

ONUC - Subject Files of The Office of The Force Cmdr. - Air Division - Engineering

Other 55-5320 (UN-303) - N'Djili - 27 June 1962

28/06/1962 - 25/07/1962

PLEASE RETAIN  
ORIGINAL ORDER

Photographs

Clear

24/12/2003 wg

UN ARCHIVES

SERIES 5-0828

BOX 2

FILE 5

ACC. <sup>DAG</sup> 13/1.6.5.8.2.1



25 July 1962

To : Swedish Liaison Officer

From : Air Commander

Subject : Dereliction of Duties - WO/3 Appelblom - WO/3 Thorelius

1. Enclosed please find the results of a Board of Inquiry which had been convened for the purpose of investigating circumstances surrounding an aircraft accident at N'Djili on 27 June instant.
2. It will be noted in the findings and recommendations of the Board that the two Swedish mechanics involved in this incident displayed some dereliction of duties by allowing the two Congolese helpers to remain at the aircraft without supervision.
3. I concur with the findings of the Board and the accompanying remarks by the Base Commander.
4. Would you kindly study the attached document and consider the necessary disciplinary action against the Swedish mechanics involved in this incident.
5. An early reply, together with a return copy of the Board would be appreciated.

  
(JOHN RYO) Major-General  
Air Commander



25 July 1962

To : Base Commander, W'Dj111  
From : Air Commander  
Subject : Board of Inquiry - Otter 55-5320 - ONUG 303

1. The result of a Board of Inquiry convened in respect of the marginally noted aircraft accident has been studied by this HQ.
2. The findings and recommendations produced by the Board, together with your accompanying remarks have been forwarded to UN HQ New York with the concurrence of this HQ.
3. Additionally, the Swedish Liaison Officer has been informed of all relevant factors involving the two Swedish mechanics and he has been asked to consider the necessary disciplinary action against the Swedish mechanics involved in this incident.
4. You will be informed of future development concerning the incident. In the interim, and pending issue of an appropriate Air Staff Instruction, you are requested to warn aircraft mechanics against leaving Congolese workers improperly supervised whenever aircraft maintenance is in progress.

(JOHN RYC) Major-General  
Air Commander



25 July 1962

To : Chief Administrative Officer  
From : Air Commander  
Subject : Aircraft Accident Report

- .....
1. Please find attached two copies of the Board of Inquiry report on the Otter Aircraft 55-5320 that was damaged at N'Djili Airport on 27 June 62, for forwarding to New York.
  2. The Swedish Liaison Officer of this HQ has been provided with a copy of this report.
  3. One copy is kept with the Air Commander for the use of this HQ.

(JOHN RYG) Major-General  
Air Commander



24 July 1962

To : Field Service, UN HQ New York  
From : Air Commander  
Subject : Aircraft Accident - Board of Inquiry  
Otter 55-5320 - ONUC 303

1. The referenced aircraft was damaged at N'Djili airport on 27th June 62 while the fuel tanks were being removed.
2. A Board of Inquiry was immediately convened to investigate the circumstances which led to this accident and to make appropriate recommendations so that recurrences of this nature may be prevented. Accordingly, you will find enclosed one copy of the Board of Inquiry report for your retention.  
.....
3. In the course of its deliberations, the Board concluded that:
  - (a) Congolese mechanics should never be left on their own while working on UN aircraft.
  - (b) Aircraft mechanics assigned for duty to a specific squadron should be familiar and fully qualified with the type of aircraft held on strength of that squadron.
  - (c) UN mechanics with little or no experience in aircraft work should work under the supervision of experienced mechanics for some two weeks prior to being left on their own.

.../4.



4. I fully concur with the recommendations stated by the Board of Inquiry and the remarks by the Base Commander, N'Djili. Furthermore, it will be interesting to know that a manual of "Air Staff Instructions" is currently in course of preparation at this HQ and an appropriate instruction has been included to cover similar eventualities in the future.

5. The Swedish Liaison Officer at ONUC HQ has been provided with a copy of this Board and he has been asked to consider the necessary disciplinary action against the Swedish mechanics involved in this incident.

