

Subject files Regarding Political and Security Matters
Reports and Correspondence
C/POL/113(12-1)- Incident of Rhodesia Air Services Ltd.

28/07/1962-26/09/1962

PLEASE RETAIN
ORIGINAL ORDER

SC

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BOX 13

FILE 8

ACC. DAG 13/1.6.1.0

C/Pol 113 (12-1)

INDICATE
PRECEDENCE

L T F	S V C Service	F F F F F Routine	S S S S S Priority	P R I O R I T E N A T I O N S
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Priorité Nations traffic
is strictly limited.

N R

OUTGOING CLEAR CABLE

952 SE-26 PM 4-51

Address es)

ONUC

O.N.U.C.

ELISABETHVILLE

(TEXT & SIGNATURE)

insert prefix &/ or number as required

USE DOUBLE SPACING.

EV-1069

MATHU FROM GARDINER REFERENCE YOUR MEMO ML-263 CONCERNING
BRITISH CONSULATE LETTER ABOUT RHODESIAN AIRCRAFT. PLEASE
EXPLAIN THAT THE REQUEST SHOULD BE ADDRESSED NOT REPEAT NOT
TO UNITED NATIONS BUT TO THE GOVERNMENT OF REPUBLIC OF THE CONGO

RKG/ln

T. O. R.

T. O. D.

BY :

Drafted by :

Authorized :

Date :

R.K. Gardiner
26 Sept. 1962

ORGANISATION DES NATIONS UNIES
AU CONGO



UNITED NATIONS ORGANIZATION
IN THE CONGO

BOITE POSTALE 307 B
ELISABETHVILLE
CABLE: ONUC, ELISABETHVILLE

ML-263

From E.W. Mathu, Chief UN Representative, E'ville *E.W. Mathu*
To Mr. R.K. Gardiner, Officer in Charge, ONUC, Leopoldville
Subject Rhodesian Aircraft
Date 24 September 1962

....
Attached is the thermofax copy of a letter I have received from the British Consulate in Elisabethville, and I would appreciate it if you would give me a reply to the question that has been posed in the said letter.

6/10

Mr. E. E. Nathan,
Chief Civil Control Division,
Department of the Interior,
Washington, D.C.

H. H. Davis,
H. H. Davis,
H. H. Davis

I should be grateful, therefore, if
you could inform me whether this will be
concerned with the reputation of his estate
and would like to see it in service with
as soon as possible.

In connection with the proposed
Services D.C. 3-11-11 (see also
AS/111) as present attached at Washington, I
have been asked by the Government of the
Republic of Rhodesia and Nyasaland,
and on behalf of Captain Nathan, to
request permission for Captain Nathan to
visit the district as known to the near
future.

Dear Mr. Nathan,

22nd September, 1962.

BRITISH CONSULATE
B.P. 873
ELIZABETHTOWN

Rec: 53/12

SECRET
PRIORITY
CANADIAN CIPHER

S 231700Z

FM ONUC ALB

TO ONUC LEO

BT

AC

Paraphrase NOT required.
No unclassified reply or
reference

S E C R E T NO 11 GARDINER FORCE COMMANDER FROM GHALEB

**SHABANI REQUESTS DETAILED INFORMATION ON TRANSFER TO
ELI OF RHODESIAN CREW OF AIRCRAFT LANDED AT MANONO. PLEASE
ADVISE AS SOON AS POSSIBLE**

BT

20/23/RL/231855Z AUG 62

SECRET

8R56/OPI
UN RADIO
38026

1962 AUG 23 PM 7:35

O.N.U.C.

UC134

AUC90 033

SS AUC75

DE AUC90 33/23

FM ONUC EVILLE

TO ONUC LEO

BT

UNCLAS OPI 156 GARDINER ORRICK FROM BACK PLEASE RELAY CARRUTHERS,
NEW YORK, JANKOWSKI, GENEVA, UNIC PARIS AND UNIC LONDON: TEARS OF
GRATITUDE WERE IN EYES OF WIVES AND CHILDREN OF CREW MEMBERS OF RHOD-
ESIAN AIR SERVICES DC 3 WHEN THEY WERE RE-UNITED WITH THEIR LOVED ONES
ON 23 AUGUST AT 1205 GMT AT SALISBURY AIRPORT. PARA IT ALL STARTED
ON TWENTYEIGHT JULY WHEN THEIR AIRCRAFT HAD TO MAKE FORCED LANDING
AT NANONO PAREN REPUBLIC OF CONGO UPAREN, AFTER HAVING BEEN HIT
BY SMALL ARMS FIRE ONE FLIGHT FROM KOLWEZI TO KONGOLO. ABOARD WERE
PILOT GEORGE COCK, FIRST OFFICER JURIE SWART, FLIGHT ENGINEER PETER
LOVV AND TWO CONGOLESE STUDENTS, MARTIN MAYUMBA AND ALOIS KILUNGA.
CFN 156 3 23 1205

PARA THEY WERE ALL KEPT UNDER PROTECTION OF ETHIOPIAN FORCES IN
MAMONMUNTIL TWENTYFIRST AUGUST WHEN THEY WERE FLOWN TO LEOPOLDVILLE.
TODAY THEY WERE RETURNED TO THEIR FAMILIES BY ONUC AIRCRAFT.
PARA AFTER AYE STOP IN EVILL, WHERE TWO CONGOLESSE STUDENTS DESENB-
ARKED AND WERE RETURNED TO KATANGESE AUTHORITIES BY ELIUD W. MATHU,
UUUNNN REPRESENTATIVE IN EVILLE, AIRCRAFT FLEW TO SALISBURY. PARA
ACCOMPANYING CREW WAS JEAN BACK, DEPUTY OFFICER IN CHARGE OF
ONUC. PARA ON HAND TO RECEIVE GROUP WERE HUGH PARRY, SECRETARY FOR EX-
TERNAL AFFAIRS OF FEDERAL GOVERNMENT OF RHODESIA AND NYASALAND,
STEWART BELL, SECRETARY FOR TRANSPORT, DAVID HALL, CHIEF OF PROTOCOL,
AND CHAIRMAN MACKENZIE OF RHODESIAN AIR SERVICES LIMITED. PARA
THEY ASKED BACK TO CONVEY GRATITUDE OF FEDERAL GOVERNMENT TO SEC-
RETARY GENERAL AND ROBERT GARDINER, OFFICER IN CHARGE OF ONUC. PARA
MEANWHILE, WHILE CROWD/CREW MEMBERS MET PRESS AND WELL-WISHERS IN
PRESENCE OF AYE REPRESENTATIVE OF FEDERAL MINISTRY OF INFORMATION.
PARA FYI, 168, FYI: UPON OUR ARRIVAL IN SALISBURY CREW MEMBERS MET
PRESS WHILE WAS RECEIVED SEPARATELY BY REPRESENTATIVES OF FEDERAL
GOVERNMENT. IYE AM THEREFORE UNAWARE OF ANY STATEMENTS MADE BY
THEM OR QUESTIONS ASKED.

BT

CFN NBL

23/17252 AUG 40C90

NNNN

16452

CODE PRIORITY 11/04/62

TO : FUCHERI ELISABETHVILLE

FROM : GARDINER

BACK MATHU DOVAZ CREW AND PASSENGERS OF RHODESIAN PLANE

ARRIVING HWILLE TWENTY THIRD AUGUST EIGHT AAA INCH ZULU. PLEASE MEET.

Mr. J. Back

Mr. R. Gardiner

22 August 1962

Sent as cable
GI-1076
to NY

17 August 1962

I fully appreciate your concern for the welfare and prompt repatriation of the crew of the Rhodesian aircraft now at Manono. I can assure you that the Secretary-General personally and all of us here in the Congo are in full sympathy with you, the United Kingdom Government and Sir Roy Welensky.

As I have already explained, ONUC's permission to fly has never been intended to include or imply flights contrary to the laws and regulations enacted by the Congolese Government. The check conducted in Kamina was to prevent traffic in arms and logistic support to the scattered units of the Gendarmerie.

Knowing as I do the attitudes and reactions of Congolese ministers and officials, it would be unfair of me to suggest that you confine your efforts to normal diplomatic approaches to the Congolese Foreign Office. You are, of course, aware of my official and personal interventions on behalf of the crew. I will continue these efforts and hope that our joint and individual actions may lead to a settlement of this unfortunate affair.

