

FOIA MARKER

**This is not a textual record. This is used as an
administrative marker by the William J. Clinton
Presidential Library Staff.**

Collection/Record Group: Clinton Presidential Records

Subgroup/Office of Origin: Cabinet Affairs

Series/Staff Member: Sean O'Shea

Subseries:

OA/ID Number: 20975

FolderID:

Folder Title:

Cuba Hijack September 19, 2000

Stack:

S

Row:

24

Section:

6

Shelf:

10

Position:

1

69/88
Randy Beardsworth

C65674
Nancy McFadden

Maria Carbone
514-8080

CHICK HATCHER SEP 19 00

CLINTON LIBRARY PHOTOCOPY

10 people on plane - Confirmed
1 critical ~~T~~ Demand
& TSD Condition

Chios Dream [CHEE-OS]

- bulk freighter
- moving closer to Key West
- ET Intercept (minutes to half hour)

other people $\rightarrow$ assessed by
rescue swimmer - and
Medivac $\rightarrow$ to Key West

- no ID on people

Admiral Allen - spot person

① 4:30 AM [air safety Standpore]

- video will be taken & will show oversight of vessel
- hoist camera.

Montesheet en route 930AM

- all other SAR ceased

INS & Council office will f/o on guidance as SAR is terminated & people brought ashore (safely)

THE WHITE HOUSE

The Cuban boat?

MANSON - 202-439-1430

- G-130 on-scene comms w/ Panamanian Ship
- 9 injured at varying degrees + 1 deceased confirmed
- helos →

USCG [REDACTED] Ltjdr Randy Talley

Yributen Channel 40NM
WAW of Guoa - Paramaribo
vessel - found 10 persons
(9 injured 1 deceased)
4M 3F 3 children

- believed to be everyone onboard the aircraft
- Laundry H60 from Key West as vessel gets closer
- 1 critically injured person
- 2nd helo #1: Clearwater
- C-130 overhead

CUBA HIJACK (5)

THE WHITE HOUSE

State

asking Cubans for manifest
- coordinating SAR of each
other on-scene

2 110 FT Patrol Boats

Monhegan on scene
Khalichet en route

1 110 FT Cutter Courageous
en route

1 HU25 Falcon Jet on-
(search) scene

3 HH65 Helicopters ~~en route~~

~~search~~ ready for
launch

[Verifying location]
knew where reported
to be

C-130 en route searching

HH60 helicopters ready for
launch

panamanian (CNN) (5)
Injured / dead

pulled from water - CNN
according to USCG

USCG CHIOS DREAM ? Kees Grean?

(Merchant vessel) on scene of downed
aircraft off tip of Cuba + are
waiting for corp 16 ^{recovered} people
Interviewed on board 1 deceased

- regardless of Ant. 4 on Cuba
waters USCG will medevac
to Key West

- INS + DOJ

SW of last
known
position

~~Adm. Gough~~

- Adm. Allen is
spokesman (LCDR
Jabre)

USCGA

en route +
rescue swimmers

- unknown

- helos w/ rescue
swimmers

- (assist if
medevac needed
they would go
to Key West)

- if ok; then
MV will

rendezvous w/
USCG Cutter

- if asylum not
requested →

- if asylum

(4) CUBA on-scene

THE WHITE HOUSE

AN26 mil. cargo a/c on-scene
1st SAR on-scene

State Ops.

Ant. 1 water to Ant. 1 SAR
maneuver applies → all
efforts possible made

add'l assets, #s,

① Spokesperson for USCG

② State Dept

→ no reason to believe AMCTIS

Nick Scott - Spokeperson

Havenah ATC → Miami AT
→ indicated 16 on board

2 crew + 2 children

- Gene Schwartz request made

4:00 PM Neft Call

- Pentagon briefing

CDT. Egan - SAR - if any med
assistance needed they will
be taken there

② If recovery → normally is a
matter of discussion between State +

Ministry - separate

FBI → jurisdiction
Justice → USCG → list of assets +
deployment process

State - manifest + other issues
involved
→ jurisdiction on overseas
incidents

- no other assets other than USCG

1 210 en r

1 C130 en r

3 H65 helos en r

Mohegan

65316

493-4170

LT Prince Neal

CUBA SUMMARY (3)

THE WHITE HOUSE

USCG

AN2 left Cuban airspace

- believed to hold 19 Pax

[14 on board + crew]

C-130 in air

2 H-60's

} 60 miles SW
of Key West
due N

2 F-15's sent from FL
but did not find.

- our assets

(CNN)

Scott Carr - reported
18 people on board

- USCG sending all
available assets

- USCG Cutter + 2 a/c

USCG Monhegan →

GTA Cutter: 1630 EDT

Falcon jet: 1210 P

H-60 : 1210 P

C-130 : ? TBD

(20)
USCG →

Compendium

(7) F-15's

(3) Communications

12:30 9/19

USCG

USCG Command Center

CPT Egan

Miami FAA contacted 1000 L

confirm USC Air/Marine → fr.
Cuba

launched (2) - 1 = Monhegan on scene
110 ft. patrol boats

(3465), 1C-130 (3) Ships en
route

on scene - Monhegan arriving

HU-25 on scene

- AN26 Cuban a/c on scene

240N 83.03W est

60 miles SW of Key West
↳ just arriving

• 210 FT. Cutter - en route
Courageous

- Search and Rescue (C-130 is
being launched)

- helos en route

- HU25 - Falcon on scene

CUBA Hijack

(2)

THE WHITE HOUSE

Plot of communist flight
Starting Lyakh + kidnapping

- Flight NW → into
US

- whereabouts?

