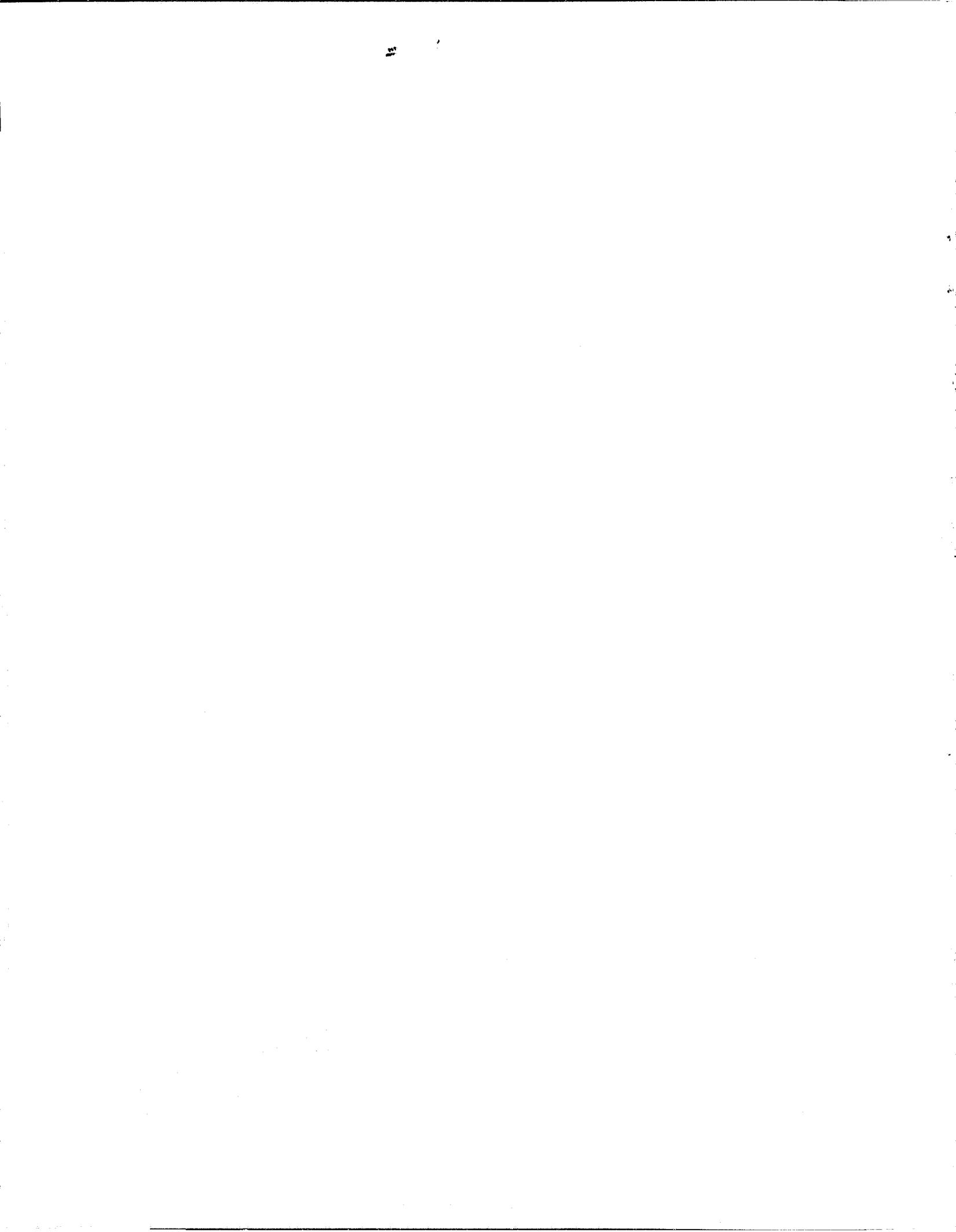




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**AIR
SMUGGLING
IN
NEVADA**

Published
by
Air Smuggling Unit
Division of Investigation and Narcotics
Vern Calhoun, Division Chief
430 Jeanell Drive
(702) 885-4408
1-800-992-0900



THE STATE OF NEVADA
EXECUTIVE CHAMBER
CARSON CITY, NEVADA 89701

MIKE O'CALLAGHAN
GOVERNOR

MESSAGE FROM THE GOVERNOR

One of the most serious problems facing the State of Nevada today is the air smuggling of narcotic contraband and controlled substances from Mexico into Nevada.

The illicit use of narcotics is a detriment to the health and welfare of many Nevadans. In order to curtail the growing of narcotic plants, the Mexican Government has been using a very destructive and dangerous pesticide to kill the plants. However, some of the sprayed plants have reached the United States and they could prove fatal to users.

To combat the air smuggling problem, I have instructed the Director of the Department of Law Enforcement Assistance, through the Division of Investigations and Narcotics, to assign additional manpower and other resources for the purpose of enforcement. I am also encouraging all other law enforcement agencies to exert every possible effort to meet and eliminate this critical problem.

Mike O'Callaghan

STATE OF NEVADA

MIKE O'CALLAGHAN
Governor



JAMES A. BARRETT
Director

DEPARTMENT OF LAW ENFORCEMENT ASSISTANCE

CAPITOL COMPLEX
CARSON CITY, NEVADA 89710
TELEPHONE (702) 885-4404

IDENTIFICATION AND COMMUNICATIONS DIVISION
John W. Peevers, *Chief*

INVESTIGATION AND NARCOTICS DIVISION
Vern Calhoun, *Chief*

PLANNING AND TRAINING DIVISION
Harry A. Lipparelli, *Chief*

MESSAGE FROM THE DIRECTOR

This report has been designed to present the facts concerning the problems facing the State of Nevada, with respect to the air smuggling of narcotic contraband into Nevada from Mexico.

The illicit drug traffic has reached an alarming level in Nevada and in order for us to go forward with our program we are asking every citizen in this State to formally assist all law enforcement agencies in their efforts to combat the drug problem. Law enforcement cannot be effective unless we have the day-to-day assistance from our fellow citizens. Our program is a new approach to fighting the drug problem and we feel that it will have a great impact on the air smuggling traffic.

A deep appreciation is expressed by the Department of Law Enforcement Assistance to those who will contribute to the success of this program.

A handwritten signature in black ink, appearing to read "James A. Barrett". The signature is written in a cursive, flowing style.

INTRODUCTION

The purpose of this booklet is to inform you of a serious problem within the State of Nevada. At the present time, and for approximately the past ten years, numerous groups have been flying contraband and utilizing Nevada's remoteness and vastness as a landing site and distribution center. Much of this contraband is Marijuana and other drugs. After distribution it finds its way back into Nevada's cities, towns and schools.

