

12/01/2006

WILLIAM HAMMOND, [REDACTED]

[REDACTED] was interviewed at the FEDERAL BUREAU OF INVESTIGATION (FBI) PALM BEACH COUNTY RESIDENT AGENCY (PBCRA), located at 505 S. Flagler Drive, West Palm Beach, Florida. Also present at the interview was Attorney BRUCE M. LYONS of LYONS AND SANDERS, 600 Northeast 3rd Avenue, Ft. Lauderdale, Florida 33304, [REDACTED]

[REDACTED] and Attorney JACK GOLDBERGER of ATTERBURY GOLDBERGER & WEISS, P.A., 250 Australian Avenue, #1400, West Palm Beach, Florida 33401, [REDACTED] After being advised of the identity of the interviewing agents and the nature of the interview, HAMMOND provided the following information:

HAMMOND is currently a full time pilot employed by JEFFREY EPSTEIN as a captain for EPSTEIN's airplanes. HAMMOND has been employed by EPSTEIN since January 2005. Prior employment included piloting as a captain for The Limited Brands, specifically LESLIE WEXNER. He began working for WEXNER in 1985 and remained there until the Spring of 2004.

HAMMOND was offered an opportunity to advance and took a piloting job, flying executives for the Venetian Hotels, Las Vegas, Nevada. Due to difficulties with the Chairman of the Board, HAMMOND was terminated in December 2004. Through HAMMOND's association with LARRY MORRISON, EPSTEIN's airplane engineer, and HAMMOND's contact with EPSTEIN while working for WEXNER, HAMMOND was offered his current employment. HAMMOND stated that while piloting for WEXNER he had not seen any young females passengers.

HAMMOND stated his current salary is \$150,000 - \$155,000.

HAMMOND was paid a Christmas bonus of \$5000.00, gross income. HAMMOND stated that EPSTEIN has three full time captains with one being the chief captain, LARRY VISOSKI. HAMMOND stated that in his position he would be "on call." HAMMOND continued explaining that VISOSKI would contact him providing short notice, usually a days notice, when EPSTEIN would need him to pilot an aircraft.

When piloting an aircraft for EPSTEIN, HAMMOND or the co-pilot would always complete two forms. The first form, required by the FAA, was a maintenance log, which would record the date of flight, as well as; air time for the aircraft. The other form was a flight manifest which, among other items, listed number of passengers, in some cases identity of passengers, departure and arrival destinations as well as date and time of flight. The flight manifest is not required by law; however, both forms are completed by the designated captain of the flight. These responsibilities are rotated amongst the pilots. The forms are sent to the office on a monthly basis.

HAMMOND has never observed underage girls (under twenty) as passengers on EPSTEIN's airplanes. HAMMOND did state that once or twice children accompanied by adults were passengers on the airplanes.

HAMMOND stated that he has strictly a business relationship with EPSTEIN. HAMMOND believed that EPSTEIN is a financial money manager.

HAMMOND has never socially been to any of EPSTEIN's residences. HAMMOND interviewed for his current job at EPSTEIN's Palm Beach residence.

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HAMMOND provided, [REDACTED] cellular
telephone number as [REDACTED]

HAMMOND provided the following address as a past residence:

[REDACTED]