- 16 Pax + crew (2)
2 children

Emergency Action Officer

USG on

[Search + rescue mission:
think they went down]

- towards US

(ANZ)? Russian [70 Capacity]
31-plane

CNN 10:48AM 67087

State Department 1055

Emergency Action Officer
Amshick

accords to NMCC

2 F-15 went out to escort

Miami Int'l is refused

Kavana sent not on hijacking
10:00EDT

Cubans doing SAR

2 F-15's sent out to
escort

11:04AM

CUBA Hijack ①

THE WHITE HOUSE

Meeting went great.
Governors applauded
Clinton Administration
efforts.

9:37A left

Cuban plane leaving
Cuba hijacked 1 hr
of fuel left 19PA4
a/c - headed for

Miami or Key W -
below radar

FBI / Police

Domestic Flight or
have to let them land
enough fuel (no idea)

PD-27

THE WHITE HOUSE

after arrest

PD 27 convene & recommend
course of action

- ① highly
- ② evidence
- ③ go down road

USG collects + Justice
determines case.

[USG INS DOT] [FAA State] [comp call
Kieren Hollis]

- policy consistency
- if hijacking, then case made.
- couple of days

[no screw-up] →
no assumptions

514-1900

INS - would generate officer &
army gun

- injured into US

FBI en route to look → James Costello as
514-9343 → Brad

Wendy Patton - from DOJ

James Costello

if USG arrives first → PD 27

USG, INS

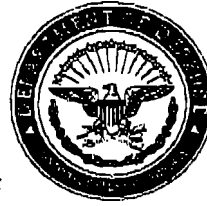
initial plans to move forward
now [USG + boat hookup]

② Rescue stormtrooper

1800 - 1930 arrive

→ [8-9] ←

- Families are related + friends
- Man in hospital can see at gun
- Pilot stole plane + all wanted to come to US + radioed Havana
- when he saw man he detached plane nearby



OFFICE OF THE SECRETARY OF DEFENSE

WARNING!!! DO NOT TRANSMIT CLASSIFIED INFORMATION OVER UNSECURED TELECOMMUNICATIONS SYSTEMS. OFFICIAL DOD TELECOMMUNICATIONS SYSTEMS ARE SUBJECT TO MONITORING AND USE OF DOD TELECOMMUNICATIONS SYSTEMS CONSTITUTES CONSENT TO MONITORING.

CLASSIFICATION: UNCLASSIFIED

TO:	SEAN O'SHEA	FROM:	MARY GERWIN
OFFICE:	WH CABINET AFFAIRS	OFFICE:	ACoS to SecDef
PHONE:	(202) 456-2572	COMM:	(703) 692-7114
		DSN:	222-7114
FAX:	(202) 456-6704	UNCLASS:	(703) 697-2147
		DSN:	227-2147
PAGES W/ COVER	17		

Sean,

Attached is info on today's Cuban aircraft incident and a copy of the Pentagon's regular briefing. If there's anything else you need, just give me a call.

FOR OFFICIAL USE ONLY:

The attached document(s) has been reviewed for classified information. I certify that no classified information is contained within and hereby authorize its release.

Releaser's Name

Date/Time

BACKGROUND PAPER ON CUBAN AIRCRAFT

Facts

- At 0900, 19 September 2000, Havana air traffic control reported to Miami Center that they lost radar contact with an AN-2 Colt aircraft that had departed Pinar del Rio, Cuba, at 0845.
 - Cuban air traffic controllers expressed their belief that the aircraft had been hijacked
- The following chronology describes what happened next:
 - 0945(E) – Two F-15s from 125 FW Air Guard at Homestead AFB fly to Air Defense Identification Zone (ADIZ), as directed by NORAD
 - 1000 – AWACS aircraft from 964 ACS Tinker AFB, on training mission is diverted to aid in any command/control rescue efforts
 - AWACS has been approved to stay on station as long as needed then divert into Macdill AFB if necessary.
 - 1020 – One KC-135 out of MacDill AFB launches to provide refueling support for F-15s and any other subsequent aircraft
 - 1220 – Two F-16s from 140 FW Minnesota Air Guard, launch from Tyndall AFB to relieve the F-15s
 - 1310 – AWACS receives a Electronic Locating Transmitter (ELT) 60 NM WSW of Key West. (NOTE: the ELT could be from either an aircraft or a boat)
- Several additional facts:
 - Coast Guard has: Two Cutters the Monheggan and Nantucket, 3 HH-65 Dolphin helicopters, 1 C-130, 1 HU-25 Falcon aircraft heading to the area now.
 - Air Force AWACS and NORAD never received radar contact with the AN-2
 - At 1420, CNN reported a private boat rescued 10 people -- 9 survivors and 1 deceased -- 180 miles south of Key West