Yours sincerely,

Robert K. Gardiner
Officer-in-Charge

His Excellency Mr. D.M.H. Riches,
Ambassador of Great Britain,
LEOPOLDVILLE.

RHOD

cl

1962 AUG 16 PM 2:12
O.N.U.C.

NNNN

36949

UC 119

4UC90 042

SS 4UC75

DE 4UC90 42/16

FM ONUC EVILLE

TO ONUC LEO

BT

UNCLAS OPI 150. GARDINER BACH FROM DOVAZ . PRESS IS REQUESTING EVERY
DAY INFORMATION ON THREE RHODESIAN PILOTS IN MANON: WHY THEY ARE KEPT
THERE, WHEN THEY WILL BE RELEASED, IF THEY WILL BE HANDED OVER TO CENTRAL
GOVERNMENT AUTHORITIES. PLEASE INFORM. PRESS ALSO
ASKING WHAT IS DECISION REGARDING BLACK EAGLE AND MERCENARIES WHO HAVE
BEEN KEPT IN LEO FOR WEEKS OR MONTHS, FOR EXAMPLE,

FAVRE

BT

CFN 150

16/1305Z AUG 4UC90

1358

S.R.S.6

NR 6 SSS DARES LAAM CK 194 16 0930z

ETATPRIORITE

UNATIONS NEWYORK

IMMEDIATE 305 SECRETARY GENERAL FROM IVANSMITH WITH COPY GARDINER
ORUC LEOPOLDVILLE. FOR INFORMATION PERMANENT SECRETARY FEDERAL PRIME
MINISTERS DEPARTMENT SALISBURY HAS JUST TELEPHONED SAYING HOW GREATLY
GOVERNMENT WOULD APPRECIATE URGENT ACTION IN CONNECTION WITH RHODESIA
FLYERS STILL BEING HELD AT MANONA. GOVERNMENT HAVE BEEN DOING EVERYTHING
P2

POSSIBLE TO INDUCE LOCAL NEWSPAPERS PLAY ISSUE LOW BUT WITHIN LAST COUPLE
DAYS FAMILIES OF AVIATORS HAVE BEEN IN CONTACT WITH NEWSPAPERS EDITORS
VOICING ANXIETY AND GOVERNMENT FEELS THAT UNLESS WE CAN TAKE SOME QUICK
ACTIONS THERE WILL BE WIDESPREAD ANUBLIC OPINION PROBLEM. IF IMMEDIATE
RELEASE NOT ARRANGEABLE EYE

P3/44

HAVE REASON TO BELIEVE THAT THE FOLLOWING COMPROMISE WOULD HELP SHORT
TERM IF WE CAN ACT ON IT IMMEDIATELY AAA ANNOUNCE AND ARRANGE TRANSFER
OF MEN FROM MANONA TO UN CUSTODY AT ELISABETHVILLE BDD AGREE THAT RELAT
COULD GO TO ELISABETHVILLE TO SEE MEN

4UD 16/8 0943z TAL

No. 9568
13 August 1962

RADIO MONITORING

English

Brazza
9:30

British Government expected to submit to UN its final views on Katanga

According to observers in New York, the British Government may have informed the United Nations over the week end just how far it is prepared to go in support of plans for economic and political pressures against President Tshombe of Katanga. The British delegation received its Government's final statement of views yesterday. It is understood that the British position remains virtually unchanged: Britain will join in efforts to urge Mr. Tshombe to accept the Adoula draft federal constitution and a fifty-fifty share out of mining revenues, but such urgings, in the British view, should be restricted to diplomatic means. It is hoped that Sir Roy Welensky will use his influence on the Katangan Government.

The British emphasize that they are in complete agreement on the need to end Katangan secession. When the final British communications have been received, the Congo Advisory Committee of U Thant, the Secretary-General, will meet again, probably next week. It is largely Afro-Asian in composition. Among Africans particularly, according to this report, there is growing exasperation with Britain's desire for the continuation of negotiation efforts, which for so long have proved fruitless.. If milder forms of persuasion as envisaged in the United States plan submitted to U Thant on Thursday, fail to influence Mr. Tshombe, pressures in the United Nations for strong action will certainly build up explosively.

New clash expected between Welensky and UN over captive airmen

Relations between Sir Roy Welensky, the Rhodesian Federal Prime Minister, and the United Nations, were heading towards a new clash over the weekend, according to the Sunday Telegraph diplomatic correspondent on the spot. The reason, he continued, is the persistent refusal of the United Nations authorities in the Congo to release the three Rhodesian airmen held by them at Manono in Katanga since July 28th. According to Commonwealth sources, it is also stated, Sir Roy has now delivered an ultimatum to the United Nations through the British Government. It is to the effect that unless the airmen are released immediately, he will take reprisals against the whole United Nations operation in the Congo. (The men formed the crew of an aircraft belonging to Rhodesian air services charter firm, which fell into the United Nations hands when it made a forced landing at Manono.) Though the flight was authorized by the United Nations, the Central Congolese Government has insisted on the airmen being held as mercenaries.

No. 9547
12 August 1962

RADIO MONITORING

English

Brazza
9:30

Central Government displeased with British attitude on Katanga

Pressure at Belgium's refusal to permit Katanga President, Moise Tshombe, to enter Belgium and increasing discontent at the British attitude towards the problem of Katanga, were expressed in Leopoldville yesterday by the Congo Central Government Foreign Minister, Justin Bomboko.

The Belgian decision, said Mr. Bomboko, should serve as an example to other countries which might possibly admit Mr. Tshombe. Such an act, said Bomboko, will be considered as unfriendly and would dispense the Congolese authorities from the obligation of respecting the value of the passports of the nationals of those countries. Observers in Leopoldville considered this as a warning for Britain, whose attitude in the Katanga problem has greatly displeased the Central Government in Leopoldville.

According to political circles, the Central Government is intending to demand that the United Nations in the Congo should send to Leopoldville the three Rhodesian airmen who were recently forced down at Manono, so as to be able to put pressure on the British Government if it continued to oppose economic sanctions against Katanga.

Vostok III to complete 18th orbit this morning

The Soviet astronaut has covered 13 orbits in his space craft Vostok III, which is more than 300,000 miles. It is expected that by about 10:00 hours today he will have completed the 18th orbit.

It was announced in Moscow that the Soviet Union is planning to put a second man into orbit, perhaps within the next 24 hours.

A fleet of Soviet fishing boats which has been cruising for some time off Long Island in the Atlantic, is apparently serving as a contact for the space capsule. A New York State radio station said it clearly heard the broadcast from the fishing boats in code and in Russian.

For information, following letter (1016/62 d/10 Aug)
received from British Ambassador:

Quote

Unquote

G 1050
13/8/62 ✓

ROUTING SLIP

TO

APPROVAL	NOTE AND RETURN
SEE ME, PLEASE	YOUR COMMENTS
YOUR SIGNATURE	YOUR INFORMATION
NOTE AND FILE	FOR ACTION

DATE

FROM

BRITISH EMBASSY,

(1016/62)

LEOPOLDVILLE.

CONFIDENTIAL

August 10, 1962.

Dear Robert,

I feel bound to let you know in writing of my increasing concern about the consequences which will result if the crew of the Rhodesian aircraft now at Manono are not shortly released.

It seems that the inquiry carried out on your instructions by General Ryg and M. Jean Back has established that the flight was carried out under arrangements originally agreed with Mr. Rolz-Bennett in Elisabethville in April 1962 for carrying foodstuffs, medical supplies, fuel, etc., for the civilian population in Kongolo area. The particular flight on Saturday, July 28, was known in advance to the U.N. authorities in Katanga, the flight control and air traffic clearance facilities were provided by the United Nations and the aircraft was inspected at Kamina in the usual way by U.N. military police. It seems incontestable that the flight was innocent, that the cargo consisted only of foodstuffs and fuel and that it was carried out in conformity with U.N. arrangements. You will therefore understand that the Federal Government in Rhodesia and Nyasaland and public opinion in Rhodesia and the United Kingdom are at a loss to understand the continued detention of the aircraft and the aircrew for which there is no apparent justification.

