

# THE COCAINE PLANE CASE, #121

Sun, 11 Jan 2015 16:00:00, newstips66, [category: google-alphabet, category: worldnews]

## PER LIVELEAK:

<http://www.liveleak.com/>

"Cocaine One" and "Cocaine Two" – ongoing CIA wholesale drug trafficking...

Compilation of reports regarding:

- "Cocaine One" April 10, 2006 - a plane busted in a rural airport in the Yucatan, Mexico, with 5.5 tons of cocaine on board.
- "Cocaine Two" September 24, 2007 - a plane crash in Yucatan, Mexico, with close to 4 tons of cocaine on board. The distinctions between Mexican cartels, US government and US banks have been blurred for a long time...

Points of interest:

- CIA wholesale drug trafficking, which started under Reagan's "Say no to drugs", and that according to US government lasted only from 1982-1992, is still going on full blast.
- The absolute refusal of the US government to stop the "War on Drugs", regardless of objections by the United Nations and Latin American nations is more comprehensible, given the US government's stake in the business.
- The fact that all sources are either non-US media, or US-based alternative media, but no "mainstream" media coverage, is of course also interesting for all those believing that there is Freedom of the Press in the United States.
- The connections to Reagan and Dubya do not mean that Corruption is conservative... it is Corruption for Corruption sake.

### LINKS:

- [1] 00-00-01 96-08-18 CIA Drug Trafficking of Crack Cocaine to Los Angeles County, By Gary Webb, San Jose Mercury News  
<http://www.scribd.com/doc/47751292/>
- [2] 00-00-01 97-12-00 US Department of Justice, Office of Inspector General, December 1997 Special Report: CIA Drug Trafficking to Los Angeles, California s  
<http://www.scribd.com/doc/29071814/>
- [3] 10-10-13 Extra Constitutional Zones - Excerpts From Discussion on the OAK Board  
<http://www.scribd.com/doc/39302595/>

### CIA Torture Jet crashed with 4 Tons of COCAINE

A Gulfstream II jet that crash landed in Mexico's Yucatan Peninsula in late September bearing a load of nearly four tons of cocaine. This particular Gulfstream II (tail number N987SA), was used between 2003 and 2005 by the CIA for at least three trips between the U.S. east coast and Guantanamo Bay home to the infamous "terrorist" prison camp according to a number of press reports.

[http://www.youtube.com/watch?v=oszATUJ4IRE&feature=player\\_detailpage](http://www.youtube.com/watch?v=oszATUJ4IRE&feature=player_detailpage)

[http://www.prisonplanet.com/articles/december2007/131207\\_b\\_cocaine.htm](http://www.prisonplanet.com/articles/december2007/131207_b_cocaine.htm)

"We've all heard the rumors that the CIA are the reason that the United States/Canada is awash with cocaine.... is it time to connect the dots now that one of their planes has crash landed with four tons of coke in it?"....

So the Amprior OPP posted a blurb in the Guide stating "Report drug dealers". Well shouldn't we be seeking out the kingpins in Govt. namely the CIA! The most famous example of Govt. involvement in drugs (British) was the Opium war in China in the 1800 s. So on the heels of that here's extreme example of Govt. gone awry:

### CIA Plane Crashes in Mexico

Seventeen months after an American-registered DC9 airliner was busted with 5.5 tons of cocaine, a major international scandal is brewing over a second drug trafficking incident in Mexico's Yucatan involving an American-registered jet owned by a dummy front company of the kind usually associated with the CIA.

A weekend visit to "Donna Blue Aircraft Inc" of Coconut Beach FL., the company which FAA records show owned the Gulfstream II business jet (N987SA) which crash-landed with 3.7 tons of cocaine aboard in Mexico's Yucatan two weeks ago, has revealed that the company's listed address is an empty office suite with a blank sign out front.

There was no sign of Donna Blue Aircraft, Inc., at [the address listed](#) at the Florida Dept. of Corporations, 4811 Lyons Technology Parkway #8 in Coconut Beach FL. ....

However, there were, oddly enough, a half-dozen unmarked police cars parked directly in front of the empty suite.

<http://www.madcowprod.com/10092007.html>

It seems that one of the planes logged on this list of "CIA Prison Planes" has been in a little accident – it crash landed in Mexico after running out of Jet fuel en route to the US. The authorities were more than a little surprised when they found four tons, yes you heard me right, four tons of cocaine on board.

The men flying the plane have disappeared – including one woman, the CIA refuses to comment, and the mainstream press don't want to touch the story

[http://current.com/green/88787561\\_cia-plane-crashes-in-mexico-a-story-with-a-twist-in-the-tale.htm](http://current.com/green/88787561_cia-plane-crashes-in-mexico-a-story-with-a-twist-in-the-tale.htm)

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LA VOZ DE AZTLAN

Los Angeles, Alta California

October 3, 2007

**MEXICO: Jet plane that crashed with 4 tons of cocaine tied to the CIA**

On September 24 a Grumman Gulfstream II jet airplane crashed near Cancun, Mexico with 4 tons of cocaine. The jet plane had been circling around the town of Tixkokob when it apparently ran out of fuel. Citizens of Tixkokob called authorities and Mexican army helicopters arrived to find the jet plane in three pieces and with 4 tons of high grade cocaine.

Mexican authorities have determined that the shipment of cocaine was to be delivered to Mexican drug cartels and have now focused on who owned the jet plane. Their preliminary findings of who owned the Gulfstream II jet plane with, tail number N987SA, now threatens to open up another Iran/Contra - CIA Crack Cocaine type scandal.

Apparently the same jet plane N987SA was used by the CIA to transport Muslim prisoners to Guantanamo Bay, Cuba in 2003, 2004 and 2005. The CIA is known to use a number of front corporate entities to hide their operations. Also, when registering their planes, they utilize a complex series of "change of ownership" filings with the Federal Aviation Administration (FAA) in order to make it very difficult to trace the true owner of the planes they use in their operations.