Legal Authorities

- Authority for U.S. Forces to intercept unidentified aircraft inbound to the United States is well-settled and often-exercised
 - Joint Chiefs of Staff Peacetime Standing Rules of Engagement establish policies and procedures governing interception, identification, intervention, and engagement of objects by U.S. air forces
 - In cases involving suspected hijacking, additional JCS guidance (CJCSI 3610.01) requires commanders to provide "intercept, surveillance" and other support to the FAA and civilian law enforcement authorities who have primary authority to enforce U.S. and international law prohibiting hijacking
 - U.S. fighters are "scrambled" routinely in Florida to intercept and identify inbound aircraft, primarily for drug interdiction purposes, but also under any circumstances in which the identity of the aircraft is not readily known
 - U.S. law (49 USC 46502) makes aircraft piracy a federal crime when committed aboard an aircraft outside the United States if it lands in the United States
 - International law (Convention for the Suppression of Unlawful Acts against the Safety of Civil Aviation) also prohibits hijacking aircraft.

- ▶ **DEFENSE DEPARTMENT REGULAR BRIEFING**
- ▶ **BRIEFER: REAR ADMIRAL CRAIG QUIGLEY, SPOKESMAN**
- ▶ **PENTAGON BRIEFING ROOM, ARLINGTON, VIRGINIA**
- ▶ **1:33 P.M. EDT TUESDAY, SEPTEMBER 19, 2000**

Copyright ©2000 by Federal News Service, Inc., 620 National Press Building, Washington, DC 20045, USA.
For information on subscribing to the FNS Internet Service, please email Jack Graeme at info@fns.com or call (202)824-0570.

ADM. QUIGLEY: Good afternoon, ladies and gentlemen.

We have several announcements. I think one thing that's probably on all of your minds is an update on the Cuban aircraft situation, so let me start with that, if I could. And I'll have two or three other announcements after that and then take your questions.

So let's start with our involvement in today's search for the Cuban aircraft. The Cuban -- the aircraft was a Cuban An-2 Colt that took off at approximately 8:45 this morning from Pinar del Rio. At 9:00 Havana Center reportedly lost contact with the aircraft and called the Miami center of the FAA and reported a hijacking was in progress. The FAA Miami center contacted the North American Air Defense Command, NORAD, and shortly before 10:00 NORAD launched two Florida Air National Guard F-15s from the 125th Fighter Wing. They were launched from Homestead Air Reserve Base south of Miami. They flew to the 24th Parallel, at the outer edge of what we call the Air Defense Identification Zone, to assist in any way they could.

An AWACS aircraft from the 964th Airborne Air Control Squadron at Tinker Air Force Base in Oklahoma was diverted from a training mission over the U.S. to proceed to the scene as well. These aircraft did not make visual or radar contact with the aircraft before it splashed down.

At about 10:20 a KC-135 tanker from MacDill Air Force Base, Florida, was launched in support of the F-15s.

Tyndall Air Force Base is launching two F-16s to relieve the two F-15s at this time. The F-16s belong to the 148th Fighter Wing of the Minnesota Air National Guard, operating this week from Tyndall.

The Coast Guard, as I'm sure you know, was also asked to respond, and they immediately dispatched the cutter Monhegan, a 110-foot patrol boat home-ported in Key West, Florida, to the scene where the aircraft was seen on FAA radars. The Coast Guard cutter Nantucket, another 110-foot patrol boat from Key West, has also been diverted to the scene.

A Coast Guard C-130 from Air Station Clearwater, three HH-65 Dolphin helicopters, and one HU-25 Falcon Jet, from Air Station Miami, are also en route or on the scene, and they are all flying out of Miami.

And again, the Cuban aircraft is an Antonov An-2. It's a passenger aircraft. And there are reportedly at least 14 people on board, as many as 18. That's very unclear, in my mind.

The Coast Guard believes it went down in international waters about 60 miles southwest of Marquesas Key, at the end of the Florida Keys island chain, or about 30 miles north of the Cuban coast. And they have yet to locate the aircraft. The search is continuing.

And that -- I tried to be as current as I could be, till just before I walked out.

Q Just clarify one thing you said, Admiral. You said that the --neither the F-15s nor the AWACS made any visual or radar contact with the plane --

ADM. QUIGLEY: Right.

Q -- and then you used the term "before it splashed down." Do you know for a fact that the plane went down into the water, or could it have just disappeared from the radar by flying very low?

ADM. QUIGLEY: Well, I think that the -- with all of the search assets that are ongoing right now, the plane would have -- would have appeared somewhere northerly of the point where it was last detected on radar. So the working assumption is that indeed it went down in the water, Jamie. And that's where search efforts are focused now.