As you know, as soon as I learned on August 7 that the U.N. authorities in Leopoldville and the central Government were in possession of manifests for the aircraft which had aroused their suspicions, I called for urgent inquiries to be made. These show that the flights carried out by the aircraft between July 21 and July 27 (the date of the forced landing) were as follows :-

July 21/22: A charter flight from Southern Rhodesia to Durban and return carrying twentysix Rugby football fans to see the match between the Lions and the Springboks.

July 23/24: A charter flight carrying holiday-makers from Salisbury-Paradise Island-Johannesburg-Salisbury.

July 25: Routine testing flights in the Salisbury area.

July 26: The aircraft flew empty from Salisbury to Kolwezi to be used for the flights carrying civilian supplies to Kongolo.

July 27: A flight from Kolwezi to Kongolo carrying foodstuffs. The aircraft landed for inspection at Kamina in accordance with the arrangements made by Mr. Rolz-Bennett in April 1962.

July 28: The flight on which the aircraft was shot at and forced to land at Manono.

As you know, from the outset of this affair I have urged that official and public comment in Rhodesia should if possible be

/of a nature

His Excellency
Mr. R.K.A. Gardiner,
Officer-in-Charge,
O.N.U.C.,
Leopoldville.

CONFIDENTIAL

CONFIDENTIAL

of a nature which would not impede your task of securing the release of the aircrew. You will understand that after the passage of two weeks it is impossible for the Federal Government of Rhodesia and Nyasaland any longer to ignore the mounting public protests at what seems to them to be the unwarrantable detention of innocent persons. The points which you agreed on August 9 could be made public may help for a day or two, but what I fear is a public outcry against the United Nations and perhaps even against the continuance of the facilities which the U.N. at present enjoy in and from Rhodesia.

Believe me,

Yours sincerely,

Derek Riches

(D.M.H. Riches)

CONFIDENTIAL



CABINET
DU PREMIER MINISTRE

Léopoldville, le 10 août 1962

N° 3567/62

/CAB/P.M./

Objet :

Monsieur le Secrétaire Général,

J'ai l'honneur d'accuser réception de votre lettre GVT/524/62 du 4 août 1962, concernant la saisie de l'aéronef rhodésien, DC-3 VITYT, atterri à Manono le 26 juillet 1962 et de son équipage et de vous exposer comme suit la position du Gouvernement Congolais à ce sujet.

Le Gouvernement Congolais n'a autorisé aucune compagnie étrangère, la compagnie belge SABENA exceptée, d'exploiter le trafic aérien dans la province du Sud-Katanga.

L'atterrissage forcé de l'avion rhodésien le 26 juillet dernier à Manono prouve d'une manière indiscutable les violations flagrantes et répétées de la souveraineté de l'espace aérienne du Congo. Le Gouvernement était conscient depuis longtemps que certains aéronefs étrangers, dont nombreux immatriculés dans la Fédération des Rhodesies et du Nyassaland, effectuaient les trafics illicites sur divers points du territoire et notamment dans le Sud-Katanga.

Le Gouvernement regrette cependant de devoir constater que cette violation de l'espace aérien s'est effectuée, alors que l'Organisation des Nations-Unies qui devrait empêcher ce genre de survol en était informée, et a même autorisé ces aéronefs de poursuivre leur parcours. En agissant ainsi, l'Organisation a manqué à l'exécution des résolutions du Conseil de Sécurité et de l'Assemblée Générale. Elle n'a pas pu contrôler l'arrivée des aéronefs rhodésiens à l'aérodrome de Kolwezi dont la surveillance lui échappe. Le Gouvernement a la conviction que les vols ainsi autorisés par l'ONUC ont permis aux autorités rebelles de la région de se faire transporter aussi bien du matériel militaires que des mercenaires.

A Son Excellence U. THANT
Secrétaire Général de
l'Organisation des Nations-Unies

./..

- 2 -

L'Organisation Internationale n'ignore certainement pas que la navigation aérienne au Congo relève de la compétence du pouvoir central.

Le Gouvernement comprend que pour l'Organisation des Nations-Unies seule l'introduction des armes et munitions dans la province du Sud-Katanga est frappée par les résolutions du Conseil de Sécurité. Or, le Gouvernement doit constater la violation flagrante non seulement de ses lois et règlements, mais également celle des conventions internationales en vigueur en la matière.

Le Gouvernement est cependant convaincu que, dans la situation donnée, l'Organisation recherchera avec lui les moyens appropriés pour supprimer la contrebande dans cette région du Congo, sous quelque forme que ce soit.

La répétition des violations de la souveraineté de l'espace aérienne du Congo, depuis deux ans, impose au Gouvernement l'obligation de prendre des mesures sévères à l'égard des récalcitrants. Si les fraudeurs sont relâchés et les peines et sanctions ne sont pas appliquées, cela ne pourrait qu'encourager la contrebande. L'application exemplaire des lois et règlements pertinents serait la seule mesure, au contraire, de dissuader efficacement toutes personnes privées ou publiques étrangères de continuer leurs actions néfastes et nuisibles. Le Gouvernement conçoit que le cas d'espèce représente une importance spéciale. Une exception éventuelle à son égard serait une manifestation de faiblesse de la part des autorités légales, au moment où des mesures générales sont mises en oeuvre.

./..

- 3 -

Je ne puis en l'occurrence accéder favorablement à la demande de mise en liberté de l'aéronef rhodésien atterri à Manono et de son équipage. La réaction de la population ne sera pas favorable.

Les autorités compétentes de l'ordre judiciaire prendront les décisions légales à leur égard.

En attendant la fin de l'enquête et afin de faciliter la conclusion de celle-ci, je vous prie de vouloir bien faire transférer l'avion en question ainsi que son équipage à Léopoldville.

Je saisis cette occasion, Monsieur le Secrétaire Général, de présenter à Votre Excellence, les assurances de ma haute considération.

LE PREMIER MINISTRE

Adoula
Cyrille ADOULA

7 August

2

Dr. R. J. Bunche, Under-Secretary
R.K.A. Gardiner, Officer-in-Charge
Rhodesian Aircraft

..... Attached please find the report on the investigation
of the Rhodesian aircraft held at Manono.

On 2 August 1962, on instructions from the Officer-in-Charge, ONUC, the Deputy to the Officer-in-Charge, Jean Back, Air Commander Ryg and Squadron Leader Stuart proceeded to Manono to inspect a Rhodesian Air Services aircraft, No. VP-YTT, which had been reported shot at on 28 July and had landed at Manono. Our instructions requested us to interrogate the crew and passengers of the aircraft. The following crew members were interrogated (See Annex 1, 2 and 3). The damaged aircraft was inspected (See Annex 4). The pilot's navigation log is included as Annex 5. The interrogation of the passengers appears as Annex 6.

From all available evidence it appears that the aircraft was engaged on a flight from Kolwezi to Kongolo via Kamina. The aircraft landed in Kamina, was inspected by ONUC, and cleared for onward flight when only civilian amenities were found on board. From the testimony given by the crew as well as from the inspection of the aircraft, it clearly appears that the aircraft was damaged by small arms ground fire and that all bullets entered it from the underside.

From an examination of the flight log and an interrogation of the crew, the area on the ground from where these shots were fired has been fixed as the bridge area 10 nautical miles SSW of Kabalo. The reason the pilot decided to land at Manono was that there were U. N. forces present there and that he was unable to return to Kamina.

It is our considered opinion that this flight was meant and was carried out as a supply flight with purely civilian supplies on board, which supplies seemed to be destined for the civilian population.

Manono
2 August 1962

J. Back
G. M. Stuart S/L

John Back

ANNEX 1

George Netherton Cock, Born 8 June 1921, East London Cape Province South Africa. South African national residing in Salisbury, 110 Queensway, Hatfield, Salisbury. Airline pilot with Rhodesian Air Services, P. O. Box 655, Salisbury, Federal Airlinet Transport Pilots License 597 issued by Director of Civil Aviation Salisbury. Married, one child, residing at same address.

