

U.S. Department of  
Homeland Security

United States  
Coast Guard



Commanding Officer  
United States Coast Guard  
Intelligence Coordination Center (ICC)

4251 Suitland Road, Rm 3A111  
Washington, DC 20395-5765  
Staff Symbol: ICC-FOIA  
Phone: (301) 669-4546  
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5720

JUN 4 2012

Center for Human Rights and Constitutional Law  
ATTN: Mr. Peter Schey  
256 S. Occidental Boulevard  
Los Angeles, CA 90057

Dear Mr. Schey:

This is the final response to your Freedom of Information Act (FOIA) request dated August 31, 2007 processed by the United States Coast Guard Intelligence Coordination Center (ICC). You requested information related to the February 24, 1996 shoot-down of two Brothers to the Rescue planes by the Government of Cuba. Your request was received in this office on March 16, 2012.

The information consisted of five documents for a total of 16 pages. We are granting a partial release (See Enclosure). Information is being withheld pursuant to Title 5 U.S.C. § 552 (b)(3) and (b)(6). Exemption (b)(3) refers to Title 10 U.S.C. § 424 on functions or personnel of the Defense Intelligence Agency (DIA) and Title 50 U.S.C § 403 as amended, on information pertaining to the Central Intelligence Agency (CIA). Exemption (b)(6) refers to the privacy of individuals.

I made the decision to withhold the information as the Initial Denial Authority in coordination with the DIA and CIA. You have the right to appeal this decision. Should you wish to do so, you may send your appeal to the following address within 60 days of the date of this letter:

COMMANDANT (CG-611)  
ATTN: FOIA OFFICE  
US COAST GUARD  
2100 2ND ST SW, STOP 7101  
WASHINGTON DC 20593-7101

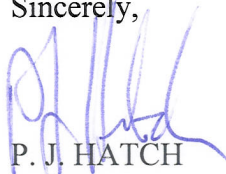
Following the administrative procedures outlined in 6 CFR § 5.9(a), please explain the reason(s) you believe the decision regarding your request was incorrect. Your envelope and letter should be marked "Freedom of Information Act Appeal" and reference FOIA case number **2012-1625**. FOIA and DHS regulations are available at: [www.dhs.gov/foia](http://www.dhs.gov/foia).

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JUN 4 2012

If you have any questions, you may contact us at 301-669-4801/2978 or [iccfoia@uscg.mil](mailto:iccfoia@uscg.mil).  
Please refer to HQ USCG FOIA Case # 2012-1625 or ICC FOIA Case #07-2012.

Sincerely,



P. J. HATCH

Captain

U. S. Coast Guard

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Enclosure: Five Responsive Documents, Final Partial Release (16 pages)

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**CDS**

CDSN = CFS472 MCN = 96057/21869 TOR = 960571936  
OTTUZYUW RUEKJCS8775 0571935-UUUU--RUEALGX.  
ZNR UUUUU

**HEADER**

O 261935Z FEB 96  
FM DIA WASHINGTON DC  
INFO RUEADWD/OCSA WASHINGTON DC  
RUEADTS/USDP:DTSA  
RUETIAQ/MPC FT GEORGE G MEADE MD  
RUCBSAA/LANTCOM IDHS NORFOLK VA  
RUWSMXI/USCINCTrans INTEL CEN SCOTT AFB IL//J2-J//  
RUCQVAB/USCINCSOC INTEL OPS CEN MACDILL AFB FL  
RUEOFAA/COMJSOC FT BRAGG NC//J2//  
RUDMQAN/MARCORINTACT DET QUANTICO VA  
RUEDADI/AFOSI IOC BOLLING AFB DC//DTA//  
RUEKLAE/SECDEF WASHINGTON DC//LA//  
RUEALGX/SAFE

O 261813Z FEB 96 ZYB  
FM COGARD INTELCOORDCEN WASHINGTON DC  
INFO RULSJGA/COMDT COGARD WASHINGTON DC//G-OLE/G-OIN//G-CI/G-OFP//  
RUEAIIA/CIA WASHINGTON DC//DO/DDI/DDO//DC/ALA/NR//CNC/ [REDACTED] (b)(3) [50 USC 403]  
RUEHC/SECSTATE WASHINGTON DC//INR/ARA//INR//ARA-CAR//INL-CGLO//INL-ICJ//  
RUEAWJC/HQ INS WASHINGTON DC//HQINT//  
RUCBAIC/AIC NORFOLK VA//D:SC/DI122//  
RUDMONI/ONI WASHINGTON DC//211//  
RUDMCAC/ONI CAC WASHINGTON DC//CAC//  
RUCOCGA/COGARD RESTRACEN YORKTOWN VA//TINTEL//  
RUEKDIA/DIA WASHINGTON DC/ [REDACTED] (b)(3) [10 USC 424]  
RUCBACM/USCINACOM NORFOLK VA//J2/J3CG/CMO//  
RUCBCLF/CINCLANTFLT NORFOLK VA//N2H//  
RUETIAA/DIRNSA FT GEORGE G MEADE MD//B313//  
RUEHUB/USINT HAVANA CU  
RHFJFYW/COMWESTHEMGRU//N2//  
RUWGTCG/COMPACAREA COGARD ALAMEDA CA//PI//

O 261449Z FEB 96  
FM COMLANTAREA COGARD NEW YORK NY//AI//  
TO DIA WASHINGTON DC [REDACTED] (b)(3) [10 USC 424]  
COGARD INTELCOORDCEN WASHINGTON DC  
INFO MARINCEN MIAMI FL  
BT

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Enclosure



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## CONTROLS

UNCLAS ~~FOUO~~ //N03821//

SERIAL: IIR 4 108 0080 96.

