mexican border on a route known to have been used by illegal aliens and smugglers of aliens, narcotics, and contraband.

The officers failed to report in following an all-night assignment at the road check, and a hurried search failed to reveal the whereabouts of the men and their two vehicles, a jeep and a Border Patrol sedan. The Service jeep was soon located about a mile from the check point where it had been driven through two stock fences and left under a tree in an open field.

On June 19, the missing Service sedan was spotted about 9:00 a.m., by a member of a jeep club from Hemet, California. The sedan had been covered with brush. Fifty feet away was a deserted shack and there the posse located the bodies of the missing patrolmen. The cabin was located on the Bailey Ranch, a mountainous brushy area, off Highway 71 (now Highway 371) near Anza, California, and about 8 miles northeast of Oak Grove where the officers had been at work.

In reconstructing the crimes, it now appears that Patrol Inspectors Newton and Azrak intercepted a vehicle in which over 800 pounds of marijuana were being transported. While checking this vehicle the officers were overpowered by four convicted felons, two of whom had been following the load of marijuana in a second vehicle. The officers were then taken to the mountain cabin where they were made to lie prone with their arms extended toward each other inside a shelf of an old stove. The right wrist of one man was handcuffed to the left wrist of the other, and vice versa. While incapacitated in this manner they were shot and killed. Autopsies performed revealed Patrol Inspector Newton had been shot once in the head while three shots were fired into Patrol Inspector Azrak, two in the head and one in the chest. Their bodies bore no marks to indicate there had been a struggle.

GEORGE F. AZRAK

DOB: June 30, 1945

EOD INS: May 15, 1967

TITLE: Patrol Inspector (Trainee)

DOD: June 17, 1967

DETAILS:

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ELGAR B. HOLLIDAY

DOB: July 31, 1924
EOD INS: June 8, 1955
TITLE: Senior Patrol Inspector
DOD: October 18, 1967

DETAILS:

In September 1967, Hurricane Beulah struck the lower Rio Grande Valley and adjacent areas causing extensive wind and flood damage. During the emergency Patrol Inspectors rendered assistance in the protection of life and property, performing exhaustive and arduous tasks and working long periods of time without rest or relief. Senior Patrol Inspector Holliday was engaged in continuous emergency work assignments for three days. During the third day, September 24, 1967, he was stricken, suffering from extreme shortness of breath and pains in the chest. Showing signs of complete exhaustion, he was taken to a doctor who gave him an injection and diagnosed the difficulty as heart failure due to over-exertion. Mr. Holliday was subsequently placed in the St. Joseph's Hospital, Houston, Texas, where he died on October 18, 1967.

RALPH L. ANDERSON

DOB: February 16, 1923
EOD INS: May 1, 1950
TITLE: Patrol Inspector
DOD: October 25, 1968

DETAILS:

On October 25, 1968, Patrol Inspector Ralph L. Anderson was assigned to the 8:00 a.m. to 4:00 p.m. shift on the international boundary near San Ysidro, California. He was working alone, checking the drag trails for signs of illegal crossings. Shortly after 4:00 p.m., Patrol Inspector Charles Thompson found Patrol Inspector Anderson in a Service-owned vehicle in a remote area near the Mexican border east of the San Ysidro Port of Entry. There was a bullet wound in Inspector Anderson's right temple and a 218 "Bee" Savage bolt action rifle inside the vehicle, with the muzzle pointing upward and leaning toward the decedent.

Investigation conducted by FBI Agent Nicks revealed the rifle was carried loose inside the vehicle with the muzzle upward. A mark on a gearshift lever knob indicated that the trigger of the weapon had fallen against the knob. The impact discharged the rifle, and the projectile struck Inspector Anderson in the right temporal region. There was no indication of any other person or persons having been in the area. San Diego County Deputy Coroner Murphy concluded the mode of death to be accidental.

JAMES G. BURNS

DOB: July 31, 1924
EOD INS: June 8, 1955
TITLE: Senior Patrol Inspector
DOD: December 8, 1968

DETAILS:

Official reports covering the death of Senior Patrol Inspector James G. Burns indicated he was performing line watch operations, looking for evidence of illegal aliens in a river bottom near Calexico, California, on Sunday, December 8, 1968. He was searching places of concealment in heavy undergrowth which was exceptionally strenuous activity and required considerable physical exertion. At 6:30 a.m., he began to suffer pains in the chest area which prompted him to immediately return to the office. He was taken home by another officer and was then conveyed to the El Centro Community Hospital by his wife. He passed away at 8:25 a.m., less than two hours after being stricken. Death was caused by an occlusion of the left coronary artery due to arteriosclerosis.

HENLEY M. GOODE, JR.

DOB: April 7, 1929
EOD INS: August 24, 1953
TITLE: Patrol Inspector
DOD: October 11, 1969

DETAILS:

During the morning of September 6, 1969, Patrol Inspector Goode was injured when he fell on the steps of the U.S. Post Office Building, Fort Fairfield, Maine. He had just departed the Border Patrol Office on the second floor of the building and as he neared the lobby level, he tripped and fell a short distance to the lobby floor. There were no witnesses to the accident but several postal employees who heard the sound of someone falling and heard a voice calling for help responded immediately and obtained a doctor and an ambulance. Examination revealed Patrol Inspector Goode had sustained a fractured left knee cap (Patella). On October 11, Patrol Inspector Goode died unexpectedly at the Fort Fairfield Community Hospital. His death was attributed to pulmonary embolus.

FRIEDRICH KARL

DOB: July 15, 1923
EOD INS: May 2, 1955
TITLE: Airplane Pilot
DOD: October 4, 1973

DETAIL:

Both Airplane Pilot Friedrich Karl and his observer, Senior Patrol Agent John S. Blue, were stationed at Yuma, Arizona, when they were killed in an airplane crash.

The officers were on a signcutting and aircraft patrol assignment, having departed from the Yuma County Airport at approximately 6:00 a.m., on October 4, 1973. The flight also served to acquaint Senior Patrol Agent Blue with portions of the Yuma Sector since he had transferred there a short time before.

After some five hours of flight, the officers landed at the Stoker Company airport at Tacna, Arizona, for a rest stop and to communicate with units from the Tacna Station relative to patrol plans and operations. At approximately 12:00 noon, shortly after take-off from Tacna, the airplane struck a static line near the top of 52-foot poles of the Wellton Irrigation District power line. Contact of the landing gear with the static line caused the plane to flip, invert, and fall to the ground in an upside-down position. Both of the officers were killed instantly upon impact.

JOHN S. BLUE

DOB: April 6, 1935
EOD INS: November 23, 1960
TITLE: Senior Patrol Agent
DOD: October 4, 1973

DETAILS:

Senior Patrol Agent John S. Blue was stationed at Yuma, Arizona, where, while serving as an observer, he was killed in the crash of a Border Patrol airplane being flown by Airplane Pilot Friedrich Karl, also of Yuma. The officers were on a signcutting and aircraft patrol assignment, having departed from the Yuma County Airport at approximately 6:00 a.m., on October 4, 1973. The flight also served to acquaint Senior Patrol Agent Blue with portions of the Yuma Sector since he had transferred there a short time before.

