

http://www.indymedia.ie/newswire.php?story_id=73871,

Photo proof of CIA planes in Ireland: Scottish Dossier
by Angus McGregor Friday, Jan 20 2006, 1:12am
dublin / rights and freedoms / news report

Here is the actual report that the media are holding back.

NEW SCOTLAND DOSSIER ON CIA PLANES--The one the media are talking about.

[SECRET DOSSIER FOLLOWS, with proof (PHOTOS, dates, times) that CIA planes landed in Scotland.

To DOWNLOAD THE ACTUAL 24-page report, including PHOTOS, charts, front-company histories, CIA Air organizational chart, details of CIA plane sightings, and more, go to

https://www.sharemation.com/GeorgeDoole/CIA_SNPreport.pdf?uniq=t3zpkt . TO ACCESS THE space I have put it in, use the username GeorgeDoole (insert no space) and the password 4cquxi.

Note: This is a 1 MB document and downloading will take several minutes if you must use a dialup connection. The html version without photos is below.]

REPORT

TO: ANGUS ROBERTSON MP, SNP FOREIGN AFFAIRS SPOKESMAN

FROM: XXXXXXXXXXXXXXXXXXXX

SUBJECT: ALLEGED CIA AIRCRAFT FLYING INTO SCOTLAND

DATE: 18TH OF JANUARY, 2006

CC:

In compiling this list of Alleged CIA Aircraft Flying into Scotland', it is clear that much detail is still to emerge about the subject. What is beyond dispute is that in recent years there have been scores of flights through Scottish airports by planes operated on behalf of CIA front companies.

Compiling a comprehensive list is made difficult by the following facts:

- The lack of confirmation regarding the number of flights that we are told have operated within Scottish air space.
- If the aircraft were only chartered by the CIA from a commercial broker, then it is reasonable to assume that the aircraft would be put out on a commercial rent as soon as possible.
- Not all flights would be for rendition. A proportion of the flights would probably have undertaken other intelligence roles, not just in the Middle East but also within Europe, and as we have seen, within the heart of Central Europe.
- Some web sites have now been turned off and one has a statement up on the site saying that 'It has been recommended we remove this page so we have. The information is out there so if you need to find it is available just not here. Sorry...' I feel it is now safe to say that we have government departments on both side of the Atlantic that are not happy with the glare of publicity.

It is my hope that I give all who read this a better understanding of this form of aviation flying.

In observing the routes that the aircraft follow, and not just those ones that are operating via Scotland I would draw attention to Kyrgyzstan. This is a country where it is reasonable to assume that 'deals have been made.' This is a country that has natural resources such as significant deposits of gold and rare earth metals; locally exploitable coal, oil, and natural gas; other deposits of nepheline, mercury, bismuth, lead, and zinc.

When looking at the CIA's flying operations in Europe, certain airports have a high concentration of flights, such as:

- Malta
- Prague
- Frankfurt
- Budapest
- Rotterdam
- Spain (Palma de Mallorca, Madrid)

Malta- Although Malta has taken the Boeing 737s, it would appear to be the away base for the ATR's and CASA aircraft that are operating within Afghanistan.

Prague- From what I have read it would appear that almost half of what is believed to be the

CIA's fleet has been into Prague airport, and there is photographic evidence to back this statement up. This is one of the reasons why I would say to those who are looking at the prison part not to write off Kyrgyzstan. I have been able to track many flights but not all. The MD82 aircraft that is used as a flying prison was also linked by the Canadian parliament as operating as Kyrgyzstan Airlines while still a US Prison Plane, thus the reason I feel Kyrgyzstan should not be written off.

Frankfurt- For the CIA Frankfurt is home away from home; you could call the Air Force Basis at Frankfurt a 'Comfort Zone'. This is mainly the European base for the 737's and the L100-30's. It would also be viewed as the European warehouse for the CIA to help support other operations including Afghanistan.

Budapest- Over the last two years Budapest has become very active with CIA cargo aircraft. Using cargo aircraft does make it hard to say one way or the other if prisoners are on-board the aircraft. Remember also that the CIA conducts other operations in Europe.