## BODY

COUNTRY: CUBA (CU); UNITED STATES (US).

SUBJ: IIR 4 108 0080 96/POST EVENT REPORT ON TWO **BROTHERS TO**

**THE RESCUE** AIRCRAFT SHOT DOWN NORTH OF HAVANA, CUBA

WARNING: THIS IS AN INFORMATION REPORT, NOT FINALLY EVALUATED  
INTELLIGENCE. THIS REPORT IS UNCLASSIFIED, ~~FOR OFFICIAL USE ONLY~~.

## DEPARTMENT OF TRANSPORTATION

DOI: 960224.

REQS: R-CGE-2260-01-90; T-3CX-22400-190; U-NLR-24200-190;  
R-CGE-44221.

SOURCE: PILOT AND PASSENGERS ON BOARD AIRCRAFT TAIL NUMBER N2506  
DURING JOINT FBI, CUSTOMS, AND USCG DEBRIEFING. FIRST TIME  
REPORTING, UNKNOWN RELIABILITY.

SUMMARY: ON 24 FEB 96, TWO **BROTHERS TO THE RESCUE** AIRCRAFT FLYING  
THEIR USUAL SEARCH PATTERN TO LOCATE CUBAN RAFTERS NORTH OF HAVANA,  
CUBA WERE SHOT DOWN BY A CUBAN MIG. A TOTAL OF FOUR PERSONS ARE  
MISSING.

TEXT: 1. ON 24 FEB 96, AT 1300 HOURS, THREE **BROTHERS TO THE RESCUE**  
AIRCRAFT DEPARTED OPA-LOCKA AIRPORT EN ROUTE TO THE HAVANA ADIZ TO  
CONDUCT A ROUTINE SEARCH MISSION. THEY WERE LOOKING FOR CUBAN  
RAFTERS. (b)(6) WAS PILOTING THE LEAD AIRCRAFT.  
ACCOMPANYING HIM WERE THREE OBSERVERS. THE OTHER TWO AIRCRAFT HAD  
TWO PERSONS EACH. UPON CROSSING THE 24TH PARALLEL, (b)(6)  
CONTACTED HAVANA CENTER INFORMING THEM OF HIS INTENTIONS. ACCORDING  
TO (b)(6) PRIOR TO HIS DEPARTURE, A FLIGHT PLAN WAS FILED WITH  
THE FAA AND HAVANA.

2. HAVANA CENTER ACKNOWLEDGED THE RADIO TRANSMISSION AND INFORMED  
(b)(6) THAT "THE ZONE IS ACTIVATED". EACH AIRCRAFT WAS FLYING  
AN EAST TO WEST SEARCH PATTERN FOLLOWING THESE PARALLELS-23-35N,  
23-30N, AND (b)(6) AIRCRAFT WAS FOLLOWING ON 23-25N. THE  
EAST/WEST BOUNDARIES OF THIS SEARCH AREA WERE 082-30W AND 082-25W.  
AT APPROXIMATELY 1530, (b)(6) SIGHTED WHAT HE REFERRED TO AS A  
SMOKE FLARE AND THEN LOST COMMUNICATIONS WITH ONE OF THE AIRCRAFT.  
THIS AIRCRAFT HAD TAIL NUMBER N2456S. AFTER THIS INCIDENT, A CUBAN  
MIG AIRCRAFT WAS SPOTTED BY (b)(6) THEN HE SPOTTED A SECOND  
SMOKE FLARE NEAR THE SURFACE OF THE OCEAN AND THEN LOST  
COMMUNICATIONS WITH THE OTHER AIRCRAFT WITH TAIL NUMBER N5485S.

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THESE AIRCRAFT DISAPPEARED IN POSITION 23-30N/082-20W.

3. AIRCRAFT INFORMATION

A. TAIL NUMBERS -N2456, N5485S, N2506 (ALL AIRCRAFT WERE EQUIPPED WITH A GPS NAVIGATIONAL SYSTEM)

B. TAIL NUMBER N2506

PILOT- (b)(6)

OWNER-BROTHERS TO THE RESCUE

ADDRESS- (b)(6)

PASSENGERS- (b)(6)

(b)(6)

4. PERSONS AND AIRCRAFT MISSING

A. AIRCRAFT TAIL NUMBER- N2456S

(b)(6)

B. AIRCRAFT TAIL NUMBER- N5485S

(b)(6)

COMMENTS: SOURCE COMMENTS - 1. ACCORDING TO ALL THE PERSONS ONBOARD AIRCRAFT N2506, THEY WERE NEVER INSIDE CUBAN AIRSPACE. (b)(6) AIRCRAFT WAS THE ONE CLOSEST TO CUBA. THE OTHER TWO AIRCRAFT WERE TO THE NORTH OF HIS POSITION. NEITHER HAVANA CENTER OR THE MIG GAVE ANY KIND OF INDICATION THAT DEADLY FORCE WAS GOING TO BE USED. NO WARNING WAS ISSUED.

2. ACCORDING TO (b)(6) HAVANA CENTER ALWAYS ISSUES THE SAME REPLY WHEN HE CHECKS IN. HAVANA CENTER ALWAYS TELLS HIM "THE ZONE IS ACTIVATED". ALSO, THIS MISSION HAD NO LEAFLETS, BECAUSE IT WAS A ROUTINE SEARCH FOR RAFTERS. (b)(6) REPORTED THAT HIS GPS HAS NO WAYPOINTS STORED INSIDE THE MEMORY.

//IPSP: PG 2500; PG 2240; PG 2260; PG 2200; PG 2300; PGW2650//.