On 25 July I was sent by our managing director, Capt. Malloch, from Salisbury to Kolwezi in a DC-3 VPYTT. I left Salisbury at about 12:30 local. My mission was to uplift food supplies at Kolwezi and deliver them to Kongolo landing at Kamina enroute to have cargo checked. We arrived at Kolwezi at about 1530 on the 25th and refueled and loaded the aircraft and spent the night at Kolwezi. We loaded flour, and had five drums, some containing diesel oil, some gas oil and some illuminating paraffin and motor spirit. These goods were loaded by the Katangese Civil Aviation authorities in Kolwezi. The goods were loaded by prisoners used as a labor force. They also did the refueling. The labor force was under the orders of a man in uniform. The manifest was given to me by a civilian, the Chef de Plane. This man was an African. The meat was loaded early on 26 July. The man in overall command at Kolwezi Airport, responsible for civil aviation and administration, is a Belgian. I know only his first name, André. We started flying on this route early in March this year, then U. N. asked us to leave. Later in the year, in April, our managing director obtained permission from the UN to resume our flights. It was understood that all flights would have to land at Kamina Base to have cargo inspected. After inspection the manifest was endorsed and one copy left at Kamina Base. On all our flights we carried the same kind of cargo. We never carried any arms or ammunition and no military personnel. This was laid down as a stipulation by our company which acceded to instructions given by the UN.

C. N. Cock

On 26 July I flew Kolwezi, Kamina, Kongolo back to Kolwezi. The same flight took place on the 27th. On the 28th we took off at approximately 0830 local from Kolwezi. We landed in Kamina about 0940. Our cargo was inspected, the manifest was signed. I gave one copy of it to ~~Max~~ the UN Military Police at Kamina. We took off at approximately 1000G for Kongolo, on a direct flight, flight plan altitude 90, on a VFR flight. When we encountered clouds on the last stretch into Kongolo our practice is because of the hilly country, to bear starboard and break cloud at approximately Kabolo over the river and follow the river to Kongolo. I did this on the 28th and passing over the bridge south of Kabolo flying at indicated altitude 3500 feet on standard setting, underneath cloud. The aircraft was hit first by one burst of fire which I believe hit the prop dome and then there was a second burst hitting the aircraft generally. I estimate that I was approximately 1500 feet above ground level, passing over the bridge, and my impression was that the fire came from the bridge area. I am positive that it was not fire from an aircraft as the holes in the aircraft are from the bottom up. I immediately took evasive action, turning the aircraft to the right and ~~flying~~ climbing out of the area. I was trying to reach cloud with both engines at full climbing power. I noticed oil spurting from my port engine and feathered the prop. Immediately I feathered the propeller, I set course for Kamina and declared a May Day. The aircraft then started to lose altitude so I decided to try for the closest UN airport which is Manono. I made this decision because I was not sure that if I had been fired on at Kabolo that Kongolo had been taken over by troops unfriendly to the Katangese. During this leg I could not maintain altitude and had my crew dump my cargo (nine sacks of flour and six or seven sacks of meat). I was steering 165 degrees when I instructed the crew to start dumping.

En C

I came down to 2300 feet and after the cargo was dumped, I managed to climb up again but came never higher than 2600 all on standard setting. I landed at Manono at 1159 local time. I had then only two drums of motor spirits left on board because the crew did not manage to dump it. Upon my arrival Ethiopian forces of the United Nations met the aircraft and I explained the situation to them. We were interrogated by the Ethiopian Commanding Officer and then brought to the Officers Mess where we were given food. Since then we have been under UN guard in a villa. We have been well treated by the Ethiopian troops.

Aboard the plane there were in addition to me, my first officer, Mr. J. Swart, flight engineer Mr. P. Louw, and there were two Katangese businessmen going from Kolwezi to Kongolo. They are now, I mean the civilian passengers, in the hands of the Congolese authorities.

Question: Do you have a valid Congolese visa?

Answer: No.

Question: Do you have an authorization or visa by the Katangese provincial authorities?

Answer: No, personally I do not have any visa. The managing director of the company has the authorization for all the members of the crew and aircraft of the company.

Question: Since when have you been employed by the company?

Answer: I have been employed by the company since 1 March 1962.

E. A. Louw



Question: Where were you employed before?

Answer: I was employed by Africair, Francistown, Bethuanaland Protectorate since September 1961.

Question: Have you ever been to Katanga before?

Answer: Never before until I joined Rhodesian Air Service.

I request permission to return to Rhodesia as soon as possible to join my family there.



Manono

2 August 1962

ANNEX 2

Juriew Wynand Fourie Swart, born 3 February 1929 Pretoria South Africa, South African national, residing in Salisbury at Flat 23 Twickenham Court, Lomagundi Road, Avondale, Salisbury. Airline pilot with Rhodesian Air Services, P. O. Box 655, Salisbury. Federal Commercial ~~xxxxxxx~~ Pilot's license issued by Director of Civil Aviation, Salisbury. Married, wife residing at same address.

On 28 July while enroute from Kamina to Kongolo at about 1212 local, while we were cruising at about 3500 feet, I had the impression that the plane was hit by a hailstorm. However the captain told me it was a bullet and feathered the left propellor. We wanted to land at Kamina but realized that we might not be able to make it and headed for Monono, the closest UN base where we landed at about 1159 local. In the meantime we had dumped our cargo consisting of flour and meat in order to ensure that the aircraft would maintain height. We have been well treated by the UN forces with whom we are staying at present.

Question: Do you have a valid Congolese visa?

Answer: No.

Question: Do you have an authorization or visa from the Katangese Provincial authorities?

Answer: Personally I do not, however, the company has.

Question: Since when have you been employed by the company?

Answer: 1 March 1962.

Question: Where were you employed before?

Answer: Mashonaland Flying Club, Salisbury, Rhodesia, since October 1961.


Question: Have you ever been to Katanga before?

Answer: Yes, prior to my employment with Rhodesian Air Service I have been to Katanga in 1955.

I request permission to return to Rhodesia as soon as possible to join my wife there.

Manono

2 August 1962



ANNEX 3

Gabriel Petrus Stephanus Louw, born 16 December 1919, Koffiefontein, Orange Free State, South Africa. South African national residing at 77 Bideford Road, Chadcombe, Salisbury. Aircraft engineer with Rhodesian Air Services, P. O. Box 655, Salisbury. Engineer's License No. 690 issued by Federal Air Council, Salisbury. Married, two children, residing at same address.

On 28 July we were flying from Kamina to Kongo. We were flying low. I can't tell you at what time it was, but suddenly I heard a crack followed by a few other cracks. The captain said "my engine has been shot at". We can't maintain altitude." He ordered that the cargo be dumped. This I did, assisted by the two passengers and then by the copilot. Our cargo was flour and meat. We managed to land in Manono, where we were met by Ethiopians of the ONUC forces. We have been very well treated by them and are still staying with them at present.

Question: Do you have a valid Congolese visa?

Answer: No.

Question: Do you have an authorization or visa from the Katangese Provincial authorities?

Answer: Personally, I don't, but I have been given to understand that the company has one for all of us.

Question: Since when have you been employed by the company?

Answer: March 1962.

Question: Where were you employed before?

Answer: Field's Aircraft Services, Germiston, for the last five years.

Question: Have you ever been to Katanga before?

Answer: No, never before I joined the company.

I request permission to return to Rhodesia at the earliest possible date to join my family there.

Manono

2 August 1962



ANNEX 4

On 2 August I carried out an inspection of the damage suffered to Rhodesian Air Services aircraft at Manono. The aircraft, a DC-3, registration VP-YTT, was examined internally and externally. The following damage was evident:

One bullet hole in the starboard wing tip; one bullet hole in the rear of the starboard nacelle; one in the starboard inner flap and one through the starboard auxiliary fuel tank; one bullet hole through the port inner flap, one through the port fuselage just aft of the wing root; one in the port propeller dome.

These bullet holes appeared to be from small calibre rifles. The port propeller was feathered and the engine was covered with oil. The oil appeared to have come from the broken prop dome as there was no evidence of broken oil lines or other damage to the engine. There was no damage suffered to the starboard engine. From an examination of the log books, it appears that the aircraft was serviceable prior to this flight.

Repairs necessary to fly this aircraft into its home base are as follows: port propeller change; examination of the starboard engine to ensure that overheating due to excess power during single engine performance has caused no damage; if damage is evident, an engine change will be necessary. There is no hydraulic pressure, so a full examination of the hydraulic system will have to be carried out. There could be internal damage to the hydraulic system from gunshot, but this was not evident without going into more detailed examination. Examination of stowage areas revealed no contraband.

G. M. Stuart SL

Manono
2 August 1962

Service	Routine	Priority	PRIORITY NATIONS
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ANNEX 5

И Я

(29) *Address*

USE DOUBLE SPACING.

insert prefix 3 or number as required

(TEXT & SIGNATURE)

LOG Sheet

OF AIRCRAFT

5550 x 500 -- 1000 1150

я.о.т.

