*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 Bush’s, Clinton’s, and Noriega’s 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 to 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
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

FILE DATE/TIME 20 JUL 85

ORIGINATOR INDICATOR

SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR

1. DESCRIPTION

AIRCRAFT IDENTIFICATION AND SSR DATA

FLY RULES AND TYPE OF FLIGHT

AIR TO AIR

NO. AND TYPE ACFT AND TURBULENCE CATEGORY

100 CNG/94/1550 - EQUIP SSR

EQUIP

AERODROME OF DEPARTURE AND TIME

MHC 1630Z

AIR ROUTE

C90 VFR → MHC → EPB → HUM INT → MHC

AERODROME OF DESTINATION AND ETA

MHC 2145

ALTERNATE AERODROMES

OBS VS MIL INT 70-15013

REFUEL AT HUM

NOT FOR TRANSMISSION

SUPPLEMENTARY INFORMATION

ENDURANCE 3420

PERSONS ON BOARD 1

EMERGENCY AND SURVIVAL EQUIPMENT

ummy

ADD 3000

TYPE OF EQUIPMENT

LIFE JACKETS 24

RADIO FREQU.

POLICE 100

DESSERT MANHATTAN JUNGLE 200

LANTERN 100

JACKETS 200

COAT 100

LIFEBOATS 100

PLUGGERS 100

OXYGEN 100

TOTAL CAPACITY 100

COPIA CERTIFICADA

AIRCRAFT SERIAL NUMBERS AND TYPE OF AIRCRAFT IN FLIGHT

CREW LIST

ATTACHED □ LOCATED AT: DUST JT 605

ATTACHED □ LOCATED AT: 474th FIELD

PASSenger MANIFEST

AIRCRAFT HOME STATION OR ORGANIZATION

3149th MFG CO / MCHW

NAME OF PILOT IN COMMAND/ DESIGNATED REPRESENTATIVE

T. THOMAS CURR 2

SIGNATURE OF PILOT IN COMMAND/ DESIGNATED REPRESENTATIVE

PILOT'S PRE-FLIGHT CHECK

BASE OPERATIONS USE

AIRSPACE RESTRICTIONS

CURRENT AOC CODE

SPECIAL INFORMATION

DUTY OF FLIGHT IN PCHR

BRIEFS

FETTY/SAT/CAP

WEATHER AND WINDS

VIP CODE/BLOCK TIME

FUEL PLANNED

PAY MANIFEST

FLYING TIME FLIGHT LOG

CREDIT FORM

FUEL PLANNED OR CHEW LIST

COMMAND LOCAL OBJECTIVES

FUEL REQUIREMENTS

REQUEST CLEARANCE AFTER 1B9:

MISSION/CONTROL AUTHORITY

SIGNED APPROVING AUTHORITY

PREVIOUS EDITION WILL BE USED
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

FLIGHT DATE: 
FLIGHT TIME: 
MARKS: 
ORIGINATOR INDICATOR: 

SPECIFIC IDENTIFICATION OF ADDRESSER(S) AND/OR ORIGINATOR 

DESCRIPTION: 
ADDRESSEE(S) AND/OR ORIGINATOR 

FILE AND TYPE COPY/ AND, TOPOGRAPHICAL MAP DATA: 

PLT RULES AND TYPE OF FLIGHT: 

ID: 

AERODROME OF DEPARTURE AND TIME: 
FIR BOUNDARIES AND ESTIMATED TIMES: 

MHG 2015 

SQUAK 3328 APR US M8 T0 66-16228

NOT FOR TRANSMISSION

AIRCRAFT SERIAL NUMBERS AND TYPE OF AIRCRAFT IN FLIGHT: 

66-16228

UH-1V

REMARKS: 

J. A. Williams
Cheltenham

ATTACHED

DOVST OFF

LOCATED AT:

OFF

CREW LIST

PASSENGER MANIFEST

AIRCRAFT SERIAL NUMBERS AND TYPE OF AIRCRAFT IN FLIGHT

NOTE: 

AIRSPACE RESTRICTIONS

AIRCRAFT TYPE/MAKES

WEATHER AND WINDS

SIDE FLAPS AND CUSHIONS

FLIGHT PLAN LOG

PERMIT TO COPY REPORTS

FOREIGN MUSIC GUIDE

COMMAND LOCAL DIRECTIVES

CURRENT VHF/DXC CARD

SPECIAL BRIEFINGS

DIP/CYANIC CODE/SRPP

REF/FALT/OAP

VIP CODE/FLIGHT BLOCK TIME

FAR MANIFEST

CUSTOMS FORM

FLT OPERATIONS DOW COLUMBIA

FLT REQUIREMENTS

REQUEST CLEARANCE AFTER 18H

MISSION/CONTROL AUTHORITY

SIGNATURE OF APPROVING AUTHORITY

SIGNATURE OF PILOT IN COMMAND OR DESIGNATED REPRESENTATIVE

NAME OF PILOT IN COMMAND: Tatum Oe.
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 cramps 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