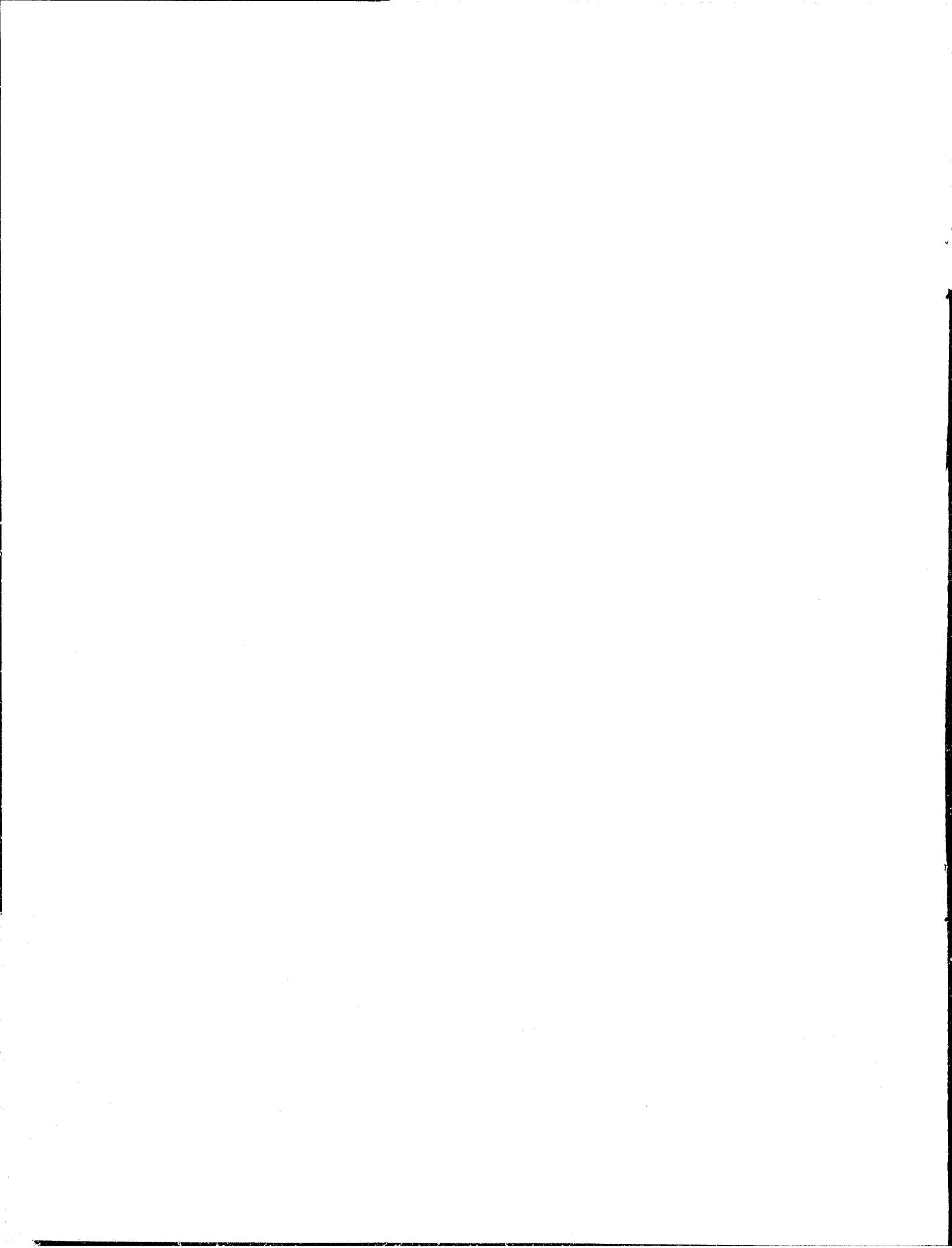
In an attempt to control and eliminate this problem, the Division has created an Air Smuggling Unit. The goal of the Nevada Division of Investigation and Narcotics Air Detail is to interdict controlled substances smuggled into Nevada via aircraft and to apprehend the criminals engaged in this activity.

To accomplish this goal, the Nevada Division of Investigation and Narcotics (NDIN) Air Detail intends to work closely with all local law enforcement agencies within Nevada as well as with the Federal agencies involved in air smuggling. Given the vastness of Nevada and the small number of law enforcement officers within the State, our success in this endeavor depends upon total cooperation among all local, state, and Federal agencies involved. Likewise, we must solicit the assistance and cooperation of the Fixed Base Operator, the private pilot, and the concerned citizen. This booklet is one step in that direction. It provides the basic information needed to identify possible smugglers, their aircraft and their vehicles. Remember, cooperation and assistance by all is imperative to success.

If you have information about smuggling, you can contact one of the district offices of the Nevada Division of Investigation and Narcotics or you can contact the Air Smuggling Unit of the Division at the Carson City District Office by calling (702) 885-4408 or 1-800-992-0900, ext. 4408 - Toll Free (8:00 AM to 6:00 PM)

Air Detail:

Larry Stout, Agent
Ralph H. Clay, Agent
George D. Wendell, District Supervisor



THE AIR SMUGGLING PROBLEM

The use of aircraft for smuggling is not new or unfamiliar. Aircraft were used during the Prohibition era to smuggle liquor and since that time aircraft have been used more and more extensively for smuggling.

Today, the commodity is narcotics, automatic weapons, illegal aliens and other contraband. Modern air smugglers use the latest aircraft and equipment to deliver their contraband and avoid detection. The advantage of using aircraft is obvious -- speed, lack of detection and the ability to land at numerous locations. Day and night, these smugglers cross our borders nationwide to deliver their contraband and reap the rewards for their efforts.

The complete extent of the problem within Nevada is undetermined at this time; however, U. S. Customs estimates have been as high as fifty aircraft loads per month. The problem includes a number of large, well organized groups utilizing very large and fast aircraft and numerous independent operators using smaller and slower aircraft. The problem pervades the entire State of Nevada and generates millions of dollars of illicit income for the criminal element in society. Many of the smuggling groups operating within Nevada are controlled and financially backed by criminal organizations located outside Nevada.

During the past three years, over 15,000 pounds of Marijuana have been seized within Nevada as a result of eight (8) aircraft accidents and ten (10) other seizures of aircraft. The aircraft involved varied from a twin engined DC-3 carrying 4300 pounds of Marijuana to a Cherokee Six aircraft carrying 750 pounds of Marijuana. Incidentally, the DC-3 aircraft was seized on its twenty-seventh trip from Mexico to Nevada. These seizures of Marijuana and aircraft represent only a small percentage of the successful trips made by smugglers to Nevada.

U. S. Customs aircraft, with the latest electronic detection devices, in cooperation with the FAA and NORAD apprehend many, but many escape undetected. This is where you, the local law enforcement officer, the Fixed Base Operator, the private pilot, and the concerned citizen can help by providing information that will assist in apprehending these individuals.