D. O. T.

BY:

Date _____
Authorized _____
Drafted by _____

ANNEX 6

KILUNGA Alois, age 17, residing in Elisabethville, Commune Elisabeth, Avenue Mandarin 6, student at the Athenes, left by train on 10 July from Elisabethville to Kolwezi. On 28 July he took Rhodesian Air Services airplane to go to Kongolo to spend holidays with his family. While he paid his train ticket, the Katangese authorities paid for his plane fare. He was supposed to spend two months in Kongolo (until 15 September).

MUYUMBA Martin, age 15, residing in Elisabethville, Ecole Officielle of Commune Katuba, left by train on 10 July from Elisabethville to Kolwezi. On 28 July he took Rhodesian Air Services airplane to go to Kongolo to spend holidays with his family. While he paid for his train ticket, the Katangese authorities paid for his plane fare. He was supposed to spend two months in Kongolo (until 15 September). He indicates that while they are free during the day, they have to sleep in prison at night. They take their meals at the Commissaire of the local Surete. Both state they are well treated.

Manono

2 August 1962

CONFIDENTIAL

Ref 2/8

7 August 1962

To: Dr. Ralph Bunche, New York
From: Force Commander, Leopoldville

.....

I attach a copy of the report by Major R. Lovlie, the Air Base Commander at Elisabethville, arising from his examination of the Rhodesian DC-3 which landed at Kongolo and his interrogation of the crew and passengers.

Kebbede Guebre

Kebbede Guebre Lt.Gen.

cc:

Mr. R. K. A. Gardiner ←

C O P Y

To: Chief Air Ops., Leopoldville
Info: Force Commander, ONUC
General Officer Commanding HQ Katanga Area
From: Major R. Lovlie, Air Base Commander, Elisabethville
Subject: Report on Rhodesian DC-3 incident at Kongolo

Reference to Air Ops LEO AO 9932 of 28 July 1962.

1. On arrival Manono at 1230 B 29 July, I was met by Lt. Colonel Alemayelu Commanding Officer 28 Eth. Bn. I was taken directly up to the air crew of the Rhodesian DC-3, who were held under guard by the Ethiopian Battalion.

I examined the crew, and the following informations were gained:-

a. Aircraft Registration

Aircraft is owned by the Rhodesian Air Services. Type DC-3, Registered VP-YTF Chartered by the Katangese Government.

b. Crew

- (1) Capt. George Netherton Cook, Rhodesian Resident, born in South Africa, 8th June 1921, Home Salisbury, South Rhodesia, Rhodesian Pilot Licence, No. 597, Valid Passport No. L 2965, issued at South Africa House, London 17 June 1955. Rhodesian Residence permit from 17 March 1962, issued by Federation of Rhodesia and Nyasaland.
- (2) Co-Pilot Jurie Weynand Fourie Swart, Rhodesian Resident, born in South Africa, 3 February 1929, Home Salisbury, South Rhodesia, Rhodesian Pilot Licence, No. 628. Valid Passport No. 115976. Issued at Pretoria, 17 February 1956. Rhodesian/Permit from 26 June 1956.
- (3) Engineer Gabriel Petrus Stephens Louw, Rhodesian Resident, born in South Africa, 16 December 1919, Home Salisbury, South Rhodesia. Rhodesian Engineer Licence No. 690. Louw claims that passport and other documents were left at Kolwezi.

c. Mission and Cargo

The Captain stated that their mission was for the Katangese Government to carry food and medical supplies from Kolwezi to Kongolo via Kamina Base. The transport was authorised by UN authorities in Leo and Eville. On this trip they carried flour, frozen meat and 2 drums motor spirit, total weight of 2120 Kg. They also had two passengers, Katangese businessmen. See Cargo Manifest, Annexure A, and General Declaration, Annexure B(attached).

.../2

d. Route, etc.

According to the Captain, the aircraft was checked and cleared by UN at Kamina Base before take off. He took off from Kamina at 0757Z on 28 July, climbed on course 045° M to cruising altitude 9,000 ft, destination Kongolo. At 0850Z, he encountered clouds at 9,000 ft. and started to descend on same heading in order to intercept the river Lualaba below clouds, and then follow the river to Kongolo visually. The river was intercepted approximately 10 NMLS South of Kabalo at 3,500 ft just below clouds.

- e. Following the river North bound, the aircraft was hit by gun fire when crossing the bridge 3 miles South of Kabalo. The Captain claims that his altitude was 3,500 ft. Time 0912Z. The crew first heard one single bang, and then a burst hitting the aircraft, just like flying through hail. The gun fire was believed to be small calibre automatic gun. Probably 0.3 or 0.5. Immediately afterwards, the Captain noticed oil flowing out of the left engine, whereupon he feathered left engine and turned to right and set course for Kamina. As the aircraft would not maintain altitude, after approximately 10 NMLS flying the course was altered for Manono. Flown a ESE heading for some minutes, he pinpointed himself over the river 14 NMLS South of Kabalo and right afterwards, he set course for Manono on heading 165 M.
- f. Losing altitude on the way, cargo was jettisoned along a line from approximate position Kasings to position 0700N 2715E. For route see chart, Annexure C (attached). On the question why altitude could not be maintained on one engine, the Captain said that he had also some trouble with the right engine, reduced effect. Reaching Manono, height of aircraft was only 100-150 ft. above ground. A normal one engine landing was made at Manono, time 0959Z.
- g. The aircraft was towed by a jeep to its present location on the grass beside the parking area. The Captain gave also the information that they had heavy fuel load from Kolwezi, 520 Imp gls to make the round trip Kolwezi - Kamina - Kongolo and return without refueling. Estimated fuel on board upon landing Manono was 300 gls.

h. Crew Comments

The crew expressed their thankfulness to the officers and men of the 28 Ethiopian Battalion, who have taken good care of them. The crew mentioned that they would like to be flown out to Eville for further transportation by any available transport to Salisbury. Alternatively for UN to arrange with Rhodesian Air Services for transport from Manono. The Captain of the DC-3 said that the aircraft had to be repaired by a ground crew from Salisbury before it could be flown back to its home base at Salisbury for complete examination and repair.

2. Investigation on aircraft

a. Aircraft damage

Inspecting the aircraft, I found seven bullet holes as follows:-

- (1) One bullet hit the left propeller dome, which caused heavy oil leakage.
- (2) One hole in starboard rear tank. Probably only small fuel leakage.
- (3) One hole at rear end of right wing, at the wingfest.
- (4) One hole through the right wing tip.
- (5) One hole just behind right engine.
- (6) One hole at rear end of left wing at the wingfest.
- (7) One hole through left side of cargo compartment, just in front of side door.

All holes were approximately 1 cm diameter, except for one slash at the left side of the cargo compartment.

- b. After a short investigation, Trans-Air mechanics estimate the aircraft can be made serviceable with a change of left propeller dome and minor repairs on body. Fuel estimate on board was approximately 300 gls.
- c. Cargo compartment was empty with exception of 2 drums of motor spirit. Some loose flour was spread around in the cargo compartment.

- d. There were no casualties to personnel.
3. Information given by Col. Alemayelu, CO 28 Bn. Manono.
- a. Colonel Alemayelu gave the information that the two native passengers were arrested by Congolese Police at the air port right after landing and are now held in prison by the local Congolese authorities; statement made by these "business men" is attached at Annexure D.
 - b. Concerning the Congolese authorities' opinion on the incident, the Colonel said that according to information given by Congolese authorities, the food supply had been thrown in a circle around Kitenge and Bogona area. After unloading, the aircraft went to recce Kabalo and was shot at that time.

(signed)
R. Lövlie Major
COMMANDER AIR BASE
31 July 1962

LUALABA PROVINCE
MANONO TERRITORY
NATIONAL SECURITY

ANNEXURE 'D'

OFFICIAL REPORT NO. 224/62 ON AN
AIRCRAFT OF THE RHODESIAN AIR
SERVICES

In the year nineteen hundred and sixty-two, the twenty-ninth day of July:-

Before me: Kalala A., Assistant Commissioner of National Security at Manono where I am appeared: (i) Muyumba Martin Gerard son of Mulonga Nzuli and Kungwa Paluma both alive in Kalungwe village county Bena-Nyembo, Territory of Kongolo, born the 31/7/1947, a 6th grade student at Elisabethville, aged 15 years and 1m60 height. (ii) Kilunga Aloise, son of Itchio Bungala and Tahabushukio Mutoke both alive and living in Kingoma village County Babuyu, Territory Kabambare student at Elisabethville International Institute. Aged 17 years and of a height of 1m65.