The Gulfstream II jet plane with tail number N987SA was initially traced to William Achenbaum, a wealthy New York real estate tycoon. Mr. Achenbaum says that the jet plane was being managed by Air Rutter International that according to the New York Post is owned by Arik Kislin of Long Island in New York (See New York Post ["CRASH JET HAD AIR OF MYSTERY"](#)). Kislin and Achenbaum are principals of the Hotel Gansevoort in New York. (See [New York Post "SHADY"INN' CROWD'](#)) Arik Kislin is the nephew of Semyon Kislin that the Center for Public Integrity alleges is a powerful Russian Mafia member. (See <http://publicintegrity.org/report.aspx?aid=323>) The Kislin family have made very large contributions to the political campaigns of Rudy Giuliani.

William Achenbaum says that he sold the plane in August to a Florida company called Donna Blue Aircraft run by Brazilians Joao Luiz Malago and Eduardo Dias Guimaraes. The two Brazilians in turn say that they sold the jet plane on September 16 to Clyde O'Connor and Greg Smith of Fort Lauderdale, Florida. The Federal Aviation Administration however is saying that it was never informed of the sales and that they never issued any certificates. (Update: The FAA has now posted a temporary registration certificate to Donna Blue Aircraft dated 08/31/2007 that was to expire on 09/30/2007 but still no certificate for Clyde O'Connor or Greg Smith)

Two days after the alleged purchase, the Gulfstream II left Fort Lauderdale to Cancun, Mexico and then to Rio Negro, Colombia. The jet plane loaded with the 4 tons of cocaine than left to Cancun where it crashed on September 24.

The Gulfstream II jet plane (tail number N987SA) travels to and from Guantanamo, Cuba:

30.05.03 from Oxford, CT (USA) to Guantanamo

30.05.03 from Guantanamo to Washington

12.04.04 from Washington to Guantanamo

20.01.05 from Washington to Guantanamo

20.01.05 from Guantanamo to Washington

[http://www.aztlan.net/cia\\_russian\\_mafia.htm](http://www.aztlan.net/cia_russian_mafia.htm)

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DAILYKOS

WED DEC 12, 2007 AT 04:21 PM PST

CIA Torture Jet wrecks with 4 Tons of COCAINE

This Florida based Gulfstream II jet aircraft # N987SA crash landed on September 24, 2007 after it ran out of fuel over Mexico's Yucatan Peninsula it had a cargo of several tons of Cocaine on board now documents have turned up on both sides of the Atlantic that link this [Cocaine](#) Smuggling Gulfstream II jet

aircraft # N987SA that crashed in Mexico to the CIA who used it on at least 3 rendition flights from Europe and the USA to Guantanamo's infamous torture chambers between 2003 to 2005.

Avión usado por la CIA y  
la DEA traficaba drogas

[\(Airplane used by the CIA and the DEA dealt drugs\)](#)

BOGOTA

G.GULLEN  
/ El Nuevo Herald

Un jet ejecutivo que el gobierno de Estados Unidos usó durante año para extraditar delincuentes desde Colombia y talibanes desde Europa a la base de Guantánamo, Cuba, es el mismo que hace dos meses se precipitó a tierra en una selvática zona de la península de Yucatán, México, con un cargamento de 3.3 toneladas de cocaína que, al parecer, fueron cargadas en Medellín, en donde hizo el último despegue.

El avión, un Gluf Stream II, de matrícula norteamericana N987SA, era célebre en Colombia porque durante años en él fueron embarcados en Bogotá centenares de delincuentes para ser puestos en poder de la justicia estadounidense.

<http://www.dailykos.com/story/2007/12/12/19210/608/933/420107>

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Bush Fundraiser Linked to CIA Drug Plane

WORLD EXCLUSIVE

Oct 29, 2007

by Daniel Hopsicker

A MadCowMorningNews investigation has uncovered links between the ownership of the drug-running Gulfstream (Cocaine Two) and the other American-registered plane busted carrying a multi-ton load of cocaine in Mexico recently, the DC9 (Cocaine One) airliner caught with 5.5 tons of cocaine in Mexico 18 months ago.

Recently-released FAA records from the Gulfstream II business jet that went down in Mexico a month ago with four tons of cocaine reveal that before it was "parked" in the name of a New York real estate developer with ties to the Russian Mob, the plane was owned by a secretive Midwestern media baron and Republican fund-raiser, who had a business partner who, incredibly, owned the other American drug plane, the DC9, recently busted in Mexico.

Stephen Adams was in business with Miami attorney Michael Farkas, who founded SkyWay Aircraft, which owned the DC9 busted in Mexico 18 months ago with 5.5 tons of cocaine aboard.

Moreover at the same time the Bush Ranger extraordinaire Stephen Adams owned the Gulfstream (N987SA) in 1999 and 2000, he was personally buying over \$1 million of billboard ads for George W. Bush for his 2000 Presidential election bid.

Meet the New Boss (Same as the old boss.)

According to SEC filings, Stephen Adams and Michael Farkas jointly controlled Holiday RV Superstores, Inc., which was used by arms merchant and CIA-fixer Adnan Khashoggi in a complicated securities fraud which stole as much as \$300 million from investors and taxpayers.

Khashoggi, under indictment for felony fraud in the case and currently a fugitive from justice, is himself involved in the DC9 scandal through his lieutenant Ramy El-Batrawi, also a Farkas business partner, and the former owner of one of the two twin DC9's used for god only knows what.

The links between recent owners of the two drug planes, discovered during an examination of FAA registration records, suggest a continuing criminal conspiracy to engage in massive drug trafficking, involving Republican fund-raisers Adams and Senator Mel Martinez, Saudi arms dealer Khashoggi, prominent oligarchs in the Russian Mob, dirty San Diego defense contractor Titan Corp., as well as elements of American military and civilian intelligence.