AIR SMUGGLING AND LOCAL LAW ENFORCEMENT

Within the States of California, Arizona and Nevada are major transit points for aerial smuggling. Northern California's Central Valley, Sacramento Valley, Lake Tahoe and Santa Cruz areas are prominent in aerial smuggling. The State of Nevada and its topography of dry lake and deserts can only be considered one large airstrip.

Aerial smuggling provides a rapid, almost undetectable means to distribute narcotics and other contraband. Few law enforcement agencies have the expertise and resources to act alone against air smuggling.

Another major problem is the theft of aircraft for the purpose of smuggling. In a two year period, one-third of all the aircraft thefts in the United States have occurred in California. Many of these aircraft have appeared in Nevada, smuggling Narcotics.

As a law enforcement officer, ask yourself if aerial smuggling exists in your jurisdiction. Certain factors should be considered.

- A. Geographical location from the nearest foreign border;
- B. Size and extent of the aviation community;
- C. Extent of your narcotics problem;
- D. Thefts or attempted thefts of aircraft; and
- E. Any other local conditions such as remoteness, weather, extent of law enforcement in the areas, etc.

These are only a few factors to consider. More than likely, you know one or more private pilots in your area. A brief discussion with these pilots can help you determine if the potential for aerial smuggling exists. It might also be advisable to brief beat officers who cover airports or have aviation contacts to be aware of possible local aerial smuggling. Some of the information provided for persons in the general aviation community would be helpful to the officer in identifying any suspect aerial activity.

If you should receive information concerning suspect aircraft, the following are important details and questions:

- A. Tail number, make, model and color of aircraft;
- B. Who is the pilot?
- C. What narcotics are involved?
- D. Is there a pattern?
- E. Where is the drop point and what are the directions to it?
- F. Identify any associates and vehicles.

The only way we can successfully combat aerial smuggling is by working together toward a common goal.

AERIAL SMUGGLING AND GENERAL AVIATION

Fixed Base Operators (FBO) and/or private pilots are persons directly affected by aerial smuggling. The reasons being --

- A. Stolen aircraft;
- B. Higher insurance premiums;
- C. Strict regulations on international travel by private aircraft;
- D. The detrimental effect aerial smuggling has on the reputation of the general aviation community.

As part of the general aviation community and as a citizen, your assistance in providing information to combat this menace is vital.

It is your decision as to your course of action. YOU CAN IGNORE THE PROBLEM OR YOU CAN HELP. We, of the law enforcement community, hope your participation is motivated out of professional and civil concern in ridding your ranks of the few "bad apples".

If you should decide to provide information concerning suspect persons or aircraft, you may be assured that any information received will be kept in the strictest confidence.

It should also be noted that under the conditions specified in 19 U.S.C., Section 1619, the U.S. Customs Service is authorized to award up to \$50,000.00 for original information leading to the recovery of fines, penalties, or forfeitures for violations of Customs laws.

SMUGGLING AIRCRAFT

Listed below are things to observe if you should come in contact with suspect persons or aircraft:

1. Passenger seats removed from aircraft;
2. Numerous cardboard boxes, duffle bags, plastic trash bags inside of aircraft;
3. Gasoline cans inside of aircraft;
4. Aircraft registration numbers altered or otherwise falsified;
5. Strong, unusual odors emanating from aircraft, such as perfume used to cover the scent of Marijuana;
6. Maps of areas in Mexico which are apparently being used by pilot;
7. Pilot requests maps or information pertaining to areas in Mexico;
8. Pilot requests information on local secluded landing fields;
9. Pilot displays large amount of cash -- usually \$20.00, \$50.00 and \$100.00 bills;
10. Pilot/passenger pays cash for fuel and tie down;
11. Pilot/passenger does not request a receipt for fuel for tax purposes.
12. Pilot/passenger reluctant to leave immediate area of aircraft during refueling;
13. Pilot reluctant or vague about points of origin and destination;
14. Aircraft parked a long distance from line shack, or at the far end of the ramp;

15. Aircraft flying or landing after dark without lights;
16. Landings wherein aircraft meet ground vehicles and depart after only a brief period on the ground;
17. Trucks, campers or vans waiting at or near areas suitable for aircraft landings, and often equipped with radios for use in communicating with aircraft.

These are only a few points to consider. Badly nicked propellers, underside of aircraft excessively dirty and marred from landing on unimproved strips are strong indications of an aircraft involved in smuggling. You can also be suspicious of aircraft arriving with damaged landing gear, propellers and flight surfaces and the pilot acting evasive about what happened.

LOAD VEHICLES

In addition to possible smuggling aircraft, another item that deserves your full attention is what we consider to be load vehicles and smuggling equipment. The typical load vehicle is a late model 4-wheel drive pickup with camper shell or overhead camper. The windows of the camper are curtained off or taped and the vehicle is usually equipped with sophisticated CB equipment. The occupants are usually male white adults in their mid to late twenties purporting to be doing something they are not equipped to do, such as hunting without rifles or fishing without fishing equipment.

This is just a general profile. Everything from Datsun station wagons to Winnebago Motor Homes and suspects between 18 and 72 have been involved in smuggling operations. Additional items which may indicate load vehicles utilized in smuggling operations are:

1. Late model 4-wheel drive pickups or vans.
2. Camper tops curtained off or taped.
3. Heavy duty suspension on all axles.
4. Possibly dual rear tires.
5. CB radios.
6. Ground to air radios.
7. CB scanners capable of monitoring police frequencies.

8. All new camping gear.
9. Numerous hand lanterns or reflectors to light landing strips.
10. Grey duct tape.
11. Garbage bags (green or brown).
12. Numerous gas cans or 55 gallon drums containing aviation fuel.
13. Car vacuum cleaners.
14. Aviation charts and numerous road maps.
15. Large sheets of plastic.
16. Cold weather jump suits.
17. Extra heaters for vehicles while the engines are off.
18. Vehicles with a strong odor of aerosol around rear of vehicle.
19. Aviation oil cans.
20. Large quantities of flares.



AIRCRAFT IDENTIFICATION
AIRCRAFT SHOWN IN THIS BOOKLET ARE FOR IDENTIFICATION
PURPOSES ONLY

The aircraft listed are not necessarily involved in any type of illegal activity. They are only used to show the types of aircraft that are being used for smuggling narcotics.

The performance data given for the aircraft shown are those of the respective manufacturer. Many aircraft used for smuggling are modified for extra range, short takeoffs and landings (STOL), and increased payload capacity.

It should be noted that many of these modifications are not apparent or are installed only when the proposed smuggling venture is imminent.

