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WAS MONARCH A CODE NAME?**The Strange Case****of the Smuggled B26 Bombers**

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By ORR KELLY

Star Staff Writer

At 4:24 p.m. on June 23, 1965, a White House guard looked up and saw a gray and silver plane—later identified as a B26 bomber—flash over at 2,500 feet. He immediately called the Washington National Airport control tower.

The tower, which already had N9422Z on radar, ordered the pilot to get out of the prohibited airspace over the White House and to land.

"The tower started yapping at me and I said, 'shut up, I'm busy,' or something like that. They told me to land and that's what I was going to do anyway, so I did," the pilot, John Richard Hawke, recalled as he sat in his Fort Lauderdale, Fla., home sipping Bavarian beer from a tall pilsener glass.

According to Federal Aviation Agency records, he landed on runway 18 at approximately 4:31 p.m. As he taxied to a halt and cut his engines, he was met by what Hawke described as "little men in black suits."

The first thought that came to his mind, Hawke said, was, "Oh, I have failed miserably. I'm going to get fired."

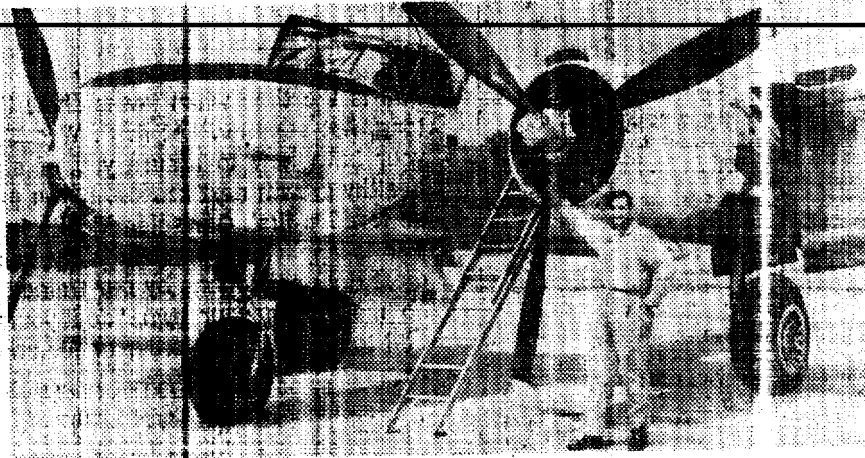
But, as he tells the story, one magic word—the code name "Monarch"—caused all his troubles to vanish and he was soon on his way overseas in the plane with the apparent blessing of the FAA and U.S. Customs.

Hawke, a dashing 29-year-old former Royal Air Force fighter pilot who sports a neatly trimmed Van Dyke beard, considers the White House overflight as more than just another exciting incident in an adventurous life.

He and three alleged co-conspirators are scheduled to go on trial Tuesday in Buffalo, N.Y., on charges of sneaking B26 bombers out of the United States for use by the Portuguese in the African states of Angola and Mozambique.

The June 23 Washington incident, Hawke said, is proof of his contention that the whole operation was run by the Central Intelligence Agency and that, far from being a lawbreaker, he was really helping to carry out U.S. policy.

The U.S., deeply concerned about its



John Richard Hawke and a B26.

relations with the nations of Africa, has formally denied before the United Nations that the government had any knowledge of the sale of the planes to Portugal and has pointed to the indictment of the alleged plane smugglers as proof of its good intentions.

A CIA official who usually answers even the most innocuous query from the press with a polite "no comment" went so far, when queried about this case, to describe the allegation that the CIA was involved as "nonsense—pure nonsense." It now appears more than likely that a CIA representative, in a highly unusual move, will take the stand in Buffalo to swear to the same thing under oath.

Independent testimony is expected to come from the president of a Tucson, Ariz., firm that provided the seven planes. The whole operation, he is expected to say, could not possibly have been a CIA project.

But Hawke said he is still somewhat in awe about the nice things that happened to him when he mentioned "Monarch."