//COMSOBJ: 112; 152; 212; 433//.

ADMIN

PROJ: .

INSTR: U.S. YES 01.

PREP: 4-71107.

ACQ: MIAMI, FL (960224).

DISSEM: NONE.

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**CDS**

CDSN = CFS473 MCN = 96057/21878 TOR = 960571936

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ZNR UUUUU

**HEADER**

O 261936Z FEB 96

FM DIA WASHINGTON DC

INFO RUEADWD/OCSA WASHINGTON DC

RUEADTS/USDP:DTSA

RUETIAQ/MPC FT GEORGE G MEADE MD

RUCBSAA/LANTCOM IDHS NORFOLK VA

RUWSMXI/USCINTRANS INTEL CEN SCOTT AFB IL//J2-J//

RUCQVAB/USCINCSOC INTEL OPS CEN MACDILL AFB FL

RUEOFAA/COMJSOC FT BRAGG NC//J2//

RUDMQAN/MARCORINTACT DET QUANTICO VA

RUEDADI/AFOSI IOC BOLLING AFB DC//DTA//

RUFOADA/JAC MOLESWORTH RAF MOLESWORTH UK//CC/DOA//

RUEKLAE/SECDEF WASHINGTON DC//LA//

RUEALGX/SAFE

O 261817Z FEB 96 ZYB

FM COGARD INTELCOORDCEN WASHINGTON DC

INFO RULSJGA/COMDT COGARD WASHINGTON DC//G-OLE/G-OIN//G-CI/G-OF//

RUEAIIA/CIA WASHINGTON DC//DO/DDI/DDO/IDC/ALA/NR//CNC/ (b)(3) [50 USC 403]

RUEHC/SECSTATE WASHINGTON DC//INR/ARA/INR//ARA-CAR/INL-CGLO/INL-ICJ//

RUEAWJC/HQ INS WASHINGTON DC//HQINT//

RUDMONI/ONI WASHINGTON DC//211//

RUDMCAC/ONI CAC WASHINGTON DC//CAC//

RUCBAIC/AIC NORFOLK VA//DI6C/DI122//

RUCOCGA/COGARD RESTRACEN YORKTOWN VA//TINTEL//

RUEKDIA/DIA WASHINGTON DC/ (b)(3) [10 USC 424]

RUCBACM/USCINACOM NORFOLK VA//J2/J3CG/CMO//

RUCBCLF/CINCLANTFLT NORFOLK VA//N2H//

RUETIAA/DIRNSA FT GEORGE G MEADE MD//B313//

RUEHUB/USINT HAVANA CU

RHFJFYW/COMWESTHEMGRU//N2//

RUWGTGCG/COMPACAREA COGARD ALAMEDA CA//PI//

O 261451Z FEB 96

FM COMLANTAREA COGARD NEW YORK NY//AI//

TO DIA WASHINGTON DC/ (b)(3) [10 USC 424]

COGARD INTELCOORDCEN WASHINGTON DC

INFO MARINCEN MIAMI FL

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**CONTROLS**

UNCLAS ~~FOUO~~ //N03821//

SERIAL: IIR 4 108 0081 96.

**BODY**

COUNTRY: CUBA (CU); UNITED STATES (US).

SUBJ: IIR 4 108 0081 96/POST EVENT REPORT ON TWO BROTHERS TO

**THE RESCUE** AIRCRAFT SHOT DOWN NORTH OF HAVANA, CUBA

WARNING: THIS IS AN INFORMATION REPORT, NOT FINALLY EVALUATED  
INTELLIGENCE. THIS REPORT IS UNCLASSIFIED, ~~FOR OFFICIAL USE ONLY~~.

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DEPARTMENT OF TRANSPORTATION  
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DOI: 960224.

REQS: R-CGE-2260-01-90; T-3CX-22400-190; U-NLR-24200-190;  
R-CGE-44221.

SOURCE: MASTER AND CREW MEMBER ON BOARD FISHING VESSEL TRI-LINER  
DURING USCG BOARDING OFFICER INTERVIEW. FIRST TIME REPORTING,  
UNKNOWN RELIABILITY.

SUMMARY: ON 24 FEB 96, TWO CREW MEMBERS ONBOARD FV TRI-LINER IN  
VICINITY OF 23-30N, 082-17W WITNESSED AN AIRCRAFT EXPLOSION AND A  
SECOND AIRCRAFT SHOT DOWN BY A MISSILE FROM A JET AIRCRAFT.

TEXT: 1. STATEMENT OF MASTER, (b)(6) QUOTE. I WAS ASLEEP  
WHEN MY CREWMAN WOKE ME UP SHOUTING A PLANE BLOW UP. I RAN OUTSIDE  
TO LOOK BUT DIDN'T HAVE MY GLASSES. BY THE TIME I GOT THEM ON AND  
CAME BACK OUTSIDE ALL I SAW WAS PART OF A PLANE TUMBLING DOWN INTO  
THE OCEAN ABOUT 200-400 YARDS BEHIND THE BOAT. WE DIDN'T KNOW WHAT  
TO THINK ABOUT A MINUTE LATER WE TURNED AROUND TO CHECK IT OUT. IT  
TOOK ABOUT TWO MINUTES TO GET TO THE SLICK. THERE WAS VERY LITTLE  
RECKAGE BUT ONE 1 1/2 FOOT SQUAR ORANGE FLOAT (BOX) WHITT GREEN DIE  
OR ANTIFREEZE COMING OUT OF IT WITH A LONG YELLOW ROPE GOING DOWN.  
WE WAITED ABOUT 10 MINUTES, NOTHING ELSE CAME UP. WE STARTED  
HEADING NORTH AGAIN. ANOTHER PLANE (WHITE SEA PLANE (BIG BELLY) TWO  
ENGINES CIRCLED AROUND FROM STARBOARD TO PORT BACK IN FRONT OF US  
WHEN A JET CAME UP BEHIND HIM AND SHOT A MISSILE, AND BLOW HIM UP  
(LARGE FIRE BALL BEFORE HE HIT THE WATER AND WIDE FIRE ON WATER  
AFTER HE HIT). THE WHITE JET THEN TOOK OFF. A WHITE CRUISE SHIP  
WAS HEADING WEST. THE SECOND PLANE HIT 3-5 MILES IN FRONT OF HIM.  
WE DID NOT LOOK FOR WREAKAGE OF SECOND PLANE (THINKING IT WAS NAVY  
MANEUVERS) BUT I DON'T THINK THERE WAS MUCH LEFT. END QUOTE.