6. While the foregoing appears to satisfy the obvious requirements insofar as corrective measures are concerned, I feel very strongly about the lack of qualification possessed by a great number of tradesmen assigned to Congo duties. It is evident that a comprehensive job description for each specialty in the Air Division is mandatory if some level of proficiency is to be maintained. To this end your HQ should insist, whenever a military replacement is sought for a Congo vacancy, that incumbents be fully qualified in accordance with NATO Air Forces Personnel Classification standards or some reasonable equivalent.



(JOHN RYG) Major-General  
Air Commander



BOARD OF INQUIRYI N D E XPage No.

|  |    |
|--|----|
| A. INTRODUCTION .....                                | 1  |
| B. NARRATIVE ON ACCIDENT .....                       | 3  |
| C. WITNESSES REPORTS.....                            | 4  |
| 1. Statement from C/O Support Squadron.....          | 4  |
| 2. Statement from Squadron Technical Officer.....    | 5  |
| 3. Statement from Line Chief, Support Squadron...    | 7  |
| 4. Statement from Swedish Mechanic WO/3 APPELBLOM    | 10 |
| 5. Statement from Swedish Mechanic WO/3 THORELIUS    | 13 |
| 6. Statement from Congolese Helper BULU.....         | 16 |
| 7. Statement from Congolese Helper AONGA.....        | 18 |
| D. STATEMENT FROM ENGINEERING MEMBER MAJOR BREKNE... | 20 |
| E. STATEMENT OF THE BOARD.....                       | 22 |
| F. BASE COMMANDER COL. TESTERINI'S REMARKS.....      | 23 |
| G. EXHIBIT 'A' to 'C', PHOTOS OF ACCIDENT.....       | 24 |

## Distribution:-

United Nations, New York (2)  
Claims and Survey Board  
Air Commander  
Air Engineering Officer, HQ.  
Base Commander, N'Djili  
Support Squadron, N'Djili



- 1 -

BOARD OF INQUIRY  
INTO AN  
AIRCRAFT ACCIDENT OR INCIDENT  
INVOLVING

Aircraft Type ....OTTER ( WHEELS).....Registration ..55-5320/303  
Place ....HANGAR - N'DJILI.....Date...27th JUNE, 1962....  
Parent Unit .....LIGHT AIRCRAFT UNIT.....

---

Board Convened By .....MAJOR GENERAL JOHN RYG.....  
Appointment .....AIR COMMANDER, ONUC.....  
Authority .....Signal AO 9633/27 JUNE 1962.....

---

Composition of Board

President .....LT. COL. A. LIND.....  
Member.....MAJOR L. BREKNE .....  
Member.....MAJOR BERGERBRANDT.....

---

TERMS OF REFERENCE (As instructed by Air Commander)

To investigate and report on the circumstances surrounding the  
incident which resulted in the damage of an ONUC aircraft at  
N'Djili Airport on 27th JUNE 1962.

The Board will also make findings and recommendations.



- 2 -

CREW INFORMATION

| <u>AIRCRAFT</u> |                           | <u>CREW MEMBERS INVOLVED</u> |           |                  |                 |
|-----------------|---------------------------|------------------------------|-----------|------------------|-----------------|
| Type/No.        | Crew Function             | Rank                         | Name      | Unit             | Class of injury |
| OTTER 303       | repair & maintenance team | WO/3                         | APPELBLOM | Support Squadron | none            |
|                 |                           | WO/3                         | THORELIUS | "                | "               |
|                 |                           | Civil                        | AONGA     | "                | bruised         |
|                 |                           | Civil                        | BULU      | "                | "               |

That the evidence obtained by the Board is as set out in the evidence of the following ...7.... witnesses on the following pages.

Signature of President of Board .....  
 Signature of Member of Board .....  
 Signature of Member of Board ..... *Bergstrom* .....

AIR COMMANDER'S REMARKS:

JOHN RYG (MAJOR GENERAL)  
AIR COMMANDER



- 3 -

NARRATIVE ON THE ACCIDENT

On Wednesday 27th June, 1962 at 0700 hrs. two Swedish light aircraft mechanics and two Congolese mechanic-helpers started work on Otter 303. Their task was to remove the fuel tanks of the aircraft. After a while the two Swedish mechanics left the a/c in order to go and have breakfast at the airport restaurant.

At 0805 hrs. one of the Congolese mechanic-helpers removed the right landing gear strut in order to make it easier (so he thought) to remove the fuel tank. When removing the landing gear strut the landing gear moved forward, the aircraft fell over on its right side, the right wing hit the floor and was badly damaged.