Q Is this plane equipped with floatation landing gear, so that it could possibly float on the water?

ADM. QUIGLEY: I don't know.

Some other -- Barbara?

Q Do you have any idea why NORAD didn't see the plane on its radar?

ADM. QUIGLEY: No.

Q Did NORAD see the plane at all?

ADM. QUIGLEY: Not that I --

Q Did -- I mean, has anybody been tracking this? Could -- is it on anybody's radar that you know of, other than Havana's?

ADM. QUIGLEY: I don't know about other agencies besides DOD, John. But on the DOD aircraft that were sent up, we did not have it visually or on radar.

Now FAA's center in Miami, I -- Coast Guard, perhaps -- I can't speak for them. I don't know.

Q Was there any radio traffic that you are aware of emanating from this plane that your agencies may have inadvertently scooped up?

ADM. QUIGLEY: Not that I'm aware of, no.

Q Is this last known location of the plane -- is it inside or outside the Air Identification Zone that you described?

ADM. QUIGLEY: It is outside. It is south of that point.

Q But it didn't get to the point where it would have crossed over into the zone.

ADM. QUIGLEY: Right. Right.

Q What is the Air Identification Zone?

ADM. QUIGLEY: It is an area that -- within which, closer to the continental United States from that area, we take particular interest in having a clear understanding and an identity of aircraft that are flying in airspace that we consider more sensitive than others. It's still international airspace, but it's something that's clearly close, and we just want to make sure we know who's out there and what their intentions are.

Q Is it the limits of our more sophisticated equipment, or are we able to look beyond that zone but we don't care until it's --

ADM. QUIGLEY: Well, it's kind of a combination answer, depending on what assets you have deployed at any given point in time. But the zone itself remains fixed. And it's simply a series of latitude and longitude points and describing a boundary line, if you will, within which we care a little more -- I'll put it that way -- about what aircraft are flying within that area.

Q Have you heard anything about whether, you know, this is a hijacking or a defection attempt?

ADM. QUIGLEY: No.

Q If I recall correctly, the Colt is a Soviet design aircraft that's been, among other things, used to transport Special Operations troops. Do you have any information as to whether the design of the aircraft would foster low visibility on radar?

ADM. QUIGLEY: No, I don't think so. It's an older design airplane, and it's used by many nations around the world. It is, indeed, a Soviet design. It's a biplane design. And from what I have seen, pictures of it in Jane's All the World's Aircraft and what have you, I don't think anyone would describe it as a very stealthy airframe. It's used for a variety of purposes by a variety of nations around the world.

Naomi?

Q This is probably the same question again, but what evidence do you have that there actually is a plane? You have the communications from Havana Central. What else?

ADM. QUIGLEY: I don't know. We were responding to a call from -- that came from the FAA Miami Center. They had enough confidence in that to go take a look and ask for assistance in locating the aircraft. Again, it was never on any of our radars, but going back to Jamie's questions, I don't know if it was on the FAA or Coast Guard or another radar. But not on any DOD ones that I'm aware of.

Q Were the F-15s that were scrambled, were they armed?

ADM. QUIGLEY: I don't know.

Q And what is the procedure for intercepting a unauthorized aircraft approaching the United States? Do they escort the plane? Do they attempt to radio contact it? Is there -- I mean, what's the procedure that those fighter jets would employ if they were encountering an unauthorized aircraft?

ADM. QUIGLEY: You try to ascertain as much information as you can, Jamie, as the actual intercept is in progress. I mean, you also pay attention to the speed, the altitude, the intent. What do you know about its origin? What type of plane is this? Can we bring them up on radio to speak to them and ask them their intentions? What does their airport of origin say about their origin? Were they legitimate? If they say they were taking off from a given airfield, does that airfield acknowledge that as being truthful? So you try to bring together as much information from as many different sources as you can, considering that this is all done in a compressed time frame, because you've got aircraft and they're moving at a fairly good clip, in all cases.

So you try to get that all together and make an intelligent assessment of the circumstances that you have facing you. You then make the best judgment that you can as to the way ahead, based on that evidence.

Q Did the communication from the Havana Center include any information about who was on the plane or what kind of fuel situation the plane was in?

ADM. QUIGLEY: I don't know.

Q Where was the plane originally headed?

ADM. QUIGLEY: I don't know that, either.

Q Was IFF a player here?

ADM. QUIGLEY: Not that I'm aware of, George. No.

Q Are you assuming, Craig, that this was like a little regional airliner in Cuba? I mean --

ADM. QUIGLEY: It's been described to me as a state-owned cargo sort of an airplane. It wasn't a military aircraft, although many nations use it in that sense. But this one was not a military airplane. It was owned by the government of Cuba for commercial purposes, I can only assume.

Q What's the weather in the search area?

ADM. QUIGLEY: I don't know.

Q Craig?

ADM. QUIGLEY: Mm-hmm?

Q Do you have any evidence that any Cuban aircraft took off after this plane? Any MiGs? Any other Cuban military aircraft?