2. STATEMENT OF CREW MEMBER, (b)(6) QUOTE. TIME -  
&lt;SYMBOL FOR ABOUT> 1500 HEADING 255 HEARD A EXPLOSION DIRECTLY

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OVERHEAD LOOKED AFT PLANE FUSELAGE ON FIRE FALLING INTO OCEAN AND PLANE LOOKING LIKE F-15 (RED & WHITE) COLORS WOKE UP CAPTAIN. HE SAW IT. 1515 TURNED AROUND AND WENT TO WRECK SIGHT SAW GREEN DYE AND YELLOW BOX WITH STRING ATTACHED FLOATING IN WATER. ABOUT THAT TIME A SEAPLANE WHITE/TWIN ENGINE OVERFLEW US AND CIRCLED MINUTES LATER F-15 LIKE PLANE FIRE MISSILE ON SEAPLANE EXPLOSION. END QUOTE. COMMENTS: SOURCE COMMENTS - 1. SPELLING AND PUNCTUATION WITHIN QUOTES IN THE ABOVE TWO STATEMENTS IS VERBATIM FROM THE ORIGINAL HAND WRITTEN STATEMENTS.

2. NAUTICAL CHART FROM F/V TRI-LINER WITH POSITIONAL MARKINGS INDICATE POSITION OF FIRST A/C CRASH 23-30N, 082-17W, AND POSITION OF SECOND A/C CRASH 23-35N, 082-17W. CHART AND ORIGINAL STATEMENTS HELD AT MARINCEN PENDING DISPOSITION INSTRUCTIONS.

//IPSP: PG 2500; PG 2240; PG 2260; PG 2200; PG 2300; PGW2650//.

//COMSOBJ: 112; 152; 212; 433//.

ADMIN

PROJ: .

INSTR: U.S. YES 1.RTS2B

PREP: 4-71107.

ACQ: MIAMI, FL (960224).

DISSEM: NONE.

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**CDS**

CDSN = CFS474 MCN = 96057/21885 TOR = 960571936  
OTTUZYUW RUEKJCS8782 0571936-UUUU-RUEALGX.  
ZNR UUUUU

**HEADER**

O 261936Z FEB 96  
FM DIA WASHINGTON DC  
INFO RUEADWD/OCSA WASHINGTON DC  
RUEADTS/USDP:DTSA  
RUETIAQ/MPC FT GEORGE G MEADE MD  
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RUWSMXI/USCINTRANS INTEL CEN SCOTT AFB IL//J2-J//  
RUCQVAB/USCINCSOC INTEL OPS CEN MACDILL AFB FL  
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RUDMQAN/MARCORINTACT DET QUANTICO VA  
RUEADAI/AFOSI IOC BOLLING AFB DC//DTA//  
RUEKLAE/SECDEF WASHINGTON DC//LA//  
RUEALGX/SAFE

O 261819Z FEB 96 ZYB  
FM COGARD INTELCOORDCEN WASHINGTON DC  
INFO RULSJGA/COMDT COGARD WASHINGTON DC//G-OLE/G-OIN//G-CI/G-OFPI//  
RUEAIIA/CIA WASHINGTON DC//DO/DDI/DDO/IDC/ALA/NR/CNC/ (b)(3) [50 USC 403]  
RUEHC/SECSTATE WASHINGTON DC//INR/ARA/INR//ARA-CAR/INL-CGLO/INL-ICJ//  
RUEAWJC/HQ INS WASHINGTON DC//HQ:INT//  
RUCBAIC/AIC NORFOLK VA//DI6C/DI122//  
RUDMON/ONI WASHINGTON DC//211//  
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RUCOCGA/COGARD RESTRACEN YORKTOWN VA//TINTEL//  
RUEKDIA/DIA WASHINGTON DC/ (b)(3) [10 USC 424]  
RUCBACM/USCINACOM NORFOLK VA//J2/J3CG/CMO//  
RUCBCLF/CINCLANTFLT NORFOLK VA//N2H//  
RUETIAA/DIRNSA FT GEORGE G MEAD (b)(3) [10 USC 424]  
RUEHUB/USINT HAVANA CU  
RHFJFYW/COMWESTHEMGRU//N2//  
RUWGTGCG/COMPACAREA COGARD ALAMEDA CA//PI//  
O 261453Z FEB 96  
FM COMLANTAREA COGARD NEW YORK NY//AI//  
TO DIA WASHINGTON DC (b)(3) [10 USC 424]  
COGARD INTELCOORDCEN WASHINGTON DC  
INFO MARINCEN MIAMI FL  
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**CONTROLS**

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SERIAL: IIR 4 108 0082 96.