SPECIFIC IDENTIFICATION OF ADDRESSEE AND ORIGINATOR

AIRCRAFT IDENTIFICATION AND FOR DATA

FLIGHT RULES AND TYPE OF FLIGHT

NO. AND TYPE ACFT AND TURBULENCE CATEGORY

TYPE OF EQUIPMENT

AERODROME OF DEPARTURE AND TIME

AERODROME OF DESTINATION AND ETA

OTHER INFORMATION

NOT FOR TRANSMISSION

CARE OF US MIL A/S Id 76-15713: MEDICARE & TAX FOR JTF-16

REMARKS

AIRCRAFT SERIAL NUMBERS AND TYPE OF AIRCRAFT IN FLIGHT

PILOT'S PREFLIGHT CHECK

BASE OPERATIONS USE

APPROVAL

NOTICE

AIRSPACE RESTRICTIONS

AIRCRAFT/DECEIVED NAV AIDS

WEATHER AND WINDS

SIDE FLIGHT AND CHARTS

FLIGHT PLAN LOG

PREPARED FOR REPORTS

FOREIGN CIVILIAN GUIDE

COMMAND LOCAL DIRECTIVES

END

DH 15 MAR 85

MHC
g 1300

MHC

G50 VFR ADS

TAX SITE

1700

NOT FOR TRANSMISSION

COVER

ARC-90

MHC
g

499th MED Co.

Tatum

2000

JTF-16

OFFICIAL

DH 15 MAR 85

PREVIOUS EDITION WILL BE USED

CERTIFIED
DATE/TIME RECEIVED 1230 2 MAR 85  
PATIENT LOCATION TAC SITE MILITARY  
DESTINATION TAC SITE  
URGENT  
NUMBER LITTER  
NUMBER AMBULATORY  
PRIORITY  
CONSULTANT  
ROUTINE  
PASSENGERS  
NUMBER PASSENGERS  
NUMBER CIVILIAN  
NUMBER MILITARY  
DESCRIBE PATIENT CONDITION, TREATMENT PROVIDED, NAME, AGE, SEX 7 Patients  
Vomiting, Diarrhea, High Fever  
Transported PA to Site to  
Diagnose situation  
PA made determination not to bring patients to hospital  
TIME OFF 1240  
ACTIVATION NUMBER 70-15 713  
ARRIVAL SCENE 1305  
PILOT Tatum  
ARRIVAL DESTINATION 1305  
COPILOT Bratton  
RETURN MAFF 1410  
MEDIC McDonald  
TOTAL FLIGHT TIME 0:8  
CREW CHIEF  
SORTIES  
DESCRIBE FLIGHT ROUTE, WEATHER, REMARKS  
Our Past Aft Smoked on shudder  
2 seats were out  
Combustion Chamber found to be cracked  
and wrong seals were  
pasted in during phase  
Negative Torque indicated when called  
out interior  
also  
do to improper maintenance  
Tail boom found to be cracked on post  
flight inspection  
PILOT SIGNATURE Tatum
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. Zichak, 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.
DOD INTERNATIONAL FLIGHT PLAN

FILING DATE/TIME

ORIGINATOR INDICATOR

SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR

DESCRIPTION

AIRCRAFT IDENTIFICATION AND SERIAL DATA

FLT RULES AND TYPE OF FLIGHT

NO. AND TYPE OF ACFT AND TURBULENCE CATEGORY

COM/NAV APPR

EQUIP

GND SPEED AND LEVEL

CRD VR

EL TAMARINDO (DL 425 935)

LA Sampedrana (DL 426 946) EL Horno (DL 425 935)

RIO BLANCO (DL 482 999) RIO BLANCO (DM 406 056)

RIO NEGRO (DM 407 068)

AIRCRAFT IDENTIFICATION AND SERIAL DATA

FLT RULES AND TYPE OF FLIGHT

ALTITUDE

VELOCITY

GND SPEED

HOURS

OIL

SUMMARY

NOT FOR TRANSMISSION

REMARKS

MACH

CIRCUIT TESTS

RELAY TESTS

IDENTIFICATION DATA

GAME

INSTRUMENTS

AIRPLANE

HIGH SPEED

LOW SPEED

NAVIGATION AND COMMUNICATIONS

COMMUNICATIONS

NAVIGATION

OTHER EQUIPMENT

D/H AND TYPE OF FLIGHT

ADDRESSEE(S)

SIGNATURE OF PILOT IN COMMAND

ACFT SERIAL NUMBERS AND TYPE OF AIRCRAFT IN FLIGHT

NAME OF PILOT IN COMMAND

MISSION/CONTROL AUTHORITY

SIGNATURE OF PILOT QUALIFIED TO FLY THIS AIRCRAFT

SIGNATURE OF PILOT QUALIFIED TO FLY THIS AIRCRAFT

APPROVAL

REQUEST CLEARANCE AFTER 1801

PREVIOUS EDITION WILL BE REPLACED
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

**Flight Date/Time:** 7-Mar-85  
**Originator Indicator:**  

**Specific Identification of Addressee(s) and/or Originator:**  

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>AIRCRAFT IDENTIFICATION AND ICAO DATA</th>
<th>FLIGHT RULES AND TYPE OF FLIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Resident</td>
<td>OUT OF 327 C3337</td>
<td>VM</td>
</tr>
</tbody>
</table>

**NO. AND TYPE ACFT AND TURBULENCE CATEGORY:**  

<table>
<thead>
<tr>
<th>Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>U-A-F-C</td>
</tr>
</tbody>
</table>

**AERODROME OF DEPARTURE AND TIME:**  

- MHC 1500  

**SPEED AND LEVEL:**  

- 090 VFR  
- EL TAMARINDO (DL 425 935)  
- LA SAMPEDRAM (DL 426 946)  
- EL HERNO (DL 425 935)  
- RIO BLANCO (DL 421 999)  
- RIO BLANCO (DM 404 056)  
- RIO NEGRO (DM 403 047)  
- MHC 1600  
- SNL  
- MHC  