The politically-explosive implications of the scandal may explain why American officials have been reluctant to move against, or even name, the true owners of the planes and basically "turned a blind eye" to the American involvement exposed by the drug trafficking seizures.

"Like hiding the salami, only easier"

Our interest in the FAA records of the Gulfstream had been quickened by the suspicion that the plane's several recent ownership changes had been nothing more than sham transactions, a sophisticated game of "hide the pea" designed to conceal the aircraft's true owners.

The registration had rapidly passed through the hands of two Brazilians operating a dummy front company called Donna Blue Aircraft ( or, for aficionados of the 'boys' seemingly endless cleverness in naming front companies, d/b/a for short ).

The Brazilians then supposedly "flipped" the plane, just two weeks before it crashed, to Greg Smith and Clyde O'Connor, the pair of hapless pilots, based at the Fort Lauderdale Executive Airport, being fitted for "I'm The Patsy!" t-shirts.

Neither of the two pilots, we had soon learned, has the financial wherewithal to have paid the \$2 million in cash claimed by the Brazilian men. But apparently they didn't need it. Their bill of sale states they bought the Gulfstream for the princely sum of \$100. The usual statement, the one we've seen in virtually every other FAA bill of sale, states \$100, OVA, meaning Or Other Valuable Consideration. Not this one, though.

Either the boys got the real plane cheap, or no one thought they'd ever be filing the paperwork. Either way, the New York Post was writing when it reported that the crashed jet had an "air of mystery."

Who owned the plane? Its "complicated."

Smith later claimed to an aviation executive at the airport that notorious convicted drug smuggler Don Whittington, for whom both did work as contract pilots, had engineered the transaction.

And neither of the federal agencies with apparent jurisdiction the DEA and FAA has so far offered any answers about how the American-registered red-white-and-blue Gulfstream business jet, whose recent owners are politically very well-connected, could have wound up carrying so much Colombian coke.

Would a \$500 million bank heist receive a similar cold shoulder?

And like the story of the American-registered DC9 caught in Mexico carrying 5.5 tons of pure cocaine, the recent Gulfstream crash with 4 tons was almost completely ignored in the American mainstream media.

And the few media sources who did report the big Mexican bust ended up scratching their heads and using words like "complex" and increasingly complicated" to describe the "thorny" issue of who owned the plane.

"The complex sale of the Gulfstream II jet and its end in the Mexican jungle highlight the increasingly complicated illicit drug trade," read the McClatchy Newspapers' account on September 29, 2007.

On the other hand, the two McClatchy reporters virtually glow with a passionate certainty about whose cocaine had been on the plane. It belonged to Mexico's most notorious drug trafficker, Joaquin "El Chapo" Guzman.

Guzman, a man with a \$5 million bounty on his head in Mexico, is presumably sitting in for Pedro Escobar, who is too dead to be blamed with any believability.

"Where have you gone, Pablo Escobar?"

But all accounts agree that the plane's journey began in Rio Negro, Colombia, which is the international airport for Colombia's famous city of Medellin.

Medellin today is controlled by Colombia's current President Alvaro Uribe, long suspected of "involvement" in the drug trade in the same way that New England Patriot's quarterback Tom Brady is suspected of "involvement" in the NFL.

And speaking of Escobar, a recently declassified 1991 American intelligence report by the Defense Intelligence Agency on Colombia's biggest drug traffickers says that President Alvaro Uribe, today a staunch ally in Washington's war against drug trafficking, was at that time a close associate of Escobar, Colombia's most powerful drug lord, as well as an ally of other cocaine traffickers then engulfing his country.

Making the list with Escobar and Uribe were familiar names like former Panamanian president Manuel Noriega, currently jailed in Miami on drug-trafficking charges, and... Saudi arms merchant Adnan Khashoggi.

Thus it should come as no surprise that more cynical observers view with suspicion the fact that the ownership of the American-registered plane has apparently become a bit of a sticky wicket.

Yet another mystery for the ages.

And it will likely remain one, unless the scandal grows to the point where the public demands answers, or some unexpected event occurs, like the Mafia's Appalachian Conference in upstate New York in 1956, where a conclave of Mob bosses was underway when it was discovered and penetrated not by the FBI's J Edgar Hoover, who denied the Mafia even existed but by an alert New York State Trooper.

American academics like Dr. Alfred McCoy have led the way in pointing out the hypocritical attitude nurtured by U.S. officials. Peter Moskows, for example, a professor at the John Jay College of Criminal Justice in New York and a former police officer, says it is hard to fathom how perhaps billions of dollars could be handled by the drug cartels without high-level players on U.S. soil.

"There has to be someone on this side making the big bucks off it it is not the low-level drug dealer on the corner," Moskows said.

Still, no one has had the temerity to point towards the power circles around current President George W Bush as a likely place to look for an American Tony Montana, the Miami drug baron portrayed by Al Pacino in the classic movie Scarface.

But help may be coming from an unlikely source.

Repeat after me: "There is no American Mr. Big. "

The bemusement of leaders and newspapers in Latin America about the hypocrisy foisted on Americans by their feckless press has taken on an increasingly sharp tone.

When the U.S. government talks about cocaine cartels operating in Mexico or Colombia, officials tick off the names of the foreign drug lords, their preferred smuggling routes, and sometimes even the tattoos they sport.

But when it comes to what is going on in the United States the world's biggest consumer of illegal drugs U.S. federal agents and police deny that an American Mr. Big even exists.

"Where is the Pablo Escobar of Texas," Colombian Vice President Francisco Santos, who was once kidnapped by Escobar, said on a recent visit to Houston. "I would love to know."

Former Mexican President Vicente Fox shared Santos' concern. "That is the question I always ask myself," Fox said recently during a speaking tour of the U.S. "Who permits the drugs to cross the border, and who transports the drugs to the markets of this great nation?"

We don't know either, but we have our suspicions.

The recently-busted drug running Gulfstream has been linked to CIA renditions.

