

**Speech for Stephen F. Austin University**  
**By John McRainey**  
**February 18, 1999**

Good Morning Faculty, and Students of Stephen F. Austin University. My name is John McRainey and I am pleased to have this opportunity to share my experience concerning Air America, the Central Intelligence Agency, and the North/Secord contra operation.

I am not employed by the CIA nor have I ever been employed by the agency. I am the President of the Air America Association and for 8-1/2 years flew for Air America as a pilot in South East Asia. Air America was a wholly owned air proprietary of the CIA. Those two statements may seem to contradict each other but bear with me, I will explain the relationship between AA & the CIA at length. I was also the Chief pilot of the North/Secord contra operation and I am confident that before the hour is over you will understand a great deal more about that operation than you do now.

I will explain what the Air America Association is all about, and I will introduce you to some very colorful characters, and some real American heroes. We will discuss conspiracy theories; zealots and most importantly furnish you with some hard facts that will help you recognize the TRUTH. When the truth has been shrouded in secrecy and obscured by conspiracy theories it can be difficult to sort out. It is in all of our interests that we recognize it.

Please consider the difference from perceived experience and truth, and hold me accountable at any time during this presentation when what I say conflicts with your understanding of truth. We are here in search of the fundamental realities; apart from and transcending perceived experience.

The Air America Association members are all ex-employees of the Pacific Corporation and its' principal air proprietaries, Civil Air Transport, Southern Air Transport, Air America and Air Asia. The spouses and children of the employees are also eligible for membership. Associate membership is open to those who worked along side of us. The CIA obviously qualifies on that point, as do certain military and other government agency employees. A few civilian aviation companies worked along side of us and are valued members of our association. The largest of these was Continental Air Services, Inc. We have a large second generation active in our association who grew up living quite an adventure of their own in exotic lands like, Taiwan, Laos, Vietnam, and Thailand. Others went to school in the Philippines, Australia, Switzerland or where ever their parents felt they would get the best education. We are a close family who shared a unique experience, and we are all proud to have been a part of it.

What you think about Air America and the CIA is important to me. Air America employees, with the exception of a few key employees were civilians in every sense of the word. We were the covert action partners of the CIA for a quarter of a century and we consider the agency family. We have been through a lot together. The agency recognizes the contributions of Air America and many of the agency family are active members of our association.

The Air America Association has established their archives with the University of Texas/Dallas at the McDermott library. Preserving our history is very important to us. Equally important is establishing the truth, apart from the numerous conspiracy theories and media fantasies such as the Mel Gibson movie "Air America". The archives are a collection of personal papers, films, photos and documents donated by the employees, as well as thousands of recently declassified documents donated by the CIA. All of these materials are available to the public. The Air America Association also maintains an excellent web site that can be accessed by entering [www. air-america.org](http://www.air-america.org).

In May of 1987 the Air America Association with the approval of the CIA and with Mr. William E. Colby in attendance, dedicated a memorial to those who lost their lives while employees of Air America, Air Asia, Southern Air Transport and Civil Air Transport. There are 243 names on that memorial. I would like to read to you a speech given by Dr. William Leary, Professor of History at the University of Georgia. Dr. Leary is a noted aviation historian who will soon publish a book on Air America.

**Remarks of Dr. William Leary, Professor of History, University of Georgia, Athens, GA.**

When Princeton University acquired the papers of Whitey Willauer in 1967, I had little idea that my curiosity about their contents would lead to a scholarly project that would last twenty years-and is not yet finished. Over the past two decades, I have learned a great deal about an extraordinary group of individuals who took part in a truly unique aerial adventure.

The story of Air America began in 1947 when two talented and adventurous men, Gen. Claire Chennault and Whitey Willauer, started a small airline in postwar China. They called it CNRRA Air Transport, and they hauled relief supplies throughout the country. After a year of hauling United Nations cargo they got a commercial contract and changed the name of the airline to Civil Air Transport--CAT--and they began operating throughout the country

on a commercial basis. They never had much money, operating conditions were always difficult, but they had innovation and dedicated personnel-and they had what Gen. Chennault like to call "the CAT spirit"-which I think has been a central part of the organization ever since.

By the end of 1948, CAT was deeply involved in China's civil war. CAT evacuated more than 100,000 desperate people from the doomed city of Mukden in Manchuria. They brought in supplies and carried out wounded during the epic battle of Hsuechow. In one of the most heroic and least known airlifts in history, CAT flew long missions to Taiyuan, supporting Marshal Yen His-shan in his struggle against the communist.