After some five hours of flight, the officers landed at the Stoker Company airport at Tacna, Arizona, for a rest stop and to communicate with units from the Tacna Station relative to patrol plans and operations.

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EDWIN C. DENNIS

DOB: March 3, 1912
EOD INS: April 17, 1941
TITLE: Senior Patrol Agent
DOD: February 4, 1974

DETAILS:

At 7:10 p.m. on February 4, 1974, Senior Patrol Agent Edwin C. Dennis was in a van driven by Border Patrol Agent Richard Marroquin with one alien in custody. They were enroute from Ysleta to El Paso, Texas, on the border highway. They were traveling without lights when the vehicle struck some rocks that had been left by a construction crew. The vehicle turned over and Dennis was thrown out of the van and it rolled over him, crushing the upper part of his body. The other occupants in the vehicle were shaken up but not seriously injured.

LEE L. BOUNDS

DOB: November 24, 1936
EOD INS: June 22, 1970
TITLE: Patrol Agent
DOD: March 29, 1974

DETAILS:

Border Patrol Agent Lee L. Bounds of the Lordsburg Station, El Paso Sector, was killed at noon on March 29, 1974, in a jeep accident. He was traveling alone on a road between Animas and Rodeo, New Mexico, southwest of Lordsburg, and ran the jeep off the right shoulder of the road. He lost control when he attempted to steer the vehicle back onto the road and the jeep overturned. Bounds was thrown from the vehicle, which rolled over him before stopping in an upright position, Mr. Bounds' head was crushed. The jeep, which was equipped with seat belts and roll bar, was damaged extensively.

GLENN A. PHILLIPS

DOB: July 25, 1948
EOD INS: July 30, 1973
TITLE: Patrol Agent
DOD: July 8, 1974

DETAILS:

Border Patrol Agent Glenn A. Phillips of the Chula Vista Station, Chula Vista Sector, was killed at 9:40 p.m. on July 8, 1974, in a jeep accident. He was traveling alone on the Tijuana Street Extension, a dirt road located near the international boundary approximately one mile west of the Port of Entry at San Ysidro. Agent Phillips was responding to a call for assistance from Patrol Agent Petraglia who had spotted a group of aliens entering the United States illegally.

The San Diego Police Department's report indicates that Agent Phillips was traveling at approximately 20 miles per hour, probably without lights, when his jeep crashed into the front end of a parked flatbed trailer. The jeep was badly damaged and the front of the trailer extended well into the interior and to the rear of the jeep. The bed of the trailer struck the right side of Agent Phillips' face, apparently killing him instantly.

OSCAR T. TORRES

DOB: April 19, 1937
EOD INS: June 19, 1969
TITLE: Patrol Agent
DOD: November 30, 1974

DETAILS:

Patrol Agent Oscar T. Torres was assigned the midnight to 8:00 a.m. shift on November 30, 1974, in the El Paso Station area. At approximately 2:30 a.m., he proceeded to the West Railroad Bridge to assist in opening the gates for a train inbound from Mexico. Agent Torres and Patrol Agent (Trainee) Robert M. Worsham walked onto the bridge to open the gates while Worsham's partner, Patrol Agent Wayne Winn, Jr., remained with an apprehended alien in a Border Patrol vehicle at the end of the bridge. After opening the gates and while walking back toward the vehicle, Agent Torres stumbled and fell headfirst through an opening in the bridge to the river bottom, a distance of 25 feet. The fall was witnessed only by the alien, as Trainee Worsham and Agent Winn were not facing toward Torres when the accident took place. The officers immediately went to the aid of Agent Torres, and an ambulance soon removed him to Providence Memorial Hospital. He expired at 4:55 a.m., the cause of death being listed as concussion.

JOSEPH P. GAMEZ, JR.

DOB: January 3, 1947
EOD INS: October 4, 1976
TITLE: Patrol Agent
DOD: April 21, 1978

DETAILS:

Patrol Agent Joseph P. Gamez, Jr. was working 4:00 p.m. to 12 midnight in the area of an isolated checkgate on the Maverick County Irrigation Canal in the Quemado Valley, 25 miles north of Eagle Pass, Texas. Patrol Agent Frank J. Lugo with whom Gamez was working reported him missing late on April 21, 1978. According to Agent Lugo, he had become separated from Gamez while they were attempting to apprehend four or five undocumented aliens.

Agent Gamez's body was recovered from the canal the next morning and it was presumed he had fallen into the canal and drowned. A few days later, the Bexar County Medical Examiner's report revealed Agent Gamee had been choked, probably with a board, and dragged to the canal by an assailant or assailants unknown. He was dead when he was thrown into the water.

WELDON SMITH**DOB:** July 18, 1939**EOD INS:** November 2, 1970**TITLE:** Aircraft Pilot**DOD:** October 19, 1979**DETAILS:**

During the afternoon of October 19, 1979, Pilot Smith had been working with ground agents Roxy D. Kieffe and Frank Ureta, Jr., of Rio Grande City Border Patrol Station. They were trailing aliens on the Gallagor Ranch, about 10 miles north of Guerra, Jim Hogg County, Texas. Pilot Smith returned to McAllen to refuel. As he was returning to the location of the aliens, he passed about 100 feet over Kieffe, relocated the trail, and started relaying the location to Kieffe. He said, "I found the tr-" and quit transmitting in mid-sentence. Officer Kieffe did not see the crash, but saw the smoke and ran toward it. The plane was completely engulfed in flames, destroyed by the impact and fire. Pilot Smith died on initial impact. A Justice of the Peace from Hebbronville, Texas, held an inquest upon arrival at the scene of the accident and pronounced Pilot Smith dead. Subsequent investigation determined that the aircraft had stalled and the pilot was unable to recover from the stall.

VICTOR C. OCHOA**DOB:** March 16, 1947**EOD INS:** June 17, 1978**TITLE:** Border Patrol Agent**DOD:** March 11, 1983**DETAILS:**

Victor E. Ochoa, a U.S. Border Patrol Agent stationed in the Tucson Sector, Casa Grande Station, was involved in a fatal traffic accident when the van in which he was transporting prisoners collided with a dump truck at the intersection of Ralston and Papago Roads about 22 miles southwest of Maricopa in Pinal County. The accident occurred on March 11, 1983, at approximately 10:45 a.m. He was transported by helicopter to St. Joseph's Hospital in Phoenix, Arizona. Agent Ochoa died at 2:30 p.m., the same date of multiple head injuries sustained in the accident.