**AERODROME OF DESTINATION AND ETA:**  

- MHC 1930  

**Other Information:**  

- CITY TO MHC 1930  
- DATE 1930  

**NOT FOR TRANSMISSION:**  

**DIFFERENT INFORMATION:**  

- FUEL 2720  
- EOS  

**Type of Equipment:**  

- Sergeant  
- C-47  

**Flown:**  

- DESSERT  
- MARSHLAND  
- JUNGLE  
- TROPICAL  
- JACKETS  
- LIGHT  
- FLUORESCENT  

**DINING:**  

- COVER  

**Array:**  

- NAME  
- PRC-90  

**Remarks:**  

- ARITHEMATIC  
- PRC-90  

**Crew List:**  

- ATTACHED  
- LOCATED AT: DUST OFF ON 47th Field Hospital  

**Passenger Manifest:**  

- ATTACHED  
- LOCATED AT:  

**Aircraft Home Station or Organization:**  

- MHC/49TH MHC  

**Name of Pilot in Command:**  

- DOIS TAYUM  

**Signature of Pilot in Command or Designated Representative:**  

**Aircraft Serial Numbers and Type of Aircraft in Flight:**  

**NOTES:**  

- CURRENT PILOT CARD  
- AIRSPACE RESTRICTIONS  
- AIRCRAFT OUTFIT  
- WELTER  
- WEATHER AND WINDS  
- WIND AND WINDS  
- FLIGHT PLAN LOG  
- FPO  
- CIVILIAN  
- FLIGHT  
- CUSTOMS  
- COMMAND LOCAL DIRECTIVES  

**BASE OPERATIONS USE:**  

- SPECIAL INSTRUCTIONS  
- COCKPIT  
- FLIGHT  
- FUEL REQUIREMENTS  

**Approval:**  

- REQUEST CLEARANCE AFTER 161  
- MISSION CONTROL AUTHORITY  

**Signature of Approving Authority:**  

**DD:** 1-3-81  
**PREVIOUS EDITION WILL BE USED**
MAST/MILITARY MEDEVAC MISSION BRIEFING

I. MISSION
A. Who: First-up crew
B. What: MAST/Military medevac
C. Where: See DD Form 175
D. When: 0730 hrs GMT 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: Sunscreen winds gusty 15 knots
   4. Remarks: Weather will be information
B. Threat: NA
C. Friendly units
   1. Support: NA
   2. Aviation operations in area of operations
      a. Normal, VFR/IFR traffic
      b. NOAs, MTRs, Restricted Areas: check pubs, FSS, ATC enroute.
D. Attachmen/Detachment in support of mission: NA

III. EXECUTION
A. TYPE mission: Military Flight Support
B. Flight conditions authorized: DAY, VFR, CROSS-COUNTRY, etc.
   *Only if mission dictates and crew is qualified and current
C. Mode of flight: As required
D. A/C @ 1620
   PIC: Tatum
   CP: Beam//
   CE: Đocco
   M: McCloud
E. Special equipment: As required by mission.
F. Passenger/Cargo Loads: Not to exceed maximum allowable gross weight
G. Flight router: 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 T.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/SON locations: NA
D. Maintenance support: NA

V. COMMAND SIGNAL SUPPORT
A. Command
   1. PIC: Tatum (1)
      seat
   2. Chain of command: Normal
B. Signal: Dustoff Operations @ 49.10

BRIEFER: Tatum
PIC: Tatum

DE GUS ADV PROBLEMS IS NEXT CORPS
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

FILING DATE/TIME: 12MAR85
ORIGINATOR INDICATOR: 

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

DESCRIPTION: FPL
AIRCRAFT IDENTIFICATION AND REG DATA: N999T
FLY RULES AND TYPE OF FLIGHT: VM

NO. AND TYPE ACCEPTED AND CANCELED: 10
COM/NAV/COMM: 19U 1000

ROUTE/ALT ROUTE: 11H/1L
BOUNDARIES AND ESTIMATED TIMES:

AERODROME OF DEPARTURE AND TIME:

MHCO 1200

AERODROME OF DESTINATION AND STAGE:

TNT > OTO DE AGUA (EL 142 525) > OTO DE AGUA (EL 142 525)
LOS LIMONES (EL 178 580) > OCOTLAN (EL 178 580)
LOS CHILES (EL 105 633) > LOS RANCHOS (EL 048 555)

TNT > OTO DE AGUA (EL 142 525) D > TNT

MARKS: 23B0T

OTHER INFORMATION:

US MIL MEDICAL OPERATIONS MTF: TD#029-15337

NOT FOR TRANSMISSION:

SUPPLEMENTARY INFORMATION:

ENDURANCE:

ONE PILOT-OPERATORS ON BOARD:

EMERGENCY AND SURVIVAL EQUIPMENT:

EQUIPMENT LISTED:

LIFE JACKETS: 1
LIFE VESTS: 0
RADIO FREED.

