

*\*William J. Clinton:* Did he turn his head and allow drug trafficking and money laundering during his watch in Arkansas? What other misdeeds was Governor Clinton involved with formidable members of Arkansas society. *\*George Bush:* Kidnapping, intimidation, and coercion are only a small portion of this mans portfolio. The drugs for arms trading was so lucrative that Bush set up his own cartel of trusted men. But competition by the Colombian cartels was stiff, so Reagan announced America's war on drugs to be headed by Vice President George Bush. The proof is here - in The Chronicles, and it is undeniable. *\*Manuel Noriega:* Panama's "Bad Guy", as touted by the Bush administration. But what really happened? Why the sudden turn of events between the Bush/Noriega alliance. Money and power do funny things to friends. *\*Oliver "Ollie" North:* America's "Apple pie" Marine. It is obvious by the documents found in *The Tatum Chronicles* that North did not understand the meaning of "Semper Fidelis." Involved in manufacturing cocaine, blackmail, murder, and illegal arms manufacturing, North's true character is now in black and white. *\*Raymond "Buddy" Young:* Clinton's Security Chief travels to foreign countries in search of lost drugs and millions in lost drug monies. *\*Jerry Parks:* An "Archer" for a black operation unit, Parks utilizes his special talents on behalf of this new cartel. *\*Jackson Stevens:* The owner of one of the nation's largest investment banking companies. Was Stevens the focal point for laundering Bushs', Clintons', and Noriegas' millions in drug proceeds? *\*Barry Seal:* Nefarious American drug pilot. Did his knowledge of US government officials involved in drug trafficking and manufacturing lead to his assassination? *\*William Barr:* The U.S. Attorney General turned his appointment by being the point man for the cartel. *\*Ramon Navarro:* This Colombian drug trafficker provided consulting services to North in setting up cocaine kitchens in Honduras. His mysterious death in 1991 will no longer be a mystery when you understand who was present when he died. *\*Amirim Nir:* This Mossad officer was killed in a plane crash in southern Mexico in 1988. Was this an accident or did his knowledge of the cocaine trafficking by Bush, Clinton, and Noriega prove fatal? *\*William D.G. Chip Tatum:* Did he permit his knowledge of drug trafficking and money laundering, drug trafficking, murder, and illegal arms manufacturing and terrorism. Aided and abetted by various government agencies and formidable members of Arkansas society.

# The Tatum Chronicles

*\*George Bush:* Kidnapping, intimidation, and coercion are only a small portion of this mans portfolio. The drugs for arms trading was so lucrative that Bush set up his own cartel of trusted men. But competition by the Colombian cartels was stiff, so Reagan announced America's war on drugs to be headed by Vice President George Bush. The proof is here - in The Chronicles, and it is undeniable. *\*Manuel Noriega:* Panama's "Bad Guy", as touted by the Bush administration. But what really happened? Why the sudden turn of events between the Bush/Noriega alliance. Money and power do funny things to friends. *\*Oliver "Ollie" North:* America's "Apple pie" Marine. It is obvious by the documents found in *The Tatum Chronicles* that North did not understand the meaning of "Semper Fidelis." Involved in manufacturing cocaine, blackmail, murder, and illegal arms manufacturing, North's true character is now in black and white. *\*Raymond "Buddy" Young:* Clinton's Security Chief travels to foreign countries in search of lost drugs and millions in lost drug monies. *\*Jerry Parks:* An "Archer" for a black operation unit, Parks utilizes his special talents on behalf of this new cartel. *\*Jackson Stevens:* The owner of one of the nation's largest investment banking companies, Stevens is the focal point for laundering Bushs', Clintons', and Noriegas' millions in drug proceeds. *\*Barry Seal:* Nefarious American drug pilot. Did his knowledge of US government officials involved in drug trafficking and manufacturing lead to his assassination? *\*William D.G. Chip Tatum:* Did he permit his knowledge of drug trafficking and money laundering, drug trafficking, murder, and illegal arms manufacturing and terrorism. Aided and abetted by various government agencies and formidable members of Arkansas society.

# The Tatum Chronicles

## INTRODUCTION

I started government service in 1970 as a volunteer for military service during the Vietnam war. Having graduated Air Force Technical School, I became one of the Air Force's first elite combat controllers (CCT). I was subsequently sent to NKP, Thailand. While in Thailand, during a covert mission into Cambodia, our unit, code named Team Red Rock, was captured by North Vietnamese and held as prisoners for 92 days. During interrogations by both Soviet and Chinese officers, Team Red Rock remained silent through the beatings and torture that more often than not ended in death. Had it not been for a patrol of US Marines finding the encampment where we were held prisoner, all of the team would have died. But, fortunately for myself and my platoon sergeant, we were liberated by the recon patrol before we had been tortured to death. During the fire fight between US forces and our captors, I was wounded. Already weak from the torture and beatings inflicted during interrogations, I slipped into a coma. Three weeks later I awoke in an Air Force hospital at Clark Air Force Base, Philippines. Within a few days a man from Saigon arranged to "debrief" the mission. During the debriefing it was explained that the events which Team Red Rock were involved in had been classified by President Nixon for a period of twenty-five years. Due to the sensitive nature of the mission, the president required that I be "held close" for reasons of national security. It had been decided that the CIA would assume that responsibility. On June 6, 1971, William J. Colby, the man from Saigon assigned to debrief me, advised me that I was now under operational control of the CIA. My code name was Pegasus.

During the next eight years, I traveled five continents under the operational control of the DCI (Director of Central Intelligence). As I collected data concerning movement of POWS from Southeast Asia to Asia and on to Europe, and forwarded the data to my handler, William J. Colby, and his predecessor George Bush, I began to realize that our government was not going to act upon that data. At the end of my contract, I found myself compelled by a French resistance song to step aside for a greatly needed rest.

When you fall, my friend  
Another friend will emerge  
From the shadows  
To take your place.

I resigned in 1978 and left the service of my country to live in a quiet town tucked in the mountains of Colorado. Only time could heal the wounds I had suffered through the years as Pegasus.

In 1980, following the failed rescue attempt in the Great Salt Desert of Iran, I was involuntarily reactivated and placed in the U.S. Army. I soon found myself and my family at Ft. Campbell, Kentucky, the new home of a U.S. Army Special Operations unit, Task Force 160.

Having participated in numerous covert missions with the 160th, I was given an assignment to Ft. Stewart, Georgia. I was tasked with the mission of infiltrating a medical evacuation unit which was preparing to go to Honduras in support of military exercises.

In February of 1985, two flight crews from the 3/498th Medical Company, Fort

On October 23rd, 1986, a C-123 cargo plane loaded with arms and ammunition was shot down over Nicaragua. The sole survivor of the crash was captured by the Nicaraguan military and taken to Managua for interrogation. During interrogation, Eugene Hasenfus would reveal to the Ortega led Nicaraguan government that the aircraft which was shot down was owned by the U.S. government and that he was on the payroll of the Central Intelligence Agency (CIA).

Although the United States vehemently denied ownership of the aircraft and any knowledge of employing Mr. Hasenfus, subsequent investigations proved out Mr. Hasenfus' allegations to be true.

Dubbed the "Iran-Contra" affair by Attorney General Edwin Meese, President Reagan, denying any knowledge of U.S. involvement, called for a special investigation to "look" into these absurd allegations.

At a cost of over \$40 million the investigation yielded only a few prosecutions for minor infractions. It is curious that neither the Select Committee on Secret Military Assistance To Iran and the Nicaraguan Opposition subcommittee tasked with the congressional investigation of the Iran-Contra, nor the office of the Special Prosecutor assigned to investigate criminal wrong-doings which occurred during the Iran-Contra Affair, subpoenaed *any* active duty military personnel assigned to the border area of Nicaragua/Honduras. Had the service members been called to testify concerning the daily training/resupply, and support of the Contras, it would have been determined that the Boland Act, which prohibited any efforts of the United States or its military to support the Contra effort, was being violated. Testimony by military personnel would have also revealed that military aircraft and supplies were used to support the shipment of cocaine from manufacturing facilities co-located with CIA supported Contra camps. Why weren't we called to testify?

The following documents were filed with base operations at Palmerola Air Base, Honduras between February and May of 1985. This was a full two years prior to the world ever hearing the names Oliver North or Iran/Contra. The documents were filed and stored through the years by the Honduran Military. Recent attempts to locate the documents proved successful. I have compiled the military documents in chronological order which follows a week-by-week sequence of events involving political, military, and intelligence officials from various countries.

As you read the Chronicles, you will find:

A. **Flight Plans**

These are international flight plans filed in conjunction with the 1985 flights. Information includes the name of the crew members, destinations of the flight, and passenger names. Many flight plans will have remarks which were made by the pilots. These remarks were written on the reverse side of the flight plan.

B. **Mission Briefs**

Prior to each flight and at the completion of the flight, any irregularities or information affecting the mission would be briefed and included in the comments section of the mission brief.

On one occasion in the fall of 1983, I was tasked with delivering two such coolers to Little Rock Airport. The coolers, marked "medical supplies," were to be delivered to Dr. Dan Lasater only. My instructions were to wait for Dr. Lasater, if he was not at the airport when we arrived.

Prior to take off, I helped our crew chief secure the cargo in the rear of the aircraft. I noticed that, although both coolers were identical in size, one cooler was significantly heavier than the other. I shook the lighter cooler, trying to guess its contents. But it was so tightly packed that nothing rattled. I recall thinking that it must have been organs or something, packed tightly in dry ice. So I opened the cooler to check its contents. After thoroughly examining the contents, my curiosity was satisfied and I closed and re-sealed the cooler with military green hundred-mile-an-hour tape. (They had originally been sealed with gray air conditioning duct tape.) I re-secured the cargo and we departed for Little Rock.

We arrived late in the night, about 10:30 pm. Dr. Lasater was not waiting for us, so we began our post-flight of the aircraft and flight planning for our next leg to Houston's Hobby Airport. About 12:15am a limousine, followed by a van, and unmarked law enforcement vehicle, arrived at the FBO. Dr. Lasater was the first out of the limo. I recognized him from a previous flight. He was followed by two others. Dr. Lasater introduced himself to me, apparently not realizing we had met before, and asked if we were the aircraft with the donor organs. I told him that we had the coolers and pointed at them in the rear of the aircraft. Doug, our crew chief, helped Lasater's limo driver with the coolers. The heavy cooler went into the limo and the light cooler was loaded into the van. Dr. Lasater introduced me to the two gentlemen with him. First, we were introduced to the Governor of Arkansas, Governor William J. Clinton, and then his security chief, Raymond "Buddy" Young. At this point, Mr. Young recognized me and stated so. I was then introduced to a third man standing at the limo. We were invited to stay the night and accepted. (After all, I thought, they may want to talk to me when they find the note I left in the lighter cooler.)

After returning to Ft. Campbell on Friday, I called Director Colby and told him of the delivery and my discovery. I told him that when I opened the cooler, which was ultimately taken by Governor Clinton, it contained several kilos of an off-white powdery substance and lots of money.

The coolers which were delivered to Arkansas were identical to the one I just discovered at La Mesa Airport in Honduras containing cocaine. I decided that I had best begin documenting our cargo for the flight crew's safety. I went to operations and noted the cocaine on the back of the flight plan.

DOD INTERNATIONAL FLIGHT PLAN

31 11977  
DD

PRIORITY INDICATOR:  (P)  (R)  (Q)  (N)  (M)  (L)  (K)  (J)  (I)  (H)  (G)  (F)  (E)  (D)  (C)  (B)  (A)

FF (ADDRESSER(S) INDICATOR(S))

FILING DATE/TIME: 26 FEB 85 ORIGINATOR INDICATOR

SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR

1 DESCRIPTION:  (V)  (M)  (C)  (T)  (S)  (B)  (A)

7 AIRCRAFT IDENTIFICATION AND SSR DATA: Dustoff 713 C3213 - VM

8 FLT RULES AND TYPE OF FLIGHT

9 NO. AND TYPE ACFT AND TURBULENCE CATEGORY: UH-1

10 COM/NRV/APP - EQUIP - SSR: FGUV 1 C

13 AERODROME OF DEPARTURE AND TIME: MHCG 1630Z

FIR BOUNDARIES AND ESTIMATED TIMES

13 SPEED AND LEVEL: 070 VFR

ROUTE: MHCG → EP → HLM INT → MHCG

17 AERODROME OF DESTINATION AND ETA: MHCG 2145

ALTERNATE AERODROME(S)

18 OTHER INFORMATION: OPNS US MIL TO 70-15713  
Refuel at HLM

19 ENDURANCE: FUEL 3720

PERSONS ON BOARD: TOT 4

EMERGENCY AND SURVIVAL EQUIPMENT: ROD 1

TYPE OF EQUIPMENT: POLAR

LIFE JACKETS: 2828

DINGHIES: COVER

OTHER EQUIPMENT: RMK / PRC 90

REMARKS: TATUM BRANTNER RODRIGUEZ WATKINS  
PRC Svt for wally/acid  
COOPER  
SADYSR

AIRCRAFT SERIAL NUMBERS AND TYPE OF AIRCRAFT IN FLIGHT

CREW LIST:  ATTACHED  LOCATED AT: Dustoff OPNS

PASSENGER MANIFEST:  ATTACHED  LOCATED AT: 47th Field

AIRCRAFT HOME STATION OR ORGANIZATION: 3/49<sup>th</sup> MED SQ / MCHW

NAME OF PILOT IN COMMAND: TATUM, CW2

SIGNATURE OF PILOT IN COMMAND OR DESIGNATED REPRESENTATIVE: [Signature]

PILOT'S PREFLIGHT CHECK		BASE OPERATIONS USE		APPROVAL	
<input type="checkbox"/> NOTAMS	<input type="checkbox"/> AIR SPACE RESTRICTIONS	<input type="checkbox"/> CURRENT P/PGIC CARD	<input type="checkbox"/> SPECIAL BRIEFINGS	P L IS	REQUEST CLEARANCE AFTER 181
<input type="checkbox"/> AIRCRAFT/DEST NAV AIDS	<input type="checkbox"/> WEATHER AND WINDS	<input type="checkbox"/> DIP CLNC/US CODE /PPR	<input type="checkbox"/> 8Z FLT/GAT/OAT		MISSION/CONTROL AUTHORITY
<input type="checkbox"/> SIDS FLIPS AND CHARTS	<input type="checkbox"/> FLIGHT PLAN LOG	<input type="checkbox"/> VIP CODE/BLOCK TIME	<input type="checkbox"/> PAX MANIFEST	T A W R	SIGNATURE OF APPROVING AUTHORITY
<input type="checkbox"/> FOREIGN CLNC GUIDE	<input type="checkbox"/> COMMAND LOCAL DIRECTIVES	<input type="checkbox"/> FLT ORDERS OR CREW LIST	<input type="checkbox"/> FUEL REQUIREMENTS		

COPIA CERTIFICADA

1 March, 1985

Two white coolers marked "medical supplies" were delivered to Dustoff (MEDEVAC) Operations. Major Rodriguez advised us to deliver the coolers to him in Tela, Honduras (LYA). I opened the coolers and checked the contents. They were both filled with about one hundred kilos of cocaine. We delivered the coolers as ordered to Major Rodriguez. He was waiting in front of an old DC-3. We then returned to base at Palmerola.