Rotterdam- Has been looking after the ATR's and the CASA aircraft, but on short stays relating to re-fuelling and overnight stays.

Spain- Certain parts of the CIA's operation in Spain have been interesting, as it has been noted, and photographic evidence is available, that when a terrorist attack in Madrid took place the following day N313P (now N4476S) was departing from Palma de Mallorca Airport.

I hope the following will help you understand how the companies are set-up which is called the 'SHELL GAME':

CIA-AIRPLANE SHELL COMPANIES Have ONE Employee: A LAWYER. A list of known fronts, including Prescott, is below. The chart shows how the fronts and other, real, companies work for the CIA.

[FOR CHART, download the original report at:

https://www.sharemation.com/GeorgeDoole/CIA_SNPreport.pdf?uniq=t3zpkt]

Front Companies and Real Companies

The fronts are set up by lawyers. They are holding companies for aircraft and they provide a mail drop for business related to the aircraft.

Several real companies, contractors, some set up by the CIA, have actual operations, including employees and premises such as aircraft hangars.

The CIA minimizes contact with outsiders and works through buffers. The front-company lawyers are buffers between civilians and the CIA.

The Naval Engineering Logistics office is the go-between for military personnel interfacing with the CIA's aviation office on routine matters.

For sensitive top-secret mission communication, the channel is direct between the military and the CIA. The CIA employs military personnel in renditions, and communications about this would be direct.

The contractors occupy a position of trust with the CIA, and communication with them is more or less direct.

[Contact information for the front companies is listed next.]

AVIATION SPECIALTIES INC.
PO BOX 9891
FRIENDSHIP HEIGHTS STATION POST OFFICE
4005 WISCONSIN AVE, NW
WASHINGTON, DC 20016 US
(District of Columbia County)
Most Co. planes registered to above.
Additional Address:
10601 BALTIMORE AVE
SUITE 300 (3RD FLOOR)
BELTSVILLE, MD 20705
(Prince George's County)
Raytheon (Beech) B200C, S/N BB-1823 registered to above.
LAWYER: DOUGLAS R. THOMAS
Same Office: Leslie Silverman, Gregory R. Caruso
Thomas lent his address for the one plane, didn't register Co. with state (MD), was disbarred in 2000.
He also lent his address for RAPID, below.

BAYARD FOREIGN MARKETING, LLC
755 PITTOCK BLOCK
921 SW WASHINGTON ST
PORTLAND, OR 97205 US
(Multnomah County)
LAWYER: SCOTT D. CAPLAN (same address)
Law Partners: John C. Etter, Michael R Jordan

CROWELL AVIATION TECHNOLOGIES, INC
339 WASHINGTON ST STE 202
DEDHAM, MA 02026 US
(Norfolk County)
LAWYER: DEAN PLAKIAS (same address)
of Hill & Plakias (practice: family law)

DEVON HOLDING & LEASING, INC.
129 WEST CENTER STREET # 2
LEXINGTON, NC 27292-3009
(Davidson County)
LAWYER: Mark E. Klass
Klass is now a judge. He incorporated STEVENS (below).
Davidson County Hall of Justice, 110 W. Center St.,
P.O. Box 1064 Lexington, NC 27293-1064
(336) 249-0351
Now at 129 W Center St. is attorney Carroll C. Wall.

KEELER AND TATE MANAGEMENT, LLC
245 E LIBERTY ST STE 510
RENO, NV 89501 US
(Washoe County)
LAWYER: STEVEN F. PETERSEN (same address), political PR
SAME OFFICE: Paul D. Laxalt (ex-US Senator), Peter D. Laxalt,
Frank R. Petersen

PATH CORPORATION
413 REHOBOTH AVE PO BOX 305
REHOBOTH BEACH, DE 19971 US
(Sussex County)
LAWYER: Barbara-Cherrix O'Leary (same address),
real estate law

PREMIER EXECUTIVE TRANSPORT SERVICES, INC.
(Same address, same lawyer as CROWELL above.)
339 WASHINGTON ST STE 202