The two boys were on board of Katangese aircraft which was flying from Elisabethville to Kongolo. The landing of this aircraft was forced by rifle fire shot by the ANC at Kabalo. The damage could not enable the aircraft to continue its flight to Kongolo.

Questioned, Muyumba Martin replied us the following:

Q: Where are you coming from?

R: From Kolwezi.

Q: Where are you going?

R: To Kongolo.

Q: To do what there?

R: On holidays.

Q: Who are?

R: A sixth grade student at Elisabethville

Q: By what means did you go to Kolwezi.

R: By train.

Q: How did you board this plane?

R: We were told that those who didn't have money to pay for their travel, could go by plane free of charge.

Q: When did you leave Kolwezi?

R: At 8.30.

Q: How many were you on leaving Kolwezi?

R: We are two and three whites, which makes a total of five.

Q: From Kolwezi what was your port of call?

R: At Kamina Base.

Q: What did you deposit at Kamina?
R: Nothing. Our aircraft was inspected and we were given a pass signed by a UN staff after which we continued our way.

Q: What was in the aircraft?
R: There was 1 ton of flour, some bags of meat, 4 suit cases which you now see and two drums of petrol.

Q: Where is the flour and the meat?
R: We dumped it.

Q: Where?
R: The white men told us to dump it when we reached somewhere over the jungle (around Kitenge where there is the Kat.Gend.).

Q: How did you come here instead of going directly to Kongolo?
R: Having dumped the flour and the meat we did not get on well with the crew.

Q: Why did they dump the flour and the meat?
R: I do not know. I was asking myself about it and when we asked the pilots they said nothing.

Q: Where do you live in Elisabethville?
R: At the boarding of Katuba.

Q: Are you free at Elisabethville?
R: Yes.

Q: Could you tell us approximately how many Gendarmerie are in Elisabethville?
R: Perhaps more than 10,000 because many are in their camps in the bush.

Q: What is the number of whites?
R: The number of Gendarmerie exceeds that of white military personnel.

Q: What nationality are the whites?
R: The majority are Belgians - English-Africans (who are like Belgians).

Q: How many soldiers are there at Kolwezi?
R: There are as many Gendarmes as there are at Elisabethville.

Q: What do they say about Lualaba?
R: Some say that Katanga Province shouldn't have been divided into two provinces. It should have remained one.

Q: Do they intend to come and attack North Katanga?
R: Some yes, others no.

Q: You, are you happy with the creation of Lualaba Province?
R: There is no fraternity in South Katanga but we are forced to obey the Government in power.

Q: Do you have anything to add?
R: Yes.

Q: What?
R: I beg to be well-treated because I am not a politician. I am a simple school boy who would like to serve his country.

After the reading of this report he apposed his signature to ours.

Sgd. Assistant Commissioner of
National Security Kalala A.

7 August

2

Dr. R. J. Bunche, Under-Secretary
R.K.A. Gardiner, Officer-in-Charge
Rhodesian Aircraft

.....

Attached please find the report on the investigation
of the Rhodesian aircraft held at Manono.

UNITED NATIONS — NATIONS UNIES

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L T F	S V C Service	F F F F F Routine	S S S S S Priority	P R I O R I T E N A T I O N S
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N R

MOST IMMEDIATECLEAR

Address es)

TO: MATHU ONLY, Elisabethville

FROM: GARDINER, Léopoldville

(TEXT & SIGNATURE)

insert prefix &/or number as required

USE DOUBLE SPACING.

DATE: 6 August 1962

NUMBER: EV- 919

THE RHODESIAN PLANE WHICH WAS SHOT AT AND FORCED TO
LAND AT MANONO HAS CREATED A NUMBER OF PROBLEMS FOR US AS
YOU MAY HAVE NOTICED FROM THE VARIOUS DECISIONS OF THE CENTRAL
GOVERNMENT AND OUR INSTRUCTIONS ABOUT FLIGHTS. WE ARE DOING
ALL IN OUR POWER TO RESTORE THE SITUATION TO NORMAL PRE-INCIDENT
PRACTICE. EYE HOPE YOU WILL EXPLAIN THIS TO KIMBA AND HIS
COLLEAGUES. WE HAVE NOT YET BEEN ABLE TO SECURE PERMISSION
FOR THE RELEASE OF THE PILOTS. EYE AM ALSO TRYING TO GET
THE TWO YOUNG KATANGESE BOYS SENT BACK TO ELISABETHVILLE.
PLEASE MAKE IT CLEAR THAT THESE DECISIONS COME FROM THE CENTRAL
GOVERNMENT AND NOT UN. WE HAVE BEEN OBLIGED TO INFORM PERSONS
AND ORGANIZATIONS CONCERNED IN ORDER TO FACILITATE THE IMPLEMENTA-
TION OF THE DECISIONS.

RKG/ln

T. O. R.

T. O. D.

BY :

Drafted by :

Authorized : R.K. Gardiner

Date : 6 August 1962

Notre référence : GVT/524/62

le 4 août 1962

Monsieur le Premier Ministre ,

Me référant à l'avion rhodésien qui a atterri à Banane le 28 juillet et qui se trouve retenu en ce moment avec son équipage par les forces de l'ONU stationnées dans cette ville, je vous salue gré de bien vouloir accueillir favorablement la demande de mise en liberté de l'équipage et de restitution de l'appareil aux autorités rhodésiennes. En effet, les Nations Unies ont pu constater que la cargaison transportée par l'avion en question ne comprenait que de la nourriture et des médicaments.

Je conçois parfaitement que le Gouvernement central mette fin aux vols qui pourraient avoir un caractère militaire. Le Chargé de la Mission de l'ONU n'a rendu compte des diverses mesures que le Gouvernement entend prendre à cet effet. Ces mesures ont mon plein assentiment et l'ONU accorde son entière collaboration pour leur mise en vigueur. Dans ces conditions, j'estime qu'il conviendrait de ne pas risquer de provoquer un effet défavorable sur l'opinion publique par des mesures s'vères dans un cas d'espèce qui ne présente pas une importance spéciale. Vous n'en serez que plus libre par contre d'annoncer publiquement les nouvelles mesures qui seront mises en vigueur avec l'assistance de l'ONU et l'on ne peut pas vous opposer par la suite que ces mesures n'aient été prises qu'en vue de les faire appliquer aux pilotes de l'avion rhodésien. Je vous serais reconnaissant de bien vouloir me faire connaître votre décision que j'espère favorable.

Veuillez agréer, Monsieur le Premier Ministre, l'assurance de ma haute considération.

U Thant
Secrétaire général

Son Excellence Monsieur C. Adoula
Premier Ministre
de la République du Congo
INDIVIDUELLE

cc : Mr. J. Bomboko
Ministre des Affaires étrangères

OUTGOING CLEAR CABLE

PRIORITY

To : SECGEN, NEW YORK
From : GARDINER, LEO
Date : 3 August 1962
No : G-978

FOLLOWING FROM MATHU (ELLEO 1027) QUOTE FOLLOWING IS FULL TEXT OF STATEMENT MADE BY SIR ROY WELLESKY IN FEDERAL PARLIAMENT 30th JULY 1962.

