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## JFK ASSASSINATION SYSTEM IDENTIFICATION FORM

AGENCY INFORMATION

Released under the John

7. Kennedy

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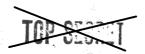
## SUBJECT: Procurement of Soviet Aircraft

- 1. At the 22 March 1962 meeting of the Special Group (Augmented) there was a discussion of the question raised by the Attorney General on the possibility of U. S. manufacture or acquisition of Soviet aircraft.
- 2. With respect to manufacture in the United States of copies having the external configuration of Soviet aircraft, the following table sets forth estimates received by the U. S. Air Force in response to queries on the covert domestic production of such planes:

Aircraft		Configuration	Time to Produce	Cost*
I.	MIG 17	To withstand distant observation and photography	One in 6-8 mos. 12 within 1 year	\$3.5 million for six aircraft
u.	MIG 17	To withstand close examination of exterior; nontechnical people view certain parts	One in 9-10 mos. six within 5 mos. 12 shortly thereafter	\$13-15 million \$22 million
m.	MG 17	Exact replica, subject to technical scrutiny	Not possible	
IV.	MIG 19	Same as I above	Approximately same as I above	\$7 million for six
v.	MIG 19	II above	II above	\$26-44 million
VI.	MIG 19	III above	Not possible	
VII.	IL 14	All cases extremely difficult and time-consuming; recommend obtaining from third parties.		

\*(U. S. Government to supply engines)





3. CIA has carefully reviewed the means available of acquiring Soviet aircraft:

pilots.

b. By purchase of aircraft from the non-Bloc countries which have received planes from the USSR.

As regards "a" there have been only four defections of personnel in Seviet fighter aircraft, all bild 15's since 1955. Acquisition of Soviet aircraft through defection has been inhibited by limited access to pilots and the established policy of various countries to grant asylum to pilots but to return aircraft. Defection eperations in non-Bloc areas could create political problems. The fact that the United States was actively emgaged in attempts to defect pilots of supposedly friendly countries might be revealed.

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As far as "h" is concerned, CIA has investigated the possible purchase through all of its channels, The consensus is that it would be most difficult to persuade countries to sell Soviet aircraft.

4. In the case of aircraft acquired by defection or parchase, the reveintion of U.S. interest would proclude the subsequent covert use of these planes. To conceal the existence of manufactured aircraft for possible covert use would require the establishment of a maximum security area. Otherwise, it would be most difficult to conceal the axistence of such aircraft from the prying syes of the Axistican press and public

There is a possibility that such aircraft could be used in a deception operation designed to confuse enemy planes in the air, to launch a surprise attack against enemy installations or in a prevection operation in which Seviet aircraft would appear to attack U. S. or friendly installations in order to provide an excuse for U. S. intervention. If the planes were to be used in such covert operations, would seem preferable to manufacture them in the United States.