The DC9 flew painted with a bogus but official-looking Seal, as if it were from the U.S. Dept of Homeland Security, without protest from the Coast Guard's major air facility in the Caribbean Basin, which was located just a few hundred yards away.

Thus both planes had a drug trafficking edge: the Gulfstream from being known to have flown CIA renditions and the DC9 from being painted to impersonate a plane from U.S. Homeland Security.

From our earlier series on the seized DC9:

"The DC9 airliner dubbed "Cocaine One" actually "belongs" to an older and much larger organization than SkyWay, composed of individuals whose association with one another pre-date both SkyWay's 2002 inception and 2005 demise."

Alas, the revelation is not new, as shown by a newspaper quote from 1989 about the Iran Contra Scandal...

"It was reported in Senate hearings in 1988 that many pilots used by U.S. government officials to transport arms to the contras were also known drug smugglers. Drug pilots George Morales and Gary Betzner testified to landing plane loads of arms for the contras in Costa Rica and then returning to the United States with plane loads of drugs.

"Both of these men also testified to landing at Fort Lauderdale Executive Airport in Florida and at Ilopango Air Base in El Salvador with U.S. protection - even during the period that they were also smuggling drugs."

Nothing new under the sun...

It is apparent that the "boys" are still using the Fort Lauderdale Executive Airport. And perhaps, instead of using weapons flights to provide protection, they may now be using the transfer of prisoners to the American naval base in Guantanamo, Cuba to cover their trips to Colombia.

Ignition. Rendition. Perdition.

Ever wonder where all the money goes?

Other than the odd million here or there, that is, for billboards for George W. Bush.

SOURCE:

<http://www.godlikeproductions.com/forum1/message456708/pg1?regp=bm9fMTMzNTQ5Nzg5MQ==>

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Teknosis,

KNOWLEDGE AS-A-WHOLE

'COCAINE ONE' DC9 OWNER STILL A MYSTERY / POSSIBLE CIA CONNECTION

Hear  
interview with Daniel Hopsicker:

[http://mp3.rbnlive.com/Greg/0606/20060601\\_Thu\\_Greg2.mp3](http://mp3.rbnlive.com/Greg/0606/20060601_Thu_Greg2.mp3)

Re:..

'COCAINE ONE' DC9 OWNER STILL A MYSTERY

Problems Emerge with "Former" Owner's Story'

WORLD EXCLUSIVE

June 5 2006--Venice,FL.

by Daniel Hopsicker

Eight weeks after Mexican soldiers at a rural airport in the Yucatan discovered 5.5 tons of cocaine onboard an American-registered DC9 painted to resemble aircraft from the U.S. Dept of Homeland Security, Mexican and U.S. law enforcement officials seem no closer to publicly identifying either the owner of the plane, or the tons of cocaine.

Some suggest they may not be trying very hard. If true, this is yet another indication that suspicions of CIA involvement in the drug flight are on target. In fact, in the strange brew of companies through whose hands the twin DC9's have passed, we will soon see even more unmistakable signs of companies known to be CIA fronts and people considered to be Bush Family retainers.

Even so, our suggestion that CIA involvement in an imbroglio over 5.5 tons of cocaine led to Porter Goss' surprise resignation as CIA Director just a few weeks later provoked someone to chastise us for not offering proof.

CIA involvement is the proof that Porter Goss, had been placed in an embarrassing and ultimately untenable position, and that he was sacked for committing what is regarded as the cardinal sin...

Goss, a spook extraordinaire since the Bay of Pigs fiasco, was (finally) caught holding.

"Starting at power forward for your American Drug Lords..."

Especially before the scandal potentially grows out of hand, this seems grounds for dismissal, even among the jaded keepers of well-tended Cayman Island accounts.

Losing 5.5 tons of cocaine on an airliner traceable to your Government Agency certainly does not appear to have been, for Mr. Goss, an especially good career move.

And there's potentially much worse to come... A probe into the tangled skein of companies and individuals in what has clearly been a continuing operation lasting at least a decade has revealed glimpses of what until now has been the most elusive species on Earth:

The American Drug Lords.

How is it possible that the owner of a DC9 airliner caught with 5 tons of cocaine can remain hidden for two months? The untimely bust came at a certain low ebb for the owner/operators of "Cocaine One." This favorable conjunction of the stars is about to allow a privileged glimpse into corruption so vast it can only be what Prof Peter Dale Scott called the "deep politics" of what sociologists refer to as "state-sponsored crime."

Pull up a chair.

Going way way wrong at the worst possible time

"The Feds have never wanted to clean up the sloppy way airplanes are registered," one aircraft broker told us. "Registering a plane with the FAA is just a joke. They don't even make you use a tax I.D. number or social security number to register a plane. You don't even have to have your signature notarized."

"The result is that nobody can ever tell with any certainty what the hell is going on. Apparently that's the way they like it."

Since April 11, the day things went way wrong in a small town in the Mexican state of Campeche, the mystery of the plane's ownership has only deepened.

Recently the last registered American owner of the DC9, Frederic Geffon of Royal Sons Inc insisted he bore no responsibility at all for the plane's recent misadventures.

In a May 5, 2006 interview with the Tampa Tribune following up a story they'd run the previous day, Geffon said he sold the plane 10 days before it was seized by Mexican authorities, to a man named Jorge Corrales, who he identified as a Simi Valley, Calif., aircraft broker.

But the MadCowMorningNews has learned that there is a problem with Geffon's explanation: The California "aircraft broker" who Geffon says bought the aircraft(N900SA)for resale to a client identified only as a "Venezuelan company"does not appear to be in the business of buying and selling planes.

Tangled Web City, Next Exit

A LEXIS-NEXIS newspaper database search yielded no mention of Corrales and Associates. A Google search failed to find an aircraft broker named George or Jorge Corrales, or a Corrales and Associates.

