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Collection Name MCNAMARA, THOMAS E., FILES

Counterterrorism and Narcotics

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3/16/2009

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TERRORISM: EMERGENCY SUPPORT TEAM

(EST/AIRLIFT) (4)

FOIA

F05-109/1

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ID Doc Type	Document Description	No of Pages		Restrictions
66732 CHARTS	CHARTS	6	ND	B1
66733 CABLE	161400Z SEP 88	1	9/16/1988	B1
66734 CABLE	FRANKFURT 13214	4	ND	B1
66737 CABLE	231943Z SEP 88	1	9/23/1988	B1 .

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E EVERGREEN STO

An Oregon aviation company with links to the CIA emerges as an intriguing entity that thrives on both covert and commercial work

as published

The Wall Street Journal The Christian Science Monitor New York Daily News USA Today The Chicago Tribune OREGONIAN

The Washington Post The New York Times The Washington Times

By LAUREN COWEN and JAMES LONG of The Oregonian stall

wo years ago, when the Defense Department needed an undercover jetlines to fly secret anti-terrorist teams, their weapons and their 1 equipment to world trouble spots, it called on Evergreen International Airlines.

Last year, when the State Department's Bureau of

International Narcotics Matters need ed a company to help fly troops on tactical raids into remote drugcultivation areas of Central and South

America, it called on Evangen Th In an era when secret armies at shadow wars have dominated the news, Evergree Aviation Inc., a privately owned holding company based at McMinnville, in the heart of Oregon's wine country, has emerged as a sort of all hoc govern ment air arm that thrives on a combination of covert

and commercial work.

Government paychecks, mostly for commercial jobs, have cushioned the company's have times side helped it stay in business. True to its onetimes Evergreen is "more than just an airline." It fights drugs and communism, flies missioneries, mail an missiles and does it all wrapped in a cloak of patriot-

ism and "can-do" pride.

The airline, the helicopter company and a maze of other aviation and financial subsidiaries gathered under the Evantage International revision to the International Aviation banner

Evergreen and principal owner, Delford M. Smith, acknowledged one agreement under which his companies provide occasional jobs and cover to foreign nationals the CIA wants taken out of other; countries or brought into the United States. However, neither Smith nor CIA officials would say whether any broader agreement existed.

Sharon Basso, a CIA spokeswoman in Washington, D.C., said that, as a matter of policy, the agency neither confirmed nor denied the existence of any "contractual or proprietary relationships."

Smith said he normally wouldn't know if or when

Evergreen did saything to help the CIA:

"I want to make it perfectly clear — I believe in their cause," Smith said. "I think America needs it," and it worries me that we're in a decline. And I think! that we've done more for the world than any other country in the history of miss on Earth. But I respect:

what they've done. And we don't know. when we supported them and when we didn't - as a contract carrier.'

Whatever its ties to the CIA, Evergreen over the years has forged a very special relationship with the U.S. government. It is based on a network of well-connected "good old boys," many of whom have military or CIA backgrounds and friendships going back for decades.

Some are inside the company. Others are scattered through government agencies and other aviation companies. A number of former CIA operatives - pilots, field agents and desk men - have been on the

Evergreen payroll.

Evergreen is the world's seventh-largesthelicopter company and a giant in the supplemental airline industry. With revenues of about \$233 million last year and as many, as 2,300 employees, it is one of Oregon's largest privately held corporations. It has operated fixed- and rotary-wing aircraft around the world - from Syria to Somalia, Ecuador to India, El Salvador to Angola, Bolivia to Brunei — 87 countries in all.

It has sprayed marijuana crops in Mexico, locusts in Niger and rice-stem borers in Pakistan. It has tracked ice floes in the Arc-

tic and built power lines in China.

It has provided security for Pope John Paul II and has flown the late Shah Mohammad Reza Pahlavi of Iran and assorted seekers or holders of high office in the United States - Richard M. Nixon, Gerald R. Ford, Bob Dole, Edwin Meese III and Henry A. Kissinger among them. Occasionally its aircraft have been shot at once even shot in.