CAT retreated to Taiwan during the winter of 1949-1950, broke economically but with its precious assets of aircraft, personnel, and spirit intact. Shortly thereafter, the airline changed ownership. Not many people knew about it at the time-and some even later-because the new owner very much preferred to remain a silent partner in this enterprise. Only much later did it become clear that the Central Intelligence Agency had acquired the first of what became a worldwide network of air proprietors.

CAT went to work for the CIA during the 1950's first during the Korean War, later throughout the far east-and beyond. The CIA used CAT to deliver weapons to anti-Communist elements in Burma, to support guerrilla operations on the Chinese mainland and in Manchuria, and on a variety of covert operations. CAT pilots flew through the flak filled skies of Dien Bien Phu in 1954 in a valiant but doomed effort to support the besieged French garrison. CAT was in Guatemala in 1954. CAT was in Indonesia in 1958. CAT personnel were at the Bay of Pigs. And in some of the most demanding and successful long-range missions ever undertaken by the airline, CAT supported a major CIA project in Tibet for many years.

Despite the wide range of activities, CAT remained a fairly small operation during the 1950's, but the 1960's brought a major change. As the United States expanded its commitment to Southeast Asia in the variety of diplomatic and political factors, Air America soon found itself at the center of a secret war in Laos. Air America air crews hauled refugees and rice-lots of rice-ammunition and troops through Laos; they inserted and extracted reconnaissance teams under extremely hazardous conditions; they air dropped supplies out of C-130's, C-123's, C-46's, B-26's, and a variety of other aircraft. They landed Helios and Porters on tiny strips carved out of mountain-tops. And they undertook very, very difficult search-and-rescue missions with unsurpassed bravery and skill.

Air America became a legend in Laos. Although sometimes scorned by outsiders as mercenaries the air-crews earned high praise from the "customers." As one CIA case officer has recently written to me, "I have seen Air

America pilots stay on runways under attack, waiting until they got all the people on board, delaying takeoff at considerable risk to themselves. They have made drops under hostile conditions when the normal thing to do would have been to return and try again. No military service excelled this group of people in dedication, or loyalty, or valor."

Air America personnel were in Thailand, working with the Border Police, training Thai pilots and technicians, performing maintenance work, and flying covert missions out of a secret base at Takli. Personnel of the air complex could be found throughout the region, from Phnom Penh to Chiangmai to Katmandu. Air America supported the United States effort in Vietnam. It was at the beginning, carrying refugees and CIA agents between Hanoi and Saigon in 1954. And it was there at the end. Indeed, the most enduring vision of the final act in Vietnam is that dramatic photo of an Air America helicopter loading passengers atop the Pittman Apartments.

Air America, under the guise of Air Asia, operated a superb maintenance complex at Tainan on Taiwan, serving both its own needs and doing important contract work for the military. Southern Air Transport, another component of the Air America complex, carried military personnel throughout the Far East, and stood ready to provide heavy airlift for CIA projects when necessary.

At its peak during the late 1960's, the air complex employed more than 8,000 people. Looking back on it, I have been impressed by that fact that all-or most-shared a common characteristics. The captains of the Mandarin Jet; fixed and rotary wing pilots; flight engineers; flight mechanics; flight attendants; air freight specialists and dispatchers; operations, maintenance and administration personnel; the people who shined the C-46's until they sparkled; Americans, Chinese, Thai, Lao, Vietnamese, Japanese, Korean, Filipino, and other nationalities-they were dedicated professionals.

And they did a superb job, these dedicated professionals of CAT and Air America. But the cost often was high, which is why we are here today-to honor those individuals who lost their lives while serving the cause of freedom.

It is appropriate, I believe that they have their special place, apart from the great memorial in Washington. They were after all a unique group of individuals-the secret soldiers of the cold war. This speech was given on May 30, 1987 at the University of Texas/Dallas. **\*\*\*(End Leary Speech)\*\*\***

The four air proprietaries, Civil Air Transport, Southern Air Transport, Air America and Air Asia had a common bond. First, they were all owned by the Pacific Corporation, a CIA holding company. Second, the pilots were all on the same seniority list and could bid bases and aircraft with any of the proprietaries. Naturally the senior pilots picked the more desirable bases and aircraft, with a few exceptions where adventurous senior captains flew older aircraft out of remote bases. Taipei was the choice of the most senior pilots. CAT was the flag carrier of Taiwan and flew airline routes throughout the orient. The "Mandarin Jet" was a four engine Convair 880, later the more modern Boeing 727 took over as the flagship "Mandarin Jet". The pilots second choice was Japan, SAT flew DC4' & DC-6 aircraft out of Tachikawa and the B-727 out of Yakota.

