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The Deputy Director
P/ew



CENTRAL INTELLIGENCE AGENCY
WASHINGTON 25, D. C.

OFFICE OF DEPUTY DIRECTOR OF CENTRAL INTELLIGENCE

18 FEB 1961

MEMORANDUM FOR: Brigadier General Chester V. Clifton
The White House

SUBJECT: Seven Seas Airlines, Inc.

In response to your inquiry concerning reports that an
American firm has delivered three jet training aircraft from
France to Tshombe, I am attaching a memorandum which cites
the facts as we know them about Seven Seas Airlines, Inc.

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C. P. Cabell
C. P. CABELL
General, USAF
Deputy Director

Attachment

cc of memo + file det. 1/5/62

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SEVEN SEAS AIRLINES, INC.

Description of Business

Seven Seas Airlines, Inc., a Delaware corporation with its operating base in Luxemburg and maintaining offices in New York, Leopoldville and Elisabethville, has been in business since the summer of 1959 and has operated under an FAA certificate which authorizes the company to operate aircraft for the contract carriage of persons or property world wide. It holds no Civil Aeronautics Board permit since this is not necessary for its operations. The company is owned by United States citizens, approximately twenty in number, of which the President and Executive Vice President, Urban L. Drew and Earl J. Drew (brothers and organizers) own between 30 and 40 percent of the equity. The company's gross business is at the rate of approximately \$3,000,000 a year.

The nature of the company's operations is unusual in the sense that it is the only "tramp steamer" of the air with its business obtained on a global basis through opportunity charters of cargo and passengers. Recently most of the company's fleet (five DC-4's and one C-46) have been on charter to the U.N., covering the transportation principally of cargo within the Congo. In addition, the company has on lease a C-46

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which

[Redacted]

is to be placed at Elisabethville,

[Redacted]

for opportunity charters.

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[Large Redacted Area]

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Seven Seas Delivery of Fouga French Trainers to Elisabethville

Early in January the Agency was advised by the Drew brothers

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of a request by Tshombe to transport nine Fouga

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jet trainers from Toulouse to Elisabethville. At that time Tshombe and

other key figures in Katanga appeared antagonistic to the establishment

of U. S. sponsored air transport operations in Katanga.

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The Agency did not, however, have anything to do with prompting or soliciting the offer of business nor did it sponsor the transaction in any way.

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