DOD INTERNATIONAL FLIGHT PLAN

PRIORITY INDICATOR		FF ADDRESS(ES) INDICATOR(S)	
FILING DATE/TIME		ORIGINATOR INDICATOR	
SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR			
5 DESCRIPTION	7 AIRCRAFT IDENTIFICATION AND SSR DATA	8 FLT RULES AND TYPE OF FLIGHT	
FPL	DUSTOFF 66-16228	V AA	
6 NO. AND TYPE ACFT. AND TURBULENCE CATEGORY	10 COM/NAV/APP	EQUIP	SSR
UH-1/L	F0UV	/	C
13 AERODROME OF DEPARTURE AND TIME		FIR BOUNDARIES AND ESTIMATED TIMES	
MHCG 2045			
18 SPEED AND LEVEL			
0090 A045 → LyA MHCG			
17 AERODROME OF DESTINATION AND ETA		ALTERNATE AERODROME(S)	
MHCG 2045			
18 OTHER INFORMATION			
SQUAK 3328 APR US MIL TO 66-16228			
NOT FOR TRANSMISSION			
19 SUPPLEMENTARY INFORMATION			
ENDURANCE		PERSON ON BOARD	
FUEL 2+20	POS 6	RBD 12.5	243 → 200 → 030
TYPE OF EQUIPMENT		LIFE JACKETS	
POA → DESERT → MARITIME → JUNGLE → GLOBAL → JACKETS → LIGHT → FLUORESCIN	RADIO FREQ. 282.8		
DINGHIES		TOTAL CAPACITY	
DINGHIES → COVER	→ RMK/PRC-90		
REMARKS		AIRCRAFT SERIAL NUMBERS AND TYPE OF AIRCRAFT IN FLIGHT	
Tatum D Williams Cheben S.		66-16228 UH-1V	
CREW LIST <input type="checkbox"/> ATTACHED <input checked="" type="checkbox"/> LOCATED AT: DUSTOFF			
PASSENGER MANIFEST <input type="checkbox"/> ATTACHED <input checked="" type="checkbox"/> LOCATED AT: off			
AIRCRAFT HOME STATION OR ORGANIZATION		NAME OF PILOT IN COMMAND: INSTRUMENT RATING	
3/499th medcom HCG		Tatum D.	
		SIGNATURE OF PILOT IN COMMAND OR DESIGNATED REPRESENTATIVE	
		[Signature]	
PILOT'S PREFLIGHT CHECK		BASE OPERATIONS USE	
✓ NOTAMS		CURRENT P/F/CIC CARD	APPROVAL
✓ AIR SPACE RESTRICTIONS		SPECIAL BRIEFINGS	
✓ AIRCRAFT/DEPT NAV AIDS		DIP CLNC/US CODE /PPR	REQUEST CLEARANCE AFTER (S)
✓ WEATHER AND WINDS		BZ FLT/GAT/QAT	MISSION/CONTROL AUTHORITY
✓ SIDS FLIPS AND CHARTS		VIP CODE/BLOCK TIME	
✓ FLIGHT PLAN LOG		PAX MANIFEST	SIGNATURE OF APPROVING AUTHORITY
NA POPPY SEED REPORTS		CUSTOMS FORM	
✓ FOREIGN CLNC GUIDE		FLT ORDERS OR CREW LIST	TS
✓ COMMAND LOCAL DIRECTIVES		FUEL REQUIREMENTS	

CORIA CERTIFICADA

2 March, 1985

I was advised by Major Rodriguez that "The Company" had arranged for an unusually high concentration of chlorine in the water supply of a tactical communications site called Skywatch. The CIA was unable to obtain the satellite operations frequencies from the military controlled site. (This was not unusual. The Department of Defense and the CIA have never developed a level of trust adequate to share secret information between agencies. I was one of several U.S. military officers recruited by "The Company" to "spy" on our military for the CIA. This small group of military officers report directly to the Director of the CIA. I reported to William Colby.) My mission was to obtain these frequencies while the doctor was tending to the ill soldiers. We flew a PA and our medic to the TAC site. While the PA and medic tended to the stomach cramped and diarrhea ridden American servicemen, I went into the communications van and copied the frequencies. When we returned to Palmerola, we experienced engine failure and were forced to auto-rotate from 8500 feet. The tailboom of the helicopter cracked when we crash landed.

Later in the afternoon, I gained access to a secure line. I called Washington Switch and passed the frequencies to Don Gregg as I was instructed. Mr. Gregg, Vice President George Bush's National Security Advisor, asked me to pass them to Clair George. Before having my call transferred to Mr. George, I told Mr. Gregg of my discovery concerning the cocaine in the large, white coolers. I also told him about Major Rodriguez' explanation. Mr. Gregg confirmed that the coolers were bound for the world courts as evidence against the Sandinistas. I was then transferred to Langley and passed the frequencies to Mr. George. He thanked me and advised me that he would pass them to Dewey, who was Dewey Clairage of the CIA. I terminated the call and went to Base Operations. I noted the info on the back of the flight plan. I put additional notes on the mission brief.

The supporting maintenance officer for the US Army Aviation Element at Palmerola Air Base advised me, during our post-crash investigation, that the aircraft had experienced serious mechanical problems in flight. During maintenance the turbine was fitted with the wrong main seals causing the combustion chamber to crack on the jet ending in engine failure. Additionally, the main rotor blades had been adjusted so that when entering auto-rotation, the main rotor pitch would be in a negative position. This meant that instead of being driven by the relative wind, and providing sufficient RPMs to land safely, the main rotor blades were set to slow to the point of stalling, thus causing no lift and a fatal crash. I discovered the negative pitch in time to compensate and land with minimal damage to the aircraft and crew. Someone didn't want us alive.



**DOD INTERNATIONAL FLIGHT PLAN**

PRIORITY INDICATOR: **PP** ADDRESS(ES) / INDICATOR(S): **8**

FILE DATE/TIME: **2 MAR 85** ORIGINATOR INDICATOR: **8**

SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR: **2 MAR 85**

1 DESCRIPTION: **DUST OFF 713 / C3313** 7 AIRCRAFT IDENTIFICATION AND SSR DATA: **VM** 8 FLT RULES AND TYPE OF FLIGHT: **VM**

9 NO. AND TYPE ACFT AND TURBULENCE CATEGORY: **UH-1/L** 10 COM/NAV/APP EQUIP SER: **FOUV 1 C**

13 AERODROME OF DEPARTURE AND TIME: **MHCG 1800** FIR BOUNDARIES AND ESTIMATED TIMES: **→**

15 SPEED AND LEVEL: **090 VFR A055** ROUTE: **→ MHCG TAC site MHCG 1800**

17 AERODROME OF DESTINATION AND ETA: **MHCG** ALTERNATE AERODROME(S): **→**

18 OTHER INFORMATION: **C/Fair US MIL A/C ID 76-15713: MEDEVAC STRY RV FOR JTF-B**

**NOT FOR TRANSMISSION**

19 SUPPLEMENTARY INFORMATION: ENOURANCE: **FUEL 2720** PERSONS ON BOARD: **POB 4** EMERGENCY AND SURVIVAL EQUIPMENT: **RDD 121.3 243 500 9064**

TYPE OF EQUIPMENT: **POB 4** LIFE JACKETS: **282 P** RADIO FREQ: **282 P**

DINGHIES: **COVER** → RMK/ **PRC-90**

REMARKS: **CWR TATUM  
WO1 BRANTNER  
SP/4 WATKINS  
SP/4 Cheben**

CREW LIST:  ATTACHED  LOCATED AT: **DUST OFF OPNS 47th Field Hosp**

AIRCRAFT HOME STATION OR ORGANIZATION: **MHCG 498th Med Co.** NAME OF PILOT IN COMMAND: **TATUM** SIGNATURE OF PILOT IN COMMAND OR DESIGNATED REPRESENTATIVE: **D. Tatum**

PILOT'S PREFLIGHT CHECK		BASE OPERATIONS USE		APPROVAL	
<input type="checkbox"/> NOTAMS	<input type="checkbox"/> CURRENT P/R/CIC CARD	P L M/D /C/D	REQUEST CLEARANCE AFTER (S)	MISSION/CONTROL AUTHORITY	SIGNATURE OF APPROVING AUTHORITY
<input type="checkbox"/> AIR SPACE RESTRICTIONS	<input type="checkbox"/> SPECIAL BRIEFINGS				
<input type="checkbox"/> AIRCRAFT/DEST NAV AIDS	<input type="checkbox"/> DIP CLNC/US CODE /PPR	T			
<input type="checkbox"/> WEATHER AND WINDS	<input type="checkbox"/> SZ FLT/GAT/OAT	A			
<input type="checkbox"/> SIDE FLIPS AND CHARTS	<input type="checkbox"/> VIP CODE/BLOCK TIME	T			
<input type="checkbox"/> FLIGHT PLAN LOS	<input type="checkbox"/> PAX MANIFEST	W			
<input checked="" type="checkbox"/> POPPY SEED REPORTS	<input type="checkbox"/> CUSTOMS FORM	R			
<input type="checkbox"/> FOREIGN CLNC GUIDE	<input type="checkbox"/> FLT ORDERS OR CREW LIST				
<input type="checkbox"/> COMMAND LOCAL DIRECTIVES	<input type="checkbox"/> FUEL REQUIREMENTS				

**COPIA CERTIFICADA**

HYPERSONIC PATIENT REPORT

DATE/TIME RECEIVED 1235 / 2 MAR 85 MAF  
 PATIENT LOCATION TAC SITE MILITARY   
 DESTINATION TAC SITE OTHER  
 PATIENT  
 URGENT \_\_\_\_\_ NUMBER LITTER \_\_\_\_\_ MILITARY   
 PRIORITY  NUMBER AMBULATORY 7 DEPENDENT \_\_\_\_\_  
 ROUTINE \_\_\_\_\_ PASSENGERS \_\_\_\_\_ CIVILIAN \_\_\_\_\_

DESCRIBE PATIENT CONDITION; TREATMENT PROVIDED, NAME AGE, SEX 7 Patients  
Vomiting, Nauseas, High fever. Transported PA to site to  
diagnose situation. PA made determination not to bring patients to  
hospital

TIME OFF 1240 ACFT NUMBER 70-15713  
 ARRIVAL SCENE 1305 PILOT TATUM  
 ARRIVAL DESTINATION 1305 COPILOT BRANTNER  
 RETURN MAAF 1410 MEDIC McDonald  
 TOTAL FLIGHT TIME 0.8 CREWCHIEF Choban

COPIA CERTIFICADA

SORTIES 1  
 DESCRIBE FLIGHT ROUTE, WEATHER, REMARKS On Post Acft Smoked on shutdown  
(R) seals went out / Combustion Chamber found to be cracked - and wrong seals were  
put in during phase / negative Torque indicated when collect air returned  
also - do to improper maintenance / Tailboom found to be cracked on post  
flight inspection.

PILOT SIGNATURE

*Tatum / Brantner*

5 March, 1985

Major Rodriguez called and advised me that he and three others needed to spend two days visiting several local villages and some of the north Contra camps. I called Col. Zichek, the Hospital Commander, and received authorization to fly two days of recon missions mapping villages which were not on our maps. The following passengers arrived with Major Rodriguez.

General Gustavo Alvarez - Honduran Army Chief of Staff  
(General Alvarez usually flew under the name of Dr. Gus)  
Honduran Colonel - the General's aide  
Amiram Nir - CIA (Mossad)

We flew into all six villages listed, and picked up soldiers and took them to El Paraiso. We flew about seven sorties. Then we returned to base. Maintenance and weather hampered our efforts to fly the following day. Those missions would be flown on 7 March, 1985.

305-54

### DOD INTERNATIONAL FLIGHT PLAN

PRIORITY INDICATOR: **FP** ADDRESSEE(S) INDICATOR(S):

FILING DATE/TIME: **5 MAR 85** ORIGINATOR INDICATOR:

SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR:

6 DESCRIPTION: **FPL** 7 AIRCRAFT IDENTIFICATION AND SSR DATA: **DWTOFF 228 C3327** 8 FLT RULES AND TYPE OF FLIGHT: **VA**

9 NO. AND TYPE ACFT AND TURBULENCE CATEGORY: **UH-1/L** 10 COM/NAV/APP EQUIP: **FOUV** 11 SSR: **1 C**

12 AERODROME OF DEPARTURE AND TIME: **MHCG 1500** FIR BOUNDARIES AND ESTIMATED TIMES:

15 SPEED AND LEVEL: **C90 VFR** ROUTE: **EL TAMARINDO (DL 425 935)**

**LA SAMPEDRANA (DL 426 966) EL HORNO (DL 425 935)**  
**RIO BLANCO (DL 482 999) RIO BLANCO (DM 406 056)**  
**RIO NEGRO (DM 403 068)**

17 AERODROME OF DESTINATION AND ETA: **MHCG 2100** ALTERNATE AERODROME(S):

18 OTHER INFORMATION: **RRMS 11 MIL Airtel IO 60-16337: MEDEVAC STBY FOR JTTF-A**

#### NOT FOR TRANSMISSION

19 SUPPLEMENTARY INFORMATION: **FUEL 2720** PERSONS ON BOARD: **POB/** NO. OF LIFE JACKETS: **13/2** RADIO FREQ.:

TYPE OF EQUIPMENT: **DESERT** LIFE JACKETS: **LIGHT** RADIO FREQ.: **282.2**

DINGIES: **COVER** OTHER EQUIPMENT: **RMK/ PRC-90**

REMARKS: **TATUM PIC**  
**CAMPBELL CP**  
**BRANTNER**  
**DR. GUS (ALV...)**  
**MR. WILK**  
**COL**

CREW LIST:  ATTACHED  LOCATED AT: **DWTOFF OPWS 47th Field Hosp.**

AIRCRAFT HOME STATION OR ORGANIZATION: **MHCG/498th Med Co** NAME OF PILOT IN COMMAND: **Dois Tatum** SIGNATURE OF PILOT IN COMMAND OR DESIGNATED REPRESENTATIVE: **D. Tatum**

PILOT'S PREFLIGHT CHECK		BASE OPERATIONS USE		APPROVAL	
<input checked="" type="checkbox"/> NOTAMS		CURRENT P/F/CIC CARD	P	MS	REQUEST CLEARANCE AFTER (S)
<input type="checkbox"/> AIR SPACE RESTRICTIONS		SPECIAL BRIEFINGS	P		
<input type="checkbox"/> AIRCRAFT/DEST NAV AIDS		DIP CLNC/US CODE /PPR	L	MISSION/CONTROL AUTHORITY	
<input type="checkbox"/> WEATHER AND WINDS		BZ FLT/GAT/OAT	T		
<input checked="" type="checkbox"/> SID'S FLIPS AND CHARTS		VIP CODE/BLOCK TIME	A		
<input checked="" type="checkbox"/> FLIGHT PLAN LOG		PAX MANIFEST	T	SIGNATURE OF APPROVING AUTHORITY	
<input checked="" type="checkbox"/> POPPY SEED REPORTS		CUSTOMS FORM	W		
<input checked="" type="checkbox"/> FOREIGN CLNC GUIDE		FLT ORDERS OR CREW LIST	R		
<input checked="" type="checkbox"/> COMMAND LOCAL DIRECTIVES		FUEL REQUIREMENTS			

COPIA CERTIFICADA

7 March, 1985

Missions continued from several villages to Contra camps. Major Rodriguez was utilized as an interpreter to provide instructions. Two of the camps in Nicaragua were under fire by Sandinistas. Our intelligence indicated that there was no problem. We flew four sorties into the camps under heavy fire. At El Paraiso, we picked up four large white coolers. I asked Rodriguez, "Evidence?" He responded patting the cooler with his hands, "You catch on fast."

We dropped Rodriguez and the coolers off at San Lorenzo (SNL) and returned to base. I went to Operations and noted the cargo on the reverse side of the flight plan.

# DOD INTERNATIONAL FLIGHT PLAN

PRIORITY INDICATOR	PP	ADDRESSEE(S) INDICATOR(S)

FILING DATE/TIME <b>7 MAR 85</b>	ORIGINATOR INDICATOR
SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR	

3 DESCRIPTION FPL	7 AIRCRAFT IDENTIFICATION AND SSR DATA <b>DUST OFF 337 C337</b>	8 FLT RULES AND TYPE OF FLIGHT VM
----------------------	--	--------------------------------------

9 NO. AND TYPE ACFT AND TURBULENCE CATEGORY UH-1/L	10 COM/NAV/APP EQUIP SSR FOU V I C
---	---------------------------------------

13 AERODROME OF DEPARTURE AND TIME M HCG 1500	FIR BOUNDARIES AND ESTIMATED TIMES
--	------------------------------------

15 SPEED AND LEVEL 090 VFR	ROUTE EL TAMARINDO (DL 425 935) LA SAMPEDRANA (DL 426 966) EL HORNO (DL 425 935) RIO BLANCO (DL 482 999) RIO BLANCO (DM 406 056) RIO NEGRO (DM 403 06F) M HCG 1600 A SNL A M HCG
-------------------------------	---

17 AERODROME OF DESTINATION AND ETA M HCG 1730 z	ALTERNATE AERODROME(S)
---	------------------------

18 OTHER INFORMATION OPN 45 MIL A/C: ID GA 1533
--

**NOT FOR TRANSMISSION**

19 ENDURANCE	PERSONS ON BOARD	SUPPLEMENTARY INFORMATION
--------------	------------------	---------------------------

POLAR	DESERT	MARITIME	JUNGLE	GLOBAL	JACKETS	LIGHT	FLUORESCIN
-------	--------	----------	--------	--------	---------	-------	------------

DINGHIES	COVER	RMC / PRC 90
----------	-------	--------------

REMARKS TATUM PIC BRANTNER CO ROCCO CC MCDONALD M  Imperial Mrs. Reddy	AIRCRAFT SERIAL NUMBERS AND TYPE OF AIRCRAFT IN FLIGHT
---	--

CREW LIST <input type="checkbox"/> ATTACHED <input checked="" type="checkbox"/> LOCATED AT: DUST OFF OPS 47th Field Hospital	PASSENGER MANIFEST <input type="checkbox"/> ATTACHED <input type="checkbox"/> LOCATED AT:
--	---

AIRCRAFT HOME STATION OR ORGANIZATION M HCG / 499th MED Co.	NAME OF PILOT IN COMMAND; INSTRUMENT RATING DOIS TATUM IWS	SIGNATURE OF PILOT IN COMMAND OR DESIGNATED REPRESENTATIVE D. Cas
--	---	--