**BODY**

COUNTRY: CUBA (CU); UNITED STATES (US).

SUBJ: IIR 4 108 0082 96/POST EVENT REPORT ON TWO **BROTHERS TO**

**THE RESCUE** AIRCRAFT SHOT DOWN NORTH OF HAVANA, CUBA

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**DEPARTMENT OF TRANSPORTATION**

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DOI: 960224.

REQS: R-CGE-2260-01-90; T-3CX-22400-190; U-NLR-24200-190;

R-CGE-44221.

SOURCE: MASTER, STAFF CAPTAIN, CHIEF OFFICER AND DECK OFFICER OF  
THE M/V MAJESTY OF THE SEAS (NO) DURING A JOINT USCG AND FBI  
DEBRIEFING, UNKNOWN RELIABILITY.

SUMMARY: ON 24 FEB 96, THE M/V MAJESTY OF THE SEAS WAS UNDERWAY IN  
THE FLORIDA STRAITS IN THE PROXIMITY OF TWO **BROTHERS TO THE RESCUE**  
AIRCRAFT WHICH WERE SHOT DOWN. THESE STATEMENTS PROVIDE FURTHER  
CREDENCE THAT THE AIRCRAFT WERE IN INTERNATIONAL AIRSPACE AT THE  
TIME OF THE DOWNING.

TEXT: 1. THE M/V MAJESTY OF THE SEAS IS A NORWEGIAN FLAGGED, 268  
METER PASSENGER VESSEL WHICH MAKES WEEKLY EXCURSIONS FROM THE PORT  
OF MIAMI. AT 2000Z ON 24 FEB, SHE WAS LOCATED NORTH OF HAVANA IN  
THE FLORIDA STRAITS ON HER RETURN LEG TO MIAMI. BETWEEN  
2023Z-2045Z, DECK WATCH OFFICERS ON THIS VESSEL OBSERVED THE  
APPARENT DOWNING OF TWO CIVILIAN AIRCRAFT. SEPARATE DEBRIEFINGS OF  
FOUR DECK OFFICERS PRODUCE THE FOLLOWING CONSISTENT

2. TESTIMONY.

A. AT 2023Z, THE MAJESTY OF THE SEAS WAS LOCATED AT 23-30.9N,  
082-35.1W. A SMALL EXPLOSION WAS OBSERVED. THIS EXPLOSION WAS  
LOCATED ON A BEARING OF 115T AT A DISTANCE OF 6-7NM (NOTE - THIS  
PLOTS AS 23-29N/82-28W, APPROX 20NM FROM THE NORTH COAST OF CUBA).  
THE ALTITUDE OF THIS EXPLOSION WAS NOTED TO BE 500-1000FT. A SMALL  
60' VESSEL, PROBABLY A FISHERMAN, WAS LOCATED BETWEEN THE CRUISE  
LINER AND THE CRASH SITE. AFTER THE DEBRIS STRUCK THE WATER, THE  
FISHING VESSEL TURNED AND HEADED TOWARDS THE DEBRIS POSITION. SHE  
THEN RETURNED TO A NORTHERLY COURSE. NONE OF THE WITNESSES SAW AN  
AIRCRAFT PRIOR TO THIS EXPLOSION.

B. AT 2027Z, A SMALL AIRCRAFT WAS OBSERVED OFF THE MAJESTY'S

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STARBOARD BOW THE PLANE WAS INITIALLY ON A NORTHELY COURSE, IT THEN TURNED AND HEADED TOWARDS THE MAJESTY OF THE SEAS WEAVING BACK AND FORTH AS IT DID SO. WITNESSES WOULD NOT SPECULATE ON WHETHER THIS COULD HAVE BEEN EVASIVE ACTIVITY. AFTER A MOMENT, IT THEN RETURNED TO A NORTHERLY COURSE.

C. AT 2029, THE MAJESTY LOCATED AT 23-31.4N, 082-33.5W. THE AIRCRAFT WAS BEARING 095T AT AN ESTIMATED RANGE OF 4-5NM (THIS POSIT PLOTS AT APPROX 23-30N/082-29W AND IS ABOUT 23NM FROM THE CUBAN MAINLAND). A MILITARY JET APPEARED HIGH UP ON THE MAJESTY'S STARBOARD SIDE. THE JET WAS DESCRIBED ONLY AS WHITE IN COLOR. A MISSILE WAS FIRED TOWARDS THE CIVILIAN PLANE. IT STRUCK SECONDS LATER AND THE CIVILIAN AIRCRAFT EXPLODED INTO TINY PIECES. THE LARGEST OF THESE PIECES BURNED ON THE SURFACE OF THE OCEAN FOR ABOUT HALF A MINUTE BEFORE DISAPPEARING.

D. AT 2045Z, THE MAJESTY WAS LOCATED AT 23-32.6N, 082-29.7W. THIS WAS HER CLOSEST POINT OF APPROACH TO THE DEBRIS SITE. ALL THAT REMAINS ON THE WATER IS A THIN SLICK OF OIL. THE SLICK HAS A WIDTH OF ABOUT 10 FT AND EXTENDS BETWEEN THE BEARINGS OF 150T AND 170T AT A RANGE OF 2-3NM.

3. ALL OF THE POSITIONS REPORTED WERE OBTAINED BY GPS. THESE POSITIONS ARE AUTOMATICALLY RECORDED (ALONG WITH COURSE/SPEED AND OTHER NAVIGATIONAL DATA) BY A COMPUTERIZED COURSE RECORDER. THESE RECORDER PRODUCES A RECORD AT 5 MINUTE INTERVALS. A COPY OF THIS RECORD WAS OBTAINED AND IT CONFIRMED THE POSITIONS REPORTED ABOVE IN PARA 1. THESE POSITIONS AND EVENTS WERE ALSO RECORDED IN THE MAJESTY'S OFFICIAL LOG.