FLIGHT DECAL:

MILITARY: JUNGLE

DIMENSIONS:

COVER:

cm 10

RAW:

PIC 40

Remarks:

MSN: 0309-1

Crew List:

ATTACHED

Located At:

DUTY OFFICE

493rd FIELD HQ

Passenger Manifest:

ATTACHED

Located At:

AIRCRAFT HOME STATION OR ORGANIZATION:

498th TCS

NAME OF PILOT IN COMMAND:

INSTRUMENT RATING:

SIGNATURE OF PILOT IN COMMAND OR DESIGNATED REPRESENTATIVE:

PLT's PREFLIGHT CHECK

BASE OPERATIONS USE:

APPROVAL:

REQUEST CLEARANCE AFTER (H)

MISSION/CONTROL AUTHORITY

SIGNATURE OF APPROVING AUTHORITY

001: WED 15 MAR 801 PREVIOUS EDITION WILL BE USED
I. MISSION
   A. Who: First-up crew/second-up crew
   B. What: MAST/MEDDEVAC
   C. Where: See DTRP 177
   D. When: 0800 hrs 1 Mar 84 through 1900 hrs 2 Mar 84
   E. Command/Support Relationship: NA

II. SITUATION
   A. Weather: see DD Form 175-1 for non-local flights.
      1. Current: VFR/IFR
   B. Threat: NA
   C. Friendly units
      1. Support: NA
   D. Aviation operations in area of operations
      a. Normal VFR/IFR traffic
      b. NDA, MFA, Restricted Area: check pubs, FSS, ATC en route
   E. Support in Support of mission: NA

III. EXECUTION
   A. Type mission: Recon
   B. Flight conditions authorized: DAY/NIGHT WC CROSS-COUNTY
   C. Mode of flight: As required
   D. A/C "95-1" 09-13-84
   E. Special equipment: As required by mission
   F. Passenger/Cargo load: 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; exception noted in para I.C
   J. Safety: As published
   K. Remarks: Upon completion of mission, ensure flight plan is closed and complete mission sheet and post brief: Flight follow LAW/AR 95-1

IV. SERVICE SUPPORT
   A. Fuel location: Enter on flight plan
   B. Ration: NA
   C. Assembly area/Bivouac/RON locations: NA
   D. Maintenance support: NA

V. COMMAND SIGNAL SUPPORT
   A. Command: 1. PIC: 490-410
   B. Signal: Dustoff Operations: 09-10

BRIEFER: [Signature]

MISSION #: 0309-1 FROM J-3/52
TIME 0809

(1) REQUESTOR: Sr. Ramirez, 4th Unit

(2) REQUESTOR ON SITE: YES

(3) LOCATION OF PICKUP: 47th Field Hosp.

(4) CALL SIGN AND FREQUENCY AT PICKUP SITE: 49:10 Dust Off

(5) PATIENT CATEGORY: CAT I--URGENT

(6) NUMBER OF PATIENTS: TOTAL

(7) INJURIES TO PATIENT(S): 1

(8) PICKUP SITE MARKINGS: PANELS SMOKE

(9) WEATHER AT PICKUP SITE: "

(10) SPECIAL EQUIPMENT: MOIST OVER-WATER

(11) REMARKS: (OBSTACLES TO LANDING, PHYSICIAN ATTENDING, ETC.)

4 Pax to Recon Villa Santa Fel Mosel
Santa Maria, Morelos: 740-685 930-755
North to Recon River for Natural Disaster Near Lemusa

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 frm J-2 need existed - we diverted - to area suspected as Ocotal, Nic. entered @ Danli thru valley to El Paraíso Landed north of good size town in soccer field - stayed about +5 min & departed to north - up river valley NOE Red 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 ft 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 breech 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 Rodriguez 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!"
**OCC INTERNATIONAL FLIGHT PLAN**

**FILING DATE/TIME:** 16 MAR 95

**ORIGINATOR INDICATOR:** $E$

**SPECIFIC IDENTIFICATION OF ORIGINATOR:** $E$

**NO. AND TYPE ACFT AND TURBULENCE CATEGORY:** LM-114

**FUT OF DEPARTURE:** TGU

**BOUNDARIES AND ESTIMATED TIMES:**

<table>
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<th>ACFT TYPE</th>
<th>DEPARTURE</th>
<th>DESTINATION</th>
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<tr>
<td>1</td>
<td></td>
<td>TGU</td>
<td>MCG</td>
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</table>

**SPEED AND LEVEL:** 250 VFR

**ROUTE:** TGU - MCG

---

**NOT FOR TRANSMISSION**

**ENDurance:** 320

**TYPe OF EQUIPMENT:**

**POLCER:** DESERT

**DIMENSIONS:**

<table>
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<tr>
<th>COLOR</th>
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</table>

**PRELIMINARY CHECK**

**NAME OF PILOT IN COMMAND:** Ronald Hendi

**OCCUPATION:** Pilot

**INSTRUMENT RATING:**

**BASE OPERATIONS USE:**

**APPROVAL:**

**REQUEST CLEARANCE AFTER 181**

**MISSION/CONTROL AUTHORITY:**

**SIGNATURE OF PILOT IN COMMAND OR DESIGNATED REPRESENTATIVE:**

---

**REMARKS:**

- LIB & NO. CUB
- TAT & S: L1451
- MCDX 1101

---

**FUEL:** $E$

**FUEL TYPE:**

**FOREIGN LICENSORS GUIDE:**

**COMMAND LOCAL DIRECTIVES:**

---

**SIGNATURE OF APPROVING AUTHORITY:**

---

**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 Choluteca. We launched and picked up two observers in Choluteca 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