PILOT'S PREFLIGHT CHECK	BASE OPERATIONS USE	APPROVAL
NOTAMS	CURRENT P/FIC CARD	REQUEST CLEARANCE AFTER (S)
AIR SPACE RESTRICTIONS	SPECIAL BRIEFINGS	
AIRCRAFT/DEST NAV AIDS	DIP CLNC/US CODE /PPR	MISSION/CONTROL AUTHORITY
WEATHER AND WINDS	SZ FLT/GAT/OAT	
SIDS FLIPS AND CHARTS	VIP CODE/BLOCK TIME	SIGNATURE OF APPROVING AUTHORITY
FLIGHT PLAN LOG	PAX MANIFEST	
POPPY SEED REPORTS	CUSTOMS FORM	
FOREIGN CLNC GUIDE	FLT ORDERS OR CREW LIST	
COMMAND LOCAL DIRECTIVES	FUEL REQUIREMENTS	

COPIA CERTIFICADA

MAST/MILITARY MEDEVAC MISSION BRIEFING

I. MISSION

- A. Who: First-up crew/second-up crew
- B. What: MAST/Military medevac
- C. Where: See DD Form 175
- D. When: 0730 hrs 6 MAC through 0730 hrs 7 MAR
- E. Command/Support Relationship: NA

II. SITUATION

- A. Weather: see DD Form 175-1 for non local flights.
  - 1. Current: VFR MVFR IFR LIFR
  - 2. Forecast: VFR MVFR IFR LIFR
  - 3. Special environmental considerations: Surfaced winds gusty 15 knots
  - 4. Remarks: Ceilings will be intermittent
- B. Threat: NA
- C. Friendly units
  - 1. Support: NA
  - 2. Aviation operations in area of operations
    - a. Normal VFR/IFR traffic
    - b. MOAs, MTRs, Restricted Areas: check pubs, FSS, ATC enroute.
- D. Attachment/Detachment in support of mission: NA

III. EXECUTION

- A. Type mission: See DD Form 175-1 MAST
- B. Flight conditions authorized: DAY ~~VMC~~ CROSS-COUNTRY ~~IMC~~ ~~IMC~~  
\*Only if mission dictates and crew is qualified and current
- C. Mode of flight: As required.
- D. A/C # 46-1622F
  - PIC Tatum
  - CP BRANTON
  - CE ROCCO
  - M McDonald
- E. Special equipment: As required by mission.
- F. Passenger/Cargo loads: Not to exceed maximum allowable gross weight.
- G. Flight routes: Enter on flight plan.
- H. Estimated mission duration: Enter on flight plan.
- I. Restrictions: PIC approves missions based on established criteria, exceptions noted in para I.C.
- J. Safety: As published
- K. Remarks: Upon mission completion, insure flight plan is closed and complete mission sheet and post brief. Flight follow IAW AR 95-1.

COPIA CERTIFICADA

IV. SERVICE SUPPORT

- A. Refuel locations: Enter on flight plan.
- B. Rations: NA
- C. Assembly area/Bivouac/RON locations: NA
- D. Maintenance support: NA

V. COMMAND SIGNAL SUPPORT

- A. Command
  - 1. PIC: Tatum (R) seat
  - 2. Chain of command: Normal
- B. Signal: Dustoff Operations 49.10

BRIEFER: Branton

PIC: Tatum

DR GUS ADV problems in next camp

13 March, 1985

At 3 A.M. I was called by J2 (which is Joint Task Force Bravo intelligence arm) and the Mil Group (CIA) from the embassy in Tegucigalpa. There was an immediate need for medevac into Nicaragua. Soviet built Hind helicopters had attacked several Contra camps along the border. I was tasked to fly into Nicaragua and find the home base for the Hinds so that the Contras could counter-attack. We arrived at Ojo De Agua at 1720Z. Major Rodriguez advised us that Ocotal is the most probable base area for the Hinds. Flying low level with only the main rotors above the trees, we approached Ocotal. Before departing the area of the airfield, we were able to count eight Hind-D Soviet gunships. The aircraft alerted to our presence and launched.

We were able to evade them and complete our mission moving medical personnel and supplies from the damaged camps.



# DOD INTERNATIONAL FLIGHT PLAN

PRIORITY INDICATOR		PF ADDRESS(ES) INDICATOR(S)	
FILING DATE/TIME <b>13 MAR 85</b>		ORIGINATOR INDICATOR	
SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR			
1 DESCRIPTION	7 AIRCRAFT IDENTIFICATION AND SSR DATA	8 FLT RULES AND TYPE OF FLIGHT	
← ( ) ←	FPL — <b>DUST OFF 337 C3337</b>	VM ← ( ) ←	
9 NO. AND TYPE ACFT AND TURBULENCE CATEGORY	10 COM/NAV/APP	EQUIP	SSR
— <b>UH-1/L</b>	— <b>FOUW</b>	<b>1 C</b>	← ( ) ←
13 AERODROME OF DEPARTURE AND TIME		FIR BOUNDARIES AND ESTIMATED TIMES	
— <b>MHCG 1700</b> →			
15 SPEED AND LEVEL			
— <b>090 VFR</b> →			
TNT → OJO DE AGUA (EL 142 535) → EL POPULINER (NOT MAI!) → Los Limones (EL 178 586) → OCOTAL → (NOT MAI!) → Los Capatos (EL 105 633) → LOS RANCHOS (EL 048 565) → OJO DE AGUA (EL 142 535) → TNT → Los ALABAZAS (DL 228 785) → SAN PEDRO (DL 079 754) SANTA MARIA (CL 992 798)			
17 AERODROME OF DESTINATION AND ETA		ALTERNATE AERODROME(S)	
— <b>MHCG 2300Z</b> →			
18 OTHER INFORMATION			

US MIL MEDICAL OPERATION A/C # 69-15337

**NOT FOR TRANSMISSION**

SUPPLEMENTARY INFORMATION			
19 ENDURANCE		EMERGENCY AND SURVIVAL EQUIPMENT	
FUEL <b>2720</b> → POS <b>6</b> → RDO <b>17.5</b> → 243 → 500 → 954		LIFE JACKETS → RADIO PRES. →	
POLAR → DESERT → MARITIME → JUNGLE → GLOBAL → JACKETS → LIGHT → FLUORESCIN → <b>282.2</b> ← ( ) ←			
DINGHIES		OTHER EQUIPMENT	
DINGHIES → COVER → RMK <b>PLC 90</b>		TOTAL CAPACITY →	

REMARKS		AIRCRAFT SERIAL NUMBERS AND TYPE OF AIRCRAFT IN FLIGHT	
Tatum TC Brantnerop McDonald M Cheban CE		MSN #0309-1 J/2 / mil Camp	
CREW LIST		LOCATED AT:	
<input type="checkbox"/> ATTACHED <input checked="" type="checkbox"/> LOCATED AT:		DUST OPS 47th FIELD HOSP	
PASSENGER MANIFEST		LOCATED AT:	
<input type="checkbox"/> ATTACHED <input type="checkbox"/> LOCATED AT:			

AIRCRAFT HOME STATION OR ORGANIZATION	NAME OF PILOT IN COMMAND: INSTRUMENT RATING	SIGNATURE OF PILOT IN COMMAND OR DESIGNATED REPRESENTATIVE
<b>498th MED Co / MHCG</b>	<b>CW2 Tatum</b>	<i>[Signature]</i>

PILOT'S PREFLIGHT CHECK		BASE OPERATIONS USE		APPROVAL	
<input checked="" type="checkbox"/> NOTAMS	<input checked="" type="checkbox"/> CURRENT P/PIC CARD	F	P	REQUEST CLEARANCE AFTER (S)	
<input type="checkbox"/> AIR SPACE RESTRICTIONS	<input type="checkbox"/> SPECIAL BRIEFINGS	L	S		
<input type="checkbox"/> AIRCRAFT/DEST NAV AIDS	<input type="checkbox"/> DIR CLNC/US CODE /PPR	T	A	MISSION/CONTROL AUTHORITY	
<input type="checkbox"/> WEATHER AND WINDS	<input type="checkbox"/> BE FLT/GAT/GAT	T	A		
<input type="checkbox"/> SIDES FLIPS AND CHARTS	<input type="checkbox"/> VIP CODE/BLOCK TIME	T	A		
<input type="checkbox"/> FLIGHT PLAN LOG	<input type="checkbox"/> PAX MANIFEST	W	R	SIGNATURE OF APPROVING AUTHORITY	
<input type="checkbox"/> POPPY SEED REPORTS	<input type="checkbox"/> CUSTOMS FORM				
<input type="checkbox"/> FOREIGN CLNC GUIDE	<input type="checkbox"/> FLT ORDERS OR CREW LIST				
<input type="checkbox"/> COMMAND LOCAL DIRECTIVES	<input type="checkbox"/> FUEL REQUIREMENTS				

COPIA CERTIFICADA

MAST/MILITARY MEDEVAC MISSION BRIEFING

~~0309-1~~ ~~RECON~~  
(0309-1) ~~RECON~~

I. MISSION RECON

- A. Who: First-up crew/second-up crew
- B. What: MAST/Military Medevac RECON for MCOREP 18, 20<sup>th</sup> + 22<sup>nd</sup>
- C. Where: See DD Form 175
- D. When: 0830 hrs 1 MAR through 1300 hrs 12 MAR 85
- E. Command/Support Relationship: NA

(CALLED INTO J-3, 1430 hrs 8 MAR 84)

II. SITUATION

- A. Weather: see DD Form 175-1 for non local flights.
  - 1. Current: VFR MVFR IFR LIFR
  - 2. Forecast: VFR MVFR IFR LIFR
  - 3. Special environmental considerations: LTC/WHITTICA, LT. RAMIREZ
  - 4. Remarks: LTC CALDONIO / Tolosa form
- B. Threat: NA Pick up at TAGUBACANA
- C. Friendly units
  - 1. Support: NA
  - 2. Aviation operations in area of operations
    - a. Normal VFR/IFR traffic
    - b. MOAs, MTRs, Restricted Areas: check pubs, FSS, ATC enroute
- D. Attachment/Detachment in support of mission: NA

III. EXECUTION

- A. Type mission: ~~Family First~~ RECON
- B. Flight conditions authorized: DAY ~~NIGHT~~ ~~VMC~~ ~~CROSS-COUNTRY~~ ~~IMC~~ ~~NVG~~  
\*Only if mission dictates and crew is qualified and current
- C. Mode of flight: As required.
- D. A/C # 69-15337  
PIC Whittica  
CP Brammer  
CE ...
- E. Special equipment: As required by mission.
- F. Passenger/Cargo loads: Not to exceed maximum allowable gross weight.
- G. Flight route: Enter on flight plan.
- H. Estimated mission durations: Enter on flight plan.
- I. Restrictions: PIC approves missions based on established criteria; exceptions noted in para I.C.
- J. Safety: As published
- K. Remarks: Upon mission completion, insure flight plan is closed and complete mission sheet and post brief. Flight follow IAW AR 95-1.

COPIA CERTIFICADA

IV. SERVICE SUPPORT

- A. Refuel location: Enter on flight plan.
- B. Rations: NA
- C. Assembly area/Bivouac/RON locations: NA
- D. Maintenance support: NA

V. COMMAND SIGNAL SUPPORT

- A. Command:
  - 1. PIC: Whittica (D) seat
  - 2. Chain of Command: Normal
- B. Signal: Dustoff Operations 49-65 49-10

BRIEFER: Brammer

PIC: Whittica

MISSION # 0309-1 from J-3/52

Post-

USA MEDDAC  
AIR AMBULANCE  
MISSION REQUEST FORM

JTF-B

COPIA CERTIFICADA

TIME 0809

(1) REQUESTOR Lt Ramirez / C. Whittich PHONE # 185

(2) REQUESTOR ON SITE: YES  NO

(3) LOCATION OF PICKUP 47th Field Hosp  
Col Calidonia - TAGUS / Plus one more person (c/s)

(4) CALL SIGN AND FREQUENCY AT PICKUP SITE 49:10 Dist off

(5) PATIENT CATEGORY: CAT I--URGENT  CAT II--PRIORITY   
CAT III--ROUTINE MED REL

(6) NUMBER OF PATIENTS: TOTAL  LITTER  AMBULATORY

(7) INJURIES TO PATIENT(S): 1  
2  
3

(8) PICKUP SITE MARKINGS: PANELS  SMOKE  LIGHTS   
CHEM LIGHTS  OTHER: N/A

(9) WEATHER AT PICKUP SITE N/A

(10) SPECIAL EQUIPMENT: HOIST  OVER-WATER   
STOKES  INCUBATOR  OTHER

(11) REMARKS: (OBSTACLES TO LANDING, PHYSICIAN ATTENDING, ETC.)  
4 PAX to Recon, Villa Santa / EL Masuden  
Santa Maria, Morocella. EL 740-685 / EL 930 755  
North to Recon River for Natural Disaster Near Lemasa

DATE 11 March 85 PERSON RECEIVING CALL RB

Transcription:

Tried to reach J-2 or installation for 3 hrs.  
upon arrival at Ojo De Agua - officials (one civilian clothed,  
English speaking) asked us to divert from original flight  
RQ to an urgent recon of shelled area - no response from  
J-2 need existed - we diverted - to area suspected  
as Ocotel, Nic. entered @ Danli thru valley to El Paraiso  
Landed north of good size town in soccer field - stayed about +5  
min & departed to north - up river valley NOE Rcd radar from  
C/T & NIC inbound lost on APR39 throughout terrain flight  
no further contact until climbed appx 750' agl. Suspect  
violation of boarder - debriefed by Col at Ojo de  
Agua - no one big enough in your chain - repeated  
no one should know where we had been. Col was not Honduran  
mil (different uniform) black & greying hair strong  
face. very intelligent & knowledgeable of contra activities,  
name uns - our aircraft did not have red chgs - gun  
shot by crowd - offender apprehended by fit crew. Adv North  
via Rodriguez

Note: El Porvinir & Ocotel are in Nicanam

15 March, 1985

I was called to a meeting at the U.S. Embassy in Tegucigalpa. Due to a patient with a head injury, I was unable to meet on time. Night flight was prohibited in country. It required a life-death situation. Mr. Hibbard, the pilot-in-charge (PIC) of the other medevac aircraft arrived late in the evening with the patient. The hospital at JTF-Bravo was unable to provide neuro-care. They arranged for a neuro-surgeon to fly into Tegucigalpa (TNT) that night. I replaced Mr. Hibbard's co-pilot and flew the night mission to the capital city. As we approached Tegucigalpa the lights to the city were turned off. This was an indicator to us that word of our night flight was not passed on to the Honduran military as expected. When we saw the blackout of Tegucigalpa, we dropped to night low-level flight and turned off all of our position lights. We continued toward the city at about 60 knots. Our low-level recon revealed that we were just south east of the airport. Having flown into the airport on many occasions, I was aware of the anti-aircraft artillery locations around the airport. One clear area was the main terminal. We repositioned over the city to the north of the air terminal, entered over the main terminal, then dropped to ground level, and flew about one foot above the runway to the U.S. military area. We shut down the aircraft as Honduran military jeeps arrived with 50 calibre machine guns pointing at us. The ambulance and a car from the U.S. Embassy were held back until General Alvarez arrived to take the prisoners (us). When he arrived, he asked another officer how a helicopter could breach the perimeter of the airport and main military base. We were still sitting in the helicopter with our flight helmets on. When we were ordered out, I took off my helmet and saluted the general. I pointed to the child who had been hit by a U.S. military truck earlier in the day. An ambulance arrived and we transferred the patient.

The general released us and accompanied us to the embassy. When I arrived at the embassy, I was introduced to William Barr, Mike Harari, and Buddy Young. I had met Mr. Young one year prior in Little Rock, Arkansas. Mr. Barr represented himself as an emissary of Vice President Bush, who would be arriving in the future. This was an advance party designed to set up meetings for Vice President Bush. We joined the cocktail party and then accommodations were arranged at a local hotel. I was then asked to join Mr. Barr, Mr. Young, and Mr. Harari at a local German restaurant. I was picked up by the embassy car. Major Felix Rodríguez was in the car when I entered. We met the others for dinner and continued the meeting at the hotel. I was told that Mr. Young and Mr. Harari would fly back to Palmerola with me in the morning.

We departed the following morning with the passengers listed in Item 19 Remarks section of the Department of Defense Flight Plan dated 16 March, 1985.

The following conversation took place between Messrs. Harari and Young during the flight to Palmerola Air Base. The passengers were wearing headsets and speaking over the aircraft intercom system due to the high noise level in the helicopter. As the command pilot, I routinely monitor all conversations on our intercom. I did not advise our passengers that I was listening, or that I was recording the conversation.