ADM. QUIGLEY: No. Again, not that we had seen, in the limited movement that we had south in participating in the search before we're figuring that the aircraft is in the water.

Q So is the F-15s -- have they encountered other Cuban aircraft in the area, searching?

ADM. QUIGLEY: No. Have not.

Q If the wreckage is found, will the U.S. military have any role in attempting to salvage it?

ADM. QUIGLEY: Well, it will depend on what we're asked to provide. It would depend on what the rescuers find, that's right. If the U.S. Coast Guard is there, if a commercial vessel is there, I mean, what do you find, what condition is it in, and what could we contribute to such an effort? So we'll just kind of have to let that play out for now.

Q Do you happen to have any ships in the area?

ADM. QUIGLEY: Coast Guard vessels, but no Navy vessels anywhere nearby, no.

Q Have there been other incidents in which Cuban aircraft, either military or civilian, have penetrated U.S. airspace unauthorized? Or maybe you could take that question. It seems to me there have been some incidents in the past where planes have flown from Cuba, and I'm just wondering if there was any way to provide us a little background on that.

ADM. QUIGLEY: Yeah. We'll have to do a search on that and see what we come up with. Okay, on to other topics.

Secretary Cohen is currently in Seoul, South Korea, for the next few days, where he'll be conducting the Security Consultative Meeting, and will have meetings with President Kim Dae Jung, Foreign Minister Lee, and Minister of Defense Cho. Secretary Cohen will also meet with U.S. troops on the peninsula, at Kunsan Air Base.

After the visit to Seoul, the final stop on his trip will be Japan, where he will meet with Prime Minister Mori, Foreign Minister Kono, Minister of State for Defense Torashima, and also meet with members of the Diet to discuss a number of bilateral and regional issues; specifically, to talk about the direction of our U.S.-Japanese alliance in a strategic sense.

As of this morning, the U.S. Olympic team has a total of 18 medals in the 2000 Olympic Games at Sydney. I would like to highlight the military contribution to this medal count by announcing that Nancy Johnson (sp), wife of Staff Sergeant Kenneth Johnson (sp) of Fort

Benning, won a Gold Medal in the women's 10-meter air rifle event. We'll keep you updated on that as the games continue.

Q What's a 10-meter air rifle? (Pause.) (Laughter.)

ADM. QUIGLEY: Well. It's --

Q/STAFF (?): A very long gun.

ADM. QUIGLEY: The goal is to accurately put rounds in a target at 10 meters. And the gun used is an air rifle, Pam. So.

Q Okay.

ADM. QUIGLEY: Next, we are pleased to welcome to our briefing today a group of 19 television broadcasters and executives from 17 different countries, who will be in the U.S. for three weeks under the auspices of the Department of State International Visitor Program.

They are in this country to learn about television broadcasting in the U.S. and will be meeting with professional counterparts, visiting television studios and companies, and attending various media events. Welcome to you all.

Finally, following today's briefing, Secretary of the Army Louis Caldera, Secretary of Education Richard Riley and Chief Executive Officer of the Ad Council Peggy Conlon will join forces here in the briefing room to announce their campaign to encourage youth to stay in school and complete their high school education. The campaign will be accomplished through a series of powerful public service messages that will be previewed during today's announcement. And again, that will immediately follow this briefing here.

And with that, I'll take your questions on other topics. Pam?

Q In Japan there's news reports that the USS Kitty Hawk over objections of this Japanese town conducted night maneuvers which involved guns and loud noises, and now this Japanese village is severing its ties as a friendship city with the United States. Could you explain the circumstances of this and whether it's unusual for a carrier battle group to do these kinds of maneuvers despite protestations from the local public?

ADM. QUIGLEY: The first I've heard of that. I'll have to take the question and see what I can find. A carrier battle group does its operations well at sea. So I don't know --

Q Yeah. It said something about the Kitty Hawk. There might be something lost in translation, but they mentioned the Kitty Hawk.

ADM. QUIGLEY: Yeah, I'd -- what was the source of your information?

Q Kyodo News Agency --

ADM. QUIGLEY: We'll just have to take that one. I've not heard anything about that, I'm sorry.

Q Okay.

ADM. QUIGLEY: George?

Q I'd like to get straight on the time line of former Deputy Secretary Deutch and his use of his home computer for classified information from the Pentagon as distinguished from that he put on his home computer from the CIA. According to congressional documents, the CIA notified the Pentagon in June of '98 that there was a problem with Deutch putting his secrets from the Pentagon on his home computer. And I understand that Secretary Cohen wasn't aware of it, or didn't initiate any action till February of 2000. Why the big gap, and when did the IG formally launch an investigation, and were any of this stuff that Deutch put on his home computer from the Pentagon penetrable? In other words, could a bad guy get into his system and extract secrets?

ADM. QUIGLEY: There were a couple of memos from June and July of 1998 where the CIA had indicated to us -- they had asked for our assistance at that point in their ongoing investigation, to have -- assist in any sort of interaction between Dr. Deutch's use of computers, personal computers while he was the director of Central Intelligence, and if there was an overlap during any of his time while he was undersecretary or deputy secretary here at DOD.