4. CREWMEMBERS WERE INITIALLY HESITANT AS TO WHY THEY DID NOT REPORT THIS INCIDENT SOONER. ALL CREWMEMBERS STATED THAT THEY INITIALLY THOUGHT THIS INCIDENT WAS A NAVY EXERCISE. THE DECK OFFICER OFFERED THAT THEY GREW MORE SUSPICIOUS AS THEY CONSIDERED THIS HYPOTHESIS SINCE IT WOULD HAVE BEEN SUCH A FLAGRANT VIOLATION OF SAFETY STANDARDS TO LAUNCH A MISSILE NEAR CIVILIAN VESSELS.

5. THE OWNERS OF THE MAJESTY WERE REPRESENTED DURING THESE DEBRIEFINGS BY SENIOR COMPANY MANAGEMENT AND THE VESSEL'S MASTER. THEY REPEATEDLY STRESSED THAT THEY COULD NOT VOUCH FOR THE ACCURACY OF THESE TIMES AND POSITIONS. NEVERTHELESS, IT BECAME CLEAR DURING THESE INTERVIEWS THAT THERE WAS LITTLE DISPUTE OVER THE MAIN DETAILS OF THIS CHRONOLOGY.

COMMENTS: FIELD COMMENTS - 1. THE STATEMENTS OBTAINED IN THIS IIR PARALLEL STATEMENTS TAKEN FROM THE F/V TRI LINER DURING A SEPARATE USCG DEBRIEFING.

2. THE NAUTICAL CHART AND PLOT OBTAINED DURING THIS DEBRIEFING

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WILL BE HELD AT THE MARINCEN PENDING DISPOSITION INSTRUCTIONS.

//IPSP: PG 2500; PG 2240; PG 2260; PG 2200; PG 2300; PGW2650//.

//COMSOBJ: 112; 152; 212; 433//.

**ADMIN**

PROJ: .

INSTR: U.S. NO.

PREP: 4-71107.

ACQ: MIAMI, FL (960224).

DISSEM: NONE.

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**CDS**

CDSN = CFS673 MCN = 96058/20602 TOR = 960581704  
OTTUZYUW RUEKJCS5978 0581704-UUUU-RUEALGX.  
ZNR UUUUU

**HEADER**

O 271704Z FEB 96

FM DIA WASHINGTON DC  
INFO RUEADWD/OCSA WASHINGTON DC  
RUETIAQ/MPC FT GEORGE G MEADE MD  
RUCBSAA/LANTCOM IDHS NORFOLK VA  
RUWSMXI/USCINCTrans INTEL CEN SCOTT AFB IL//J2-J//  
RUCQVAB/USCINCSOC INTEL OPS CEN MACDILL AFB FL  
RUEOFAA/COMJSOC FT BRAGG NC//J2//  
RUDMQAN/MARCORINTACT DET QUANTICO VA  
RUEALGX/SAFE

O 271703Z FEB 96 ZYB

FM COGARD INTELCOORDCEN WASHINGTON DC  
INFO RULSJGA/COMDT COGARD WASHINGTON DC//G-OLE/G-OIN//G-CI/G-OF//  
RUEAIIA/CIA WASHINGTON DC//DO/DDI/DDO/IDC/ALA/NR//CNC/ (b)(3) [50 USC 403]  
RUEHC/SECSTATE WASHINGTON DC//INR/ARA/INR//ARA-CAR/INL-CGLO/INL-ICJ//  
RUEAWJC/HQ INS WASHINGTON DC//HQINT//  
RUCBAIC/AIC NORFOLK VA//DI6C/DI122//  
RUCOCGA/COGARD RESTRACEN YORKTOWN VA//TINTEL//  
RUEKDIA/DIA WASHINGTON DC/ (b)(3) [10 USC 424]  
RUCBACM/USCINACOM NORFOLK VA//J2/J3CG/CMO//  
RUCBCLF/CINCLANTFLT NORFOLK VA//N2H//  
RUETIAA/DIRNSA FT GEORGE G MEADE MD//B313//  
RUEHUB/USINT HAVANA CU  
RHFJFYW/COMWESTHEMGRU//N2//  
RUWGTGCG/COMPACAREA COGARD ALAMEDA CA//P//

R 261827Z FEB 96

FM COMLANTAREA COGARD NEW YORK NY//A//  
TO DIA WASHINGTON DC/ (b)(3) [10 USC 424]  
COGARD INTELCOORDCEN WASHINGTON DC  
INFO MARINCEN MIAMI FL

BT

**CONTROLS**

UNCLAS ~~FOUO~~//N03821//  
SERIAL: IIR 4 108 0083 96.

**BODY**

COUNTRY: CUBA (CU); UNITED STATES (US).

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SUBJ: IIR 4 108 0083 96/POST INCIDENT INTERVIEW WITH CREW MEMBERS  
OF THE F/V TRI-LINER

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INTELLIGENCE. THIS REPORT IS UNCLASSIFIED, ~~FOR OFFICIAL USE ONLY~~.

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DEPARTMENT OF TRANSPORTATION  
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DOI: 960225.

REQS: R-CGE-2260-01-90; T-3CX-22400-190; U-NLR-24200-190;  
R-CGE-44221.

SOURCE: USCG OFFICER AND FBI SPECIAL AGENT (S/A). RELIABILITY  
EXCELLENT.

