

Date:09/30/93  
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## JFK ASSASSINATION SYSTEM

## IDENTIFICATION FORM

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AGENCY INFORMATIONAGENCY : SSCIA  
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DOCUMENT INFORMATIONORIGINATOR : SSCIA  
FROM :  
TO :TITLE :  
TRANSCRIPT OF HEARINGDATE : 08/11/75  
PAGES : 56SUBJECTS :  
TRANSCRIPT OF HEARING: WITNESS, HINKLE, EDWARD H.  
EXHIBIT: CABLES  
EXHIBIT: FOR I.G./FROM DEPUTY DIRECTOR FOR OPERATION, SUBJ:  
QUESTIONABLE ACTIVITIES (DATED JANUARY 17, 1975)DOCUMENT TYPE : PAPER, TEXTUAL DOCUMENT  
CLASSIFICATION : T  
RESTRICTIONS : REFERRED  
CURRENT STATUS : P  
DATE OF LAST REVIEW : 09/29/93

OPENING CRITERIA :

COMMENTS :  
SSCI Box 247, Folder 10-----  
[R] - ITEM IS RESTRICTED

1 information before they heard from us and they do not reference  
2 in here the Exhibit 4 which tells them to discontinue the  
3 operation or to not pursue the matter.

4 This was apparently sent before they had received  
5 Exhibit 4, and their contact in which they had, in which they  
6 had discussed what could be done as a harassment during the  
7 flight, they had discussed this prior to the receipt of our --  
8 of my Exhibit 1.

9 Mr. Kelley. Does it appear to you that that cable,  
10 Hinkle Exhibit 5, refers to an assassination or to harassment  
11 and water ditching, and maybe making the trip abort, but  
12 not kill anybody?

13 Mr. Hinkle. That would be, that would appear to be  
14 correct.

15 Mr. Kelley. You testified earlier that the station  
16 in its two earlier cables, I believe Hinkle Exhibits 2 and 3,  
17 did not, was not suggesting assassination or looking for  
18 authority to assassinate?

19 Mr. Hinkle. Reading Exhibits 2 and 3 at this point,  
20 that is correct.

21 Mr. Kelley. And as Hinkle Exhibit No. 6 we will mark  
22 a routing and record sheet, form 610 from William J. Murray  
23 dated January 17, 1975, to the Deputy Director for Operations  
24 and the Inspector General, and attached to that is a memorandum  
25 for the Inspector General, dated January 17th, 1975, through

HINKLE EXN. #2

R700

C O P Y (Original Copy cannot be reproduced)

Date: 20 JUL 60

SECRET

TO : DIRECTOR

FROM : HAVANA

JUL 21 0433Z 60

ACTION : C/WH 2 (MR HINKLE WH ISSUED TEMPO COPY 0040, 21 JULY)

PRIORITY

INFO : DCI, D/DCI, DD/P, COP, ADDP/A, C/FI, C/EE 3,  
C/NE 3, C/SR 3, C/WE 2, S/C 2

IN 27260

PRITY DIR INFO PRITY ~~BRUS CAIR~~ CITE HAVA 5390

1. SPECIAL CHARTERED CUBANA AIRLINE FLIGHT PILOTED BY CAPT RAUL MARTINEZ LEAVING HAVA APPROX 1500 HOURS 21 JULY ON FOLL FLIGHT: HAVA TO CAMAGUEY TO GAS UP, THEN DIRECT TO SANTA MARIA (AZORES) TO BRUSSELS TO PRAGUE. NO INFO ON WHETHER FLIGHT WILL CONTINUE MOSCOW TO PICK UP RAUL CASTRO RUZ OR WHETHER CASTRO PLANS MEET PLANE PRAGUE.

2: VILMA ESPIN DEFINITELY ONE OF PASSENGERS. ORIGINAL PLANS CALLED FOR 85 PASSENGERS BUT LOAD LIMITS DUE LARGE GAS LOAD MAKE 70 PASSENGERS MAXIMUM. FLIGHT CAPTAIN CARRYING U.S. \$50,000 IN CASH TO PAY FOR LANDING CHARGES, GAS ETC. ON TRIP. FLIGHT WILL CONTINUE TO CAIRO, EGYPT AND THEN RETURN TO HABANA. ANTICIPATED DURATION FLIGHT 10 DAYS.

3. IF HQS HAS ANY SPECIAL REQUIREMENTS FOR RAUL MARTINEZ, HAVA STATION CONTACT, HE CAN BE CONTACTED IN BRUS OR CAIR BY ANY AMERICAN CASE OFFICER USING NAME MR. HOPE AND IDENTIFYING HIMSELF AS A FRIEND OF ~~BILL MURRAY~~. MARTINEZ SPEAKS FLUENT ENGLISH.

FILED 202215Z

END OF MESSAGE

RECEIVED FROM

AUG 9 1975

DIA

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27/1/94

C. T. BARNES  
A/DDP/A  
4013  
21 July 1960

TOP SECRET

HINKLE EXH-#4

ROUTING	
DEFERRED	21 13 28 21.
ROUTINE	TO CABLE SE
PRIORITY	INITIALS
OPERATIONAL IMMEDIATE	INITIALS
YXX	

HAVANA

DIRECTOR

ADOP/A 1

DDP 2, COP 3, C/WH 4-10, S/C 11-12

OUT 99096  
OUT 99097

HAVA

INFO

CITE DIR

40335  
40965

~~RYBAT JMINET~~

REF: DIR 40923 (OUT 98941)

DO NOT PURSUE REF. WOULD LIKE TO DROP MATTER.