During those initial conversations in June and July of 1998, we were apprised that at some point in time, when CIA was completed with its IG investigation, we would probably want to do a damage assessment of our own, based on --

Q (Off mike) -- who's telling you that at this point?

ADM. QUIGLEY: This is the CIA IG.

Q Telling you -- suggesting that you do your damage assessment?

ADM. QUIGLEY: Right. Suggesting that when they provide us the findings of their investigation that we will probably want to do a damage assessment of our own, based on the findings that they had gotten to date.

Time has passed now, and we received the full-blown findings of the CIA IG in February of this year, along with the journal that had been kept, a running journal, by Dr. Deutch, over a period of time, and that provided us an opportunity then to take a look in a very comprehensive way at what CIA's investigators had been working so hard on for this, roughly, year and a half.

When Secretary Cohen received that information in February of this year, the results of the CIA investigation, he immediately turned around and tasked our own people here within DOD to take further action, and that takes two parts. On the one hand, he tasked our IG to take a look at the physical handling of the computers -- the hard drives, the floppy drives, the hardware, if you will -- on which Dr. Deutch would have used information -- processed e-mails, done work, what have you; track them down, try to find out where they had been, how they had moved, over time. On this side, he had tasked then our assistant secretary for Command Control Communication and Intelligence to take a look at the products that would have been on that hardware -- the actual information they contained.

And what did we find? Again, basing -- with a running start from the very professional work being done by the CIA's investigation -- what did we find? Do we have a sense of possible compromise? If so, what would be the damage assessment from that compromise? -- and then tasked, further, the general counsel to bring both parts of that effort together and, ultimately, to forward it to him, to Secretary Cohen, when both parts of the work had been completed.

That is where we are today.

We're getting closer to completion, although I don't have a date certain to give you. But the general counsel is in the process of pulling together both of those parts and will then forward it up to Secretary Cohen.

Q Well, let me just follow on that. The red flag was waved by the CIA in June of '98, and there was no action for 18 months. What -- that seems, for a place that puts out memos every day about breaches of security, that seems to me that there was a reluctance on the part of the IG to investigate

9/20 9:20PM Re: Mamon Brown

USCG Vessel -

transfer is Chico to
1000P complete Handover

- 1030 40 ~~minutes~~ to Pier

- 1045 PM

- turnover to paramedics

+ INS = INS control

- ambulances will leave

? (USCG Station Group Key West)

- 2 spokesmen for INS

(Press
staging
area
for back)

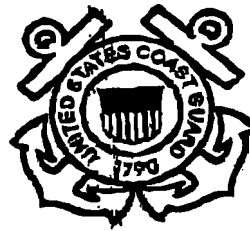
→ LCR Mamon Woodring will
read to page stmt
L INS will be in attendance

TO: 913052928739

SEP-20-2000 07:53P FROM: USCG D7 PUBLIC AFFAIR 305 536 7402

Coast Guard News

Seventh Coast Guard Public Affairs Office
 909 S.E. First Ave, Rm 954, Miami, FL 33131
 Phone (305) 415-6683
 Fax (305) 415-6685



Release No. 09-17
 Contact: Public Affairs Office

Sept. 20, 2000
 For Immediate Release

Medevac of remaining survivors from downed plane underway

The Coast Guard, with concerns for the medical condition of the remaining survivors, has decided to medically evacuate the eight Cubans to Coast Guard Group Key West for further transfer to Florida Lower Keys Hospital today. The medevac is scheduled to be completed at approximately 10 p.m.

A Coast Guard helicopter crew flew a Navy flight surgeon to the *Chios Dream* about 2 p.m. today to further evaluate the condition of the survivors. The flight surgeon's recommendations are that the eight survivors are stable but should be seen by medical personnel once the *Chios Dream* reaches Key West, Fla.

The Coast Guard Cutter *Nantuxet* from Station Key West was dispatched to the *Chios Dream* to transfer the survivors to awaiting Emergency Medical Services Personnel.

The Coast Guard Seventh District Command center received a call yesterday from Miami Center at approximately 10:40 a.m. of a plane, an Antonov AN-2, that had been allegedly hijacked in Cuba and was headed west towards the Yucatan Peninsula.

At 10:50 a.m., the Coast Guard Command Center received another report from the U.S. Customs Service that the plane may have gone down in the water, 60 miles southwest of Marquesas Key, Fla. There were reportedly 18 people on board. The Coast Guard immediately responded with all available assets.

The Coast Guard Cutter *Monhegan*, a 110-foot patrol boat homeported in Key West, Fla., arrived on scene at 1 p.m. The Coast Guard Cutter *Nantuxet*, a 110-foot

Visit our homepage at www.uscg.mil/d7/d7dpa/indexdpa.htm
 for more information on the Seventh CG District.

TO: 913052928739

SEP-20-2000 07:54P FROM: USCG 07 PUBLIC AFFAI 305 536 7402

patrol boat from Key West, and the Cutter *Courageous*, a 210-foot ship from Panama City, Fla., were also diverted to the area.