Down in Air America country the principal bases were Saigon, Bangkok and Udorn, Thailand and Vientiane, Laos. There was one other base where security was a major concern. That was Takli, Thailand. Pilots who had flown special projects from Takli referred to it as "the ranch". Special projects were on a need to know basis and it was not unusual for one crew to come from several different bases. A captain from one base, a first officer from another, a navigator from a third, and possibly a radio operator or flight engineer from a fourth location. One individual was not likely to be missed, but presumed to be on vacation, TDY, sick etc. While a whole crew missing would more likely be noticed. Crews were required to sign security pledges for these missions, that they would never reveal the mission took place. Some of these pledges are still in effect today because they have not been declassified.

There have been two recent developments concerning covert missions flown over 40 years ago that I would like to tell you about. The first can best be told by reading you a letter from Erik Kirzinger. Mr. Kirzinger sent this letter to a retired CIA agent, Mr. James Glerum, who has been an Air America advocate to the CIA.

### **KIRZINGER LETTER**

I am the nephew of Captain Norman A. Schwartz, who along with Captain Robert C. Snoddy were the two Civil Air Transport pilots lost in Manchuria on 29 November 1952 during "Operation Tropic." I read with interest a copy of your letter to the Central Intelligence Agency in the recent "Air America Log." I wholeheartedly support your desire to see other fallen Cold War civilian patriots receive the honor and respect they so richly deserve, including but not limited to James B. McGovern and Wallace A. Bufford.

The only point I would respectfully add is for many of the families in similar circumstances as ours, repatriation is perhaps even more important than awards and recognition, appreciated though it truly is. The gnawing

need for closure, especially for elderly parents, wives, children and siblings, is something perhaps only other families can truly understand. I agree it is high time the Agency recognize ALL the many brave men and women who voluntarily served their country, and in every communication with the Agency I myself have raised that point with them repeatedly. But I would also strongly encourage our Government and its various agencies to redouble their commendable efforts with regards to *aggressive* repatriation and closure -- by any means necessary.

With the wise and prudent counsel of Felix Smith, and the blessing of Ms. Ruth Snoddy Boss, in the spring of 1998 I began the Schwartz/Snoddy family quest for repatriation. The good news in these cynical times is "the system" does indeed work; though admittedly prodded with a liberal dose of tenacity. What I discovered to my surprise is indeed reasonable observations made by a simple citizen to the most powerful people in Washington, D.C. will be considered based on merit. Hell of a civics' lesson! Where else in the world can a common citizen even hope to have such expectations? No where else. While the issue of repatriation now rests solely with the People's Republic of China, I am pleased to report we have the full support of all branches of the U.S. Government, which during the Cold War era was not possible.

As an added unexpected bonus, last October I received a phone call from DCI George Tenet's Chief of Staff informing me the Director had decided to award Schwartz and Snoddy "Intelligence Stars" and also the Agency's prestigious "Intelligence Cross" medal for valor. Nearly four months later I am still at a loss for words, which if you knew me would be unheard of. Simply put: Wow.

The Schwartz and Snoddy families have been invited to Langley to attend a memorial ceremony this coming Memorial Day for all the other families awarded Intelligence Stars. It is our hope other unsung but not forgotten CAT and Air America heroes, some of whom also paid the ultimate price, will also receive the recognition they too deserve; perhaps the welcomed recognition of Norm and Bob will serve as a watershed event for others. Kudos' to DCI George Tenet.

I will keep the "Air America Log" posted of any repatriation developments. We are aggressively pursuing several avenues. I would like to thank Director Tenet, Senator Jesse Helms, DPMO, Mrs. Leigh Hotujec, Felix Smith and *especially* Ms. Ann Mills Griffiths, executive director of the National League of POW/MIA Families. (FYI: Ms Griffiths is truly a national treasure and would be a real asset to any Vietnam era family searching for closure.)