THOMAS K. BYRD**DOB:** September 12, 1954**EOD INS:** August 19, 1983**TITLE:** Border Patrol Agent (Trainee)**DOD:** November 21, 1983**DETAILS:**

Border Patrol Agent (Trainee) Thomas K. Byrd was struck by an eastbound vehicle at about 5:00 p.m. (EST) on the afternoon of November 21, 1983, when the motorcycle on

which he was a passenger, lost control. The owner and driver of the motorcycle, Border Patrol Agent (Trainee) James Hearne, was unable to see a vehicle making a left hand turn as he and Agent Byrd left the Federal Law Enforcement Training Center to drop off a payment for class T-shirts that had been promised to the vendor by close of business on that date. Apparently, when Agents Hearne and Byrd left the training center, the sun was positioned in front of them in such a manner as to make visibility very difficult. When Agent Hearne realized that a vehicle in front of him was about to make a stop (or turn) it was too late to make a safe stop. Agent Hearne made a correction to the left side of the vehicle in an effort to avoid hitting but lost control of the motorcycle in the attempt. The motorcycle fell to the ground throwing Agent Hearne clear out of the path of the oncoming traffic. Agent Byrd, however, was struck by a vehicle in the oncoming traffic and dragged for some distance. Agent Byrd was rushed to Brunswick Memorial Hospital by ambulance where all efforts to save him failed. He was pronounced dead at approximately 7:00 p.m. (EST) by the attending physician. Both Agents Byrd and Hearne were attending the 151th Session of the U.S. Border Patrol Academy, Glynco, Georgia, when the accident occurred. Border Patrol Agent (Trainee) Byrd was a high academic achiever and was regarded with high esteem by the members of his class.

MANUEL SALCIDO, JR.

DOB: April 25, 1950
EOD INS: March 12, 1984
TITLE: Border Patrol Agent
DOD: January 2, 1985

DETAILS:

On January 2, 1985, Agent Salcido was enroute to Del Rio Sector Headquarters and traveling in a seized 1975 Ford sedan. Agent Salcido's vehicle went out of control on an ice glazed concrete bridge and was struck broadside on the driver's side by a southbound vehicle in the southbound lane. The other vehicle was a 1984 Suburban enroute to Eagle Pass, Texas. Agent Salcido was killed and the driver of the second vehicle was hospitalized with head and chest injuries. No other persons were involved in the accident.

LESTER L. HAYNIE

DOB: October 13, 1945
EOD INS: October 14, 1975
TITLE: Aircraft Pilot Trainee
DOD: June 14, 1985

DETAILS:

On the morning of June 14, 1985, Pilot Haynie had been working with ground units 12 miles west of Yuma, Arizona. Having apprehended five aliens at Dunes Siding, Pilot Haynie radioed the ground units that he was flying to another siding. There were no witnesses to the crash which occurred at 7:51 a.m., reported at 8:18 a.m. by a Southern

Pacific Railroad engineer. The Border Patrol plane was upside down under San Diego Power and Light cables in Imperial County, California, 100 yards north of the Southern Pacific Railroad tracks near Dunes Siding, two miles west of Sidewinder Road. Investigation determined that Pilot Haynie had failed to gain altitude to clear the power lines.

NORMAN RAY SALINAS

DOB: February 18, 1960
EOD INS: December 9, 1984
TITLE: Border Patrol Agent
DOD: August 4, 1986

DETAILS:

Border Patrol Agent Norman Ray Salinas died on Monday, August 4, 1986, at approximately 1:20 a.m. (EST) when the government van he was driving went out of control on Interstate 35, south of Cotulla, Texas. Agent Salinas was transporting Carlos Martinez Alvarenga, an illegal alien from El Salvador, to the Lasalle County Jail in Cotulla from Laredo. Lasalle County Sheriff Darwin Avant stated that Agent Salinas apparently failed to negotiate a curve. The van left the road running onto a median, rolling over several times before finally bursting into flames. Both Agent Salinas and Martinez Alvarenga were thrown from the van. They were dead before the first officers arrived on the scene.

JOHN R. McCRAVEY

DOB: September 10, 1950
EOD INS: September 9, 1985
TITLE: Border Patrol Agent
DOD: February 23, 1987

DETAILS:

On February 20, 1987, Agent McCravey was signcutting near Highway 98, east of Calexico, California. McCravey joined a vehicle pursuit which involved an auto suspected of transporting a group of smuggled aliens. The driver of the fleeing vehicle turned south on a dirt road leading back to the All American Canal which serves as a boundary between Mexico and the United States. The billowing dust cloud made by the fleeing vehicle prevented Agent McCravey from clearly seeing the road. The reduced visibility may have contributed by diminishing his perception and reaction time which affected his ability to react to a change in roadway grade and a turn in the road. Agent McCravey lost control of his vehicle which overturned and rolled into the All American Canal where it became submerged upside down. Fellow officers and farm workers successfully removed Agent McCravey and the three illegal aliens he had arrested prior to getting involved in the pursuit from the vehicle. Agent McCravey died three days later in a San Diego, California hospital.

JOSIAH B. MAHAR

DOB: August 29, 1948
EOD INS: February 22, 1983
TITLE: Senior Border Patrol Agent
DOD: September 23, 1988

DETAILS:

At about 3:15 p.m. on September 23, 1988, Senior Border Patrol Agent Josiah B. Mahar was involved in an automobile accident on Star Route #27 near Eustis, Maine. Agent Mahar was driving a Service vehicle and was patrolling in a southbound direction when an oncoming vehicle crossed over the center line and struck his vehicle head-on as he rounded a bend in the road. The impact to Agent Mahar's vehicle was directed along the drivers door and front fender area. Senior Patrol Agent Mahar died at the scene from massive head injuries sustained in the accident.

DAVID F. ROBERSON

DOB: January 9, 1941
EOD INS: April 11, 1966
TITLE: Air Operations Supervisor
DOD: July 14, 1989

DETAILS:

On July 14, 1989, Pilot Roberson departed the Marine Corps Air Station, Yuma, Arizona, at 5:50 a.m., in Service aircraft N29162. Shortly after takeoff, he responded to a request for assistance in the Yuma freight yards where Border Patrol units were conducting freight train check operations. At 6:10 a.m., Pilot Roberson departed the freight yard area and proceeded south to County 23rd and Avenue 2E to assist ground units in working a trail of three aliens.

Upon arrival, Pilot Roberson commenced "signcutting" while maintaining radio contact with Senior Patrol Agent David Ramirez and Patrol Agent Rosendo Guillen, who were working in the immediate area on the trail. At 6:24 a.m., Pilot Roberson stalled the aircraft and crashed. The aircraft was totally destroyed by the impact and post crash fire. Pilot Roberson died instantly.

KEITH CONNELLY

DOB: December 11, 1946
EOD INS: June 21, 1971
TITLE: Anti-Smuggling Agent
DOD: September 6, 1989

DETAILS:

On September 6, 1989, at 1:45 a.m., Anti-Smuggling Agent Keith Connelly was shot by alien smugglers in the city of Fresno, California, where he died shortly thereafter. Agent

Connelly was working an undercover operation accompanied by his partner, Ted Jordan, who was also shot but survived the ordeal. The Fresno, California Police Department responded to the emergency assistance call and apprehended the suspects who were turned over to the FBI for prosecution.