DEDHAM, MA 02026 US
(Norfolk County)
LAWYER: DEAN PLAKIAS (same address)
of Hill & Plakias (practice: family law)

PRESCOTT SUPPORT COMPANY
555 MARRIOTT DRIVE, SUITE 350
NASHVILLE, TN 37214
(Davidson County)
LAWYER: MARK E. MORRISON

RAPID AIR TRANS INC
RAPID AIR TRANSPORT INC
10601 BALTIMORE AVE
SUITE 300 (3RD FLOOR)
BELTSVILLE, MD 20705 US
(Prince George's County)
LAWYER: DOUGLAS R. THOMAS, bankruptcy lawyer
Same Office: Leslie Silverman, Gregory R. Caruso
Thomas lent his address for Rapid "Trans" and "Transport"
as well as AVIATION SPECIALTIES (above).
Thomas registered "Trans" with the state for a time,
"Transport" not at all. He was disbarred in 2000.

STEVENS EXPRESS LEASING INC
8130 COUNTRY VILLAGE DR STE 101
CORDOVA, TN 38016 US
(Shelby County)
LAWYER: DOUGLAS R. BEATY (Same address),
real estate lawyer
Company was incorporated by Mark E. Klass
(see DEVON), now a judge in Lexington, NC.

[The original document next shows a CIA ORGANIZATIONAL CHART. You can
download the chart and original document at

https://www.sharemotion.com/GeorgeDoole/CIA_SNPreport.pdf?uniq=t3zpkt]

[The original document (link above) next presents a photo album of the CIA plane
landings in Europe along with the dates and times of the landings. The photos and
landings are presented on a company-by-company basis.]

Aircraft that have operated in and out of
Scotland for the CIA

Company: Keeler AND Tate Management 1 [1 denotes reference 1, a website. Link is below.]

245 E LIBERTY ST STE 510

RENO, WASHOE

NEVADA 89501-2256

Aircraft: Boeing BBJ 737-7ET

S/Number: 33010

N/Number: N4476S (was N313P) 2

Dates/Airports: 06.09.2003 3 January.2004-Glasgow,4

[PHOTO - See original document:

https://www.sharemation.com/GeorgeDoole/CIA_SNPreport.pdf?uniq=t3zpkt]

1 <http://registry.faa.gov/aircraftinquiry/NNumSQL.asp?NNumbertxt=822US>

2 <http://registry.faa.gov/aircraftinquiry/NNumSQL.asp?NNumbertxt=822US>

3 <http://www.blick.ch/img/HB7uN9Rp.pdf>

4 http://www.news24.com/News24/World/News/0,,2-10-1462_1672386,00.html

Company: Alameda Corp Trustee 5

C/o. Jetran International Ltd

12400 HIGHWAY 281 N STE 150

SAN ANTONIO

BEXAR

TEXAS 78216

UNITED STATES

(Note both Alameda and Jetran have the same address)

Aircraft: McDonnell Douglas MD82

S/Number: 49139

N/Number: N822US 6

Dates/Airports: 08.12.2002-Glasgow, 26.08.2003-Prestwick 7, 8

[PHOTO, 9]

Brief History: Alamada Corp, is allegedly one of the companies behind Aero Contractors Ltd. In 1979 Aero Contractors was an extension of Air America (used extensively during the Vietnam war, but closed down in 1976).¹⁰

N822US is a contracted aircraft and for a period of time was contracted by the US Marshalls Service for the transportation of prisoners both domestically as well as to international destinations.

N822US came to the attention of the press some time ago, to be precise 7th of December 2002, one day before landing at Glasgow Airport. At that time it has been reported that the landed in Frobisher Bay in Canada, the following is a transcript regarding the questions being asked of the Minister for Foreign Affairs in the Canadian Parliament:

5 <http://registry.faa.gov/aircraftinquiry/NNumSQL.asp?NNumbertxt=822US>

6 <http://registry.faa.gov/aircraftinquiry/NNumSQL.asp?NNumbertxt=822US>

7 <http://www.mbl.is/morgunbladid/itarefni/326.pdf>

8 worldcontent.twoday.net/?day=20051222 - 33k

9 <http://web3.aftenpladet.no/localt/article200551.ece>

10 The New York Times, 31st June ,2005.

[The document next gives the following transcript of an exchange on the floor of the Canadian Parliament, regarding the above plane.]

