

F-2010-00444

December 18, 2009

Delores M. Nelson
Central Intelligence Agency
Information and Privacy Coordinator
Washington, DC 20505

Dear Ms. Nelson:

Reference: F-2010-00276 Missing C-46 Aircraft Nov 14, 1968

In my original letter to you I made a query under the FIOA about a reference in the US Coast Guard Report about this being similar to the Quigly Case...I asked in my letter to the State Department about this reference and also about the Plane being hijacked to Cuba...but they have NO RECORDS....

Quote from the Letter in Coast Guard Report...

It is of interest to note that this is somewhat similar to the Quigly case which caused the hearings by the Legal and Monetary Affairs Subcommittee of the House Committee on Government Operations. As yet, no congressional interest has been indicated in this case..

Was this referring to Carroll Quigley???? Who wrote the book TRAGEDY AND HOPE 1966....Quigley was a conspiracy Theorist...A Quote from a article from the internet...

He did his undergraduate and graduate work at Harvard, where he received doctorate In 1938. He later taught at Princeton and Harvard before settling in at Georgetown's Conservative School of Foreign Service in 1941, where he remained for the rest of his career. He as a consultant for the Brookings Institute, the Defense Department The State Department, and the Navy, and taught western civilization and history. In 1962 the Center for Strategic and International studies was established on Georgetown Campus, where it maintained close ties with the School of Foreign Service. CSIS included a number of people on its staff who had high-level CIA connections. Quigley moved in these circles until his death in 1977.

DEC 29 2009

RE: F-2010-00276 Missing Aircraft...Co-Pilot Patrick Henry Meighen III
Nov. 14 1968

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Also, in the US Coast Guard Report it was suggested in a letter that the plane may have been hijacked to Cuba... Quote from Letter:

On the 21st the owner of the aircraft suggested that the aircraft may have hijacked and requested the Cubans be queried. The Office of Special Consular Services of the State Department reports that an informal request from information from the Cuban government has been made via the Swiss Embassy. A reply has not yet been received. Our Government made a query twice

In a letter to the Honorable Henry Gonzalez...Dated Jan 21,1969...Quote from Letter

During the search, the owner of the aircraft suggested that the aircraft may have been hijacked and flown to Cuba. The State Department was requested to inquire into this matter. Although no authoritative response has been received, no evidence or indication has come to light which would indicate this may have been the fate of the aircraft. This letter was from J. H. Bruce Captain, U.S. Coast Guard, Assistant Chief, Legislative Affairs Division by direction of the Commandant

(Information off the internet)

On Friday February 7 1969 a Memo was sent to the THE PRESIDENT
From: Henry Kissinger Subject :Aircraft Hijacking.....

Quote from letter : 17 US aircraft hijacked in 1968 and 9 Non-US Aircraft
but our government did not think that was the fate of the aircraft???

If you have any questions about handling my request, or need additional information
You may telephone me at [redacted] or my cell [redacted]

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With Sincere Thanks

[Redacted signature block]

(b)(6)

Loretta Meighen Keown

[Redacted contact information]

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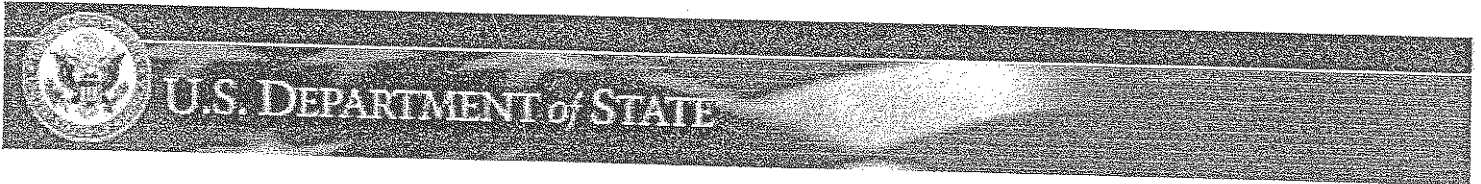
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Below is a cache of <http://www.state.gov/r/pa/hof/frus/nixon/e1/45587.htm>. It's a snapshot of the page taken as our search engine crawled the Web. We've highlighted the words: **1968 hijacked aircraft mexico**. The web site itself may have changed. You can check the current page (without highlighting) or check for previous versions at the Internet Archive.

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Foreign Relations, 1969-1976, Volume E-1, Documents on Global Issues, 1969-1972
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2/07/69

MEMORANDUM
THE WHITE HOUSE
WASHINGTON
Friday - February 7, 1969

To: The President

From: Henry Kissinger

Subject: Aircraft Hijacking

Secretary Rogers has submitted the attached memorandum describing the steps the State Department is taking to deal with the problem of aircraft hijacking.

We seem to be making progress in obtaining Cuban Government cooperation in two areas:

1. They have indicated their willingness to accept limited numbers of Cubans who wish to return to Cuba from the US.
2. They are willing to permit passengers to return to the US on the hijacked plane if the crew, airlines, and US authorities will accept full responsibility. (The passengers of a hijacked Colombian plane were permitted to return on the same plane yesterday, after the Colombian authorities assumed responsibility for their safety).