FLIGHT DATE/TIME 15 MAR 89
ORIGINATOR INDICATOR
SPECIFIC IDENTIFICATION OF ADDRESSEE AND/OR ORIGINATOR

DESCRIPTION
AIRCRAFT IDENTIFICATION AND SER DATA
FLT RULES AND TYPE OF FLIGHT
PFL
OUTOFF 679 27217
VM

NO. AND TYPE ACFT AND TURBULENCE CATEGORY
C000

AERODROME OF DEPARTURE AND TIME

MHC4 1645

SPEED AND LEVEL
080 VFR 5500
MHC4 C 47 MHC4

AERODROME OF DESTINATION AND STATION
MHC4 1845

OTHER INFORMATION

COHS ULM MIL AFB 10-1645, MEDICAL STAY FOR JTF-8

NOT FOR TRANSMISSION

FUEL/2120
POS/9
NO/6
C250

REMARKS

COW 2 (Tatum)
WILLIAM WZ
McDOWELL SS
Rodriguez EY

CREW LIST
ATTACHED
LOCATED AT: 47 Fld Hosp
OUT OF Ops

AIRCRAFT SERIAL NUMBERS AND TYPE OF AIRCRAFT IN FLIGHT

AIRCRAFT HOME STATION OR ORGANIZATION

PILOT'S PREFLIGHT CHECK

BASE OPERATIONS USE

APPROVAL

REQUEST CLEARANCE AFTER 18

MISSION/CONTROL AUTHORITY

SIGNATURE OF PILOT IN COMMAND OR DESIGNATED REPRESENTATIVE

AIR FORCE RESERVATION
AIRCRAFT /DESIGNATION NO
WEATHER AND WINDS
SCS FLIGHT AND CHARTS
FLIGHT PLAN INFO
FCC/SEC RECOMMENDATION
MISSION LOCAL DIRECTIVES

C000

Tatum
DATE/TIME RECEIVED: 18 MAR 10:10

PATIENT LOCATION: San Lorenzo, MILITARY

DESTINATION: NHCG, OTHER Pegasus Flight

PATIENT URGENT: 

NUMBER LITTER: 3 MILITARY: 

NUMBER AMBULATORY: 0 DEPENDENT: 

ROUTINE: PASSENGERS: 1 CIVILIAN: 

DESCRIBE PATIENT CONDITION, TREATMENT PROVIDED, NAME, AGE, SEX:

Trauma to head, pt. Massive sig shift. 2nd pt: Impaled object upper quadrant. 3rd pt: Shh all pts. On arrival vital's all pts. Shock. Treatment allotted. All pts. 1920-21 yrs. old

TIME OFF: 10:15 ACFT NUMBER: Judo 4179

ARRIVAL SCENE: 10:55 PILOT: PZT Aztum

ARRIVAL DESTINATION: 11:50 COPILOT: Crew 2 Williams

RETURN MIAP: MEDIC: Sr5 McDonald

TOTAL FLIGHT TIME: 2:10 CREWCHEF: SH Rodriguez

DESCRIPTION OF FLIGHT ROUTE, WEATHER, REMARKS:

ARRIVED AT SLN - ARRIVAL

Had not been coordinated with ground personnel. At help point the emergency vehicles were not waiting. There was no answer on Medevac Fox at 4:10 or on their 49-10. Confusion on ground regarding ground time delay of 15min. Medic's duties were compounded when pt. went painless.

PILOT SIGNATURE: J. T. S

MEDICS COMMENTS ON OTHER SIDE
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.
24 March, 1985

Purpose:
To deliver passengers to El Ocotal, 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 Ocotal, 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**

<table>
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<th>Filing Date/Time</th>
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<td>LOUD 1 C</td>
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<tr>
<td>US MIL OPS/Pegasus COPNS</td>
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<td>ID # 7016429 Rodriguez C</td>
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**NOT FOR TRANSMISSION**

**END OF TRANSMISSION**

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<td>Signature of Pilot in Command or Designated Representative</td>
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<th>Remarks</th>
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<tr>
<td>Request Clearance After 120</td>
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**COPIA CERTIFICADA**
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:

<table>
<thead>
<tr>
<th>Name</th>
<th>Representing</th>
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<tbody>
<tr>
<td>Mr. North</td>
<td>CIA &amp; Vice President Bush</td>
</tr>
<tr>
<td>Felix Rodriguez</td>
<td>CIA - acted as co-pilot</td>
</tr>
<tr>
<td>General Alverez</td>
<td>Honduras</td>
</tr>
<tr>
<td>Ami Nir</td>
<td>CIA (Mossad)</td>
</tr>
</tbody>
</table>

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 Alverez 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 Alverez 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 an put a few notes on the back of the flight plan.
DOD INTERNATIONAL FLIGHT PLAN

FLIGHT DATE/TIME: 30 MAR 95 1200Z
ORIGINATOR INDICATOR: 7

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

DESCRIPTION: 1
AIRCRAFT IDENTIFICATION AND REGISTRATION: A
FLY RULES AND TYPE OF FLIGHT: VM

NO. AND TYPE OF ACFT TO BE TURBULENCE CATEGORY: UH-1/L
COMPL/APP. NO. GROUP: F401/1
SERV.: C37/3

AERODROME OF DEPARTURE AND TIME: MHCG 1500
FLIGHT ROUTE/PLANNED AIRSPACE: FL400 VFR
FLG. BOUNDARIES AND ESTIMATED TIMES:

AERODROME OF DESTINATION AND STAGE: MHCG
ALTERNATE AERODROME(S) AND STAGE:

OTHER INFORMATION:
US MIL OPS REF. ID 13712: MEDICAL STAY FOR JTP-B

NOT FOR TRANSMISSION

_REMARKS_ TATUM
GRAUTNER
TROMBET
WASHINGTON

CREW LIST: [ ] ATTACHED [ ] LOCATED AT: DUST OFF A/PS 47th Field Hosp.