Keith Connelly joined the U.S. Border Patrol in June 21, 1971, in Chula Vista, California, being assigned to the San Clemente Station. He then transferred to Rouses Point, New York, in September 1975 and worked along the Northern Border until reassigned to San Clemente in May 1978. In 1983, he was transferred to Fresno, California, where he became a Senior Border Patrol Agent in December 1986. In August 1988, he was promoted to Special Agent assigned to the Fresno Anti-Smuggling Unit where he served until his death.

JOHN D. KEENAN

DOB: February 11, 1953
EOD INS: November 16, 1987
TITLE: Border Patrol Agent
DOD: November 27, 1989

DETAILS:

At about 3:50 a.m., on November 27, 1989, Border Patrol Agent John D. Keenan was involved in an automobile accident on U.S. Highway 83 at FM-492 near Mission, Texas. Agent Keenan was operating a Service vehicle and was driving east on U.S. Highway 83 when a northbound vehicle traveling at a high rate of speed on FM-492 failed to yield the right-of-way causing the accident. Patrol Agent Keenan died at the scene from multiple injuries sustained in the accident.

LOUIS D. STAHL

DOB: August 19, 1942
EOD INS: October 09, 1973
TITLE: Airplane Pilot
DOD: June 13, 1992

DETAILS:

On June 13, 1992, Pilot Louis Stahl was reportedly tracking a group of illegal aliens near the railroad tracks in a mountainous area near Sunland Park, New Mexico. According to witnesses, the Hughes OH6A helicopter, piloted by Agent Stahl, dropped down and snagged a string of power lines that hung approximately 300 feet above the tracks. The contact with the power lines tilted his aircraft to the right and into another set of utility lines. The helicopter was then thrown downward where it nose-dived into a nearby canyon, slamming upside down on the desert floor in a valley north of Mount Cristo Rey.

In the crash, the cockpit was demolished and Agent Stahl was pinned underneath the wreckage. After seeing the crash, the subjects who were observed by the pilot, reportedly raced a half-mile east to go get help at the American Eagle Brick Company, where workers dialed 911. The workers then drove to the site and attempted to lift the smashed aircraft off the pilot. Shortly thereafter, fire fighters, police, and Border Patrol Agents arrived at the scene to render aid. The downed pilot was pulled from the wreckage where he was pronounced dead. The pilot's body was taken to Thomason General Hospital.

Agent Stahl was born in Lawton, Oklahoma. He began his career with the Border Patrol in 1973, where he served in Presidio, Texas. He later entered the Pilot Program at Marfa, Texas, in May 1978. He then transferred to El Paso Sector in July 1983, which was his last assignment.

JOSE A. NAVA

DOB: July 6, 1958
EOD INS: January 27, 1987
TITLE: Border Patrol Agent
DOD: January 7, 1995

DETAILS:

Agent Nava died of injuries sustained in a single car vehicular accident. January 6, 1995, Agent Nava was on his way to conduct a train check. He was traveling on Farm Road 1572, 45 miles east of Del Rio, Texas. His Service vehicle struck a deer causing him to lose control. The vehicle overturned several times and Agent Nava was thrown from the vehicle. Agent Nava was pronounced dead at the scene at 12:40 a.m. on January 7.

Jose Nava was born in Brownsville, Texas. He began his career with the Border Patrol in El Paso, Texas. On April 9, 1989, he transferred to the Del Rio Sector and was assigned to the Brackettville Station.

LUIS A. SANTIAGO

DOB: November 9, 1964
EOD INS: June 6, 1994
TITLE: Border Patrol Agent (Trainee)
DOD: March 28, 1995

DETAILS:

At approximately 11:45 p.m., Agent Santiago was working in a canyon near Lower Otay Reservoir when he and other agents saw a group of about 20 illegal aliens. The agents identified themselves as Border Patrol and ordered the aliens to stop. The group scattered and the agents followed. Agent Santiago gave chase along the rim of the

canyon, taking a narrow trail that leads to the edge of a cliff. He lost his footing on loose rock and slippery grass and fell approximately 120 feet to his death.

On June 6, 1994, Luis Santiago joined the U.S. Border Patrol as a BPA (Trainee) at the San Diego Sector/Brown Field Station in San Diego, California. After entering on duty, he was sent to the Federal Law Enforcement Training Center in Glynco, Georgia. On October 18, 1994, Agent Santiago graduated successfully from the 267th Session and returned to San Diego. Agent Santiago was one week short of taking his ten month examination.

JOE R. WHITE

DOB: November 19, 1954

EOD INS: July 5, 1988

TITLE: Border Patrol Agent

DOD: April 18, 1995

DETAILS:

Laredo North Border Patrol Agent Joe R. White passed away early in the morning after suffering an apparent heart attack while on duty at the IH-35 checkpoint. Agent White was transported to Doctors Hospital by ambulance, but was pronounced dead upon arrival.

Agent White was a 7 year veteran of the U.S. Border Patrol and a graduate of the 223rd Border Patrol Academy class. Agent White was a K-9 handler -- assigned K-9 Brutus. Prior to Brutus, Agent White was the handler for Benno. Benno was one of the original K-9's assigned to the Laredo Sector. During his 3 1/2 year tenure as a K-9 handler, Agent White made 155 narcotic seizures worth \$8,836,512, seized \$126,800 in U.S. currency, and located 1,701 undocumented aliens.

JEFFERSON L. BARR

DOB: November 16, 1962

EOD INS: January 19, 1988

TITLE: Senior Border Patrol Agent

DOD: January 19, 1996

DETAILS:

At approximately 10:30 p.m., January 19, Senior Border Patrol Agent Jefferson Barr and his partner, Border Patrol Agent Ned Thomas responded to electronic sensor activity at a location on the Rio Grande River 2 1/2 miles downriver from the Eagle Pass Port-of-Entry. The two agents took up positions on a trail leading away from the sensor activations to await possible alien foot traffic. When Agents Barr and Thomas challenged four individuals carrying bundles of suspected narcotics, the subjects dropped their loads and three of them attempted to flee toward the river. Agent Thomas grappled with one of the three as the fourth subject, simultaneously, responded with

gunfire at Agent Barr. The suspect expended all eight rounds from a .22 caliber revolver, striking Agent Barr once in the left shoulder area. The path of the projectile that struck Agent Barr was such that the wound was fatal instantly. Agent Barr fired all six rounds from his .357 magnum Service revolver during the gunfight, striking the suspect once. The round struck the suspect's left wrist, shattering his wristwatch, and entered his abdominal cavity. The suspect was able to walk to the river and cross back into Mexico. He was found shortly thereafter, suffering from his wounds and was taken for medical treatment. He was subsequently taken into custody by Mexican authorities.