A visit to the three major online venues used to sell airplanes confirmed the assertion... We could find no evidence indicating that Jorge "George" Corrales is an aircraft broker

A search for broker/dealers selling McDonnell Douglas DC9's in California at The Controller, for example, reveals just three DC9's for sale, from just two dealers.

An aircraft dealer at the Venice Airport told us, "There is a very small group of people involved in the market for jet airliners world-wide. If you had a party and invited every DC9 buyer in the world you could easily fit them all inside my hanger."

OK Aviation is the listing broker for two of the three DC9's currently for sale in California.

So we called OK Aviation's owner, Jack Kendall. He knew the other DC9 dealers in the state, he told us. No, he'd never heard of George Corrales or Corrales & Associates.

Maybe the paperwork is still in the mail

A search for aircraft brokers and dealers in California at Trade-A-Plane reveals no listing for Corrales & Associates. And it's a free listing.

A check of ASO's list of Southern California aircraft brokers and dealers turned up a Titan Aviation in San Diego, we were interested to learn, as well

as an Air America Inc.

But no Corrales and Associates.

Frederic Geffon told the Tampa Tribune he sold "Cocaine One" to an aircraft brokerage which apparently doesn't even exist.

The Tampa Tribune story quoted FAA spokesman Roland Herwig stating that the FAA received a copy of a letter from Royal Sons, dated April 7, asking that the plane be exported to Venezuela and that the FAA officially took Royal Sons' name off the books three days after the cocaine bust.

"We don't get involved with the sale of aircraft, only their registration or deregistration," Herwig told the Tribune.

Geffon himself, while insisting that the plane with 5.5 tons of coke wasn't his, was otherwise suspiciously close-mouthed.

Who you gonna believe...Me? Or your lying eyes?

Apparently Geffon knows all the words to the hit song "It Wasn't Me."

But not much else... "Geffon provided the Tampa Tribune with a copy of what he says is a bill of sale he turned over to his title company," the paper reported. "It had no information about the purchaser."

Corrales "did not want me to know" who bought the aircraft "and I didn't care anyway," Geffon said.

Corrales contradicted this statement. He said that he did not know why Geffon claims not to know who purchased the DC-9. He said Geffon absolutely knew who had purchased the aircraft.

When people lie, its almost always for a reason...

"It was a Venezuelan company," Corrales told the Tampa Tribune. "Royal Sons got a crew that flew the aircraft" to Venezuela, and obtained the permits needed to fly the plane out of the country.

Geffon denied it. He said he only "hired someone to find a flight crew to take it down there."

Frederic Geffon was having no trouble resisting the urge to fall all over himself clearing up any misunderstandings...

'Men in Europe' may be difficult to assemble all at once

"Geffon would not identify that individual, saying only that the man is in Europe and unavailable for comment," the paper reported. "Corrales, who owns Corrales and Associates, disagrees."

Although the paper didn't say so, it was a classic Mexican stand-off.

And, as the Tampa Tribune's Howard Altman noted wryly, the Federal Aviation Administration was not about to untangle the knot.

Still, compared with the little information which has managed to trickle out about the case, Altman's story contains a major scoop:

"A man in Europe unavailable for comment" has the answers to who owned the massive cocaine haul.

All we need do to find the owner of "Cocaine One" is take all the males on the European Continent, subtracting those who are available for comment, to give us the subset of "Men in Europe" in whose ranks today can almost certainly be found the man who knows who was using a DC9 tricked out to resemble a U.S. Government plane to smuggle tons of cocaine.

That was simple. All we need now is a stadium big enough to sort them all out.

I have no comment on my no comment

More bad news for the now rapidly-emerging official story: There is no Corrales & Associates in California.

The 'supposed' aircraft broker who bought the DC9 in the nick of time from people in St Petersburg FL has been "suspended" from operation for several years by the California Division of Corporations.

Thus, Corrales & Associates cannot legally do business in the state of California.

However, there is a Jorge Corrales, or rather a George Corrales, listed in the Simi Valley phone books. We phoned to ask if he had any proof that he buys and sells airplanes for a living.

"Mr. Corrales, we've been unable to find any evidence that you are in the business of buying and selling airplanes," we began. "Can you point to anything to prove you are?"

"I have no comment at this time," he told us tersely.

Why is that? Who did you sell the DC9 to in Venezuela?

"I can't comment on that."

"Aren't you leaving yourself open to charges that you yourself may be involved in drug trafficking? If you get arrested for running 5 tons of cocaine...will you have a comment then?"

There was a loud click. The line went dead. We thought:

How very rude.

A murky mystery; A "great deal of concern"

Hovering at all times at the edge of the 5.5 ton cocaine scandal is the company responsible for painting twin DC9's in what clearly appears to have been a deliberate deception: SkyWay Aircraft.

Next we will learn about the founder of what became SkyWay Aircraft, Miami attorney Michael Farkas. But we can't resist teasing the story a little bit now.

Farkas, as you might well imagine, isn't just anyone... For example, he currently owns a North Miami company which wants to market Israeli antimissile defense systems to U.S. aircraft manufacturers, after obtaining rights to a system developed by a subsidiary of Israel Aircraft Industries, Israel's biggest defense contractor.

But before engaging in the popular sport of blaming the Jews it might be useful to recall that we've already seen Saudi billionaire Adnan Khashoggi's involvement. Oddly enough, fifteen of SkyWay Aircraft's biggest investors are from Saudi Arabia and Kuwait. One of them even appears to be the head of the Kuwaiti National Guard.

While presiding over SkyWay's bankruptcy, Federal Judge Paul M. Glenn said, "I have a great deal of concern about this case. There is a great deal we don't know."

Two years ago, Judge Glenn called this case "murky."

Since then, very little appears to have changed.