His visit to Washington was made, he said, as he delivered the second of the seven planes. He left Tucson early on the morning of June 23, which happened to be his first wedding anniversary. He figured he could stop at Washington, catch a commercial flight to Florida, spend the night with his wife, and return to Washington early the next morning to continue his ferry-

ing flight.

But as he approached National Airport through partially overcast skies, his engines cut out because he had forgotten to switch from nearly empty fuel tanks to full ones. He swerved over the White House as he struggled to get the engines going again and it was this difficulty that resulted in his abrupt "shut up" to the tower operator.

Believes 'Monarch' Did It

It was because of the word "Monarch," he is still firmly convinced, that he was permitted to leave to visit his wife, that he was not fined for violating prohibited airspace, that the Federal Aviation Agency officials became suddenly solicitous about his welfare and the condition of his plane and that he was cleared through customs for an overseas flight.

Government officials familiar with the case say there is a much simpler explanation: It is not at all uncommon for pilots unfamiliar with the Washington traffic pattern to wander into the prohibited White House airspace designated on aerial charts as "P-7" and in many cases they are simply warned not to do it again.

Moreover, they add, a pilot in trouble has almost unlimited authority to do whatever he considers necessary to get his plane down safely—and that's exactly what Hawke did.

Continued

White Hawke is by far the most important of those involved in the case. He is not necessarily either the most important or the most colorful.

Consider, for example, Gregory Board, a 45-year-old Australian now a naturalized citizen of the United States. He is a dealer in used aircraft and allegedly was a key figure in arranging for the bomber shipment. He left the country just before Hawke was arrested. Hawke says he took with him documents that would prove the CIA involvement in the case.

Another key figure, according to the indictment, was Henri Marie Francois de Marin de Montmarin, a 58-year-old French count. The government says he was contacted by a Swiss firm which had been asked by the Portuguese to acquire 20 B26 planes for them.

Also under indictment for conspiracy to violate the law that prohibits the export from the United States of war material without a license—except to Canada—are an airplane mechanic named Keat Griggers, who now lives in Jamestown, Calif., and Woodrow Wilson Roderick, a Canadian to whom the planes were allegedly transferred on paper.

Hawke says he never met Roderick but that he was given a contract indicating that he was employed by Roderick on the portion of his ferrying flights which carried him from Canada to Portugal.

8 Years in RAF

Hawke, who was born in Truro, Cornwall, England, on Oct. 9, 1937, served eight years as a fighter pilot in the Royal Air Force and holds a Queen's commission as a flight lieutenant (equivalent to captain in the U.S. Air Force), of which he is very proud.

He retired from the RAF in 1963, did the flying portions of a movie called "833 Squadron" and then made a deal with Martin Caidin, an aviation writer, to fly a World War II Messerschmitt fighter plane across the Atlantic—the first time such a feat had been attempted. His confidence in his flying ability was indicated when he took a pretty black-haired girl who is now his wife along as a passenger.

After a barnstorming tour of the country in the Messerschmitt, Hawke landed in Fort Lauderdale where he and his wife, Jean, purchased a \$13,000 home with a small swimming pool in the backyard. He went to work for a firm that was setting up a jet training school.

But as the school was about to get into operation, a hangar fire put it out of business. It was just about this time that a friend called and said he had recommended him for a good flying job.

They Met in Tucson

Hawke flew to Tucson where he says he met Board, whom he had worked with on the movie in England, Montmarin and Griggers, and saw for the first time the Hamilton Aircraft Co. plant at Tucson International Airport.

"It was a big, very efficient factory," Hawke said. "I was very much impressed."

GENERAL DECLARATION

(Outward/Inward)

AGRICULTURE, CUSTOMS, IMMIGRATION, AND PUBLIC HEALTH

Private - 1992 210125011111
N 9422 2011210 10 20012 21
Departure from St. John's, Newfoundland, Canada Arrival at PARIS FRANCE

FLIGHT ROUTING			
("Place" Column stays to list origin, every en-route stop and destination)			
PLACE	TOTAL NUMBER OF CREW	NUMBER OF PASSENGERS ON THIS STAGE	CARGO
WASHINGTON	ONE	ONE	
TORONTO	ONE	ONE	
SANTA MARIA	ONE		NONE
PARIS	ONE		

Declaration of Health

Period on board aircraft... the effect of such treatment will be those of those experienced during the flight.