AURELIO E. VALENCIA

DOB: November 12, 1963
EOD INS: February 28, 1985
TITLE: Border Patrol Agent
DOD: January 25, 1996

DETAILS:

At approximately 8:40 a.m. on January 25, Border Patrol Agent Aurelio E. Valencia was involved in a vehicle accident on California State Route 78, near Glamis, California. Permanently assigned to the Blythe Station, Agent Valencia was working backup for the Highway 78 checkpoint. As he attempted a U-turn to get behind and investigate a suspected smuggling vehicle parked south of the checkpoint, his Service vehicle was struck broadside by a southbound motorist. Agent Valencia died at the scene from injuries sustained in the accident.

Agent Valencia began his career with INS as a student aide at Tucson Sector Headquarters. He was promoted to Clerk two months later. After a short break in service, he entered on duty as an Immigration Detention Officer at Wilcox Station, Tucson Sector, on November 26, 1986. On June 13, 1988, he entered on duty as a Border Patrol Agent at Blythe Station, Yuma Sector, the position he was filling at the time of his death.

MICHAEL W. BARNES

DOB: April 7, 1951
EOD INS: March 14, 1976
TITLE: Patrol Agent in Charge
DOD: December 12, 1996

DETAILS:

On December 12, 1996, about 4 p.m., Agents Michael Barnes, Antonio Guzman, Adolf Tapia, Rolando Gonzalez, David Salinas, Matthew Mizell, and Kevin Brashear, assisted by the Del Rio Sector pilot, Mike Snyder, were working a trail on the Chittum Ranch in the Carrizo Springs, Texas, area. They spotted a group of about 13 illegal aliens, who ran when the agents approached them. Agents Barnes and Tapia apprehended five of the aliens. Agent Barnes then turned them over to Agent Tapia and began trying to

apprehend the remainder of the group. The pilot spotted the remainder running along a creek bottom and was guiding agents toward the area. Agent Barnes was within about 50 yards of them when the pilot stated over the radio that Agent Barnes had gone down. He radioed Agent Barnes, but there was no response. When he notified the other agents in the area of the situation, they started making their way to assist Agent Barnes.

About 4:32 p.m., Agent Tapia found Agent Barnes face down. Agents determined that Agent Barnes was not breathing and had no pulse and immediately started performing CPR. Pilot Snyder radioed for an ambulance and a helicopter. Agent Barnes was placed in an INS Bronco and transported to the ambulance. About 5:38 p.m., a helicopter took off with Agents Barnes and Guzman for a hospital in San Antonio, arriving at 6:13 p.m. At 6:25 p.m., a doctor advised Agent Guzman that Agent Barnes had died. The medical examiner's office determined he had suffered a massive heart attack.

Agent Barnes was born in San Antonio and grew up in Pearsall, Texas. He served as Supervisor at the Carrizo Springs Border Patrol Station beginning in May 1988 and as Assistant Patrol Agent in Charge at Carrizo Springs beginning in July 1990. In September 1996, he was appointed Patrol Agent in Charge at Carrizo Springs.

MIGUEL J. MALDONADO

DOB: September 29, 1952
EOD INS: May 12, 1980
TITLE: Senior Border Patrol Agent
DOD: March 10, 1997

DETAILS:

At approximately 11:24 a.m., Senior Patrol Agent Miguel Maldonado of the Port Isabel Station was performing sensor response patrol duties alone in a Service vehicle, traveling on Alton Gloor Road in Brownsville, Texas. An eyewitness stated that Agent Maldonado's vehicle turned left across the center line of the road, sliding across the roadway and into the ditch adjacent to the road. It then struck an earthen berm with its passenger side tires and rolled over one complete turn, landing on its wheels. At the time of the accident, Agent Maldonado was driving in an emergency response mode with his vehicle's emergency lights and siren activated.

Supervisory Patrol Agent Herbert J. Monette of the Brownsville Station was notified of the accident and arrived at the scene soon afterward as EMS personnel were trying to save Agent Maldonado. They then decided to transport Agent Maldonado to Brownsville Medical Center, where emergency room personnel also tried to save him. But about 12:15 p.m., Agent Monette was informed that Agent Maldonado had died from wounds sustained in the accident. The likely cause of the accident was the wet condition of the roadway.

Agent Maldonado began his Border Patrol career with the Laredo Sector. He was reassigned in August 1988 as Senior Border Patrol Agent at the Port Isabel Station under the McAllen Sector, the position he held at the time of his death.

STEPHEN C. STARCH

DOB: January 3, 1972
EOD INS: November 13, 1995
TITLE: Border Patrol Agent
DOD: June 14, 1997

DETAILS:

On June 14, 1997, Border Patrol Agent Stephen C. Starch and Senior Patrol Agent Aric Curtis were patrolling the border area south of State Route 94 in the Dulzura, California, area. During the midafternoon hours, they found tracks of suspected illegal immigrants in the rugged mountains of San Diego's East County. Fully aware of terrain obstacles and even though their shift was almost over, Agents Starch and Curtis forged ahead, scaling the side of a mountain. Agent Starch separated from Agent Curtis to cover more territory.

During the next hour, Agent Curtis tried numerous times to contact Agent Starch by radio but was unsuccessful. He contacted Supervisory Border Patrol Agents Wayne Rock and Brian Brown, who also tried to contact Agent Starch, but to no avail. A ground and air search for Agent Starch was begun. Around 6:30 p.m., Agent Curtis discovered Agent Starch at the base of a cliff. He had sustained severe injuries and was not breathing. A medical helicopter from Mercy Air arrived at the scene, along with a U.S. Coast Guard rescue helicopter. Agent Curtis began administering CPR and was assisted by others. Because of the remoteness and the rough terrain, a higher medical authority could not arrive before dark. After nearly an hour of CPR, the attending Emergency Medical Technician consulted with the Flight Doctor from Mercy Air by radio and pronounced Agent Starch dead at the scene due to the severity of his injuries. The next day, investigators determined that Agent Starch had accidentally fallen about 150 feet to this death.

Agent Starch was a graduate of Texas Tech University and the Border Patrol Academy, Class 295. At the time of his death, he was assigned to the San Diego Sector, El Cajon Station, Sign-Cut Unit.

ALEXANDER KIRPNICK

DOB: September 9, 1970
EOD INS: September 25, 1996
TITLE: Border Patrol Agent
DOD: June 3, 1998

DETAILS:

On June 3, 1998, Agent Alexander Kirpnick was assigned patrol duties at Ephraim and Mariposa Canyons in the Nogales area of the Tucson Sector during the midnight shift. He and his partner responded to sensor traffic. About an hour after setting up, they heard foot traffic approaching and spotted five individuals carrying what appeared to be illegal contraband. When the suspects came closer, the agents identified themselves as Border Patrol Agents and moved forward to contact the suspects.