- Mike: "Who is GOFUS?"
- Buddy: "Governor Clinton! That's our pet word for him. You know they call the President 'POTUS' for 'President of the United States'. Well, we call Clinton 'GOFUS' for 'Governor of the United States'. He thinks he is anyhow."
- Mike: "That's your problem in America. You have no respect for your elected officials. They are more powerful than you think and have ears everywhere. You should heed my words and be loyal to your leaders. Especially when speaking to persons like me. Your remarks indicate a weakness - something our intelligence analysts look for."
- Buddy: "Aw hell, Mike. Everybody knows the Clinton's want the White House and will do anything to get it. That's why I'm here instead of someone else. We know about the cocaine - hell! I've picked it up before with Lasater when he was worried about going on Little Rock Air Base to get it."

A new line of conversation ensued. Harari questioned Young about his knowledge of who the 'players' were. He went down a list. He started with 'The Boss - Clinton'. Here's a synopsis of the players according to Young.

- Buddy: "Clinton - thinks he's in charge, but he'll only go as far as Casey allows.

Me and my staff - we keep the lid on things you know - complaints about night flying - Arkansas people are private folks - they don't like a lot of commotion and Mena just isn't the right place for the operation. It keeps us busy at the shredder - if you know what I mean.

Dan the Man (Lasater) - He does magic with the money - between him and Jack Stevens we don't have to worry a bit.

Then we got Parks - if there's a problem - he's the man. We call him the Archer - that's the codename that Casey and Colby told us to assign to that position.

Finnis oversee's our drop zone.

Nash - he's just the boss' 'yes' man. Personally I think he's a mistake!

**DOD INTERNATIONAL FLIGHT PLAN**

PRIORITY INDICATOR **FF** ADDRESSEE(S) INDICATOR(S) **-**

FILING DATE/TIME **16 MAR 85** ORIGINATOR INDICATOR **-**  
 SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR **-**

5. DESCRIPTION **PFL** 7. AIRCRAFT IDENTIFICATION AND SSR DATA **DUST OFF 228 C3327** 8. FLT. RULES AND TYPE OF FLIGHT **VM**

9. NO. AND TYPE ACFT AND TURBULENCE CATEGORY **24-1/L** 10. COM/NAV/APP. EQUIP. **FOUW / C**

13. AERODROME OF DEPARTURE AND TIME **TGU 1500Z** FIR BOUNDARIES AND ESTIMATED TIMES **-**

15. SPEED AND LEVEL **090 VFR** ROUTE **TGU → MHCG**

17. AERODROME OF DESTINATION AND ETA **MHCG 1530Z** ALTERNATE AERODROME(S) **-**

18. OTHER INFORMATION **RETURN (POW) MISSION 15 MAR 85 MEDICAL (TOOK CAP ACCIDENT VICTIM TO TAGUSAGALPA)**

**NOT FOR TRANSMISSION**

19. ENDURANCE **FUEL 3+20** SUPPLEMENTARY INFORMATION: PERSONS ON BOARD **2** EMERGENCY AND SURVIVAL EQUIPMENT: **RDO / 121.5 → 242 → 800 → 624**

POLAR → DESERT → MARITIME → JUNGLE → GLOBAL → JACKETS → LIGHT → FLUORESCIN → **SP-2**

DINGHIES **COVER** → RMR / **PRC-90**

REMARKS **H18800. CW3 2 PAX: 1EWC, M. HARRY** TATLA, CW2

CREW LIST  ATTACHED  LOCATED AT: **47th FW DUST OFF ONE**

AIRCRAFT HOME STATION OR ORGANIZATION **MACG / 498th MFG Co** NAME OF PILOT IN COMMAND: INSTRUMENT RATING **Ronald Higdon** SIGNATURE OF PILOT IN COMMAND OR DESIGNATED REPRESENTATIVE **Ronald Higdon**

PILOT'S PREFLIGHT CHECK		BASE OPERATIONS USE		APPROVAL	
<input checked="" type="checkbox"/>	NOTAMS	<input checked="" type="checkbox"/>	CURRENT P/FIC CARD	P P L	REQUEST CLEARANCE AFTER (8)
<input checked="" type="checkbox"/>	AIR SPACE RESTRICTIONS	<input checked="" type="checkbox"/>	SPECIAL BRIEFINGS		
<input checked="" type="checkbox"/>	AIRCRAFT/DEST NAV AIDS	<input checked="" type="checkbox"/>	DIP CLNC/US CODE /PPR	T A	MISSION/CONTROL AUTHORITY
<input checked="" type="checkbox"/>	WEATHER AND WINDS	<input checked="" type="checkbox"/>	BE FLT/GAT/OAT		
<input checked="" type="checkbox"/>	SIDS FLIPS AND CHARTS	<input checked="" type="checkbox"/>	VIF CODE/BLOCK TIME	T W R	SIGNATURE OF APPROVING AUTHORITY
<input checked="" type="checkbox"/>	FLIGHT PLAN LOG	<input checked="" type="checkbox"/>	PAX MANIFEST		
<input checked="" type="checkbox"/>	POPPY SEED REPORTS	<input checked="" type="checkbox"/>	CUSTOMS FORM		
<input checked="" type="checkbox"/>	FOREIGN CLNC GUIDE	<input checked="" type="checkbox"/>	FLT ORDERS OR CREW LIST		
<input checked="" type="checkbox"/>	COMMAND LOCAL DIRECTIVES	<input checked="" type="checkbox"/>	FUEL REQUIREMENTS		

**COPIA CERTIFICADA**

18 March, 1985

I was called at 0500 hours and told that there were three wounded soldiers at a Contra camp outside of Choloteca. We launched and picked up two observers in Choloteca as ordered. Mr. North and a Lt. Col. Ramon Navarro. I had met Lt. Col. Navarro on previous flights into contra camps, however, his uniform was not that of the U.S. or Honduran Military. We then proceeded to the Contra camp where our medic administered to the casualties. We loaded two of the casualties and were waiting for Specialist McDonald, our medic, to finish with the last patient. The last patient had a piece of what seemed to be wood sticking out of a bad wound to the upper left portion of his body. When we attempted to clean the area, we found a hole the size of a softball adjacent to the impaled object. McDonald began cleaning the area, causing a clear view of muscle hanging and the inside of the chest cavity. Mr. North fainted. I caught him and popped an ammonia capsule to bring him around. We then departed and delivered the casualties to San Lorenzo.

I would see Ramon Navarro on several occasions. The last time I saw Ramon was February 27th, 1991.

In 1990 the United States arrested General Manuel Noriega. General Noriega had been indicted by a federal grand jury under the drug conspiracy laws. Two of General Noriega's co-defendants were severed from the General and scheduled for trial in early 1991.

One of the government's key witnesses against the two co-defendants was Ramon Navarro. Navarro knew, from past experience, how valuable his testimony would be. After being subpoenaed, Navarro contacted Felix Rodriguez, one of his handlers from the Contra cocaine manufacturing facilities. Navarro told Rodriguez that he wanted \$1 million - cash or he would not only testify about Noriega's involvement with drug manufacturing and trafficking, but he would also implicate Mr. Rodriguez, Mr. Oliver North, President George Bush and others.

Having been recruited into a covert operations intelligence unit in 1986, directed by William Colby and George Bush, I was tasked with the mission of delivering the money with its terms to Mr. Navarro. On February 26th, 1991, an Archer Team, consisting of three assassins and one tracker began surveillance of Mr. Navarro. A Saberliner was flown into Miami Airport with a satchel of money containing \$1 million. My orders were to deliver the money to Mr. Navarro and advise him that he was to leave with me.

It had been arranged through Adolfo Colero, an ex-Contra leader now in the Chamorro government of Nicaragua for Mr. Navarro to relocate and live in Nicaragua. Mr. Bush felt that it would be too dangerous for Navarro to testify. I was ordered by Colby to give Navarro the money and take him to the Saberliner. I was further instructed that, if Navarro refused to relocate, he was to be terminated on the spot.

Two Archers were placed at Navarro's home the night of February 27th, 1991. I was stationed outside of Navarro's girlfriend's house with the Major (code name for an Archer team leader) and another Archer. Mr. Navarro exited his girlfriend's house at about 11:30 pm. I exited my vehicle and approached Ramon. When Navarro saw me approaching, he jumped in his car and sped off down the road. The red BMW was speeding through the streets of Miami at about 80 miles per hour with our two vehicles in pursuit. We notified the team at his home and they were prepared to apprehend him. Suddenly, Navarro lost



# DOD INTERNATIONAL FLIGHT PLAN

PRIORITY INDICATOR		FP ADDRESSEE(S) INDICATOR(S)	
FILING DATE/TIME		ORIGINATOR INDICATOR	
B MAR 85			
SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR			
3 DESCRIPTION	7 AIRCRAFT IDENTIFICATION AND SSR DATA	8 FLT RULES AND TYPE OF FLIGHT	
	DUST OFF 429 C3327	VM	
9 NO. AND TYPE ACFT AND TURBULENCE CATEGORY	10 COM/NAV/APP	EQUIP	SSR
2H-1/V	FOUW	1	C
13 AERODROME OF DEPARTURE AND TIME		FIR BOUNDARIES AND ESTIMATED TIMES	
MHCG 1645Z			
15 SPEED AND LEVEL		ROUTE	
090 VFR 5500		MHCG → SLL → MHCG	
17 AERODROME OF DESTINATION AND ESTIMATED TIME		ALTERNATE AERODROME(S)	
MHCG 1845Z			
18 OTHER INFORMATION			
OPNS US MIL ACFT ID 40-16429, MEDEVAC STBY FOR JTF-B			
NOT FOR TRANSMISSION			
19 ENDURANCE		SUPPLEMENTARY INFORMATION	
FUEL 2+20 → POS 4 → ADO 1 → 243 → 534		PERSONS ON BOARD → EMERGENCY AND SURVIVAL EQUIPMENT	
POLAR → DESERT → MARITIME → JUNGLE → GLOBAL → JACKETS → LIGHT → FLUORESCEN → 2P.2		TYPE OF EQUIPMENT → LIFE JACKETS → RADIO FREQUENCY	
DINGHIES → COVER → RMK / PRC-90		TOTAL CAPACITY → OTHER EQUIPMENT	
REMARKS		AIRCRAFT SERIAL NUMBERS AND TYPE OF AIRCRAFT IN FLIGHT	
CW2 (TATUM) WILLIAMS W2 McDOWNS E4 (McDonald) Rodriguez E4			
CREW LIST <input type="checkbox"/> ATTACHED <input checked="" type="checkbox"/> LOCATED AT: 47th Field Hosp DUST OFF OPNS			
PASSENGER MANIFEST <input type="checkbox"/> ATTACHED <input type="checkbox"/> LOCATED AT:			
AIRCRAFT HOME STATION OR ORGANIZATION		NAME OF PILOT IN COMMAND: INSTRUMENT RATING	
499th MEIN Co / MHCG		TATUM	
SIGNATURE OF PILOT IN COMMAND OR DESIGNATED REPRESENTATIVE			
PILOT'S PREFLIGHT CHECK		BASE OPERATIONS USE	
NOTAMS	CURRENT P/POC CARD	F	APPROVAL REQUEST CLEARANCE AFTER (S)
AIR SPACE RESTRICTIONS	SPECIAL BRIEFINGS	P	
AIRCRAFT/DEST NAV AIDS	DIP CLNC/US CODE /FPR	L	MISSION/CONTROL AUTHORITY
WEATHER AND WINDS	SE FLT/GAT/OAT	T	
SIDE FLAPS AND CHARTS	VIP CODE/BLOCK TIME	A	SIGNATURE OF APPROVING AUTHORITY
FLIGHT PLAN LOG	PAX MANIFEST	T	
N/A POPPY SEED REPORTS	CUSTOMS FORM	W	
FOREIGN CLNC GUIDE	FLT ORDERS OR CREW LIST	R	
COMMAND LOCAL DIRECTIVES	FUEL REQUIREMENTS		

COPIA CERTIFICADA



22 March, 1985

I was asked to provide transportation for the following passengers back to Tegucigalpa.

General Gustavo Alvarez	Honduras
Felix Rodriguez	CIA
Mike Harari	Panama (Retired Mossad see letter from Israeli Embassy dated October 20th, 1993.)

Major Rodriguez advised me that I would need to modify aircraft #228 for a flight through Nicaragua to Costa Rica on the 24th. I 'roger ed' and returned to Palmerola. Upon arriving I arranged for the modifications. The modification included four stinger missiles which were to be attached outside of the aircraft only if detection and acquisition were inevitable.

**DOB INTERNATIONAL FLIGHT PLAN**

PRIORITY INDICATOR	FF ADDRESS(ES) INDICATOR(S)
FILING DATE/TIME	ORIGINATOR INDICATOR
22 MAR 85	16
SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR	

1 DESCRIPTION	7 AIRCRAFT IDENTIFICATION AND SSR DATA	8 FLT RULES AND TYPE OF FLIGHT
FPL	DUST OFF 4253327	VM
9 NO. AND TYPE ACFT AND TURBULENCE CATEGORY	10 COM/NAV/APP	EQUIP
429	FOUW	1 C
13 AERODROME OF DEPARTURE AND TIME		FIR BOUNDARIES AND ESTIMATED TIMES
MHCG 1900 Z		

15 SPEED AND LEVEL	ROUTES
090 VFR	TGU 1930 Z
TGU 090 VFR (D) 2230 Z (D) MHCG	

17 AERODROME OF DESTINATION AND ETA	ALTERNATE AERODROME(S)
MHCG 2300 Z	

18 OTHER INFORMATION
OPNS UJ MIC ACFT ID 70-16429 : STBY MEDBUR FOR JTF-B

**NOT FOR TRANSMISSION**

19 ENDURANCE		PERSONS ON BOARD		EMERGENCY AND SURVIVAL EQUIPMENT	
FUEL 2+20	POS 5	ROD 1	12	243	8064
TYPE OF EQUIPMENT		LIFE JACKETS		RADIO FREQ.	
FOUW	DESERT	MARITIME	JUNCKE	GLOBAL	JACKETS
DINING		COLOR	NUMBER	TOTAL CAPACITY	OTHER EQUIPMENT
DINING		COVER	RMC/		PRC-90

REMARKS	AIRCRAFT SERIAL NUMBERS AND TYPE OF AIRCRAFT IN FLIGHT
Tatum Brenner Rodriguez McDonald	
CREW LIST	
<input type="checkbox"/> ATTACHED <input checked="" type="checkbox"/> LOCATED AT: DUST OFF OPNS 47th Field Hosp	
PASSENGER MANIFEST	
<input type="checkbox"/> ATTACHED <input type="checkbox"/> LOCATED AT:	

AIRCRAFT HOME STATION OR ORGANIZATION	NAME OF PILOT IN COMMAND: INSTRUMENT RATING	SIGNATURE OF PILOT IN COMMAND OR DESIGNATED REPRESENTATIVE
498th Med Co / MHCG	DOIS TATUM	D. [Signature]

PILOT'S PREFLIGHT CHECK		BASE OPERATIONS USE		APPROVAL	
NOTAMS	AIR SPACE RESTRICTIONS	CURRENT P/F/C CARD	SPECIAL BRIEFINGS	P L S /	REQUEST CLEARANCE AFTER (S)
AIRCRAFT/DEST NAV AIDS	WEATHER AND WINDS	DIP CLNC/US CODE /PPR	SE FLT/GAT/GAT		MISSION/CONTROL AUTHORITY
SIDS FLIPS AND CHARTS	FLIGHT PLAN LOG	VIP CODE/BLOCK TIME	FAX MANIFEST	T W R	SIGNATURE OF APPROVING AUTHORITY
FOREIGN CLNC GUIDE	COMMAND LOCAL DIRECTIVES	FLT ORDERS OR CREW LIST	FUEL REQUIREMENTS		

**COPIA CERTIFICADA**

24 March, 1985

**Purpose:**

To deliver passengers to El Ocotol, Costa Rica and to gather vital intel from moles at Ojo de Agua/El Tamborcita, Nicaragua. It was necessary for pax to meet with contacts at Ojo and brief prior to meeting in Costa Rica.

**Intel:**

It was determined by intelligence provided by Wally World, that both radar threat and airborne patrols of Soviet built Hind-D were in place. It was, therefore, determined that we would use a modified medevac UH-1. If detected in a low-level flight across Nicaragua, it was most likely that the Sandinistas would not shoot down a humanitarian aircraft. The modification to the UH-1 were gun mounts ready to be swung out of the aircraft with two stinger missiles mounted on each side. The mission was flown at a top altitude of twelve (12) feet above ground level (AGL).

Flown as Briefed.