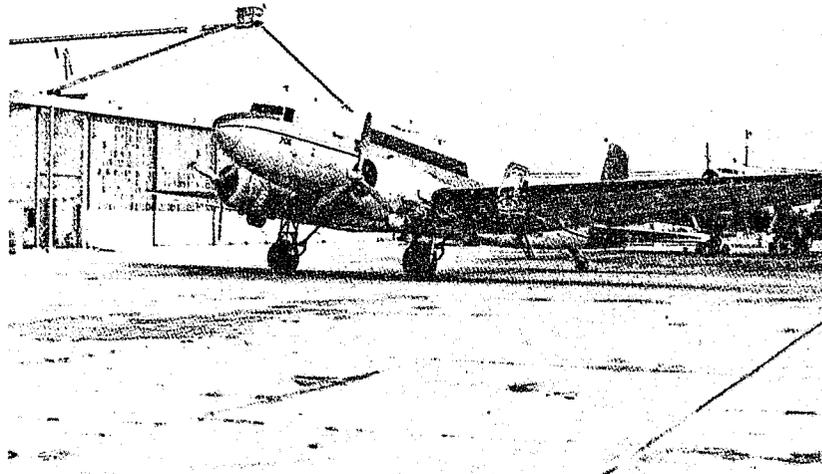
Remember, the aircraft shown are only the most commonly used. Any aircraft from a DC-7 to a Piper Cub have been utilized to transport contraband.

AIRCRAFT AND ITS CARGO
OF CONTRABAND



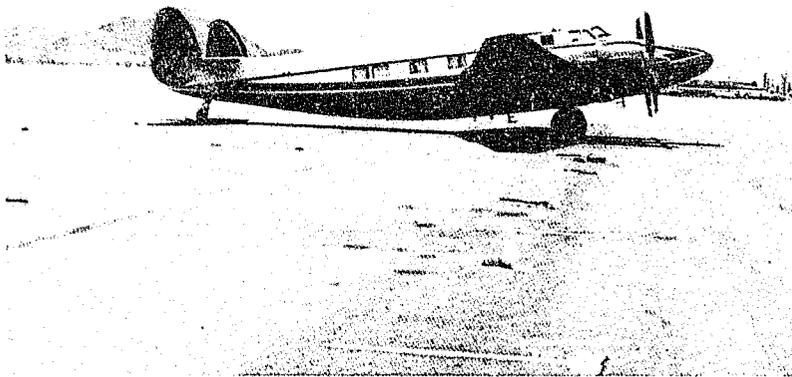
McDONNELL-DOUGLAS DC-3 (GOONEY BIRD AND/OR C-47)

PAYLOAD (POUNDS)	14000
RANGE (STD MILES)	1500
FUEL CAP. (STD GAL)	800
MAX. SPEED (MPH)	160
CRUISE SPEED	145
FUEL CONSUMPTION (75% POWER-GPH)	70
TAKEOFF DISTANCE	2500
LANDING DISTANCE	1500



LOCKHEED LOADSTAR

PAYLOAD (POUNDS)	7000
RANGE (STD MILES)	2200
FUEL CAP. (STD GAL)	1300
MAX. SPEED (MPH)	255
CRUISE SPEED	225
FUEL CONSUMPTION (75% POWER-GPH)	100
TAKEOFF DISTANCE	5000
LANDING DISTANCE	



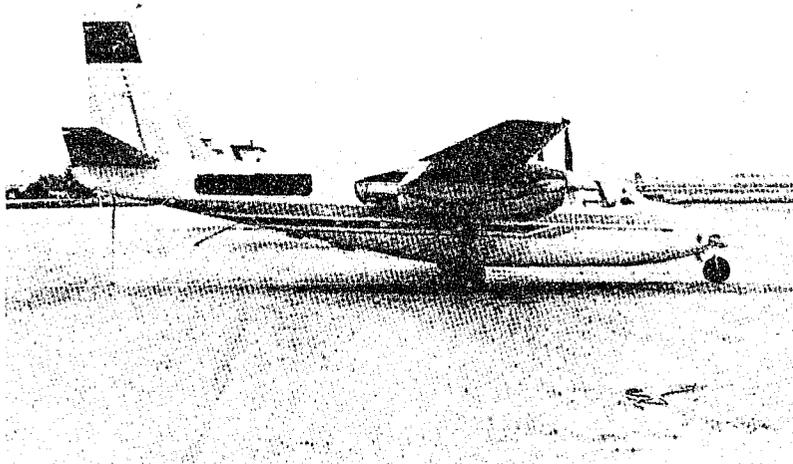
WITH HOWARD CONVERSION

PAYLOAD (POUNDS)	14000
RANGE (STD MILES)	2600
MAX. SPEED (MPH)	310
CRUISE SPEED	290
FUEL CONSUMPTION (75% POWER-GPH)	150

PIPER AZTEC PA23

PAYLOAD (POUNDS)	2267
RANGE (STD MILES)	1083
FUEL CAP. (STD GAL)	144
MAX. SPEED (MPH)	216
CRUISE SPEED	206
FUEL CONSUMPTION (75% POWER-GPH)	27
TAKEOFF DISTANCE	820
LANDING DISTANCE	860

Turbocharged model will vary slightly.



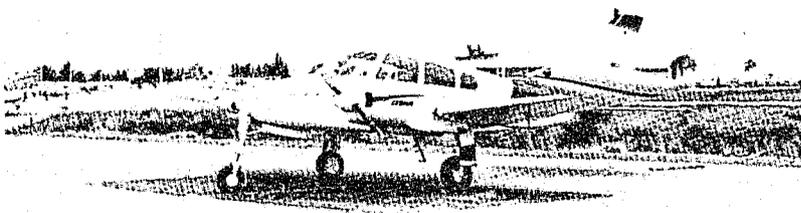
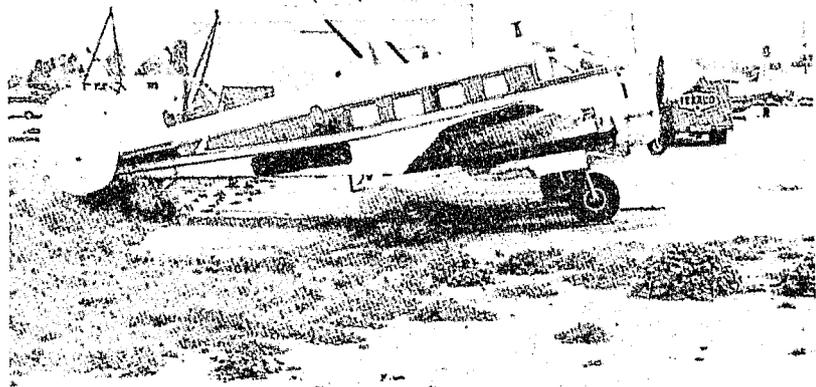
ROCKWELL AERO COMMANDER 560

PAYLOAD (POUNDS)	1750
RANGE (STD MILES)	990
(OPT MILES)	1415
FUEL CAP. (STD GAL)	156
(OPT GAL)	223
MAX. SPEED (MPH)	222
CRUISE SPEED	212
FUEL CONSUMPTION (75% POWER-GPH)	33
TAKEOFF DISTANCE	1050
LANDING DISTANCE	960

BEECHCRAFT TWIN BEECH
D-18, E-18, G-18, H-18

PAYLOAD (POUNDS)	2980
RANGE (STD MILES)	966
(OPT MILES)	1341
FUEL CAP. (STD GAL)	206
(OPT GAL)	286
MAX. SPEED (MPH)	230
CRUISE SPEED	211
FUEL CONSUMPTION (75% POWER-GPH)	45
TAKEOFF DISTANCE	1405
LANDING DISTANCE	1250

"D" model shown. "E, G, H"
models all have a front nose
gear and figures given could
vary slightly.