-----



WITNESS NO. 1

- 4 -

Statement from C/O Support Squadron

When removing the fuel tanks on Otter 303, A. PIERRE (a Congolese mechanic) removed the right landing gear strut. The landing gear then moved forward and the right wing hit the floor and was damaged.

The mechanic chief for the new Swedish mechanics is W/O 2 SUNDBERG. Yesterday SUNDBERG told both the Mechanics not to leave the Congolese mechanics to work on their own. At the same time SUNDBERG stated that the Congolese mechanics should always be shown how to do special work and should always be supervised. The Swedish mechanics were also told they were not allowed to leave the a/c for breakfast without informing SUNDBERG. These two mechanics arrived 4 days ago from Sweden and they thought the Congolese mechanics were capable of doing the work after they had been shown how to do it.

It should be mentioned that the Congolese, in order to remove the fuel tanks, do not need to remove a bolt from a landing gear strut.

The Swedish mechanics whose names are B.O. THORELIUS and L. APPELBLOM, are living at KWILU and they have no opportunity to have breakfast before starting their job at 7 a.m.

The names of the Congolese mechanics are:- A. PIERRE and B. JOSEPH.

27th June, 1962

*[Handwritten signature]*



- 5 -

WITNESS NO. 2

Statement from 1/Lt. J.E. Karstensen, Squadron Engineering Officer

---

On 26th June at 0700 hrs Line Chief WO/2 H.Sundberg was ordered to begin dismounting the fuel tanks on the Otter 303. To carry out this work he obtained two Congolese mechanics to assist WO/3 THORELIUS and WO/3 APPELBLOM and as the two Swedish mechanics when they arrived did not know the type of a/c they were briefed by the line chief concerning the work they had to do.

During this work the a/c crashed due to a bolt having been removed in the main landing gear.

On the Squadron there is a mechanic WO/2 A.Davidsson who besides the line chief knows the a/c. This mechanic was ordered to ADC-duty a month ago and the line chief was therefore not able to use him as a foreman for the two new mechanics.

INTERVIEW

|                |                                     |                 |         |
|----------------|-------------------------------------|-----------------|---------|
| NAME:          | Jorgen Erik KARSTENSEN              | PLACE OF BIRTH: | Denmark |
| RANK:          | 1/Lt - 000710 (Maintenance Officer) | NATIONALITY:    | Danish  |
| DATE OF BIRTH: | 8 March 1928                        | MARITAL STATUS: | Married |

Q: Have you been involved in any trouble before?

A: No, I have not.

Q: Are you acquainted with the witness procedure - to tell the truth and nothing but the truth?

A: Yes I am.

Q: Are you of your own free will willing to answer all questions concerning accident on 27 June 1962 involving OTTER aircraft 303?

A: Yes.

Q: How long have you been Maintenance Officer on the Squadron?

A: Since 16 May 1962.

Q: How many Congolese mechanic helpers are assigned to your Sqn?

A: There are five.

Q: What are the general duties of the Congolese helpers?

A: We employ them as assistants to the squadron mechanics.

*J.E. Karstensen* (cont'd)



WITNESS NO. 2 (cont'd)

- 6 -

Q: Did you hear WO/2 H. Sundberg brief the two Swedish mechanics.

A: No because he was in the aircraft and I was in my office.

Q: Regarding Davidson and Sundberg, are these the only two who know about OTTER aircraft assigned to the Squadron ?

A: Yes there are only two in Leo.

Q: Before this accident, did you know that Congolese workers are only mechanic helpers and should not work by themselves?

A: Yes.

Q: Concerning W/O Sundberg, what is your general knowledge of him?

A: He is the best we have in Congo.

Q: Do you have any additional information which you have not mentioned that you wish to include in your statement?

A: No.

*J. Karlsen*  
*1/1/70*

-----



- 7 -

WITNESS NO. 3

Statement from WO/2 H. Sundberg, Line Chief Light a/c  
Helicopter Squadron.

I had been ordered by Lt. Karstensen to begin work on Otter 303.

On the 27th June I ordered WO/3 APPELBLOM and WO/3 THORELIUS to begin the work by dismounting fuel tank and fuel pipes with the help of two Congolese mechanics, Joseph and Pierre.