AIRCRAFT SERIAL NUMBERS AND TYPE OF AIRCRAFT IN FLIGHT

AIRCRAFT HOME STATION OR ORGANIZATION: MHCG 1499TH MED C
NAME OF PILOT IN COMMAND: [ ] INSTRUMENT RATING
SIGNATURE OF PILOT IN COMMAND OR DESIGNATED REPRESENTATIVE:

PREFLIGHT CHECK:
BASE OPERATIONS USE:

APPROVAL:
REQUEST CLEARANCE AFTER 18:
MISSION/CONTROL AUTHORITY

SIGNATURE OF APPROVAL AUTHORITY

NOTAMS
AIRSPACE RESTRICTIONS
AIRCRAFT/DEP. WAY AIDES
WEATHER AND WINDS
LGE FLS AND CHARTS
FLIGHT PLAN LOG
FERRY BLDG REPORTS
FOREIGN CLSC GUIDE
COMMAND LOCAL DIRECTIVES

FUEL REQUIREMENTS

COPIA CERTIFICADA
Flew North, Rodriguez, Dr. Gus (Alverez) & 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 info on 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. I'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 Trujillo 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

FLIGHT DATE/TIME: 2/1/90
ORIGINATOR INDICATOR: VM

5 DESCRIPTION:
F  FLIGHT ROUTE AND TYPE OF FLIGHT

6 NO. AND TYPE OF AIRCRAFT AND TURBULENCE CATEGORY:
UH-1H/C

13 AERODROME OF DEPARTURE AND TIME:
MHC G 75

15 SPEED AND LEVEL:

c090 VFR 055 -> By RmTC -> MHC G

16 MNLWPS Act/19 64-16228 Medieval Story for IFP-A

NOT FOR TRANSMISSION

18 AIRCRAFT SERIAL NUMBERS AND TYPE OF AIRCRAFT IN FLIGHT:

AIRCRAFT HOME STATION OR ORGANIZATION:
MHC G 48th MFG C.O.

NAME OF PILOT IN COMMAND: Dasa Tatum

SIGNATURE OF PILOT IN COMMAND OR DESIGNATED REPRESENTATIVE:

REQUEST CLEAANCING AFTER 161

FOOD AND SLEEP REQUIREMENTS:

COUNTRY CODE/DATE OF CHARTS:

FUEL REQUIREMENTS:

COMPLIANCE LOCAL DIRECTIVES:

FUEL REQUIREMENTS:

APPROVAL:

SIGNATURE OF APPROVING AUTHORITY:
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.
DOOD INTERNATIONAL FLIGHT PLAN

DEPARTURE AIRPORT: MHTC
ESTIMATED TIME: 1515 hrs

10 SPEED AND LEVEL:

CRD VFR

11 AERODROME OF DEPARTURE AND TIMES:

MHTC 1515 hrs

12 DESTINATION AND TIMES:

VNM 1600 hrs

13 FLIGHT RULES AND TYPE OF FLIGHT:

VFR

14 PHASE OF FLIGHT:

FLIGHT PLANNED

15 WATERSIDE OPERATIONS:

NONE

16 OTHER INFORMATION:

US MIL OPNR ACC TO 70-15717

17 NOT FOR TRANSMISSION:


18 REMARKS:


ACFT 435TH MED SQ

MARKK 1001

WATERSIDE CHECKED

Crew List

Passenger Manifest

Crew List

Attach

Located At:

DUST OFF DRT, 435TH MED SQ

AIRCRAFT SERIAL NUMBERS AND TYPE OF AIRCRAFT IN FLIGHT:


Pilot & Preflight Check


Base Operations Use


Approve


NOTES:


AFS 1911

PREVIOUS EDITION WILL BE USED
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 Alverez), 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 coca-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. reneged 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 CIA's 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

FLIGHT DATE/TIME: 10 APR

ACHTICKER IDENTIFICATION AND AIR DATA:

- AIRCRAFT IDENTIFICATION AND SBE DATA
  - Aircraft: 737-200
  - Serial Number: N73722
  - SBE: 66-1711

- NO. AND TYPE ACFT AND TURBULENCE CATEGORY
  - Aircraft: 737-200
  - Turbulence Category: 3

- DEPARTURE AND TIME
  - MHC 1630 Z

- SPEED AND LEVEL
  - Route: 060 VRK

- DESTINATION AND ETA
  - MHC 1815 Z

- OTHER INFORMATION
  - US MCI OPEN AFT ID 62/1622Y STAY AFT FOR MED

- NOT FOR TRANSMISSION

- REMARKS
  - Tatum Pic Willet
  - Brandon CB
  - Cheeks CA
  - Washington M

- CREW LIST
  - Attached: No
  - Located at:

- AIRCRAFT SERIAL NUMBERS AND TYPE
  - Aircraft: 737-200

- COPIA CERTIFICADA
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. That's 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.
<table>
<thead>
<tr>
<th><strong>USA MEDDAC</strong></th>
<th><strong>AIR AMBULANCE</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>MISSION REQUEST FORM</strong></td>
<td></td>
</tr>
</tbody>
</table>

| **TIME** | 0455 |
| **REQUESTOR** | Special Forces Medic (RMTC) PHONE # X 310 |
| **REQUESTOR ON SITE** | YES |
| **LOCATION OF PICKUP** | RMTC |
| **CALL SIGN AND FREQUENCY AT PICKUP SITE** | N/A |
| **PATIENT CATEGORY** | CAT I -- URGENT |
| **NUMBER OF PATIENTS** | TOTAL 1 |
| **INJURIES TO PATIENT(S)** | 1 Suspected Heart Attack |
| **PICKUP SITE MARKINGS** | PANELS SMOKE LIGHTS P
c | |
| **WEATHER AT PICKUP SITE** | VFR |
| **SPECIAL EQUIPMENT** | MOIST OVER-WATER |
| **REMARKS** | Col Navarro accompanied ATC Crew for P2K-40 |

