7 June 1961

OUTGOING CLEAR

TO : H.E. Sir Richard Turnbull
Governor and Commander in Chief
Government House
Entebbe
Uganda

Now that the first phase of the rotation of UN troops through Entebbe has been successfully completed, I wish, on behalf of the United Nations Organization in the Congo, to convey to you and to your Government our thanks and deep appreciation for the invaluable help and cooperation extended by all concerned in Uganda in the operation.

I am confident the same help and cooperation will continue to be extended through the next phase of the airlift, thereby greatly assisting the UN in its tasks in the Congo. Air Commodore Chapman hopes you can receive him in Entebbe on 12 June when he will express our thanks in person.

STURE LINNER
Officer in Charge
of the UN Operations
in the Congo.

cc : Air Commodore Chapman
cc : Col.J.J.Quinn.

DRAFT

OK
SL

H.E. Sir Richard Turnbull
Governor and Commander in Chief
Government House
Entebbe
Uganda

Now that the first phase of the rotation of UN troops through Entebbe has been successfully completed, I wish, on behalf of the United Nations Organization in the Congo, to convey to you and to your Government our thanks and deep appreciation for the invaluable help and cooperation extended by all concerned in Uganda in the operation.

I am confident the same help and cooperation will continue to be extended through the next phase of the airlift, thereby greatly assisting the UN in its tasks in the Congo. Air Commodore Chapman hopes you can receive him in Entebbe on 12 June when he will express our thanks in person.

Sture Linner
Officer in Charge
of the UN Operations
in the Congo

cc A/C Chapman
Col. Quinn

Draft to be kept in file too.
(Mr. Kelly)

A Kelly please draft

ORGANISATION DES NATIONS UNIES AU CONGO

UNITED NATIONS ORGANIZATION IN THE CONGO

Cable

INTER - OFFICE MEMORANDUM

6 June 1961

A: Dr. S. Linner, Officer in Charge, ONUC

DE: Colonel James J. Quinn, Acting Chief of Staff

OBJET: Ethiopian Rotation: Appreciation to Uganda Government

1. The second phase of the rotation of Ethiopian troops through Entebbe is due to start on 14 June. The first phase has already been completed between 19 and 26 May. The USAF aircraft lift the troops from Addis Ababa to Entebbe and they are then taken over by UN aircraft for Stanleyville. A UN transit camp has been established at Entebbe for the purpose and we have sent a Movement Control team there to coordinate the movement.

2. Diplomatic clearance has been obtained by the USAF for the move through Entebbe, but I would recommend that you send, on behalf of the United Nations, a cable to the Government of Uganda thanking them for their cooperation at Entebbe in the past and hoping that the same cooperation will be granted for the forthcoming move. It can also be stated that Air Commodore Chapman, on behalf of the United Nations, will call personally on Monday, 12 June, to convey thanks to the Governor and others concerned. It is essential that the cable be sent not later than 7 June.

James J. Quinn

(James J. Quinn) Colonel
A/COS

cc: Force Commander
Deputy Force Commander

RECEIVED
OMUC
1991 23:12

YC25 NY 189 19 2241Z ;

LTF

ONUC

LED ;

3566 MACEDIN FROM VAUGHAN YOUG 2756 BALAIR STOP APPRECIATE RECEIVING YOUR VIEWS ON PERFORMANCE OF CHARTER COMPANIES AND RECOMMENDATIONS STOP HAPPY TO AGREE TO CONTINUANCE OF TRANSAIR ON A MONTH TO MONTH BASIS STOP ALL CHARTERS WILL BE EXTENDED ON THIS SAME BASIS AND EFFORT MADE TO ;

P2 ;

ESTABLISH SLIDING SCALE FOR FLYING HOUR PAYMENTS IN EXCESS OF MINIMUM GUARANTEES STOP SLIDING SCALE NEGOTATIONS PROVING DIFFICULT HOWEVER BECAUSE LACK OF FORECAST OF PROBABLE MONTHLY FLIGHT HOURS AND DURATION OF CONTRACTS STOP ANY INFORMATION IN THIS RESPECT WILL BE HELPFUL STOP WHILE WE SHARE YOUR VIEWS ON RELIABLE OPERATIONS BY ;

P3 ;

BALAIR COMMA WE FELT THAT REDUCTION IN TOTAL NUMBER OF CHARTERERS OF PRIMAARY IMPORTANCE STOP SINCE BALAIR HAD ALREADY MOVED ONE PLANE FROM CHARTER AT THEIR OPTION WE HAVE ALREADY MADE FIRM COMMITMENTS TO REPLACE BOTH BALAIR PLANES BY CHARTERS TO PANAMA AIRWAYS AND CANCELLATION THESE COMMITMENTS WOULD BE EMBARRASSING ;

P4/30 ;

AND COSTLY STOP HOPING THAT AS OTHER COMPANIES GAIN EXPERIENCE THEIR PERFORMANCE WILL IMPROVE AND WILL APPRECIATE YOUR ADVICE ON THIS MATTER AT SUCH TIME AS YOU FEEL APPROPRIATE ;

FIELDSERV "

COL 3566 2756 "

FROM NY [illegible] 15 2021Z ;

TO

INFO

[illegible] ;

[illegible] REFERENCE 2679 MACROIN TO BUNCHE AND 2678 FROM CHAPMAN ON

[illegible] STOP ON FILM REPEATED REQUESTS TO DECREASE

NUMBER OF CHARTER OPERATORS WE HAVE PLANNED TERMINATE AT

END OF PRESENT CHARTERS TRANSMEDITERRANEAN COMMA BALAIR COMMA

TRANSAIR SINCE THESE COMPANIES HAD ONLY TWO PLANES EACH AND

[illegible] ;

[illegible] ;

NOW IN POSITION FURNISH VERY MUCH MORE STOP THIS WOULD REDUCE

CHARTERERS TO THREE COMMA NAMELY SABENA COMMA INTEROCEAN COMMA

PANAMA STOP NO REDUCTION IN ACTUAL NUMBER OF AIRCRAFT

AVAILABLE WOULD RESULT SINCE REMAINING CHARTERERS WOULD BE

[illegible] FOR MORE STOP PLANS ALREADY MADE TO CHARTER BALAIR

REPLACEMENTS FROM PANAMA ;

[illegible] ;

STOP TRANSAIR CAN BE CONTINUED IF NOTICE RECEIVED 48 HOURS

STOP WOULD APPRECIATE YOUR FURTHER VIEWS ABOUT BALAIR COMMA

TRANSAIR AND TRANSMEDITERRANEAN CHARTERS IN LIGHT OF ABOVE

EXPLANATION ;

FIELDSERV "

[illegible]

C1
M1,4

M5

1961 15 18:52

YC35 S NY 161 15 18382 ;

ETAT PRIORITE

ONUC

LEO ;

2607 MACEDIN STOP OUR REVIEW OF THE AIRLIFT PROBLEM TO DATE HAS PRODUCED SOME CONCLUSIONS WHICH ARE IN LINE WITH YOUR GENERAL PRINCIPLES STOP IN PARTICULAR WE ARE ATTEMPTING TO SECURE AS RAPIDLY AS POSSIBLE SUFFICIENT C130B AIRCRAFT AND PERSONNEL TO MEET YOUR REQUIREMENTS STOP WE RECOMMEND ;

P2 ;

A REDUCTION IN YOUR CHARTER FLEET TO TWENTY AIRCRAFT IMMEDIATELY THE INDIAN LIFT FROM DARESSALAAM IS COMPLETE STOP WE ARE INVESTIGATING THE SECURING OF CARIBOU AIRCRAFT AND PERSONNEL BUT PROSPECTS ARE NOT BRIGHT AT PRESENT STOP YOUR ADDITIONAL PERSONNEL REQUESTS HAVE BEEN PASSED TO THE COUNTRIES CONCERNED STOP WE CONSIDER ;

P3 ;

WE WOULD BENEFIT FROM AN ON THE SPOT DISCUSSION OF YOUR PROBLEMS WITH CARR OR SOME OTHER AIR TRANSPORT SPECIALIST STOP THIS WE RECOMMEND SHOULD BE ARRANGED FOR APPROXIMATELY THE LAST WEEK IN APRIL TO PERMIT AN INTERVENING PERIOD OF THOUGHT TO DISTIL AND CRYSTALIZE YOUR PROPOSALS AND OURS STOP ;

P4/11 ;

PLEASE ADVISE WHETHER SUGGESTED DATE WOULD BE CONVENIENT TO YOU ;

RIKNYE "

Cat:
COL 2607 C130B "

YC44 S NY 152/148 12 2215Z ;

ETATPRIORITE

ONUC

LEO ;

2498 MOST IMMEDIATE

MACEOIN G/C CARR AND W/C RUSSEL ARE HERE ON SHORT VISIT AT OUR REQUEST TO ASSIST IN PLANNING FUTURE ONUC AIR TRANSPORT REQUIREMENTS STOP WE NEED FROM YOU QUICKLY FOLLOWING INFORMATION STOP ALPHA STOP NUMBER OF UN OWNED AIRCRAFT AND HELICOPTERS YOU HAVE AND ;

P2/54/58 ;

PLANNED OPERATING RATES BY TYPE STOP BRAVO STOP NUMBER AND TYPE CHARTERED AIRCRAFT YOU HAVE AND MAXIMUM POSSIBLE SUSTAINED OPERATING RATE BY TYPE PER MONTH STOP CHARLIE STOP NUMBER OF HOURS FIXED COMMITMENTS BY TYPE PER MONTH STOP WOULD PREFER LAST FIGURE IN TON-MILES AND PASSENGER-MILES IF YOU CAN GIVE ;

P3/48 ;

IT APPROXIMATELY STOP BOTH OFFICERS HAVE STUDIED FILES CONTAINING YOUR STATEMENTS OF REQUIREMENTS AND HAVE CONSEQUENTLY SOME APPRECIATION YOUR CONTINUING PROBLEM AREAS STOP WOULD APPRECIATE CONCISE STATEMENT ON ANY FORESEEABLE PARTICULAR PROBLEM AREAS AND ANY LONG RANGE THINKING YOU HAVE ON FUTURE REQUIREMENTS STOP PLEASE EXPEDITE REPLY ;

BUNCHE "

COL 2498 "

130540 Z 12

M 5

CI

M 2, 6

1.

YC3 NY 1877 13 2352Z ;

LIF

ONUC

LEO ;

2557 MACEGIN FROM BUNCHE STOP YOUR ONUC 1978 STOP WING COMMANDER RUSSELL LEFT CONGO ONLY AWFEW DAYS AGO COMMA AND GROUP CAPTAIN CARR HAS A GOOD UNDERSTANDING OF YOUR AIR TRANSPORT PROBLEMS STOP YOUR TELEX CONVERSATION WITH RIKHYE AND VARIOUS MESSAGES HAVE MADE US AWARE OF ;

P2 ;

THE MANIFOLD TASKS WHICH ONUC AIR TRANSPORT HAS TO CARRY OUT STOP WE FEEL THEREFORE THAT AT THIS STAGE IT WOULD BE PREFERABLE FOR THE STUDY TEAM TO REMAIN HERE STOP WE ARE LOOKING FORWARD TO RECEIVING REPLIES TO OUR QUESTIONS COMMA AND IF WE HAVE ANY MORE DOUBTS WE ;

P3 ;

WILL HAVE NO HESITATION IN ASKING FOR INFORMATION STOP PARA AS IT WOULD BE FUTILE TO PLAN AN AIR UNIT ON THE BASIS OF EQUIPMENT WHICH IS NOT FORTHCOMING COMMA THE STUDY TEAM COMMA AFTER COMPLETING ITS PRELIMINARY STUDY HERE COMMA WILL GO TO WASHINGTON TO TALK TO OUR MAIN ;

P4/27 ;

SUPPLIERS STOP HOWEVER IF YOU FEEL STRONGLY THAT A VISIT BY THE PLANNING TEAM TO LEO IS MOST ESSENTIAL AT THIS STAGE WE WILL CERTAINLY RECONSIDER STOP"

140758Z
4

CDL 2557 1978 "

M1

C1
M 2, 5, 6

ZC2 TRANSAIR MALMOE 402 11 0921Z

AIR COMMANDER

C.G.V. CHAPMAN

COMMANDING OFFICER

U.N. AIR COMMAND

LEOPOLDVILLE

RECEIVED
O.N.U.C.
1961 MAR 11 10:05

RECEIVED
O.N.U.C.
1961 MAR 11

P1;

DEAR SIR TRANSAIR SWEDEN AB WOULD LIKE TO EXPRESS HOW PLEASED WE ARE TO HAVE BEEN ENTRUSTED THE TASK TO CONTINUE OUR FLIGHTS FOR THE U N IN THE CONGO FOR A NEW PERIOD OF THREE MONTHS STOP HOPING THAT YOU HAVE BEEN SATISFIED WITH OUR OPERATIONS UP TO NOW WE

P2;

WANT TO ASSURE YOU THAT OUR DOMINATING AMBITION STILL WILL BE TO PERFORM YOUR FLIGHT ORDERS WITH GREAT CARE AND HIGHEST POSSIBLE PERFECTION STOP WHEN WE FIRST OFFERED OUR SUPER CURTIS AIRCRAFT FOR USE IN THE CONGO WE HAD THE IMPVESSION THAT IN THE GENERAL OPINIOM WITHIN THE U N THIS

P3;

AIRCRAFT TYPE APPERENTLY CONSIDERED AS SIMILAR TO THE OLD CURTIS COMMANDO WAS NOT VERY WELL SUITED FOR THIS KIND OF OPERATIONS STOP WITM THE EXPERIENCE GAINED DURING THE LAST MONTHS WE FEEL CONVINCED THAT FEW IF ANY OTHER AIRCRAFT TYPES ARE MORE FIT FOR THIS WORK THAN THE SUPER CURTIS STOP

P4;