**Comments:**

The first leg of the flight was eventful. Utilizing the terrain elevation of the Cordillera Range northeast of Managua as a shield against Nicaraguan radar, the mission was flown with minimal hits of the APR-39 (Radar Indicator). The following passengers and crew participated in the meeting at Ojo de Agua: Mr. Rodriguez, General Alvarez, and Joe Fernandez. Mr. Harari showed minimal interest in the intel. Familiarization with the usage of the photo equipment followed the briefing. I refueled from a tactical ball dropped a day earlier. We carried two aux-fuel bladders in the hell holes of the chopper. The flight resumed to El Ocotol, Costa Rica with minimal hits on the APR-39. The meeting was held at a remote seaside retreat. A communications center was set up at the chopper utilizing a phone provided by Mr. Fernandez. Attending the meeting were the following:

- General Noriega - Panama
- Mike Harari - Panama (retired Mossad)
- Felix Rodriguez - U.S.
- Joe Fernandez - U.S. (CIA)
- General Gustavo Alvarez - Honduras
- William Barr - U.S.

**Via Sat/Com link:**

- Oliver North - U.S. (National Security Council)
- William Clinton - Governor of Arkansas
- George Bush - U.S. Vice President

General Noriega and Mr. Barr greeted the aircraft when we arrived. The passengers adjourned to their meeting while I secured the aircraft. I was invited to join when I finished. Two Latin American soldiers set up the Sat/Com device and stood guard on the aircraft. I joined the meeting approximately thirty minutes later. When I arrived, the discussion was concerning the loss of over \$100 million dollars worth of drugs and cash. The

**DOD INTERNATIONAL FLIGHT PLAN**

PRIORITY INDICATOR:  FF ADDRESS(ES) AND/OR INDICATOR(S): [REDACTED]

FILING DATE/TIME: 29 APR 80 ORIGINATOR INDICATOR: [REDACTED]

DESCRIPTION: AIRCRAFT IDENTIFICATION AND REG DATA: DUSTOFF 429 C3327 FLT RULES AND TYPE OF FLIGHT: VA

NO. AND TYPE ACFT AND TURBULENCE CATEGORY: UH-1H COM/NAV/APP: FOUV EQUIP: 1 C

AERODROME OF DEPARTURE AND TIME: MHCS 1500Z

SPEED AND LEVEL: ROUTE: 04005 → INT → SLN → MNP8 → LOCAL - CATZ RICA → EL GUADINCA NI → EL PIEDRO

AERODROME OF DESTINATION: MHCS 0200Z

OTHER INFORMATION: MAY 506 TERNAS.../MT Rodriguez.../Gen Nolasco  
LARGER FOR MTN - 2/2 w/o FERNAND... Gen NOLASCO  
② AIRPORT 7 taken

**NOT FOR TRANSMISSION**

ENDURANCE: FUEL 2100 POS 16 H2O 1 TETS 343 SCS 3554  
POLAR → DESERT → MOUNTAINS → JUNGLE → GLOBAL → JACKETS → LIGHT → FLUORESCIN → 1715  
DINGHIES: COVER → RMK/ PRC 90

REMARKS: US MIL OPNS/PESASUS OPNS ID# 70-16429 TATUM PIC Rodriguez CP  
CREW LIST:  ATTACHED  LOCATED AT: DUSTOFF OPNS MHCS  
PASSENGER MANIFEST:  ATTACHED  LOCATED AT: JFM 18 SEE REVERSE  
AIRCRAFT HOME STATION OR ORGANIZATION: MHCS/49th MAW Co NAME OF PILOT IN COMMAND: TATUM COOL SIGNATURE OF PILOT IN COMMAND OR DESIGNATED REPRESENTATIVE: [Signature]

**COPIA CERTIFICADA**

PILOT'S PREFLIGHT CHECK		BASE OPERATIONS USE		APPROVAL	
<input checked="" type="checkbox"/> NOTAMS	<input type="checkbox"/> CURRENT P/FCIC CARD	F	T	REQUEST CLEARANCE AFTER (S)	
<input type="checkbox"/> AIR SPACE RESTRICTIONS	<input type="checkbox"/> SPECIAL BRIEFINGS	P	L		
<input type="checkbox"/> AIRCRAFT/DEST WAY AIDS	<input type="checkbox"/> DIP CLNC/UB CODE /PPR	T	A	MISSION/CONTROL AUTHORITY	
<input type="checkbox"/> WEATHER AND WINDS	<input type="checkbox"/> SZ FLT/GAT/OAT	T	A		
<input type="checkbox"/> SID/FLIPS AND CHARTS	<input type="checkbox"/> VIP CODE/BLOCK TIME	T	W	SIGNATURE OF APPROVING	
<input type="checkbox"/> FLIGHT PLAN LOG	<input type="checkbox"/> FAX MANIFEST	T	W		
<input type="checkbox"/> POPPY SEED REPORTS	<input type="checkbox"/> CUSTOMS FORM				
<input type="checkbox"/> FOREIGN CLNC GUIDE	<input type="checkbox"/> FLT ORDERS OR CREW LIST				

30 March, 1985

We arranged to remain over night (RON) in Tela, Honduras. We settled into the hotel and I excused myself for the night. I walked to the airfield (it was approximately 1 mile away) and flew the helicopter to La Cieba. I picked up the following passengers:

<u>Name</u>	<u>Representing</u>
Mr. North	CIA & Vice President Bush
Felix Rodriguez	CIA - acted as co-pilot
General Alvarez	Honduras
Ami Nir	CIA (Mossad)

We flew into several villages on the Nicaragua/Honduras border to recon for a later mission. I recorded actual village locations for cargo drops by CH-47's scheduled later in April. Three of the villages were Rus Rus, Waspam and Santa Anna.

Mr. North was pleased with the operations. He stated that Vice President Bush appreciated the extra effort I was giving. General Alvarez told Mr. North of my ability to sneak into his airfield under their radar. He asked North if I could instruct some of his security team and pilots for future use. North declined stating that I was a national secret, laughing. We landed at Santa Anna and met with Enrique Bermudez and other Contra leaders. We were then taken to a processing area of some sort. As we approached, there was a strong smell of jet fuel and acetone. There were several tactical bladders, used for carrying fuels, sitting around the area. Six large fuel pods were on the ground but had the tops torched off. Inside there was fuel and ground-up coca leaves.

Mr. North stated the following to the other passengers, "One more year of this and we'll all retire." He then made a remark concerning Barry Seal and Governor Clinton. "If we can keep those Arkansas hicks in line, that is," referring to the loss of monies as determined the week prior during their meeting in Costa Rica.

I stood silently by the vat of leaves, listening to the conversation. General Alvarez had gone with the Contra leader to discuss logistics. The other three - North, Rodriguez, and Ami Nir - continued through the wooden building, inspecting the cocaine. North continued, "...but he (Vice President Bush) is very concerned about those missing monies. I think he's going to have Jeb (Bush) arrange something out of Columbia," he told his comrades, not thinking twice of my presence. What Mr. North was referring to ended up being the assassination of Barry Seal by members of the Medellin Cartel in early 1986.

"How about 'Pineapple'?" Rodriguez asked. (Speaking of General Noriega.)

"Naw," North answered, "something's up there." Bush later insured Noriega was indicted and imprisoned for drug trafficking.

I recalled the mysterious army officers remarks in Ojo de Agua, "Tell no one. There's no one big enough in your chain of command." I just heard North tell Rodriguez that the Vice President, the Governor of Arkansas and the three of them are manufacturing cocaine. I flew them back to La Cieba and I continued back to Tela in time for drinks downtown with my crew and friends. We returned the following day to Palmerola. I went to Ops and put a few notes on the back of the flight plan.

# DOD INTERNATIONAL FLIGHT PLAN

PRIORITY INDICATOR		ADDRESS(ES) AND/OR ORIGINATOR	
FILING DATE/TIME <u>30 MAR PST</u> ORIGINATOR INDICATOR			
SPECIFIC IDENTIFICATION OF ADDRESS(ES) AND/OR ORIGINATOR			
4 DESCRIPTION	7 AIRCRAFT IDENTIFICATION AND SER DATA	8 FLY RULES AND TYPE OF FLIGHT	
<u>(</u>	<u>DUST OFF OPS C33B</u>	<u>VM</u>	
9 NO. AND TYPE ACFT AND TURBULENCE CATEGORY	10 COM/NAV/APP EQUIP	SER	
<u>UH-1/C</u>	<u>FOUW</u>	<u>1 C</u>	
13 AERODROME OF DEPARTURE AND TIME		PIR BOUNDARIES AND ESTIMATED TIMES	
<u>MHCG 1500Z/1600Z</u>			
13 SPEED AND LEVEL ROUTE			
<u>090 VFR → Lt for ALM D71YA D7</u>			
17 AERODROME OF DESTINATION AND STA ALTERNATE AERODROME(S)			
<u>MHCG 1530Z 22</u>			
18 OTHER INFORMATION			
<u>US MIL OPNS Acft ID <sup>70-15713</sup> <del>66-16224</del> MEDICAL STAY FOR JTF-B</u>			
NOT FOR TRANSMISSION			
19 ENDURANCE PERSONNEL SUPPLEMENTARY INFORMATION EMERGENCY AND SURVIVAL EQUIPMENT			
<u>FUEL 3+20 → POR 4 → ROO 1 → 243 → 5 → 430</u>			
POLAR → DESERT → MARITIME → JUNGLE → GLOBAL → JACKETS → LIGHT → FLUORESCIN → 282.2			
DINGHIES COLOR NUMBER TOTAL OTHER EQUIPMENT			
<u>DINGHIES → COVER → RMK / PRC-90</u>			
REMARKS		AIRCRAFT SERIAL NUMBERS AND TYPE OF AIRCRAFT IN FLIGHT	
<u>TATUM BRANTNER Poeyer Kodiguer</u>			
<u>B.J. Romero Hwcomb</u>			
CREW LIST <input type="checkbox"/> ATTACHED <input checked="" type="checkbox"/> LOCATED AT:		DUST OFF OPS 47th Field Hosp.	
PASSENGER MANIFEST <input type="checkbox"/> ATTACHED <input type="checkbox"/> LOCATED AT:			
AIRCRAFT HOME STATION OR ORGANIZATION		NAME OF PILOT IN COMMAND (INSTRUMENT RATING)	
<u>MHCG / 498th MED C</u>		<u>DCIC TATUM</u>	
SIGNATURE OF PILOT IN COMMAND OR DESIGNATED REPRESENTATIVE			
PILOT'S PREFLIGHT CHECK		BASE OPERATIONS USE	
NOTAMS		CURRENT P/PC CARD	
AIR SPACE RESTRICTIONS		SPECIAL BRIEFINGS	
AIRCRAFT/DEST NAV AIDS		DIP CLNC/US CODE /PPR	
WEATHER AND WINDS		SE FLY/GAT/OAT	
SIDE FLIPS AND CHARTS		VIP CODE/BLOCK TIME	
FLIGHT PLAN LOG		PAR MANIFEST	
12/A POPPY SEED REPORTS		CUSTOMS FORM	
FOREIGN CLNC GUIDE		FLY ORDERS OR CREW LIST	
COMMAND LOCAL DIRECTIVES		FUEL REQUIREMENTS	
		APPROVAL	
		REQUEST CLEARANCE AFTER ( )	
		MISSION/CONTROL AUTHORITY	
		SIGNATURE OF APPROVING AUTHORITY	

COPIA CERTIFICADA



3/10/85 Flew North, Rodriguez, Dr. Gus (Alvarez), & Ami Nir into  
Rus Rus - outside of main camp a cocaine kitchen was  
operating by Contras. - went to Santa Anna - another cocaine  
kitchen in opn by Contras. North said V.P. Bush was  
going to take care of Seal & Noriega. They spoke about  
meeting in Costa Rica 6 days before. Said when  
BARR spoke to Bush via Sat/Com the V.P. ordered  
that Seal & Noriega be taken out. When BARR handed  
me the phone V.P. Bush seemed very agitated. He  
wanted the SN of Seals a/c. He said if we need  
to we may have to take extreme measures. He  
told me that these men were out of control.  
"This shouldn't be happening - do you understand?"  
I responded I did - but really didn't have a clue as to  
his remarks. Now its into perspective. He wants  
a hit on Seal & Noriega. It'd be pretty  
easy - a cooler marked med supplies on Seals  
plane - But one like we put on Torrejos' acft.  
One on Noriegas plane too! That would take  
care of the problem - BARR said he'd take care of  
it though - wonder what he'll do?

#### Transcription:

Flew North, Rodriguez, Dr. Gus (Alvarez) & Ami Nir into  
Rus Rus - outside of main camp a cocaine kitchen was  
operating by Contras. - went to Santa Anna - another cocaine  
kitchen in opn by Contras. North said V.P. Bush was  
going to take care of Seal & Noriega. They spoke about  
meeting in Costa Rica 6 days before. Said when  
Barr spoke to Bush via Sat/Com the V.P. ordered  
that Seal & Noriega be taken out. When Barr handed  
me the phone V.P. Bush seemed very agitated. He  
wanted to sn [serial number] of Seals a/c. He said if we need  
to we may have to take extreme measures. he told  
me that these men were out of control.

"This shouldn't be happening - do you understand?"

I responded I did - but really didn't have a clue as to  
his remarks. Now its into perspective. He wants  
a hit on Seal & Noriega. It'd be pretty  
easy - a cooler marked med supplies on Seals  
plane - But one like we put on Torrejos' acft.  
One on Noriegas' plane too! That would take  
care of the problem - Barr said he'd take care of  
it though - wonder what he'll do?

6 April, 1985

Six coolers marked medical supplies were delivered to Dustoff Operations. We were tasked with dropping them off in Trijillo at the airstrip. We met a U.S. Air Force C-130 bound for Panama and passed the coolers of cocaine to them. I asked the pilot, "Who gets these?" He looked at his manifest and told me that a Dr. Harari would be called on arrival.

DOD INTERNATIONAL FLIGHT PLAN

PRIORITY INDICATOR: **A** ADDRESS/ISSUE/INDICATOR: **1**

FILING DATE/TIME: **6 APR 80** ORIGINATOR INDICATOR: **1**

SPECIFIC IDENTIFICATION OF ADDRESS/ISSUE/INDICATOR

3 DESCRIPTION: **FPL** 7 AIRCRAFT IDENTIFICATION AND SSR DATA: **DUSTOFF 228 C3327** 8 FLT RULES AND TYPE OF FLIGHT: **VM**

9 NO. AND TYPE ACFT AND TURBULENCE CATEGORY: **UH-1/H** 10 COM/NAV/APP: **FOUW** 11 EQUIP: **1 C**

12 AERODROME OF DEPARTURE AND TIME: **MHCG 1115** FIR BOUNDARIES AND ESTIMATED TIME

13 SPEED AND LEVEL: **090 VFR 055** → **BT RMTC BT MHCG**

17 AERODROME OF DESTINATION AND TIME: **MHCG 1500** ALTERNATE AERODROME(S)

18 OTHER INFORMATION: **US MIL OPS Act 10 66-16228 MEDEVAC STAY FOR JTF-B**

NOT FOR TRANSMISSION

19 ENDURANCE: **FUEL 3+20** → **POS 4** → **NOG** → **SET 5** → **243** → **500** → **1564**

POLAR → DESERT → MANTIME → JUNGLE → GLOBAL → JACKETS → LIGHT → FLUORESCIN → **272.2**

DINGHIES → COVER → **RMK**

REMARKS: **TATM W2 PK**  
**Recon W4 CE**  
**Relief F4 CE**  
**M-64 6-8 M**

CREW LIST  ATTACHED  LOCATED AT: **DUST OFF OPNS 47th FELA H&SF**

AIRCRAFT HOME STATION OR ORGANIZATION: **MHCG / 498th MED Co.** NAME OF PILOT IN COMMAND: **Doyle TATM** SIGNATURE OF PILOT IN COMMAND OR DESIGNATED REPRESENTATIVE: *[Signature]*

PILOT'S PREFLIGHT CHECK		BASE OPERATIONS USE		APPROVAL	
<input checked="" type="checkbox"/>	NOTAMS	<input type="checkbox"/>	CURRENT P/R/CIC CARD	F P L 5 0	REQUEST CLEARANCE AFTER (2)
<input type="checkbox"/>	AIR SPACE RESTRICTIONS	<input type="checkbox"/>	SPECIAL BRIEFINGS		T A
<input type="checkbox"/>	AIRCRAFT/DEST NAV AIDS	<input type="checkbox"/>	OIP CLNC/US CODE /PPR	T W R	
<input type="checkbox"/>	WEATHER AND WINDS	<input type="checkbox"/>	EX FLT/GAT/QAT		
<input type="checkbox"/>	SIDE FLIPS AND CHARTS	<input type="checkbox"/>	VIP CODE/BLOCK TIME		
<input type="checkbox"/>	FLIGHT PLAN LOG	<input type="checkbox"/>	PAX MANIFEST		
<input checked="" type="checkbox"/>	POPPY SEED REPORTS	<input type="checkbox"/>	CUSTOMS FORM		
<input type="checkbox"/>	FOREIGN CLNC GUIDE	<input type="checkbox"/>	FLT ORDERS OR CREW LIST		
<input type="checkbox"/>	COMMAND LOCAL DIRECTIVES	<input type="checkbox"/>	FUEL REQUIREMENTS		

COPIA CERTIFICADA

9 April, 1985

We flew into a small village forty kilometers east north east of Ocotal in Nicaragua. Rodriguez was there with the Contra leader Enrique Bermudez when we arrived. We walked through the camp which was still being cleared and organized. Four fuel pods with their tops cut off were sitting outside a large military tent. Several tactical fuel balls were located next to the pods. Rodriguez told the air crew that this was a Sandinista base that was captured. I noted that all of the equipment, the GP large tent, the fuel pods, and the tactical fuel balls were U.S. made. And inside the tent were several women packaging the cocaine. When we left, we carried four 110 quart, white coolers marked medical supplies to San Lorenzo, dropped them off to a civilian C-123 and returned to base.