**DATE** 6 April 05 **PERSON RECEIVING CALL** | Brento |

**HSUX Form 84** | **Edition MEDDAC Form 84, 30 Oct 79, will be used until exhausted.**
FLIGHT WEATHER BRIEFING

I. MISSION/TAKEOFF DATA

- DATE: 14 APR
- ACFT TYPE/NO: U1H/20872
- DEPART: 1700
- RUNWAY TEMP: 71°F
- DEWPOINT TEMP: 61°F
- TEMP DEV: 10°F
- COLD FRONT: 09/00
- DEP PRESSURE ALT: 29.40
- DEP DEPTH ALT: 5500

II. ENROUTE DATA

- FLY LEVEL: 01/10
- FLY LEVEL WINDS/TEMP: 0500 / 0810 +15

- CLOUDS AT FLY LEVEL: 0500 / 0810 +15

- MINIMUM VISIBILITY AT FLY LEVEL OUTSIDE CLOUDS: 07 MILES DUE TO
- RAIN, SMOKE, DUST, HAZE, FOG, PRECIPITATION, NO OBSTRUCTION
- MINIMUM CEILING: 0500 / 0810 +15
- LOCATION: 0500 / 0810 +15
- LOCATION: 0500 / 0810 +15
- LOCATION: 0500 / 0810 +15
- LOCATION: 0500 / 0810 +15

- THUNDERSTORMS: NONE
- TURBULENCE: LIGHT
- ICING: RIME, MIXED, CLEAR
- PRECIPITATION: RAIN, SNOW

III. TERMINAL FORECASTS

<table>
<thead>
<tr>
<th>AIRCRAFT</th>
<th>CLOUD LAYERS</th>
<th>VIS/A/C</th>
<th>SFC WIND</th>
<th>ALTIMETER</th>
<th>VALID TIME</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rime</td>
<td>30 Secs</td>
<td>7</td>
<td>03/08</td>
<td>2940</td>
<td>11:00-12:00</td>
</tr>
<tr>
<td>MIKE</td>
<td>50 Secs</td>
<td>7</td>
<td>34/06</td>
<td>2940</td>
<td>12:00-12:40</td>
</tr>
</tbody>
</table>

IV. COMMENTS/REMARKS

BRIEVED ON LATEST RSR FOR DEPTH AND ALTINO. YES INST AVAILABLE. BRIEVED AT

V. BRIEVE RECORD

WEA BRIEVED: 1040
FLIGHT BRIEVE NO: 2350
FORECASTER'S SIGNATURE OR INITIALS: [Signature]

VOID TIME: 12:00 1 2 3
EXTENDED TO: 12:00 1 2 3
WEA REBRIEVED AT: [Date and Time]
FORECASTER'S INT: [Signature]
NAME OF PERSON RECEIVING BRIEVED: [Signature]

DD, FROM: 179-1 PREVIOUS EDITION IS OBSOLETE.
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.”
I. MISSION
A. Who: First-up crew, Second-up
B. What: MAST/Military medevac
C. Where: See DD Form 175
D. When: APR 0200 through APR 0210
E. Command/Support Relationship: NA

II. SITUATION
A. Weather: see DD Form 175-1 for non local flights.
   1. Current: ( ) MVFR IFR LIFR
   2. Forecast: ( ) MVFR IFR LIFR
   3. Special environmental considerations:
   4. Remarks:
B. Threat: NA
C. Friendly units:
   1. Support: NA
   2. All other operations in area of operations
      a. Normal/IFR traffic
      b. MOAs, MAAs, Restricted Areas: check pubs, FSS, ATC enroute
D. Attachment/Detachment in support of mission: NA

III. EXECUTION
A. Type mission: 5-1 mi/5-1 MAST
B. Flight conditions authorized: DAY HIGH and CROSS-COUNTRY
   *Only if mission dictates and crew is qualified and current
C. Mode of flight: As required
D. A/C: D-1318
   PIC
   CP
   CE
   M
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 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: ( ) Ground ( ) Seat
   2. Chain of command: Normal
B. Sensor: Dustoff Operations

BRIEFER: [Signature]
PIC: [Signature]
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.
J-1 224 FL 11 SIG 3ICSG 15 FCM EGC JTF-E RED ELEMENT SECT

ACTION
 indoors (TARITL) FORC E RECR U

235 SIG J-2 EASCAP RED CROSS BASE OPS OFFICE RED S

PETITUZUW RUEC2925F 1D4G35L-ULUU--RUEC2W

CHR UUWW

P 132018Z APR 85
FM USSINCOS 9 UCRAI HEIGHTS FN //SSEX//
TO RUEDHA/COMJTF-9 COMAYAGUA HO //33//4//RED S
RUEDSA/COMJTF-11 TEGUCIGALPA HO //33//4//RED S
RUFAA/COMUSFORCARIB KEY WEST FL //33//RED S
PUCPIFT/CDR 101ST AREHIV/AMRTR AF CLARK AY RF//C3//RED EM//G4
ASB-DOY//INFO RUPFA/CDR 193RD JKF SLE (FH) FT CLAYTON FN //AFZU-COS
AFZU-CFS-CDR/AFZU-DPT/