Any other condition on board...

Details of such diagnosis or sanitary treatment (place, date, time, method) during the flight. If no diagnosis has been carried out during the flight give details of most recent diagnosis.

U.S. CUSTOMS
LAW 4 1965
PORT OF WASHINGTON D.C.

ST. JOHN'S
JUN 19 1965

CANADA IMMIGRATION
JUN 19 1965
ST. JOHN'S

I declare that all statements and particulars contained in this General Declaration, and in any supplementary forms presented with this General Declaration are complete, exact and true to the best of my knowledge and that all foreign passengers will continue/have continued on the flight.

SIGNATURE

[Signature]

Customs at Washington National Airport cleared the second B26 flight the day after Hawke swooped over the White House. This is a copy of the Customs clearance.

The factory was reconditioning B26s, and any problems," he added. (During fast, twin-engine attack bombers that had been stockpiled at Davis-Monthan Air Force Base as surplus since use in World War II and Korea. The planes were being refurbished to meet Federal Aviation Agency standards and being outfitted for combat use, although without armament.)

"I went there about May 14," Hawke said. "I had never flown a B26 before, so I spent about two weeks watching them put the planes together. They were in excellent condition."

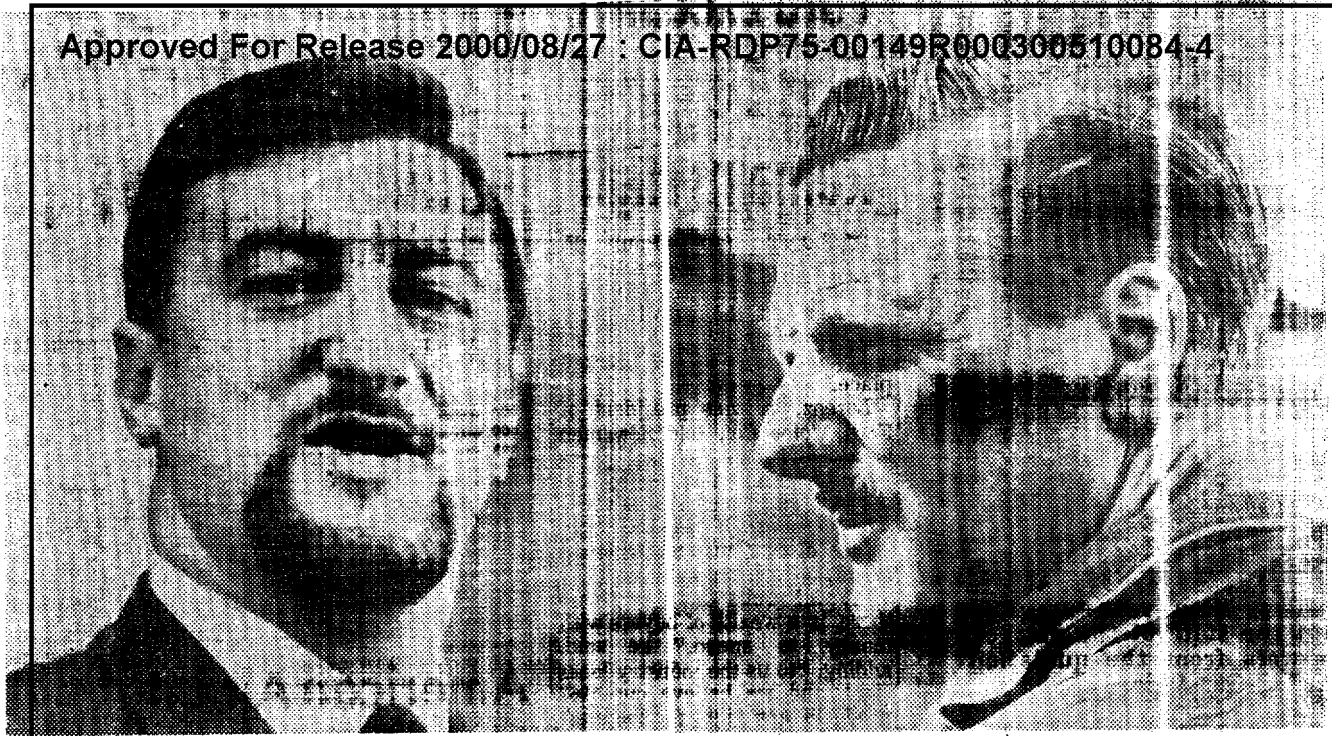
"I was generally briefed on where to go and what to do and I was given the names of U.S., Canadian and Portu-