Public Safety

Ms. Pauline Picard (Drummond, BQ): Mr. Speaker, for three days the Minister of Public Safety and Emergency Preparedness has been unable to answer a simple question about whether or not prison planes landed on Canadian soil.

Here is a very simple question for her. Can she confirm that a Kyrgyzstan airlines DC-9, registration number N822US, identified as a U.S. prison plane, landed in Frobisher Bay on December 7, 2002, in Goose Bay on March 12, 2005, and again in Goose Bay on June 1, 2005?

Hon. Pierre Pettigrew (Minister of Foreign Affairs, Lib.): Mr. Speaker, the Deputy Prime Minister has answered that question. We have no reliable information proving that the United States is conducting activities in Canada that are in breach of Canadian or international law.

As I myself said in this House, if we find out that Canadian territory is being used in contravention of Canadian or International law, we will of course raise the issue with the United States. Canada expects its territory, including its air space, not to be used by foreign governments for activities that are in breach of Canadian or international law.

Ms. Pauline Picard (Drummond, BQ): Mr. Speaker, that is enough. The minister is unable to tell us whether a plane landed in Canada or not because she has something to hide. After what happened to Maher Arar, we are right to be worried. What is the minister hiding from us?

Hon. Pierre Pettigrew (Minister of Foreign Affairs, Lib.): Mr. Speaker, the minister has answered this question very clearly. We have no reliable information to support the suspicions the Bloc Québécois is trying to stir up once again. There is no reliable information to confirm that Canadian air space was used in breach of Canadian or international law.11

11 http://www.parl.gc.ca/38/1/parlbus/chambus/house/debates/158_2005-11-25/han158_1135-E.htm

[End of transcript of Canadian Parliament discussion on N822US.]

There is one very interesting statement made by Ms. Pauline Picard (Drummond, BQ), she said 'Kyrgyzstan airlines DC-9, registration number N822US, identified as a U.S. prison plane.'

Kyrgyzstan is a landlocked country, surrounded by China, Kazakhstan, Tajikistan and Uzbekistan. It is a nation with abundant natural resources such as significant deposits of gold and rare earth metals; locally exploitable coal, oil, and natural gas; other deposits of nepheline, mercury, bismuth, lead, and zinc. 12 It is understandable that the Americans would have an interest in Kyrgyzstan.

In 2005 N822US attracted the attention of the Norwegian Press. The press became interested after the aircraft allegedly used in CIA service, made an illegal stop-over at Sola airport on June 1 of 2005, and again on June 18th 2005. Government flights are required to obtain special permission to land. The plane came from Bucuresti, and after stopping at Stavanger for a little over an hour for refuelling, it continued to the US Naval Air Station at Keflavik, Iceland. No one was allowed access to the plane at Sola airport¹³.

When the Norwegian Ministry of Foreign Affairs 'inquired' into the matter of the June 1 stopover, the US response was reported to be 'no knowledge.' This was also Rumsfeld's claim when he visited the Nato base at JattÂ/Stavanger a week later. There was "not an ounce" of connection to the government as far as he or anyone in the DoD knew. He added, 'Obviously, you don't know what you don't know.' 14

One week after the official Norwegian request was made and Norwegian press had tracked down the plane, US Defence Secretary Rumsfeld still had no idea whose plane this was and what it was doing. The US gave no other official explanation.

On November 16, Norwegian officials met with of the US Embassy, with whom they had an "undramatic" conversation. Responding to questions from journalists, Prime Minister Jens Stoltenberg simply stated that "When the Americans say the planes were not in government service, we must believe them." As late as November 12, the Norwegian daily Aftenposten reported that the US never replied to the Norwegian request for information about the MD-80, and that the US never comments on CIA activity.