ABLE TO OPERATE FROM IN PRINCIPLE ANY AIRPORT WHERE DC3:S CAN
BE USED THEY CARRY A_)ST THE SAME LOADS AS DC4L_ AT HIGHER SPEED
RESULTING IN A FAVOURABLE COST PER TON-MILE STOP A STONG FLOOR
STRUCTURE AND EXTREMELY WIDE DOOR OPEMING FACILITATE LOADING
AND CARRYING OF A LARGE
P5;
VARIETY OF CARGO STOP THE EASILY INSTALLED SEATS PROVIDE COMFORTABLE
CCOMEDATION OF TWICE THE NUMBER OF PASSENGERS WHICH CAN BE
TRANSPORTED IN A DC3L AT LESS THAN 750/0 OF THE SPEED OF A SUPER
CURTIS STOP OUR MANAGING DIRECTOR MR G ELLHAMMAR IS AT PRESENT
IN NEW YORK AND HAS INFORMED US THAT HE
P6;
HAS OFFERED THE U N HEADQUARTERS TO PUT THREE MORE SUPER CURTISS
AIRCRAFT AT THEIR DISPOSAL FOR WORK IN THE CONGO STOP IF YOU SIR
HAVE APPRECIATED THE OPERATIONAL PERFORMANCE OF OUR SUPER CURTISS
AIRCRAFT IN YOUR WORK IN THE CONGO WHICH WE HINK THAT WE HAVE
REASONS TO BELIEVE WE
P7;
CERTAINLY SHOULD BE VERY GRATEFUL IF YOU KINDLY WOULD COMMUNICATE
YOUR OPINION TO YOUR AUTHORITIES IN NEW YORK STOP NEEDELESS TO
SAY AN INCREASED FLEET OF OURS IN CONGO WILL ENABLE US TO IMPROVE
OUR ORGANIZATION THERE AND DETACH EVEN MORE QUALIFIED OPERATIONAL
AND TECHNICAL STAFF MEMBERS MORE PERMANENT CREWU
P8;
AND INCREASED SPARE PART STOCKS IN ORDER TO IMPROVE THE OPERATIONS
TO THE VERY BEST OF OUR CAPACITY STOP
ASSURWMG YOU THAT WE WILL DO OUR UTMOST TO MEET YOUR CONFIDENCE
IN US WE ARE DEAR SIR
YOURS FAITHFULLY
TRANSAIRSWED
B JARVELL

COL DC3S DC;S DC3 75 0/0

Float

NY

cc air OPS

INCOMING CLEAR

To : DAYAL, McKEOWN, LEOPOLDVILLE

From : BUNCHE, NEWYORK

Date : 22 February 1961

No : 1247

Approaches and indications of replacements for Seven Seas aircraft as follows. Italians have been requested to provide temporarily, on emergency basis, 3 to 6 additional C119s complete with crews. Further, there are 9 DC4s which will shortly be under contract, one of which is already in Congo, one due there on 24 or 25 February, 5 due on 1 to 3 March, and 2 about 10 March. In addition, 4 C46s will be soon under contract, with arrival dates from 1 to 4 March.

NY

cc Air ops

INCOMING CLEAR

To : DAYAL, McKEOWN, LEOPOLDVILLE

From : BUNCHE, NEWYORK

Date : 21 February 1961

No : 1239

A Reuters news story of 20th attributes to Air Commodore Chapman following comment on cancellation of Seven Seas contract; "We can only assume the order came because of the strong American stand against unilateral aid outside the U.N.". Please advise on accuracy this attribution.

ROUTING SLIP

TO

Mr Dayal

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

Force Commander directs me to forward attached basis for reply to Bunche's 1230 submitted by Air Commander.

Ambassador saw Gen McKown and does not need reply is necessary

M Mahir
Can we attempt a reply
23/2

DATE 23 Feb | FROM MA to Force Comdr

JPM 23 II

6201/AIR OPS

ORGANISATION DES NATIONS UNIES AU CONGO

UNITED NATIONS ORGANIZATION IN THE CONGO

INTER-OFFICE MEMORANDUM

22 February 1961

A: Force Commander

DE: Air Commander

OBJET: Reuter despatch as quoted in incoming cable n° 1230 from New York

1. Although you have not asked me to comment on the a/m report, I feel some comment might be of interest to you.

2. First, to answer the question raised in signal n° 1230 to the effect "please advise on accuracy this attribution". Without arguing the matter, I can say quite definitely that the statement, as reported, is not accurate.

3. By way of background, however, I am pleased to point out that, during Mr. Jankowski's cocktail party on Monday 21 February, I talked with a Mr Peter Gross. In the course of general discussion about the Congo, he said that he understood the United Nations was interested in acquiring additional airlift and that the Seven Seas contract had recently been cancelled. I advised him that it was quite true that the United Nations airlift capability is somewhat short of our requirements. I felt there was no secrecy concerning this matter, as the Ambassador himself had explained our position in some detail to a press man (Daily Mirror, I believe) during General Kettani's party some nights before. Mr Gross asked if United States authorities had cancelled Seven Seas' contract, to which I replied in the negative, and explained to him that ONUC Headquarters receive their orders from the United Nations Headquarters in New York and that we do not have any direct link with the United States on such matters. In the course of further discussion, some comment was made on the question of unilateral aid to the Congo, and I pointed out to Mr Gross that it was accepted United Nations policy that no military aid should be given to the Congo except through United Nations channels. We also discussed Mr Stenson's speech in the United Nations, particularly in respect to his strong support of the United Nations and the principle of discouraging unilateral aid.

Does a/c Chapman know this?

4. It is my firm belief that my discussions with Mr Gross were entirely in keeping with established United Nations policy, and were designed to encourage support of the United Nations.

A.E.

(C.G.W. Chapman) A/C
Air Commander

Mod. 6072/A — C. 78323

INCOMING CLEAR

To : DAYAL, McKEOWN, LEOPOLDVILLE

From : BUNCHE, NEWYORK

Date : 21 February 1961

No : 1230

A Reuters news story of 20th attributes to Air Commodore Chapman following comment on cancellation of Seven Seas contract: "We can only assume the order came because of the strong American stand against unilateral aid outside the U.N.". Please advise on accuracy this attribution.

INCOMING CODE CABLE

TO : MR DAYAL / GEN MCKEOWN

FROM : MR BUNCHE

DATE : 23 Feb 61

NO : 1255

1. Mr. Drew of seven seas airlines raised question on 22nd about "confusion" with regard to continued use of ONUC of his companys aircraft. In course of discussion it developed that " confusion" resulted from his receipt of our telegram of cancellation on one hand, and indication which he says his representatives in Leo received from air commodore Chapman that UN would continue to use these planes, for time being at least. Drew stated that his representatives had been given by Chapman copy of his cable (ONUC 811) to me. I was frankly surprised at Drews knowledge of substance of that message, which he was not entitled to have.

2. Now convinced that contract is cancelled and UN will no longer use the aircraft, seven seas will withdraw them from Brazzaville and Drew is not complaining.

3. Drew did express view that same principle applying to seven seas should apply to other carriers doing charter transport for UN, mentioning Sabena specificaly. In this regard, is there any confirmed information of voluntary action by Sabena or air congo in recent months involving flights bringing military assistance from outside Congo to Tshombe or other locally-factional leaders query.

cc Dayal, Mckeown

UN ED NATIONS - NATIONS UNI

INDICATE PRIORITY	SVC Service	FFFFF Routine	SSSSS Priority	PRIORITE NATIONS

Priorité Nations traffic is strictly limited.

N R

Ambassador Dayal, f.i.

Address (es)

Unations

Newyork

(TEXT & SIGNATURE) insert prefix & / or number as required USE DOUBLE SPACING.

ONUC 798 Secgen from Mac Eoin Dayal stop Regret to inform you that C119 aircraft number 6011 belonging to the Italian Air Force serving with the United Nations in the Congo crashed on takeoff from Luluabourg airport today due to engine failure stop Details of circumstances not yet known stop Board of enquiry has been appointed to investigate immediately stop Will advise further details asap

Alga 5644 — 100.000 - 26/10/60

T. O. R.

BY :

T. O. D.

Drafted by : A/C Chapman

Authorized : Gen Mac Eoin

Date : 15.Feb 61

Major Khaliq

RECEIVED
O.N.U.C.

Feraj

1961 FEB 11 01:44

YC2 S NY 58/55 11 0001Z ;

ETATPRIORITE

ONUC

LEO ;

964 DAYAL/MCKEOWN IN YOUR 572 AND 603 YOU REQUESTED TWO MORE H19 HELICOPTERS FOR THE UN AIR FORCE IN THE CONGO STOP USTATES HAS BEEN REQUESTED ACCORDINGLY AND WILL PROBABLY PROVIDE THEM STOP FOR PLANNING PURPOSES WOULD APPRECIATE YOUR ADVICE AS TO HOW URGENTLY THE HELICOPTERS ARE NEEDED AND THEIR DESTINATION ;

BUNCHE "

COL 964 572 603 H19 "

e)

RECEIVED
O.N.U.C.

Soa.

1961 FEB 2 21:40

YC31 F NY 117 2 2112Z ;

~~ONUC~~ ETAT ONUC

LEOPOLDVILLE ;

776 SWEDISH DELEGATION MAS RECEIVED REPORT FROM VON ROSEN OF TRANSAIR THAT ON TWELVE JANUARY SUPER CURTIS WAS FIRED UPON AT MANONO STOP VON ROSEN CONNECTS INCIDENT WITH FACT PLANE PAINTED RED AND STATES QUOTE UN COMMAND HAS NOT IN SPITE OF ITERATED REQUESTS CONSENTED THAT THE ;

P2 ;

CRAFTS BE PAINTED WHITE UNQUOTE BUNCHE SENDING FULL TEXT OF REPORT TO COMMANDER BUT IN MEANTIME NO OBJECTION HERE IF YOU WISH AUTHORIZE TRANSAIR TO PAINT PLANES WHITE AT OWN EXPENSE STOP VON ROSEN ALSO COMPLAINS OF NON COOPERATION ~~N~~ AT AIRPORTS AND CITES INCIDENT WHERE OTHER AIRLINE BLOCKED ALL FUELING ;

P3/17 ;

STATIONS WITH GANGPLANKS MAKING IMPOSSIBLE FOR TRANSAIR TO FUEL STOP OTHER ACTS NON-COOPERATION DESCRIBED IN REPORTS ;

FIELDSERV "

COL 776 "

Maj. Khalid
Maj. Bellenger

Mr DAYAL was informed that Air ops are taken action.

C1

RECEIVED O.N.U.C.

Soa

31 00:50

YC18 NY 191 30 2326Z ;

LTF

ONUC

LEO ;

708 MCKEOWN PARA FOUR OUR 414 STOP HELICOPTER PERSONNEL STOP ON BASIS OF YOUR REQUIREMENTS GIVEN IN ONUC 3633 SCANDINAVIAN COUNTRIES WERE REQUESTED TO PROVIDE HEQPAPTER PERSONNEL AS FOLLOWS COLON DENMARK DASH TWO H-19 PILOTS CMA FOUR H-19 TECHNICIANS AND ONE H-19 ELECTRICIAN SEMICOLON NORWAY DASH ONE ;

P2 ;

CAPTAIN ADMINISTRATIVE OFFICER CMA ONE SERGEANT AND ONE CORPORAL FOR ADMINISTRATION CMA ONE SUPPLY ASSISTANT CMA THREE H-19 PILOTS CMA FOUR H-19 TECHNICIANS CMA ONE H-19 ELECTRICIAN AND ONE H-19 RADIO TECHNICIAN SEMICOLON SWEDEN DASH TWO H-13 PILOTS CMA TWO AL 2 PILOTS CMA TWO H-13 TECHNICIANS CMA ONE H-13 ;

P3 ;

RADIO TECHNICIAN CMA ONE AL 2 TECHNICIAN AND TWO MASTER SERGEANT TECHNICAL INSPECTORS STOP NO REPLY YET FROM DENMARK OR NORWAY STOP SWEDISH GOVERNMENT HOWEVER HAS AGREED TO PROVIDE ALL PERSONNEL REQUESTED EXCEPT THE TWO H-13 PILOTS AND THE TWO AL 2 PILOTS STOP WE ARE IMFORMED THAT AL 2 ;

P4/41 ;

HELICOPTERS ARE NOT USED IN DENMARK AND NORWAY STOP ANY SUGGESTION AS TO WHERE ELSE THE AL 2 PILOTS MIGHT BE SOUGHT QUERY STOP SWEDISH HELICOPTER PERSONNEL WILL BE READY FOR DEPARTURE ON 10 FEBRUARY STOP TRAVEL DETAILS WILL FOLLOW ;

BUNCHE "

COL 708 414 3633 H-19 H-19 H-19 H-19 H-19 H-19 H-19 H-13 9

AA 2 H-13 H-13

2 H-13 2/22 10

OUTGOING MESSAGE

C/ has seen

CODE + RESTRICTED
SSSS IMMEDIATE

TO : SECGEN

FROM : DAYAL & MACEOIN

DATE : 25 JANUARY 1961

NUMBER: Onue 433

REFERENCE YOUR 551 STOP CONFIRMED PORT CLEARANCE FOR USNS HERMITAGE AND US HELICOPTER HAVE BEEN OBTAINED STOP

Distribution

Mr. Dayal
Gen. Mac Eoin
Chief of Staff
Deputy Chief of Staff

INCOMING CLEAR

To : DAYAL, McKEOWN, LEOPOLDOVILLE

From : BUNCHE, NEWYORK

Date : 13 January 1961

No : 285

A. Para 2 ONUC 3633 and paras 1 and 6 our 49. Italian Government has accepted responsibility for C119 second line maintenance and also has agreed to provide all C119 personnel necessary in Congo. Assume technical details will be worked out between air staff and Italian Liaison Officer. Please advise names of 18 Italian maintenance personnel to be repatriated.