However, it is probably going to be difficult to reach agreement with the Cubans on the one step that might have some deterrent effect, i.e., returning hijackers of commercial aircraft to the country of aircraft registry to face criminal prosecution. The Cubans have said they do not consider it possible to undertake a bilateral agreement "under present circumstances", and Castro recently has implied that Cuban measures to return hijackers may depend on our actions to prevent Cubans from departing Cuba illegally via the Guantanamo Naval Base.

I think you should be aware of one historical aspect of this problem which may prove embarrassing to us. In 1961, when there were several cases of ships and planes seized by Cubans escaping to the United States, we did not respond to a Cuban note proposing a mutual agreement to return the persons responsible for those actions to the country of registry of the ship or plane. In effect, we refused to consider essentially the same proposal we have now made to the Cubans.

Attachment - Secretary Rogers memorandum to the President, February 6.

THE SECRETARY OF STATE
WASHINGTON

17 U.S. AIRCRAFT 1968
9 Non-US Aircraft 1968

February 6, 1969
MEMORANDUM FOR THE PRESIDENT

Subject: Hijacking of Aircraft

Hijacking of aircraft to Cuba is an increasingly serious problem. Most of the hijacked aircraft have been U.S. planes, but aircraft from Mexico, Colombia, Venezuela and Peru have also been involved. So far this year, nine U.S. aircraft and three from other countries, all commercial airliners, have been taken to Cuba. This compares with seventeen U.S. and nine non-U.S. aircraft hijacked in 1968. A few of these were non-scheduled and private planes, but most were commercial airliners. There were seven successful hijackings of U.S. aircraft and three of other countries in the period 1961-67. Most of the recent hijackers have been U.S. citizens, rather than Cubans.

None of these incidents has as yet involved us in a serious international problem. Aside from the inconvenience and cost involved in each incident, however, there are two kinds of problems that could arise:

- a) an accident with loss of life; and
- b) an incident in which we are unable to obtain the return of the aircraft or the passengers and crew. (So far, the Cubans have been meticulous about returning relatively promptly hijacked aircraft, passengers and crew. However, they could change their attitude, or, if the habit spreads, we could have a hijacking of a U.S. aircraft to some less cooperative place, such as North Korea.)

Given the growing seriousness of the problem and the increasing public and congressional concern about it, I thought it desirable that you be advised of the steps the Department has taken with respect to the international aspects of this problem, both bilaterally and multilaterally:

1. Bilateral

We have made two bilateral approaches to the Cubans through the Swiss:

- a. We suggested last July that we use the return leg of the refugee air lift plane to return to Cuba those Cubans that want to go back to Havana, and that the Cuban Government agree to permit them re-entry into Cuba. In November we provided the Cuban Government with a list of names of Cubans in the U.S. who had indicated to us their desire for repatriation. Most of the hijackers are not Cubans, but some are, and a repatriation arrangement might be helpful, at least psychologically.
- b. We presented a note to the Cubans through the Swiss in December proposing an arrangement for the return of hijackers of commercial aircraft and expressing our willingness to make this reciprocal. One of the most effective means of deterring further hijackings would clearly be the prosecution of hijackers, and a gap in our efforts to combat the problem has been the fact that Cuba, at present, does not return hijackers to the country of aircraft registry. Nor, to our knowledge, are they tried for hijacking in Cuba.

We have just received through the Swiss a Cuban reply dated February 1 to both approaches. The Cuban note is measured and responsible in tone, indicates that the Cubans are concerned themselves about the problem, and provides some hope for some small practical steps that could ease the problem:

- The Cuban Government stated that it could not approve unrestricted entry for all Cubans who might wish to return from the U.S. because this could result in relatively large numbers of returnees and present serious problems re housing and employment. Nor did they wish to permit return of individuals who violated Cuban law in departing the country illegally. They are prepared however, to receive limited numbers and to give consideration to any list of names given them.
- Recognizing concern expressed over the Cuban practice of requiring the hijacked plane to return without the passengers and the latter to be flown back separately, the Cuban Government stated its willingness to permit passengers to return to the U.S. on the hijacked plane provided the crew, the airlines and U.S. authorities consider this feasible and safe, and take the responsibility.
- The Cuban note stated that the Cuban Government does not consider it possible "under present circumstances" to undertake bilateral commitments to return hijackers. However, if hijackings are repeated at their present rate, the Government of Cuba would "consider the adoption, on its own account, of such measures as it might deem appropriate to settle the matter adequately and fairly." We take this to mean the possibility of publicized prosecution of hijackers in Cuba or unilaterally returning or expelling them.

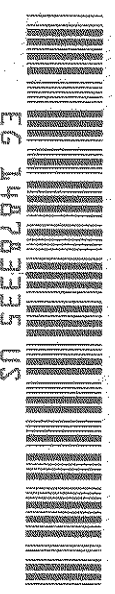
We plan an immediate response to the Cuban reply to pin down arrangements on the first two points--which will settle some practical

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Central Intelligence Agency

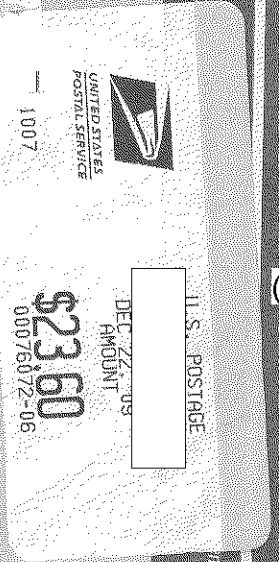
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