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# FEDERAL BUREAU OF INVESTIGATION

REPORTING OFFICE <b>MIAMI</b>	OFFICE OF ORIGIN <b>MIAMI</b>	DATE <b>JAN 2 1964</b>	INVESTIGATIVE PERIOD <b>12/11-31/63</b>
TITLE OF CASE <b>MOVIMIENTO INSURRECCIONAL DE RECUPERACION REVOLU- CIONARIA (MIRR)</b>		REPORT MADE BY <b>GEORGE E. DAVIS, Jr.</b>	TYPED BY <b>JMS</b>
		CHARACTER OF CASE <b>IS - CUBA NEUTRALITY MATTERS</b>	

APPROPRIATE AGENCIES

AND FIELD OFFICES

ADVISED BY ROUTING

SLIP (S) (S)

DATE

REFERENCE:

Miami teletypes to Bureau 12/12, 13, 14, 16, 17, 18, 20, 24, 26, 28, 29 and 30/63.

Miami airtels to Bureau 12/13, 16, 19 and 26/63.

Bureau telephone calls to Miami 12/13 and 27/63.

Bureau teletypes to Miami 12/16 and 17/63.

Miami telephone call to Bureau, 12/28/63.

- P -

## ADMINISTRATIVE

Information concerning developments in this case were furnished almost exclusively by MM T-1 over a period of time beginning 12/11/63 up to and including 12/28/63, the day of the seizure by U.S. Customs. The

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MM 105-2855

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ADMINISTRATIVE (Continued)

information contained in Miami teletype 12/28/63, which related to the exact details of the departure plans preparatory to the raid are set forth in this report in a very general and incomplete fashion in order to protect MM T-1, who is the only person, except Dr. ORLANDO BOSCH, who had knowledge of these details. These details were furnished, however, immediately to U.S. Customs. Seizure of the boats in this case was greatly facilitated by MM T-1's information.

Although this office has done everything possible to protect the identity of MM T-1, it is felt that U.S. Customs is undoubtedly aware of his identity but will do everything possible to protect MM T-1 in view of the excellent relations existing between the U.S. Customs and this office.

It is to be noted that the facts set forth in this case should enable the U.S. Department of Justice to give an opinion concerning prosecution.

This report is being classified CONFIDENTIAL in order to protect MM T-1 who is in a vulnerable position.

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COVER PAGE

918-1049

MM 105-2855

LEADS

MIAMI

At Miami, Florida

Will interview FRANK FIORINI and other logical witnesses

INFORMANT

MM T-1 is  3625 N.W.  
11th Street, Miami, a former Cuban Air Force pilot.

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COVER PAGE

928-10413

## UNITED STATES DEPARTMENT OF JUSTICE

## FEDERAL BUREAU OF INVESTIGATION

1 - ONI, Miami (RM) 1 - U.S. Customs, Region II, Miami (RM)  
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 1 - FAA, Miami (RM) 1 - U.S. Border Patrol, Miami (RM)  
 Copy to: 1 - USA, Miami (RM) 1 - U.S. State Dept., Coordinator of  
 1 - U.S. Customs, Miami (RM) Cuban Affairs, Miami (RM)

Report of: GEORGE E. DAVIS, Jr.

Office: Miami, Florida

Date: January 2, 1964

~~CONFIDENTIAL~~

Field Office File #: 105-2855

Bureau File #: 97-4474

Title: MOVIMIENTO INSURRECCIONAL DE RECUPERACION REVOLUCIONARIA  
 (MIRR)

Character: INTERNAL SECURITY - CUBA  
 NEUTRALITY MATTERS

ALL INFORMATION CONTAINED  
 HEREIN IS UNCLASSIFIED  
 DATE 6-11-94 BY SP8 MAC/KSR  
 (JFIC)

Synopsis: MM T-1 reported that Dr. ORLANDO BOSCH AVILA, head of the MIRR, an anti-CASTRO organization of Cuban exiles, began making plans during the early part of 12/63 for an air raid to drop bombs on oil installations at Nuevitas, north coast of Camaguey Province, Cuba. BOSCH negotiated with WILLIAM JOHNSON, U.S. citizen, residing Miami, to secure a boat for transporting bombs and men from Miami to Bimini, Bahama Islands, where the bombs would be loaded on a plane and flown by a Cuban pilot and crew to the target in Cuba under cover of darkness. Several postponements occurred. On 12/27/63 MM T-1 reported that the raid was to occur on the night of 12/28-29/63 and that a 28 foot boat, the EBB TIDE, was scheduled to rendezvous with another boat at about 6 PM 12/28/63, at a point east of Government Cut, South Miami Beach, Florida, and proceed with the bombs and crew to Bimini. MM T-1 advised that on the afternoon of 12/28/63 a Piper Aztec, N 4811-P, property of CHARLES BUSH, Broward County International Airport, was to be flown from Ft. Lauderdale, Florida, to Bimini for use on this raid. On 12/28/63, approximately 7:05 PM, the U.S. Customs Agency

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DECLASSIFIED BY SP1/galt/mey  
 ON 7/27/94  
 (576/85 SP1/galt/mey #24,326)

93

MM 105-2855

DETAILS:

AT MIAMI, FLORIDA

I. PREDICATION

Previous information was reported by MM T-1, an individual who has been involved in Cuban Revolutionary activities directed against FIDEL CASTRO of Cuba, that Dr. ORLANDO BOSCH AVILA, head of the Movimiento Insurreccional de Recuperacion Revolucionaria (MIRR), an anti-CASTRO organization of Cuban exiles, has been planning another bombing raid by plane against a target in Cuba.