B. Para 5 our 49. Argentine not repeat not able to provide additional DC3 personnel. No reply as yet received from Brazil, Chile, Peru and Greece. Follow-up action has been taken with above countries.

Chief of Implementation Group ONUC

A SUMMARY OF THE 30 Nov 60

UNITED NATIONS SCHEDULED FLIGHTS

(Revised)

This supercedes UN Scheduled Flights Summary issued 27 Nov 60.

Scheduled Flight (S/F) 1 and 2 C119

Arrive	Ground Time	Airfield		Depart	Flight Time
-	-	N'Djili	Mon	0600 Z	2:45
0845 Z	1:30	Luluabourg		1015 Z	3:15
1330 Z	16:30	Goma	Tue	0600 Z	1:30
0730 Z	2:00	Kindu		0930 Z	1:45
1115 Z	1:30	Luluabourg		1245 Z	2:45
1530 Z	-	N'Djili		-	-

Scheduled Flight (S/F) 3 and 4 C119

Arrive	Ground Time	Airfield		Depart	Flight Time
-	-	N'Djili	Tue/Sat	0600 Z	2:45
0845 Z	1:30	Luluabourg		1015 Z	1:35
1150 Z	1:30	Kamina		1320 Z	1:30
1450 Z	14:40	Elisabethville	Wed/Sun	0530 Z	1:30
0700 Z	1:30	Kamina		0830 Z	1:35
1005 Z	1:30	Luluabourg		1135 Z	2:45
1420 Z	-	N'Djili		-	-

Scheduled Flight (S/F) 5 and 6 C119

Arrive	Ground Time	Airfield		Depart	Flight Time
-	-	N'Djili	Thu	0700 Z	2:00
0900 Z	1:30	Coquilhatville		1030 Z	2:30
1300 Z	17:00	Stanleyville	Fri	0600 Z	2:30
0830 Z	1:30	Coquilhatville		1000 Z	2:00
1200 Z	-	N'Djili		-	-

..... 2

Scheduled Flight (S/F) 7 and 8 DC3

Arrive	Ground Time	Airfield		Depart	Flight Time
-	-	N'Djili	Sat	0700 Z	2:20
0920 Z	1:30	Coquilhatville		1050 Z	1:20
1230 Z	18:30	Gemena	Sun	0700 Z	1:20
0820 Z	1:30	Coquilhatville		0950 Z	2:20
1210 Z	-	N'Djili		-	-

Scheduled Flight (S/F) 9 and 10 DC3

Arrive	Ground Time	Airfield		Depart	Flight Time
-	-	Elisabethville	Mon	0500 Z	1:40
0640 Z	1:00	Kamina		0740 Z	1:30
0910 Z	1:00	Kabalo		1010 Z	1:30
1140 Z	1:00	Kindu		1240 Z	1:50
1430 Z	14:30	Goma	Tue	0500 Z	1:50
0650 Z	1:00	Albertville		0750 Z	1:00
0850 Z	1:00	Manono		0950 Z	2:05
1155 Z	-	Elisabethville		-	-

Scheduled Flight (S/F) 11 and 12 DC3

Arrive	Ground Time	Airfield		Depart	Flight Time
-	-	Elisabethville	Thu	0500 Z	2:05
0705 Z	1:00	Manono		0805 Z	1:00
0905 Z	1:00	Albertville		1005 Z	1:50
1155 Z	17:05	Goma	Fri	0500 Z	1:50
0650 Z	1:00	Kindu		0750 Z	1:30
0920 Z	1:00	Kabalo		1020 Z	1:30
1150 Z	1:00	Kamina		1250 Z	1:40
1430 Z	-	Elisabethville		-	-

..... 3

Scheduled Flight (S/F) 13 and 14 DC3

Arrive	Ground Time	Airfield		Depart	Flight Time
-	-	Stanleyville	Mon	0500 Z	2:20
0720 Z	1:30	Bunia		0850 Z	1:20
1010 Z	1:30	Paulis		1140 Z	1:35
1315 Z	-	Stanleyville		-	-

Scheduled Flight (S/F) 15 and 16 DC3

Arrive	Ground Time	Airfield		Depart	Flight Time
-	-	Stanleyville	Thu	0500 Z	1:35
0635 Z	1:30	Paulis		0805 Z	1:20
0925 Z	1:30	Bunia		1055 Z	2:20
1315 Z	-	Stanleyville		-	-

Scheduled Flight (S/F) 17 and 18 DC3

Arrive	Ground Time	Airfield		Depart	Flight Time
-	-	N'Djili	Tue	0700 Z	1:10
0810 Z	1:00	Banningville		0910 Z	0:45
0955 Z	2:05	Inongu		1200 Z	0:45
1245 Z	1:00	Banningville		1345 Z	1:10
1455 Z	-	N'Djili		-	-

Executive Assistant to the Special Representative

6201/3

A SUMMARY OF THE

UNITED NATIONS SCHEDULED FLIGHTS

08 Nov 60

Scheduled Flight (S/F) 1 and 2 C119

Arrive	Ground Time	Airfield		Depart	Flight Time
-	-	N'Djili	Mon	0600 Z	2:45
0845 Z	1:30	Luluabourg		1015 Z	3:15
1330 Z	16:30	Goma	Tue	0600 Z	1:30
0730 Z	2:00	Kindu		0930 Z	1:45
1115 Z	1:30	Luluabourg		1245 Z	2:45
1530 Z	-	N'Djili		-	-

Scheduled Flight (S/F) 3 and 4 C119

Arrive	Ground Time	Airfield		Depart	Flight Time
-	-	N'Djili	Tues	0600 Z	2:45
0845 Z	1:30	Luluabourg		1015 Z	1:35
1150 Z	1:30	Kamina		1320 Z	1:30
1450 Z	13:10	Elisabethville	Wed	0400 Z	1:30
0530 Z	1:30	Kamina		0700 Z	1:35
0835 Z	1:30	Luluabourg		1005 Z	2:45
1250 Z	-	N'Djili		-	-

Scheduled Flight (S/F) 5 and 6 C119

Arrive	Ground Time	Airfield		Depart	Flight Time
-	-	N'Djili	Thu	0700 Z	2:00
0900 Z	1:30	Coquilhatville		1030 Z	2:30
1300 Z	17:00	Stanleyville	Fri	0600 Z	2:30
0830 Z	1:30	Coquilhatville		1000 Z	2:00
1200 Z	-	N'Djili		-	-

..... 2

Scheduled Flight (S/F) 7 and 8 DC3

Arrive	Ground Time	Airfield		Depart	Flight Time
-	-	N'Djili	Sat	0500 Z	3:30
0830 Z	1:00	Luluabourg		0930 Z	1:40
1110 Z	1:00	Kamina		1210 Z	1:40
1350 Z	15:10	Elisabethville	Sun	0500 Z	1:40
0640 Z	1:00	Kamina		0740 Z	1:40
0920 Z	1:00	Luluabourg		1020 Z	3:30
1350 Z	-	N'Djili		-	-

Scheduled Flight (S/F) 9 and 10 DC3

Arrive	Ground Time	Airfield		Depart	Flight Time
-	-	Elisabethville	Mon	0500 Z	1:40
0640 Z	1:00	Kamina		0740 Z	1:30
0910 Z	1:00	Kabalo		1010 Z	1:30
1140 Z	1:00	Kindu		1240 Z	1:50
1430 Z	14:30	Goma	Tue	0500 Z	1:50
0650 Z	1:00	Albertville		0750 Z	1:00
0850 Z	1:00	Manono		0950 Z	2:05
1155 Z	-	Elisabethville		-	-

Schedule Flight (S/F) 11 and 12 DC3

Arrive	Ground Time	Airfield		Depart	Flight Time
-	-	Elisabethville	Thu	0500 Z	2:05
0705 Z	1:00	Manono		0805 Z	1:00
0905 Z	1:00	Albertville		1005 Z	1:50
1155 Z	17:05	Goma	Fri	0500 Z	1:50
0650 Z	1:00	Kindu		0750 Z	1:30
0920 Z	1:00	Kabalo		1020 Z	1:30
1150 Z	1:00	Kamina		1250 Z	1:40
1430 Z	-	Elisabethville		-	-

..... 3

Scheduled Flight (S/F) 13 and 14 DC3

Arrive	Ground Time	Airfield		Depart	Flight Time
-	-	Stanleyville	Mon	0500 Z	2:20
0720 Z	1:30	Bunia		0850 Z	1:20
1010 Z	1:30	Paulis		1140 Z	1:35
1315 Z	-	Stanleyville		-	-

Scheduled Flight (S/F) 15 and 16 DC3

Arrive	Ground Time	Airfield		Depart	Flight Time
-	-	Stanleyville	Thu	0500 Z	1:35
0635 Z	1:30	Paulis		0805 Z	1:20
0925 Z	1:30	Bunia		1055 Z	2:20
1315 Z	-	Stanleyville		-	-

Scheduled Flight (S/F) 17 and 18 DC3

Arrive	Ground Time	Airfield		Depart	Flight Time
-	-	N'Djili	Tue	0700 Z	1:10
0810 Z	1:00	Banningville		0910 Z	0:45
0955 Z	2:05	Inongu		1200 Z	0:45
1245 Z	1:00	Banningville		1345 Z	1:10
1455 Z	-	N'Djili		-	-

D Harrison

(D Harrison) S/L
Chief Air Operations Officer

C3/m

NNNN

m

INCOMING TELEGRAM delivered to:

Spec. Repr. SG	X	Chief Gen. Serv.	ILO
Mil. Assist. SG	X	Publ. Info Off	UNESCO
Chief Civ. Ops		Civil Aviation	Mail Operat.
Chief Adm. Off		WMO	PX Officer
Chief Fid. Adm		Auto & Travel	FAO Repr.
Chief Pers. Off		Language Serv.	ITU Repr.
Chief Fin. Off		UN Food Relief	WHO
Chief Proc. Off		Welfare Office	Ch. Comm. Off.

MILITARY received at: M: X

46

UC028

FFF CU DE CUK 05/22

FM ONUC KAMINA

TO ONUC LEO

BT

UNCLAS (.) KALEO CLEAR 608 (.) DAYAL RIKHYE NWOKEDI INFO A/C CHAPMAN FROM AHMED FOLLOWING ARE RESULTS OF OUR DISCUSSIONS WITH ITALIAN GENERAL CERUTTI STOP GENERAL CERUTTI PROPOSED IMMEDIATE TRANSFER OF SIX C119 AIRCRAFT WITH ITALIAN MAINTENANCE PERSONNEL TO PEOPOLDVILLE STOP HE WAS NOT WILLING TO ACCEPT RESPONSIBILITY FOR THE MAINTENANCE OF REMAINING FIVE C 119S AND SUGGESTED THAT THESE SHOULD BE MAINTAINED WITH TECHNICIANS FROM OTHER COUNTRIES STOP AS TO POSSIBILITY OF PLACING WITH ITALIANS MAINTENANCE OF ALL C 119S GENERAL CERUTTI INDICATED THAT THIS WAS MATTER FOR THE ITALIAN GOVERNMENT THOUGH HIS PERSONAL VIEW WAS THAT IT WOULD ONLY CONSIDER THIS IF THE FIVE

22/1422

AIRCRAFT WRRE PLACED THROUGH THEIR SOURCE OF ORIGIN AT THE DISPOSAL OF ITALIAN AIRFORCE WHICH WILL IN TURN PLACE THEM WITH ONUC STOP GENERAL CERUTTI SUGGESTED THAT WITH RATIONAL USE OF HANGER SPACE AT NDJILI CMA BOTH C 119S AND DC 3S COULD BE MAINTAINED THERE STOP HE EEE ENVISAGED HOWEVER THAT

TO DISCHARGE THEIR RESPONSIBLITY FOR MAINTANING C 119 AIRCRAFT ITALIAN GOVERNEMENT MIGHT ARRANGE TO CARRY OUT INSPECTION WORK AT PISA OR ELSEWHERE IN ITALY STOP TRANSFER OF MAINTENANCE OF ALL C 119S AND DC 3S TO LEO WILL BEGIN NEXT FEW DAYS AND SUGGEST THAT IF ANY DIFFICULTY ANTICIPATED IN SERVICING FIVE C 119 S WITH OTHER THAN ITALIAN TEAM NEW YORK SHOULD BE ASKED TO CONSIDER POSSIBILITY OF TRANSFERRING THESE AIRCRAFT UNDER ITALIAN SPONSORSHIP AS INDICATED BY GENERAL CERUTTI OTHERWISE ALTERNATIVE OF REQUESTING SECOND LINE TEAM FROM INDIA MIGHT BE CONSIDERED (.) GENERAL CERUTTI EMPHASIZED IMPORTANCE OF UNATIONS ARRANGING FOR SUPPLY OF SPARE PARTS FOR C 119 S AND SAID TAHT ITALIAN GOVERNEMENT WOULD NOT BE ABLE TO ARRANGE THIS STOP AND END

BT

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ROUTINE

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UC028

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FM ONUC KAMINA

TO ONUC LEO

BT

UNCLAS (.) KALEO CLEAR 608 (.) DAYAL RIKHYE NWOKEDI INFO A/C CHAPMAN FROM AHMED FOLLOWING ARE RESULTS OF OUR DISCUSSIONS WITH ITALIAN GENERAL CERUTTI STOP GENERAL CERUTTI PROPOSED IMMEDIATE TRANSFER OF SIX C119 AIRCRAFT WITH ITALIAN MAINTENANCE PERSONNEL TO PEOPOLDVILLE STOP HE WAS NOT WILLING TO ACCEPT RESPONSIBILITY FOR THE MAINTENANCE OF REMAINING FIVE C 119S AND SUGGESTED THAT THESE SHOULD BE MAINTAINED WITH TECHNICIANS FROM OTHER COUNTRIES STOP AS TO POSSIBILITY OF PLACING WITH ITALIANS MAINTENANCE OF ALL C 119S GENERAL CERUTTI INDICATED THAT THIS WAS MATTER FOR THE ITALIAN GOVERNMENT THOUGH HIS PERSONAL VIEW WAS THAT IT WOULD ONLY CONSIDER THIS IF THE FIVE