SUBQUOTE I SHOULD LIKE TO MAKE A BRIEF STATEMENT ABOUT AN INCIDENT INVOLVING A FEDERAL AIRCRAFT OPERATING IN KATANGA ON SATURDAY. THE AIRCRAFT CONCERNED WAS A DC 3 REGISTRATION VP/YTT OWNED BY RHODESIA AIR SERVICES LIMITED THIS COMPANY HAS FOR SOME MONTHS BEEN CARRYING OUT CHARTER OPERATIONS FOR THE KATANGA GOVERNMENT WITH THE FULL KNOWLEDGE AND APPROVAL OF THE UNITED NATIONS AUTHORITIES. MORE SPECIFICALLY IT HAS BEEN FERRYING FOOD AND MEDICAL SUPPLIES FROM KOLWEZI TO KONGOLO FOR THE KATANGESE PEOPLE IN THAT AREA WHOSE OTHER SUPPLY ROUTES HAVE BEEN CUT OFF. THE AIR CRAFT INVOLVED IN SATURDAY'S INCIDENT WAS ENGAGED ON SUCH A FLIGHT. AFTER LEAVING KOLWEZI THE AIRCRAFT LANDED AT KAMINA FOR THE UNITED NATIONS TO CHECK ITS CARGO. THIS IS THE AGREED PROCEDURE. AT APPROXIMATELY 1100 HRS WHEN THE AIRCRAFT WAS BETWEEN KAMINA AND KONGOLO FLIGHT INFORMATION CENTRE IN SALISBURY PICKED UP A MAYDAY OR SOS MESSAGE FROM THE AIRCRAFT TO THE EFFECT THAT ITS PORT ENGINE HAD BEEN SHOT OUT. SUBSEQUENTLY IT WAS LEARNED FROM RADIO INTERCEPTIONS THE AIRCRAFT HAD SUCCEEDED IN LANDING AT MANONO AFTER JETTISONING ITS CARGO. THE SEQUENCE OF EVENTS THEREAFTER IS NOT PRECISELY CLEAR FROM THE INFORMATION THAT IS SO FAR AVAILABLE TO US, BUT IT IS NOW ESTABLISHED THAT THE CREW OF THE AIRCRAFT IS IN THE PROTECTIVE CUSTODY OF A UNITED NATIONS MILITARY UNIT AT MANONO. IMMEDIATELY THE INCIDENT WAS REPORTED THE FEDERAL GOVERNMENT TOOK STEPS TO INFORM THE UNITED NATIONS AUTHORITIES IN ELISABETHVILLE AND LEOPOLDVILLE. THE UNITED NATIONS AUTHORITIES WERE ASKED TO INVESTIGATE THE

CAUSES OF THE MISHAP AND TO SECURE THE SAFETY OF THE CREW AND WE HOPE THAT THE CREW WILL BE RETURNED AS SOON AS SUITABLE ARRANGEMENTS CAN BE MADE. THIS MORNING A SENIOR OFFICIAL OF THE FEDERAL DEPARTMENT OF CIVIL AVIATION AND THE MANAGING DIRECTOR OF RHODESIAN AIR SERVICES CAPT MALLOCH HAVE FLOWN TO EVILLE TO DISCUSS WITH THE UNITED NATIONS AUTHORITIES ARRANGEMENTS FOR THE REPATRIATION OF THE AIRCRAFT CREW AND AN INVESTIGATION INTO THE CAUSE OF THE MISHAP. I AM SURE MR. SPEAKER THE HOUSE WILL AGREE THAT IT WOULD BE UNSURE TO DRAW ANY CONCLUSIONS BEFORE AN INVESTIGATION HAS TAKEN PLACE AND THE FULL FACTS HAVE BEEN ESTABLISHED. THE IMPORTANT THING AT THE MOMENT IS THAT THE CREW IS SAFE. UNSUBQUOTE UNQUOTE

RKG:mm

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G-978
3.8.12

FROM O H U C NVILLE DTD 02 NIL
TO O H U C LEO OR 500

UNCLAS (.) ELLMO - 1027 (.) GARDINER FROM MATHU (.)
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ROY WELNSKY IN FEDERAL PARLIAMENT 30th JULY 1962 (.)
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APPROVAL OF THE UNITED NATIONS AUTHORITIES (.) MORE
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SR.S.G.

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UNITED NATIONS MILITARY UNIT AT MANONO (.) IMMEDIATELY
THE INCIDENT WAS REPORTED THE FEDERAL GOVERNMENT
TOOK STEPS TO INFORM THE UNITED NATIONS AUTHORITIES
IN ELISABETHVILLE AND LEOPOLDVILLE (.) THE UNITED
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FEDERAL DEPARTMENT OF CIVIL AVIATION AND THE MANAGING
DIRECTOR OF RHODESIAN AIR SERVICES CAPT MALLOCH HAVE
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THE HOUSE WILL AGREE THAT IT WOULD BE UNWISE TO
DRAW ANY CONCLUSIONS BEFORE AN INVESTIGATION HAS
TAKEN PLACE AND THE FULL FACTS HAVE BEEN
ESTABLISHED (.) THE IMPORTANT THING AT THE MOMENT
IS THAT THE CREW IS SAFE (.) UNQUOTE

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INFO ONUC ELISABETHVILLE

Rel 2/16

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UNNUMBERED

MAREK AND MAJOR ATCHUTHAN FROM GARDINER FORCE COMMANDER INFO PREM CHAND

REF UNNUMBERED OF FIRST AUGUST QUESTION OF BOMBING BY UNKNOWN AIRCRAFT
BEING EXAMINED. UN MILITARY AND TECHNICAL EXPERTS SHOULD BE ALLOWED
TO DECIDE WHAT APPROPRIATE MEASURES SHOULD BE TAKEN. AIR RECONNAISSANCE
CAN BE ORDERED ONLY BY THE FORCE COMMANDER. WE HAVE DISCUSSED THE
RHODESIAN AIRCRAFT INCIDENT WITH THE PRIME MINISTER AND THE MATTER IS
NOW BEING HANDLED BY THE SEC GEN PERSONALLY/ THE CREW AND AIRCRAFT
ARE STILL IN MANONO THE REPORT FROM EVILLE IS THEREFORE FALSE. ^{THE} SYSTEM
OF GRANTING PERMISSION FOR FLIGHTS IN KATANGA IS BEING REVIEWED IN
CONSULTATION WITH THE PRIME MINISTER. INDIGNATION AND PASSION ARE
USELESS IN THE CIRCUMSTANCES YOU DESCRIBE.

cc: Force Commander

T. O. R.

BY :

T. O. D.

Drafted by : R. Gardiner

Authorized : R. Gardiner

Date : 2 August 1962

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LYR

SVC
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~~MAINTENANCE, REPAIR, OR REPAIRABLES~~

PEOPLE

GARDNER, FORCE COMMANDER, Léopoldville

(TEXT & SIGNATURE)

**USPS
MAIL**

1 August 1962 ^{Insert page 5/ or number as required}

USE DOUBLE SPACING.

STUDY DESIGN

154

899

YOUR ELLEO 1017. AFTER CONFERENCE THIS MORNING

WITH ADOULA IT IS NOT POSSIBLE TO INDICATE NEXT STEP CONCERNING MANONO GREN. NEW YORK IS BEING CONSULTED AND BACK AND GREN NYC ARE PROCEEDING TO MANONO 2 AUGUST FROM WHERE THEY WILL PROCEED TO S'VILLE AND RETURN HERE TO REPORT. WILL KEEP YOU INFORMED AT EARLIEST POSSIBLE DATE.

52/12

T. O. R.

T. O. D.

BY :

Drafted by :

Authorized :

Date : _____

~~3. 2. 2. 2. 2.~~

В К Сахаров

1 August 1962

9 311655Z

FM ONUC ELI

TO ONUC LEO

BT

SECRET ELLED 1017

GARDINER FORCE COMDR

FROM MATHU

PREM CHAND REPRESENTATIVES OF THE RHODESIAN
CIVIL AVIATION BOARD WHO ARE IN ELI ARE ANXIOUS
ABOUT THE FATE OF THE CREW IN MANONO IF IT IS POSSIBLE
FOR YOU TO INDICATE THE NEXT STEP TOWARDS THEIR
BEING ALLOWED TO LEAVE MANONO FOR HOME PLEASE LET
ME KNOW

BT

27/31/RLS/312020Z JUL 62

F 301600Z

FM ONUC ALB

TO ONUC LEO

BT

S E C R E T UNNUMBERED

GARDINER KHIARY FORCE COMMANDER FROM MAREK.

THE ATTITUDE OF SENDWE IS BECOMING MORE AND MORE RIGID. DURING MY LAST TALKS WITH HIM ON SUNDAY AND TODAY, I HAVE NOTICED THAT HE IS ENCOURAGED BY A FEW NUMBER OF HIS ADVISORS PARTICULARLY COL MARSIALA AND MWAMBA ILUNGA PROSPER.