The same work had been going on the day before and I had then also had a briefing concerning the type of work. I had given clear orders to Appelblom and Thorelius that they had to watch the two Congolese mechanics Joseph and Pierre and that they were not allowed to leave the place of work without my knowledge.

At 0800 hrs. Lt. Karstensen and I were working with time-scheduled components in the office. We heard a heavy crash from the hangar and went out and saw that the right under carriage of Otter 303 had collapsed and the right wingtip had crashed onto the floor. The two Congolese mechanics were slightly injured and I drove them to the doctor. I asked Joseph and Pierre where Appelblom and Thorelius were and they said that they were at the Sabena restaurant. I drove over to the restaurant and brought them back to the hangar.

-----

INTERVIEW

Name: Harry A.F. SUNDBERG

Place of Birth: Heradshammar,  
Sweden

Rank: WO/2 240923-231 (Line Chief)

Nationality: Swedish

Date of Birth: 23rd Sept. 1924

Marital Status: Married

Q: Have you been involved in any trouble before?

A: No.

Q: Are you acquainted with the witness procedure - to tell the truth and nothing but the truth?

A: Yes I am.

*Harry Sundberg*  
*WO/2*

(cont'd)



WITNESS NO. 3 (cont'd)

- 8 -

- Q: Are you of your own free will willing to answer all questions concerning the accident on 27 June 1962 involving OTTER a/c/303?
- A: Yes.
- Q: Have you any further comments to make on your earlier statement?
- A: No I have no further comments.
- Q: How long have you been on Helicopter/Light Squadron?
- A: Since 25th November, 1961.
- Q: I understand you have 5 Congolese mechanics on the H/L Sqdn? Can you tell me in what way they are used in their work - generally speaking?
- A: They are used as assistant mechanics. Under supervision they make the work easier.
- Q: Was it brought to your knowledge that the Congolese mechanics were only helpers?
- A: Yes I understood that.
- Q: In your written statement you said you gave clear orders to APPELBLOM and THORELIUS to watch the Congolese mechanics - were there any witnesses when you gave these orders?
- A: I don't remember if there was anyone else there but I told them that the Congolese mechanics were not to be left alone.
- Q: Were the two Congolese mechanics assigned to their job on 303 before the two Swedish mechanics?
- A: Yes they were.
- Q: Did you know that the 2 Swedish mechanics had only just arrived on your Squadron?
- A: Yes.
- Q: Did you brief APPELBLOM and THORELIUS in detail about the work they were to carry out on 303?
- A: Yes I did.
- Q: Did you tell the two Swedish mechanics that they were supposed to be in charge of the two Congolese?
- A: No but I told them to keep the Congolese under supervision and not to leave them alone while they are working.
- Q: APPELBLOM and THORELIUS have said that they were not briefed by you, have you any comments to make on this?
- A: Yes - they were briefed.
- Q: The two Swedish mechanics also stated that on the 26th June they had obtained your permission to go to have something to eat.
- A: On the 26th they asked me if they could go to eat and I gave them permission. I also told them on the 26th that they must not leave the Congolese alone. I gave them strict orders that if they wanted to go and eat or leave them for other reasons they must first ask me so that I would be able to arrange other supervision. On the 27th June they did not ask permission to go to eat.
- (cont'd)



WITNESS NO. 3 (cont'd)

- 9 -

- Q: When you assigned the two Swedish mechanics to do the job on 303 did you pick either of them out to act as a leader or did you brief them both together?
- A: No I did not say that one of them would be chief, I briefed them both together.
- Q: Did you know that the two Swedish mechanics had never worked on Otter a/c before and that this was their first job on the Otter?
- A: Yes I knew that.
- Q: Have you any additional information that might apply in this case, things that you have not mentioned before?
- A: Yes. I gave the two Swedish mechanics instructions as to which bolts and connections were to be removed.
- Q: You have permission to read the statements of APPELBLOM and THORELIUS and to make comments on them if you wish.
- (SUNDBERG reads the statements)
- A: I have nothing to add to my previous declaration except to say that I know the two Swedish mechanics personally. We have worked together before in Sweden and I know that they are good mechanics and I am sure that if they had not left the 2 Congolese mechanics alone against my orders, the accident would never have occurred. The whole maintenance system is not correct. Today we get many unqualified mechanics for working on this type of a/c and we do not have time to train them. New personnel, when they arrive in United Nations, should have certificates stating that they are qualified mechanics for this particular a/c. It is very difficult to be a leader for so many unqualified men.