22/1922

PAGE TWO OF CUK 05/22

AIRCRAFT WRRE PLACED THROUGH THEIR SOURCE OF ORIGIN AT THE DISPOSAL OF ITALIAN AIRFORCE WHICH WILL IN TURN PLACE THEM WITH ONUC STOP GENERAL CERUTTI SUGGESTED THAT WITH RATIONAL USE OF HANGER SPACE AT NDJILI CMA BOTH C 119S AND DC 3S COULD BE MAINTAINED THERE STOP HE EE EEE ENVISAGED HOWEVER THAT

TO DISCHARGE THEIR RESPONSIBLITY FOR MAINTANING C 119 AIRCRAFT ITALIAN GOVERNEMENT MIGHT ARRANGE TO CARRY OUT INSPECTION WORK AT PISA OR ELSEWHERE IN ITALY STOP TRANSFER OF MAINTENANCE OF ALL C 119S AND DC 3S TO LEO WILL BEGIN NEXT FEW DAYS AND SUGGEST THAT IF ANY DIFFICULTY ANTICIPATED IN SERVICING FIVE C 119 S WITH OTHER THAN ITALIAN TEAM NEW YORK SHOULD BE ASKED TO CONSIDER POSSIBILITY OF TRANSFERRING THESE AIRCRAFT UNDER ITALIAN SPONSORSHIP AS INDICATED BY GENERAL CERUTTI OTHERWISE ALTERNATIVE OF REQUESTING SECOND LINE TEAM FROM INDIA MIGHT BE CONSIDERED (.) GENERAL CERUTTI EMPHASIZED IMPORTANCE OF UNATIONS ARRANGING FOR SUPPLY OF SPARE PARTS FOR C 119 S AND SAID TAHT ITALIAN GOVERNEMENT WOULD NOT BE ABLE TO ARRANGE THIS STOP AND END

BT

CFN KALEO CLEAR 608 C 119 C 119S C 119S C 119S DC 3S C 119 C 119S DC 3S C 119S C 119S

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PA

6201/2/AIR OPS
Air Commander
HQ, ONUC

21 December 1960.

Mr. Victor Nendaka,
Commissioner General for Security,
Leopoldville.

Dear Mr. Nendaka,

As you know, a very serious refugee problem has arisen in the Luluabourg/Bakwanga area, where upwards of 300,000 Congolese people are urgently in need of food. It is understood the situation is so serious that as many as 200 people are dying of starvation each day and many others are suffering from serious malnutrition.

Because of these very serious conditions, the United Nations has obtained special authority to charter from fifteen to twenty aircraft for the transportation of food to the Bakwanga area.

In keeping with the policy agreement on United Nations aircraft operations, outlined in my letter of 9 December 1960, I am therefore writing to advise you concerning the number of aircraft proposed to be employed on the Bakwanga refugee relief work and to ask your assistance to ensure that all authorities may be fully informed in this matter in order that the most effective use may be made of these aircraft to alleviate starvation and hardship among the people in the Bakwanga area. You will readily appreciate the very great cost of chartering so many aircraft, and therefore I am certain you will wish to take special action to ensure the success of this very important operation.

In particular I would ask your assistance to ensure that the UN refugee relief aircraft may operate in and out of all major aerodromes in the Congo, particularly N'Djili, Luluabourg and Bakwanga and others, without restrictions. As you know, we have in the past, as a result of misunderstandings,

/experienced

experienced some difficulties which have delayed aircraft departures. It is our earnest desire that, insofar as possible, aircraft employed on the emergency relief should each fly two trips per day to Bakwanga. You will appreciate that, in order to do this, it will be necessary to start flying very early in the morning. Any delays in departures or turn-arounds will make this impossible. Also, because some of the food to be transported will be of a perishable nature, it is extremely important that each flight cargo be carefully planned and that flights do not deviate from the planned schedules.

As I have said refugee relief plans call for the employment of from 15 to 20 aircraft over a period of six weeks or longer, depending on the needs and conditions. Up to this time the following aircraft have arrived at Leopoldville and are being employed on refugee relief:

(a) Balair - 2 DC4s

(b) Sabena - 1 DC6

(c) Seven Seas - 2 DC4s.

In addition to the aircraft mentioned above, the following aircraft are expected to arrive in the Congo to assist in this work starting within the next few days and extending into January 1961:

(a) Trans-Mediterranean - 2 DC4s

(b) Air Jordan - 1 DC3

(c) Indian Airlines - 2 or 3 DC3s

(d) Transair Sweden - 2 DC3s & 2 Super-Curtiss C46

(e) Sabena - 1 DC6

As you will appreciate, these arrangements are being made with all possible speed, with a view to alleviating death and suffering to the maximum extent in the quickest possible time. Under these circumstances, it will not been possible for all detailed arrangements to be completely worked out in advance. Many problems will be encountered

/in loading

in loading, unloading, warehousing, procurement of food, refuelling of aircraft and other matters. It is most important, therefore, that all interested authorities give this matter their most urgent consideration and support. We will keep you informed as best as can on details of registration, crew components and other matters concerning these aircraft which will be of interest to yourself and other officials including Immigration and Customs officials.

For the benefit of all concerned, therefore, I would ask that instructions may be issued by the highest Congolese authorities, authorizing the full support of all officials, particularly the Airport Manager, Control Tower operators, Security personnel and others who may in any way be associated with this operation.

Your personal wholehearted support of this programme is earnestly requested in the interests of humanity and the high aims for mutual co-operation and assistance between the United Nations and the Congolese people.

Yours sincerely,

C.G.W. Chapman,
Air Commodore,
Air Commander, ONUC

Copy to: 1) Mr. Bomboko, Commissioner General for Foreign Affairs and Commerce.
2) Mr. Ndele, Commissioner General for Finance.
3) Mr. Mukendi, Commissioner General for Transport and Communication.
Cdt. Poyo 4) Col. Mobutu, Commandant, Congo.
5) Mr. S. Linner, Chief of Civilian Operations.
6) Mr. Carter, ICOA.
7) Mr. Grün, Food Relief.
8) Mr. Olver, Chief Adm. Officer.
9) Mr. Bundebele, Airport Manager.
10) Maj-Gen. Kettani, Acting Supreme Commander.
11) Col. Abdulla, Chief, Movement Control.
12) Col. Madan, Chief of Logistics.
13) Col. Pappalardo, Base Commander, N'Djili.
14) Chief Air Ops. Officer.

INCOMING CLEAR

To : DAYAL, KETTANI, LEOPOLDVILLE

From : BUNCHE, NEWYORK

Date : 23 December 1960

No : 4438

Para 1 our 4309.

Approach to Italy to accept responsibility for providing all personnel to operate - repeat operate the C-119 squadron, requires information about additional Italian personnel that would be needed. Please itemize requirements. Indian and Norwegian crews now participating in C-119 operation are to be replaced now or at the time of the expiry of their tours of duty? Please adivse.

New subject. ONUC 3385.

According to your recommendation, Italy will be requested to provide aircraft spare parts depot personnel to replace Indian team. Based on previous experience, long delay occurs between our request and the provision of personnel. Indian Government inquiring again when Indian team will be repatriated. Hope at least that the eight personnel who wish to be repatriated immediately could be released before availability of Italian replacements. Please advise.

L TED NATIONS - NATIONS UI :S

INDICATE PRIORITY

SVC Service		FFFFF Routine		SSSSS Priority	X	PRIORITE NATIONS	

Priorité Nations traffic is strictly limited.

N R

23/12

Address (es)

TO ~~DR~~ ~~RALPH~~ BUNCHE UNATIONS NEW YORK

FROM ~~AMBASSADOR~~ DAYAL, ~~MAJOR-GENERAL~~ KETTANI

(TEXT & SIGNATURE) insert prefix & / or number as required USE DOUBLE SPACING

ONUC

THIS SIGNAL CONTAINS OUR RECOMMENDATIONS FOR THE UNITED NATIONS AIR TRANSPORT FORCE IN THE CONGO FOR THE SIX-MONTH PERIOD JANUARY TO JULY 1961 STOP THESE RECOMMENDATIONS TAKE INTO ACCOUNT THE ORIGINAL PLANNING OBJECTIVES, EXPERIENCED OVER THE PAST FIVE MONTHS, DESIRE TO REDUCE COSTS AT KAMINA, THE ETHNIC GROUP PRINCIPLE, THE DIFFICULTIES OF OBTAINING QUALIFIED PERSONNEL FOR CONGO DUTY, CHARTER FLYING~~S~~ AND THE OVERALL NEED FOR INCREASED AIR TRANSPORT AT REDUCED COSTS. STOP THE PLAN IS SIMPLE, AS IT INVOLVES CONCENTRATION OF EFFORT AND REDUCTION OF PERSONNEL AND GUARANTEES GREATER AVAILABILITY OF AIRCRAFT. STOP

CONCERNING DC THREES STOP

IT IS OUR INTENTION TO CONCENTRATE ALL DC3 MAINTENANCE AT N'DJILI AND TO CONTRACT THREE OR FOUR INSPECTIONS PER MONTH TO BE DONE BY AIR FRANCE AT BRAZZAVILLE STOP IN THIS WAY, NOTWITHSTANDING THE DEPARTURE OF THE YUGOSLAVS, WE WILL BE ABLE TO ACHIEVE UPWARDS OF 1000 HOURS PER MONTH FROM A TOTAL OF TWENTY DC3S STOP COINCIDENT WITH THE BUILD UP OF DC3 FROM TEN TO TWENTY WE WILL PHASE OUT THE OTTERS AND BEAVERS STOP WE WILL NOT THEREFORE REQUIRE ANY ADDITIONAL GROUND PERSONNEL FOR DC3 MAINTENANCE STOP WE WILL, HOWEVER, REQUIRE ADDITIONAL DC3 AIR CREWS UPTO A TOTAL OF FIFTEEN TO TWENTY STOP

(see over)

Algo 5684 — 180.000 - 26/10/60

T. O. R.

BY:

T. O. D.

Drafted by A/C Chapman

Authorized Maj-Gen Kettani

Date 23 DEC. 60

INDICATE PRIORITY

SVC Service	FFFFF Routine	SSSSS Priority	PRIORITE NATIONS

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(TEXT & SIGNATURE) insert prefix & / or number as required USE DOUBLE SPACING.

CONCERNING C 119S

IN LINE WITH THE ETHNIC GROUP PRINCIPLE, AND OUR PREVIOUS RECOMMENDATION TO TURN OVER ALL C 119S TO THE ITALIANS, WE HAVE NOW DEVELOPED A PLAN WHICH WOULD ASSURE US OF AS MUCH C 119 FLYING TIME AS WE HAVE EXPERIENCED OVER THE PAST FIVE MONTHS AND AT THE SAME TIME WE WILL BE ABLE TO MAKE A REDUCTION IN THE NUMBER OF C119 MAINTENANCE PERSONNEL IN THE CONGO. STOP ON THE BASIS OF PRELIMINARY DISCUSSIONS WITH GENERAL CERUTTI, COMMANDING GENERAL 46TH AIR BRIGADE, PISA, WE RECOMMEND THAT ALL C119S BE TURNED OVER TO THE ITALIANS INCLUDING THE FIVE UN C 119S AND THAT ITALY BE REQUESTED TO PROVIDE UNITED NATIONS WITH A TOTAL OF 450 FLYING HOURS PER MONTH STOP APPROXIMATELY 100 OF THESE HOURS WILL BE REQUIRED TO FERRY AIRCRAFT TO AND FROM EUROPE ON INSPECTIONS, AND WE WILL HAVE AVAILABLE IN THE CONGO AT ALL TIMES SIX 119S WITH THE GUARANTEE OF AT LEAST 350 USEFUL 119 HOURS PER MONTH STOP THIS WILL ASSURE US OF HAVING FROM FOUR TO SIX SERVICEABLE AIRCRAFT PER DAY STOP THESE AIRCRAFT WILL BE USED LARGELY TO MOVE VEHICLES, BULKY FREIGHT AND TO BE ON STAND-BY TO MEET EMERGENCIES STOP AS IN THE PAST UN SHOULD PROVIDE ALL SPARES PARTS STOP IN CONGO WE WILL REQUIRE PARTS FOR FIRST LINE ONLY STOP SECOND LINE PARTS IN THE FUTURE SHOULD GO TO ITALY STOP

(see over)

Algs 5684 — 100.000 - 26/10/60

T. O. R. Drafted by

BY Authorized

T. O. D. Date

UNITED NATIONS - NATIONS UNIES

INDICATE PRIORITY	SVC Service	FFFFF Routine	SSSSS Priority	PRIORITE NATIONS

Priorité Nations traffic is strictly limited.

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(TEXT & SIGNATURE) insert prefix & / or number as required USE DOUBLE SPACING.