# DOD INTERNATIONAL FLIGHT PLAN

PRIORITY INDICATOR				ADDRESS(ES) AND/OR ORIGINATOR(S)			
FILING DATE/TIME: <b>9 APR 68</b>				ORIGINATOR INDICATOR			
SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR(S)							
8 DESCRIPTION		9 AIRCRAFT IDENTIFICATION AND SSR DATA			10 FLT RULES AND TYPE OF FLIGHT		
FPL		DUST OFF 713 C3313			VM		
9 NO. AND TYPE AC TRANSITURBULENCE CATEGORY				10 COM/NAV/APP		EQUIP SSR	
UH-1/L				FOUV		C	
13 AERODROME OF DEPARTURE AND TIME				AIR BOUNDARIES AND ESTIMATED TIMES			
MHCG 1515 hrs							
12 SPEED AND LEVEL		ROUTE					
090 VFR		VLM DEL PARRIS DL 121568, JICARITO					
DLO88552		GUATIGERITO DL 088557					
17 AERODROME OF DESTINATION AND TIME				ALTERNATE AERODROME(S)			
MHCG 1900							
18 OTHER INFORMATION							
US MIL OPAC ACT ID 70-15713 / STUDY IN PROGRESS FOR 77 F A							
NOT FOR TRANSMISSION							
19 ENDURANCE		20 SUPPLEMENTARY INFORMATION					
FUEL 2400		PERSONNEL ON BOARD					
POLAR		EMERGENCY AND SURVIVAL EQUIPMENT					
DESERT		LIFE JACKETS					
MANTIME		RADIO FREQ					
JUNGLE		DINGHIES					
GLOBAL		OTHER EQUIPMENT					
JACKETS		TOTAL CAPACITY					
LIGHT		FLUORESCEN					
FLUORESCEN		COVER					
COVER		RMK/ PRC-90					
REMARKS				AIRCRAFT SERIAL NUMBERS AND TYPE OF AIRCRAFT IN FLIGHT			
TATUM PRCW1 BRANTINA CPW01 WATKINS CHEREN							
CREW LIST		ATTACHED		LOCATED AT:		DUST OFF OPW 47th Field Hosp	
PASSENGER MANIFEST		ATTACHED		LOCATED AT:			
AIRCRAFT HOME STATION OR ORGANIZATION				NAME OF PILOT IN COMMAND: INSTRUMENT RATING		SIGNATURE OF PILOT IN COMMAND OR DESIGNATED REPRESENTATIVE	
MHCG / 499th Med Co				DOD Tatum		D. Tatum	
PILOT'S PREFLIGHT CHECK				BASE OPERATIONS USE			
NOTAMS				CURRENT P/F/C/G CARD			
AIR SPACE RESTRICTIONS				SPECIAL BRIEFINGS			
AIRCRAFT/DEST NAV AIDS				DIP CLNC/US CODE /PPR			
WEATHER AND WINDS				EZ FLT/GAT/GAT			
SIDE FLIPS AND CHARTS				VIP CODE/BLOCK TIME			
FLIGHT PLAN LOG				FAX MANIFEST			
POPPY SEED REPORTS				CUSTOMS FORM			
FOREIGN CLNC GUIDE				FLT ORDERS OR CREW LIST			
COMMAND LOCAL DIRECTIVES				FUEL REQUIREMENTS			
				APPROVAL			
				REQUEST CLEARANCE AFTER (S)			
				MISSION/CONTROL AUTHORITY			
				SIGNATURE OF APPROVING AUTHORITY			

COPIA CERTIFICADA

10 April, 1985

We were tasked with flying six coolers marked "medical supplies" to San Lorenzo, Honduras. While we were flying on 9 April, Dr. Gus (General Gustavo Alvarez), delivered six coolers to Dustoff operations. I opened all six coolers to check their contents. I only counted the packages of cocaine in one of the coolers. There were 110 packages. Major Hethcox, the Aviation Support Commander, sent his Administrative Officer, Lt. Willett, to Dustoff Operations to fly one leg of our flight as my co-pilot. I suspected Hethcox was curious why we were flying so much. We loaded the coolers marked "medical supplies" and headed for San Lorenzo (SLN). Upon arrival we hovered to a C-123 cargo aircraft that we had met the previous day. The C-123 was based out of El Salvador and was tasked with carrying the cargos from San Lorenzo back to El Salvador. I noticed something familiar as the C-123 pilot approached. It was Barry Seal, an old friend.

Barry was holding a jar of olives in his hand as he walked up to the chopper and greeted me. Barry had promised me weeks before in Panama, during a meeting with Harari, Noriega, and North, to see that I got some olives. I had visited the base liquor store (Class 6) at Howard Air Force Base, but it was out of olives, as was the commissary. I told him that I didn't expect "curb-service." He gave his cherub laugh and invited us to a café for a coka-cola. The crew joined us as he commandeered an Air Force truck for the short drive from the airstrip to the village.

Barry and I walked outside of the café so that we could talk privately. I asked Barry to level with me concerning the drugs and who was involved. I felt that Barry Seal was the only person I had met to date that I could get a straight answer out of. The following is what Barry Seal told me concerning the drugs in general and, more specifically, the destination of the drugs which we delivered to San Lorenzo on 9 and 10 April, 1985.

"The Contras needed weapons for their rebellion against the Sandinistas. When the CIA approached the Contras in the early 80's they promised total support in weapons, training, and money required to sustain the operations. This is what prompted the Nicaraguans to begin open recruiting against the Ortega-led Sandinista government. But, as time went on, the U.S. renigged on their promise to the rebels. Not only did the U.S. cut money needed for medical and food supplies for the Contra camps, but they also refused to provide the weaponry needed to stay alive. This left the Contras in a hell of a spot. William Casey met with Adolfo Colero and it was decided that the Contras would get the much needed money and weapons in exchange for cocaine. Casey put Ollie North over the project. North, at the CIAs promptings, recruited Seal to oversee delivery of the products, and a man named Ramon Navarro (Medellin Cartel) to train the Contras in the manufacturing process. Colero was the "point man" for the Contras. He dealt with Washington and others as needed. Contra leader Enrique Bermudez was tasked with getting the cocaine kitchens built and protected. Bermudez had solicited three other Contra commanders to assist in this project. Their names are Commander Fernando, Commander Franklin, and Commander Marlan. Ramon Navarro supplied the cocaine paste and raw coca leaves to the Contras. The U.S. provided the equipment. It was delivered to the camps by Chinook helicopters (CH-47) out of Ft. Campbell, Kentucky (159th Aviation Battalion). It was Barry's job to deliver the finished product and monies to destinations as dictated by Mr. North.

Barry gave me the names of his various drop points and told me to be *very* wary of North. "He'll give up his mamma if he has to!" was his comment concerning North's lack

# DOD INTERNATIONAL FLIGHT PLAN

**PRIORITY INDICATOR** **PP (ADDRESS(2) INDICATOR(2))**

---

**FLYING DATE/TIME** 10 APR **ORIGINATOR INDICATOR**

**SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR**

**1 DESCRIPTION** **7 AIRCRAFT IDENTIFICATION AND SER DATA** **8 FLT RULES AND TYPE OF FLIGHT**

**9 NO. AND TYPE ACFT AND TURBULENCE CATEGORY** **10 COM/NAV/APP EQUIP**

**13 AERODROME OF DEPARTURE AND TIME** **FIR BOUNDARIES AND ESTIMATED TIMES**

MHCG 1630 Z →

**12 SPEED AND LEVEL** **ROUTE**

090 VFR → 5 SPL &

**17 AERODROME OF DESTINATION AND ETA** **ALTERNATE AERODROME(S)**

MHCG 1815 Z →

**18 OTHER INFORMATION**

US MIL OPNS Aft ID 66-16224 / STAY Aft FOR MEDICAL JTF-0

**NOT FOR TRANSMISSION**

**19 SUPPLEMENTARY INFORMATION**

**ENDURANCE** **PERSONS ON BOARD** **EMERGENCY AND SURVIVAL EQUIPMENT**

FUEL 2+20 → POS 0 → ADD 0 121.5 → 243 → 500 → 5264

**TYPE OF EQUIPMENT** **LIFE JACKETS** **RADIO FREQ.**

POWER → DESERT → MARITIME → JUNGLE → GLOBAL → JACKETS → LIGHT → FLUORESCIN

**DININGIES** **COLOR** **NUMBER** **TOTAL CAPACITY** **OTHER EQUIPMENT**

**DININGIES** → **COVER** → **RMK** / PRC-90

**REMARKS** **AIRCRAFT SERIAL NUMBERS AND TYPE OF AIRCRAFT IN FLIGHT**

TATUM PIC WILLET  
BRANTWACE  
CHEBEN CE  
WATHIN M

**CREW LIST**  ATTACHED  LOCATED AT: DUST OFF OPS.

**PASSENGER MANIFEST**  ATTACHED  LOCATED AT: JTF-0 MED CL

COPIA CERTIFICADA

**AIRCRAFT HOME STATION OR ORGANIZATION** **NAME OF PILOT IN COMMAND; INSTRUMENT RATING** **SIGNATURE OF PILOT IN COMMAND OR DESIGNATED REPRESENTATIVE**

MHCG / 458th AMSG Dois Tatum Dois Tatum

PILOT'S PREFLIGHT CHECK		BASE OPERATIONS USE		APPROVAL	
<input checked="" type="checkbox"/> NOTAMS	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> CURRENT P/FIC CARD	<input checked="" type="checkbox"/>	P L S	REQUEST CLEARANCE AFTER (2)
<input checked="" type="checkbox"/> AIR SPACE RESTRICTIONS	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> SPECIAL BRIEFINGS	<input checked="" type="checkbox"/>		
<input checked="" type="checkbox"/> AIRCRAFT/DEST NAV AIDS	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> OIP CLNC/US CODE /PPR	<input checked="" type="checkbox"/>	T A	MISSION/CONTROL AUTHORITY
<input checked="" type="checkbox"/> WEATHER AND WINDS	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> SZ FLT/GAT/OAT	<input checked="" type="checkbox"/>		
<input checked="" type="checkbox"/> SIDES FLIPS AND CHARTS	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> VIP CODE/BLOCK TIME	<input checked="" type="checkbox"/>	T W H	SIGNATURE OF APPROVING AUTHORITY
<input checked="" type="checkbox"/> FLIGHT PLAN LOG	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> PAR MANIFEST	<input checked="" type="checkbox"/>		
<input checked="" type="checkbox"/> POPPY SEED REPORTS	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> CUSTOMS FORM	<input checked="" type="checkbox"/>		
<input checked="" type="checkbox"/> FOREIGN CLNC GUIDE	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> FLT ORDERS OR CREW LIST	<input checked="" type="checkbox"/>		
<input checked="" type="checkbox"/> COMMAND LOCAL DIRECTIVES	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> FUEL REQUIREMENTS	<input checked="" type="checkbox"/>		

Transcription:

Delivered 6 coolers of cocaine to SLN. Met Barry Seal in C-123. Ramon Navarro was with Seal. Asked Seal what was up with the cocaine being made in contra camps. - Said it was a CIA OPN. This shipment was going to Calif to make a drug called crack. Seal said that the CIA planned to get all the niggers in the U.S. hooked on it & then throw 'em in prison. Said the the \$'s for the crack goes to buy weapons for the contras. Asked him who is involved - he said it goes all the way to the white house. Said I could talk to the boss - he'd be here (in Honduras) in a couple days. Took notes on back of AA. Msn request for RMTC. Will include with this flight plan. Msn RQ dtd 6 April. Thats all I had to take notes on. Missions getting out of hand. Major Hethcox is getting suspicious of the flights. Sent Willet to make sure we really went to SLN. Fat Boy gave me some Olives - man they were good! Told me to stay with it as long as I could. Said that he would let North know about the heat from Hethcox.



USA MEDDAC  
AIR AMBULANCE  
MISSION REQUEST FORM

TIME 0455

- (1) REQUESTOR Special Forces Medic (RMTC) PHONE # X 310
- (2) REQUESTOR ON SITE: YES  NO
- (3) LOCATION OF PICKUP RMTC
- (4) CALL SIGN AND FREQUENCY AT PICKUP SITE N/A
- (5) PATIENT CATEGORY: CAT I--URGENT  CAT II--PRIORITY   
CAT III--ROUTINE
- (6) NUMBER OF PATIENTS: TOTAL 1 LITTER  AMBULATORY
- (7) INJURIES TO PATIENT(S): 1 Suspected Heart Attack  
2 \_\_\_\_\_  
3 \_\_\_\_\_
- (8) PICKUP SITE MARKINGS: PANELS  SMOKE  LIGHTS   
CHEM LIGHTS \_\_\_\_\_ OTHER Pad
- (9) WEATHER AT PICKUP SITE VFR
- (10) SPECIAL EQUIPMENT: HOIST \_\_\_\_\_ OVER-WATER \_\_\_\_\_  
STOKES \_\_\_\_\_ INCUBATOR \_\_\_\_\_ OTHER Lif-Tr-5
- (11) REMARKS: (OBSTACLES TO LANDING, PHYSICIAN ATTENDING, ETC.)  
Col NAVARRO accompanied Aft Crew for Pick-Up.

DATE 6 April 85 PERSON RECEIVING CALL Brant

# FLIGHT WEATHER BRIEFING

**I. MISSION/TAKEOFF DATA**

DATE <b>6 APR</b>	ACFT TYPE/NO <b>UH 7/228</b>	DEP PT/STD <b>11Z</b>	RUNWAY TEMP <b>21 °F/C</b>	DEWPOINT <b>°F/C</b>	TEMP DEW <b>°C</b>	PRESSURE ALT <b>2080 FT</b>	DENSITY ALT <b>3570 FT</b>
SFC WIND <b>09/06</b>		CLIMB WINDS		LOCAL WEA WRRNS/MET WATCH ADV			REC

REMARKS/TAKEOFF ALTN FCST

**II. ENROUTE DATA**

FLY LEVEL	FLY LEVEL WINDS/TEMP <b>01/10</b> <b>6500/08/10 +15</b>		
CLOUDS AT FLY LEVEL <input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> IN AND OUT		MINIMUM VISIBILITY AT FLY LEVEL OUTSIDE CLOUDS <b>7</b> MILES DUE TO	
<input type="checkbox"/> SMOKE <input type="checkbox"/> DUST <input type="checkbox"/> HAZE <input type="checkbox"/> FOG <input type="checkbox"/> PRECIPITATION <input type="checkbox"/> NO OBSTRUCTION			
MINIMUM CEILING FT AGL <b>0</b>	LOCATION	MAXIMUM CLOUD TOPS FT MSL <b>15</b>	LOCATION
		MINIMUM FREEZING LEVEL FT MSL <b>15</b>	LOCATION
THUNDERSTORMS	TURBULENCE	ICING	PRECIPITATION
MVA/AV NO.	CAT ADVISORY	NONE	NONE
<input type="checkbox"/> NONE <input type="checkbox"/> AREA <input type="checkbox"/> LINE	<input type="checkbox"/> NONE <input type="checkbox"/> IN CLEAR <input type="checkbox"/> IN CLOUD	<input type="checkbox"/> RIME <input type="checkbox"/> MIXED <input type="checkbox"/> CLEAR	<input type="checkbox"/> DRIZ <input type="checkbox"/> RAIN <input type="checkbox"/> SNOW <input type="checkbox"/> SLEET
ISOLATED 1-25	LIGHT	TRACE	LT
FEW 3-105	MOD	LIGHT	MOD
SCATTERED 16-405	SVR	MOD	HVV
NUMEROUS-MORE THAN 455	EXTREME	SVR	SHWRD
HAIL, SVR. TURB, SEVERE, ICING, PRECIPITATION AND LIGHTNING EXPECTED IN AND NEAR TSMS.	LEVELS	LEVELS	PRES
LOCATION	LOCATION	LOCATION	LOCATION

**III. TERMINAL FORECASTS**

AIRPORT	CLOUD LAYERS	VSBY/WEA	SFC WIND	ALTIMETER	VALID TIME
DEST/ALTN <b>RHTC</b>	<b>30 Sct</b>	<b>7</b>	<b>03/08</b>	<b>2996</b> INB	<b>11 Z TO 1240 Z</b>
DEST/ALTN <b>MKG</b>	<b>50 Sct</b>	<b>7</b>	<b>340/06</b>	<b>2990</b> INB	<b>12 Z TO 1240 Z</b>
DEST/ALTN				INS	Z TO Z
DEST/ALTN				INS	Z TO Z
DEST/ALTN				INS	Z TO Z
DEST/ALTN				INS	Z TO Z
DEST/ALTN				INS	Z TO Z
DEST/ALTN				INS	Z TO Z

**IV. COMMENTS/REMARKS**

BRIEFED ON LATEST RER FOR DESTN AND ALTN  YES  NOT AVAILABLE  REQUEST PIREP AT

**PIREP**

**V. BRIEFING RECORD**

WEA BRIEFED <b>1050</b>	FLIMBY BRIEFING NO.	FORECASTER'S SIGNATURE OR INITIALS	
VOID TIME <b>1520</b>	EXTENDED TO	WEA REBRIEFED AT	FORECASTER'S INITI <b>DCK</b>
			NAME OF PERSON RECEIVING BRIEFING <b>Brenton</b>

11 April, 1985

We delivered personnel and supplies to several Contra camps. Among the Contra soldiers that we carried was the Contra leader in charge of the North camps, Enrique Bermudez. We flew several sorties making for a very long flight day. I would only see Commander Bermudez on two more occasions. The last time I would see Enrique Bermudez alive would be in 1991 outside of a hotel in Managua.