BOSCH began making these plans during the early part of December, 1963, and intended to make the raid prior to Christmas, but encountered several obstacles such as engine trouble and bad weather which necessitated postponement. The purpose of the raid was to drop bombs on oil installations at Nuevitas on the north coast of Camaguey Province of Cuba. Investigation reflected that BOSCH was utilizing the services of DANIEL ORLANDO RAMIREZ DENIS, a Cuban exile, as the bomb expert responsible for constructing a number of homemade bombs to be used on the operation. Investigation also disclosed that BOSCH was in close contact with WILLIAM JOHNSON, United States citizen who resides in Miami and who has been previously implicated in Cuban Revolutionary activities. JOHNSON was reportedly making arrangements to secure a boat which would be used in transporting the bombs and men from the Miami area to Bimini, British Bahamas, where the bombs would be loaded on a plane and flown by Cuban pilot and crew to a target in Cuba under cover of darkness. It was also reported that JOHNSON was negotiating with CHARLES BUSH, a United States citizen who operates a charter plane business at Broward International Airport, Fort Lauderdale, Florida,

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to obtain a plane for this raid. The plane was reportedly scheduled to be flown from Fort Lauderdale to Bimini on a pleasure flight by a pilot who would be instructed to leave the plane at the Bimini Airport overnight, check into a hotel, and then return the plane to Miami the following day. However, at approximately 1:00 AM, this plane was to have departed Bimini under cover of darkness with a Cuban pilot, crew and bombs. The bombs were to be dropped on the oil installations at Nuevitas, Cuba, at about 3:00 AM and the plane would return to Bimini at approximately 6:00 AM. The plane was to have been left in the same location where the Cuban crew had taken possession of the plane and the Cuban pilot and crew would depart Bimini still under the cover of darkness for Miami in their boat.

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It is to be noted that the airport at Bimini is on a small island adjacent to the town of Bimini and the airport is normally not manned by any airport personnel after nightfall.

MM T-1 learned that BOSCH had secured the services of [redacted] a former Cuban Air Force pilot to fly the plane on this raid.

MM T-1 also reported that during the course of these preparations for the raid, Dr. ORLANDO BOSCH paid WILLIAM JOHNSON the sum of \$450.00 to obtain a suitable airplane for the raid. JOHNSON then entered into the negotiations with CHARLES BUSH who first made available an Aero Commander, but this plane developed motor trouble and BUSH then provided a Piper Aztec, Registration N4811-P, based at Broward International Airport.

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ON 8/14/97 Jah

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MM 105-2855

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On December 23, 1963, Mr. FAY LINEHAN, Supervising Inspector, Federal Aviation Administration, Miami, advised that Piper Aztec N4811-P was leased by CHARLES BUSH in April, 1963, from the Fleet Rental Leasing Corporation, Post Office Box 948, Clarksburg, West Virginia. MM T-1 said that BUSH had undertaken to secure the services of a pilot in flying this plane from Fort Lauderdale to Bimini on the date when the plane was needed there. BUSH also gave practice flights to the pilot [redacted] on several occasions prior to the scheduled bombing raid.

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## II. INVESTIGATION

On December 27, 1963, MM T-1 advised that Dr. BOSCH had made final preparations and had scheduled departure plans for the raid to begin on December 28, 1963. MM T-1 verified that the larger of the two boats to be used was the "Ebb Tide", a 28 foot sport fishing boat with a flying bridge docked at Baker's Haulover. It is to be noted that U.S. Customs Service, Miami, had already placed this boat under [redacted] as the suspect boat in this case. MM T-1 said that the "Ebb Tide," with a Cuban captain aboard, was scheduled to rendezvous with a smaller boat at about 6:00 PM on December 28, 1963, at a point several miles east of Government Cut and South Miami Beach. The personnel scheduled to participate in the raid would then proceed to Bimini according to plans, transporting with them the bombs for the raid on the night of December 28-29, 1963.

MM T-1 also advised that the Piper Aztec, N4811-P, was scheduled to depart on the afternoon of December 28, 1963, for Bimini in accordance with the plan. MM T-1 did not know the identity of the pilot.

The details of this plan were immediately furnished to the U.S. Customs Agency Service and other interested agencies.