SUMMARY: ON 25 FEB 96, A USCG OFFICER AND FBI S/A INTERVIEWED  
THE MASTER AND CREW OF THE F/V TRI-LINER IN POSIT 24-15N/081-38W.  
THE MASTER AND CREW WITNESSED THE DOWNING OF TWO **BROTHERS TO THE  
RESCUE** AIRCRAFT BY CUBAN MIGS.

TEXT: 1. ON 23 FEB 96 AT 2100R, THE F/V TRI-LINER WAS 15NM NORTH  
OF HAVANA CUBA BAITING THEIR LINES AND SETTING THEIR NETS TO  
DRIFT WITH THE TIDES AND CURRENTS. ON 24 FEB AT 1400R, THE CREW  
FINISHED PULLING IN THEIR LINES AND STARTED HEADING FOR KEY WEST,  
FL. THE VESSEL WAS STILL APPROXIMATELY 15NM NORTH OF HAVANA. AT  
APPROXIMATELY 1500R, A CREW MEMBER HEARD AN EXPLOSION DIRECTLY  
OVERHEAD (23-30N/082-17W) AND SIGHTED AN A/C FUSELAGE ON FIRE AND  
A SECOND A/C, WHITE WITH RED MARKINGS, WHICH LOOKED LIKE AN F-15.  
THE CREW MEMBER WOKE THE MASTER OF THE VESSEL. THE MASTER WENT  
ON DECK AND WITNESSED THE A/C TUMBLING INTO THE WATER APPROX 200-  
400 YDS ASTERN OF THE VESSEL. AT APPROX 1515R, THE VESSEL TURNED  
AROUND AND RETURNED TO THE CRASH SIGHT, WHERE THEY FOUND VERY  
LITTLE WRECKAGE, AN OIL SLICK, AND A 1.5 FT SQUARE ORANGE FLOAT  
(BOX) WITH GREEN DYE OR ANTI-FREEZE COMING OUT OF IT, AND A  
YELLOW LINE ATTACHED. THE VESSEL REMAINED ON SCENE FOR APPROX 10  
MINUTES, AND WHEN NOTHING ELSE SURFACED, CONTINUED ON A DUE NORTH  
COURSE. THE VESSEL DID NOT RETRIEVE THE ORANGE FLOAT. A SHORT  
TIME LATER, THE MASTER AND CREW WITNESSED ANOTHER A/C THEY  
DESCRIBE AS A TWIN ENGINE WHITE SEA PLANE (BIG BELLY), WHICH  
CIRCLED AROUND THEM. WHEN THE A/C WAS OFF THEIR BOW, A WHITE JET  
WITH RED MARKINGS, WHICH THEY SAID LOOKED LIKE AN F-15, CAME UP  
FROM BEHIND THE SEA PLANE AND FIRED A MISSILE FROM THE RIGHT WING  
(APPROX POSIT 23-36N/082-17W). THE SEA PLANE EXPLODED AND THEY  
SAW A LARGE FIRE BALL BEFORE THE PLANE HIT THE WATER. THERE WAS  
ALSO A WIDE BODY OF FIRE ON THE WATER AFTER THE PLANE HIT. THE  
JET DEPARTED THE SCENE. BOTH THE MASTER AND CREW MEMBER

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INDICATED THE VSL WAS 25-30 NM NORTH OF CUBA WHEN THE INCIDENT TOOK PLACE.

2. THE F/V TRI-LINER HAD BEEN AWAY FROM ITS HOMEPORT FOR AN ESTIMATED 60 DAYS TO FISH IN THE YUCATAN/NORTH COAST OF CUBA AREA FOR SWORDFISH, GROUPER AND "ANYTHING THAT WOULD BITE."

3. F/V TRI-LINER -

DESCRIPTION - 48 FT WHT HULL / WHT SUPERSTRUCTURE

HOMEPORT - NEW YORK, NY (OPERATES OUT OF CHARLESTON, SC)

DOC NUM - 624323

OPERATOR - (b)(6)

(b)(6)

HOME PHONE -

(b)(6)

CREW MEMBER

(b)(6)

(b)(6)

HOME PHONE

(b)(6)

COMMENTS: SOURCE COMMENTS - 1. MINIMAL INFORMATION IS AVAILABLE ATT, HOWEVER ANTI-CASTRO ORGANIZERS ARE CURRENTLY PLANNING FOR A FLOTILLA TO CUBA IN APPROX THREE WEEKS, MOST LIKELY USING KEY WEST AS A STAGING POINT AND OCCURRING ON A WEEKEND.

2. NEITHER THE CREW MEMBER NOR THE MASTER COULD POSITIVELY ID THE MILITARY AIRCRAFT OTHER THAN IT WAS WHITE AND REDDISH WITH STRIPES, SQUARE ENGINE INTAKE PORTS, AND SWEEPED BACK WINGS. BOTH WERE SHOWN PICTURES/DIAGRAMS OF LATE MODEL MIG AIRCRAFT AND COULD NOT POSITIVELY ID THE TYPE OF AIRCRAFT.

3. THE MASTER AND CREW MEMBER USED ONBOARD GPS NAVIGATION EQUIPMENT TO FIX THE POSITIONS OF WHERE THEY BELIEVE EACH AIRCRAFT WENT DOWN. THE MASTER PLOTTED THE POSITIONS, AND SIGNED THE CHART, BEFORE TURNING IT OVER TO THE USCG.

