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**Plan to Convert Bombers
In France Revealed at Trial**

**B-26s Flown Abroad to Be Adapted
For Executive Uses, Witness Says**

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By RON MASELKA

The government today continued its case in the Federal Court trial of three men charged with conspiring to unlawfully export seven B-26 bombers to Portugal in 1965.

In testimony Thursday, David B. Berge of St. Johns, Nfld., and James L. Shanahan of Sydney, N. S., said the defendant, John R. Hawke, told them he was flying the bombers to France for conversion into executive aircraft.

Both men testified they serviced the bombers which landed in Canada during the summer of 1965.

Earlier, a Tucson, Ariz., accountant Keith Dolgaard, said in July 1965 he was given power of attorney from the missing defendant, Gregory R. Board, to handle transactions with the Tucson bank involving the airplane deal.

"Forget About It"

Mr. Dolgaard said he received a telephone call from Hawke from Newfoundland in which "he addressed me as Hawke and said

this is Sparrow." He said he would be leaving tomorrow."

When he asked Board about the "Hawke-Sparrow business," Mr. Dolgaard testified: "Board said Sparrow was a code name for the bombers and to forget about it."

A government witness testified earlier that he made an unsuccessful attempt to sell some B-26 bombers to the Portuguese government in September 1965.

He is Gordon B. Hamilton, a Tucson, Ariz., businessman.

Rebuild Old Planes

The defendants are: Woodrow W. Roderick, 47, a Winnipeg, Man., businessman; John R. Hawke, 28, a former Royal Air Force pilot, and Henri Marie Francois de Marin de Montmarin, 58, a French businessman.

Mr. Hamilton's company had a contract with the missing defendant in the case, Gregory R. Board, 45, to rebuild 20 of the World War II planes.

After seven planes were delivered to Board's company (Aero Associates Inc.), Mr. Hamilton testified that in mid-September 1965 he, himself, tried to sell the others to Portugal.

Limits on Use

"We had done considerable work on at least three of the aircraft and had a substantial investment in them," Mr. Hamilton added.

He said that he talked to State Department officials in Washington who set a condition on exporting the B-26s to Portugal "that use of the aircraft would be limited to Portuguese European territory."

He said negotiations were broken off with Portuguese officials when they would not agree to that condition.

"They wanted to use them in Angola in their African colonies, I guess," Mr. Hamilton said.

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