NEXT (FINALLY): An ultra-nationalist Israeli party & the head of the Kuwaiti National Guard

REF: <http://madcowprod.com/>

SOURCE: [http://tekgnosis.typepad.com/tekgnosis/2006/06/cocaine\\_one\\_dc9.html](http://tekgnosis.typepad.com/tekgnosis/2006/06/cocaine_one_dc9.html)

\_\_\_\_\_ &  
5.5 tons of cocaine

WORLD EXCLUSIVE

April 24 2007

CIA and Narco-Republicans

by Daniel Hopsicker, 911 truthie

The first anniversary of the April 10 2006 seizure in Mexico's Yucatan of a American-registered DC9 caught carrying 5.5 tons of cocaine passed virtually unnoticed last week. It shouldn't have...

Porter Goss resigned less than a month later, the same day the FBI executed a search warrant at the house of the No. 3 official in the Central Intelligence Agency, Kyle "Dusty" Foggo, soon to go on trial for corruption with accomplice Brent Wilkes.

Not since the downing of a C-130 military cargo plane over Nicaragua in 1986 with Eugene Hasenfus onboard kicking off the Iran Contra Scandal has an aviation incident been remotely as important or as fraught with significance.

And not since the massive cocaine smuggling through Mena, Arkansas has the CIA's hand been so flagrantly caught in the cookie jar.

Shocking details come as no surprise

In a series of stories beginning today, and continuing over the next ten days, the [MadCowMorningNews](#) will report the results of a year-long investigation into the secret history of this operation.

Some of the highlights include:

SkyWay Aircraft of St Petersburg, FL., the company which owned the DC9 airliner stuffed to the top of the overhead bins with cocaine, was a CIA front.

SkyWay's genesis can be traced to In-Q-Tel Inc., a secretive, Arlington, Va., investment group owned, operated, and financed out of the black box budget of the Central Intelligence Agency.

SkyWay was part of a network of companies, three of which L-3 Communications, Net Command Tech Inc, and Triton Network Systems Inc. were cited by Elliot Spitzer, then the Attorney General of New York State, for being used by Wall Street brokers in "pump and dump" schemes which cost unwary investors tens of millions of dollars.

The suspicious involvement of L-3 Communications subsidiary Titan Corp of San Diego, the biggest donor to Southern California Congressmen convicted or being investigated by fired San Diego U.S. Attorney Carol Lam.



The Israeli connection to SkyWay, including the involvement of an Israeli tele-com firm, Tadiran, accused of being involved in worldwide espionage, and which owned the headquarters of SkyWay in Clearwater, Florida.

The involvement of Gulf Arab financiers, including an overseas bank, Banque Francaise de l'Orient, long associated with the Saudi bin Laden family.

Evidence of Republican party involvement in the network, which included the free use of one of the smuggling aircraft by the current head of fund-raising for the national Republican party, U.S. Senator Mel Martinez, who "traveled to nighttime rallies in luxury," the St. Petersburg Times reported, "on a DC-9 owned by Skyway Global, a Clearwater security company whose owners are Martinez supporters."

Still more shocking details  
Over the next ten days, we'll present evidence for each of these heady claims, and attempt to find the answer to what is still a major mystery:

Why haven't U.S. authorities arrested the owners of an American-registered plane busted with 5.5 tons of cocaine?

The story began here:

The drug trafficking operation was flying an airliner carrying 128 suitcases...but no passengers. There was no attempt to camouflage their activity.

Mexican soldiers unloaded the American-registered DC9, whose cargo consisted of 128 identical black suitcases stuffed with cocaine, onto the hot asphalt runway in Ciudad del Carmen, an out of the way airport nestled in the middle of the Yucatan jungle.

In what may have been someone's idea of a joke, each suitcase bore a stamp on its side, with the single word "Privado."

The DC9 sported a distinctive Seal on its fuselage: blue-and-white with gold trim surrounding an eagle clutching twin olive branches, making it virtually indistinguishable from official U.S. Government planes belonging to the U.S. Dept. of Homeland Security.

Even veteran plane-spotters were fooled.

Walking on water  
in Tampa

This was perhaps not much of a stretch: SkyWay's Chairman, Glenn Kovar, boasted of long-standing ties to the CIA. And today he and his son are operating another front company called "Homeland Security Tracking Enforcement."

Although owned by SkyWay, the airliner was registered to Royal Sons Inc., a company controlled by an aircraft broker from Tampa, FL, named Frederic Geffon.

Geffon partnered with SkyWay in the company's three planes, two DC9's and a Cessna, then illegally appropriated them when SkyWay went bankrupt in 2005, to the annoyance of SkyWay's Federal Bankruptcy Trustee, who filed suit to get the planes returned.

"Geffon was under court order to not let the planes leave the St Petersburg-Clearwater Airport," stated a source close to the Bankruptcy proceedings. "The Airport Tower had even been ordered not to let the plane take off."

"Geffon was in direct violation of the court order when that DC9 took off for Venezuela," the source stated last week.

Yet Frederic Geffon has suffered no legal sanction at all, either for violating the court order, or for owning a plane busted with a plane filled with a box-car's worth of cocaine, evidence that, legally speaking, Frederic Geffon walks on water.

More- <http://www.madcowprod.com/04242007.html>

Read more at [http://www.liveleak.com/view?i=011\\_1335503999#Aeoc0YYAKFZVjrm4.99](http://www.liveleak.com/view?i=011_1335503999#Aeoc0YYAKFZVjrm4.99)

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## [Rendition aircraft - Wikipedia, the free encyclopedia](#)

**Rendition aircraft** are **aircraft** used by national governments to move prisoners internationally, a practice known as **rendition**, the illegal version of which is referred to as extraordinary **rendition**.

 [en.wikipedia.org/wiki/Rendition\\_aircraft](https://en.wikipedia.org/wiki/Rendition_aircraft)

[More results](#)

## [CIA Rendition and covert aircraft still using Shannon airport](#)

Suspicious **aircraft** Under Irish Army protection at Shannon. Every time I have visited Shannon airport in recent months there have been suspicious US **aircraft** at the airport.