In the November 16 article, Anne Lene Dale Sandsten of the Norwegian Ministry of Foreign Affairs says the MoFA has no reason to believe that the US has done 'anything wrong' with respect to the Gardermoen landing. She then goes on, referring to the MoFA's request for information after the June 1 landing of the MD-80 at Sola: "The Americans informed us at the time that there had been no prisoners onboard."

So, Secretary Rumsfeld was basically saying: 'We have absolutely no knowledge about this so-called United States Marshals Service plane, since we don't know what we don't know, but I stress that no prisoners were onboard when the plane didn't land at Sola airport.' 15

12 <http://www.cia.gov/cia/publications/factbook/geos/kg.html>

13 <http://www.dailykos.com/story/2005/12/6/83950/8888>

14 <http://www.dailykos.com/story/2005/12/6/83950/8888>

15 <http://www.dailykos.com/story/2005/12/6/83950/8888>

[End of discussion of Alameda Corp. and N822US.]

Company: Crowell Aviation 16
339 WASHINGTON ST STE 202
DEDHAM
NORFOLK
MASSACHUSETTS 02026-1815
UNITED STATES
Aircraft: Cessna 28
S/Number: 20800153
N/Number: N1016M 17
Dates/Airports: 19.04.2003, Prestwick

NO Photo at this time

16 <http://nyhederne.tv2.dk/baggrund/article.php?id=3301918>

17

[Http://registry.faa.gov/aircraftinquiry/NNumSQL.asp?NNumbertxt=1016M&cmndfind.x=14&cmndfind.y=8](http://registry.faa.gov/aircraftinquiry/NNumSQL.asp?NNumbertxt=1016M&cmndfind.x=14&cmndfind.y=8)

Company: Bayard Foreign Marketing, LLC
921 SW WASHINGTON ST
PORTLAND
MULTNOMAH
OREGON 97205-2827
UNITED STATES

Aircraft: Gulfstream Aero Space G-V
S/Number: 5009

N/Number: N44982 (was N581GA, N379P, N8068V)

Dates/Airports: 10.03.2002-Glasgow, 19.03.2002-Glasgow, 29.05.2003-Glasgow,
24.07.2003-Glasgow 25.06.2004-Prestwick

[PHOTO and caption] The photo of the aircraft the Herald believed to belong to the CIA, in Prestwick in 2004. And they are right.

Basic History:

In the Herald dated the 14/12/05, Michael Settle wrote an article entitled 'The CIA used torture flights, says watchdog,'¹⁸ in this article he has a photo of what is Gulfstream V aircraft with engines running. With the registration move from N8068V to N44982 in 2004,¹⁹ it would also appear that the firms that the aircraft are hidden under are Ghost companies.²⁰ This is not an unusual thing for a security service to operate misdirection, especially when an aircraft registration becomes too well known.

¹⁸ The Herald, 14/12/2005, page 3, 'The CIA used torture flights, says watchdog'

¹⁹ <http://registry.faa.gov/aircraftinquiry/NNumSQL.asp?NNumbertxt=44982>

²⁰ <http://portland.indymedia.org/en/2004/12/306925.shtml>

On paper Premier Executive Transport Services owned the aircraft which was nicknamed

'The Gantanamo Bay Express' because the aircraft is used in the transportation of Al-Qaeda

suspects from locations in Europe and the Middle East. Registered as N379P, it later changed

registration to N8068V. The aircraft sold on paper by Premier Executive Transport Services Inc

to two Limited Liabilities companies: Bayard Foreign Marketing, and Keeler and Tate Management, and that time it took a new registration N44982.