\*\*\*\*\* (End Kirzinger Letter) \*\*\*\*\*

In 1998 the joint task force for full accounting headed by Mr. Wm. Forsyth contacted the Air America Association for information concerning Mr. James Earl McGovern and Mr. Wallace Buford who were shot down over Dien Bein Phu, May 6, 1954. They discovered the C-119 aircraft wreckage while searching for a missing Phantom Jet pilot lost during the Vietnam War. Local villagers reported where two Americans from the C-119 crash were buried. Unfortunately for an easy recovery a highway had been built over the suspected grave sites. The task force is hopeful that they will eventually get permission to excavate the road and recover the remains. Captain McGovern was known as "Earthquake McGoon" made famous by Al Capp the cartoonist. McGovern was given the name because of his size which on occasion was reported to be 300 lbs. He was a legendary character who was extremely popular with his peers. He had been captured in China by the communists and spent several months as a prisoner. Why they released him, when another CAT pilot Lawrence Buol was still in captivity was somewhat of a mystery. Lawrence Buol spent over five years as a prisoner before he was released. Earl McGovern or Earthquake McGoon as he was widely known was worthy of the label "a colorful character".

A further development, the first MIA remains of an Air America flight crew to be repatriated was that of Lowell Pirkle. Mr. Pirkle was buried in Arlington Cemetery on August 3, 1998, with his family and many of his Air America friends in attendance. He was killed 21 years earlier on August 3, 1967, by enemy fire in Laos. The joint task force was responsible for this closure, and Air America is grateful for their efforts. They have located other Air America crash sites that will be excavated in the near future.

With the fall of Saigon in April of 1975 Air America ceased operations. The personnel who maintained the aircraft, the flight crews and operations people all of the professionals it took to operate the complex dispersed. Many of the rotary wing personnel ended up in Iran working on a Bell helicopter contract, until the Shah left and the Ayatollah showed up. A large number of personnel found their way to Alaska to provide aviation support for the massive pipeline project. Many others found homes with the airlines, and for years the grapevine that developed to stay in touch provided flight and ground crews for numerous aviation projects around the world. Which brings us to the North/Secord contra operation.

Early in 1986 I made a phone call to an old Air America friend who is a CIA employee and managed an agency Air proprietary. I had sold my aviation company in South Texas in November of 1984, and I was bored with Florida retirement. He had an opening for a pilot and invited me to look over his operation. The location and

mission was not what I had in mind. I expressed my interest in something a bit more challenging like the old days in SEA. Over lunch he informed me that he knew of such an operation, but he had nothing to do with it. He advised me that the project manager was an old friend of mine and he would advise him that I was available. He dropped me off at the airport and cautioned me to watch my "6 o'clock". The CIA had nothing to do with the project and it would be dangerous. As I flew my Beechcraft back to Florida I pondered what my friend had told me, or more importantly what he had not told me. I had no idea where this project was, what it involved, or who the mutual friend was. The one thing I was sure of it was not a nefarious drug operation. My friend would be the last person on earth to provide a drug cartel with pilots. He is a close to a living legend as any man can be. He lost a leg to enemy fire over Laos in 1972, and after a brief recovery period was back flying, and he is still flying for the CIA today. A book by Col. James H. Kyle "The Guts To Try" is about the failed Desert One operation. The one part of that complex operation that was accomplished flawlessly was the setting up of the C-130 landing strip. Core samples were taken to insure the desert sands would support the aircraft and landing lights were installed to insure the aircraft stayed on the tested surface. The C-130 pilot could automatically turn on the lights by keying their microphone to the proper frequency. A man who had flown thousand of them accomplished all this deep in the Iranian desert, just another covert mission.

The next day I received a phone call from Bill Cooper. Bill and I had flown together in both Saigon and Vientiane with Air America. I had not seen him in over 12 years and looked forward to seeing him again. Bill told me I would be flying C-123 aircraft out of Honduras and El Salvador, and to hurry down he needed me. There was no need to elaborate with that information I could connect the dots. Bill did not know that Oliver North of the National Security Council was involved, at least he never told me of that involvement. To him the man that we worked for was Major General Richard Secord, Retired. Gen. Secord was well known to many Air America pilots. When Richard Secord was an Air Force Major in the 1960's he spent three years as the Air Force liaison to the CIA based in Udorn, Thailand. Secord supervised many special Air America operations in Laos. He was the protégé of General Heinie Aderholt, the father of the Air Force Air Commandos, and one of the most knowledgeable men in the world concerning covert air operations. Heinie Aderholt worked with Air America for years and was highly respected by Air America personnel.