11th July, 1962

*Harry Sundberg*  
6/10/62



- 10 -

WITNESS NO. 4Statement from Wo/3 APPELBLOM

On the 26th June THORELIUS and I were ordered to dismantle the tanks of an Otter. The work was carried out together with the assistance of 2 Congolese mechanics. On the 27th June we started the job at 0700. The Congolese mechanics were present and looked on. The phase of work was to take away fuel pipes under the tanks.

At about 0800 Thorelius and I left the job to have breakfast in the Sabena Restaurant as this was our only possibility of getting something to eat before 1900 hrs. and as we have no possibility to eat before and after.

Thorelius and I had the impression that the Congolese mechanics were keen and knew the a/c well and as we had given them <sup>no</sup> orders we thought that we could leave them.

After about 10 minutes Sundberg picked us up and when we arrived back at the hangar the right landing gear had folded up and the right wing crashed on the floor.

-----

INTERVIEW

Name: Lennart APPELBLOM Place of Birth: Visby, Sweden

Rank: W/O III S/N 360307-225 (Maintenance mechanic)

Date of Birth: 7 March 1936 Nationality: Swedish

Marital status: Single

Q: Have you been involved in any trouble before?

A: No, I have not.

Q: Are you acquainted with the witness procedure -- to tell the truth and nothing but the truth?

A: Yes, I am.

Q: Are you of your own free will willing to answer all questions concerning the accident on 27 June 1962 involving OTTER aircraft 303?

A: Yes.

*Lennart Appelblom (signature)*



WITNESS No.4 (cont'd)

- 11 -

- Q: Have you any comments on the statement previously submitted by you?
- A: None, except for the fact that Thorelius and I were under the impression that the Congolese mechanics were keen and knew the a/c well and as we had given them NO orders, we thought that we could leave them.
- Q: How long had you been working at the Helicopter and Light Aircraft Squadron before the accident?
- A: One day.
- Q: Have you ever worked on OTTER a/c before arriving in the Congo?
- A: No.
- Q: Who gave you orders to start working on the OTTER a/c 303 on 27th June?
- A: W/O H. Sundberg.
- Q: Were you briefed in detail by Sundberg about the job?
- A: No he did not because I knew how to do the work.
- Q: Did you receive permission on the morning of the 27th from anyone to leave the work and go to Sabena Restaurant to have breakfast?
- A: No.
- Q: Before you left did you brief the Congolese about the work?
- A: I did not explain anything to them about the work. I only told them that we were going to have breakfast.
- Q: As I understand you and Thorelius were ordered to do this job. Were either of you picked out as a leader?
- A: No.
- Q: In your statement you mention that you had the impression that the Congolese mechanics were keen and knew the aircraft well and as you had no orders given them you thought you could leave them. Can you explain this statement?
- A: W/O Sundberg introduced us to the two Congolese mechanics on the same day of our arrival. Then he said that they were clever mechanics and we should take care of them. The first day Sundberg gave the two Congolese orders as to how to do the work and my opinion is that the two mechanics knew how to do the work on the a/c. I did not know that I was chief for the two Congolese. The two helpers hoist the tail of the a/c and drain the fuel and I did not know that W/O Sundberg had given the Congolese orders about this work. Therefore, I thought they know much more than they really did.

(cont'd)

*Robert J. [illegible] 10/11/71*



- 12 -

WITNESS NO. 4 (cont'd)

Q: Were you under the impression that the two Congolese were working on the aircraft before you started?

A: The Congolese were picking up empty drums without orders from me.

Q: Therefore it seems to you the two Congolese were working on the aircraft before you arrived?

A: Yes.

Q: In Sundberg's statement he says he had given clear orders to you and Thorelius to watch the two Congolese mechanics and that you were not allowed to leave the place of work without his knowledge. Can you remember this order having been given?

A: The orders from W/O Sundberg were not so clear as indicated in his statement and I had no idea I was chief for the two helpers because the chief is W/O Sundberg. He had told us it was alright for us to take 20 minutes for breakfast, therefore, Thorelius and I did not have orders to be chief for the Congolese and to have them under constant supervision.

Q: Do you have anything to add to your statement that may be of interest in this case?

A: No.