THIS PLAN WOULD HAVE MANY ADVANTAGES STOP ONLY A FEW SPARE PARTS WOULD NEED TO BE TRANSPORTED TO THE CONGO AND ADMINISTRATIVE AND OPERATIONAL CONTROL WOULD BE VERY GREATLY SIMPLIFIED STOP FINALLY THE TRANSPORTATION TIMES TO AND FROM EUROPE WOULD NOT BE WASTED HOURS, SINCE A CERTAIN AMOUNT OF USEFUL CARGO AND PERSONNEL COULD BE TRANSPORTED ON THESE FLIGHTS STOP

CONCERNING CHARTER AIRCRAFT

YOU WILL RECALL THE ORIGINAL AIR TRANSPORT PLAN ASKED FOR FOUR DC4S FLYING A TOTAL OF 100 HOURS PER MONTH PER AIRCRAFT STOP OVER THE PAST FIVE MONTHS, UN HAS CHARTERED AN INCREASING NUMBER OF AIRCRAFT, AND AT THE MOMENT HAS NO LESS THAN SEVEN DC4 AIRCRAFT ON CHARTER, TOGETHER WITH SIX DC3S, PLUS TWO VIKINGS, PLUS TWO C46S, PLUS TWO RAPIDES AND ONE DC6 STOP THE COMPLICATIONS ASSOCIATED WITH SO MANY DIFFERENT CONTRACTS ARE BECOMING INCREASINGLY APPARENT, AND IT IS OUR FEELING, BASED ON SEVERAL MONTHS' EXPERIENCE, THAT THE TIME HAS NOW COME TO CONSOLIDATE ALL CHARTER BUSINESS UNDER ONE PRIME CONTRACTOR, OTHERWISE CHARTER WILL BECOME AS UNSATISFACTORY AN ARRANGEMENT AS HAS EXISTED UP TO THIS TIME IN THE AIR TRANSPORT FORCE ITSELF STOP IT IS APPARENT THAT WE HAVE A CONTINUING NEED FOR CHARTER AIRCRAFT AND THEREFORE WE RECOMMEND THAT IMMEDIATE ACTION BE TAKEN TO OBTAIN SIX DC4S ON A SIX-MONTH CONTRACT UNDER ONE PRIME CONTRACTOR STOP FOR MANY REASONS, WE FEEL THAT SABENA IS IN THE

(see over)

Alga 3684 — 100.000 - 26/10/60

T. O. R.

BY :

T. O. D.

Drafted by :

Authorized :

Date :

INDICATE PRIORITY

SVC Service		FFFFF Routine		SSSSS Priority		PRIORITE NATIONS	

Priorité Nations traffic is strictly limited.

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Address (es)

(TEXT & SIGNATURE) insert prefix & / or number as required USE DOUBLE SPACING.

BEST POSITION TO ACT AS A PRIME CONTRACTOR, SINCE THEY IN FACT HAVE EXTENSIVE FACILITIES FOR FUEL, SERVICING AND MAINTENANCE IN THE CONGO AND THEY ARE, IN FACT, OUR LARGEST SINGLE CONTRACTOR AT THIS MOMENT. STOP THE OBVIOUS DISADVANTAGE IN ENTIRELY DEPENDING ON SABENA IS THAT THE CONGOLESE AUTHORITIES HAVE A RIGHT TO REQUISITION THEIR AIRCRAFT STOP IN ANY EVENT WE NEED TO CONSOLIDATE REDUCING THE NUMBER OF TYPES OF AIRCRAFT AND COMPANIES STOP

IF ALL THE ABOVE ACTION COVERING C119, DC3 AND CHARTER AIRCRAFT CAN BE TAKEN, WE SHOULD BE ABLE TO GET OUT OF KAMINA AND CONCENTRATE ON OPERATIONS AT N'DJILI ALMOST IMMEDIATELY STOP AS SAID ABOVE, THIS PLAN WOULD ENABLE US TO MAKE REDUCTIONS IN PERSONNEL IN THE CONGO AND WOULD ASSURE US OF GREATER FLYING CAPABILITY AND VERY MUCH MORE EFFECTIVE OPERATIONS

ALL AIRCRAFT, INCLUDING CHARTER AIRCRAFT, SHOULD BE PAINTED UNITED NATIONS COLOURS AND CARRY UNITED NATIONS MARKINGS STOP THIS IN ITSELF WOULD BE A GREAT ADVANTAGE AND IT IS ONLY PRACTICAL WITH CHARTER AIRCRAFT IF THEY ARE CONTRACTED FOR SOME REASONABLE PERIOD OF TIME

BY WAY OF BACKGROUND, LET US COMPARE PAST RECORD WITH THIS PROPOSED PLAN STOP OVER THE PAST FIVE MONTHS, DC3 FLYING HOURS HAVE AVERAGED APPROXIMATELY 300 HOURS PER MONTH FOR A TOTAL OF ABOUT 1500 HOURS STOP WE FEEL THAT OUR REVISED PLAN

(see over)

Algo 5684 — 180.000 - 26/10/60

T. O. R.

BY :

Drafted by :

Authorized :

T. O. D.

Date

INDICATE PRIORITY

SVC Service		FFFFF Routine		SSSSS Priority		PRIORITE NATIONS	

Priorité Nations traffic is strictly limited.

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Address (es)

(TEXT & SIGNATURE) insert prefix & / or number as required USE DOUBLE SPACING

FOR DC3S, CONTRACTING THREE OR FOUR INSPECTIONS PER MONTH, WILL ENABLE US TO ACHIEVE UPWARDS OF 1000 HOURS PER MONTH AND THEREBY VERY GREATLY IMPROVE SUPPORT TO TROOPS IN THE FIELD, PARTICULARLY IN THOSE AREAS WHERE COMMUNICATIONS AND OTHER FORMS OF TRANSPORT MAKE THE DC3 SO VALUABLE. STOP

AS WE SAID BEFORE, OUR PLAN FOR THE 119 WILL NOT PROVIDE ANY INCREASE IN GROSS FLYING HOURS STOP THIS IS REALISTIC IN VIEW OF THE VERY DIFFICULT SPARE PARTS SITUATION STOP IT WILL, HOWEVER, ASSURE US OF GREATER AVAILABILITY OF AIRCRAFT, PARTICULARLY AS IT WILL NOT BE NECESSARY TO USE THESE AIRCRAFT ON MANY SMALL JOBS WHICH IN THE FUTURE CAN BE PERFORMED BY THE INCREASED DC3S AND DC4S STOP WE WILL CONSERVE THE 119S FOR BULKY CARGO AND EMERGENCY TROOP MOVEMENTS STOP

FULL TIME CHARTER OF SIX OR MORE DC4S UNDER ONE PRIME CONTRACTOR WOULD MEAN A VERY GREAT INCREASE IN OUR AIRLIFT CAPABILITY, OFFSET THE C119 DEFICIT AND ASSURE US OF REASONABLE CAPACITY TO MEET NORMAL COMMITMENTS AND FOOD RELIEF, EVACUATION AND EMERGENCY REQUIREMENTS STOP IN ALL, THEREFORE, ALTHOUGH THIS PLAN IS NOT MATERIALLY DIFFERENT FROM THE ORIGINAL AIR TRANSPORT PLAN STOP IT IS A VERY GREAT SIMPLIFICATION OF EXISTING CONDITIONS

(see over)

Algos 8484 — 100,000 - 26/10/60

T. O. R.

BY:

Drafted by:

Authorized:

T. O. D.

Date:

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INDICATE PRIORITY

SVC Service	FFFFF Routine	SSSSS Priority	PRIORITE NATIONS

Priorité Nations traffic is strictly limited.

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Address (es)

(TEXT & SIGNATURE) insert prefix & / or number as required USE DOUBLE SPACING.

STOP OVERALL, THEREFORE, WE FEEL THIS PLAN IS NECESSARY AND IN LINE WITH PRESENT TRENDS FOR CONCENTRATION AND SIMPLIFICATION STOP ~~IT WILL ASSURE US OF A MORE ADEQUATE CAPABILITY WHILE AT THE SAME TIME REDUCING THE REQUIREMENT FOR TECHNICAL PERSONNEL IN THE CONGO~~ STOP WE BELIEVE THIS PLAN COULD BE IMPLEMENTED VERY QUICKLY STOP THIS DOES NOT IN ANY WAY ~~NUFFIFY~~ NULLIFY OUR REQUESTS FOR C130 AIRCRAFT, SINCE IT IS OUR VIEW THAT, AS C130 AIRCRAFT BECOME AVAILABLE, C119S SHOULD BE PHASED OUT STOP DETAILS OF REVISED ESTABLISHMENTS WILL BE FORWARDED SEPARATELY STOP ENDS

23 Dec 60

Algs 5684 — 100.000 - 20/10/60

T. O. R.

T. O. D.

Drafted by A/C Chapman

BY Authorised by Ambassador Dayal & Maj-Gen. Kettani

Date 23 DEC. 60

Spes. Rep. of the Secretary General.

To: List A, B, C and D.

From: Chief Movement Control Officer

Subject: Change of North Star flight.

Following changes have been made in the North Star scheduled flights for CHRISTMAS and NEW YEAR:

1. SF 59. Depart LANGAR 21 Dec instead 22 Dec. It will arrive LEO on 21 Dec at 2200 hrs Z.

2. SF 60. Depart LEO 22 Dec (instead 23 Dec) at 0200 Z.

3. SF 59. Depart LANGAR 29 Dec instead 28 Dec. It will arrive LEO on 30 Dec at 2200 hrs Z.

4. SF 60. Depart LEO 31 Dec (instead 30 Dec) at 0200 hrs Z.

5. Itinerary for SF 59 which was to depart LANGAR on 25 Dec and SF 60 which was to depart LEO on 27 Dec will be as follows:

6. SF 59:

Depart		Arrive	
Langar	280430	Pisa	280930
Pisa	282200	Idris	290200
Idris	290300	Kano	291100
Kano	300200	Léopoldville	300800

SF 60:

Depart		Arrive	
Léopoldville	301200	Kano	301800
Kano	301900	Idris	310300
Idris	310430	Pisa	310800
Pisa	311200	Langar	311700

Lt-Col

Chief Movement Control Officer

To Assistant to the Special Representative

AMENDMENT No 4

to ONUC HEADQUARTERS AIR OPERATIONS

ORDER 2/60 dated 20 1200Z Oct 60

1 AMENDMENT

Amend Operation Order 2/60 dated 20 1200 Oct 60 as follows:

(a) Scheduled Flight 7/8 will be reoperated as shown in page 3 Annex 4.

2 DELETIONS

NTR

3 INSERTIONS

Insert the attached Annex 4 - Itinerary for Scheduled Flight 7/8 operated by DC3 aircraft from N'Djili ATB.

29 Nov 60

D Harrison-Sl

(CGW Chapman) A/C
Air Commander

Distribution List A,B,C,D.

Authentication: Nil

Attachment: 1

Annex 4
to Operation Order 2/60
dated 20 Oct 60

Itinerary for Scheduled Flight
7/8 Operated by DC3 Aircraft
From N'Djili ATB

UN Scheduled Flight (S/F) 7 will be operated by a DC3 aircraft and will depart from N'Djili ATB every Saturday. The aircraft will return as (S/F) 8 on Sunday. The itinerary is as follows:

Arrive	Ground Time	Airfield	Depart	Flight Time
-	-	N'Djili	Sat 0700 Z	2:20
0920 Z	1:30	Coq	1050 Z	1:20
1230 Z	18:30	Gemena	Sun 0700 Z	1:20
0820 Z	1:30	Coq	0950 Z	2:20
1210 Z	-	N'Djili	-	-

29 November 1960

Cc: Ambassador Dayal

Bryt
Rs
8/12

8 December 1960

Dr. Ralph Bunche

Supreme Commander UN Forces in the Congo

UN air transport operations in support of the Congo, with particular reference to C119s and future heavy aircraft requirements

1 Your recent information concerning future planning for the United Nations Air Transport Force has been studied with interest here in the Congo. We are particularly pleased to note that the principle of ethnic groups has been established. I would appreciate receiving some further information from you outlining how you propose to achieve this objective. I am particularly interested in your plan for the DC3s and the C119s.

2 Secondly, I am very interested to learn of your special efforts to obtain C119 spare parts. We have received a number of communications from Chateauroux within the past few days, and it is obvious that real efforts are being made to overcome this problem.

3 I am also in full agreement that we should get rid of the Otters, and in fact would go further and suggest that we should get rid of all single-engined aircraft except, of course, the helicopters, which have done outstanding work over the past month or so.

4 As the United Nations is now seriously considering a future UN Air Transport Force, I should like to offer the following points for your serious consideration.

5 After four months' experience in the Congo, during which time strenuous efforts have been made to operate the C119 aircraft, I feel we have now reached the point where decisions should be made to get rid of this aircraft rather than to attempt to prolong its life. Aside from questions of serviceability, which is

.../...

contingent on spare parts, tools and the administrative arrangements, I feel it is time to re-examine the whole heavy aircraft concept. Initially, United Nations air transport operations policy was determined on the basis of what aircraft were immediately available rather than any overall regard for the long-term best interests of the Congo and future United Nations operations. As a result, the C119 aircraft was accepted, notwithstanding the fact that the aircraft is obsolete, out of production, almost impossible to support in terms of spare parts and of very limited operational use. As a result of the acceptance of this aircraft, a state of mind has developed which divides UN transport operations in support of the Congo into two distinct phases : (a) external airlift, and (b), internal airlift. Although this distinction was necessary initially for political reasons, which prevented some nations from operating within the Congo, as well as for reasons of aircraft limitations, it is felt that experience over the past four months makes this distinction between internal and external no longer necessary or valid.

6 During the past few months, while C119 aircraft have flown a total of 1623 hours within the Congo, United States Air Force C130 and C124 aircraft have flown many times more flying hours and infinitely more cargo in support of ONUC. Also charter aircraft have flown more hours in support of ONUC than UN C119s and DC3s combined.

7 We are now entering the period when rotation of troops becomes a major commitment. At the same time, because of unsettled conditions in the Congo, surface transportation has not improved materially and in some cases has definitely deteriorated. Within the past few days, OTRACO has placed an embargo on the transportation of all UN military personnel and cargo. This will cause an extra heavy air commitment. We have also seen that emergencies can arise suddenly, and although conditions may become more settled in the future, it is our feeling that we cannot plan on this basis, but rather we must plan on the basis of being able to meet our normal day-to-day re-supply along with the rotation of personnel and at the same time have the ability to concentrate our forces in time and space to meet emergencies.

.../...