AAA. THEY RESENT THAT IN ORGANIZATIONAL FIELD ONUC IS NOT TAKING INTO ACCOUNT THE CREATION OF NORTH KATANGA PROVINCE AS EXPLAINED IN MY SECRET CABLE OF 29 JULY

BBB. THEY MAINTAIN THAT KATANGESE GENDARMERIE HAS INCREASED ITS ATTACKS ON ANC POSITIONS AND THEY REQUEST POSITIVE ACTION BY ONUC

CCC. SENDWE IS VERY BITTER ABOUT DECISION YOUR CABLE AV 28. I HAVE TILL NOW MADE RESERVATIONS FOR HIM ON 27 28 29 JULY WHICH HE DECLINED IN THE LAST MINUTE FOR VARIOUS REASONS BUT ALWAYS INSISTING THAT HE CANNOT TRAVEL ALONE AND COMMENTING THAT ONUC IS NOT GIVING HIM DUE RESPECT IN HIS CAPACITY AS VICE PRIME MINISTER. I HAVE NOW TENTATIVELY BOOKED HIM AT HIS REQUEST ONE SEAT FOR WEDNESDAY 1ST AUGUST

PAGE TWO

SECRET

UNNUMBERED

DDD. HE AGAIN EXPRESSED ANNOYANCE AT ONUC
HANDLING RHODESIAN AIRCRAFT INCIDENT

EEE. REMINDED ME AGAIN TO TRANSMIT HIS REQUEST
FOR THE PRESENCE OF PRIME MINISTER, GARDINER AND FORCE
COMMANDER IN ALB TO DISCUSS

1. REFUGEEE PROBLEM
2. DETERIORATION MILITARY SITUATION
3. ACTIVE ASSISTANCE BY ONUC AGAINST KATANGESE
GENDARMERIE
4. RHODESIAN AIRCRAFT INCIDENT

BT

11/31/JS/311230Z JULY 62

S 291400Z
FM ONUC ALB
TO ONUC LEO
GOC KAT AREA ELI

BT

S E C R E T UNNUMBERED GARDINER KHIARY AND FORCE COMMANDER FROM
MAREK AND CAPTAIN PAUL;

WE WERE CALLED TO SENDWE THIS AFTERNOON TO MEETING
ATTENDED BY ILUNGA PROSPER COL MARSIALA MESSRS TUMBA SHABANI
MUKALAY.

AAA MR SENDWE WANTED TO KNOW IF SECTOR A HAD JURISDICTION OVER
MANONO. HE WAS INFORMED THAT MANONO IS DIRECTLY UNDER KATANGA
AREA. HE REQUESTED THAT IN VIEW OF FORMATION OF NORTH KATANGA
PROVINCE SENIOR OFFICER SHOULD BE APPOINTED AS SEC A COMMANDER
WHO SHOULD HAVE COMPLETE CONTROL OVER UNATIONS TROOPS NORTH
KATANGA

BBB WITH GREAT EMPHASIS SENDWE AND PARTY REITERATED REQUEST
THAT CREW OF THE DC 3 RHODESIAN AIRWAYS SHOULD BE BROUGHT BY
ONUC FROM MANONO TO ALB FOR INTERROGATION. HE WAS INFORMED THAT
NECESSARY INTERROGATION IS BEING CARRIED OUT UNDER ONUC LEO
ARRANGEMENT. MR SENDWE PROTESTED AGAINST THIS PROCEDURE AS HE
FEELS THAT THE CREW OF ENEMY AIRCRAFT SHOULD BE INTERROGATED BY
HIS AUTHORITIES IN ALB. APPRECIATE YOUR GUIDANCE AS TO ANSWER
TO BE GIVEN TO MR SENDWE ON THIS SUBJECT.

CCC SENDWE ACQUAINTED US WITH 2 TELEGRAMS FROM MANONO
REGARDING KATANGESE ACTIVITIES IN KIAMBI AND PIANA. HE FURTHER

2.....

PAGE

TWO

SECRET

UNNUMBERED

REQUESTED FOR FIGHTER AIR RECCE OF AREAS KIAMBI PIANA MALEMB
NKULU MITWABA KABONGO KITENGE KAPONA BAUDOUNVILLE KABEYA MAJI
ALONG LUKUGA. THE ENGLISH TRANSLATION OF TELEGRAMS FROM MANONO
ARE BEING SENT BY HQ SECTOR A TO KATANGA AREA FOR NECESSARY
ACTION

DDD MR SENDWE ASKED US TO CONVEY HIS REQUEST THAT THE PRIME
MINISTER DEFENCE MINISTER TOGETHER WITH MR GARDINER AND ONUC
FORCE COMMANDER SHOULD VISIT ALB TO APPRISE THEMSELVES OF THE
DETERIORATING MILITARY SITUATION

BT

7/29/JP/292000Z JUL 62

295015

IN 1/290005

33864

DTG 281830 B

FROM HQ SECTION 3 (HQ IND INDEF HSE GP)

TO CHUG LBS ✓

UNCLAS (.) O 2154 (.) FOR FC COS AIR COMER MIL OPS MIL INFO (.)
SITREP FROM 271600Z TO 281600 B (.) PARA ONE (.) RHODESIAN DC 3 A
CHARTERED AIRCRAFT OF KAT GOVERNMENT ON ITS FLIGHT FROM KAMINA TO
KANGOLA IS REPORTED TO HAVE BEEN SHOT ON LEFT ENGINE AT 0915 Z ON
28 JUL (.) DUE TO ENGINE TROUBLE AIRCRAFT DIVERTED AND LANDED AT
MANONO AT 0955 Z (.) PARA TWO (.) LOCATION OWN TROOPS NO CHANGE (.)
AIRFIELD SAFE (.) ALL INFO

BY KRD
THI 1640
TOR 1047



CONTACT HQ IN	
✓	
c /	M-1
3-19-5-6	

UC--128

33147

40857--019

PRIORITY NATIONS***** 40875 40893

DE 40857 19/28

FM COMDR 28 ETH IN NANONG

TO 40875/HQ CHUC LEO

INFO 40893/HQ KAT AREA

BT

UNCLAS 25009/511/22/37. REF YOUR SIGS 631 OF 28 JULY. PLANE WAS LANDED
NANONG LITTLE BEFORE WHEN RECEIVED YOUR MESSAGE. 3 (3)

PILOTS AND 2 (2) KATANGA PERS CAPTURED. PILOTS NAMES ARE (1)

CAPT JANCOCK (2) FIRST OFFICER JURISAWARTHA (3) LULJEPS. THEY

TOLD THAT THEY ARE RODESIAN NATIONALIST AND TAKING RATION FOR

KANGCO POPULATION WHICH IS SENT BY AMERICA AS A GIFT. THEY

FURTHER SAID PLANE WAS SHOOTED NEAR KADALO BUT WE CAN NOT SAY WHO

SHOOTED NEAR KADALO BUT WE CAN NOT SAY WHO SHOOTED THE PLANE.

WE HAVE TO LAND AT NANONG WHICH WAS THE NEAREST AIRPORT DUE TO

DAMAGED PLANE FURTHER FLIGHT WAS IMPOSSIBLE. WHEN REQUESTIONED

THEY HAVE YOU GOT ANY PERMISSION BY UNO TO LAND HERE THEY REPLIED

IN NEGATIVE . WHEN WE FURTHER INQUIRED HAVE YOU ANY IDENTITY CARD

REPLIED ONLY RODESIAN IDENTITY CARD. THEY GAVE FURTHER STATEMENT

~~THAT THEY HAVE STARTED FROM KADAZI AND GOING TO KANGCO.~~

THESE ARE THE INFORMATIONS WHICH WE RECIEVED SO FAR. WAITING FOR

FURTHER INSTRUCTIONS

BT

CYN 25009/511/22/37 631 28 3 3 2 2 1 2 3

28/13422 JUL 40857

PN 281345Z
FM ONUC ALB
TO ONUC LEO
INFO ONUC ELI
BT

S E C R E T UNNUMBERED

GARDINER KHIARY FORCE COMMANDER

INFO WAMBU MATHU FROM MAREK

MR SENDWE ADVISES THAT KATANGESE AIRCRAFT MADE
FORCE LANDING AT MANONO STOP

NEWS/CONFIRMED FROM MANONO STOP

SENDWE REQUESTS UNATIONS TO BRING CREW TO ALB FOR
QUESTIONING STOP

REQUEST YOUR INSTRUCTIONS

BT

15/28/AM/281440Z JUL 62