

CIA HISTORICAL REVIEW PROGRAM
RELEASE AS SANITIZED

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20 January 1955

MEMORANDUM FOR THE RECORD

SUBJECT: F-47 Aircraft

1. Upon reviewing files and interviewing participating parties the following facts emerge with regard to F-47 aircraft utilized during the Guatemalan operation:

a. Three F-47 aircraft were acquired and were sold to [] by a cut-out [] as "(Mr. Stewart)" for later use in support of CASTILLO Armas military operations. These aircraft were delivered complete with spare parts, maintenance records, etc. including so far as is known, the AF serial numbers as follows: [] and [] These numbers may still be in evidence some place on any remaining aircraft of this group. One of these planes is known to have crashed at the airfield [] and was subsequently dismantled.

b. Three additional F-47's were acquired and were delivered to [] to augment the first group. These planes were not sold to [] and no numbers, maintenance records or any other known identifying data accompanied them to [] So far as is known, no AF or other traceable numbers were left on the aircraft.

c. Of this total of five, one more crashed at Chiquimula, Guatemala, and was destroyed. It cannot be stated at this time whether this plane was of the group sold overtly through the cut-out to [] or whether it was of the last group of three.

d. Of the four remaining aircraft one was given to CASTILLO Armas [] . It was flown to Guatemala City. Three remained with [] It cannot be stated whether the one given to CASTILLO Armas was of the first or second group.

e. The aircraft given to CASTILLO Armas was probably the one flown from Guatemala by [] and probably the one which reappeared at San Jose, Guatemala.

f. Although the above-mentioned plane cannot be identified as to whether it was one which was sold overtly to [] or one which was flown covertly into [] , it is believed that an inspection of the plane in question will in no case reveal that it was furnished by direct U.S. Government action for the following reasons:

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1. Should the plane be one of the first group, it might be traceable to [] but from him only, to an unidentifiable cut-out dealer. Moreover, it is extremely doubtful if [] would permit a plane of the first group overtly sold to him to fly combat missions in Costa Rica with identifiable numbers remaining on it.
2. Should the plane be of the second group, it is believed that no identifying numbers will reveal its history.

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