N8068V now re-registered as N44982; on paper the aircraft also has a new owner and that being

Bayard Foreign Marketing. But not all seems to be above board, [according to the Indymedia article] 'Portland Company. BAYARD Foreign MARKETING appears to be a CIA front complete with imaginary directors' 21. [I]t was also reported that Portland independent media center had undertaken, 'an extensive database search of a sample of 44 of those [director]names [and] turned up none of the information that

usually emerges in such a search: no previous addresses, no past or current telephone numbers, no

business or corporate records. In addition, although most names were attached to dates of birth in

the 1940s, 50s or 60s, all were given Social Security numbers between 1998 and 2003.' 22 The

New Yorker stated on the 14.02.2005 (page 2) 'This jet, which has been registered to a series of

dummy American corporations, such as Bayard Foreign Marking, of Portland, Oregon, has

clearance to land at U.S. military bases.' 23

The history of the aircraft is as follows:

- The aircraft was first registered on 18.11.1999 as N581GA. [GA stands for the manufacturer, Gulfstream America, and 581 is the GA serial number, which does not change.]

- On 24.03.2000 it became N379P.

- On 29.01.2004 it became N8068V.

- On 01.12.2004 the aircraft then became N44982.

I accept the dates and numbers are correct for aircraft as there is much independent evidence to

the draw on.24 25 26 27

However, after the whole of Europe became aware of this aircraft in early November 2005, the CIA put this executive jet on sale at an airplane broker on November 11.

Due to the

tainted past of the plane, and the great number of landings since 1999 (1117 times), the broker

could not do anything but offer this Gulfstream V on his website as 'Priced Below Market,' in

headlines. 28 29

21 <http://portland.indymedia.org/en/2004/12/306925.shtml>

22 <http://portland.indymedia.org/en/2004/12/306925.shtml>

23 <http://www.newyorker.com/printables/fact/050214fa-fact6>
24 <http://en.wikipedia.org/wiki/N379P>
25 <http://spaces.icgpartners.com/index2.sap?category=&eventdate=11/14/2004>
26 <http://portland.indymedia.org/en/2004/12/306925.shtml>
27 <http://registry.faa.gov/aircraftinquiry/NNumSQL.asp?NNumbertxt=44982>
28 <http://www.usaircraftsales.com/>
29 <http://www.usaircraftsales.com/Forsale/SPECS%20GV%20581%20%202.pdf>

[End of discussion of Bayard and its Gulfstream, serial number 581.]

Company: Kramer Investments Company
ONE RODNEY SQ c/o RL&F SERVICE CORP
WILMINGTON

NEW CASTLE

DELAWARE 19899

UNITED STATES

Aircraft: ATR-42-

S/Number: O16

N/Number: N212AZ 30

Dates/Airports: 26.01.2002, 13.05.2002, 08.08.2002, 10.11.2002, 21.12.2002,
17.01.2003, 02.05.2003, 13.06.2003, 18.10.2003, 09.11.2003

Prestwick Airport. 31

[PHOTO, caption] Take the 22.06.2005 Dublin By: Michael J Kelly 32

Basic History: I asked www.Google.com for the History of N212AZ and to my surprise I

got the following back from one site: 'It has been recommended we remove this page so we have. The information is out there so if you need to find it is available just not here. Sorry....'

30

<http://registry.faa.gov/aircraftinquiry/NNumSQL.asp?NNumbertxt=212AZ&cmndfind.x=13&cmndfind.y=9>

31 worldcontent.twoday.net/?day=20051222 - 33k

32 <http://www.myaviation.net/search/search.php?view=@nr=N212AZ>

33 <http://www.anomalies.net/news/cioplanes/>

Company: Jefferson Financial Company

C/O RL&F SERV P O BOX 551

WILMINGTON

NEW CASTLE

DELAWARE 19899

UNITED STATES

Aircraft: ATR-42

S/Number: 252

N/Number: N315CR 34

Dates/Airports: 22.12.2001, 07.07.2002, 14.07.2003, 23.08.2003, 15.09.2003,
04.04.2004, 06.09.2004 Prestwick Airport. 35

[PHOTO, caption] By: Bob Logan Jefferson Financial Company was regular visitor to
Prestwick on fuel stops. April 1998.