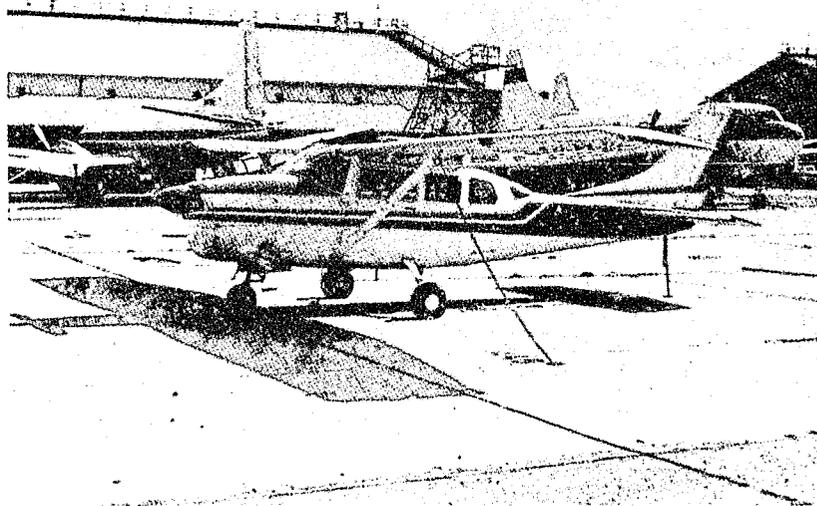


CESSNA	310	TURBO
PAYLOAD (POUNDS)	1750	2198
RANGE (STD MILES)	933	881
(OPT MILES)	-	1589
FUEL CAP. (STD GAL)	102	102
(OPT GAL)	-	184
MAX. SPEED (MPH)	220	274
CRUISE SPEED	205	259
FUEL CONSUMPTION (75% POWER-GPH)	22	30
TAKEOFF DISTANCE	1120	1306
LANDING DISTANCE	1285	640

CESSNA 206 SKYWAGON

PAYLOAD (POUNDS)	1540
RANGE (STD MILES)	626
(OPT MILES)	678
FUEL CAP. (STD GAL)	60
(OPT GAL)	65
MAX. SPEED (MPH)	177
CRUISE SPEED	166
FUEL CONSUMPTION (75% POWER-GPH)	16
TAKEOFF DISTANCE	675
LANDING DISTANCE	735

Turbocharged model will vary slightly.



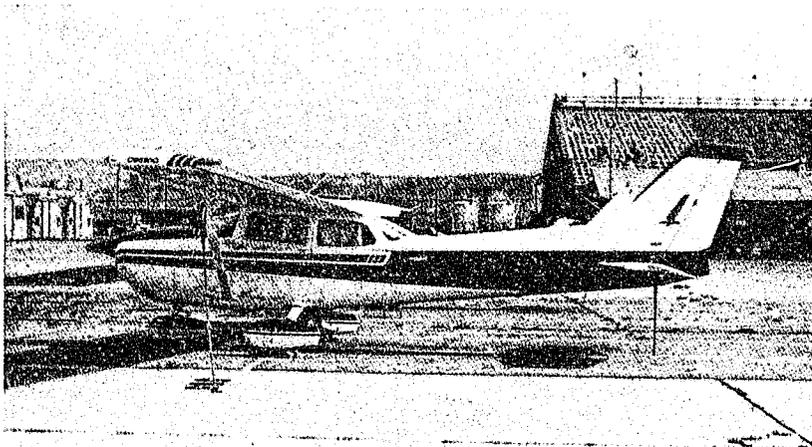
CESSNA 210 CENTURION

PAYLOAD (POUNDS)	1630
RANGE (STD MILES)	890
FUEL CAP. (STD GAL)	65
MAX. SPEED (MPH)	201
CRUISE SPEED	197
FUEL CONSUMPTION (75% POWER-GPH)	14
TAKEOFF DISTANCE	1250
LANDING DISTANCE	765

Turbocharged model will vary slightly.

PIPER CHEROKEE "6"

PAYLOAD (POUNDS)	1611
RANGE (STD MILES)	509
(OPT MILES)	855
FUEL CAP. (STD GAL)	50
(OPT GAL)	84
MAX. SPEED (MPH)	174
CRUISE SPEED	168
FUEL CONSUMPTION (75% POWER-GPH)	17
TAKEOFF DISTANCE	700
LANDING DISTANCE	630



CESSNA 172 SKYHAWK

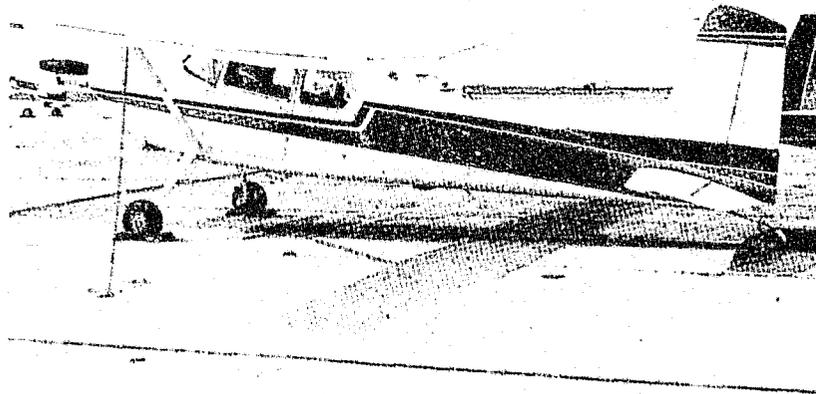
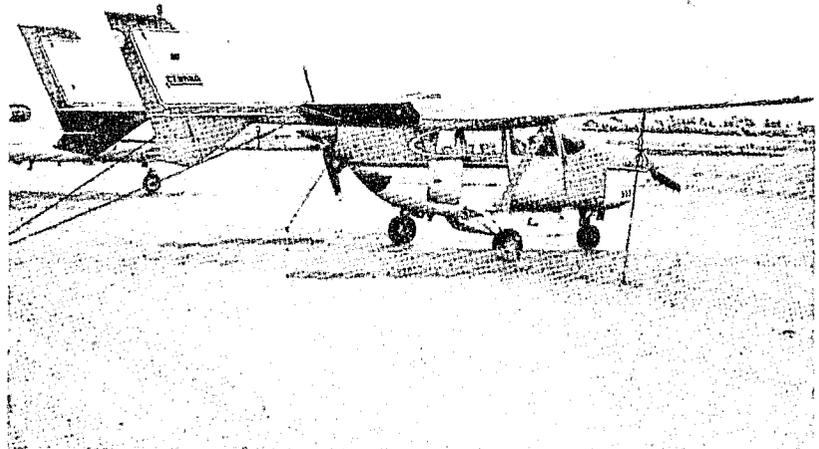
PAYLOAD (POUNDS)	940
RANGE (STD MILES)	581
FUEL CAP. (STD GAL)	37
MAX. SPEED (MPH)	135
CRUISE SPEED	124
FUEL CONSUMPTION (75% POWER-GPH)	7
TAKEOFF DISTANCE	950
LANDING DISTANCE	600