8 The C119 aircraft, aside from its very uncertain serviceability, is poorly suited to the support of UN operations in the Congo. It cannot deliver a worthwhile quantity of troops and equipment at any one time and place. Its performance greatly restricts operations from many aerodromes and weather conditions considerably restrict its low-altitude operations. Finally, it has no future either in the Congo or in any other UN theatre of operations. Under these circumstances, it would seem very unwise to devote efforts towards maintaining this aircraft.

9 On the other hand, we have entered a new era in air transport, where great technological advances have produced an aircraft with a performance capability and a flexibility far exceeding anything which man had considered possible ten to twelve years ago, when the C119 first came into existence. These technological advances have been embodied into an aircraft currently in production and in quite general use in the world today. This aircraft is the Lockheed C130. This aircraft is not only capable of meeting the external re-supply in the Congo, but all internal and emergency needs. It is capable of carrying large numbers of personnel and bulky freight and combinations of both. Its performance enables it to operate from aerodromes otherwise impractical to C119 aircraft. It has great flexibility, great capacity for work and an assured future of ten or more years. The United States Air Force is flying these aircraft daily in support of ONUC. For example, six of these aircraft are scheduled to deliver medical supplies to Goma on 10 December. More of these aircraft are scheduled to deliver medical supplies to Stanleyville if and when the situation there becomes favourable. These aircraft are meeting rotation requirements and emergency and food requirements. The aircraft is so flexible that there is no need of establishing maintenance facilities to support it in the Congo. These aircraft can meet the needs of the Congo both internally and externally, and be maintained efficiently at a secure base outside the Congo. Since it is now agreed that in the future no unit smaller than a squadron is to be operated by an ethnic group, this would be an excellent time to start phasing in a new aircraft. In this way, we could overcome to a very large extent the difficulties brought about by our present complex personnel, administrative and organizational set-up.

.../...

10 At a time when we are greatly concerned with costs in the Congo, and in particular the cost of Kamina Base, you will recognize how iiportant the decision on future aircraft is in respect to our future requirements for Kamina.

11 In this respect, we can say definitely that, except for the C119, we have little justification for Kamina. Equally, we can say that, if we can replace the C119 with the C130, we will have practically no requirement for Kamina other than as a distribution point for military supplies and personnel. You may ask, how many C130s do we require ? My answer to this is as follows. Over the past month, we have had not more than three C119s serviceable each day, and more often, only two or one aircraft serviceable per day. It is obvious, therefore, that one, two or three or more C130s would be more than equal to our present C119 effort. I recommend to you, therefore, that we take immediate action to obtain C130 aircraft in whatever quantities we may be able to obtain them, up to about ten. We should consider this aircraft in the overall context of UN air transport operations in support of the Congo generally and whatever future UN operations may be required from time to time in other areas of the world. This is an aircraft and a concept which can contribute in an important manner to both the immediate and the long-term aims of the United Nations. We should not allow any short-term or other considerations to dissuade us or to delay us in the implementation of this policy.

12 I recommend a plan of action as follows :

a) in line with your ethnic group principle, request the Italians to take over full responsibility for C119 operations;

b) arrange for C119 maintenance to be carried out in Europe, either under the Italians at Pisa or by any other organization which may be capable of doing this work;

c) begin the introduction of C130 aircraft, with a view to phasing out the C119 aircraft.

Carl Carlsson von Horn

(Carl Carlsson von Horn) General
Supreme Commander

WRAE
8 Dec 60
Air Cdr

ORGANISATION DES NATIONS UNIES AU CONGO

UNITED NATIONS ORGANIZATION IN THE CONGO

INTER - OFFICE MEMORANDUM

02 September 1960

TO : Supreme Commander

FROM : Air Commander

SUBJECT :

1 Last night Mr. Cordier was very specific that we would not carry Congolese troops on our aircraft. I immediately had the ANC Colonel and his body guard removed from the manifest of todays flight for the Tunisian delegation. Later on he was replaced on the aircraft I understand on instructions from Mr. Cordier.

True ? Find

2 In view of this, I find it difficult to establish what the policy now is. Accordingly, it is recommended we get a written policy statement on which passengers we may not carry, and who has the authority to overrule this policy.

(W.K. Carr) G/C
Air Commander

To Mr Cordier

I have to issue clear orders.

File

Mr. Cor[illegible] in
Yes cpt Carr sent
this, in response
to your request
2/9/60

960-4

ORGANISATION DES NATIONS UNIES
AU CONGO

UNITED NATIONS ORGANIZATION
IN THE CONGO

960-4

inter-office memorandum

25 August 1960

To: CO N'dolo
CO N'djili
Chief Pilot Sabena
Captain Larsson - SAS Convair

From: Air Commander

Subject: Requests for Airlift on UN and UN Charter Aircraft Press and Radio Personnel

Mr. Samper,(Chief OPI) from the UN Public Information Office has advised the Air Staff that the only men from his staff authorized to travel on UN and UN Charter aircraft are:

Mr. H. Samper	- Chief OPI
Mr. F. Bayat	- Cameramen
Mr. J. Haile	- Photographer
Mr. H. Page	- Cameraman Journalist

However, these men will normally be booked on aircraft by Movement Control or Air Operations.

You are advised that all other newspapermen, radio or private correspondents shall not be provided with airlift on UN or UN charter aircraft unless authorized by Air Oeprations or Movement Control.

Furthermore, these departments will not accept requests except from the Public Information Office in writing and signed by Mr. Samper or Mr. S. Korle.

(W.K. Carr) G/C
Air Commander

c.c. Chief Administrative Officer
Mr. B. Urquhart - Assistant to the Special Representative of the Secretary General
ONUC Léopoldville
ONUC Stanleyville
ONUC Luluabourg
ONUC Goma
ONUC Gemena
Eastern Command Elisabethville

UNITED NATIONS — NATIONS UNIES

INDICATE PRIORITY

SVC Service		FFFFF Routine		SSSSS Priority	X	PRIORITE NATIONS	

Priorite Nations traffic is strictly limited.

NR Cy 18/19

Address(es) ROYAL CANADIAN AIR FORCE HEADQUARTERS OTTAWA CANADA

RCAF AIR TRANSPORT COMMAND TRENTON CANADA

(TEXT & SIGNATURE) insert prefix & / or number as required — USE DOUBLE SPACING.

FROM ONUC AIR A0115 12 AUG REF TR0430 10 AUG PD SITUATION NAV AIDS MOST UNSATISFACTORY AND BEING RESOLVED BY AIR COMMANDER WITH ICAO PD IN GENERAL TERMS ADEQUATE AIRFIELD AIDS INCLUDING VOR FIVE SITES AVAILABLE BUT NO TECHNICIANS OR OPERATORS PD ON THREAT THAT ALL FLYING WOULD STOP ICAO HAS INSTITUTED CRASH PROGRAM TO MAN AIRFIELDS WHICH ARE ~~XXXXX~~ SECURE WITH PERSONNEL OFFERED BY FRANCE PD RADIO FACILITY CHARTS AND LET DOWN BOOKS VERY SHORT SUPPLY PD MOST URGENTLY REQUIRED ATTEMPTING TO PURCHASE THRU BRUSSELLS CMM NO SURPLUS HERE PD POINT TO POINT COMMUNICATIONS AND A/G/A PRACTICALLY NON EXISTENT PD ICAO FIXING BUT WILL TAKE TIME PD IN INTERIM HAVE ARRANGED PARTIAL FIX AND SOME VERY LIMITED AIR TRAFFIC CONTROL PD HAVE STRESSED URGENCY MOST EMPHATICALLY TO ICAO HERE BUT THE DELICACY OF POLITICAL FACTORS HAMPERS PROGRESS PD AIR COMMANDER ACCOMPANIED BY ICAO CHIEF VISITING CONGOLESE MINISTER OF TELECOM AND AVIATION TOMORROW TO EXPLAIN AND CONVINCE THEM OUR STEPS MANDATORY TO COUNTRY AND IF NECESSARY WILL BE HANDLED AND SET UP ON PURELY MILITARY BASIS PD CONTROL AT FOLLOWING AIRFIELDS UHF 118.1 VHFDF LFNDB AND LOCATORS VOR SPASMODICALLY FUNCTIONING. CLN LEOPOLDVILLE LULUABURG STANLEYVILLE ELIZABETHVILLE CMM IN ADDITION FUNCTIONING ILS AT LEO PD COMPLETE LIST AIRFIELDS CMM CLASS AND AIDS BEING FORWARDED FIRST AVAILABLE AIRCRAFT PD NONE OF VORS HAVE BEEN CALIBRATED BUT HAVE THIS IN HAND PD ATCC BEING ESTABLISHED LEO AND AIRWAYS SYSTEM BEING DESIGNED PD METEOROLOGICAL FACILITIES VERY LIMITED EVEN WHEN FUNCTIONING PD FOR SAFETY THERE APPEARS TO BE NEED FOR QUADRADAR STANLEYVILLE PD ADVISE POSSIBILITY RCAF SUPPLYING COMPLETE WITH OPERATORS AND TECHNICIANS PD HAVE RECOMMENDED ICAO INSTALLATION SURVEILLANCE APP RADAR WHICH THEY CAN SECURE AND MAN ALONG WITH ATCC LEO PD REGARDING CIVIL AIRLIFT FORCE RELYING ALMOST COMPLETELY ON AIR CONGO AT PRESENT PD MAX UNATF CAPABILITY PRESENT

I. N. 5990 — 200.000 - 7/60

T. O. R. PAGE 1 OF 2 PAGES BY:

T. O. D.

Drafted by :

Authorized :

Date :

UNITED NATIONS — NATIONS UNIES

INDICATE PRIORITY	S V C Service		FFFFF Routine		SSSSS Priority		PRIORITE NATIONS	

Priorite Nations traffic is strictly limited.

N R

Address(es)

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CONT'D

ONE C119 FIVE DAKS TWO OTTERS THREE BEAVERS AND FIVE HELICOPTERS OF WHICH THREE ARE BELL WITH INSUFFICIENT RANGE TO BE OF MUCH USE PD CREWS ARE LIMITING FACTOR PD PLENTY AIRCREW AVAILABLE BUT NOT QUALIFIED TO MINIMUM TRANSPORT STANDARDS PD RECOMMEND THAT CARIBOU UNIT ARRIVE COMPLETE WITH NAVS AND ROS PD MAY NOT BE REQUIRED IN LONG RUN BUT TO PLAY SAFE FOR FIRST MONTH AND UNTIL ALL AIDS FUNCTIONING SHOULD BE CARRIED PD ON SE SIDE EMERGENCY KITS SHOULD INCLUDE AMONG OTHER THINGS MOSQUITO NETS CMM ANTI MALARIA PILLS CMM GUN FOR PERSONAL PROTECTION AND WATER PURIFYING TABLETS OR POWDER

V

N44 12/8 1255 2

I. N. 5990 — 200.000 - 7/60

T. O. R.

PAGE 2 OF 2 PAGES.

BY :

T. O. D.

Drafted by : (WK CARR) G/C

Authorized :

Date : 12 AUG 60

17 September 0

Mr. A. Bovay, Deputy Chief, Procurement & Supply

Air Commander

Budget - United Nations Air Transport Force

1. Attached are our best estimates of how much the ONUC has spent and will spend for internal airlift since its inception to 31 December 1960. One item not included in these estimates but discussed in the Provisional Paper "The Requirement and Organisation for the ONUC Air Transport Force" is the Special Mission Flight at paragraphs 12 and 13. If this proposal is accepted, the aircraft will cost approximately $1,000,000 each (with spares) and the operating costs will be in the neighbourhood of $10,000 each per month.

2. Please understand there are no precedents for an estimate of this nature, and it is made doubly difficult by the critical deficiencies facing the Force.

A.K. Carr
Group Captain
Air Commander ONUC

FINANCIAL BUDGET FOR UNITED NATIONS AIR TRANSPORT FORCE
EXTENDED TO 31 DECEMBER 1960

INTRODUCTION

1. The command and control of the UNATF is directly under the Supreme Commander. As a result, the Air Commander serves the dual function of being an air advisor as well as a Commander. Direct control of all airlift facilities is exercised through him. This is the only economical and efficient way to control the UNATF.

2. The well-established basic principles affecting the utilization of air transport have been accepted by UNATF. One of these principles is that, the UNATF being a military organization, it will not operate in direct competition with civilian air carriers. The requirement, however, to augment the capability of this force on occasion through civilian contracts must be accepted. Basically, the Force has been designed to meet the primary requirements of ONUC, as spelt out in a provisional paper "The requirement and organization for the ONUC Air Transport Force", dated 13 September 1960 A copy of this paper is attached.

3. To assist UN Headquarters Comptroller in estimating requirements for ONUC, an attempt has been made to estimate the cost of the total internal airlift operation commencing from the beginning of operations and extending till 31 December 1960. The external airlift budget so far is presumed to have been handled by New York.

4. Many factors affecting budgeting are still not known. However, in an attempt to provide some guidance, a number of asumptions are listed below. This budget should be accepted as provisional, and it will be revised from time to time as more definite policy decisions are made.