Hamilton Differ

A considerably different light is cast on the entire case by Gordon B. Hamilton, president of Hamilton Aircraft, who told his version in a telephone interview from his office at Tucson International Airport.

Board, whom I had known, came to me with a letter of credit drawn on a Swiss bank for \$700,000," Hamilton said. "I knew everyone knew the Portu-

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John Richard Hawke flew the plane.

Gregory Board is missing



Hawke and his wife, Jean, look over the Messerschmitt fighter in which they flew the Atlantic.

but no one would touch the deal because they knew the State Department wouldn't grant an export license. "I suspected that this was what this deal was and I warned customs there might be something wrong. When I didn't hear anything, I went to work. My job is to build airplanes, not to run our foreign policy. "We delivered seven planes and then all of a sudden, on Aug. 23, the customs guys showed up here and said, 'Hey, you're right. Those planes are going to Portugal.'" Hamilton said his original warning was given verbally to a customs agent in Tucson and he said customs officials have since acknowledged that the warning was received.

the man in Tucson forwarded it to the office in Phoenix, but the only thing they worry about down there is narcotics and they had a big narcotics case going so they didn't look into it. I guess they don't realize I'd work as fast as I did," Hamilton said. Hamilton is convinced, he said, that the operation couldn't possibly have been administered by the CIA because the whole thing was "so incredibly inept." Board, he said, was a poor executive and "didn't even show up to sign the papers so we could draw on the letter of credit." On several occasions, Hamilton said, he held up delivery of planes until he was paid \$20,000 to \$30,000.

His First Flight

Hawke left Tucson on the first flight on May 29, 1965, after the plane had been certified as airworthy by an FAA inspector in Tucson. He flew to Rochester, N.Y., and remained there four days while the plane was fitted with an extra fuel tank. On June 4, he flew to Turkey Airport, at St. John, Nfld., cleared customs and took off the next day for the Azores, he said. During that first flight, his radio caught fire and he was unable to make the required position reports. This triggered a massive search operation and he said that the bottom of the fuselage was damaged when he hit the Azores, he said.

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He delivered the plane at Fancos Air Force Base on June 2. He said, and delighted Portuguese Air Force officers spent two hours climbing over the new plane. The Portuguese took him to a hotel reserved for VIP guests--to which, he just recalled the other night, he still has a key.

Hawke flew a commercial plane back to New York and returned to Tucson where one of the most intriguing and mysterious incidents of the whole story occurred.

'A Phantom Figure'

"There, I got a further briefing and I got a little telling off for talking too much in the Azores from a man who had a government identification card. He is a sort of phantom figure--they almost convinced me he never existed," Hawke said.

Trying, "with my photographic memory," to reconstruct the incident, Hawke said he is convinced that the card the man flashed at him identified him as a representative of the CIA.

It would, however, be highly unusual for a CIA man involved in a "black operation" to show anyone an official identification card and it is of course possible that he was simply a character actor brought in to quiet Hawke's fears about the legitimacy of the operation. (Hamilton said he had never seen or heard of such a person.)