PUEHFA/CDR USAHAC FT SIII HOUSTON TX //AE//SF//

PUSCRA/CDR USAHAC UCRAI HEIGHTS FN //33//RED S
PETERS/CDR WASHINGTON DC //BAG//MCU/
RUECMC/USCINCARCFT MCPHERSON GA //AFZU-OC//AFMD-OY/
RUCJAMA/USCINCRED HAMILL AFB FL //RCJ3-SC//RCJ3-EF//RCJ3-FD//
BT

UNCLASSIFIED

SUBJ 1 OPERATIONAL CONTROL OF JTF/E OR EPCAP A/C IN HONDURAS
2. USSINCOS MFG 121602Z DEC 84 SUBJ 1 RED PLANNING AT II
3. USSINCOS MFG 151302Z FEB 85 SUBJ 1 MED SUPPORT UT-85
4. AT II PLANNING CONFERENCE HAMILL AFB FL 27-29 SEPT 84
5. REFERENCES CITED ABOVE RECOMMEND AND IDENTIFY MEDICAL SUPPORT
REQUIREMENTS AND PLANNING CONSIDERATIONS FOR JOINT/COMBINED EXERCISES

PAGE 02 RUEC2925F 1D4G35L UNCLASSIFIED

IN HONDURAS, SPECIFICALLY, RECOMMENDING TO THE JTF PLANNERS AND TO
THE SUPPORTING COUNTRY THE NURSE. AM IN SOME CASES, THE LOCATION
OF EPCAP 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 LAST SIX WEEKS THAT
EPCAP A/C IN DIRECT SUPPORT OF JTF/E, IN SOME CASES, ARE BEING
UTILIZED FOR OTHER THAN MEDICAL REQUIREMENTS AND ARE BEING CONTROLLED
BY OTHER THAN MEDICAL OFFICIALS. ON SEVERAL OCCASIONS THESE EPCAP
OFFICIALS HAVE LEFT THE EXERCISE AREA WITHOUT ADEQUATE OR TIMELY MEDICAL
SUPPORT CAPABILITY.
3. DUE TO THESE POTENTIALLY LIFE-THREATENING SITUATIONS, AND WITH
THE IMMINENT DEPLOYMENT OF UT AS MEDICAL ASSETS INTO THIS THEATER, USE OF
ALL EPCAP A/C AND CREW DEPLOYING TO HONDURAS IN SUPPORT OF COM-
BINED JOINT TRAINING EXERCISES WILL BE PLACED UNDER THE
JTF BRAVO MEDICAL ELEMENT. THIS WILL ENSURE THAT THE EX-
ERCISE IS ADEQUATELY COVERED AND THAT MEDICAL ASSETS ARE
PLACED UNDER THE JTF BRAVO MEDICAL ELEMENT. THE MEDICAL ELEMENT'S
MEDICAL CAPABILITIES ARE KNOWLEDGEABLE OF THE PLACE
HOST NATION MEDICAL REQUIREMENTS AND MEDICAL FACILITIES, AND WILL
MEDICAL CAPABILITIES/LOCATIONS IN-THEATER.
4. POC AT SCSG MRJ LEEFORD (A) 280-5403
ST
19 April, 1985

I was called by Major Rodriguez and told to deliver the map I had made of the Waspam/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.
19 APR 85

BRIEF SHEET 

FLIGHT PLAN TAKEN BY

MAJOR HEALTHCOX

NOTE

Ordered to drop map off to waiting CH-47 from USN in Ft. Campbell, KY - Unit would supply the map - I declined - G was caught at 120090 by H - theory I tried to tell him I had a 1 man "back"

PIC t. Fuel - But the fuel isn't -

Available. Following the to 47 crashed -
I set course fire to - pleasur e came.
Ground - Called White House Switch - Adv.
North - he said he could fix - decided to bring me back
MAST/MILITARY MEDEVAC MISSION BRIEFING

I. MISSION:
   A. Who: 2nd crew/second-up crew
   B. What: MAST/Military medevac
   C. Where: See DD Form 175
   D. Who: 0730 through 0730 hour
   E. Command/Support Relationship: NA

II. SITUATION:
   A. Weather: See AIRCRAFT II for nonlocal flight.
   B. Current (When): VFR NFR IFR LIFR
   C. Forecast: OVR NFR IFR LIFR
   D. Special environmental considerations: Possible low ceilings
   E. Remarks:

III. EXECUTION
   A. Type mission: S-1 MAST/S-1 MIB
   B. Flight conditions authorized: DAY NIGHT PIC
   C. Mode of flight: As directed
   D. PIC: TIME: [Time]

IV. SERVICE/Support
   A. RAFUEL LOCATION: Enter on flight plan.
   B. RATIONS: NA
   C. Assembly area/Bivouac/BIV locations: NA
   D. Maintenance Support: NA

V. COMMAND SIGNAL SUPPORT
   A. Command:
      1. PIC: F aff
      2. Chain of command: Normal

BRIEFER: [Signature] PIC: [Signature]
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 fear 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
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 Fulllove, 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 masquerade 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.


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.
<table>
<thead>
<tr>
<th>Name</th>
<th>Description</th>
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<tr>
<td>Felix Rodriguez</td>
<td>CIA Operative reporting directly to Oliver North and Vice President George Bush.</td>
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<tr>
<td>Barry Seal</td>
<td>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.</td>
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<tr>
<td>Jackson Stevens</td>
<td>CEO of Stevens and Company, one of the largest financial underwriting companies west of the Mississippi River.</td>
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<tr>
<td>Raymond &quot;Buddy&quot; Young</td>
<td>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.</td>
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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