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Se refiere a:

01JUN82 – Havers a Margaret Thatcher. Riesgo si se proveen Exocets a Argentina.

(PREM 19/650) (desclasificado diciembre 2012)

A efectos de preservarlo como documento histórico para el caso en que el archivo original o el sitio que lo contiene no figurasen más en internet, a continuación se ha realizado una copia.



Spoke to the Prime Minister
With his agreement I subsequently
suggested to the AG to sit in the room
with the
Defence
Secretary
He said he
would
take on



Can we
have a
word?
m

10 DOWNING STREET

Prime Minister.

The Attorney General
gave this to me this morning.
He said that he would
leave it to me to decide
whether to show it to you:
he felt when he re-read
it this morning that the
idea seemed less good than
it had done yesterday. None-
theless, I think that you
will wish to see it.

Passage deleted and retained under
Section 3(4) (Dayland, 15 May 2012)

2 vi THW

From the Attorney-General

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PRIME MINISTER

I spoke briefly to you this morning about this idea.

The risk of resupply to the Argentines of further air-to-sea missile justified consideration of all options to prevent this - even the most way-out which may be thought to be more appropriate to a James Bond movie!

The scenario which I have discussed in the most general terms with Charles Huxford who has vast experience in air freight and the industry generally (he is a test pilot and ~~was~~ a past Chairman of Trade Winds & now, since the takeover by LORRHO a director of the only cargo airline operating in

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the U.K.) envisages a seller willing to sell these missiles but having difficulty in effecting airfreighting to Latin America. This information may become available through security sources.

The profits (see CARGO LUX + \$ 360,000 for an "empty heavy water container") can be enormous and will attract the cowboy carriers in circumstances where the exporting country will not want to risk its own aircraft for publicity reasons.

If we can discover a situation where the freight is being offered to the

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Cowboys, Charles Hughson takes the view that there is a reasonable chance that he can, through MEA or TMA or some other similar carrier, get the job but with the condition (not unusual) that the "Loadmaster" is a man whom he nominates (all of this will be totally independent of any U.K. connection).

If this can be agreed, the Loadmaster has total control over the flight and, therefore, could redirect the aircraft, in transit, to (for example) Bermuda.

This will cost money (this is an expensive dirty business) but worth, in my

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view, be cheap at the price

Charles Hughson has access to Wiseman
Office dealing with air freight in BEYROUT and
connections in many other cities in the Middle
East and the best possible sources to the
"cowboys"

This seems to me, although highly
unlikely, an option we should keep open

It is probably unnecessary to add
that Charles Hughson's loyalty and
integrity is beyond question

M.H

1. VI. 52