Enrique served as a faithful Commander during the Nicaraguan Revolution on behalf of the Counter Revolutionaries against the Sandinista government led by Daniel Ortega. But, beyond his fighting ability, was his loyalty to Vice President Bush and CIA Director Bill Casey. It was Commander Three Eight Zero (Bermudez) who would insure the safety of the cocaine manufacturing facilities co-located in the Contra camps.

When the revolution ended, and there was a democratically elected president, Enrique Bermudez rightly expected a prominent position. However, President Chamorro, Nicaragua's new president, was not comfortable with Commander Three Eight Zero. She felt that he did not possess the political qualities she desired in her cabinet. In 1991 Bermudez pressured President Bush to convince Chamorro of his political value. Chamorro resisted Bush. Bermudez, desperate to position himself, decided to use his "ace in the hole." Bermudez told Bush that if he did not receive a prominent governmental position he would expose Bush, North and company of their cocaine trafficking enterprise in Honduras.

As Enrique Bermudez walked down the street in front of the Intercontinental Hotel in 1991, a shot rang out and a bullet entered the back of Commander Three Eight Zero's head. I departed the area of operation before he stopped twitching, knowing that the mission was complete. The message passed to the White House was quite simple, "The playing field is clear."

DOD INTERNATIONAL FLIGHT PLAN

PRIORITY INDICATOR: FF ADDRESSEE(S) INDICATOR(S)

FILING DATE/TIME: 11 APR 85 ORIGINATOR INDICATOR

SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR

3 DESCRIPTION 7 AIRCRAFT IDENTIFICATION AND SSR DATA 8 FLT. RULES AND TYPE OF FLIGHT

NO. AND TYPE ACFT. AND TURBULENCE CATEGORY 10 COM/NAV/APP. EQUIP. SER.

13 AERODROME OF DEPARTURE AND TIME FIR BOUNDARIES AND ESTIMATED TIMES

MHCG 1430 Z  
 090 VFR → DT San Antonio DL141501 DT Monte Gordo  
 DL141482 DT Brandeis DL141465 DT Guantanamo  
 DL117478

17 AERODROME OF DESTINATION AND ETA ALTERNATE AERODROME(S)

MHCG 2400 Z  
 US MIL OPNS Acft ID 70-15713, STBY MEDICAL Co. 771-B

18 OTHER INFORMATION

NOT FOR TRANSMISSION

19 SUPPLEMENTARY INFORMATION

ENDURANCE PERSON ON BOARD EMERGENCY AND SURVIVAL EQUIPMENT

FUEL 2420 FUEL 6 ROD 131 243 50 8364

TYPE OF EQUIPMENT LIFE JACKETS RADIO FREQ

POLAR DESERT MARITIME JUNGLE GLOBAL JACKETS LIGHT FLUORESCENCE 212.2

DINGHIES TOTAL CAPACITY OTHER EQUIPMENT

DINGHIES COVER RMK/ 128 70

REMARKS TATUM CW2  
 BRAUNER WOI  
 WATKINS EY  
 CHEBEN EY

CREW LIST  ATTACHED  LOCATED AT: DUST OFF OPS 47th F Hqs

PASSENGER MANIFEST  ATTACHED  LOCATED AT:

AIRCRAFT HOME STATION OR ORGANIZATION NAME OF PILOT IN COMMAND: INSTRUMENT RATING SIGNATURE OF PILOT IN COMMAND OR ORIGINATOR REPRESENTATIVE

MHCG / 498th Dois Tatum

PILOT'S PREFLIGHT CHECK		BASE OPERATIONS USE		APPROVAL	
<input checked="" type="checkbox"/> NOTAMS	<input type="checkbox"/>	<input type="checkbox"/> CURRENT P/R/CIC CARD	<input type="checkbox"/>	<input type="checkbox"/> REQUEST CLEARANCE AFTER (S)	<input type="checkbox"/>
<input type="checkbox"/> AIR SPACE RESTRICTIONS	<input type="checkbox"/>	<input type="checkbox"/> SPECIAL BRIEFINGS	<input type="checkbox"/>	<input type="checkbox"/> MISSION/CONTROL AUTHORITY	<input type="checkbox"/>
<input type="checkbox"/> AIRCRAFT/DEST NAV AIDS	<input type="checkbox"/>	<input type="checkbox"/> OIP CLNC/US CODE /PPR	<input type="checkbox"/>		
<input type="checkbox"/> WEATHER AND WINDS	<input type="checkbox"/>	<input type="checkbox"/> BX FLT/GAT/GAT	<input type="checkbox"/>		
<input type="checkbox"/> SIDES FLIPS AND CHARTS	<input type="checkbox"/>	<input type="checkbox"/> VIF CODE/BLOCK TIME	<input type="checkbox"/>	<input type="checkbox"/> SIGNATURE OF APPROVING AUTHORITY	<input type="checkbox"/>
<input type="checkbox"/> FLIGHT PLAN LOG	<input type="checkbox"/>	<input type="checkbox"/> PAR MANIFEST	<input type="checkbox"/>		
<input checked="" type="checkbox"/> POPPY SEED REPORTS	<input type="checkbox"/>	<input type="checkbox"/> CUSTOMS FORM	<input type="checkbox"/>		
<input type="checkbox"/> FOREIGN CLNC GUIDE	<input type="checkbox"/>	<input type="checkbox"/> FLT ORDERS OR CREW LIST	<input type="checkbox"/>		
<input type="checkbox"/> COMMAND LOCAL DIRECTIVES	<input type="checkbox"/>	<input type="checkbox"/> FUEL REQUIREMENTS	<input type="checkbox"/>		

COPIA CERTIFICADA

MAST/MILITARY MEDEVAC MISSION BRIEFING

COPIA CERTIFICADA

I. MISSION

- A. Who: First-up crew/ second-up crew
- B. What: MAST/Military medevac
- C. Where: See DD Form 175
- D. When: 11/17 hrs 0730 through 11/17 hrs 0730
- E. Command/Support Relationship: NA

II. SITUATION

- A. Weather: see DD Form 175-1 for non local flights.
  - 1. Current: VFR MVFR IFR LIFR
  - 2. Forecast: VFR MVFR IFR LIFR
  - 3. Special environmental considerations: 19/11
  - 4. Remarks:
- B. Threat: NA - Buffer Zone Brief 67
- C. Friendly units
  - 1. Support: NA
  - 2. Aviation operations in area of operations
    - a. Normal VFR IFR traffic
    - b. MOAs, MTRs, Restricted Areas: check pubs, FSS, ATC enroute.
- D. Attachment/Detachment in support of mission: NA

III. EXECUTION

- A. Type mission: S-1 mil/S-1 MAST
- B. Flight conditions authorized: DAY NIGHT CROSS-COUNTRY ~~etc~~
- \*Only if mission dictates and crew is qualified and current
- C. Mode of flight: As required.
- D. A/C # D-15113  
 PIC Tatum  
 CP Tatum  
 CE Chen  
 M Walker
- E. Special equipment: As required by mission.
- F. Passenger/Cargo loads: Not to exceed maximum allowable gross weight.
- G. Flight route: Enter on flight plan.
- H. Estimated mission duration: Enter on flight plan.
- I. Restrictions: PIC approves mission based on established criteria; exceptions noted in para I.C.
- J. Safety: As published
- K. Remarks: Upon mission completion, insure flight plan is closed and complete mission sheet and post brief. Flight follow IAW AR 95-1.

IV. SERVICE SUPPORT

- A. Refuel location: Enter on flight plan.
- B. Rations: NA
- C. Assembly area/Bivouac/ROD locations: NA
- D. Maintenance support: NA

V. COMMAND SIGNAL SUPPORT

- A. Command
  - 1. PIC: Tatum (D) seat
  - 2. Chain of command: Normal
- B. Signals: Dustoff Operations 49.00

BRIEFER: AB

PIC: D. Tatum

13 April, 1985

I scheduled an instrument training flight to La Mesa and then to Tela. Major Rodriguez needed another night flight into Waspam and Rus Rus. I carried eight passengers - all medical staff from the Joint Task Force hospital to Tela, a beautiful beach town on the Caribbean. While the others slept, I walked to the airfield and met Major Rodriguez. We flew to the two Contra camps and returned with eight coolers. We stored the coolers marked medical supplies in a broken down hangar on the airfield at Tela. The Major told me that a C-123 should be there in the morning to pick up the evidence. He also told me that 350 kilos of cocaine had been stolen from international drug dealers based out of Colombia. He further told me that it had been secured by the Contras in Costa Rica. He pointed to four of the coolers, proud of the theft and the fact that he had possession of the cocaine. An armed guard was posted outside the hangar. I felt numb. He must have thought me a complete idiot to believe the trophies of war story he kept trying to pass to me. But who could I tell? It even involved the Vice President! I just kept telling myself to keep good notes.

Upon returning, I was called to the JTFB Command Center. There I was met by the Commander of the Army Aviation Assets in Honduras. He told me he knew I was being directed by someone other than military officials and he demanded to know who directed my flights. I told him that his security clearance simply wasn't substantial enough for me to answer his question. He handed me a message that confirmed his suspicions. I have attached a copy of the message to the flight plan dated 13 April, 1985.

When I returned to Dustoff Operations, I called North and told him that the military authority was getting wise to the Pegasus flights. He said that he had a copy of the "twixt" and would handle it.

### DOD INTERNATIONAL FLIGHT PLAN

PRIORITY INDICATOR		FF ADDRESS/ESS/INDICATOR	
<div style="border: 1px solid black; padding: 5px; display: inline-block;">                 13 APR 85             </div>			
FILING DATE/TIME		ORIGINATOR INDICATOR	
SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR			
1 DESCRIPTION	2 AIRCRAFT IDENTIFICATION AND SER. DATA	3 FLT RULES AND TYPE OF FLIGHT	
PPL	Unit off 713 C3327	VM	
4 NO. AND TYPE ACFT AND TURBULENCE CATEGORY	5 COM/NAV/APP	6 EQUIP	
UH-1/L	FOLV	I C	
7 AERODROME OF DEPARTURE AND TIME		8 FIR BOUNDARIES AND ESTIMATED TIMES	
MHGG 1700Z			
9 SPEED AND LEVEL			
090 VFR → HLM 121A → HLC			
17 AERODROME OF DESTINATION AND TIME		18 ALTERNATE AERODROME	
MHGG 2400Z			
19 OTHER INFORMATION			
US MIL AGENS Acft TB 46-1633P, STBY MEDCOR FOR TYP H Instrument Trans for Capt DOIS TATUM, WO1 R BRANTNER			
NOT FOR TRANSMISSION			
20 SUPPLEMENTARY INFORMATION			
ENDURANCE: FUEL 2+20 → FOR 1/11 → RDD 1215 → 242 → 800 → 6264 POLAR → DESERT → MOUNTAIN → JUNGLE → GLOBAL → JACKETS → LIFE JACKETS → RADIO FREQ → DINGHIES → COVER → RMK/ PRC-9D			
REMARKS		AIRCRAFT SERIAL NUMBERS AND TYPE OF AIRCRAFT IN FLIGHT	
TATUM C22 PIC + SPK BRANTNER WO1 CP Cheben E4 CG WATKIN E-4 M			
CREW LIST <input type="checkbox"/> ATTACHED <input checked="" type="checkbox"/> LOCATED AT:		LOCATED AT:	
PASSENGER MANIFEST <input type="checkbox"/> ATTACHED <input type="checkbox"/> LOCATED AT:		47th Field Hosp.	
AIRCRAFT HOME STATION OR ORGANIZATION		NAME OF PILOT IN COMMAND; INSTRUMENT RATING	
MHGG / 47th Med Co		DOIS TATUM	
PILOT'S PREFLIGHT CHECK		BASE OPERATIONS USE	
NOTAMS	CURRENT P/PC CARD	P P L	50
AIR SPACE RESTRICTIONS	SPECIAL BRIEFINGS		
AIRCRAFT/DESB NAV AIDS	DIF CLNC/US CODE /PPR	T A	MISSION/CONTROL AUTHORITY
WEATHER AND WINDS	SE FLT/BAT/OAT		
SIDS FLIPS AND CHARTS	VIP CODE/BLOCK TIME	T W R	SIGNATURE OF APPROVING AUTHORITY
FLIGHT PLAN LOG	FAX MANIFEST		
POPPY SEED REPORTS	CUSTOMER FORM		
FOREIGN CLNC GUIDE	FLT ORDERS OR CREW LIST		
COMMAND LOCAL DIRECTIVES	FUEL REQUIREMENTS		

COPIA CERTIFICADA

IN MSG # 04353

TIME 0404

PAC 2004/85

J-1 224 MI 11 SIG 301SG 15 PVM EAC JTF-8 MED ELEMENT 540TH AF  
JOINT \*\*\*\*\* TASK \*\*\*\*\* FORCE \*\*\*\*\* BRACV \*\*\*\*\*  
235 SIG J-2 EAC/IC RED CROSS BASE OPS CASE PAC JTF-8 FINANCE DEPT

PTTUZYUW RUECEHAE489 1540356-0000--RUEBHA.  
ZNR UUUUU

P 132015Z APR 85

FM USCINCSO QUARRY HEIGHTS FM //SCSG//  
TO RUEBDHA/COMJTF-8 COMAYAGUA HO //J3/J4/MED ELNT//  
RUEBSAA/COMJTF-11 TEGUCIGALPA HO //J3/J4/MED ELNT//  
RUMTFTA/COMUSFORCARTB KEY WEST FL //J3/MED SECT//  
RUCIPFT/CDR 101ST ABNDIV/ASLT/ FT CAMPBELL KY //G3/MED BR/G4//  
AFZB-DPT-0//INFO RULPANA/CDR 195RD INF SDE (FM) FT CLAYTON FM //AFZU-CS//  
AFZU-CTF-CDR/AFZU-DPT//  
RUMTFM/CDR USAHSC FT SAM HOUSTON TX //HSCF-50//  
RUCLPNA/CDR USANEDDAC QUARRY HEIGHTS FM //HSAU-F0//  
RUEADWD/DA WASHINGTON DC //DASG-HCG//  
RUCGSRG/USCINCARRED FT MCPHERSON GA //AFOP-OC/AFMD-07//  
RUCJAAA/USCINCRCD MACDILL AFB FL //RCJ3-OC/RCJ3-EF/RCJ4-MED//

BT  
UNCLAS

SURJ: OPERATIONAL CONTROL OF JTF/TF MEDEVAC A/C IN HONDURAS  
A. USCINCSO MSG 121800Z DEC 84 SUBJ: MED PLANNING AT III  
B. USCINCSO MSG 151300Z FEB 85 SUBJ: MED SUPPORT UT-85  
C. AT III PLANNING CONFER MACDILL AFB FL, 27-29 SEPT 84  
D. REFERENCES CITED ABOVE RECOMMEND AND IDENTIFY MEDICAL SUPPORT REQUIREMENTS AND PLANNING CONSIDERATIONS FOR JOINT/COMBINED EXERCISES

Handwritten notes and a stamp on the right side of the page. The stamp includes fields for 'RECEIVED', 'DATE', and 'TIME'. There is a large handwritten '9' at the bottom right of the stamp area.