Hawke insists, however, that he had no qualms about the legality of the entire operation.

"If I thought it was illegal, I would never have gotten involved. I'm not that kind of person," he said. "But if I were that kind of person I would have charged them \$5,000 a flight plus expenses. You don't risk 20 years in jail for peanuts."

Actually, according to Hawke's account, he was paid \$3,000 a flight, from which he was to pay all expenses, including fuel and his return trip. His income, he said, averaged a little less than \$700 a trip, about what he makes on ferrying flights of unquestioned legality.

If he had made the full 20 flights, Hawke said, he would have found ways to trim his costs and thus increase his income somewhat. During the early flights, he said, he had already managed to get a 4-cent discount on gasoline.

The Code Words

It was from the mysterious "CIA agent," Hawke said, that he got the two code words--"Monarch" in case he got in trouble on the ground, and "Sparrow" for trouble in the air. He was also told, he said, that in view of his radio problems on the first flight, the U.S. Air Force's 54th Air Rescue Squadron, based at Goose Bay, Labrador, would keep an eye on him during subsequent flights.

"That word 'Monarch' was grand. It worked so beautifully I still wonder what sort of good things would happen to me if I just went out in the street and began shouting, 'Monarch! Monarch!'" Hawke said.

"Sparrow" also came in handy on the ground once when he used it in asking for help from a U.S. Air Force base near Burlington, Vt.

Early on June 23, Hawke said, he left Tucson on the second flight. Without telling anyone in Tucson, he detoured to Washington in order to keep his anniversary date with his wife.

After the first confrontation with the angry officials at National Airport, things went very smoothly, he said. In fact, Hawke said, he has recently obtained a copy of the clearance he received from U.S. Customs at Washington for a flight to Torbay, the Azores and to Paris.

Although his real destination was Portugal, the significant fact is that he was cleared for a flight to Europe rather than just to Canada, Hawke said.

On the way north, Hawke stopped in Portland, Me., and had to explain what he was doing in a border city in a military plane.

"The inspector there said he had seized three planes six months before," Hawke said, "but I used the code words and after about 45 minutes they came back all smiles."

Hawke made his subsequent trips, according to his resume he has typed out to refresh his memory, on July 2 and 9 and Aug. 3, 14 and 18.

Collecting Parts

After what turned out to be the last trip, Hawke flew to Jamaica, where Board has a home, to pick up a C46--a twin-engine, cargo plane he said was being used to carry spare parts for the B26s. Hawke took his wife along to stay with Mrs. Board while the men were off picking up parts.

"We flew to Miami, Charlotte, N.C., and Rochester, picking up parts, and we were about to leave for Boston when this FAA man in Rochester delayed us. I began to wonder about this fiddle-faddle," Hawke said.

While they were waiting, he said, Eugene Fyne, a Customs agent, came, asked questions, looked over the plane and finally ordered them to leave.

"Board, Montmarin and I were there," Hawke said. Board said this needs looking into and he said we'd go to Washington, and talk to some people."

On route to Washington, they stopped overnight in Danville, N.Y. Board made some phone calls and said they would head either for Miami or Tucson.

"While we were there, a little man kept watching us, peering around corners, and popping out of sight when we noticed him," Hawke said. "It was all very funny."

The next day, they flew to Ocala, Fla., and unloaded the parts for shipment by truck to Tucson, Hawke said.

Saw He Was Followed

On Sept. 14, as Hawke recalls it, he saw Board off from Miami International Airport for Jamaica and agreed to bring the C46 over later and pick up his wife. The next day, Hawke realized that he was being followed.

At one point, "his car was being followed," Hawke said, "and I was

freight train. He got out of his car and I found him behind him. On the seat of the car, he said, he noticed a gun.

When the man refused to tell him who he was, Hawke said, he drove directly to the FBI office and told the man at the desk he was being followed.

"I didn't know whether they were buddies or goodies," Hawke said, "and didn't like the idea of someone with a gun following me around."