*David J. [unclear] W/O 3*

-----



WITNESS NO. 5Statement from WO/3 THORELIUS

On 26th June WO/ APPELBLOM and I were ordered to dismantle the fuel tanks of an Otter and the whole of the day we were assisted by two Congolese mechanics. On 27th June we continued with the job commencing work at 0700 hrs and assisted by the two Congolese mechanics. At 0800 hrs we went to eat breakfast. We were of the opinion that the Congolese mechanics knew the a/c and the work that we were carrying out. After having tried to explain that we would soon be back we went to the Sabena Restaurant. Neither of us speaks French and thus we encountered difficulties in being understood. We had not had anything to eat since 1900 hrs. the day before as we do not do our own cooking. After having been at the restaurant about 10 minutes our Line Chief WO/2 Sundberg came over to the restaurant and said that an accident had happened in the hangar and we all immediately went back. One of the Congolese mechanics had taken away a bolt on the right landing gear support, consequently the right landing gear had given away and the right wing had crashed and was damaged.

-----

INTERVIEW

Name: Bongt THORELIUS  
Rank: W/O III S/N 350314-12J (Maintenance mechanic)  
Date of Birth: 14 March 1935  
Place of birth: Waexioe, Sweden  
Nationality: Swedish  
Marital status: Single

Q: Have you been involved in any trouble before?

A: No, I have not.

Q: Are you acquainted with the witness procedure -- to tell the truth and nothing but the truth?

A: Yes, I am.

(cont'd)

*Bongt Thorelius WO/3*



WITNESS NO. 5 (cont'd) - 14 -

- Q: Are you of your own free will willing to answer all questions concerning the accident on 27 June 1962 involving OTTER a/c 303?
- A: Yes.
- Q: Have you any comments on the statement previously submitted by you?
- A: No.
- Q: How long have you been working at the Helicopter and Light Squadron?
- A: Only the day before the accident, it was my first day on OTTER.
- Q: Have you ever worked on OTTER a/c before coming to the Congo?
- A: No.
- Q: Who gave you the order to start work on OTTER 303 on 26th and 27th June?
- A: W/O 2 H. Sundberg.
- Q: Were you briefed in detail by W/O Sundberg about the job?
- A: No.
- Q: In your statement you said that you left the job and went over to the Sabena restaurant for breakfast. Did you seek any permission to do this?
- A: No, I had no permission to do that but it was understood the day before by W/O Sundberg, who had explained that we could take 20 minutes for breakfast.
- Q: Was this permission given on the 26th and also 27th or was it just on the 26th?
- A: No, only on the 26th but we thought we could do the same on the 27th.
- Q: Before you left for breakfast on the 27th did you brief the Congolese as to what to do while you were away?
- A: No. I told the Congolese I would be back in 20 minutes but I do not speak French and the Congolese might have misunderstood me.
- Q: In your statement you said "we were of the opinion that the two Congolese mechanics knew the a/c and the work that we were carrying out". Have you any explanation for this?
- A: The two Swedish mechanics who arrived on 25 June were on this day walking in the hangar and looking at the job. On 26 June, the two Congolese workers worked on hoisting the tail of the a/c at the same time the two Swedish mechanics were working with fuel tanks.
- Q: Did you see that the two Congolese were all by themselves?
- A: Yes.

*Don't forget* (cont'd)



- 15 -

WITNESS No. 5 (cont'd)

Q: In the statement from W/O Sundberg, he said that he had given clear orders to you and W/O Appelblom to watch the two Congolese mechanics, and that you were not allowed to leave the place of work without Sundberg's permission. Do you remember that?

A: W/O Sundberg's orders were not as clear as he states in his statement. Sundberg told Appelblom and myself that the two Congolese were very good mechanics and that we should take care of them very well. I was not aware I was the chief for them, as at the same time the two Congolese worked on another job in the same a/c.

Q: Have you any additional information you think might be of interest in this case?

A: I have been in the Congo for such a short time, I did not know I had to watch the two helpers.

*By Capt. Thoret*

-----



WITNESS NO. 6Statement from Joseph BULU - Congolese mechanic-helper.

We were working from nine o'clock at the hotel - we went take-off the petrol's pipe - we had taken off at the first one bolt which it is sustaining that petrol's pipe and unfortunately this bolt was not very out - behind this plane was up of the TRETON the tyre in front was a less draught. When we tried the bolt which we did done the plane trembles and the tyre of front taken-off and the plane dropped. We were both under this plane when it dropped - we had luck in this time because there was a part of the plane on the ground. Therefore this is my report for the matter - we all did not wounded.