We found our operation to be a paradox, one the one hand we had a very talented leader. He had assembled the most experienced covert air operations pilots available anywhere, but on the other our planes and

equipment were fugitives from an aircraft junkyard. Bill explained that the "Boland Amendment" prevented the CIA from helping the Contras so no CIA assets were available. Bill felt or hoped that our poorly funded and equipped group could cope with all of the logistic and equipment problems and still supply the contras. His plan was for us to triumph over all this adversity and when the "Boland Amendment" was repealed he hoped the CIA would keep the operation as an air proprietary like Air America. Bill informed me that the reason our operation was set up was because other groups providing air support were not effective. That the airdrops were being made from a very high altitude to avoid ground fire and the valuable supplies were being lost in the jungles. I learned later that the "Boland Amendment" was indeed a major factor. Oliver North was also very concerned with the intelligence reports he was getting that some of the companies flying supplies to the contras had drug connections. The DOS contracted with numerous companies to fly non-lethal aid. There were various private benefactors that also contracted for planes and crews. And the pilots who flew for the northern front, Commander Bermudez, were for the most part Nicaraguan pilots who allegedly dabbled in the drug trade in their spare time. North wanted an operation that he could trust and that could get the job done. In August of 1985 Congress appropriated 27 million dollars for humanitarian support to the contras and designated the DOS as the executive agent for the purchase and distribution of all aid. As a result the Nicaraguan Humanitarian Assistance Office (NHAO) was created under the direction of Ambassador Robert Duemling. In 1986 many flights to Aguacate, Honduras were made by air charter organizations contracted by the NHAO. Some of these companies were later identified by a Senate Investigation led by Senator John Kerry as being owned and operated by known or suspected drug traffickers. These companies were contractors to the NHAO and flew at their direction, not the CIA's. We will discuss these drug allegations later.

I was busy training pilots in the C-123 and moving fuel and supplies between Ilopango and a clandestine strip set up in Costa Rica, near the Nicaraguan border. Air drops for troops in the Northern Front would be flown out of Aguacate. The more dangerous Southern Front would be flown out of Ilopango airport in San Salvador. Our fleet consisted of two C-123K's, two DHC-4's and one small utility aircraft a four place Maul. The lack of logistic support, the condition of our aircraft and the total lack of intelligence concerning anti-aircraft guns, missiles, attack air craft and the formidable Russian Hines attack helicopters concerned us to say the least. The frustrations of returning numerous badly needed loads due to engine failures, electrical failures, and reaching designated drop zones in the dead of night in bad weather without the proper signals or radio contact we were supposed to have. Every failed mission into Nicaragua increased the odds that the communists would eventually shoot down an

airplane. Bill and I discussed strategy, we agreed that the thunderstorms and the troops dictated a change in plans. The contra forces were constantly on the move using hand held compasses and contour maps; they had problems accurately pinpointing their location. The contras used their radios to guide us to their location by hearing our aircraft in the area, but it compromised their positions to the enemy. We decided on primary and alternate drop zones that could be easily identified by the troops on the ground and the air crews. This was a tactic we used in Laos during the monsoon season when heavy rain showers obscured many of the drop zones. If the primary drop zone was obscured by weather a series of alternate sites were checked out until an open DZ was located. This kept the flow of supplies moving, rather than the aircraft returning to its base with the cargo. Once we initiated this plan the troops started receiving tons of badly needed supplies.

The Ilopango air base was the main air base for the El Salvadorian air force. We had the full cooperation of the Commanding General of the Salvadorian Air Force, General Bastillo. The reason for the cooperation was a mysterious man we knew as Max Gomez. Max was not on our organization chart. He had no official function that we knew of but he could solve almost any problem we brought to him. I took an instant liking to Max and became very good friends with him. I learned that Max Gomez was an alias for Felix Rodriguez, a retired CIA agent working for the Salvadorian Air Force to track down and capture communist agents in El Salvador. He was also a helicopter pilot who developed a counter-insurgency program using helicopters. He was a close friend of Gen. Bastillo and had proven his methods worked by capturing an important communist leader in El Salvador. Felix was fiercely anti-Communist. He started his CIA career with the "Bay of Pigs" operation as a Cuban who lost his country to the communists. Felix had devoted his life to fighting communism and although the contra operation was not his responsibility he did everything he could to support their struggle with the communists. There is a book about Felix Rodriguez called "Shadow Warrior" published by Simon & Schuster. One of his many CIA adventures included helping the Bolivian Army capture Che Guevara. Felix knew Che was a valuable intelligence source and pleaded with the Bolivian Army not to execute him, but to no avail. Felix was the last person to interrogate Che and wears Che's watch to this day. Felix lived in a very small cement block BOQ on the Ilopango airport, a spartan existence for a man who was retired and had a comfortable home and family in Miami. No matter how late it was or how hard it was raining, Felix was always waiting by the runway when I returned from a drop. He spent long hard days working for Gen. Bastillo and still worried about our operations like it was his responsibility. During the

Contra hearings when he was called before the Senate, he went without an attorney. A man totally satisfied that he was on the right side and let the chips fall where they may.