CESSNA 182 SKYLANE

PAYLOAD (POUNDS)	1010
RANGE (STD MILES)	677
FUEL CAP. (STD GAL)	55
MAX. SPEED (MPH)	164
CRUISE SPEED	155
FUEL CONSUMPTION (75% POWER-GPH)	13
TAKEOFF DISTANCE	620
LANDING DISTANCE	670

CESSNA 337 SKYMASTER (MIXMASTER)

PAYLOAD (POUNDS)	1585
RANGE (STD MILES)	760
(OPT MILES)	1070
FUEL CAP. (STD GAL)	93
(OPT GAL)	131
MAX. SPEED (MPH)	200
CRUISE SPEED	192
FUEL CONSUMPTION (75% POWER -GPH)	23
TAKEOFF DISTANCE	805
LANDING DISTANCE	757



CESSNA 185 SKYWAGON

PAYLOAD (POUNDS)	1740
RANGE (STD MILES)	759
(OPT MILES)	981
FUEL CAP. (STD GAL)	65
(OPT GAL)	84
MAX. SPEED (MPH)	176
CRUISE SPEED	167
FUEL CONSUMPTION (75% POWER-GPH)	14
TAKEOFF DISTANCE	725
LANDING DISTANCE	625

BEECHCRAFT BARON

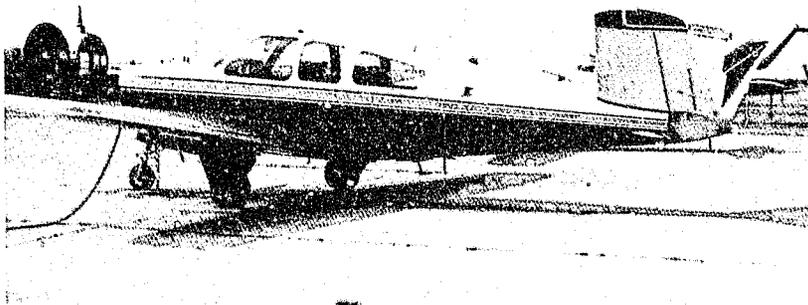
PAYLOAD (POUNDS)	1920
RANGE (STD MILES)	930
(OPT MILES)	1179
FUEL CAP. (STD GAL)	112
(OPT GAL)	142
MAX. SPEED (MPH)	230
CRUISE SPEED	220
FUEL CONSUMPTION (75% POWER-GPH)	27
TAKEOFF DISTANCE	1255
LANDING DISTANCE	1250

Turbocharged and older models vary slightly.



BEECHCRAFT BONANZA

PAYLOAD (POUNDS)	1450
RANGE (STD MILES)	765
(OPT MILES)	1836
FUEL CAP. (STD GAL)	50
(OPT GAL)	120
MAX. SPEED (MPH)	212
CRUISE SPEED	205
FUEL CONSUMPTION (75% POWER-GPH)	13
TAKEOFF DISTANCE	965
LANDING DISTANCE	647



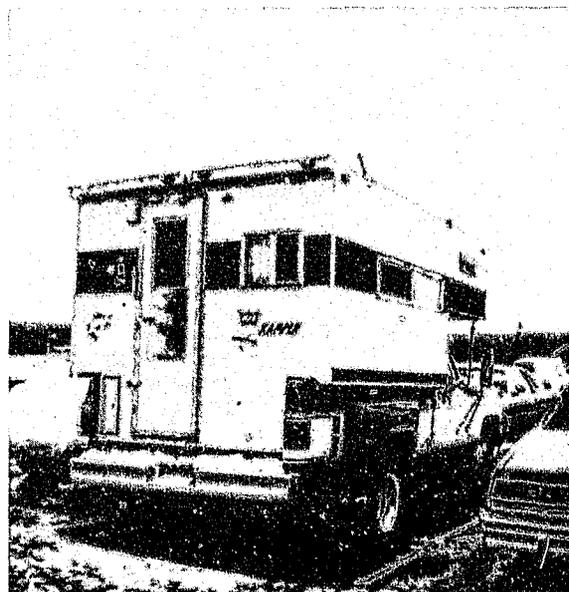
V tail Bonanza shown. Single tail Bonanza is also manufactured (not shown).

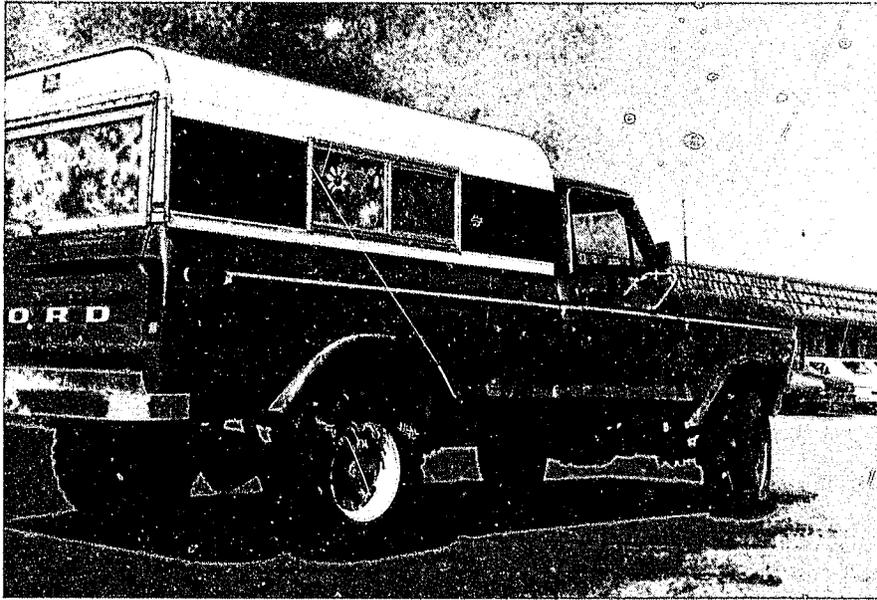
LOAD VEHICLE IDENTIFICATION
VEHICLES SHOWN IN THIS BOOKLET ARE FOR IDENTIFICATION
PURPOSES ONLY

The vehicles and equipment shown are not necessarily involved in illegal activity. They are merely illustrative of the type vehicles and equipment utilized for smuggling narcotics.