-----

Further to the statement above the undermentioned questionnaire has been compiled in order to clarify it.

NAME: BULU, Joseph I.D.No. 1810 DATE OF BIRTH: 1923

EDUCATION: 8 years elementary school EXPERIENCE: Transport mechanic since 1951

No previous accidents at the Base.

BULU was asked to verbally clarify the written statement made by him, under oath, and he agreed, saying that all statements made by him would be true and correct. An Interpreter with some knowledge of English was employed for the questioning and this, together with the apparent low intelligence standard of the man caused some difficulty in interpretation. However, the following results were obtained in the form of answers to questions put to him.

Q: On the morning of 27th June, did any Officer or NCO ask you to start work on removing the fuel lines from Otter aircraft No. 303?

A: He intimated that he started work on the a/c according to normal routine, but that nobody had actually instructed him to do so.

(The witness disputed the fact that the accident occurred at 0805 hrs and was of the opinion that it took place at 0900 hrs. It is believed that he misjudged the time)



WITNESS NO.6 (cont'd)

- 17 -

NB: In the report made by Aonga Pierre, the word 'hotel' should be understood as 'Otter'.

Q: Were any Europeans present to supervise your work on the aircraft?

A: No, they had gone to have breakfast.

Q: When you removed the bolt 3U-159-3 did you do so alone, or together with the other Congolese mechanic helper?

A: With the other man.

Q: Did you realise that if you removed the bolt, the under-carriage would move forward and the wing drop down?

A: No I did not.

Q: Have you anything to add to your statement?

A: No.



-----



- 18 -

WITNESS NO. 7Statement by Pierre AONGA - Congolese Mechanic Helper

In the morning when we arrived to start our work we have found there two Europeans; after that they are going to eat before we begin our work. We remained there two alone to begin doing our work in the Hotel. In order to take off the petrol's pipe, we had seen that it was very interesting at first to take off all bolts which they were sustaining that petrol's pipe and when we have finished to arrange the duty despatched above the plane in question was landing. Here we are under the plane to fill every requirement in our duty. At the time where we began our work at that plane there was hardly anyone more European to sit up; all both mentioned above were not there.

-----

(Further to the statement made by Congolese employee Aonga Pierre, the undermentioned questionnaire has been completed in order to clarify it.)

NAME: Pierre AONGA I.D.No 1125 DATE OF BIRTH: 1935

EDUCATION: 7 years elementary school EXPERIENCE: 4 years as transport mechanic.

The above was asked to verbally clarify his written statement under oath and he agreed, saying that all statements made by him would be true and correct. An Interpreter with some knowledge of English was employed for the questioning and this, together with the apparent low intelligence of the man interviewed gave the following results in the form of answers to questions put to him.

Q: On the morning of the 27th June, did any Officer or NCO ask you to start work on removing the fuel lines from Otter aircraft No. 303?

A: He replied to the effect that he had not been instructed to do so but did so as a normal course of his duty as a mechanic.

Q: What do you mean in your written report when you refer to the word hotel?

A: He intimated that he believed this to refer to a type of aircraft. This was found to be "Otter" thus the word "hotel" should be taken to mean "Otter" wherever it occurs.

Q: Were any Europeans present to supervise your work on the aircraft?

A: None were present.

Q: When you removed the bolt 3U-159-3 did you do this alone, or together with the other Congolese Mechanic Helper?

702



- 19 -

WITNESS NO. 7 (cont'd)

A: With the other man.

Q: Did you realise that if you removed the bolt, the under-carriage would move forward and the wing drop down?

A: No.

Q: Have you anything to add to your statement?

A: No.