END OF MESSAGE

RECEIVED

MAY 5 1975

CIA

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*C. T. Barnes*  
C. T. BARNES

COORDINATING OFFICER

TOP SECRET

RELEASING OFFICER

COORDINATING OFFICER

3

CLASSIFIED MESSAGE

275  
DATE 22 JULY 1960

SECRET

ROUTING	
1	4
2	5
3	6

JUL 22 11 43 AM '60  
REC'D CALL SECY

DIRECTOR  
FROM HAVANA  
ACTION: C/WH 7 (WH CABLE DESK ISSUED TEMPO COPY AT 1445  
22 JUL 60)  
INFO: DCI, D/DCI, DDP, COP, ADDP/A, S/C 2

OPERATIONAL IMMEDIATE

IN 28071

TO OPIM DIR

INFO

CITE HAVA 5396

~~SECRET~~  
DECLASSIFIED

REF: A DIR 40923 (OUT 98941)\*

/B HAVA 5396 (IN 27260)\*\*

1. SUBJ OF REF A CONTACTED BY STATION PRIOR TO DEPARTURE OF FLIGHT. SUBJ WILLING TAKE CALCULATED RISK BUT LIMITED TO FOLL POSSIBILITIES WHICH CAN PASS AS ACCIDENTAL: A. ENGINE BURNOUT ON TAKEOFF TO DELAY OR HARRASS TRIP. B. VAGUE POSSIBILITY WATER DITCHING APPROX 3 HOURS OUT FROM CUBA.

2. SUBJ RULES OUT ENGINE FAILURE IN FLIGHT DUE IMMINENT DANGER FIRE AND LACK OPPORTUNITY TO SAVE ANY PASSENGERS OR CREW. DOUBTS ABILITY EFFECT PUNCTURE OF TIRE SINCE PLANE WILL BE UNDER GUARD. DOUBTS ABILITY PERFORM REAL ACCIDENT WITHOUT ENDANGERING LIVES OF ALL ON BOARD BUT WILLING ATTEMPT HARRASSMENT IF OPPORTUNITY PRESENT.

3. SUBJ BELIEVES VIOLENCE LIKELY TAKE PLACE CUBA AFTER 26 JULY AND ASKS ONLY THAT IN EVENT HE CAN MAKE INOPERATIVE THE PLANE ABROAD THAT HE AND TWO OR THREE OTHER CREW MEMBERS BE PROVIDED TICKETS FOR RETURN CUBA. HE BELIEVES THAT IF REAL TROUBLE BREAKS

OUT MAIN PASSENGERS AND OTHERS WILL REFUSE RETURN THUS WANTING ASSURANCE HE CAN RETURN.

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S-E-C-R-E-T



17 January 1975

MEMORANDUM FOR: The Inspector General  
VIA : Deputy Director for Operations  
SUBJECT : Questionable Activities

1. In 1960 the writer developed and recruited a Cuban national and a ranking Cubana Airline pilot.
2. The Cuban requested an emergency meeting on 18 July 1960 to advise that he was the likely choice to pilot a chartered Cubana Airline flight from Havana, Cuba to Prague to pick up Raul Castro Biz and his official party. On 20 July the Cuban reported that the flight to Prague was scheduled for 21 July and that he would definitely pilot the aircraft. Headquarters and appropriate field stations along the flight route were advised of the flight schedule; requirements were requested.
3. On the morning of 21 July Headquarters sent a TOP SECRET RYBAT OPERATIONAL IMMEDIATE cable (DIRECTOR 40923 OUT 98941, 21 July 1960) to the Havana Station advising that "possible removal of top three leaders is receiving serious consideration at Headquarters" and requested the Station at its option to contact the Cuban and determine his willingness to cooperate in arranging an accident during the return trip from Prague. The cable said that Headquarters would be willing to offer a payment after successful completion of \$10,000.00 or a reasonable amount in excess of that.
4. **Mr. James Hoel**, COS Havana, instructed the writer to meet with the Cuban and make known our interests. The writer contacted the Cuban and arranged an emergency meeting which took place in the Cuban personal vehicle while driving to the airport. the Cuban said he would take a calculated risk but limited the possibilities which could pass as an accident. At one point the Cuban asked for assurance that in event of his death the U.S. Government would see that his two sons were given a College education. This assurance was given orally. On returning to the Station the writer was advised that an OPEM cable (DIRECTOR 40965 OUT 99096, 21 July 1960) had been received at the Station directing the Station to disregard the earlier instructions.
5. The Cuban was debriefed by the writer after his return from Prague. He reported that he had no opportunity to arrange an accident such as we had discussed prior to his departure. I do not recall telling The Cuban that the original instructions had been changed and I am inclined to believe I made no reference to the new instructions which had been received.

REC'D  
Cuban  
to believe

JUN 5 1975

GIA

TOP SECRET

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lu 27/1/94

after the Cuban departure from Havana.

6. The Cuban defected in early December 1960. I saw him once in early 1961 in Miami, Florida where he had taken up residence. I do not know if any other Station officers were knowledgeable of this incident although it is probable that SA Arthur Avignone DCIS (now retired and living in the Washington area) may have read the pertinent cables.

C/IA/ [redacted]

Attached:

- (1) DIRECTOR 40923, 21 July 1960 TOP SECRET
- (2) DIRECTOR 40965, 21 July 1960 TOP SECRET
- (3) HAVA 5396 (II 23071), 22 July 1960 SECRET

TOP SECRET