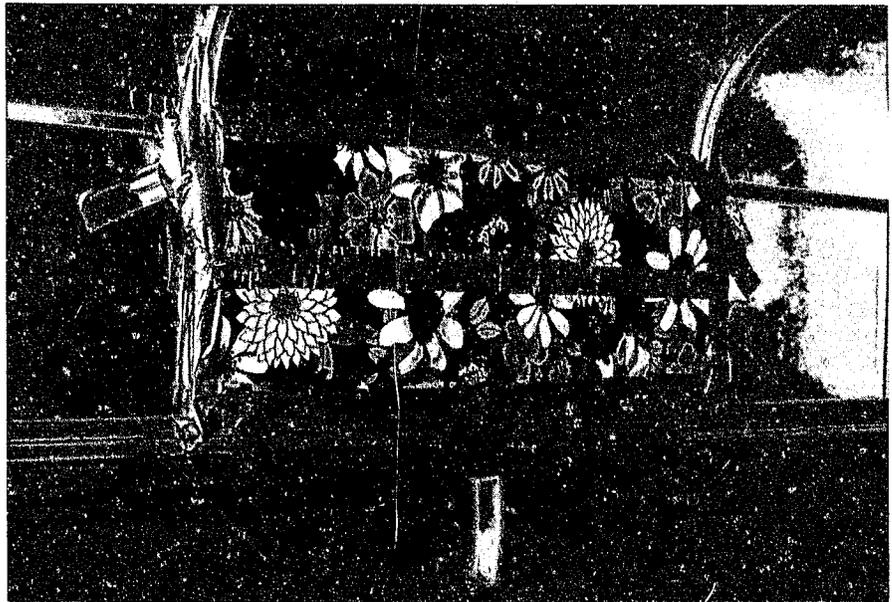


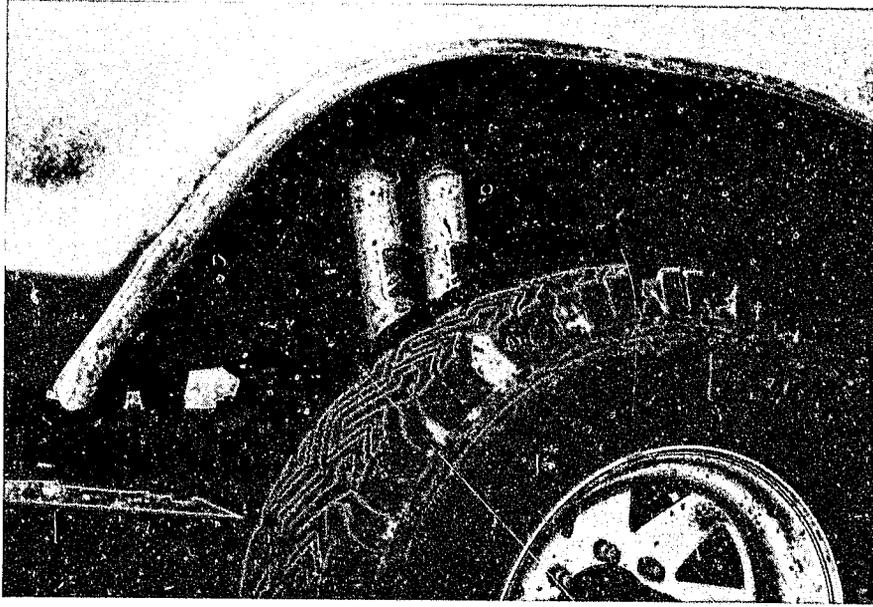
Typical
Load
Vehicles



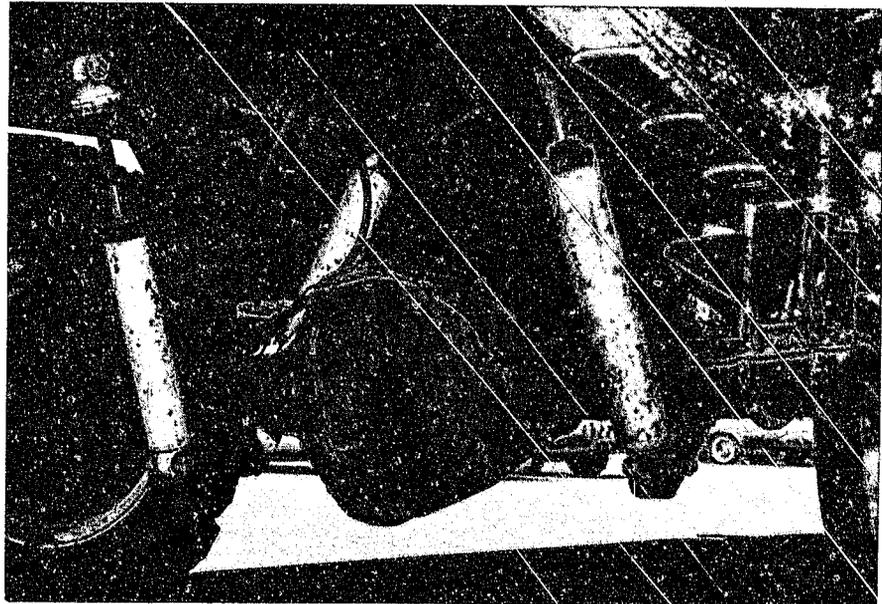


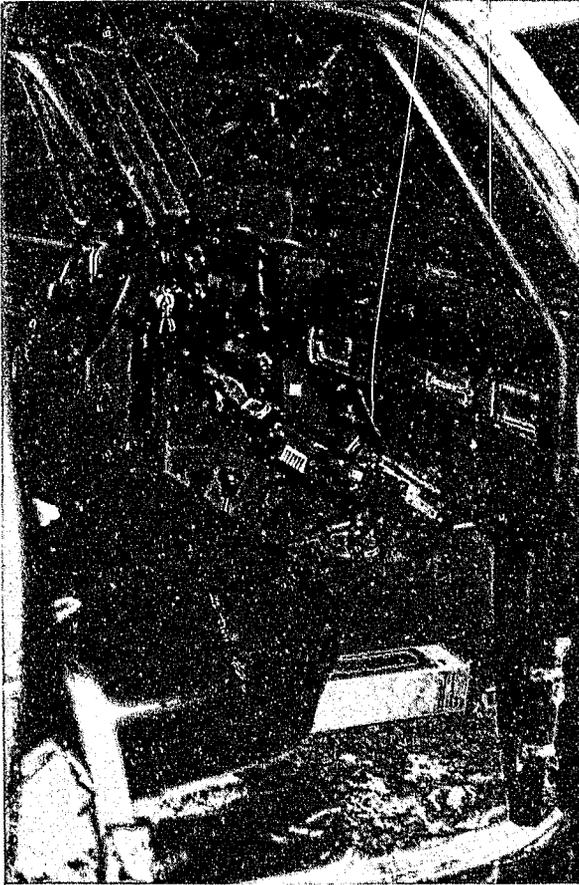
Windows curtained and taped



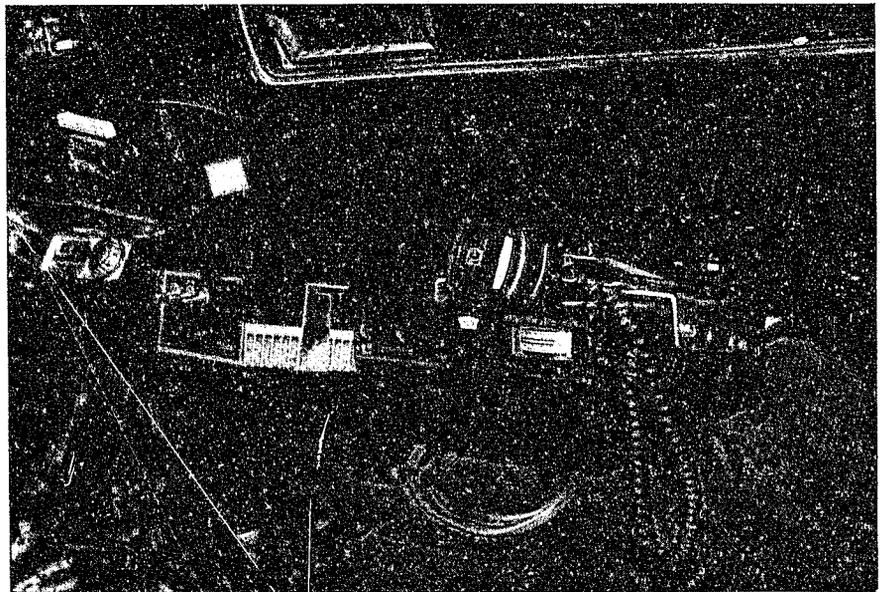


Heavy duty suspension





Sophisticated
Radio
Equipment



CONCLUSION

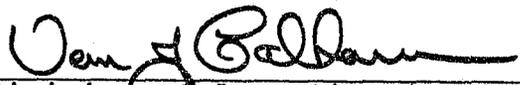
We, of the NDIN, realize that only a small percentage of pilots and aircraft are involved in aerial smuggling. The purpose of this booklet is to make you aware of it. If you have suspicions, by all means, let us know. We will carefully evaluate them and see if they can be substantiated. THIS IS PART OF OUR JOB.