Brief History: Again I have found the following: 'It has been recommended we
remove this page so we have. The information is out there so if you
need to find it is available just not here. Sorry... ' 36

34

<http://registry.faa.gov/aircraftinquiry/NNumSQL.asp?NNumbertxt=315CR&cmndfind.x=15&cmndfind.y=17>

35 worldcontent.twoday.net/?day=20051222 - 33k

36 <http://www.anomalies.net/news/cioplanes/>

Company: Jefferson Financial Company

C/O RL&F SERV P O BOX 551

WILMINGTON

NEW CASTLE

DELAWARE 19899

UNITED STATES

Aircraft: ATR-42

S/Number: 247

N/Number: N470JF 37

Dates/Airports: 28.06.2002, 15.12.2002, 23.01.2003, 28.03.2003,
10.05.2003, 07.06.2003, 20.07.2003, 20.08.2003, 18.09.2003,
06.12.2003 Prestwick Airport. 38

[PHOTO, caption] St. Johns, Newfoundland, 2004 By: Gary Hebbard39

37

<http://registry.faa.gov/aircraftinquiry/NNumSQL.asp?NNumbertxt=470JF&cmndfind.x=20&cmndfind.y=8>

38 worldcontent.twoday.net/?day=20051222 - 33k

39 <http://1000aircraftphotos.com/Contributions/Hebbard/4517.htm>

Company: National Jet, Inc

PO BOX 22460

FORT LAUDERDALE

BROWARD

FLORIDA 33335-2460

UNITED STATES

Aircraft: Gates Learjet Corp. 35A
S/Number: 305
N/Number: N33NJ
Dates/Airports: 26.08.2001 Prestwick40

[PHOTO, caption] Fort Lauderdale By: Air Nikon 41

40 <http://www.mbl.is/morgunbladid/itarefni/326.pdf>
41

<http://www.airliners.net/search/photo.search?front=yes&maxres=500&keywords=N33NJ>

Company: Path Corporation.
413 REHOBOTH AVE PO BOX 305
REHOBOTH BEACH
SUSSEX
DELAWARE 19971
UNITED STATES
Aircraft: Gates Learjet Corp. 35A
S/Number: 182
N/Number: N221SG
Dates/Airports: 20.05.2002 Glasgow42

[PHOTO]

Basic History: Once again we find that American aircraft are having questions asked about them in the Canadian Parliament. The following was asked on the 22nd of November 2005:

Public Safety

Mr. Serge Ménard (Marc-Aurèle-Fortin, BQ): Mr. Speaker, yesterday we asked the government about landings in Newfoundland by U.S. prison planes. The Minister of Public Safety told us that she had no information on that. Iceland knows, Spain knows, the European Union knows, Normand Lester from the daily Le Journal de Montréal knows, and so do several other media, but the minister responsible for public safety does not know.

How do we explain the fact that the Minister of Public Safety is so ill informed and that, moreover, she refuses to ask Washington to provide explanations?

42 <http://www.mbl.is/morgunbladid/itarefni/326.pdf>

[English]

Hon. Anne McLellan (Deputy Prime Minister and Minister of Public Safety and Emergency Preparedness, Lib.): Mr. Speaker, I was very plain yesterday, but let me repeat for the hon. member. We have no information or reason to believe that any plane that has landed in St. John's, Newfoundland and Labrador or elsewhere had anything to do with the practice of extraordinary rendition.

Let me underscore again for the hon. member that the country, this government, has never returned anyone to a country where they face a substantial risk of torture. We are in full compliance with both our domestic and international obligations.

[Translation]

Mr. Serge Ménard (Marc-Aurèle-Fortin, BQ): Mr. Speaker, will the minister commit to inquire?

Let us be clear. Can the Minister of Public Safety tell us if, indeed, aircraft N221SG and N196D did transit through Canada, and if they were carrying prisoners that the Americans call terrorists?

Can the minister at least get that information?