While they talked, one of the men he had seen following him came in and asked to use the phone. Then the man, who turned out to be a customs agent, went in a back room with a FBI agent.

"When they came back, the FBI man told me to relax--they were friendly forces," Hawke said. "I said, 'We're all on the same side. What's going on?'"

On Thursday, Sept. 14, 1965, six customs agents showed up at Hawke's home. He invited them in for a beer. As they chatted, Wallace Shanley, the leader of the group, broke the news as politely as he could that they had come to arrest him.

Part of the Game

Hawke, who said he still considered the incident as part of a rather mysterious game, went blithely along with the agents and spent a good many hours telling what he knew about the operation.

But his composure was severely shaken when they ended the interrogation about 4 a.m., bought him a good steak dinner--and then booked him into the Dade County Jail.

Hawke's confidence that everything would turn out all right received another setback the next day when he was taken before a U.S. commissioner who set bond at \$25,000.

"I told him, 'I want to say here and now that I want to get out of here. I want out now,'" Hawke recalled, his blue eyes flashing with the indignation he says he felt at being locked up in a jail with common criminals.

It was a week before an attorney finally got the bond reduced and Hawke left jail. Montmarin, who had been arrested at the same time, stayed in jail for another three weeks before being released on bond.

Since then, Hawke has been permitted to resume his occupation as a trans-ocean ferry pilot and has been out of the country eight or 10 times. Recently, he said, he was asked to fly the DC-3 purchased by Premier Nguyen Cao Ky of South Viet Nam across the Pacific, but had to decline because he had already made a commitment for another ferrying job.

Returned Voluntarily

Meanwhile, Griggers, who was working on the B26s in Portugal, and Roderick, who was living in Winnipeg, came to the United States voluntarily to plead not guilty to the charges against them. Their attorneys have advised them not to discuss the case.

This weekend, the defendants and their attorneys are gathering in Buffalo to coordinate their case. Just what the defense will take, he attorneys involved are reluctant to say.

who is representing Griggers, said it was almost certain that a major part of the defense would be the contention that the whole operation was conducted by the CIA with the approval of the U.S. government.

At the prosecution table will be John T. Curtin, U.S. attorney for the western district of New York. Assisting him will be attorneys from the State and Justice Departments and perhaps from the CIA.

The prosecution, as outlined in the indictment, will attempt to show that there was a conspiracy to take planes out of the country without proper export licenses and that in fact several of the planes were flown out from Rochester—which is in the western district of New York.

Defending the U.S.

But government officials see the trial as much more important than an attempt to gain a conviction in a criminal case. As one of them put it, "In this case, we are quite literally defending the United States."

On several occasions, the movement of the B26s has been bitterly criticized by delegates from Communist countries in the United Nations. The U.S., they have charged, is deliberately furnishing arms for use by the Portuguese against black people in Angola and Mozambique.

The U.S. has openly supplied arms to Portugal, which is a member of the North Atlantic Treaty Organization, but has insisted that the arms are for use in the defense of Europe, not in Africa.

One U.S. handicap in this case is that the circumstances are similar to those in which the CIA has covertly supplied the same type of aircraft for use in the Congo and in the Bay of Pigs invasion of Cuba. The Bay of Pigs planes probably came from the Hamilton plant in Tucson.

In the past, the CIA has been reluctant to discuss incidents in which it may have been involved—whether or not it actually was involved.

The most notable exception to that policy came in a civil suit for slander now before a Federal court in Baltimore in which the CIA publicly identified the defendant in the case as one of its agents and said he did what he had done under specific instructions from the CIA.

But government officials are becoming concerned over the tendency of people caught in questionable activities to try to explain it all away by saying they work for the CIA.

In this case, in a way, the government will be attempting to close what has been described as the "credibility gap" by putting on a case so convincing that the word of the United States that it was not involved in the shipment of the planes will compel belief throughout the world.

The jury will have to decide who to believe. John Richard Hawke, who has been found to be a very convincing chap by everyone who has talked to him, and the other witnesses for the defense—or the solemn word of the United States

CPYRGHT