 [indymedia.ie/article/77258](https://indymedia.ie/article/77258)

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## [Talk:Rendition aircraft - Wikipedia, the free encyclopedia](#)

Untitled An ambitious first attempt to a biography of this mysterious gost **aircraft**. there are alot of information available out there but it needs cross confirming.

 [en.wikipedia.org/wiki/Talk:Rendition\\_aircraft](https://en.wikipedia.org/wiki/Talk:Rendition_aircraft)

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## [The Aircraft - The Rendition Project](#)

The **Rendition** Flights Database currently contains global flight data on 122 US-registered civilian **aircraft**, as well as some military flights into Guantanamo Bay.

 [therenditionproject.org.uk/global-rendition/the-aircraft/index.html](https://therenditionproject.org.uk/global-rendition/the-aircraft/index.html)

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 [snipview.com/q/Rendition aircraft](https://snipview.com/q/Rendition+aircraft)

[More results](#)

## [Aircraft Linked to CIA Extraordinary Rendition Flights ...](#)

Below is a comprehensive list of planes that are suspected of being in use by the CIA for extraordinary **rendition**. If you have further information about these planes or can identify other planes used for **rendition** please contact us at [shannonwatch@gmail.com](mailto:shannonwatch@gmail.com).

 [shannonwatch.org/content/aircraft-linked-cia-extraordinary...](https://shannonwatch.org/content/aircraft-linked-cia-extraordinary...)

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## [Rendition aircraft | INTELLIGENCE | WORLD](#)

The UK's support for the CIA's global **rendition** programme after the September 11 terrorist attacks on the US was far more substantial than has previously been recognised, according to a new research project that draws on a vast number of

[intelligence-world.org/tag/rendition-aircraft/](https://intelligence-world.org/tag/rendition-aircraft/)

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## [Rendition aircraft | Fundstellen im Internet | cyclopaedia.net](#)

Der Begriff **Rendition aircraft** ist im englisch-sprachigen Wikipedia aufgeführt. Dort heißt es dazu: **Rendition aircraft** are **aircraft** used by national governments to move prisoners internationally, a practice known as **rendition**, the illegal version of which is referred to as extraordinary **rendition**.

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<http://www.madcowprod.com/06052006.html>

WORLD EXCLUSIVE  
June 5 2006--Venice,FL  
by Daniel Hopsicker

Eight weeks after Mexican soldiers at a rural airport in the Yucatan discovered 5.5 tons of cocaine onboard an American-registered DC9 painted to resemble aircraft from the U.S. Dept of Homeland Security, Mexican and U.S. law enforcement officials seem no closer to publicly identifying either the owner of the plane, or the tons of cocaine. Some suggest they may not be trying very hard. If true, this is yet another indication that suspicions of CIA involvement in the drug flight are on target. In fact, in the strange brew of companies through whose hands the twin DC9's have passed, we will soon see even more unmistakable signs of companies known to be CIA fronts and people considered to be Bush Family retainers. Even so, our suggestion that CIA involvement in an imbroglio over 5.5 tons of cocaine led to Porter Goss's surprise resignation as CIA Director just a few weeks later provoked someone to chastise us for not offering **proof**. CIA involvement **is** the proof that **Porter Goss** had been placed in an embarrassing and ultimately untenable position, and that he was sacked for committing what is regarded as **the** cardinal sin...Goss, a spook extraordinaire since the Bay of Pigs fiasco, was (finally) **caught holding**.

### "Starting at power forward for your American Drug Lords..."

Especially before the scandal potentially grows out of hand, this seems grounds for dismissal, even among the jaded keepers of well-tended Cayman Island accounts.

Losing 5.5 tons of cocaine on an airliner traceable to your Government Agency certainly does not appear to have been, for Mr. Goss, an especially good career move.

And there's potentially much worse to come... A probe into the tangled skein of companies and individuals in what has clearly been a **continuing operation** lasting at least a decade has revealed glimpses of what until now has been **the most elusive species on Earth**:

#### **The American Drug Lords.**

How is it possible that the owner of a DC9 airliner caught with 5 tons of cocaine can remain hidden **for two months**? The untimely bust came at a certain low ebb for the owner/operators of "**Cocaine One**." This favorable conjunction of the stars is about to allow a privileged glimpse into corruption so vast it can only be what Prof Peter Dale Scott called the "**deep politics**" of what sociologists refer to as "**state-sponsored crime**."

Pull up a chair.

#### **Going way way wrong at the worst possible time**

◆ The Feds have never wanted to clean up the sloppy way airplanes are registered, ◆ one aircraft broker told us. ◆ Registering a plane with the FAA is just a joke. They don't even make you use a tax I.D. number or social security number to register a plane. You don't even have to have your signature notarized."

"The result is that nobody can ever tell with any certainty what the hell is going on. Apparently that's the way they like it. ◆"

Since April 11, the day things went way wrong in a small town in the Mexican state of Campeche, the mystery of the plane's ownership has only deepened.

Recently the last registered American owner of the DC9, **Frederic Geffon of Royal Sons Inc** insisted he bore no responsibility at all for the plane's recent misadventures.

In a [May 5, 2006 interview](#) with the **Tampa Tribune** following up a story they'd [run the previous day](#), Geffon said he sold the plane 10 days before it was seized by Mexican authorities, to a man named Jorge Corrales, who he identified as a Simi Valley, Calif., aircraft broker.

But [the MadCowMorningNews](#) has learned that there is a problem with Geffon's explanation: The California aircraft broker who Geffon says bought the aircraft(N900SA) for resale to a client identified only as a Venezuelan company does not appear to be in the business of buying and selling planes.

## Tangled Web City, Next Exit

A LEXIS-NEXIS newspaper database search yielded no mention of Corrales and Associates. A Google search failed to find an aircraft broker named George or Jorge Corrales, or a Corrales and Associates.