Agent Kirpnick moved toward two suspects close to him and his partner moved toward three in his area. Agent Kirpnick's partner heard Agent Kirpnick order the two suspects to sit down and soon after heard a gunshot. He then went to Agent Kirpnick's position and found him prone with a wound in the head. Agent Kirpnick passed away at the University Medical Center in Tucson.

Agent Kirpnick, an immigrant from Ukraine, was a graduate of the 322nd session of the U.S. Border Patrol Academy in Charleston, South Carolina.

SUSAN LYNN RODRIGUEZ

DOB: July 11, 1969
EOD INS: September 20, 1992
TITLE: Border Patrol Agent
DOD: July 7, 1998

DETAILS:

On July 7, 1998, Border Patrol Agent Susan Lynn Rodriguez and several other agents responded to a call for assistance from the Cameron County Sheriff's Department south of Benito, Texas. The Sheriff's deputies were pursuing a double homicide suspect. Agent Rodriguez was helping to set up a perimeter in an attempt to contain the fleeing suspect in a wooded area where he was believed to be hiding.

As Agents Rodriguez and Ricardo Salinas walked back to their vehicle, the suspect emerged from a cornfield and began firing on them and the other law enforcement officers on the scene. During the ensuing gun battle, Agents Rodriguez and Salinas were killed.

Agent Rodriguez was the first female agent in the history of the United States Border Patrol to lose her life in the line of duty. At the time of her death, she was assigned to the Harlingen Station of the McAllen Sector. She was a graduate of the 261st session of the U.S. Border Patrol Academy in Glynco, Georgia.

RICARDO GUILLERMO SALINAS

DOB: April 29, 1974
EOD INS: September 8, 1997
TITLE: Border Patrol Agent
DOD: July 7, 1998

DETAILS:

On July 7, 1998, Border Patrol Agent Ricardo G. Salinas and several other agents responded to a call for assistance from the Cameron County Sheriff's Department south of Benito, Texas. The Sheriff's deputies were pursuing a double homicide suspect. Agent Salinas was helping to set up a perimeter in an attempt to confine the suspect to a wooded area where he was believed to be hiding.

As Agents Salinas and Susan Lynn Rodriguez walked back to their vehicle, the suspect emerged from a cornfield and began firing on them and other law enforcement officers at the scene. During the ensuing gun battle, Agents Salinas and Rodriguez were killed. At the time of his death, Agent Salinas was assigned to the Harlingen Station of the McAllen Sector. He was a graduate of the 351st session of the U.S. Border Patrol Academy in Charleston, South Carolina.

JESUS DE LA OSSA

DOB: June 21, 1965
EOD INS: November 28, 1993
TITLE: Senior Patrol Agent
DOD: October 20, 1998

DETAILS:

On Tuesday October 20, 1998, at 7 p.m., Agents Jesus De La Ossa and Thomas J. Williams were traveling to San Diego after successfully completing the Border Patrol Academy Instructor's Course. They were involved in a head-on collision with another vehicle and lost their lives in the accident. The accident happened about 15 miles west of Artesia, New Mexico.

Agent De La Ossa was born in Nogales, Arizona. Before entering the Border Patrol, Agent De La Ossa served as a military policeman in the U.S. Air Force. He joined the INS as a Border Patrol Agent and was later promoted to Senior Patrol Agent. At the time of his death, his official station was Brown Field, California. He was a graduate of the 264th session of the U.S. Border Patrol Academy in Glynco, Georgia.

THOMAS J. WILLIAMS

DOB: July 21, 1966
EOD INS: May 5, 1994
TITLE: Senior Patrol Agent
DOD: October 20, 1998

DETAILS:

On Tuesday October 20, 1998, at 7 p.m., Agents Thomas J. Williams and Jesus De La Ossa were traveling to San Diego after successfully completing the Border Patrol Academy Instructor's Course. They were involved in a head-on collision with another vehicle and lost their lives in the accident. The accident happened about 15 miles west of Artesia, New Mexico.

Agent Williams was born in Hazel Green, Wisconsin. He graduated from Western Illinois University Magna Cum Laude with a degree in criminal justice. He served in the Navy for 4 years, 2 of which were served on the submarine Henry Clay. He joined the INS as a Border Patrol Agent and was later promoted to Senior Patrol Agent. At the time of his death, his official station was Brown Field, California. He was a graduate of the 266th session of the U.S. Border Patrol Academy in Glynco, Georgia.

WALTER S. PANCHISON

DOB: January 15, 1945

EOD INS: March 6, 1978

TITLE: Aircraft Pilot

DOD: October 23, 1998

DETAILS:

On Friday October 23, 1998, at 2 p.m., Agent Scott Panchison was flying a U.S. Border Patrol plane in response to motion sensors tripped along the United States-Canadian Border near Lynden, Washington. Agent Panchison was working with other agents in the area and was heading back to Bellingham International Airport when his plane crashed on rugged terrain in the Smith Peak area just north of Mount Baker Highway on the west side of Sumas Mountain. Agent Panchison lost his life in the crash.

Agent Panchison was born in Pottsville, Pennsylvania, but grew up in Salt Lake City, Utah. He earned a bachelor's degree from the University of Utah and a master's degree from Pepperdine University. After graduation, Agent Panchison joined the U.S. Marine Corps, where he spent 10 years flying F4 Phantoms, including flights from aircraft carriers in the Vietnam War. He left the Corps to join the U.S. Border Patrol, where he proudly served for 21 years. At the time of his death, he was stationed at the Blaine Sector. He was a graduate of the 119th session of the U.S. Border Patrol Academy in Glynco, Georgia.

RENE B. GARZA

DOB: February 11, 1947

EOD INS: March 30, 1975

TITLE: Senior Patrol Agent

DOD: January 20, 1999

DETAILS:

Senior Patrol Agent Rene B. Garza was pronounced dead after suffering a cardiac arrest while conducting surveillance on horseback in Skeleton Canyon, located in the "boot heel" of New Mexico, about 75 miles southwest of Lordsburg. According to other Border Patrol Agents, the severity of the illness and the geographical isolation were contributing factors in Agent Garza's death.

Agent Garza was born in south Texas and was a graduate of the Border Patrol's 107th Academy Class. He had spent his entire Border Patrol career at the Lordsburg Station.

STEPHEN M. SULLIVAN

DOB: July 6, 1971
EOD INS: August 4, 1996
TITLE: Border Patrol Agent
DOD: March 27, 1999

DETAILS:

Around 7 a.m. on Saturday, March 27, 1999, Border Patrol Agent Stephen M. Sullivan was transporting a group of aliens on the Otay Truck Trail when his vehicle overturned and rolled down an embankment. Three of the aliens, who had been thrown from the vehicle, climbed up out of the embankment and approached another Border Patrol Agent, stating that others were still inside the vehicle and had been injured.

Four people, including Agent Sullivan, were killed in the accident. Agent Sullivan began his career with the INS as an Adjudications Officer in Los Angeles. He was hired by the Border Patrol in September 1997. At the time of his death, he was assigned to the El Cajon Station of the San Diego Sector.