COST APPRECIATION FOR OPERATING THE UN AIR TRANSPORT FORCE
FOR THE PERIOD 1 SEPTEMBER 1960 TO 31 DECEMBER 1960

ASSUMPTIONS

It is assumed that :

a) The UN Air Transport Force consists of the following aircraft:

4 DC4's (not yet delivered)
10 C119's
16 DC3's
4 L20's
4 Otters
2 H19's
6 H13's
4 H19's (not yet delivered)

b) The military personnel strength of the UNATF will be 330 and the cost to the UN for maintaining these persons in the Congo will be $20.00 per day per man.

c) The basic pay of the individuals mentioned in (b) above is the responsibility of their home Governments.

d) The operating cost per hour per aircraft is as quoted in US Air Force Regulation N° 76-28 A dated 26 February 1959. However, although the figures quoted in this regulation would normally include the cost of fuel oil libricants and periodic inspections on the aircraft, because of the high cost of fuel in the Congo and the necessity to employ much Congolese semi-skilled labour, the cost of periodic inspections has been added as an extra estimate. In other words, although it might be possible to perform inspections using only UNATF personnel, the necessity to keep Congolese semi-skilled labour employed results in some additional cost.

e) The monthly flying rate by types is as follows :

DC4	100	Hours
C119	75	hours per month
C63	75	" " "
L20	50	" " "
Otter	50	" " "
H19	50	" " "
H13	40	" " "

OPERATING COSTS

10	C119	at 75 hrs. per month	$230.00 per hr.	= $690,000.00
16	DC3	at 75 " " "	$110.00 " "	= $528,000.00
4	L20	at 50 " " "	$ 55.00 " "	= $ 44,000.00
4	Otter	at 50 " " "	$ 75.00 " "	= $ 60,000.00
2	H19	at 50 " " "	$110.00 " "	= $ 44,000.00
6	H13	at 40 " " "	$ 55.00 " "	= $ 52,800.00

Additional (not yet delivered)

4	H19	at 50 hrs. per month	$110.00 per hr.	= $ 66,000.00
4	DC4	at 100 " " "	$210.00 " "	= $252,000.00
				$1,736,800.00

PERIODIC INSPECTION COSTS

The cost per periodic inspection by type is as follows :

C119	1500 man hours at $2.65 per hour	=	$3,975.00
DC3	900 " " at $2.65 " "	=	$2,385.00
L20	75 " " at " " "	=	$ 198.75
Otter	100 " " " " " "	=	$ 265.00
H19	200 " " " " " "	=	$ 530.00
H13	100 " " " " " "	=	$ 265.00

DC4 : complete crews requested to effect inspections, therefore no additional cost estimate required.

For the period 1 September 1960 to 31 December 1960, the following number of inspections will have to be performed :

C119	20	at $3,975.00	=	$79,500.00
DC3	32	at $2,385.00	=	$76,320.00
L20	6	at $ 198.00	=	$ 1,188.00
Otter	6	at $ 265.00	=	$ 1,590.00
H19	8	at $ 530.00	=	$ 4,240.00
H13	12	at $ 265.00	=	$ 3,180.00
				$166,018.00

ADMINISTRATIVE COSTS

Building grounds and equipment maintenance at Kamina Base	$100,000.00
Civilian employees (non-technical)	$ 10,000.00
Aircraft handling contract (throughout Congo - refuelling, etc;)	$ 30,000.00
Equipment costs (major static equipment)	$ 25,000.00
Hand tools and special aircraft tools	$ 15,000.00
*Mobile equipment operating costs	$ 10,000.00
Cost of maintaining Military Personnel	$805,200.00
Cost of temporary duty (per diem allowance for temporarily detached crews)	$ 76,128
	$1,071,382.00

* The purchase of mobile equipment is presumed to be included in the overall UN budget and thus only operating and maintenance costs are included in this paper.

COSTS TO 31 AUGUST 1960

For the period prior to the first of September, the following are the actual flying hours performed by the UNATF with the computed cost :

C119's	257	hrs.	at	$230	per hour	=	$54,970.00
DC3's	407	"	"	$110	" "	=	$44,770.00
Otters	73	"	"	$ 75	" "	=	$ 5,475.00
L20's	162	"	"	$ 55	" "	=	$ 8,910.00
H19	50	"	"	$110	" "	=	$ 5,500.00
H13	197	"	"	$ 55	" "	=	$10,835.00
							$130,460.00

CIVILIAN CHARTER COSTS

The estimate of the Civilian Charter Aircraft is as follows :

July/Aug.	All aircraft	$390,435.00
Sep.	3 DC4	84,000.00
Oct. to Dec.	2 DC3 each mo = 24'	72,000.00
Sep. to Dec.	4 Cessna	20,000.00
		$602,435.00

CONCLUSION

On the basis of the assumptions contained on p.2, the foregoing estimates have been prepared. In summary, these estimates are as follows :

Estimates period 1 September - 31 December 1960

Direct operating costs (fuel oil, spares, etc.)	$ 1,736,800.00
Special periodic inspections	166,018.00
Administrative costs	1,071,382.00
Charter costs	176,000.00

Expended to 31 August 1960

Direct operating costs UN aircraft (but not including mission subsistence allowance)	130,460.00
Charter	390,435.00
Total :	$3,671,095.00

W.K. Carr
Group Captain
Air Commander ONUC

Draft

THE REQUIREMENT AND ORGANIZATION FOR THE ONUC AIR TRANSPORT FORCE

Le Royal, 13 September 1960

INTRODUCTION

RETROSPECT

1. The birth pangs of the UN Air Transport Force were felt first around the middle of July 60, but after much painful labour it has not yet been born. An uncoordinated request for aircraft and crews was made and a conglomeration of both arrived. While the aircraft received were suited to the job at hand, the aircrews, to a very great extent, were not even qualified to fly them. No specific request for ground-crews (technicians) was made, and the logistics problems associated with air transport were not even discussed. All this was a direct result of there not being an Air Officer on Staff at UNHQ New York.

2. Because of the pressing day-to-day problems facing ONUC, and the availability in the Congo of an apparently reliable commercial air carrier, no analysis or competent appreciation of the problem began until approximately the middle of August. At that time it became obvious to even the most naive air transport specialist that the UNATF as it existed was by far a bigger liability than it was an asset. The increasing unreliability of the commercial air carrier and the doubtful wisdom of ONUC being almost wholly reliant on this source, which throughout the Congo, represented a great many things the country had gained its independence to be rid of, made it mandatory for the UN to become as independent as possible of this source as fast as this could be accomplished.

THE PROBLEM

3. The immediate problem could not be analyzed until some estimate of the future airlift requirements for ONUC could be made. Accordingly, it was stated in general terms that the requirement fell into an External and an Internal airlift requirement as follows :

a) External

(i) Periodic and continuing airlift of troops into and out of Congo.

(ii) Continuation or logistic air support.

b) Internal

(i) Continuing logistic support of UN agencies.

(ii) A military airlift capability under the direct control of the Supreme Commander to provide a potential to simultaneously lift a battalion group within the country.

(iii) A Special (VIP) capability to transport UN senior officials and visiting national delegations in the Congo.

THE AIM

4. The aim of this paper, therefore, is to determine the UN military air transport requirement.

FACTORS AFFECTING THE REQUIREMENT

COST

5. Air transport is a very expensive method of supporting troops that have a mission similar to that of ONUC. In war conditions cost is not a factor. In peacetime, air transport costs can only be controlled if a judicious and expert appraisal of all requests is made, priorities established, and space allocated accordingly. Cost in manpower and dollars, therefore, must be weighed against the urgency of

the need and the availability of other methods of transportation. The greater the distance, the bigger and faster the aircraft, the more advantageous is air transport.

TIME

6. The big advantage of airlift is its ability to move manpower and material quickly. In the Congo the main means of transportation is by air or water. With few exceptions, i.e., Leo, Southern Kasai and Katanga, there is an entirely inadequate network of roads and railways. Because of the inadequate and slow alternative transportation methods available throughout much of the Congo, and the cost of filling extensive logistic pipelines, the ONUC must rely to a very great extent on air transport. Direct air transport costs are offset by these factors.

EXTERNAL AIRLIFT REQUIREMENTS

7. Rotation The ONUC has no hope at present of securing for its own use sufficient long range airlift capability to carry out periodic rotation of troops. Accordingly, for the time being it will have to rely on outside sources for this lift.

8. Logistic Air Support There is an immediate requirement for external logistic support in the amountof 20 - 25,000 lbs. per week. This includes urgent aircraft parts, mail and other high priority items. It is obvious therefore that external logistical support is most urgently required on a scheduled basis. Additional support by UN-owned or chartered aircraft may be required from outside the country. The Canadian Government is now supplying this service.

INTERNAL AIRLIFT REQUIREMENTS

9. Logistical Support Normal internal logistic support to UN age cies, throughout the Congo, must be on a scheduled basis. This is the only way to cut costs, plan ahead and save time. The total internal support requirement falls into the three following categories :

(i) Communications - Each territorial commander needs at his immediate disposal a small airlift capability for casualty evacuation and communication within his area. The Beaver and Otter aircraft are suited to this job. From the flight safety point of view, a light twin-engined aircraft would be better in some instances.

(ii) Airlift into and out of brigade or territorial areas - This includes special lifting of troops and material for rotational leave and similar administrative needs.

(iii) Scheduled Flights - The majority of the regular needs for airlift will be met through the introduction of UN scheduled DC-3 and C-119 flights. Some needs will be met using the commercial scheduled flights.

MILITARY AIRLIFT CAPABILITY

10. One of the prime requisites of military air transport is to provide the Supreme Commander under his immediate control, a facility capable of quickly meeting any anticipated military emergency. This facility may on occasion be made available to the civil power so long as its primary purpose, under western concepts, is not affected. A military air transport force cannot act in direct competition with a commercial air carrier.

11. The Supreme Commander has stated the requirement to have under his direct control sufficient airlift capability to move a battalion group and its arms on short notice. This requirement can be met by using UN-owned aircraft plus an additional complete squadron of ten C-119 aircraft. When these aircraft are not specifically assigned to this task, they will be used to fulfil the lower priority internal airlift requirements discussed above.

VIP AIRCRAFT CAPABILITY

12. With 28 national already participating in ONUC, it is obvious that a considerable number of delegations made up of visiting dignitaries and military personnel will require special airlift. In addition, the UN HQ officials and senior military personnel will require facilities readily available to conduct staff visits, on-the-spot investigations and such other administrative missions of a high priority nature.

13. At present one SAS Convair under contract is at the disposal of the Supreme Commander for this purpose. This is an expensive and mechanically complex aircraft to operate and it is at all times over-committed. The ONUC has a requirement for a high performance, low-cost overhead aircraft with a 12 - 20 seat capacity. Whatever aircraft is secured, the cost of operation, of maintenance and the ready availability of spare parts or logistical support, must be considered. The most reliable engine and the most economical for its power is the Turbo-prop Dart. Its reliability has been proven in the Viscount of which there are over 1,300 in service, some in Africa. Even though the Viscount is an excellent aircraft, it is too large and being 4-engined, is too costly for an ONUC special mission flight. A Gruman Gulfstream, however, has two of these same engines, has half the carrying capacity, but has an even better performance. This aircraft specifically meets the flexibility, high performance, low cost and comfort criteria necessary. These aircraft are not yet in use in any military airforce, so that they

will have to be purchased by the UN. A total of 4 aircraft will be required.

COMMAND AND CONTROL

14. The command and control of the UNATF must be directly under the Supreme Commander. The only exceptions which can be made to this policy are those aircraft assigned to specific projects, such as providing internal airlift for brigade areas. The staff organization which meets this policy is attached as Appendix "A".

SIZE OF FORCE

15. Preliminary studies indicate that the UNATF requires the following components :

(a) one 4 aircraft DC-4 flight

(b) one 10 aircraft, C-119 squadron

(c) one 5 aircraft, C-119 squadron

(d) one 17 aircraft DC-3 squadron

(e) one light aircraft squadron, of 8 aircraft (Beavers and Otters)

(f) one helicopter squadron of 6 H-13's, 2 H-19's, (plus an additional 6 H-19's or 4 Alouettes for the Observer Group)

(g) one Special Mission Flight of 4 Gruman Gulfstream or similar type aircraft.

ORGANIZATION

16. The organization necessary to operate and maintain the force is attached as Appendix "B". The advantages and disadvantages of operating a single air base versus many bases have been considered. It has been concluded that to operate efficiently the UNATF requires the three bases shown in Appendix "B". While it would be more economical in manpower to operate a single base, the cost in aircraft hours precludes

this concept. The extra personnel required to operate and maintain three bases are justified when weighed against the improved efficiency and aircraft utilization. The centralizing of second line maintenance at one base, however, produces significant savings in manpower and material.

OPERATIONAL CONCEPT

17. The concept of operations has been issued through Air Staff instruction (ASIs), Standard Operating Procedures (SOPs), and Special Orders. The basic concept pays particular attention to standards of maintenance flight safety and crew proficiency. ICAO Air traffic regulations have been adopted as the standard. Search and Rescue requirements will be met through an SOP being prepared, and direct liaison in this regard has been established with the USAF SAR organization and with ICAO.

MAINTENANCE CONCEPT

18. The maintenance concept envisages the completion of first-line maintenance only at the various bases with all second-line maintenance repair and some overhaul being done at a central maintenance base at Kamina. On the first rotation of personnel, a determined effort will be made to man particular types of aircraft with personnel of the same ethnic group. Organization orders which have been issued are attached as Appendix "C".

SUPPLY SYSTEM

19. As a matter of principle, the UN logistics policy does not include spares provisioning for aircraft. Accordingly, a separate policy has been developed which envisages the establishment of an air

parts depot at Kamina. The detailed requirement is attached as Appendix "D".

MOVEMENT CONTROL

20. So that the UNATF may operate efficiently, proper movement control of material and personnel is mandatory. In the ONUC, the movement responsibility is to be handled by the army. Specific details peculiar to aircraft loading and dispatching will be under the jurisdiction of Indian Army Movement Detachments. These Detachments will be responsible also for the Centre of Gravity Calculation and the actual weighing of aircraft.

CONCLUSION

21. Internal airlift for the ONUC must be under the direct control of the Supreme Commander. The Supreme Commander must have at his disposal sufficient airlift capability to meet continuing and special requirements. External airlift, on the other hand, must be supplied as required from outside resources. It has been accepted as a matter of principle that the ONUC be as independent as possible in the air transport field.

22. The biggest problem facing the UNATF at present is the critical shortage of trained personnel. Until these personnel are supplied, the capability and flexibility of the UNATF is seriously hampered.