A visit to the three major online venues used to sell airplanes confirmed the assertion We could find no evidence indicating that Jorge George Corrales is an aircraft broker

[A search for broker/dealers](#) selling McDonnell Douglas DC9s in California at The Controller, for example, reveals just three DC9s for sale, from just two dealers.

An aircraft dealer at the Venice Airport told us, There is a very small group of people involved in the market for jet airliners world-wide. If you had a party and invited every DC9 buyer in the world you could easily fit them all inside my hanger.

[OK Aviation](#) is the listing broker for *two of the three DC9s currently for sale in California*.

So we called **OK Aviation's owner, Jack Kendall**. He knew the other DC9 dealers in the state, he told us. No, he'd never heard of George Corrales or Corrales & Associates.

## Maybe the paperwork is still in the mail

A search for aircraft brokers and dealers in California [at Trade-A-Plane](#) reveals no listing for Corrales & Associates. And it's a free listing.

[A check of ASO's list](#) of Southern California aircraft brokers and dealers turned up a **Titan Aviation in San Diego**, we were interested to learn, as well as an **Air America Inc**.

But no **Corrales and Associates**.

Frederic Geffon told the Tampa Tribune he sold **Cocaine One** to an aircraft brokerage which apparently *doesn't even exist*.

The Tampa Tribune story quoted FAA spokesman Roland Herwig stating that the FAA received a copy of a letter from Royal Sons, dated April 7, asking that the plane be exported to Venezuela and that the FAA officially took Royal Sons' name off the books three days after the cocaine bust.

"We don't get involved with the sale of aircraft, only their registration or deregistration," Herwig told the Tribune.

Geffon himself, while insisting that the plane with 5.5 tons of coke wasn't his, was otherwise suspiciously close-mouthed.

## Who you gonna believe...Me? Or your lying eyes?

Apparently Geffon knows all the words to the hit song *It Wasn't Me*.

But not much else... Geffon provided the Tampa Tribune with a copy of what he says is a bill of sale he turned over to his title company, the paper reported. It had no information about the purchaser.

Corrales *"did not want me to know"* who bought the aircraft *"and I didn't care anyway,"* Geffon said.

Corrales contradicted this statement. He said that he did not know why Geffon claims not to know who purchased the DC-9. He said Geffon **absolutely knew** who had purchased the aircraft.

When people lie, its almost always *for a reason...*

It was a Venezuelan company, Corrales told the Tampa Tribune. Royal Sons got a crew that flew the aircraft" to Venezuela, and obtained the permits needed to fly the plane out of the country.

Geffon denied it. He said he only *"hired"* someone to find a flight crew to take it down there."

Frederic Geffon was having no trouble resisting the urge to fall all over himself clearing up any misunderstandings...

## 'Men in Europe' may be difficult to assemble all at once

**"Geffon would not identify that individual, saying only that the man is in Europe and unavailable for comment, the paper reported. Corrales, who owns Corrales and Associates, disagrees."**

Although the paper didn't say so, it was *a classic Mexican stand-off*.

And, as the Tampa Tribune's Howard Altman noted wryly, the Federal Aviation Administration *was not about to untangle the knot*.

Still, compared with the little information which *has* managed to trickle out about the case, **Altman's story contains a major scoop:**

A man in Europe unavailable for comment has the answers to who owned the massive cocaine haul.

All we need do to find the owner of **Cocaine One** is take all the males on the European Continent, subtracting those who *are* available for comment, to give us the subset of **"Men in Europe"** in whose ranks today can almost certainly be found the man who knows who was using a DC9 tricked out to resemble a U.S. Government plane to smuggle tons of cocaine.

That was simple. All we need now is a stadium big enough to sort them all out.

## I have no comment on my no comment

More bad news for the now rapidly-emerging **official story**: There is no Corrales & Associates in California.

The 'supposed' aircraft broker who bought the DC9 **in the nick of time** from people in St Petersburg FL has been **suspended** from operation for several years by the California Division of Corporations.

Thus, **Corrales & Associates** cannot legally do business in the state of California.

However, there **is** a Jorge Corrales, or rather a George Corrales, listed in the Simi Valley phone books. We phoned to ask if he had any proof that he buys and sells airplanes for a living.

Mr. Corrales, we've been unable to find any evidence that you are in the business of buying and selling airplanes, we began. Can you point to anything to prove you are?

I have no comment at this time, he told us tersely.

Why is that? Who did you sell the DC9 to in Venezuela?

I can't comment on that.

Aren't you leaving yourself open to charges that **you yourself** may be involved in drug trafficking? If you get arrested for running 5 tons of cocaine...will you have a comment then?

There was a loud click. The line went dead. We thought:

**How very rude.**

### **A murky mystery; A "great deal of concern"**

Hovering at all times at the edge of the 5.5 ton cocaine scandal is the company responsible for painting twin DC9's in what clearly appears to have been a deliberate deception: **SkyWay Aircraft**.

Next we will learn about the founder of what became SkyWay Aircraft, Miami attorney **Michael Farkas**. But we can't resist teasing the story a little bit now.

Farkas, as you might well imagine, isn't just **anyone**... For example, he currently owns a North Miami company which wants to market **Israeli antimissile defense systems** to U.S. aircraft manufacturers, after obtaining rights to a system developed by a subsidiary of Israel Aircraft Industries, Israel's biggest defense contractor.

But before engaging in the popular sport of **blaming the Jews** it might be useful to recall that we've already seen Saudi billionaire Adnan Khashoggi's involvement. Oddly enough, fifteen of SkyWay Aircraft's biggest investors are from **Saudi Arabia** and **Kuwait**. One of them even appears to be the head of the **Kuwaiti National Guard**.

While presiding over SkyWay's bankruptcy, Federal Judge Paul M. Glenn said, "I have a great deal of concern about this case. There is a great deal we don't know."

Two years ago, Judge Glenn called this case **"murky"**.

Since then, very little appears to have changed.