A Coast Guard HU-25 Falcon jet from Air Station Miami arrived on scene at 12:15 p.m. and completed its first search area with no results. A C-130 from Air Station Clearwater also was sent to the scene, while three HH-65 Dolphin and one HH-60 Jayhawk helicopter were sent to Naval Air Station Key West and placed on a ready-launch status to respond to any sightings from the planes.

Also at 12:15 p.m., the Coast Guard received a report of a second possible search site where the plane might have gone down. The C-130 was diverted to this location, latitude 22-32 N, longitude 85-32 W, where the pilot had first reported the alleged hijacking.

At approximately 12:30 p.m., the *Chios Dream* called the Coast Guard reporting they had found survivors and wreckage in the water. They recovered the nine survivors and one deceased victim approximately 60 miles west of the west end of Cuba, at latitude 22-20 North and longitude 85-35 West. The Coast Guard C-130 continued to remain on scene to coordinate Coast Guard operations and communications with the *Chios Dream*.

The nine survivors included three men, three women and three children. The one deceased was a male adult. Reports from the survivors indicated that no others were on board the downed plane - that there were only 10, not 18 as had been originally reported.

Chios Dream then rendezvoused with the Carnival Cruise Ship *Tropicale*. The *Tropicale* was 15 miles away from the *Chios Dream*'s location and agreed to transfer the ship's doctor to the *Chios Dream* where he examined and stabilized the survivors until the Coast Guard helicopter arrived. From his reports, one male survivor who had severe head and neck trauma should be medically evacuated. The Coast Guard HH-60 Jayhawk helicopter arrived on scene at approximately 9:15 p.m., performed a hoist of the injured man, and flew him back to Key West Airport and landed at 10:35 p.m., where he was transferred by ambulance to Florida Lower Keys Hospital.

At 10:30 p.m., the Coast Guard Cutter *Nantucket* arrived on scene. At 11:15 p.m., a four-member boarding team from the *Nantucket* boarded the *Chios Dream*, where they conducted search and rescue debriefs throughout the night.

The *Courageous* is a 210-foot medium endurance cutter from Panama City, Fla.

Visit our homepage at www.uscg.mil/d7/d7dpa/indexdpa.htm for more information on the Seventh CG District.



Sean P. O'Shea

09/19/2000 01:33:53 PM



Record Type: Record

To: Richard L. Siewert/WHO/EOP@EOP, Philip J. Crowley/NSC/EOP@EOP, Maria Echaveste/WHO/EOP@EOP

cc:

Subject: FW: F-15's --hijacked plan out of Cuba

I dont know if we want to put this out...but fyi for internal use.

----- Forwarded by Sean P. O'Shea/WHO/EOP on 09/19/2000 01:33 PM -----



"Gerwin, Mary, CIV, OSD" <Mary.Gerwin-secdef@osd.pentagon.mil>

09/19/2000 01:29:09 PM

Record Type: Record

To: Sean P. O'Shea/WHO/EOP

cc:

Subject: FW: F-15's --hijacked plan out of Cuba

Sean -- see below -- promise it is coming asap. Thanks

Subject: RE: F-15's --hijacked plan out of Cuba

Mary,

Even before I gather anything for you, I can tell you that the Florida Air National Guard maintains an alert detachment of four F-15s at Homestead with the express purpose of intercepting anything that comes up out of Cuba. They actually are a pretty neat unit, with a requirement to be in the air within 6 minutes of an alert. It is a NORAD mission.

We'll get you more details.

Jim



Sean P. O'Shea

09/19/2000 01:33:09 PM



Record Type: Record

To: See the distribution list at the bottom of this message

CC:

bcc: Records Management@EOP

Subject: CUBA FLIGHT UPDATE 



As of 1:35pm EDT, the USCG has the following assets mobilized for the missing Cuban aircraft reported down 60 miles southwest of Key West, FL. There are 3- 110foot patrol boats working on the search and rescue: the Monhegan is now on-scene and the Nantucket and Courageous are en-route. In addition, a USCG C-130 has been launched, and 1 HU25 Falcoln jet is on-scene, as well as an AWACS aircraft. 3 HH65 helicopters are standing-by for launch as the CG cutters search for the aircraft's location. The Cubans have one AN2 on-scene that is also looking for the aircraft and were the first to reach the reported crash site. We still do not have confirmation on numbers of passengers as of yet, however, the pilot reportedly told the Cuban air traffic control that there were 16 persons onboard prior to departure.

