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CIA CHARGED WITH COMPLICITY IN SOUTHEAST ASIAN, AFRICAN OPIUM TRADE

[Article by B. Bulatov: "Werewolves"; Moscow, Gudok, Russian, 17 January 1971, p 3]

Are there werewolves in the world? Do not hurry to answer. There are. A portrait of one of them was published in the American magazine Time. However much you looked at him, though, you would not see anything special. "An ordinary man," you would say. To be sure, nothing remarkable. Average height. Middle age, 40 or so. Thin hair, smoothed down. Eyes concealed behind sunglasses.

This is an unobtrusive man, one familiar with the nighttime sky over dozens of Asian and African countries. For many years he has "specialized" in contraband deliveries of arms to various "hot spots" of our planet. He fills a plane with machine guns and mortars, shells and cartridges, and he flies it to the appointed place under the cover of nighttime darkness.... But still, why a werewolf?

Judge for yourself. One April night in 1966 his airplane crashed over the Northern Cameroons. When the Cameroon police reached the scene of the crash, they did not find any identification signs on the aircraft. But in its fuselage they found about 1,000 quite recent American automatic

weapons. The hero of our tale and four other members of the crew, when driven into a corner, admitted that they had been carrying arms into Eastern Nigeria, whose leaders the previous year had kindled a bloody civil war in that country, proclaiming the so-called "independent state of Biafra." It was established that the "soldiers of fortune" caught red-handed had made dozens of such trips in that direction. It is easy to imagine the amount of arms they had carried through!

Arms contraband is punished by the most severe penalties by the laws of any country. What sort of punishment did these cutthroats suffer? None! To be sure, a story was trumped up for the public. The press of many countries carried a report to the effect that the owner of the airplane and its chief pilot, as well as one member of the crew, had received serious injuries in the crash and soon died in a Cameroon hospital. Dead men, as we know, are not called to account.

That would seem to be the whole story. But it has a curious sequel. Some time later the principal "dead man" happily came back to life and expanded arms contraband by air to truly unprecedented proportions. It is finally time to give his name. He is Henry Arthur Wharton, an American. He now has two nicknames: "Hank" and "the leading pirate of Biafra." The second nickname is very significant. Wharton's airplane traveled continuously over the so-called "air bridge," which was built between Western Europe and Biafra. At that time Wharton had a very solid "enterprise": an entire squadron of Super Constellation airplanes belonging to him was based in Lisbon. Every trip brought Wharton 25,000 dollars in net proceeds.

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A cult of the criminal at large flourishes in the Western press. The main thing is that he be successful. Wharton was outstanding in this respect. After his "resurrection," it is true, he was caught red-handed several more times, but every time he got away scot free. Nevertheless, in Liberia he went behind bars, but he stayed there only a few weeks. On Malta he was arrested for contraband shipments of large lots of narcotics (enough narcotics to "give dreams" to many millions of people). And what happened? He got out of it! "Someone's influential hand," Time notes, "again helped him."

Whose is this "influential hand"? Who is it that rescues Wharton and his "colleagues" every time?

The answer to this question is to be found in the history of Daniel Wolcott, "king of the contrabandists," as he is called in the countries of notorious "free enterprise." According to the newspapers, for 4 years Wolcott and his accomplices carried into India on his airplane contraband gold and precious stones worth a colossal sum -- 150 million dollars. But he did not only carry gold, and India was not his only destination. Wolcott, like Wharton, for years delivered arms to the most varied corners of the globe where the CIA was organizing plots and preparing coups d'etat. The very close connections between the "king of the contrabandists" and the CIA were discovered during Wolcott's trial in Lebanon in 1964. Material evidence confirmed that he was engaged in espionage in carrying out aerial photography of Lebanese military installations on the assignment of American intelligence. But Wolcott was tried in Lebanon in absentia, since he managed mysteriously to disappear. A year earlier he had been

tried in Delhi for smuggling weapons. He was present at the trial. And what happened? Through the intervention of the American Embassy Wolcott was "temporarily released on bail" not long before the trial, and he naturally took advantage of this. The Indian police managed to catch the "king of the contrabandists" only 3 years ago. He is now in prison. But it is not precluded that the CIA is trying to have him released; this agent-werewolf who has combined smuggling with subversion and espionage is very valuable to American intelligence.

Indeed, the facts demonstrate that espionage and subversion combine beautifully with smuggling. Last May the American magazine Ramparts published an interesting article which in fact was entitled "The CIA Is in the Opium Trade." How is it doing this? Very simple. The American airlines Air America and Continental Air Service, which are at the service of the CIA, regularly deliver weapons to the commando detachments in the interior of Laos. Here is a typical sketch by the correspondent of the Hong Kong magazine Far Eastern Economic Review: "Quiet reigns in Longtchem [transliteration], a small town located in an area occupied by the rebels belonging to the Meo tribe. The silence is unexpectedly broken by the noise of motors. When the aircraft lands we read on its silver fuselage the words: Air America. It has brought weapons.... The market in Longtchem is saturated with opium, which is sold at 50 American dollars per kilogram." Arms are delivered here, and the airplanes fly out loaded down with 100-kilogram bars of opium. Regular American spies, but on the side they are smugglers and organize the production of heroin from opium. They have organized the most up-to-date industrial

production of heroin on a high technical level. On one of the islands in the Mekong River, Ramparts writes, CIA officials have set up a secret heroin factory. A kilogram of heroin, which costs at least 100,000 dollars on the black market, is obtained from 25 kilograms of opium there. American spies and diversionists are engaged in a very profitable business "on the side," which is causing envy among American diplomats.

The blood of many thousands of people is on the hands and conscience of these death merchants. Dollars are flowing into the bottomless pockets of international adventurers, who are highly esteemed by the imperialist intelligence services.

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