

MEMORANDUM

TO: Russ Mortenson

FROM: Rick Salwen

DATE: December 10, 1979

RE: Omnl

Enclosed with this memorandum are all of the handwritten notes which Tom Marquez has in his files with regard to the aircraft we chartered for the Middle-East rescue. In conjunction with these notes, Tom gave me the following account of the events leading to the aircraft charter:

On February 11, 1979, EDS received word that Bill Gaylord and Paul Chiapparone had managed to escape from the prison in Tehran where they were being held hostage. Ross Perot, Tom Walter, and Tom Marquez decided that it would be necessary to obtain an aircraft and get to Bill and Paul as quickly as possible. They contacted several operators, including Jet Fleet, EA Fleet, and Private Jet Services in Europe, but were unable to obtain an aircraft. Ross Perot then called Tom Marquez to contact Saul Rogers, who, Ross knew, had been the owner of a large aircraft. When contacted by Tom Marquez, Rogers said he had sold his aircraft, but suggested that Marquez call Ray Henderson at Omni.

Marquez called Henderson, and told him that EDS needed to charter a flight to the Middle-East, including aircraft, crew and all services. Henderson replied that Omni was not a charter service per se, and Tom answered that we knew nothing about airplanes and need the entire package of services. To this, Henderson replied, in effect, "We can do that".

Henderson asked Marquez to call Ward International, in Fort Worth, and speak to Ray Beck, who could give Tom the details of the aircraft available. Upon calling Beck, Marquez was told that he could have a BAC 1-11 for \$4,500 per hour, or a Boeing 707 for \$6,000 per hour. Marquez confirmed with Ross Perot and Tom Walter, and they decided that the BAC 1-11 did not have enough range. Marquez called Beck again and asked what the cost would be if the aircraft was only required to go to Washington, D.C. and return. Beck said the price for this round trip was \$20,000. Beck also told Marquez the aircraft was in super shape, and that the last previous flight had been approximately a month before. Beck said the aircraft was equipped with two HF radios, two VHF radios and two inertial navigation systems (INS). As discussed in my previous memo, we later discovered that one INS was inoperative.

With Beck's permission, Jeff Heller of EDS met a friend of Tom Walter's, Sid Carter, an American Airlines captain, at Fort Worth, and Mr. Beck showed them the aircraft. On inspection, Heller and Carter found nothing specific wrong with the airplane, but were concerned that it had not flown in over a month.

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In the evening of February 11, Ross Perot, Tom Marquez and Tom Walter decided that they should go ahead and charter the aircraft, despite Jeff Heller's reservations about its mechanical condition.

Early in the morning of February 12, Marquez called Ray Henderson to announce that we had decided to charter the airplane. Tom remembers that he got Henderson out of the shower for the telephone conversation. Henderson stated that it would be necessary to have someone come to Maryland to sign lease papers for the airplane. Initially, Marquez intended to go himself, but then decided to have Gary Fernandes work out the details. He asked Henderson for the names of people to contact at Omni and Henderson gave Marquez the names of John Macklin and John Benedict. Marquez passed that information on to Gary Fernandes, and Gary went on with the details of the lease. His discussions are summarized elsewhere.

Later on February 12, Marquez was informed that the crew would arrive at Dallas/Fort Worth Airport that afternoon, and arrangements were made for EDS to provide transportation for the crew from D/FW to Meacham Field in Fort Worth, where the aircraft was located. When the crew arrived, they inspected the aircraft and found some items needed correction. These corrections were not complete until late on the evening of the 12th and the aircraft, with EDS personnel aboard as passengers, finally departed Fort Worth at approximately 12:30 a.m. on February 13.

Marquez also explained to me some of the cryptic notations on the attached sheets, including arrangements for various supplies and materials to be carried on the trip. To describe all of these in this memorandum would probably take too long, but if you have questions please do not hesitate to contact me and I can probably explain most, if not all, of the items included in the notes.

RS:kf

Enclosure