*Ameyo.*

-----



- 20 -

Statement from the Technical Member of the Board of Inquiry

|                         |                        |         |
|-------------------------|------------------------|---------|
| <u>AIRCRAFT STATUS:</u> | A/C time:              | 3613:30 |
|                         | Eng. time:             | 152.10  |
|                         | Time to insp.          | 86.15   |
|                         | A/C time to Maj. insp: | 800:55  |
|                         | Eng. time to overhaul: | 1047.50 |

-----

SUMMARY: Otter aircraft DH-C-3 FN 303 was flown in from Lulua-hourg for engine change and belly repair due to heavy skin corrosion at rear of the exhaust outlet. The maintenance work was done by Sabena and the Light Aircraft/Helicopter Squadron. The Squadron was supposed to carry out the engine change and remove the fuel belly tanks. Sabena were supposed to remove the corroded fuselage skin. Aircraft Mechanics, B.O. THORELIUS and L.APPELBLOM, with two Congolese mechanic helpers were ordered by the Squadron Line Chief, W/O SUNDBERG, to remove the belly fuel tanks and he explained that the mechanic helpers should on no account be left working without supervision, and they must always be shown how to do special jobs and be constantly under supervision whilst carrying out same. On the morning of 27th June, 1962, the two Squadron Mechanics went to the Sabena restaurant to have breakfast and left the two Congolese helpers alone without giving them any instructions. While the two helpers were left without supervision, they encountered some difficulty in disconnecting the fuel lines from the belly tanks and in order to overcome the trouble they decided to remove the bolt part No. C 3U159-3 which connects the strut assembly drag RH part No. C 3U102-10 to the fuselage, without supporting the aircraft with jacks. When the bolt was removed, the landing gear moved forward and the right wing dropped down and hit the hangar floor. There were no witnesses to the accident and both of the Congolese mechanics were slightly hurt.

AIRCRAFT DAMAGE:

- a) Right wing damaged and believed to be irreparable.
- b) Brackets between the fuselage and strut assembly, axle LH slightly bent.

CONCLUSIONS:

a) It was necessary to remove the belly fuel tanks before Sabena could start work on removing the corroded fuselage skin, but not necessary to remove the bolt C 3U159-3. If the procedure laid down in TC-1-U-A1-6 for removal of the fuel tanks had been followed, this accident would not have occurred.

b) The Squadron Aircraft Mechanics were assigned to the Squadron some four days before the accident and they must have misjudged the capabilities of the Congolese helpers. Furthermore, they have no practice on Otter aircraft.

(cont'd)



- 21 -

c) Sabena have been asked to estimate the cost of repairs to the aircraft and this quotation will be forwarded to Air Headquarters as soon as it is received.

RECOMMENDATIONS:

- a) Aircraft maintenance work should be carried out by skilled mechanics only.
- b) Second Line Maintenance should be carried out according to TC-1-U-A1-6 and controlled and supervised by the leaders.

28th June, 1962

*J. M. K. H. H. H.*

The repair costs of OTTER 303 were just received after this report was written, they are as follows:-

Labour - C.Frs. 28,900

Material - \$96.36

It should be noted that this is a rough estimate



-22 -

STATEMENT OF THE BOARD

The main reason for the incident is the removal of the right landing gear strut. The mechanic-helpers (Congolese workers locally employed) have not had the technical training needed and obviously did not realise what damage might be caused by carrying out the work without supervision from U.N. technicians.

Findings & Recommendations

The Board finds it very strange that the Congolese workers were left alone at the aircraft. Furthermore the Board finds it most unsatisfactory to put two newly-arrived Swedish mechanics (with little or no knowledge of Otter a/c) to supervise the work. It is strongly recommended that in future Congolese mechanics are never left alone while working on aircraft. It is also recommended that newly-arrived U.N. mechanics with little experience should work under the supervision of an experienced U.N. mechanic during their first weeks here. Aircraft mechanics assigned to the Squadron should be qualified and familiar with the type of aircraft held by the Squadron and have general knowledge of maintenance system in use.

28th June, 1962


*Amélie*  
*[Signature]*



- 23 -

BASE COMMANDER'S REMARKS

I agree with the statements made by the Board of Inquiry. I recommend the C/O Support Squadron to take disciplinary action through the Swedish Liaison Officer against the Chief Mechanic as well as the two Swedish mechanics involved in the incident. They have not supervised the work in the proper manner.



T. Testerini (Colonel)  
Base Commander, N'Djili

28th June, 1962

















INTER - OFFICE MEMORANDUM

A: GEN. RYG  
DE: SQN.LDR. STUART  
OBJET:

I agree with the Base Commander that disciplinary action should be taken against the three Swedish mechanics involved. I suggest that they be assessed 10% of the estimated labour charge.

A handwritten signature in blue ink, reading "S. M. Stuart S/L", is written over the typed name.

SQN.LDR. STUART