4. REPORTING OFFICER BELIEVES THE RELIABILITY OF BOTH THE MASTER AND CREW MEMBER ARE HIGH. INTERVIEWS WITH BOTH THE MASTER AND CREW WERE CONDUCTED SEPARATELY TO PREVENT COLLUSION OR PREPARATION TO LINE OF QUESTIONING. NEITHER WOULD SPECULATE WHEN ANSWERING QUESTIONS EXCEPT ON THE EXACT TIME AN EVENT OCCURRED. BOTH PROVIDED INFORMATION FREELY AND DID NOT EMBELLISH THEIR STORIES OR CONTRADICT THEMSELVES BASED ON EARLIER REPORTING.

//IPSP: PG 2500; PG 2240; PG 2260; PG 2200; PG 2300; PGW2650//.

//COMSOBJ: 112; 152; 212; 433//.

ADMIN

PROJ: .

INSTR: U.S. YES 01.

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PREP: 4-71107.

ACQ: 24-15N, 081-38W (960225).

DISSEM: NONE.

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**CDS**

CDSN = CFS509 MCN = 96067/34025 TOR = 960672026

RTTEZYUW RUEKJCS4400 0672025-EEEE--RUEALGX.

ZNY EEEEE

**HEADER**

R 072025Z MAR 96

FM DIA WASHINGTON DC

INFO RUEADWD/OCSA WASHINGTON DC

RUETIAQ/MPC FT GEORGE G MEADE MD

RUCBSAA/LANTCOM IDHS NORFOLK VA

RUWSMXI/USCINCTrans INTEL CEN SCOTT AFB IL//J2-J//

RUCQVAB/USCINCSOC INTEL OPS CEN MACDILL AFB FL

RUEOFAA/COMJSOC FT BRAGG NC//J2//

RUEHC /SECSTATE WASHINGTON DC

RUEAIIA/CIA WASHINGTON DC

RUDMQAN/MARCORINTACT DET QUANTICO VA

RUEDADI/AFOSI IOC BOLLING AFB DC//DTA//

RUDMONI/ONI WASHINGTON DC

RUDHNIS/DIRNAVCRIMINVSERV WASHINGTON DC//NAVATAC/22//

RUEALGX/SAFE

R 072000Z MAR 96 ZUI ASN-SDN067000096

FM COMLANTAREA COGARD NEW YORK NY//AI//

TO RUEKDIA/DIA WASHINGTON DC (b)(3) [10 USC 424]

RUSKGRD/COGARD INTELCOORDCEN WASHINGTON DC

INFO RUCOWCD/USCGC VALIANT

BT

**CONTROLS**

UNCLAS ~~EEFO, FOUO~~ //N03821//

SERIAL: IIR 4 111 3209 96.

**BODY**

COUNTRY: UNITED STATES (US); CUBA (CU).

SUBJ: IIR 4 111 3209 96/CUBAN FLOTILLA

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**DEPARTMENT OF TRANSPORTATION**

DOI: 960302.

REQS: N-Y04-4317.

SOURCE: USCG PERSONNEL, HIGHLY RELIABLE.

SUMMARY: THE FOLLOWING INFORMATION WAS GATHERED DURING THE

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CUBAN FLOTILLA MEMORIAL.

TEXT: 1. USCG CUTTERS BEGAN ESCORTING 29 VESSELS PARTICIPATING IN THE CUBAN FLOTILLA AT 0730. SEVERAL VESSELS RETURNED TO KEY WEST DUE TO INCREASED SEA STATE ENCOUNTERED WHILE ENROUTE TO THE POSITION OF THE DOWNED **BROTHERS TO THE RESCUE** (BTTR) PLANES.

2. THE FLOTILLA OPERATED ON VHF/FM 16 AND 68.

- THE FLOTILLA DEPARTED KEY WEST AT 0630.

- MARINA FLOTILLA DEPARTED FROM A&B MARINA AND CONCH HARBOR.

- FLOTILLA ORIGINALLY SET SAIL FOR THE POSITION WHERE THE BTTR PLANES WERE DOWNED.

- AFTER CONDUCTING A SMALL CEREMONY IN VICINITY OF F/V SUNDOWNER II SINKING (02SEP95), 7 FLOTILLA VESSELS RETURNED TO KEY WEST.

THE REMAINING FLOTILLA BOATS CARRIED OUT THEIR CEREMONY UPON ARRIVAL TO POS 23-49N8, 081-54W8.

- THE FLOTILLA BEGAN THE RETURN TRIP TO KEY WEST AT 1445.

- THE M/V RUM BUM (US) AND OSH-IT (US) BOTH HAD PRESS PERSONNEL ABOARD.

3. THE CEREMONY WAS CONDUCTED IN A SAFE AND DIGNIFIED MANNER WITH NO TROUBLES ENCOUNTERED.

COMMENTS: FIELD COMMENTS - 1. NEWS HELICOPTERS WERE OBSERVED BOTH DURING THE OUTBOUND AND INBOUND TRANSITS. NEWS HELICOPTERS WERE OBSERVED RETRIEVING TAPES FROM FLOTILLA VSLS ON THE INBOARD TRANSIT.

//IPSP: PG 1200; PG 1210; PG 1220; PG 1233; PG 1270; PG 1225; PG 2240; PG 1700; ICC1200; ICC1210; ICC1211; ICC1212; ICC1213; ICC1214; ICC1215; ICC1216; ICC1220; ICC1227; ICC1700; ICC3000; ICC1247; ICC1542; ICC1170; ICC1229; ICC1230; ICC1248; ICC1557; ICC1241; ICC1242; ICC1237; ICC1240; ICC1225; ICC1235; ICC1245; ICC1277; ICC1217; ICC1228; ICC1238//.

ADMIN

INSTR: US YES 07.

PREP: 4-12107.

ACQ: KEY WEST, FL (960302).

DISSEM: NONE.

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