PAGE 02 RUECEHAE489 UNCLAS

IN HONDURAS. SPECIFICALLY, RECOMMENDING TO THE JTF PLANNERS AND TO THE SUPPORTING COMMUNITY THE NURSER, AND IN SOME CASES, THE LOCATION OF MEDEVAC A/C IN-COUNTRY) BASED ON A THOROUGH ASSESSMENT OF MEDICAL CAPABILITIES IN-COUNTRY DURING PROJECTED EXERCISE PERIOD.

2. IT HAS BECOME INCREASINGLY EVIDENT DURING THE PAST SIX WEEKS THAT MEDEVAC A/C IN DIRECT SUPPORT OF JTF'S, IN SOME CASES, ARE BEING UTILIZED FOR OTHER THAN MEDEVAC REQUIREMENTS AND ARE BEING CONTROLLED BY OTHER THAN MEDICAL OFFICIALS. ON SEVERAL OCCASIONS THESE PRACTICES HAVE LEFT THE EXERCISE AREA WITHOUT ADEQUATE OR TIMELY MEDEVAC SUPPORT CAPABILITY.

3. DUE TO THESE POTENTIALLY LIFE-THREATENING SITUATIONS, AND WITH THE IMPENDING DEPLOYMENT OF UT 85 MEDICAL ASSETS INTO THIS THEATER, ALL MEDEVAC A/C AND CREWS DEPLOYING TO HONDURAS IN SUPPORT OF COMBINED JOINT TRAINING EXERCISES WILL BE PLACED UNDER THE ~~control~~ *use of* JTF BRAVO MEDICAL ELEMENT. THIS WILL ENSURE THAT THE EXERCISE IS ADEQUATELY COVERED AND THAT AIR CREWS IN SUPPORT OF OTHER THAN JTF BRAVO MED ELEMENT'S MEDEVAC SECTION ARE KNOWLEDGEABLE OF THE AOR, HOST NATION FLIGHT REQUIREMENTS AND HEALTH FACILITIES, AND US MEDICAL CAPABILITIES/LOCATIONS IN-THEATER.

4. POC AT SCSG MAJ LEDFORD (A) 282-5803

BT

Large blacked-out redaction area at the bottom of the page, covering several lines of text.



19 April, 1985

I was called by Major Rodriguez and told to deliver the map I had made of the Waspsam/Rus Rus area two weeks prior, to a CH-47 (Chinook) out of the 159th Aviation Battalion, Ft. Campbell, Kentucky. The Chinook was scheduled to arrive in La Mesa at daybreak on the 20th, so I gathered my crew, gave excuses of a dental problem and no fuel available to top off at Palmarola. I was able to get the authority to fly by the J-3 Operations for Joint Task Force Bravo. We flew to La Mesa. Unfortunately, there was no fuel there either. When we arrived, the refueling point had shut down for the night. We went to the hotel. The following morning I met the aircraft to give them an orientation. I was on board as it was taxiing to a new parking and the refueling point. Suddenly the main rotors meshed. The top of the helicopter was torn from the aircraft, throwing all of us violently around the interior of the aircraft. I was drenched in hydraulic fluid. My back had been injured. I was able to get to a hangar and get washed. I returned to my hotel room for two days. I then reported to the hospital at JTF Bravo to find that I had sustained a compression fracture of the spine. I was flown back to Ft. Stewart, Georgia.

COPIA CERTIFICADA

19 APR 85

# BRIEF SHEET & FLIGHT PLAN TAKEN BY

MAJOR HEATHCOX

Robert A. Brantner W1  
Dustoff Ops Off.

## NOTE

Ordered to drop map off to waiting CH-47 from 159<sup>th</sup> AVN. Ft. Campbell, KY - usually would supply the map - I believed I was caught at La Mesa by H. Heathcox - I tried to tell him I had dental work ~~needed~~ ~~needed~~ myself - was there to get a PIC & fuel. But there was no fuel avail. Following day to 47 contacted - I got compressor fracture in - please come C. Rowlett - Call C White House switch & adv. North - he said he could fix - decided to bring me back

MAST/MILITARY MEDEVAC MISSION BRIEFING

COPIA CERTIFICADA

I. MISSION:

- A. Who: First up crew/second up crew
- B. What: MAST/military medevac
- C. Where: See DD Form 175
- D. When: 0730 hrs 0730 through 1700 hrs: 0730
- E. Command/Support Relationship: NA

II. SITUATION:

- A. Weather: see DD Form 175-1 for nonlocal flights.
- 1. Current: VFR MVFR IFR LIFR
- 2. Forecast: VFR MVFR IFR LIFR
- B. Special environmental considerations: Possible Low Ceilings
- 4. Remarks: Around Crash Site
- B. Threat: NA
- C. Friendly units:
  - 1. Support: NA
  - 2. Aviation operations in area of operation:
    - a. Normal VFR/IFR traffic
- D. Attachment/ Detachment in support of mission: NA

III. EXECUTION

- A. Type mission: S-1 MAST / S-1 MEDEVAC
- B. Flight conditions authorized: DAY NIGHT VFR MVFR IFR LIFR
- \*only if mission dictates and crew is qualified and current.
- C. Mode of flight: As required.
- D. A/C: 66-16228  
 PIC: Tatum  
 CE: DRANTMAN  
 CE: Chick  
 CE: ...  
 NOTE: Remove all US sigs  
 Do not allow bodies to remain  
 IN SIGHT - ENGAGE IF
- E. Special equipment: As required by mission.
- F. Passenger/Cargo loads: Not to exceed maximum allowable gross weight.
- G. Flight route: Enter on flight plan.
- H. Estimated mission duration: Enter on flight plan.
- I. Restrictions: PIC approves missions based on established criteria; exceptions noted in para I.C.
- J. Safety: As published
- K. Remarks: Upon mission completion, insure flight plan is closed and complete mission sheet and post brief. Flight follow IAW AR 95-1.

IV. SERVICE SUPPORT

- A. Refuel location: Enter on flight plan.
- B. Rations: NA
- C. Assembly area/Bivouac/ROD locations: NA
- D. Maintenance support: NA

V. COMMAND SIGNAL SUPPORT

- A. Command:
  - 1. PIC: Tatum / (P) seat
  - 2. Chain of command: Normal

BRIEFER: R. Boater

PIC: D. Boater

47.9° / 45.1° / 117.2 282.2

## EPILOGUE

Six months later Bill Cooper and Buzz Sawyer were shot down in Nicaragua and killed. Their kicker - Eugene Hasenfus was captured by the Sandinistas. Three months after Cooper and Sawyer died, Barry Seal was killed outside a half-way house in Louisiana as predicted by Mr. North during our flight on 30 March, 1985.

In March of 1986, I was contacted by Lt. Col. Oliver North and involuntarily recruited into a Special Operations group codenamed Pegasus. I was told that I would be working directly for the President of the United States. I was paid \$43,394.40 in April of 1986 and given a medical discharge. I reported to my new assignment in May of 1986.

During the next few years, I would be tasked by Mr. Bush with the neutralization of a Mossad agent in 1988, an army Chief of Staff in 1989, the President of a third world country in 1989, and the leader of a revolutionary force in Central America in 1991.

Ami Nir was killed in 1988.

General Gustavo Alvarez was killed in 1989.

Enrique Bermudez, Contra leader and overseer of the cocaine kitchens, was killed in 1991.

In 1992 I was tasked to neutralize an American citizen. I refused. I decided that day to leave the Black Operations unit. When I told Mr. Colby of my decision, he told me that one can't just walk away. I explained to him that I understood the fate of those who walk away. For that reason, I began documenting my activities on film, on audio tapes, and with copies of documents, all of which I compiled through the years. I explained that the film and tapes were placed in strategic locations around the world to insure my safety.

I was true to my word. Over the year I remained silent concerning my knowledge of the illegal activities of my superiors. But two years after I "retired" from the Black Operations group, I was contacted by Messrs Colby, North and Rodriguez. I was warned to give up my documents "or else."

I now know that to turn over my documents would be terminal. My years of loyalty had been betrayed. With no alternative, I chose to publish a portion of the documents accumulated through the years. So in 1994 I began searching for the original flight plans which were in the possession of a ranking Honduran official.

All flight plans and briefing sheets contained in the Chronicles were supplied by the Honduran government official. In 1985, the official, aware of the implications of the documents, secured the flight plans and the briefing sheets for safe keeping. I began searching for the original documents in 1994. I was contacted in early 1995 by the Honduran official who claimed that he had possession of the documents. For reasons of security and fearing for his life, the official asked that I arrange a rendezvous with him in Honduras. April 25, 1995, we met secretly in San Pedro Sula, Honduras, where he supplied certified copies of the originals. It was agreed that he would maintain possession of original documents until they were needed by authorities to seek prosecution of Messrs. Bush, Clinton, North, Rodriguez and others directly involved in the manufacturing and trafficking of cocaine.

While in Honduras, we were followed by a known US operative. Fortunately, I detected him early and we were able to out maneuver him so as not to compromise our meeting or the identity of the Honduran official. Upon our return to Miami, with documents in our possession, our car was broken into and my briefcase which, among other things, contained the keys to our car parked in Colorado Springs, was stolen. The

Tampa, Florida ■ Saturday, May 4, 1996

## County jail inmate facing mysterious charge of treason

By DAVID SOMMER  
Tribune Staff Writer

TAMPA — Dois Gene Tatum sits in the Hillsborough County Jail on a treason charge, but nobody seems to know why.

Tatum, 45, says he has a theory. While awaiting trial on fraud charges, he has been working on a book about being a prisoner of war in Vietnam, where he said he was sent on a secret, "one-way mission" into Cambodia.

But the book makes no mention of later work as an agent in CIA "black operations," Tatum said in a telephone interview from Morgan Street jail. Maybe someone is trying to make sure things stay that way, he says.

Jail officials say Tatum is being held on the treason charge at the request of the U.S. Marshals Service. Such a charge is highly unusual. They said Tatum is not being held on the federal fraud charges, although jury selection in that trial is scheduled to begin Monday before U.S. District Judge Henry Lee Adams Jr.

Tatum and co-defendant Nancy Jane Tatum, identified in court records as his girlfriend with an alias of Nancy Fullilove, are accused of taking more than \$82,000 in federal money while Dois Tatum operated a government-seized Hudson golf course.

Deputy U.S. Marshal David Jacobs, in charge of federal prisoners in Tampa, said his records show Tatum is in custody solely on the fraud case.

"There is nothing in his file whatsoever related to treason," Jacobs said.

Federal prosecutors know nothing of the charge, said Assistant U.S. Attorney Gary Montilla.

"CIA guys are generally charged with other kinds of espionage," the prosecutor said. "My thought is it's a screw-up or some sort of macabre joke."

## GLOSSARY OF NAMES

- Gustavo Alvarez  
(Codename Dr. Gus)      Former Chief of Staff of the Honduran Military. General Alvarez met with Vice President George Bush during the Vice President's visit to Honduras in 1985. General Alvarez was killed outside of Tegucigalpa, Honduras in 1989 on orders from President Bush via William J. Colby.
- William Barr      Held himself out as an advisor to Vice President George Bush and later under the presidency of George Bush, became the U.S. Attorney General.
- Enrique Bermudez      Leader of the CIA formed Nicaraguan Contra Revolutionaries, commonly called the "Contras." Bermudez was killed outside Managua, Nicaragua in 1991 on orders from Vice President Bush via William J. Colby.
- George Bush      Director Central Intelligence Agency, Vice President of the United States and President of the United States.
- Dewey Clairage      CIA based out of Langley, Va. Target in 1991 indictment.
- Gov. William Clinton      Governor of Arkansas - While attending college in England, William Clinton was recruited by the CIA to gather information while visiting the Soviet Union. Later elected governor of the state of Arkansas and President of the United States.
- Bill Cooper      Former Air America pilot recruited to fly for Corporate Air Services. Died in Contra re-supply missions for Corporate Air Services. Was shot down over Nicaragua in October 1986.
- Joe Fernandez      CIA Station Chief of Costa Rica. Joe Fernandez is presently persona non grata in Costa Rica for suspected smuggling of cocaine. Currently business partner in Guardian Industries with Oliver North.
- Clair George      Employee of CIA and oversaw the Central American Desk Retired in 1988 and subsequently indicted in 1991 on federal criminal charges.
- Don Gregg      National Security Advisor to Vice President George Bush.

- Felix Rodriguez                      CIA Operative reporting directly to Oliver North and Vice President George Bush.
- Barry Seal                              Central figure in CIA drug operations. Seal was killed execution style outside of a half-way house in 1986 on orders from Vice President Bush.
- Jackson Stevens                      CEO of Stevens and Company, one of the largest financial underwriting companies west of the Mississippi River.
- Raymond "Buddy" Young              Former Arkansas State Police Captain and Chief of Security for Governor William J. Clinton. Buddy Young is currently the director of Region 6, of the Federal Emergency Management Authority (FEMA) based in Denton, Texas.

## GENE "CHIP" TATUM

Gene "Chip" Tatum started government service in 1970 as a volunteer for military service during the Vietnam war. Having graduated Air Force Technical School, he became one of the Air Force's first elite combat controllers (CCT). He was subsequently sent to NKP, Thailand. While in Thailand, during a covert mission into Cambodia, his unit, code named Team Red Rock, was captured by North Vietnamese and held as prisoners for 92 days. During interrogations by North Vietnamese, Soviet, and Chinese officers, Team Red Rock remained silent through the beatings and torture that more often than not ended in death. Had it not been for a patrol of US Marines finding the encampment where they were held prisoner, all of the team would have died. But, fortunately for Chip and his platoon sergeant, they were liberated by the recon patrol before they had been tortured to death. During the fire fight between US forces and their captors, Chip was wounded. Already weak from the torture and beatings inflicted during interrogations, he slipped into a coma. Three weeks later he awoke in an Air Force hospital at Clark Air Force Base, Philippines. Within a few days a man from Saigon arranged to "debrief" the mission. During the debriefing it was explained that the events which Team Red Rock were involved in had been classified by President Nixon for a period of twenty-five years. Due to the sensitive nature of the mission, the president required that Chip be "held close" for reasons of national security. It had been decided that the CIA would assume that responsibility. On June 6, 1971, William J. Colby, the man from Saigon assigned to debrief him, advised Chip that he was now under operational control of the CIA. His code name was Pegasus.

Chip continued in the Air Force until 1979, when William Colby suggested he leave the service, as Colby had left his position as the Director of Central Intelligence. Having followed Mr. Colby's advice, in 1980 Chip, then a civilian living in Colorado, was approached and "asked" to return to government service under the auspices of the Army. They were forming a new special operations unit known as the 160th. As an experienced combat pilot with a tremendous understanding of radar and communications, and qualifications as a fixed-wing civilian pilot, Chip was trained as a helicopter pilot and was instrumental in the development of various flight techniques, and instruments.

It was during this time, in the early to mid-80's that he was assigned TDY as a medevac helicopter pilot in Central and South America in support of the Contras. He reported directly to Oliver North, and Felix Rodriguez.

In 1986 it was arranged for Chip to be discharged from the Army for medical reasons. It had been determined by his "handlers" that it had become too cumbersome to continue his covert activities under the auspices of the Army. One month after his discharge, Chip was recruited into the black operations unit called OSG-2. He continued with this group as an air commander and strategist, taking orders from his same handlers, until 1991 when he refused to "neutralize" an American citizen.

Chip had first discovered cocaine on his military aircraft in the fall of 1983 when he delivered a cooler marked medical supplies to Little Rock, Arkansas. When he reported his discovery to Mr. Colby, he was told to "let it be." In 1985 when he again discovered cocaine on his military aircraft, he reported it to Lt. Col. North, Felix Rodriguez, and Don Gregg (VP Bush's National Security Advisor), he was again given various explanations, none of which he believed. He began documenting his flights, cargo, and passengers. Later, on 2 March 1985, he was almost killed in a helicopter crash caused when, per a post-crash investigation, the turbine was fitted with the wrong main seals which caused the combustion chamber to crack on the jet turbine, ending in engine failure. The main rotor blades had been adjusted so that when entering auto-rotation, the main rotor pitch would be in a negative position which meant instead of being driven by the relative wind, and providing sufficient RPMs to land safely, the main rotor blades were set to slow to the point of stalling, thus causing no lift and a fatal crash. Fortunately for all those on board, Chip discovered the negative pitch in time to compensate and land with minimal damage to the aircraft and crew.

However, since 1989 those that wish to keep Chip silent and under their control have continuously put legal obstacles in his way. If he can't be silenced, they would discredit him as they have done so many others. In 1995 Chip was imprisoned by the Federal Government for TREASON. They used the threat of life imprisonment or possibly a death penalty in an attempt to acquire the Flight Plans and supporting documents Chip had tucked away years earlier. But he would not bend. On April 4th, 1997 Gene "Chip" Tatum, Codename: Pegasus, was released from U.S. Federal Prison by order of the U.S. Federal Circuit Court stating that there was a Substantial Question involved in the Imprisonment.

by Nancy Tatum