Message Sent To:

richard l. siewert/who/eop@eop
michele ballantyne/who/eop@eop
maria echaveste/who/eop@eop
karen tramontano/who/eop@eop
mara e. rudman/nsc/eop@eop
kris m balderston/who/eop@eop
james e. kennedy/ovp/eop@eop
Philip J. Crowley/NSC/EOP@EOP
Jenni R. Engebretsen/WHO/EOP@EOP

Coast Guard News

Seventh Coast Guard Public Affairs Office
909 S.E. First Ave, Rm 954, Miami, FL 331
Phone (305) 415-6683
Fax (305) 415-6685

OPTIONAL FORM 99 (7-80)

FAX TRANSMITTAL

of pages = 1

To Mary Trupo From Carolyn Cihelka
Dept./Agency DOT Phone # 305-415-6683
Fax # 202-366-6337 Fax #
NAN 7540-01-317-7388 5099-101

GENERAL SERVICES ADMINISTRATION

Sept. 19, 2000
For Immediate Release

FAX to
Jake
456-2525
MJ

Release No. 09-15
Contact: Public Affairs Office

Plane crash survivor airlifted to Florida

A 36-year old Cuban male, one of the survivors of the downed plane 60 miles west of Cuba, was airlifted by a Coast Guard HH-60J Jayhawk helicopter from the Motor Vessel *Chios Dream* and transferred to Key West International Airport, Fla. at 10:35 p.m. tonight. An ambulance transferred the patient to Lower Florida Keys Hospital.

A doctor from the Carnival Cruise ship *Tropicale*, in the vicinity of the motor vessel as it was transitting toward Key West, was transferred at approximately 6 p.m. to the *Chios Dream* to diagnosis and care for the survivors.

The 36-year old male, who was medically evacuated, was diagnosed with a fractured skull, a neck fracture and a upper thoracic fracture. The cruise ship doctor also sutured the man's head to stop bleeding. Two female survivors were treated for minor injuries and remain with the group of survivors on board the *Chios Dream*.

The Coast Guard Cutter *Nantucket*, a 110-foot patrol boat from Key West, Fla., arrived on scene with the *Chios Dream* at approximately 10:30 p.m., 180 miles southwest of Key West, and is scheduled to transfer a boarding team to the *Chios Dream* to interview the remaining survivors.

The Coast Guard Cutter *Courageous*, a 210-foot cutter from Panama City, Fla., is en route to the *Chios Dream*, with an FBI agent on board, and is expected to arrive on scene sometime Wednesday afternoon. Where the survivors will be taken, and by who, will be based on information gathered from these interviews.

The *Chios Dream* recovered the nine survivors and one deceased male from the water, 240 miles southwest of Key West, Fla.

-uscg-

Visit our homepage at www.uscg.mil/d7/d7dpa/indexdpa.htm
for more information on the Seventh CG District.



Sean P. O'Shea

09/19/2000 11:57:00 AM



Record Type: Record

To: Sean P. O'Shea/WHO/EOP@EOP
cc: See the distribution list at the bottom of this message
bcc: Records Management@EOP
Subject: HIJACKED FLIGHT FROM CUBA - USCG ETA 

The Coast Guard estimates the USCG Cutter Monhegan will arrive at 4:30p.m. EDT. The USCG Falcon jet and H-60 helicopter is expected to arrive around 12:10p.m. EDT. The C-130 estimated time of arrival is TBD. The Coast Guard will notify us as soon as they arrive on what they discover. The number of passengers aboard remains unclear.

Message Copied To:

richard l. siewert/who/eop@eop
michele ballantyne/who/eop@eop
maria echaveste/who/eop@eop
karen tramontano/who/eop@eop
mara e. rudman/nsc/eop@eop
kris m balderston/who/eop@eop
james e. kennedy/ovp/eop@eop



Sean P. O'Shea

09/19/2000 10:55:41 AM



Record Type: Record

To: See the distribution list at the bottom of this message

cc:

Subject: HIJACKED FLIGHT FROM CUBA

The Coast Guard, based on the report of one hour of fuel aboard and the expiration of that one hour, is now in Search and Rescue mode. They are checking the last reported route from Cuba to the US but are uncertain if the plane, in fact, travelled toward the U.S. It is believed that 16 passengers are on board (2 children) plus the crew, but those numbers remain uncertain. The flight was a domestic Cuban flight. CNN just broke the story.

----- Forwarded by Sean P. O'Shea/WHO/EOP on 09/19/2000 10:50 AM -----



Sean P. O'Shea

09/19/2000 10:13:37 AM



Record Type: Record

To: See the distribution list at the bottom of this message

cc: Kris M Balderston/WHO/EOP@EOP

Subject: HIJACKED FLIGHT FROM CUBA



DOT called to report that a small airplane (capacity of 19 passengers) was hijacked departing from Cuba with destination uncertain (possibly Miami). The plane has one hour of fuel remaining on board and all law enforcement and airport officials have been notified. We do not know, as of now, how many passengers are aboard the aircraft nor their nationality. Since the plane is flying below radar we are also unable to track its course (it is possible that the plane is headed toward Haiti or Jamaica). The plane will be allowed to land if it reaches the United States, per normal. The media is unaware of this as of now,

Message Sent To:

Richard L. Siewert/WHO/EOP@EOP
Michele Ballantyne/WHO/EOP@EOP
Maria Echaveste/WHO/EOP@EOP
Karen Tramontano/WHO/EOP@EOP
Mara E. Rudman/NSC/EOP@EOP