DANIEL M. JAMES, JR.

DOB: April 17, 1970
EOD INS: September 21, 1998
TITLE: Border Patrol Agent
DOD: March 2, 2001

DETAILS:

On Monday, January 29, 2001, Border Patrol Agent Daniel M. James, Jr., and his partner were turning their Service vehicle around at the junction of Highways 716 and 429 to pursue three vehicles reported to be carrying illegal aliens. They hit a dip in the road, which caused the vehicle to overturn several times. Agent James was thrown from the vehicle and pinned against a fence. He was taken to Christus Spohn Memorial Hospital in Corpus Christi, Texas. He passed away on Friday, March 2, 2001, because of injuries sustained in the accident.

Agent James was a native of Canton, Ohio. He served in the U.S. Marines from March 1988 to June 1996. He was a graduate of the 389th session of the Border Patrol Academy in Glynco, Georgia. At the time of his death, his official station was Freer, Texas.

JASON C. PANIDES

DOB: December 27, 1974
EOD INS: March 9, 1998
TITLE: Border Patrol Agent
DOD: April 4, 2001

DETAILS:

On Wednesday, April 4, 2001, at 12:36 a.m., Border Patrol Agent Jason C. Panides was killed after assisting in the apprehension of a group of illegal aliens on Interstate Highway 35, north of Laredo, Texas. Agent Panides was in the southbound lane of the east access road when he was struck by a southbound truck. He was killed instantly. Agent Panides was a native of Jacksonville, Florida, and was a graduate of the University of Florida with a degree in criminal justice and psychology. He was a graduate of the 368th session of the Border Patrol Academy at Glynco, Georgia. At the time of his death, he was stationed at the Laredo North Border Patrol Station.

XAVIER G. MAGDALENO

DOB: September 9, 1950
EOD INS: September 15, 1980
TITLE: Border Patrol Agent
DOD: May 10, 1995

DETAILS:

On May 10, 1989, Border Patrol Agent Xavier G. Magdaleno and his partner were driving their vehicle alongside the railroad tracks in an area of the El Paso Sector known as the "slag pits." They were preparing to check an outbound Southern Pacific freight train. There were three separate sets of tracks in the area, two used mainly for outbound trains and running parallel to each other and the other used mainly for incoming trains. The third set curved inward toward the other tracks, forming a rough triangle. Inside the triangle were numerous piles of slag, 6 to 15 feet high.

The agents were driving east between the slag piles and outbound tracks. A train was coming toward them on these tracks. Once clear of the slag piles, Agent Magdaleno tried to execute a 180-degree turn. The wheels of the vehicle began to slide in the soft slag. The vehicle would not respond to the steering wheel; instead, it plowed forward, alongside the incoming tracks. The agents did not see the incoming train because of the slag piles and the curve of the track until it was about 75 yards from the vehicle. Agent Magdaleno put the vehicle into reverse in an attempt to get out of the train's way.

However, the train struck the vehicle on the passenger side and threw the rear of the vehicle toward the track. It was again struck by the still-moving train.

On the initial impact, Agent Magdaleno's partner was thrown out of the vehicle away from the train. The second impact threw Agent Magdaleno out of the vehicle, and it came to rest on top of him. He was pinned under the wreckage for 45 minutes. When freed, he was taken to R.E. Thomason General Hospital, where surgery was performed. He was paralyzed from the neck down, requiring ventilator assistance. He died from his injuries on May 10, 1995.

Agent Magdaleno was a graduate of the 139th session of the Border Patrol Academy and was assigned to the El Paso Station at the time of his death.

ELOY HERNANDEZ

DOB: June 14, 1972
EOD INS: March 9, 1998
TITLE: Border Patrol Agent
DOD: January 17, 2002

DETAILS:

On Thursday, January 17, 2002, at 12:08 a.m., Border Patrol Agent Eloy Hernandez was killed in an automobile accident while on patrol near Progreso, Texas. He was rounding a curve on a gravel road when his vehicle rolled over twice. A fellow Border Patrol Agent located the wreck. Agent Hernandez was airlifted to Valley Baptist Medical Center, Harlingen, Texas, where he was pronounced dead.

Agent Hernandez was a native of Mercedes, Texas. He was a graduate of the 367th session of the Border Patrol Academy at Glynco, Georgia, and was assigned to the Weslaco Station at the time of his death.

ROBERTO JAVIER DURAN

DOB: March 29, 1968
EOD INS: January 4, 1998
TITLE: Border Patrol Agent
DOD: May 6, 2002

DETAILS:

Border Patrol Agent Roberto Javier Duran was on detail from the Chula Vista Station to the Casa Grande Station when he was ejected from his vehicle in a vehicle rollover accident on Monday, May 6, 2002. He had worked the midnight shift and was returning to the Station. Agents from the Casa Grande Station rendered emergency medical assistance and provided comfort to Agent Duran, but he died at the scene.

Agent Duran was born in Anthony, New Mexico. He served in the United States Navy from 1986 to 1997. He was a graduate of the 361st session of the U.S. Border Patrol Academy in Charleston, South Carolina.

CATHERINE M. HILL

DOB: March 19, 1965
EOD INS: November 1, 1999
TITLE: Senior Patrol Agent
DOD: October 25, 2002

DETAILS:

Senior Patrol Agent Catherine M. Hill, 37, was performing patrol duties in the Tijuana River Valley (Smuggler's Canyon area) early in the morning on Friday, October 25, 2002, when her vehicle rolled down the edge of a 40-foot cliff. She died at the scene. Agent Hill was a graduate of the 419th session of the U.S. Border Patrol Academy and was assigned to the Imperial Beach Station at the time of her death. Known for her outgoing and community-oriented personality, she was an advisor for Border Patrol Explorer post #1924 and a member of the San Diego Sector's Peer Support Team.

JAMES P. EPLING

DOB: March 9, 1979
EOD CBP: January 13, 2003
TITLE: Border Patrol Agent
DOD: December 16, 2003

DETAILS:

On December 16, 2003, at approximately 7 p.m., Border Patrol Agent James P. Epling was reported missing after responding to sensor activity along the Colorado River near Andrade, California. Agent Epling had apprehended two Chinese illegal immigrants and had rescued a Chinese illegal immigrant from drowning in the Colorado River. Agent Epling was attempting to apprehend other illegal immigrants along the river when he suddenly disappeared.

A massive rescue operation by Border Patrol Search, Trauma, and Rescue teams, as well as multiple local, State, Federal, tribal, and foreign agencies, was immediately initiated. This response and coordinated rescue effort continued for 3 days. On December 19, 2003, at approximately 7:15 p.m., with the aid of an underwater camera, Agent Epling's body was located 29 feet deep in the Colorado River. He was approximately 200 yards from where it was believed he initially disappeared. The investigation revealed that Agent Epling had died as a result of accidental drowning. Agent Epling was 24 years old and was a graduate of the 537th session of the Border Patrol Academy. On January 28, 2004, James Paul Epling II was born.