On October 5, 1986, Bill Cooper and his co-captain Buz Sawyer with a Nicaraguan radio operator and Eugene Hasenfus as an air freight specialist were shot down over southern Nicaragua. Bill, Buz and the radio operator were killed. Eugene, who was in the back of the plane readying it for the air drop, managed to bail out of the burning plane that had been hit by a SAM 7 missile. I was in Miami with the other C-123 having an engine changed at the Southern Air Transport maintenance facility. As soon as I learned of the shoot down I arranged to return to El Salvador by commercial carrier. Our plan was to launch a search and rescue operation with the Maul. I was a few minutes from boarding a TACA flight to El Salvador when I was advised that the only survivor was Hasenfus and he was a prisoner. I remained in Miami and flew the C-123 to Aguacate, Honduras a few days later. Our operation was over and a firestorm of controversy split along political party lines ensued. In retrospect the following report of the "Boland Amendment" that can be found on the Internet under MILNET: Military Information says it all.

#### **The Boland Amendment**

Initially passed on December 8, 1982, this amendment to the War Powers Act of 1973 states that U.S. Agencies are prohibited from providing military equipment, training or support to anyone "for the purpose of overthrowing the Government of Nicaragua."

The literal purpose was to prevent any CIA funds or support to go to the Sandinista (rebels fighting against the communist Nicaraguan government). Congress felt this was necessary because the Reagan administration had pledged to support the Contras in their battle for freedom for their country. Unfortunately a very left leaning Democratic Congress prohibited the administration from continuing funding to support the Contras at a critical time. As it became evident this was a mistake, Congress repealed the Amendment and re-instituted the funding. Eventually the U.S. and Contra pressure resulted in democratic elections in Nicaragua.

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I have never considered myself an activist, in the sense that I have not publicly spoken out on issues that concern me. Here today I feel compelled to speak out on an issue that I do have some personal knowledge. Air

America, The CIA, and the Contra Operation have been maligned by a few misinformed zealots that have publicly slandered the reputations of these organizations by claiming they were all involved in a sinister drug conspiracy. The result has been numerous media productions that portray the CIA as an unimaginable evil force. I fear that many of our citizens are buying into this farce. The basic premise of a democracy is that the majority of the people, properly informed will make the correct decision. I have witnessed so much misleading information in the form of TV documentaries, newspaper and magazine articles, and books published by alleged authorities on the subject, that I fear truth is the real casualty.

As you enter CIA headquarters you will find this inscription on a marble wall in the foyer. "AND YOU SHALL KNOW THE TRUTH. AND THE TRUTH SHALL MAKE YOU FREE." I believe this comes from the gospel according to John. (Not this John).

There is almost always a glimmer of truth in every conspiracy theory. Air America almost certainly had drugs brought on board their aircraft at one time or another. I feel that every other airline has shared this experience. We also know the CIA has had its renegades and traitors, Edwin Wilson and Ames come to mind. However, we have had contemptible people in congress, the military, the halls of justice and every other institution imaginable. Let us not hold the majority of honorable people in contempt for the actions of a few. In open discussion I would like to share some examples of false reporting.

Discussion will focus on the book "Compromised" by Terry Reed, and several documentaries, TV and radio talk shows concerning former DEA agent Celerino Castillo III, and The Discovery Channels documentary on the CIA.



### **Compromised – The Mena Arkansas Conspiracy**

1. Contra Training
2. Manufacture of Weapons
3. C-4 Explosive stored by Terry Reed
4. Alleged meeting in Mexico
5. Motive of Reed?

### **Celerino Castillo III**

1. Radio, TV, newspapers and magazine articles.
2. Basic premise, Contras funded by drug smuggling.

3. Senator Kerry and Lawrence Walsh investigations.
4. Specific false accusations made by Castillo.

#### **Discovery Channel CIA Documentary**

1. Biased Reporting
2. Drug Allegations
3. Source School (Thailand)