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A review of hundreds of records obtained under the federal Freedom of Information Act, together with interviews with scores of former and current employees, government officials and aviation insiders, shows that Evergreen is distinguished not only by its clients and contacts but also by the kind of work it does. For example, the company:

• Plays a role in a supersecret anti-terrorist program. Evergreen is paid more
than \$4 million a year to keep on call a specially configured Boeing 727, modified for
long-range flight, in case it's needed to fly
anti-terrorist teams to the site of a hijacking, an embassy incident or another emergency. Actual air time costs extra. The contract to fly elite combat units of the kind
that were used in Grenada and to support
CIA activities in Central America gives the
company a foothold in the Defense Department's secret "black" operations.

• Had a contract to deliver weapons to the Egyptian armed forces, with return flights from Cairo stopping in Tel Aviv to pick up rocket igniters and propellants to be flown back to the United States from Israel Military Industries. The return shipments were unloaded in Sanford, Fla., for

the McDonnell Douglas Corp.

In delivering weapons to Cairo, Evergreen dealt with two Egyptian colonels who were identified June 24 as taking part in an alleged conspiracy to smuggle high-technology materials — carbon composites and rocket fuel components — from the United States to Egypt. U.S. Department of Justice investigators said the materials could have been used to improve Egyptian missiles. Evergreen had no part in the smuggling case, but U.S. Customs Service agents are investigating other possible cases, as well as the Evergreen flights.

Became the first civilian corporation to operate in El Salvador's civil-war zones, through a contract with the Agency for International Development, and then used its helicopters on some tasks not called for in the contract. One such mission was to fly Salvadoran President José Napoleon Duarte's daughter back to safety after she

was released by rebel kidnappers.

● Took a commercial contract in 1982 with Marxist Angola — a country with which the United States has no diplomatic relations and whose government was kept in power through 13 years of civil war by 40,000 Cuban troops and 2,000 Soviet ad-

visers. Evergreen Helicopters was to fly workers to Angolan oil fields.

Larry Price, a former CIA contract pilot who headed the project, said Robert D. Fox, an Evergreen executive, had told him it was intended as an intelligence operation.

"Not really. No," said Fox, who at the time headed Evergreen Helicopters.

Southern Air Transport Inc. of Miami, once wholly owned by the CIA and now a private company run by ex-Evergreen executives and deeply involved in the Iran-Contra affair, also had an Angola contract.

• Plays an operational role in the State Department's overseas war on drugs. Six Evergreen helicopters, fitted with armor and frequently carrying heavily armed troops, were used for a time to battle drug traffickers in Belize, Ecuador and Peru. The department's Bureau of International Narcotics Matters now has its own helicopters doing the work, but Evergreen crews still fly them.

In one 1,240-man raid last year on a major coca-growing region — northeastern Peru's Huallaga Valley, on the upper reaches of the Amazon River watershed — armed skirmishes broke out between Peruvian security forces, Maoist Shining Path guerrillas and drug traffickers. Six U.S. "technicians" taking part in the operation were identified by the State Department as Evergreen helicopter pilots and mechanics.

Persistent reports of CIA connections are only one factor that makes Evergreen an interesting place to work. Former employees describe its finances as frequently uncertain, and they say employees come and go at dizzying rates. Staff turnover has reached as high as 75 percent. More than one Evergreen manager has had occasion to worry that the company wouldn't be able to make its payroll. Yet Evergreen seems to overcome every obstacle and to grow and prosper.

Part of the reason for that success is Del Smith, who drives himself no less than he drives his employees. Orphaned as a baby, Smith grew up with a fascination for flight. He founded a tiny helicopter company in Sweet Home 28 years ago and in just a few years created a multimillion-dollar aviation enterprise.

Perhaps more important, Evergreen succeeds through its government connections. Since Evergreen first formed a working board of directors 10 years ago, it has attracted some heavyweight former government officials to board positions.

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