TRAVIS W. ATTAWAY

DOB: May 3, 1973
EOD CBP: December 1, 1997
TITLE: Senior Patrol Agent
DOD: September 21, 2004

DETAILS:

On September 19, 2004, at approximately 2:45 p.m., Senior Patrol Agent Travis W. Attaway was part of a three-man team conducting marine Border Patrol operations on the Rio Grande near the Free Trade Bridge at Los Indios, Texas, when their boat capsized. Agents Attaway, Jeremy Wilson, and Javier Sandoval were ejected from the boat into the fast-moving waters of the Rio Grande. Agents in a nearby boat responded to the distress calls and were able to rescue Agent Sandoval, but they could not locate Agents Attaway and Wilson. An intensive multi-agency search and rescue operation that included the Government of Mexico was initiated, and on September 21, 2004, at approximately 1:30 a.m., the body of Agent Attaway was recovered. At approximately 3:05 a.m., the body of Agent Wilson was recovered. Both agents were located within 150 yards of where their boat had capsized.

Agent Attaway was 31 years old and was a graduate of the 359th session of the Border Patrol Academy.

JEREMY M. WILSON

DOB: July 31, 1975
EOD CBP: November 03, 1997
TITLE: Senior Patrol Agent
DOD: September 21, 2004

DETAILS:

On September 19, 2004, at approximately 2:45 p.m., Senior Patrol Agent Jeremy M. Wilson was part of a three-man team conducting marine Border Patrol operations on the Rio Grande near the Free Trade Bridge at Los Indios, Texas, when their boat capsized. Agents Wilson, Travis Attaway, and Javier Sandoval were ejected from the boat into the fast moving-waters of the Rio Grande. Agents in a nearby boat responded to the distress calls and were able to rescue Agent Sandoval, but they could not locate Agents Wilson and Attaway. An intensive multi-agency search and rescue operation that included the Government of Mexico was initiated, and on September 21, 2004, at approximately 1:30 a.m., the body of Agent Attaway was recovered. At approximately 3:05 a.m., the body of Agent Wilson was recovered. Both agents were located within 150 yards of where their boat had initially capsized.

Agent Wilson was 29 years old and was a graduate of the 356th session of the Border Patrol Academy.

GEORGE B. DeBATES

DOB: November 9, 1972
EOD CBP: April 25, 1999
TITLE: Border Patrol Agent
DOD: December 19, 2004

DETAILS:

While on patrol near Pisinimo, Arizona, Agent DeBates was involved in a single-vehicle accident and died as a result of his injuries. Agent DeBates was working on a camp detail while assigned to the Casa Grande Station. Agent DeBates is the fourth Department of Homeland Security employee to die in the line of duty since the Department was created in March 2003. Agent DeBates was 32 years old and was a graduate of the 403rd session of the Border Patrol Academy.

NICHOLAS D. GREENIG

DOB: February 20, 1978
EOD: December 1, 2002
TITLE: Senior Patrol Agent
DOD: March 14, 2006

DETAILS:

On March 14, 2006, Senior Patrol Agent Nicholas D. Greenig was part of a two-man unit conducting operations to disrupt smuggling on the Tohono O'odham Reservation within the Ajo Station area of responsibility. At approximately 8:10 p.m., the vehicle he and Senior Patrol Agent Roberto Easterbrooks were traveling in struck a large animal on Highway 86.

Border Patrol Agents working nearby responded to the scene of the accident to assist Police, Emergency Medical Services personnel, and the crew of a Life Flight helicopter. Agent Greenig did not survive the injuries sustained from the accident.

Agent Greenig was 28 years old and was a graduate of the 535th session of the Border Patrol Academy.

DAVID N. WEBB

DOB: November 24, 1970
EOD: February 23, 2004
TITLE: Senior Patrol Agent
DOD: November 3, 2006

DETAILS:

On November 3, 2006, Senior Patrol Agent David N. Webb was enroute to his normal patrol duties on the Tohono O'odham Reservation within the Ajo Station Area of Responsibility. At approximately 5:18 p.m., Agent Webb was involved in a single

vehicle accident. Border Patrol Agents working nearby responded to assist Police and emergency medical services personnel at the scene of the accident. Agent Webb did not survive the injuries sustained from the accident.

Agent Webb was 36 years old and was a graduate of the 580th session of the Border Patrol Academy. Agent Webb served his country as a member of the 186th Infantry in the Oregon Army National Guard, where he saw service in the Sinai Desert as a member of a United Nations Peace Keeping Force from May 2002 to February 2003. Agent Webb was known as a dedicated husband, father, and agent. He is survived by his wife Celia Webb, his sons Tysaac and Sethric, and numerous other family members.

RAMON NEVAREZ Jr.

DOB: March 27, 1983
EOD: August 15, 2005
TITLE: Border Patrol Agent
DOD: March 15, 2007

DETAILS:

Agents Ramon Nevarez and David Tourscher were killed in a single vehicle accident on NM Highway 338 near Cotton City, New Mexico, at approximately 9:00 pm. Agent Nevarez succumbed to his injuries at the scene. Agent Tourscher was flown to a hospital in El Paso, Texas, where he died. Agent Nevarez had served with the Border Patrol for 2 years. He is survived by his wife, mother, brother, and sister.

DAVID TOURSCHER

DOB: November 21, 1982
EOD: June 26, 2006
TITLE: Border Patrol Agent
DOD: March 16, 2007

DETAILS:

Agents Tourscher and Ramon Nevarez were killed in a single vehicle accident on NM Highway 338 near Cotton City, New Mexico, at approximately 9:00 pm. Agent Nevarez succumbed to his injuries at the scene. Agent Tourscher was flown to a hospital in El Paso, Texas, where he died early the following morning. Agent Tourscher had served with the Border Patrol for only 9 months. He is survived by his parents, brother, and sister.

RICHARD GOLDSTEIN

DOB: September 10, 1969

EOD: March 25, 2002

TITLE: Border Patrol Agent

DOD: May 11, 2007

DETAILS:

Agent Richard Goldstein drowned in the Coachella canal near Niland, California, east of the Salton Sea. After he went missing, Agent Goldstein's canine partner was found sitting alongside his vehicle, which was parked and idling near the canal. The Customs and Border Protection and California Highway Patrol Air divisions assisted several Border Patrol Agents in the search for the missing agent. A short time later he was found drowned a few miles from his vehicle.

Agent Goldstein's K-9 partner, Carlo, was wet, and markings in the area indicate the dog had been in the water and struggled to get out of the canal. Early reports indicate Agent Goldstein entered the canal in order to rescue his K-9 partner.

Agent Goldstein was a five-year veteran of the Border Patrol and was assigned to the El Centro Sector's Indio Station. He is survived by his wife, two stepsons, parents, and a granddaughter, who was born the night before his death.