[English]

Hon. Anne McLellan (Deputy Prime Minister and Minister of Public Safety and Emergency Preparedness, Lib.): Mr. Speaker, I have no information that any planes landed in St. John's, Newfoundland and Labrador, or anywhere else, carrying passengers that involved the practice of extraordinary rendition⁴³
[43http://www.parl.gc.ca/38/1/parlbus/chambus/house/debates/155_2005-11-22/han155_1435-e.htm](http://www.parl.gc.ca/38/1/parlbus/chambus/house/debates/155_2005-11-22/han155_1435-e.htm)

[End of discussion of Path Corporation planes and transcript of Canadian Parliament proceedings.]

Company: Rapid Air Trans, Inc.
DULLES INTL ARPT POB 16626
WASHINGTON
DIST OF COLUMBIA
DIST. OF COL 20041
UNITED STATES
Aircraft: Lockheed Herc. 382G-44K-30 (L100-30)
S/Number: 4582
N/Number: N2189M
Dates/Airports: 24.03.2003-Prestwick, ?? .12.2003-Prestwick, 13.11.2004-Prestwick

[PHOTO, caption. Note the TA on the tail, which stands for Tepper Aviation, a CIA contractor that operates planes out of Bob Sikes Airport in Crestview, Florida.]

Photo taken at Prestwick Airport

Company: Rapid Air Trans, Inc.
DULLES INTL ARPT POB 16626
WASHINGTON
DIST OF COLUMBIA
DIST. OF COL 20041
UNITED STATES
Aircraft: Lockheed Herc. 382G-44K-30 (L100-30)
S/Number: 4796
N/Number: N8183J
Dates/Airports: 13.11,2004 Prestwick

[PHOTO, caption. Note the TA on the tail, which stands for Tepper Aviation, a CIA contractor that operates planes out of Bob Sikes Airport in Crestview, Florida.]

Taken at Prestwick Airport on 13.11.2004

Company: United States Aviation Co.
4141 N MEMORIAL DR
TULSA
TULSA
OKLAHOMA 74115-1400
UNITED STATES
Aircraft: G-V-SP
S/Number: 5009
N/Number: N1HC
Dates/Airports: 03.07.2001-Prestwick

[PHOTO in original, available at
https://www.sharemation.com/GeorgeDoole/CIA_SNPreport.pdf?uniq=t3zpkt]

Company: Wells Fargo Bank Northwest NA TRUSTEE.
299 S MAIN ST FL 12 MAC U1228-120
SALT LAKE CITY
SALT LAKE
UTAH 84111
UNITED STATES
Aircraft: Raytheon Hawker 800XP
S/Number: 258373
N/Number: N168BF
Dates/Airports: 25.08.2005 Edinburgh

[PHOTO, caption] At Edinburgh Airport

Company: Devon Holding & Leasing, Inc.
129 W CENTER ST
LEXINGTON

DAVIDSON
NORTH CAROLINA 27292-3009
UNITED STATES
Aircraft: CASA
S/Number: C-143
N/Number: N187D
Dates/Airports: 20.06.2005 Edinburgh

[PHOTO, caption] Aircraft at Edinburgh en-route to the US from Seville By: Jim Woodrow

Brief History: Up until the flight north-bound the aircraft operated for the first part of the year in Kabul.

NOTE: Aircraft type, S/number and N/Number updated from earlier draft.

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COMMENTS

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Site's dead

by Seán Ryan Friday, Jan 20 2006, 2:35am

A fine piece of work Angus.

I went looking for the pdf file, following your instructions. I used the password and was allowed in, then began a 20 minute (twice) wait whilst my computer retrieved file information. Eventually and both times I got an error message, that the file was nowhere to be found.

Might be an idea to rename and encrypt the pdf file, and put it on another server. Give loads of time for folks to download and then post the password.

Sláinte

Seán

add your comments

It works for me

by Caitlin - Code Pink Friday, Jan 20 2006, 2:06pm

codepinkireland@gmail.com address: Ireland

Maybe the site was overloaded earlier. The only problem I had was not being prepared for the User Name and Password when the Login box opened. Maybe it's just my browser, but I couldn't go back to fetch it, so have the User Name and Password at the ready.

Thanks for putting all this material together.

<http://codepinkireland.blogspot.com/>

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