23. To complete its task, the UNATF must include the following components :

(a) one 4 aircraft DC-4 flight

(b) one 10 aircraft, C-119 squadron

(c) one 5 aircraft, C-119 squadron

(d) one 17 aircraft DC-3 squadron

(e) one light aircraft squadron, of 8 aircraft (Beavers and Otters)

(f) one helicopter squadron of 6 H-13's, 2 H-19's (plus an additional 6 H-19's or 4 Alouettes for the Observer Group)

(g) one Special Mission Flight of 4 Gruman Gulfstream or similar type aircraft.

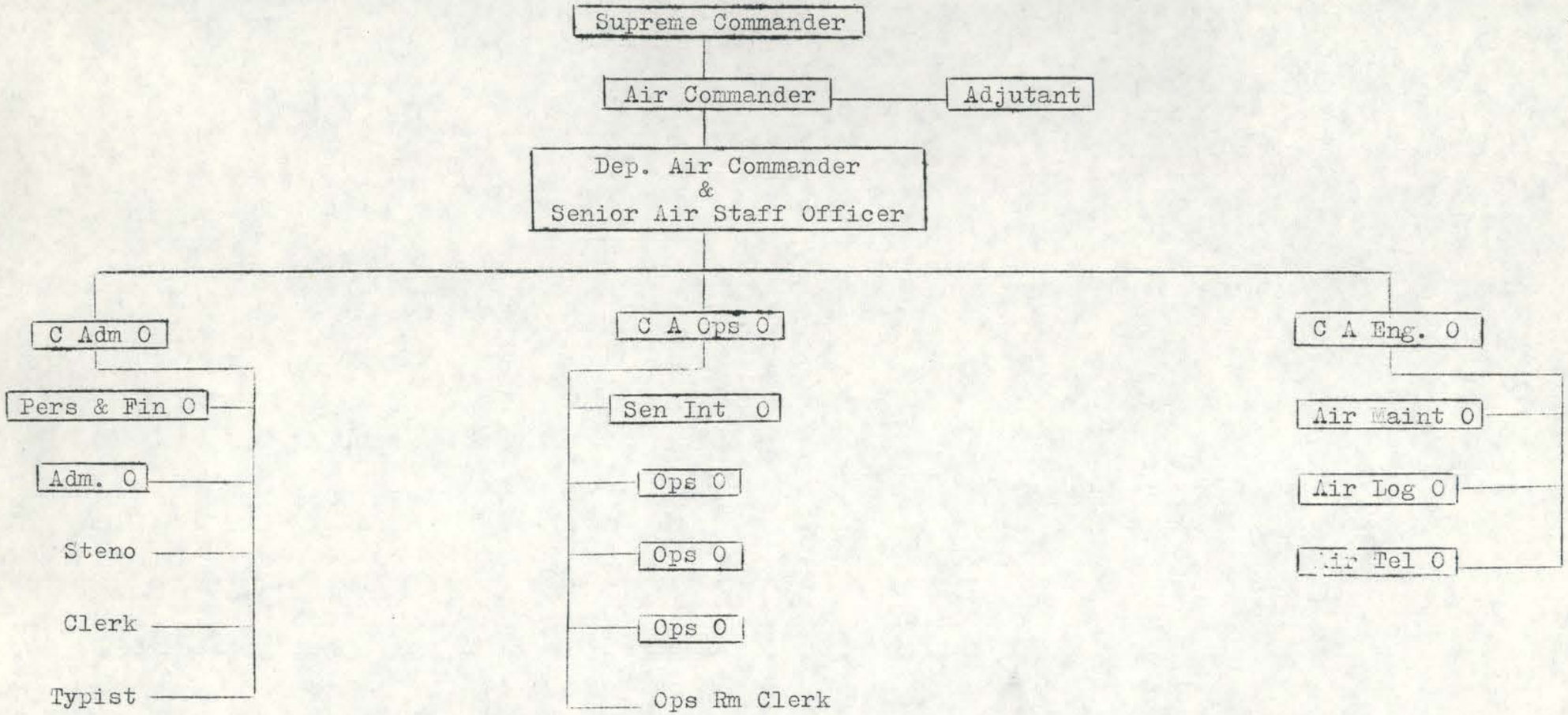
(h) air parts depot.

24. Safety and efficiency are to be the primary aims of the UNATF. While slow progress is being made, the force as a whole will not be efficient and safe until adequate trained personnel are supplied, and those here are trained to a satisfactory standard of proficiency. When this is achieved, then and only then will the Supreme Commander have at his disposal and under his control the airlift he needs.

(W.K. Carr) G/C
Air Commander

Appendix 'A'

ONUC Air Staff Organization

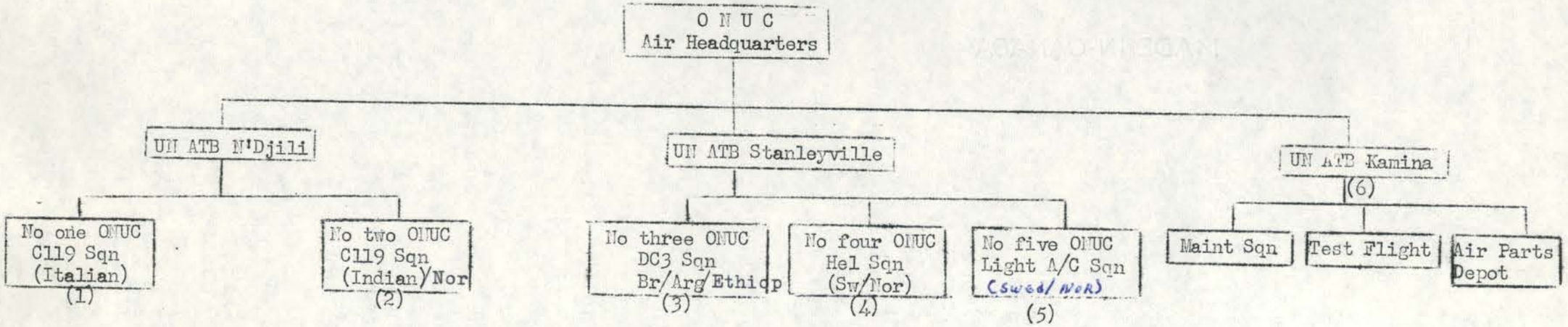


Legend:

C A Ops O	- Chief Air Operations Officer
Sen Int O	- Senior Intelligence Officer
Ops O	- Operations Officer
Ops Rm Clerk	- Operations Room clerk
C Adm O	- Chief Administrative Officer
Pers & Fin	- Personnel & Finance Officer
Adm O	- Administrative Officer
C A Eng O	- Chief Aeronautical Engineering Officer
Air Maint O	- Air Maintenance Officer
Air Log O	- Air Logistics Officer
Air Tel O	- Air Telecommunication Officer

Appendix "B"

ONUC Air Transport Force Organization



Legend:
(1) Italian C119 Squadron - 10 aircraft
(2) Indian C119 Squadron - 5 aircraft
(3) Brazilian/Argentinian DC3 Squadron - 17 aircraft (Some aircraft detached for ops)
(4) Swedish/Norwegian Helicopter Squadron - 6 H13, 2 H19, 6 Alouettes Helicopers (Majority detached for ops)
(5) Swedish/Norwegian light Aircraft Squadron - 4 Beavers, 4 Otters (Majority Det for ops)
(6) UN Air Transport Maintenance Base Kamina - All second line repairs and overhaul UN aircraft (First line maintenance to be done at parent base or detached base).

Appendix "C"

ONUC AIR HEADQUARTERS

ORGANIZATION ORDER 1/60

United Nations Air Transport Base N'Djili

1. To assist in carrying out the air transport task necessary to support the ONUC role in the Congo, a UN Air Transport Base is to be established at N'Djili airport, Leopoldville, Republique du Congo.

AIM

2. The aim of this Organization Order is to state the mission and operating policy for United Nations Air Transport Base N'Djili, (UNATB N'Djili).

MISSION

3. The mission of UNATB N'Djili is:

(a) To provide all facilities necessary to the operation and control of assigned United Nations air transport squadrons and aircraft.

(b) To arrange living and working accommodation for all UN air personnel assigned to it.

(c) To administer all aspects of the operation of the base.

COMMAND AND CONTROL

4. The officer appointed to command UNATB N'Djili will be designated the "Air Base Commander". He is responsible directly to the ONUCHQ Air Commander.

5. Base Security. Base security is not the responsibility of the Air Base Commander. He may, however, liaise direct with the Military Commander who does have the responsibility.

6. The officer appointed to command UNATB N'Djili will organize his HQ so as to centralize the administrative maintenance and operationsl functions of the flying squadrons under his command.

MEDICAL

7. The base medical officer, on behalf of the Base Commander, will liaise with the ONUC HQ Senior Medical Officer to provide the necessary medical facilities for all aircrew and ground crew personnel. Medical standards will be in accordance with national requirements.

FINANCIAL

8. The Base Commander will make the necessary arrangements with ONUC HQ for the payment of all personnel under his command.

LOGISTICS

9. All logistics for the base are to be organized through the Supply Section which is to deal direct with the Logistics Officer at Air HQ.

MAINTENANCE

10. Aircraft and equipment maintenance will be in accordance with orders issued from Air HQ. First line maintenance only if aircraft assigned to the base or visiting will normally be carried out. All second line maintenance will be supplied by the UN Air Maintenance Base at Kamina.

OPERATIONAL

11. All flying standards and operations will be in accordance with ICAO and ONUC Air HQ, Air Staff Instructions, and such additional orders as may from time to time be required.

PERSONNEL

12. All personnel requirements will be coordinated and met by ONUC Air HQ. Disciplinary and personnel administrative matters, including welfare, will be coordinated through the Senior Air Officer of each national contingent.

ORGANIZATION CHART

13. A current Organization chart of UNATB N'Djili is to be maintained at Air HQ. The first such chart is to be forwarded to Air HQ as soon as it is completed.

MOBILE EQUIPMENT

14. Personnel transportation and special vehicles as required have been supplied to the Base Commander. All vehicles will be under the control of an officer appointed by him and specific personal allocations will be made only on the express permission of the Base Commander.

ESTABLISHMENT

15. The personnel aircraft and vehicle establishment for UNATB N'Djili will be contained in the UNATB N'Djili Establishment to be issued shortly.

MISCELLANEOUS ORDERS

16. Miscellaneous Orders and instructions (and amendments) will be issued from time to time as required to enable the Base Commander to meet current UN operating policy.

EFFECTIVE DATE

17. The effective date of organization for UNATB N'Djili is 15 Sep 60.

(W. K. Carr) G/C
Air Commander

ONUC AIR HEADQUARTERS

ORGANIZATION ORDER 2/60

United Nations Air Transport Base Stanleyville

Le Royal, 12 Sep 60

INTRODUCTION

1. To assist in carrying out the air transport task necessary to support the ONUC role in the Congo, a UN Air Transport Base is to be established at Stanleyville airport, Stanleyville, Republic du Congo.

AIM

2. The aim of this Organization order is to state the mission and operating policy for the United Nations Air Transport Base Stanleyville, (UNATB Stanleyville).

MISSION

3. The mission of UNATB Stanleyville:

(a) To provide all facilities necessary to the operation and control of assigned United Nations air transport squadrons and aircraft.

(b) To arrange living and working accommodation for all UN air personnel assigned to it.

(c) To administer all aspects of the operation of the base.

COMMAND AND CONTROL

4. The officer appointed to command UNATB Stanleyville will be designated the "Air Base Commander". He is responsible directly to the ONUC HQ Air Commander.

5. Base Security. Base security is not the responsibility of the Air Base Commander. He may, however, liaise direct with the Military Commander who does have the responsibility.

ORGANIZATION

BASE HQ

6. The officer appointed to command UNATB Stanleyville will organize his HQ so as to centralize the administrative maintenance and operational functions of the flying squadrons under his command.

MEDICAL

7. The base medical officer, on behalf of the Air Base Commander, will liaise with the ONUC HQ Senior Medical Officer to provide the necessary medical facilities for all aircrew and ground crew personnel. Medical standards will be in accordance with national requirements.

FINANCIAL

8. The Air Base Commander will make the necessary arrangements with ONUC HQ for the payment of all personnel under his command.

LOGISTICS

9. All logistics for the base are to be organized through the Supply Section which is to deal direct with the Logistics Officer at Air HQ.

MAINTENANCE

10. Aircraft and equipment maintenance will be in accordance with orders issued from Air HQ. First line maintenance only of aircraft assigned to the base or visiting will normally be carried out by base personnel. All second line maintenance will be supplied by the UN Air Maintenance Base at Kamina.

OPERATIONAL

11. All flying standards and operations will be in accordance with ICAO and ONUC Air HQ, Air Staff Instructions, and such additional orders as may from time to time be required.

PERSONNEL

12. All personnel requirements will be coordinated and met by ONUC Air HQ. Disciplinary and personnel administrative matters, including welfare, will be coordinated through the Senior Air Officer of each national contingent.

ORGANIZATION CHART

13. A current Organization chart of UNATB Stanleyville is to be maintained at Air HQ. The first such chart is to be forwarded to Air HQ as soon as it is completed.

MOBILE EQUIPMENT

14. Personnel transportation and special vehicles as required have been supplied to the Air Base Commander.

ESTABLISHMENT

15. The personnel aircraft and vehicle establishment for UNATB Stanleyville will be contained in the UNATB Stanleyville establishment to be issued shortly.

MISCELLANEOUS ORDERS

16. Miscellaneous Orders and instructions (and amendments) will be issued from time to time as required to enable the Air Base Commander to ensure his operations meet current UN operating policy.

EFFECTIVE DATE

17. The effective date of organization for UNATB Stanleyville is ~~15 Sep 60.~~ indefinite.

(W. K. Carr) G/C
Air Commander