We have stated our case on aerial smuggling to you, and what you can do to help. You, as a law enforcement officer, as a part of the general aviation community or as a concerned citizen are vital links in combatting this problem. Will you join the team and fight the problem with us?

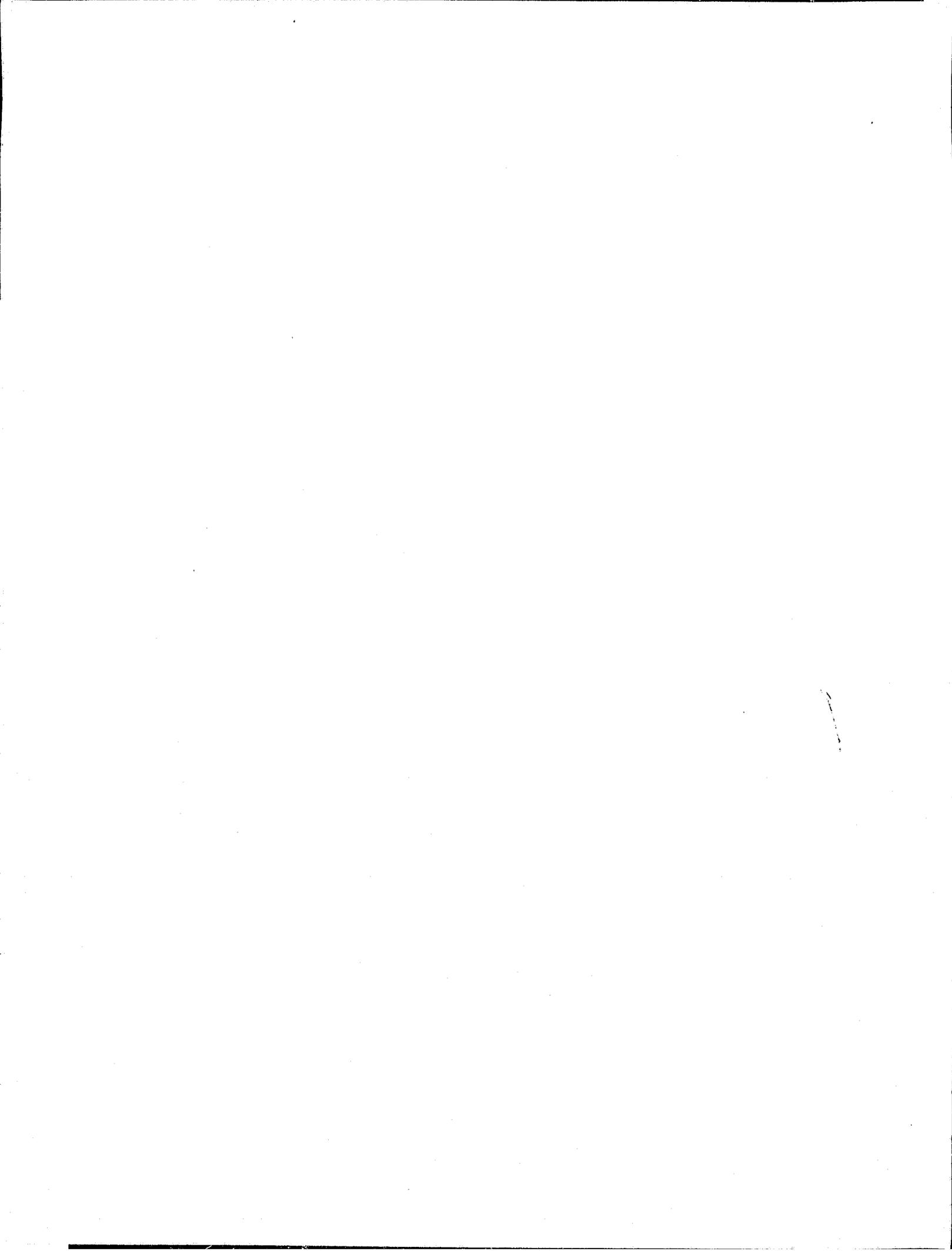
Once again, if you have information about smuggling, the following phone numbers are operated on a 24 hour basis.

1-800-992-0900, ext. 4408 - Toll free (8:00 AM to 6:00 PM)
Carson City (702) 885-4408
Las Vegas (702) 386-5318
Reno (702) 784-4098

Ask for the Nevada Division of Investigation and Narcotics and a representative of the Air Smuggling Unit.


Division of Investigation & Narcotics
Vern Calhoun, Chief





END