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## Chronology of Aircraft Shootdown by Cuban MiG, 24 February 1996

- 0928<sup>1</sup> Brothers to the Rescue (BTTR) files six flight plans telephonically, initially for a 1015 planned departure.
- 1000-1200 Cuban fighters are airborne in reaction to believed incursion into Cuban territorial airspace by aircraft operated by BTTR.
- 1148 Civilian pilot updates three flight plans to reflect intended 1230 departure. Other three flight plans expire at 1215.
- 1313 Three US-based civilian aircraft belonging to BTTR depart Opa Locka Airfield, Miami:  
They are identified as:

<u>Aircraft</u>	<u>Occupants</u>	<u>Tail Number</u>	<u>Transponder Codes</u>	<u>Color</u>
1	Jose Basulto Arnaldo Iglesias Andres Iriondo Silvia Iriondo	N2506	1222	Light Blue
2	Carlos Costa Pablo Morales	N2456S	1223	White and Blue
3	Mario de la Pena Armando Alejandro	N5485S	1224	White and Blue w/ Red Stripe

1456-1457 Three civilian aircraft inform the Havana civilian Air Traffic Control Center that they intend to operate south of the 24th parallel. Control Center warns aircraft not to fly south of the 24th parallel because the area was "active and dangerous." BTTR aircraft respond they are aware of the danger but will be flying south of the parallel anyway.

1507-1516 US Customs radar shows the three civilian aircraft operating south of the 24th parallel.

US Customs radar also shows two fast-moving aircraft airborne north of Havana. Subsequent information identifies them as a MiG-23 and a MiG-29 out of San Antonio de los Baños Airfield.

1518 US Customs radar shows Aircraft 1 approximately 1 nm north of Cuban territorial airspace (which extends 12 nautical miles from the Cuban coastline) and heading south. Aircraft 2 and 3 are approximately 8 nm north of Cuban airspace and headed east.

1519 Data derived from US Customs radar shows Aircraft 1 has entered Cuban territorial airspace.

1520 Cuban fighters request permission to fire on a white and blue Cessna 337 aircraft. Cuban ground controllers give pilot authorization to destroy aircraft.

<sup>1</sup> Eastern Standard Time

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- 1521 The MiG-29 pilot reports that Aircraft 2 has been destroyed.
- 1521 The crew of a Norwegian-flagged cruise ship, located in international waters, sees the explosion of Aircraft 2 from 6-7 nm away, and places the shutdown at approximately 8 nm outside of Cuban territorial airspace.
- 1521 The crew of a US-registered fishing boat, also in international waters, observes the downing of Aircraft 2. The fishing boat arrives at the crash site and sees an oil slick and an orange float.
- 1524 US Customs radar shows no Aircraft 2 on scope. US Customs radar last observes Aircraft 2 approximately 5 nm outside Cuban territorial airspace.
- 1524 The MiG-29 pilot visually acquires Aircraft 3.
- 1526 Aircraft 1 reverses course and reenters international airspace.
- 1526 The crews of the cruise ship and the fishing boat observe a military jet fire a missile and destroy Aircraft 3. The cruise ship places the downing of the aircraft at about 11 nm outside of Cuba's twelve mile territorial airspace. Approximately 15 minutes later, the cruise ship passed within 2-3 nm of the crash site and observed an oil slick but no debris.
- 1528 MiG-29 pilot reports Aircraft 3 has been destroyed. US Customs radar shows no Aircraft 3 on scope. US Customs radar last observed Aircraft 3 approximately 16 nm outside Cuban territorial airspace.
- 1709 Aircraft 1 lands at Opa Locks Airfield in Miami.